

Tunbridge Wells Borough



Tunbridge Wells Borough Council

**Provisions for sustainable and active travel,
especially for major development sites, and the
implications for transport modelling**

November 2023



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1.0 Background, scope and purpose

- 1.1 This Note is intended to inform the estimation of trip rates from developments within a development strategy that responds to the Inspector's Initial Findings letter, with particular regard to the impact of sustainable and active travel proposals envisaged as part of the revised development strategy.
- 1.2 A significant amount of work has previously been undertaken in relation to both creating permeable layouts within new developments and good connectivity from them to local services, as well as in terms of major enhancements to sustainable transport routes and facilities. However, that was in the context of the proposed development strategy which included two "strategic sites": a new garden settlement at Tudeley Village, with some 2,800 dwellings (2,100 within the plan period), and the major expansion of Paddock Wood, including some 3,500 additional homes.
- 1.3 The Inspector has raised particular concern in relation to the strategic sites, notably finding that the Pre-Submission Local Plan and its supporting evidence in respect of Tudeley Village does not provide the exceptional circumstances necessary to justify its release from the Green Belt. In addition, he wants further consideration to be given to accommodating new housing at Paddock Wood wholly on land within Flood Zone 1, in line with the NPPF's "sequential test".
- 1.4 Therefore, current testing is for a revised Local Plan strategy without Tudeley Village and with a reduced scale of growth at Paddock Wood (including land in east Capel).
- 1.5 As part of revising the development strategy, the most appropriate approach to reducing reliance on the car is being reviewed to provide a clear, evidential basis for traffic modelling. This Note sets out:
- A. a summary review of the approach to transport mitigation measures that informed the Pre-Submission Local Plan
 - B. the approach to considering the transport impacts of the revised strategy
 - C. for Paddock Wood:
 - i) sustainable transport measures integral to strategic developments
 - ii) proposals for wider cycling and walking and bus provision improvements within the town
 - D. Royal Tunbridge Wells bus and cycle routes and measures
 - E. Inter-urban bus and cycle routes and measures, including links to Pembury
 - F. likely combined impacts of sustainable transport measures on trip generation

2.0 Previous transport modelling approach

- 2.1 The Pre-Submission Local Plan was supported by a [Transport Assessment, March 2021 \(CD 3.114\)](#). This was later supplemented and updated, by [Local Plan – Transport Assessment Addendum 2](#), October 2021 (PS-023), which included sensitivity testing sought by Kent County Council (as the local transport authority) and National Highways.
- 2.2 Both Transport Assessments used TEMPro Version 7.2, (being that generally used for strategic transport modelling for local plans) for estimating background traffic growth. For the strategic sites, a 10% reduction in baseline (TRICS) trip rates was applied, in recognition of the scope for internalised and sustainable trips for such developments with ready access to facilities, such as primary school, local centre etc., as well as good provision of walking and cycling routes within them.
- 2.3 In addition, with the agreement of the national and county highways bodies, a 10% reduction on car (driver) trips with origins and destinations within an area regarded as a “*Sustainable Transport Zone*” (STZ) was also applied. This is the roughly triangular area from Tonbridge - Paddock Wood - Royal Tunbridge Wells (although the 10% reduction was not applied to trips contained within Tonbridge). The justification for this was the strong focus on additional sustainable transport measures, as contained in a new ‘Local Cycling and Walking Infrastructure Plan’ (LCWIP), together with emerging proposals for bus enhancements.
- 2.4 In summary, the sequential stages in the most recent (i.e. Addendum 2) Transport Assessment were:
- i) Reference Case (RC) – only including development that has planning permission and taking account of committed developer mitigations as part of committed developments already modelled in the demand
 - ii) Local Plan (LP) - No change to RC highway network. TRICS based trip rates for new developments. No changes have been made to existing development demand or trip rates in the model
 - iii) Local Plan Highways test (LPH) - Local Plan scenario including highways mitigation measures only. No demand changes as compared to the LP scenario
 - iv) Mitigation Scenario (MS) - Local Plan scenario including highways mitigation measures and 10% mode shift in Sustainable Transport Zone
- 2.5 The Addendum 2 Assessment noted that the TRICS-based sensitivity tests for the Local Plan scenarios that were agreed with the transport bodies only resulted in very modest differences from the Regulation 19 consultation Transport Assessment. It was concluded that the overall modelling presented at the Regulation 19 stage (i.e. in the March 2021 report) remained valid.

3.0 Approach to modelling for the revised development strategy

3.1 Fundamentally, the approach to the further modelling remains the same as previously. However, it has been reviewed and updated, as set out in the recent Technical Note produced by Sweco. This includes:

- Review of robustness of the Baseline 2019 model in the wake of the Covid-19 pandemic and how flows within the model relate to observed data in 2022.
- Assessment of NTEM/TEMPro 7.2 housing and growth factors against NTEM/TEMPro 8, and update of Local Plan reference case model as required.
- Review of Paddock Wood zone loading to confirm accuracy in key junctions where traffic flows will be loading onto the network.
- Review of Reference Case model network at Kippings Cross to ensure model network best represents existing conditions.

3.2 As regards the respective versions of NTEM/TEMPro, National Highways preference is to continue to use NTEM/TEMPro 7.2 as the *core* scenario and NTEM/TEMPro 8 as a *sensitivity* scenario, on the basis that the former uses the 2014-based household projections, notwithstanding that NTEM/TEMPro 8 it using the most up-to-date projections. Accordingly, both scenarios are presented, with NTEM/TEMPro 7.2 as the “core” scenario.

3.3 Given the anticipated removal of Tudeley Village and significant changes to the development allocations around Paddock Wood, the revised ‘Reference Case’ does not include an allowance for lower trip rates from the remaining strategic allocation. Rather, the potential for internalisation of trips and more trips by sustainable modes within the sites is considered within the ‘*Mitigation*’ scenario at Stage 3, drawing on revised proposals for the scale, form and location of development and its transport connections, as well as for other, “external” measures (i.e. beyond those being delivered directly as part of the developments) to facilitate greater modal shares for walking, cycling, bus and train use.

3.4 The revised stages are:

- Stage 1 – Pre-Modelling Analysis, including Baseline and Reference Case review, and agreeing assumptions on Local Plan.
- Stage 2 – Strategic Modelling: Reduced Local Plan Growth Scenario, to establish baseline impacts on the highway network, only taking account of changes to the transport network from already committed and funded schemes.
- Stage 3 – Development of Deliverable Transport Mitigation Measures, having two parts:
 - Part One - a scenario with the TWBC and KCC confirmed sustainable transport schemes and any associated modal shift from car

- Part Two – a review of the outstanding hotspots and further mitigations needed, including their concept design, timing and high-level costs

4.0 Paddock Wood

a) Sustainable transport measures integral to strategic growth

4.1 Given that Paddock Wood is a compact, relatively flat, town with a concentrated town centre, it is feasible for the majority of the population to use active modes to access the town centre for day-to-day services. Given this, allied with the central location of the mainline railway station to Tonbridge and London, connectivity to the town centre is core to the masterplanning of strategic growth.

