



Tunbridge Wells Borough Development Plan

TRANSPORT STRATEGY 2015 – 2026

July 2015



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1

Executive Summary

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How will we monitor progress of the Transport Strategy?

What is the Tunbridge Wells Borough Transport Strategy?

- 1.1 The Tunbridge Wells Transport Strategy, prepared jointly by Tunbridge Wells Borough Council (TWBC) and Kent County Council (KCC) sets out the vision for transport in the borough between 2015 and 2026. It includes the following:
 - A summary of the current policy context at the national and local level
 - A description of existing public transport and road networks including current challenges
 - Strategy vision and objectives and priority projects which align with the Local Plan to 2026 and
 - An Implementation Plan
- 1.2 The Strategy seeks to address existing transport problems but also to support future development in the borough. It has therefore, been prepared in line with the Tunbridge Wells Local Plan which is seeking to deliver 6,000 new homes across the borough by 2026 and additional retail floorspace. This development will support the continued prosperity of the borough.

Why do we need a Transport Strategy?

- 1.3 Businesses and residents in the borough, as well as visitors, already face significant traffic congestion and unreliable journey times when travelling in and around the area, especially at peak times. The growth proposed, whilst needed, is likely to exacerbate this situation unless measures are taken to manage existing highways and transport infrastructure efficiently and provide new infrastructure where appropriate.
- 1.4 Several transport corridors in the borough are already affected by poor air quality, in particular the A26 which has been designated an Air Quality Management Area (AQMA). This issue is also addressed through the AQMA Air Quality Action Plan and supported by this Strategy.

What are the Strategy Vision and Objectives?

1.5 The vision for the borough is for:

Tunbridge Wells Borough to benefit from a network of higher quality, better integrated, sustainable transport solutions and infrastructure, that will enable the borough to solve existing and future transport challenges, and enable a vibrant, prosperous economy and inclusive communities.

By 2026, Tunbridge Wells will have a transport network which is less reliant on the private car, with a greater mode share towards walking, cycling and public transport, especially for shorter journeys. However, it is recognised that some journeys will continue to necessitate use of the private car, especially in rural areas.

The borough will have a safer environment for all road users, and its air will be cleaner with more low emission vehicles and bicycles sharing road space.

1.6 The following objectives will guide the delivery of the Transport Strategy.

Objective 1 – Provide transport infrastructure to support new development, facilitate growth in the local economy and improve rural accessibility.

Objective 2 – Improve strategic road and rail links between the borough, London and the wider South East.

Objective 3 – Reduce congestion on the highway network, particularly on key radial routes into Royal Tunbridge Wells.

Objective 4 – Improve travel safety across the borough especially for vulnerable road users, including cyclists, pedestrians and equestrians.

Objective 5 – Improve air quality, particularly within the designated Air Quality Management Area.

Objective 6 – Increase the use of sustainable transport modes including cycling, walking and public transport.

Objective 7 – Provide suitable parking to support the borough's town centres

Objective 8 – Improve the quality of public spaces within Royal Tunbridge Wells to make the town centre more legible and attractive for pedestrians.

What are the priority projects that will be delivered?

- Pembury Road A264 capacity improvements
- London Road/St John's Road A26 capacity improvements
- North Farm infrastructure improvements
- Royal Tunbridge Wells Town Centre public space improvements
- A network of key cycling routes as set out in the borough Cycling Strategy
- Speed reduction projects linked to schools and other priority locations
- Lobby for the dualling of the A21 from Kippings Cross to Lamberhurst
- A228 Colts Hill improvement scheme

Where will the funding come from?

- 1.7 Not all of the projects set out in the Implementation Plan have identified costs and/or funding allocated to them already. However, the preparation of this Strategy will assist the Council in negotiating funding and in making funding bids in the future. Potential funding sources will include: Department for Transport (DfT), the South East Local Enterprise Partnership (SELEP), Kent County Council's (KCC) Transport Block Allocation, developer contributions (s106/Community Infrastructure Levy) and investment by partners including public transport providers. Funding for transport projects may also become available through projects that are designed to promote public health (via the

West Kent Clinical Commissioning Group) or improve air quality (via Defra). Further work will be undertaken on the costing of individual projects and the Implementation Plan will be updated accordingly. This Implementation Plan will form the basis of the transport elements of the Infrastructure Delivery Plan document which identifies specific schemes, costs and funding sources for the infrastructure required to deliver the growth in the Local Plan.