4.2 [Masterplanning work](#) done for the Pre-Submission Local Plan has been updated to reflect revisions that limit housing to Flood Zone 1. The revised proposed 'Framework Plan' for the strategic growth of Paddock Wood (including land in east Capel) is reproduced in Figure 1 below:

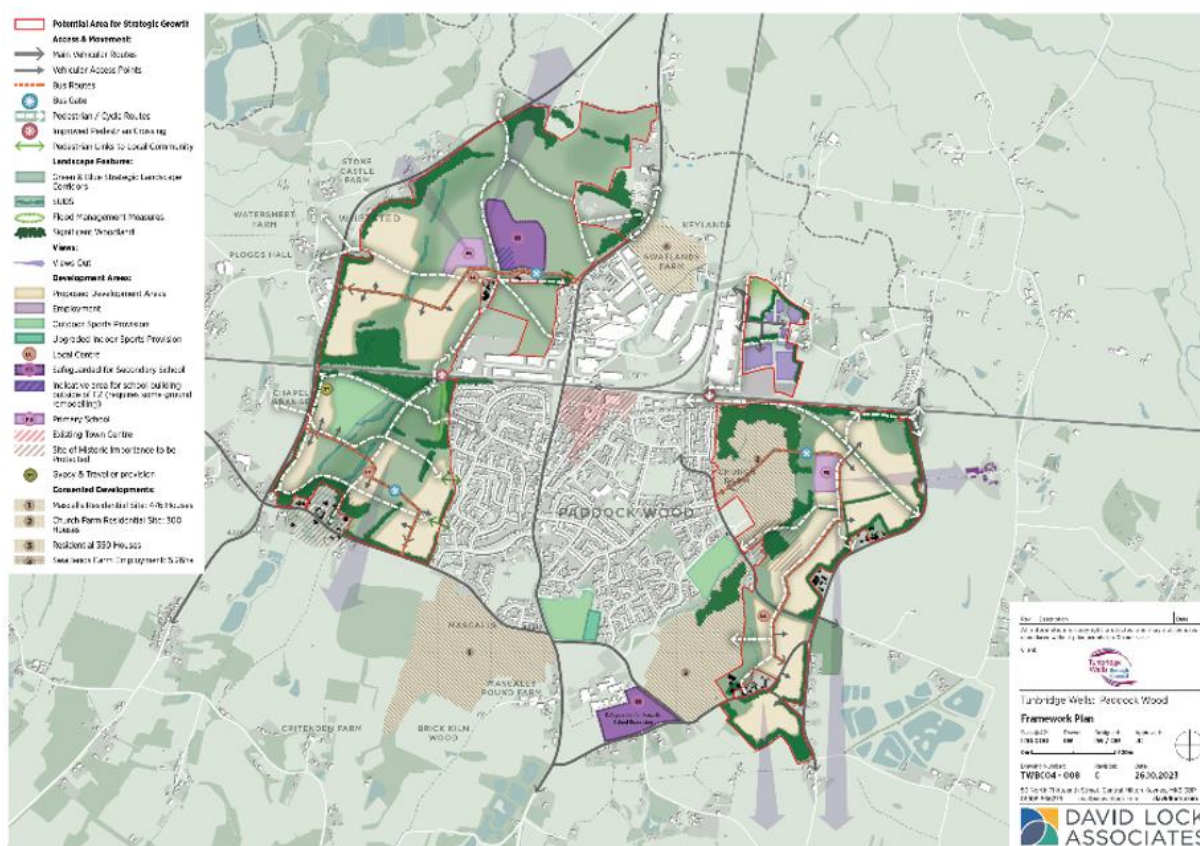


Figure 1 Revised Masterplanning 'Framework Plan', DLA October 2023

4.3 A 'Movement Framework' supports this overall land use plan. This is reproduced below.

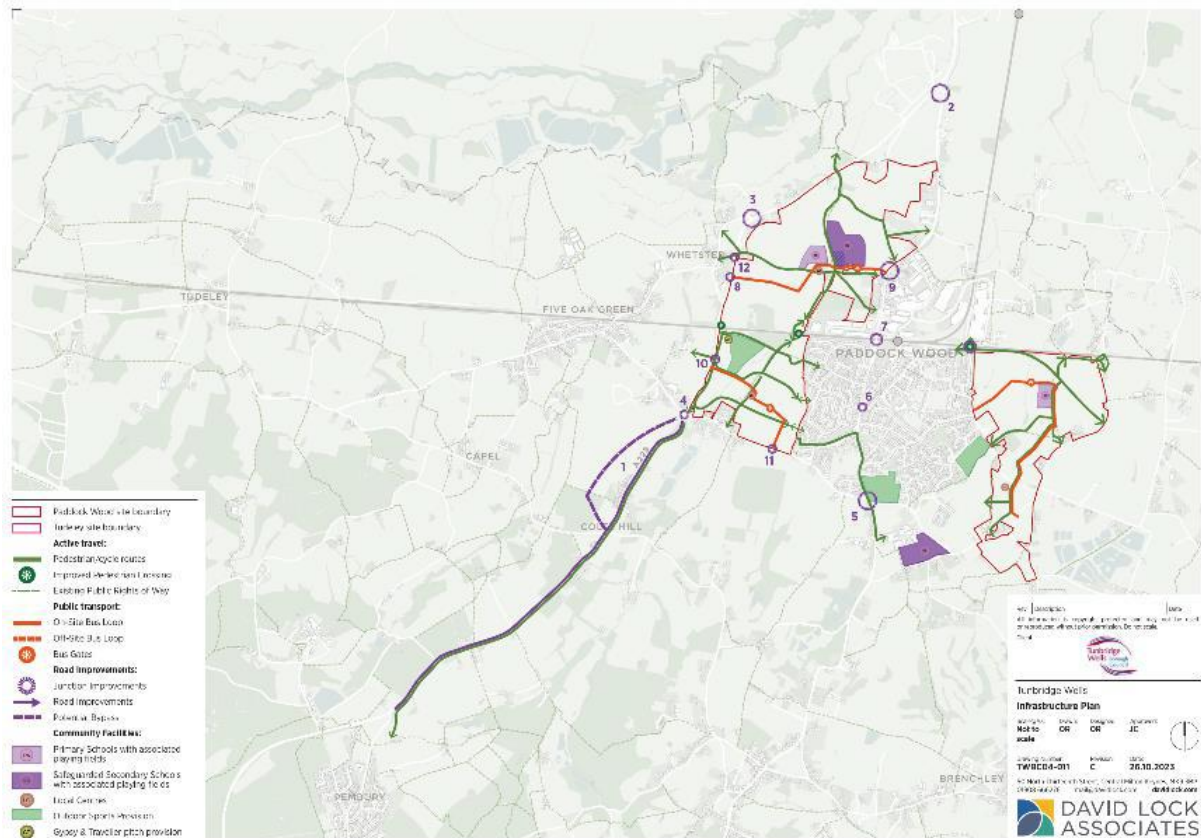


Figure 2 Proposed revised Infrastructure Framework for strategic development at Paddock Wood

- 4.4 The masterplan envisages new developments being designed to operate on the principles of low traffic neighbourhoods, with good pedestrian and cycling grids and managed vehicle movements.
- 4.5 It can be seen that pedestrian and cycling links are well-defined as part of the masterplanning work, accommodated in part within a network of open green spaces. The links are no more than 500m apart, and oriented to move people conveniently into the town centre and within neighbourhoods towards schools, local centres and open space. These active travel routes also provide improved connections to the wider countryside for leisure purposes by joining to existing public rights of way.
- 4.6 Recognising that the strategic sites are some 15 -20 minutes walking time from the town centre (see LCWIP, Figure 4-18), the street network is designed to allow a bus loop to operate via bus gates at key points into them and connecting them to the town centre, northern employment area and railway station.
- 4.7 These bus measures will help accommodate a proposed “town bus” service within the expanded Paddock Wood, which is a new proposal and is elaborated upon at paragraphs 4.27 – 4.31 below.
- 4.8 Much of the highways and transport infrastructure identified in the masterplanning work is expected to be provided as part of the development of the sites.