How will we monitor progress of the Transport Strategy?

- 1.8 The Implementation Plan is a live document and will be reviewed regularly, to ensure that projects are progressed. Feedback on the progress of the projects identified in the Implementation Plan will be reported through the Joint Transportation Board, Public Transport Forum, Cycling Forum and other Committees as appropriate.
- 1.9 In addition, an annual review of available baseline statistics for example Department for Transport Annual Average Daily Flow Data (AADT) (see para 4.12) and Killed or Seriously Injured (KSI) crash data (see para 4.36) will be undertaken to assist in assessing the outcomes of the Strategy in relation to the eight objectives.



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Introduction

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Transport in context

The future of Tunbridge Wells

Roles and Responsibilities

Transport in context

- 2.1 Tunbridge Wells Borough is situated in the south west of Kent, and borders the authorities of Sevenoaks, Tonbridge & Malling, Maidstone and Ashford in Kent and Rother and Wealden in East Sussex. Tunbridge Wells therefore, shares many of its strategic transport routes with neighbouring areas.
- 2.2 Tunbridge Wells Borough faces acute transport challenges, particularly in terms of managing existing congestion and future growth, as well as needing to respond to the impacts of air quality and climate change. This Strategy will address these issues through a range of actions and interventions, to be delivered jointly by partners including Kent County Council, the borough Council, transport operators, developers and businesses. The primary ambition of the Transport Strategy is to support the realisation of the borough's spatial vision and relevant objectives, as set out in the Local Plan:

'Strategic Objective 4:

To facilitate the provision of enhanced infrastructure, including green infrastructure, to support new and existing development, particularly where this can reduce the need to travel and to encourage the use of sustainable modes of travel where travel remains necessary'.

'Strategic Objective 7:

To promote a safe and healthy community that is inclusive of the needs of the communities that make up the borough's population'.¹

- 2.3 This Strategy sets out the vision for transport infrastructure and services for the next 11 years from 2015 to 2026. The Strategy is a formal part of the evidence base which supports the Council's Local Plan. The vision is for a Transport Strategy which strikes a better balance between the management of travel demand, and the provision of attractive transport choices, alongside any necessary highway capacity improvements.

¹ Tunbridge Wells Core Strategy Adopted June 2010

- 2.4 The interventions identified in this Strategy are set out in the Implementation Plan (Section 8) and will be reviewed regularly in accordance with the Transport Strategy objectives and progress associated with the Council's Local Plan, SELEP's Strategic Economic Plan, KCC's Unlocking the Potential for Growth and Local Transport Plan 3.
- 2.5 A VISUM multi-modal transport model covering the urban areas of Tunbridge Wells, Paddock Wood and Tonbridge has been developed. This model provides evidence to support the progression of the Council's Local Plan. It assists in evaluating spatial options, reflecting proposed land use and transport infrastructure improvements.

The future of Tunbridge Wells

- 2.6 Tunbridge Wells Borough has an adopted Core Strategy (2010), which is the principal document of the Local Plan. The Core Strategy commits to providing 6,000 new homes within the borough by 2026 as well as maintaining the current level of employment land. Approximately 4,200 dwellings (70 per cent) will be accommodated within Royal Tunbridge Wells, while the remaining allocation is shared between the towns of Southborough, Paddock Wood, Cranbrook, Hawkhurst district centre and other rural villages. Focusing development upon the main centres in the borough helps to reduce the need to travel. Limited additional employment development is anticipated over the delivery period of the Core Strategy.
- 2.7 The Core Strategy has relevant policies which seek to address transport issues through the development process, including Core Policy 3: Transport Infrastructure. Saved Local Plan (2006) policies currently safeguard several potential key routes and sites for transport related development. These policies will be replaced by those in forthcoming Local Plan Documents. A Site Allocations Development Plan Document which also forms part of the Local Plan, was submitted to the Planning Inspectorate in 2015 for consideration at Public Inquiry. Relevant aspects of the current Local Plan are outlined in Appendix A.