4.9 Planning applications have recently been submitted for adjoining developments to the east of Paddock Wood under references [23/00086/HYBRID](#) and [23/00118/HYBRID](#) on behalf of Persimmon Homes South East and Redrow Homes Southern respectively. They are supported by a common Transport Assessment (TA) which includes a 'Movement and Access Strategy' within which "*freedom of movement for pedestrians and cyclists both within and through the site is a priority ...*" (TA paragraph 3.7). This includes provisions pedestrian/cycle routes and comprehensive improvement proposals, as highlighted on Figure 2 of the submitted TA, reproduced below:



Figure 3 Site Pedestrian / Cycle Links and Improvement Proposals, taken from Figure 2 of Transport Assessment for Proposed Residential Development, Land East of Paddock Wood, prepared on behalf of Persimmon Homes South East / Redrow Homes Southern, December 2022.

4.10 Figure 3 of the Transport Assessment sets out how these routes can link the developments by foot / cycle to key amenities or groups of amenities within the town. To illustrate the connectivity, it plots five locations within the masterplan site (three to the north of Church Road, two to the south) and demonstrates onwards routes, and

journey times, by foot and cycle to each amenity, as well as their status in respect of surfacing and suitability for use by cycles. This figure is reproduced below:

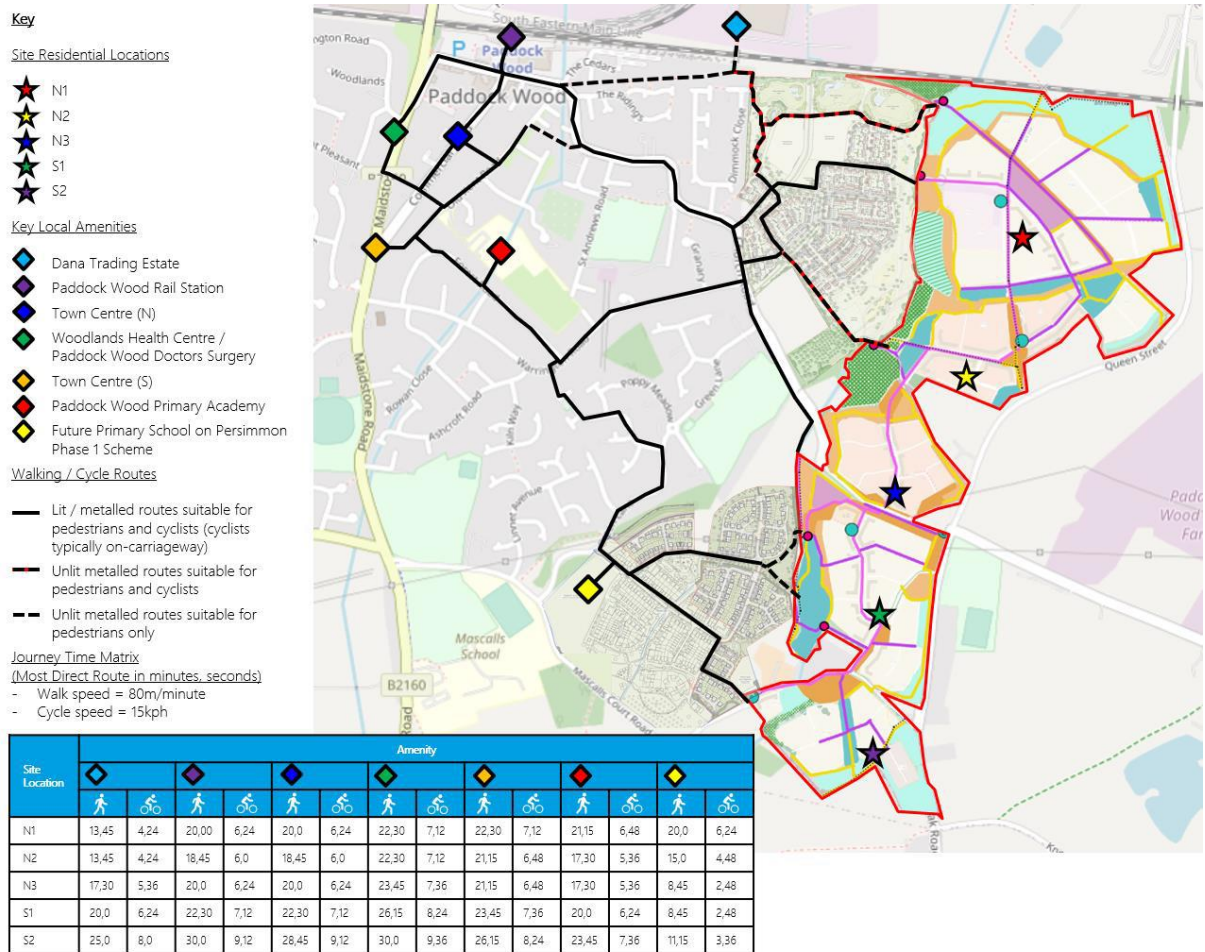


Figure 4 Sustainable Movement and Access Context Plan; Figure 3 of the above-mentioned TA

- 4.11 This highlights the direct nature of the connections being made and the range of daily journeys from the development that could feasibly be made on foot or by cycle.
- 4.12 In relation to bus access, the applications propose that buses would route through the site, to / from the north via the single lane road link between the northern portion of the site and the Church Farm development to the west; thereafter following the main Boulevard through the development and joining the established highway network to the south of the site to / from Mascalls Court Road.
- 4.13 An indicative bus route, based on that contained in the Strategic Sites Masterplanning and Infrastructure Study, is proposed. The route, position of stops and 400m isochrones from stop locations (which demonstrates that dwellings would be within 400m of bus stops, providing access to a range of amenities, employment opportunities and leisure facilities locally and with onward travel via Paddock Wood rail station, are shown on Figure 4 of the TA. It is reproduced below:

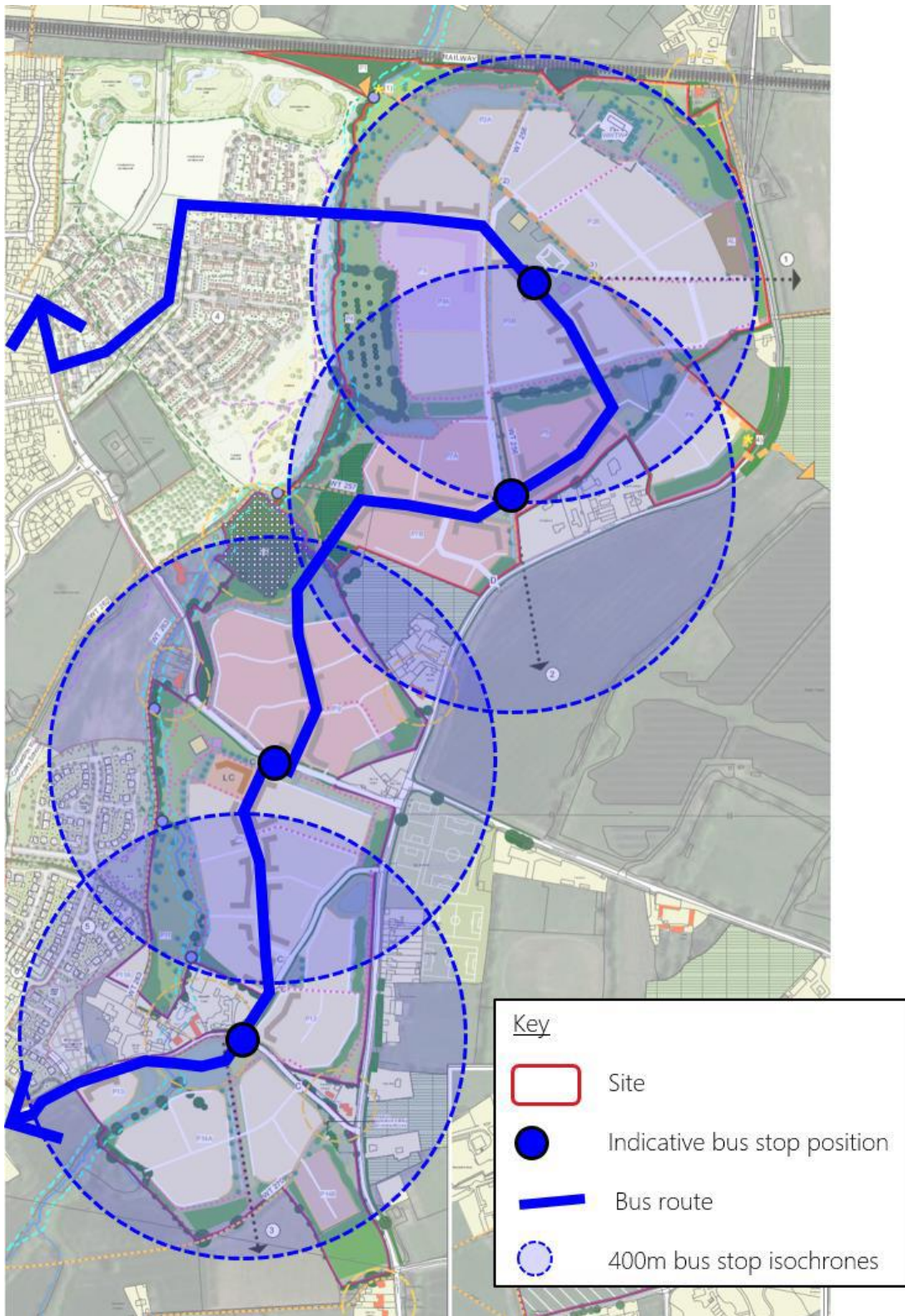


Figure 5 Proposed Bus Route contained in above-mentioned Transport Assessment

4.14 It is noted that the route involves crossing the East Rhoden stream to connect the Redrow development to the ongoing development at Church Farm to the west. This link is the subject of a separate application, reference [23/00091/FULL](#) .

4.15 The applications envisage a “demand responsive” service, but this is now being reviewed in the context of a potential town-wide bus service also serving the remaining strategic developments proposed to the west and north of the town, as discussed further at paragraphs 4.27- 4.31 below.

4.16 While the strategic sites to the west of the town are not the subject of planning applications, the further masterplanning work has identified the following sustainable transport measures as part of them.

A. North-west quadrant (Crest)

- 1) Road/bus/cycle/ped 'causeway' over river (x1)
- 2) Pedestrian/cycle Bridge across Railway
- 3) Proposed cycleway/footway route 5 3m shared cycleway/footway along internal link road
- 4) Bus stops on site along link road

B. South-west quadrant (Dandara)

- 1) Road/bus/cycle/ped 'causeway' over river
- 2) Pedestrian/cycle Bridge across Railway - immediately east of A228
- 3) 3m shared cycleway/footway along internal link road
- 4) Bus stops on site along access road
- 5) Pedestrian/cycle route through site

4.17 Also significant in terms of the internalisation of trips are the locations proposed in the revised strategy for the following facilities to support the strategic growth:

Facility	East (Redrow/ Persimmon)	North-west (Crest)	South-west Dandara)
Secondary school		Within site	
Local Centre	Within site	Within site	Within site
Primary School	Within site	Within site	
Outdoor sports pitches	Within/adjacent to site		Within site
Wetland Park		Adjacent to site	

Source: PS_046: Paddock Wood Strategic Sites (Master Planning) Addendum

b) Further sustainable transport measures and “internalisation” of trips

- 4.18 This section considers further active and sustainable transport measures, beyond those proposed as part of the strategic sites’ developments themselves, to increase sustainable movements within Paddock Wood. It also reviews the prospects from such measures as well as from other factors, notably land use dispositions, to retain (“internalise”) trips within the town and, hence, lessen the impacts on the wider road network.
- 4.19 Optimising the sustainability of Paddock Wood that is provided by strategic growth is integral to the masterplanning approach. It also aligns with emerging Local Plan transport policies (notably Policy STR 6).
- 4.20 As noted in the previous section, Paddock Wood already offers a wide range of services and jobs, with a centrally located town centre and railway station. The fact that it is fairly compact and flat makes it conducive to cycling and walking to local destinations.
- 4.21 The planned strategic growth offers real scope to increase the level of self-containment of Paddock Wood, in terms of meeting a higher proportion of residents’ needs locally, as well as improving access to community facilities and jobs by active or other sustainable modes of travel.
- 4.22 Of particular note, the revised spatial strategy will facilitate the “internalisation” of more trips within Paddock Wood by virtue of:
- a) meeting the need for the additional secondary school places in the town itself, rather than on the edge of a new settlement at Tudeley Village
 - b) providing new primary schools in both the east and west of the town
 - c) demonstrably providing for balanced residential and employment growth, such that there will be a requisite quantum, types and timing of jobs to meet the needs of the growing workforce
 - d) making more use, through enhancements, of existing community facilities, especially sport and recreation facilities, to increase their sustainability
 - e) giving careful consideration to the connectivity of proposed residential developments to local facilities, services and jobs, as well as being designed around use of sustainable modes
- 4.23 In addition, as previously recognised in the Strategic Sites Masterplanning and Infrastructure Study and in the supporting [Access and Movement Report](#), there are opportunities to support greater levels of cycling and bus penetration within the town; revised proposals, some of which are new, are presented in turn below.

Cycle routes

- 4.24 The ‘Phase 2’ [Local Cycling and Walking Infrastructure Plan](#) (LCWIP) presented a specific LCWIP for Paddock Wood, with Figure 4-12 (reproduced below) proposing a cycling network of nine corridors, with each corridor converging on the town centre.