Roles and responsibilities

- 2.8 This Transport Strategy has been jointly prepared by TWBC and KCC.
- 2.9 Tunbridge Wells Borough Council (TWBC) is the Local Planning Authority for the borough and also has delegated responsibility for Civil Parking Enforcement under the Traffic Management Act 2004. TWBC also undertakes street cleaning, the licensing of taxis and private hire vehicles, the provision of bus shelters (within the urban area of Tunbridge Wells) and the monitoring and improvement of air quality. Kent County Council (KCC) is the Local Highway Authority for Kent and is responsible for the management and maintenance of all adopted roads in the County, other than motorways and trunk roads, which are the responsibility of the Highways England (formerly the Highways Agency). KCC is the Local Transport Authority for Kent and therefore has responsibility for procuring public and school bus services. KCC also has a role in maintaining cycle routes, promoting cycling and maintaining public rights of way.
- 2.10 TWBC and KCC have consulted with local bus operators during the development of this Strategy. Approximately 25 per cent of bus services in the Tunbridge Wells borough are operated on a commercial basis and do not require local authority support. The remainder are either wholly or partly subsidised, to provide 'socially necessary' services, particularly in rural areas. TWBC and KCC have signed a voluntary Quality Bus Partnership Agreement with the borough's principal commercial bus operator, Arriva, which commits all parties to invest jointly in local bus services and supporting infrastructure.
- 2.11 Rail services in the borough are operated primarily as part of the South Eastern Franchise, which is specified by the Department for Transport (DfT). The franchise is currently held by Southeastern and has been extended by direct award to 2018. The west of the borough also has access to services operated by Southern on the Oxted Line. KCC has been closely involved in the specification and review of DfT franchise contracts. Both KCC and TWBC work closely with the train operators and the Community Rail Partnerships, to negotiate improvements to rail services. The rail sector has been consulted as part of the preparation of this Strategy.

3

Policy Context

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National policy

Local policy

Neighbouring Plans and Strategies

- 3.1 This Transport Strategy is influenced by and interacts with a range of national and local policies and strategies. This chapter briefly outlines the significant elements of the current policy context, within which the Transport Strategy has been developed and identifies how these contribute to the delivery of the Strategy.

National policy

- 3.2 **Creating Growth, Cutting Carbon, Making Sustainable Local Transport Happen, DfT 2011** – The DfT has identified that their vision *‘is for a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities’*.
- 3.3 The Government believes that it is at the local level where most can be done to enable people to make more sustainable transport choices. The document identifies that the biggest opportunities for encouraging sustainable travel are for short, local journeys. Two thirds of all journeys are less than five miles, many of which could be cycled, walked or undertaken by public transport. The Government aims to make travelling by non-car modes more attractive, offering people choices that will deliver a change in behaviour.
- 3.4 However, the Government recognises that it is not possible for non-car modes to offer a viable alternative to the private car for all journeys, particularly in rural areas. It is therefore, committed to making car travel greener by supporting the development of electric and ultra low emission vehicles. *‘The Government is convinced that progressive electrification of the passenger car fleet will play an important role in decarbonising transport’*.²

3.5 **The National Planning Policy Framework, CLG 2012** – The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF identifies core land-use planning principles that should underpin both plan-making and decision-taking. These include a requirement for the planning system to *'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'*.³

3.6 The NPPF states that transport policies have an important role to play in facilitating sustainable development and in contributing to wider sustainability and health objectives. The NPPF emphasises the importance of rebalancing the transport system in favour of sustainable transport modes, and solutions which support reductions in greenhouse gas emissions, and which reduce congestion. In enhancing and delivering alternative modes, local people can be given a real choice about how they travel.

3.7 The NPPF recommends that Transport Assessments and Travel Plans should accompany applications for developments that generate significant amounts of movement, although it recognised that the opportunities to maximise sustainable transport solutions will vary between urban to rural areas.

3.8 Paragraph 32 sets out three tests that development plans and decisions should take account of. These are whether:

- a 'the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure
- b safe and suitable access to the site can be achieved for all people
- c improvements can be undertaken within the transport network that cost effectively limit the impacts of development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'⁴

Local policy

3.9 **South East Local Enterprise Partnership, Strategic Economic Plan 2014** – In the June 2013 Spending Review the Coalition Government tasked Local Enterprise Partnerships (LEPs) with developing a new multi-year local growth strategy. Subsequently the Strategic Economic Plan (SEP) for the South East LEP area was prepared (March 2014). This has been informed by work prepared by both Kent County Council and the West Kent Partnership (the economic and strategic partnership operating across Sevenoaks, Tonbridge and Malling and Tunbridge Wells) to clarify infrastructure and skills priorities for Tunbridge Wells up to 2020.