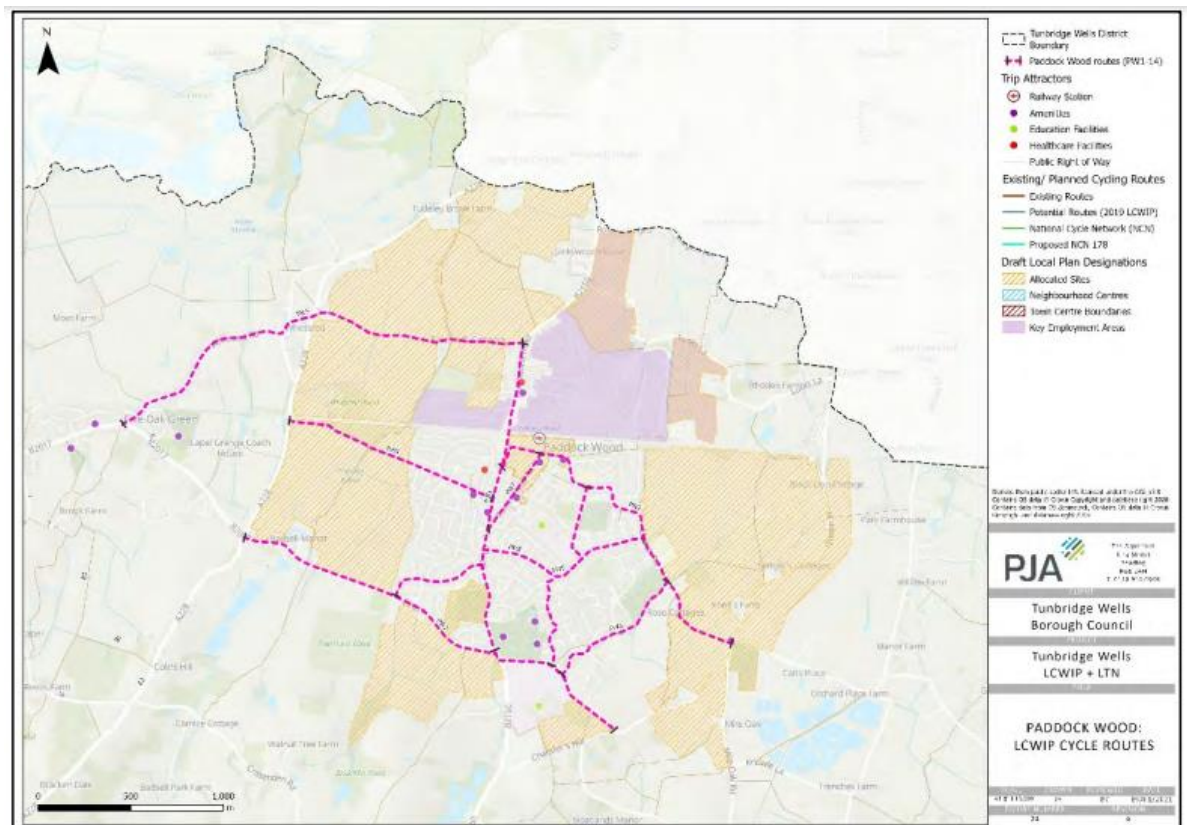


Figure 6 Paddock Wood –LCWIP Cycling Network, taken from Figure 4-12 of LCWIP Phase 2 report

- 4.25 It shows links to the new developments, but not all connecting routes within them – which were identified as part of the masterplanning work – see Figure 1 above.
- 4.26 These routes have not been affected by the reduced scale of development within Paddock Wood (nor the removal of Tudeley Village from the Local Plan), although there are some modifications to routes within the strategic developments, including a new route on the western edge of the north-western housing areas (Crest).

Bus services

- 4.27 A draft ‘Bus Feasibility Study’ was prepared by consultants WSP for KCC and TWBC to support the Submission Local Plan that was available at the end of the hearings. However, this was based on the submitted development strategy, so has been reviewed in the light of the proposed revised strategy. They have also reviewed this in light of the proposed revised strategy.
- 4.28 While the above draft ‘Bus Feasibility Study’ understandably focussed on increasing the sustainability of Tudeley Village and its connectivity with nearby urban centres, the updated bus study has also given further consideration to the introduction of a “Paddock Wood town bus”, to help consolidate the level of self-containment discussed at paragraphs 4.20 – 4.22 above.
- 4.29 The target for a town bus service is to provide a high frequency (every 15-20 minutes during daytimes) service operated by a mid-size bus running in a “figure of 8” with the town centre/railway station as the hub.

4.30 A potential route is shown below:

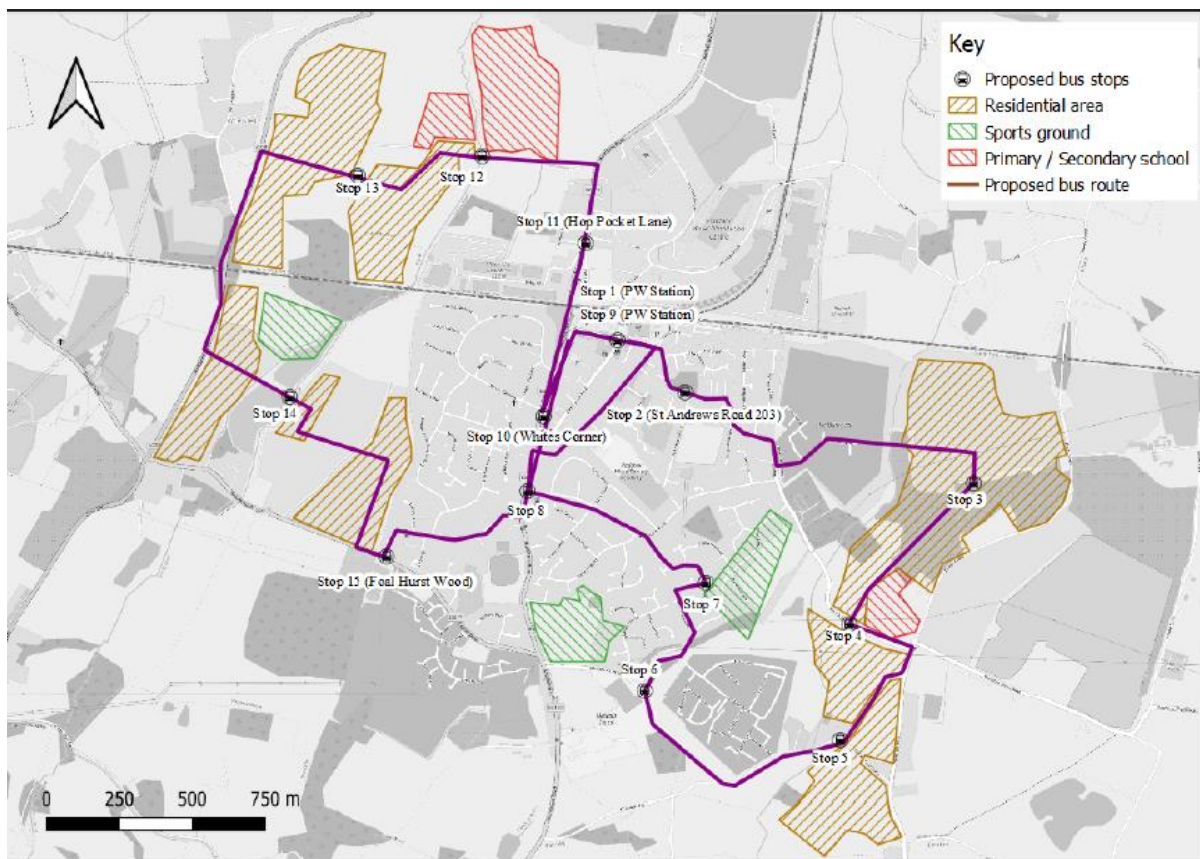
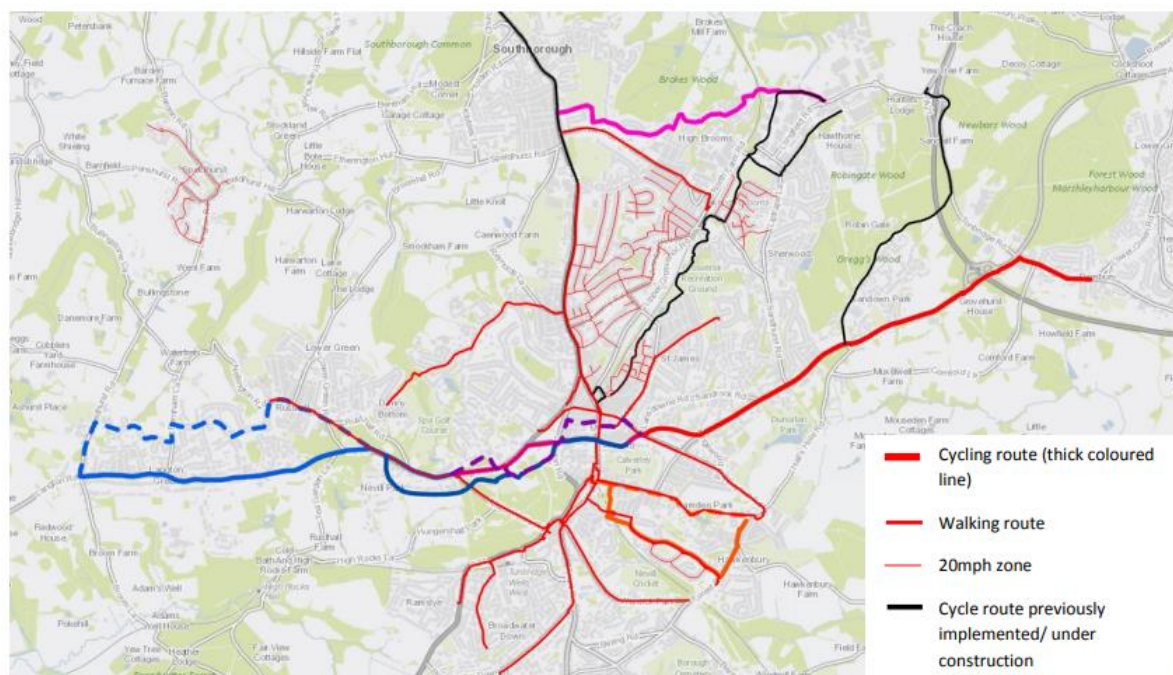


Figure 7 Proposed town bus route for Paddock Wood

4.31 It is envisaged that, initially, the service will focus on the eastern part of the town, potentially extending more into the developments, with more stops, ahead of the western sites being built out. Depending on a review of its most effective routing and stops, an extended service may require an additional bus. It also suggests, subject to discussions with Network Rail, better provision for buses at the railway station.

5.0 Royal Tunbridge Wells cycling infrastructure

- 5.1 As noted previously, the first Local Cycling and Walking Infrastructure Plan (LCWIP) focused on Royal Tunbridge Wells (RTW) - https://forms.tunbridgewells.gov.uk/_data/assets/pdf_file/0006/403494/CD_3.115ai-aii_LCWIP-Phase-1.pdf . These include cycling and walking routes into RTW town centre from surrounding areas (e.g. Rusthall, Hawkenbury). The Proposed Network is reproduced on Figure 10 below:



- 5.2 No amendments to these routes are envisaged under the revised development strategy, although an additional route, put forward in the Phase 2 LCWIP, for a new cycle route based on an existing PROW is also proposed from Hawkenbury to Pembury, as shown in the following section.

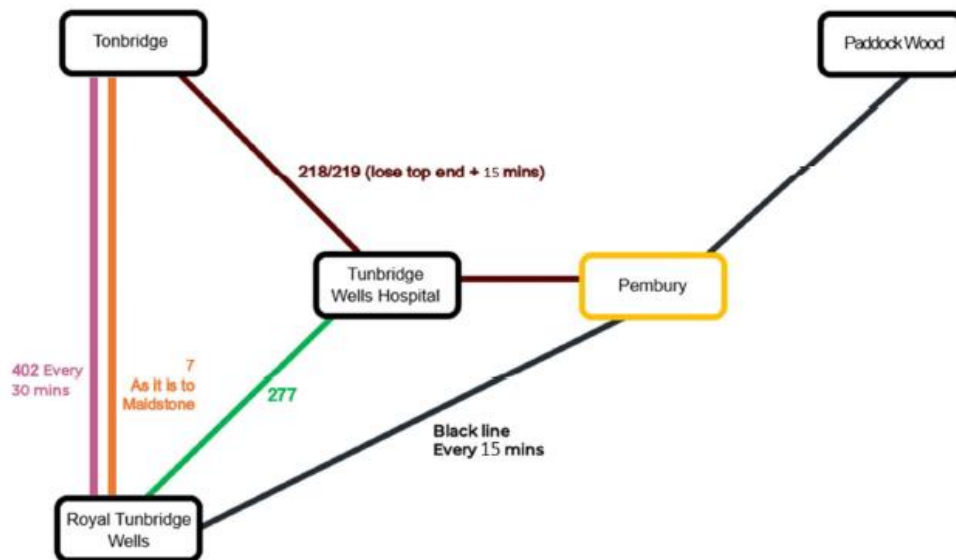
6.0 Inter-urban bus and cycling movement corridors

- 7.1 Consideration has been given during Local Plan preparation to opportunities for improved levels of bus patronage and cycling between locations with significant levels of proposed development. This previously focused on inter-urban routes between Royal Tunbridge Wells, Tonbridge and Paddock Wood, taking in the proposed Tudeley Village, together with Pembury and the Tunbridge Wells Hospital.
- 7.2 In the event that Tudeley Village is not pursued in this Local Plan, but that there is still strategic growth, albeit somewhat reduced, of Paddock Wood, particular consideration is now given to the Paddock Wood – Pembury – Royal Tunbridge Wells corridor in terms of both bus and cycle routes. This reflects the distribution of external trips from Paddock Wood (as presented in Figure 6.2 of the earlier Access and Movement Report). Movement to Tonbridge is still considered but in the context that it and,

beyond that, London are well served by direct rail links from both Paddock Wood and Royal Tunbridge Wells.

Bus infrastructure

- 7.3 Consultants, WSP have undertaken a further study (Tunbridge Wells Public Transport Feasibility Study Review) based on the proposed revised development strategy (in addition to the Paddock Wood Bus Service options study). It has looked at the revised housing allocation sites in relation to the following corridors:
- Tonbridge to Paddock Wood
 - Paddock Wood to Pembury
 - Pembury to Royal Tunbridge Wells
 - Royal Tunbridge Wells to Tonbridge
 - Tonbridge to Tunbridge Wells Hospital
 - Tunbridge Wells Hospital to Pembury
- 7.4 At present, there is already effectively a 15-minute service between Royal Tunbridge Wells and Tonbridge, but only an hourly service along the Royal Tunbridge Wells – Pembury – Paddock Wood corridor.
- 7.5 A number of route/service improvement options have been assessed. Taking a, perhaps conservative, 5% modal share, the only option that is shown as requiring a potentially affordable level of subsidy is Option 5/5A, as shown on the figure below. (NB This is on the basis that the level of subsidy from development at Paddock Wood previously factored into the viability assessment for bus service improvements was £3m, so any subsidy requirement more than this has been discounted.)



Option 5a changes to services from baseline network

Service	Changes
222, 277, 208A, 6X	Remain unchanged
218/219	Retained frequency at twice an hour. Does not serve local loop in Tonbridge
Black	New service between Tonbridge, Royal Tunbridge Wells, Pembury, and Paddock Wood

Figure 8 Inter-urban bus service improvement option

7.6 Critically, this Option will considerably increase the frequency of the service on the Royal Tunbridge Wells (RTW) – Pembury – Paddock Wood corridor from one/hour to one/15 minutes. This would mean that there is a service with some “Bus Rapid Transport” characteristics from RTW, to both Tonbridge and Paddock Wood.

Cycling infrastructure

7.7 The [Phase 2](#) Local Cycling and Walking Infrastructure Plan (LCWIP) presented options for new inter-urban cycle routes between RTW, Tonbridge and Paddock Wood, in part to improve the sustainability of the proposed Tudeley Village. These proposals have been reviewed for the revised development strategy.