3.10 The Strategic Economic Plan has informed negotiations with Government over the resources and powers that the LEP wishes to see devolved to stimulate economic growth as part of its Growth Deal and Single Local Growth Fund allocation.

3.11 The LEP also has access to European Structural Investment Funds for the 2014–2020 European Regional Development Fund and European Social Fund Programme. This allows the LEP to draw together resources from both Europe and at home to deliver the priorities for economic growth in the South East.

3.12 The LEP Strategic Economic Plan identifies the following transport interventions to unlock growth in Tunbridge Wells:

- A26 London Rd / Speldhurst Rd / Yew Tree Rd junction improvements
- North Farm Masterplan (including widening of existing railway bridge)
- A264 improvements (including Park and Ride scheme)
- A228 Colts Hill Relief Scheme

3 National Planning Policy Framework, Paragraph 17

4 National Planning Policy Framework, Paragraph 32

3.13 Vision for Kent 2012-2022 (KCC 2012) – The Vision for Kent is a countywide strategy for the social, economic and environmental wellbeing of Kent's communities. It has been written around three major ambitions, which are to:

- a **Grow the economy** by supporting businesses to be successful, including improvements to the transport network and the provision of high-speed broadband.
- b **Tackle disadvantage** by fostering aspiration rather than dependency, including the provision of comprehensive, reliable and affordable public transport services providing access to education and employment opportunities.
- c **Put the citizen in control** by involving people in making decisions and working with them to design services that meet their needs and suit them, including the continued provision of KCC's Combined Members Grant and support for community bus and rail schemes.

3.14 Unlocking the Potential: Going for Growth (Kent & Medway Economic Partnership 2014) – This plan sets out Kent & Medway's big opportunities for business growth and the challenges that must be overcome to deliver this growth. It identifies solutions and proposals for market-led investment for jobs, homes and added value. It sets out the opportunities, challenges and solutions to meet the following objectives:

- Deliver the housing growth that the economy needs. Aiming to increase delivery to meet planned requirements – meaning an additional 3,300 homes per year for seven years above 2012/13 delivery levels (23,100 homes in total).
- Create sustainable private sector employment. Aiming to enable the creation of an additional 40,000 jobs, primarily by making it easier for businesses to secure finance and support, unlocking new development and promoting the county's opportunities.
- Increase economic value. Aiming to

increase Kent and Medway's levels of productivity and innovation, leading to an additional 7,500 knowledge economy jobs over seven years.

- Improving connectivity and cutting congestion in West Kent through schemes such as the dualling of the A21 from Tonbridge to Pembury, the A228 Colts Hill Relief scheme and improved access to North Farm at Tunbridge Wells.

3.15 Local Transport Plan for Kent 2011–2016 (LTP3) – The preparation and submission of a Local Transport Plan (LTP) is a statutory requirement of all local transport authorities in England, outside London, under the Transport Act 2000 (as amended by the Local Transport Act 2008). An LTP sets out the County Council's policies and delivery plans for the management and improvement of the local transport network. KCC's strategic approach for Kent's third Local Transport Plan (LTP3), covering the period 2011 to 2016, was to develop five LTP3 Themes aligned to the previous government's national transport goals. These themes are:

- **Growth Without Gridlock** – covering the objectives of traffic management, unlocking regeneration and housing growth, improving access to jobs and services, network resilience and supporting the function of the county's international gateways:
- **A Safer and Healthier County** – covering the objectives of safer roads, active travel, and a safe and secure network.
- **Supporting Independence** – covering the objectives of improving access to public transport, walking and cycling, particularly in disadvantaged areas.
- **Tackling a Changing Climate** – covering the objectives of reducing emissions from transport and smarter travel.
- **Enjoying Life in Kent** – covering the objectives of improving access to learning, culture, social networks and the countryside, enhancing the journey experience, protecting Kent's natural and built environment, and providing for sociable streets.

3.16 The LTP3 Implementation Plan outlines KCC's approach to allocating the County Council's annual Integrated Transport Block funding allocation. This supports investment in small scale transport schemes (that is, under £5 million), such as crash remedial measures, traffic management schemes, bus priority measures and improvements to walking and cycling routes. KCC has a two-stage prioritisation methodology which initially splits funding between the five LTP3 themes, as explained below:

1	Growth Without Gridlock	45%
2	A Safer and Healthier County	15%
3	Supporting Independence	15%
4	Tackling a Changing Climate	15%
5	Enjoying Life in Kent	10%

3.17 **Growth Without Gridlock** is given the largest allocation primarily on account of the significant economic challenges facing Kent's former Growth Areas and Growth Points (Kent Thameside, Ashford, Dover and Maidstone).

3.18 The second stage of the budget allocation process distributes the funding under each of the LTP3 themes to those areas of the County where the challenges associated with that theme are most acute. Tunbridge Wells is eligible for funding under 'A Safer and Healthier County', 'Tackling Climate Change' and 'Enjoying Life in Kent', which collectively accounts for 40 per cent of KCC's annual Integrated Transport Budget.

3.19 The LTP3 budget allocation and spatial distribution methodology assists KCC to attain best value from the limited funding available. Within this framework, the annual long list of Integrated Transport Schemes developed by KCC Highways and Transportation in consultation with the County's District and Borough Councils is prioritised using a value for money assessment, which takes into account aspects such as their contribution to local Transport Strategies.

Neighbouring Plans and Strategies

3.20 Tunbridge Wells shares its boundaries with Sevenoaks, Tonbridge & Malling, Maidstone and Ashford in Kent and Rother and Wealden in East Sussex. Not all neighbouring Boroughs and Districts have chosen to prepare Transport Strategies. The following is a list of available strategies and a brief summary of any cross-boundary transport issues that have been identified.

- Tonbridge & Malling Borough Council (TMBC) has prepared a Transport Strategy for Tonbridge Town Centre only (draft 2013) and has published a Rail Manifesto. A separate Cycling Strategy has also been prepared by KCC and TMBC. There is a close functional relationship between Royal Tunbridge Wells and Tonbridge town, in relation to highways infrastructure (A26 and A21) as well as bus and rail services and therefore partnership work with TMBC will be important going forward.
- Sevenoaks District Council (SDC) has prepared a Strategy for Transport 2009–2026 (adopted in 2010). A separate Cycling Strategy for Sevenoaks has also been prepared. There are significant levels of through commuting from Tunbridge Wells, and wider West Kent/East Sussex, as strategic routes including the A21, M25 and London Mainline rail services pass through Sevenoaks. Growth and development across Kent and East Sussex will place additional pressure on these key routes.
- Ashford Borough Council (ABC) has prepared a Transport Strategy for Ashford, to 2031 (adopted 2006). A separate Cycling Strategy for Ashford has also been prepared. Ashford has become a regional transport hub with the provision of both High Speed 1 and Channel Tunnel Rail Link services. Principal train connections to Ashford from Tunbridge Wells are via Tonbridge. Services via Hastings are slower and less frequent.

- Maidstone Borough Council (MBC) has prepared the Maidstone Integrated Transport Strategy 2012-2026 (draft 2012). The A26 and A228 are key road links between Tunbridge Wells, Tonbridge and Maidstone, which are heavily used for inter-urban commuting by residents travelling from Tunbridge Wells and other neighbouring Districts. The A228 is critical for access to the new Tunbridge Wells Hospital at Pembury.
- East Sussex County Council (ESCC) has prepared a Local Transport Plan 3 2011-2026 (adopted 2012). The A26 and A267 connect Wealden District and the rest of East Sussex to Tunbridge Wells. These roads are heavily used by residents travelling to and from Tunbridge Wells to access jobs, services, healthcare and education. The roads have poor accident records.

3.21 TWBC and KCC officers have met with a number of the neighbouring authorities during the preparation of this Strategy to discuss cross-boundary issues. A regular officer group meeting with ESCC and Wealden District Council is established to review progress towards shared infrastructure interests and projects. The West Kent Partnership Transport Sub-Group also meets quarterly to discuss relevant cross-boundary issues and members of the group include officers from KCC, TWBC, TMBC and SDC, together with representatives from the Maidstone and Tunbridge Wells NHS Trust, Arriva, Southeastern and Network Rail).