7.8 The revised inter-urban cycle network is shown on Figure 9 below.

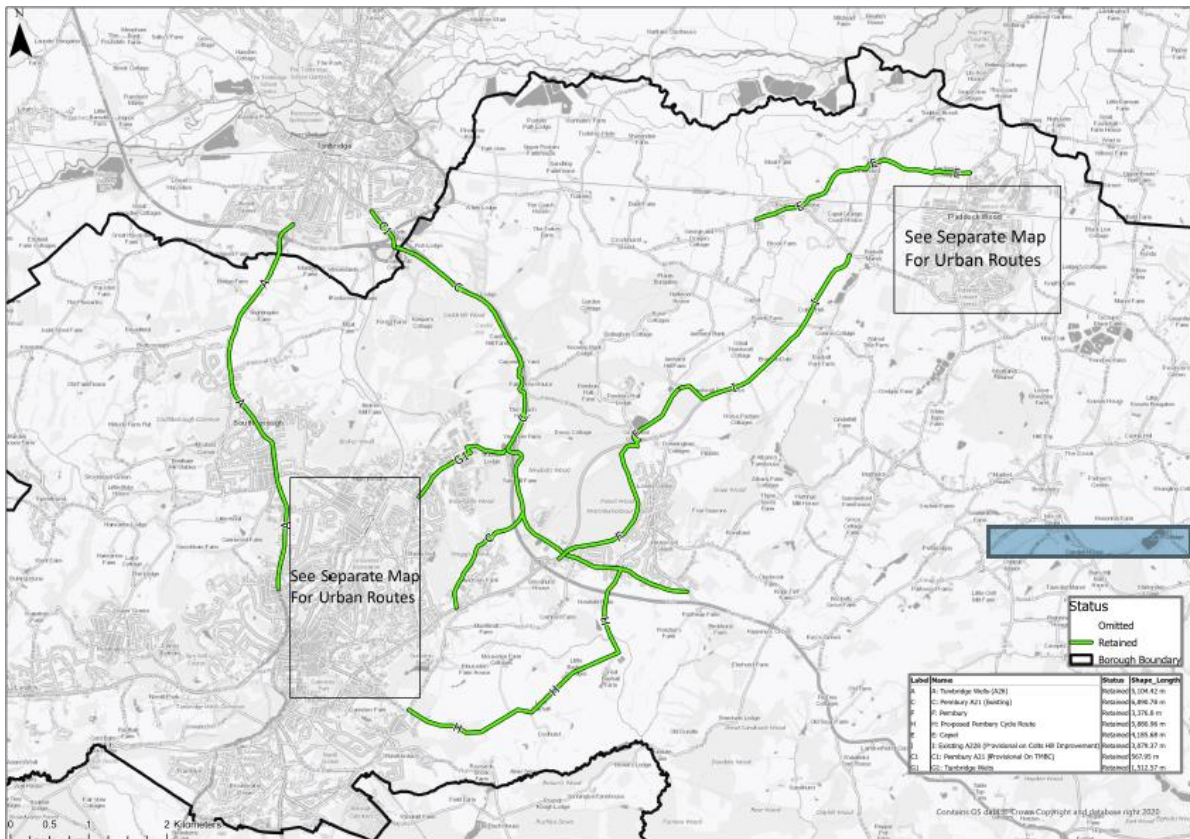


Figure 9 Existing and proposed inter-urban cycle routes

7.9 It can be seen that cycle routes focused on Tudeley Village are no longer being promoted, although the link between Paddock Wood and Five Oak Green is retained. Also, links from RTW to Pembury, which will directly connect to the allocated Pembury housing sites, and from the north (potentially utilising the A228 as part of a Colts Hill Bypass/Improvement) are also retained. Improved routes from the existing A21 cycle route into Tonbridge town centre are still envisaged, subject to further discussions with KCC and TMBC.

7.0 Traffic generation impacts of combined sustainable transport measures

- 7.1 There is a general recognition that large-scale, strategic proposals have lower car trip rates due to the internalisation of a higher proportion of trips, as some “trip ends” (destinations) are part of the development/immediate locality. In addition, the masterplanning for the strategic growth at Paddock Wood incorporates a number of walking and cycle routes, mainly within green corridors, to promote these modes.
- 7.2 For the revised strategic proposals for Paddock Wood including land in east Capel (PWeC), the impact of such measures was previously estimated to equate to a 10% reduction in car trips.
- 7.3 While the revised strategic growth at PWeC is being reduced in scale, the range of internal trips are expected to be at least the same if not more, as the focus on local services and facilities is retained and secondary school needs are now being met within the town. Also, the earlier commitment for a strong network of footpath and cycle routes both within the new developments and connecting them to key destinations is retained.
- 7.4 In addition, further work has been done to develop a bus strategy with a new focus on significantly increasing bus use for trips to/from the strategic development areas. In fact, the proposal for a “town bus” can play a key role in promoting modal shift for existing built-up areas as well as the strategic sites.
- 7.5 In relation to Royal Tunbridge Wells, the early work on producing its own LCWIP (the “Phase 1” study) is now seeing schemes being progressed. In addition, there are complementary proposals for a number of “low traffic, or liveable, neighbourhoods”, which will also enable a degree of modal shift in the town.
- 7.6 Across the general area of Royal Tunbridge Wells – Pembury – Paddock Wood - Tonbridge, previously referred to in transport assessment work as a “sustainable transport zone”, there are proposals for both inter-connecting cycle routes and improved bus services, most notably on the Royal Tunbridge Wells – Pembury – Paddock Wood corridor, which does not benefit from direct rail links.
- 7.7 These measures are expected to generate a degree of modal shift, supplementing that from the other more locally-specific measures summarised above. However, the earlier 10% reduction from these measures alone is, on reflection, considered optimistic; a more realistic 5% reduction is regarded as more appropriate.
- 7.8 The following table summarises the anticipated modal shift from car use as a result of the combined impacts from the measures set out in this Note, which are expected to result in appreciably higher modal shares for cycle and bus use:

Locality	Area-wide measures	Local measures – base	Local measures – potential	Combined shift
Paddock Wood	-5%	-10%	-15%	-15-20%
Royal Tunbridge Wells	-5%	-5%		-10%

Pembury	-5%			-5%
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[NB The reductions from “local measures” are to be applied only to the traffic generated from Local Plan allocations, while the reductions from “area measures” are seen as applying to all local trips.]

- 7.9 It can be seen that the anticipated modal shift within the “sustainable transport zone” is recognised as variable, fairly recognising the respective local context for each of the settlements and the nature and extent of measures in each area.
- 7.10 The anticipated reduction in the proportion of trips by car across this part of the borough, focussed on Royal Tunbridge Wells, Paddock Wood and Pembury, is anticipated to result from the overall impact of improved opportunities for active and sustainable travel within this area, or “zone”.
- 7.11 For Royal Tunbridge Wells, the impacts on proposed allocations are expected to be greater, due to a combination of the sustainability of the allocations and the level of proposed accessibility to (improved) facilities and services within the town.
- 7.12 For Paddock Wood, the combination of comprehensive strategic developments coupled with significant new active and sustainable transport infrastructure, is expected to have a much more significant impact. The impacts, in terms of consequent reductions in car trips, are applied to the strategic sites themselves, although it is also recognised that the new cycle lanes and proposed town bus (and high frequency inter-urban bus service to RTW, may well have a more pronounced, and wider benefit for the town as a whole, as reflected by the upper, “potential” modal shift estimate. For modelling, this higher modal shift for Paddock Wood should be presented as a sensitivity test, with other measures required if it is not achieved subject to appropriate “monitor and manage” policies.
- 7.13 Overall, the above estimates can be seen to be a fair reflection of the positive proposals being put forward in the context of practice and assumptions elsewhere.
- 7.14 For cycling, the proposals can be seen to be comprehensive, such that they should sit well within the range between the Government target of 6% and that used in the Propensity to Cycle Tool, of 22%.
- 7.15 In relation to bus use, previous work (see Stantec’s Access and Movement Report), anticipated a target 8.6% modal share for buses in Paddock Wood. More recent work for the Tunbridge Wells Bus Feasibility Review has considered improved network options with a range of modal share scenarios including 3%, 5% and 10%.