3.22 There are a number of other key policy documents that inform this Transport Strategy. These are listed below and more detail can be found in Appendix A.

- TWBC Our Five Year Plan 2014 – 2019
- TWBC Economic Development Strategy – 2011
- TWBC Air Quality Action Plan – 2009
- TWBC Green Infrastructure Plan – 2014
- TWBC Urban Design Framework – Draft 2015
- KCC Countryside and Coastal Access Improvement Plan – 2013-17
- KCC Rail Action Plan for Kent – 2011
- KCC Freight Action Plan for Kent 2012 – 2016
- KCC Growing the Garden of England: A Strategy for Environment and Economy in Kent – 2011
- KCC Road Casualty Reduction Strategy – Draft 2014
- West Kent Partnership (WKP) West Kent Priorities – 2014



4

Existing transport network and challenges

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Local context

Current travel behaviour

Highway network

Air quality

Climate change

Road safety

Parking

Bus and community transport

Rail

Taxis and car club

Cycling, walking and rights of way

- 4.1 This section describes the existing transport network in the borough by mode, and outlines the associated challenges.

Local context

- 4.2 Covering an area of 33,176 hectares, Tunbridge Wells Borough lies in the south west of Kent and borders the District of Sevenoaks, and Boroughs of Tonbridge and Malling, Maidstone, and Ashford. To the south, it also borders the East Sussex districts of Wealden and Rother. In 2014 the borough had an estimated population of 117,100 people. By 2026 the population is projected to grow to 129,100 people.⁵
- 4.5 The borough is predominantly rural with approximately 70 per cent designated as High Weald Area of Outstanding Natural Beauty (AONB) and 22 per cent as Metropolitan Green Belt. It also has a strong heritage in terms of the built environment with 25 Conservation Areas and around 3000 listed buildings.
- 4.6 Royal Tunbridge Wells is the principal settlement in the borough and the service centre for a wide area of rural West Kent and East Sussex. It provides the borough's primary retail centre, with both town centre and out of centre shopping facilities at North Farm. The town is also home to a large number of primary and secondary schools, sports and leisure venues, and is the main focus for local employment. As such there is significant demand for peak hour employment and education related trips, resulting in significant congestion.
- 4.7 The town of Southborough is within the main urban area but has its own distinct centre with shops and services. However, it too is constrained by the Green Belt and AONB. To the east of Royal Tunbridge Wells is the village of Pembury which is home to the Tunbridge Wells Hospital.
- 4.8 Paddock Wood and Cranbrook are identified as smaller towns in the borough's Core Strategy. Paddock Wood is located in the north of the borough and boasts a key employment area, schools, a supermarket and a range of local services. Cranbrook is an attractive rural town located within the High Weald AONB and offers a supermarket and other local services, secondary schools, a sports centre and

⁵ ONS 2012 subnational population projections



Figure 1 – Map showing strategic location of Royal Tunbridge Wells and road network

the Weald Information Centre. Hawkhurst is a prominent district centre in the east of the borough, with a primary school, small independent cinema and a supermarket. There are a further seventeen villages and a number of hamlets within the borough, most of which are located within the Green Belt and/or the High Weald AONB.

- 4.9 The borough's close proximity to London with good rail services via Tonbridge and Sevenoaks makes it a popular place for commuters to reside. This is reflected in the high average house price of £323,222 in the borough and £538,619 for a detached house, compared to £235,670 and £383,552 respectively for the rest of the County (prices correct in 2011).⁶
- 4.10 Almost 90 per cent of the businesses in the borough employ fewer than ten people and the largest sectors are professional, scientific and technical (20.1 per cent) followed by construction (10.7 per cent). Other important sectors include the creative industries and tourism. Just under 42,500 people commute in or out of the borough

for work (2011 census) and one in four local jobs are held by someone living outside of the borough.

Current travel behaviour

- 4.11 Car and van ownership in the borough is high in comparison to the rest of England, reflecting the relative affluence of West Kent. Between 2001 and 2011 the total number of cars and vans owned by households increased from 56,220 to 64,474, a 14.7 per cent increase. This contrasts with a 10.5 per cent increase in household growth during the same period, indicating that car ownership has increased faster than household growth. Data from the 2011 census shows that nearly 70 per cent of journeys to work, in and out of the borough, are made by car or van. The main inflows are from Wealden, Tonbridge & Malling and Maidstone. Whilst the main outflows are to Tonbridge & Malling, Sevenoaks and Maidstone.
- 4.12 The table on the next page shows the annual average daily flow data in 2014 on a number of the key routes into Tunbridge Wells split by vehicle type.

⁶ kent.gov.uk/about-the-council/information-and-data/Facts-and-figures-about-Kent/area-profiles

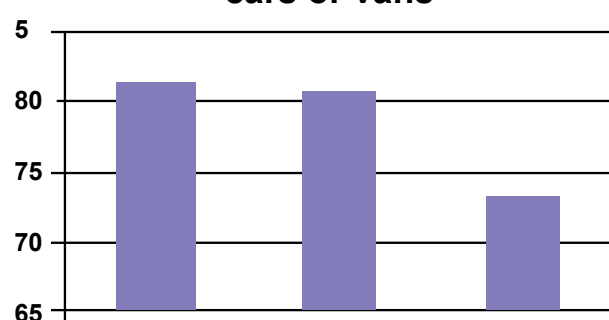
Road	Link	Pedal Cycle	Motor Cycle	Car / Taxi	Bus / Coach	Light Goods	Heavy Goods	All Vehicles
A264 Pembury Road	B2023 to Blackhurst Lane	136	149	20,233	279	3,057	950	24,669
	Percent	0.6%	0.6%	82.0%	1.1%	12.4%	3.9%	
A267 Frant Road	B2169 to A26	33	70	11,071	103	1,786	398	13,428
	Percent	0.2%	0.5%	82.4%	0.8%	13.3%	3.0%	
A26 Eridge Road								
	E. Sussex boundary to A267	42	148	19,220	434	2,344	676	22,822
	Percent	0.2%	0.6%	84.2%	1.9%	10.3%	3.0%	
A264 Langton Road	A264 Mt Ephraim to A26	45	35	7,523	14	908	113	8,593
	Percent	0.5%	0.4%	87.5%	0.2%	10.6%	1.3%	
A26 London Road	A26 Mt Ephraim to B'wood Avenue	108	190	14,797	265	2,564	543	18,359
	Percent	0.6%	1.0%	80.6%	1.4%	14.0%	3.0%	
	Total	364	592	72,844	1,095	10,659	2,680	87,871
	Percent	0.4%	0.7%	82.9%	1.2%	12.1%	3.0%	

Source: DfT, Annual Average Daily Flow data, 2014

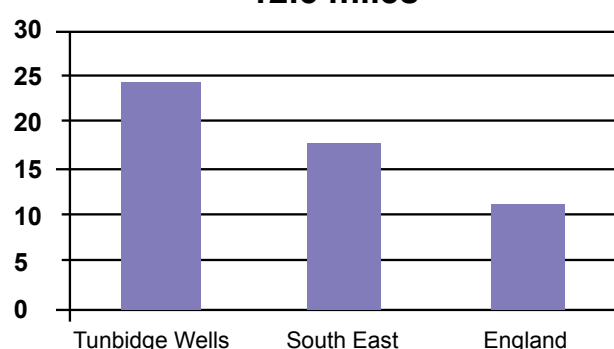
4.13 The borough also has a high number of people commuting longer distances to access employment, with 24 per cent of those in employment travelling over 12.5 miles, in comparison to 18 per cent of the wider South East and 13 per cent for the rest of England. The majority of these commuter journeys being into central London. The borough also has a high number of home workers.

4.14 2011 census data indicates that 10.3 per cent of the borough's working age population commute by train compared to 5 per cent for the South East as a whole. Consequently there is a reduction in proportion of those who commute by car, at 36.9 per cent, compared to the South East average of 41.3 per cent. Notably, the borough has a smaller proportion of people who travel to work by bus and bicycle than the average for the region.