Appendices

Appendix 1: Draft revisions to the IDP in respect of sustainable transport measures

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
BOROUGH WIDE AND CROSS BOUNDARY							
Buses	Network of demand responsive rural bus services in the east of the borough	Highly Desirable	Moderate	Short/Medium	KCC/Bus operators	£500,000	Developer funding
	Improved network of buses linking: <ul style="list-style-type: none"> • Tonbridge to Paddock Wood • Paddock Wood to Pembury • Pembury to Royal Tunbridge Wells • Royal Tunbridge Wells to Tonbridge • Tonbridge to TW Hospital • TW Hospital to Pembury 	Critical	Moderate	Medium	KCC/Bus operators	£700,000	Developer funding*/ Commercial services *£4.8 million new bus route subsidy support funding identified in Strategic Sites Masterplanning and Infrastructure Study

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
Strategic Sites Infrastructure Framework 2021	Cycle route south towards A21/North Farm (linking to Kingstanding Way) via Church Lane and Half Moon Lane	Highly Desirable/ Essential	Moderate	Short	KCC/TWBC	£1,420,000	Developer funding
	Upgrade Hop Pickers Line for cycling and walking	Highly Desirable	Moderate/High	Medium	KCC/TWBC	£374,000	Developer funding (IL/s106), DfT cycling & walking funding
	Improved footpath on A229 between Hawkhurst, Cranbrook and Sissinghurst	Highly Desirable	Moderate	Medium	KCC/TWBC	£1 million	Developer funding
ROYAL TUNBRIDGE WELLS							
Pedestrian/ Cycle	Upgrade existing A26 cycle/pedestrian route between Tonbridge and Royal Tunbridge Wells to provide segregation (including south of RTW)	Critical/ Essential	Moderate	Short/Medium	KCC/TWBC	£4.5 million	Developer funding/DfT Cycling & Walking funding
	Improve cycle/pedestrian route from Woodsgate Corner to Tunbridge Wells town	Essential	Moderate	Short/Medium	KCC/TWBC	£2.5 million	Developer funding/DfT Cycling & Walking funding

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
	centre on A264 Pembury Road						
	Other LCWIP Phase 1 routes including: <ul style="list-style-type: none"> - Cross-town route - Hawkenbury to town centre - Langton/Rusthall to town centre - Southborough to North Farm 	Highly Desirable	Moderate/High	Short/Medium	KCC/TWBC	£4.3 million	Developer funding/DfT Cycling & Walking funding
	Cycle route from Pembury village to Hawkenbury via PROW network	Essential	Moderate	Short/Medium	KCC/TWBC	£180,000	Developer funding
Pedestrian/Cycle	Liveable Neighbourhood network in Royal Tunbridge Wells and the surrounding urban area including: Southborough, Bidborough, Rusthall, Langton Green.	Highly Desirable/ Essential	Low/Moderate	Short/Medium	KCC/TWBC	TBC	Developer funding/DfT Cycling & Walking funding
Bus	Bus priority measures on A264 Pembury Road from Woodsgate Corner to Oakley School in-bound (towards Royal	Highly Desirable/ Essential	Moderate	Medium	KCC/TWBC	£500,000	Developer funding

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
	Tunbridge Wells town centre)						
	Bus only route through Calverley Park Gardens removing access for other through traffic (except for cycle and pedestrians)	Highly Desirable/ Essential	Moderate	Medium	KCC/TWBC	£200,000	Developer funding
PADDOCK WOOD AND EAST CAPEL (Some of the transport measures will also serve and connect the proposed garden settlement – Tudeley Village on land within Capel Parish)	<i>See the Strategic Sites Masterplanning and Infrastructure Study 2021 for further detail on some the projects set out below</i>						
Transport (walking and cycling)	LCWIP Phase 2 cycling and pedestrian within existing Paddock Wood town and low traffic neighbourhood network within existing Paddock Wood town	Essential	Low	Short/ Medium	KCC/TWBC	£2,500,000	Developer funding/DfT Cycling & Walking funding
Strategic Sites Masterplanning and Infrastructure Framework 2021	Paddock Wood East cycle/pedestrian 'causeway' to site, 3x cycleway/pedestrian routes through site	Essential	Low	Short Short/medium		£560,000 (Causeway) £900,000 (3 x cycle and pedestrian routes)	Developer funding

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
Strategic Sites Infrastructure Framework 2021	Paddock Wood North West cycle/pedestrian 'causeway', proposed cycle/pedestrian route	Essential	Low	Short Short		£288,000 (Causeway) £1050,000 (cycle/pedestrian route)	Developer funding
Strategic Sites Infrastructure Framework 2021	Paddock Wood South West 2x cycle/pedestrian 'causeways', pedestrian/cycle route through site	Essential	Low	Medium Medium	Developers	£1,088,000 (Causeway) £425,000 (Cycle/pedestrian route)	Developer funding
Strategic Sites Infrastructure Framework 2021	Pedestrian/cycle bridges across railway: i) west of Paddock Wood town centre, and ii) existing pedestrian / cycle bridge over railway at Paddock Wood station	Essential/ Highly Desirable Highly Desirable	Moderate	Medium	Network Rail/ South Eastern	£4,025,000 £4,025,000	Developer funding
Strategic Sites Infrastructure Framework 2021	Pedestrian/cycle crossing on the A228 at Whetsted Road	Essential	Moderate	Short	KCC/TWBC	£250,000	Developer funding

Infrastructure Type	Project	Priority	Risk	Timing	Delivery Body	Indicative Cost	Funding Position
Strategic Sites Infrastructure Framework 2021	Paddock Wood – Five Oak Green cycle route	Essential	Moderate	Short	KCC/TWBC	£500,000	Developer funding
Strategic Sites Infrastructure Framework 2021	Cycle storage improvements at Paddock Wood Station	Essential/ Highly Desirable	Low	Short	Train Operating Company	£50,000	Developer funding
Strategic Sites Infrastructure Framework 2021	Paddock Wood East cycle/pedestrian route integration to Hop Pickers Line towards Horsmonden and Goudhurst to A229 Hartley Road	Highly Desirable	Moderate	Short	KCC/Developers	£325,000	Developer funding
Transport (Bus) Strategic Sites Infrastructure Framework 2021	Paddock Wood East bus stops along internal link road Paddock Wood North West bus stops along internal link road Paddock Wood South West bus stops along internal link road	Essential	Moderate	Short/medium Short/medium Medium/medium	KCC/Developers	£250,000 £200,000 £200,000	Developer funding
	Town bus service in Paddock Wood Masterplan area	Critical	Moderate	Short/Medium	KCC/Bus operator	£1,900,000	Developer funding* *£4.8 million new bus route subsidy support funding identified in Strategic Sites Masterplanning and Infrastructure Study

**If you require this document in another format,
please contact:**

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