% of Households with 1 or more cars or vans



% who commute more than 12.5 miles



Highway network

- 4.15 The borough has an extensive highway network with several coastal and cross Kent primary routes converging in Tunbridge Wells town centre. A number of routes suffer from significant congestion which presents a constraint to future development and economic regeneration. It is widely recognised that congestion is holding back the West Kent economy.
- 4.16 The A21 London to Hastings road is the only trunk road in the borough, and is therefore the only road under the responsibility of Highways England. The A21 includes sections which are of varying standard and capacity. The dualling of the Tonbridge – Pembury section of the A21 is now underway and due for completion in December 2016. However, the 2010 Comprehensive Spending Review confirmed that the further upgrade of the Kippings Cross to Lamberhurst section would not receive funding in the current spending review period (estimated cost £100 million). TWBC and KCC will continue to lobby for this improvement scheme.
- 4.17 The A26 London Road is a key north/south strategic route through Tunbridge Wells and Southborough. It links the M20 to the west of the borough, passing through Tonbridge, Southborough, Royal Tunbridge Wells and Crowborough continuing towards Lewes. The A26 between Southborough and Royal Tunbridge Wells is designated an Air Quality Management Area (AQMA), and is congested at peak periods. Connecting with the A26, the A267 Frant Road links the borough with Eastbourne via the A22.
- 4.18 Following the Single Local Growth Fund allocation of £1.75 million to improve capacity and relieve congestion on the A26, plans have been drawn up for improvements to the Yew Tree Road and Speldhurst Road signalised junctions with the A26. This will be the first phase of a number of improvements on this route between the A21 and Tunbridge Wells town centre. KCC and TWBC are undertaking further technical work to identify congestion hotspots, gaps in the cycling and walking networks and barriers to the free flow of traffic. This work will result in a list of identified locations where improvements

are required, and plans will be drawn up, consulted on and implemented. The funding available for this work has to be spent by the end of March 2017. The main aims of any future improvement schemes for the A26 are as follows:

- manage congestion
- progress schemes for implementation using the SELEP Local Growth Funding
- facilitate cycling trips – especially journeys up to two miles
- improve the take up of sustainable transport modes by school children
- consider through traffic and HGVs
- maintain journey time reliability by bus
- improve air quality

- 4.19 The A264 Pembury Road runs through Royal Tunbridge Wells from Pembury to Ashurst, and on to East Grinstead and Crawley in West Sussex. This route provides an important link to Gatwick Airport from the west of the borough, and the section between Pembury and Tunbridge Wells town centre is congested at peak periods.



- 4.20 KCC and TWBC are investing in some exploratory survey and assessment work on the A264 between the Tonbridge Road signalised junction, down to the Bayhall Road signalised junction, and through the Calverley Road/Crescent Road stretch that links to the A26. This work will consider the current patterns of congestion and how the cycling, walking and public transport networks could be improved. Following the data collection stage, options for improvements will be considered, and one or several schemes will be drawn up in order that a proposal is in place for future funding opportunities that might arise. The well documented issue of rat running on Cornford Lane will also be a key consideration of any future proposals. The main aims of any future improvement schemes for the A264 are as follows:
- manage congestion
 - reduce the need to use the parallel Cornford Lane route
 - gather evidence and clarify requirements in preparation for future funding opportunities
 - improve the take up of sustainable transport modes by school children
 - facilitate cycling trips, especially for journeys up to two miles
 - maintain journey time reliability by bus and enhance routes where possible
- 4.21 It is anticipated that the exploratory work being undertaken on these two arterial routes and the connecting road between them will culminate in the design and implementation of several schemes that will reduce congestion into and out of Tunbridge Wells.
- 4.22 The A228 links the borough to West Malling, Maidstone and the Medway Towns via Paddock Wood. The road suffers restricted width on some sections leading to peak hour congestion. In addition, there is a poor accident record on the A228 at Colts Hill. A bypass scheme at Colts Hill has been explored in the past and would improve access to Tunbridge Wells, the Key Employment Area and settlement of Paddock Wood and connectivity to Tunbridge Wells Hospital. To date this scheme has been unsuccessful in achieving funding however, KCC and TWBC continue to promote this improvement.
- 4.23 The A229 provides the main north/south link in the east of the borough. It passes through Hawkhurst, to the west of Cranbrook and continues north towards Maidstone via Staplehurst, which has good railway connections to London. The A229 is constrained at the junction with the A268 in Hawkhurst and this cross-roads suffers from congestion at peak times and during holidays. The A262 runs from Lamberhurst via Goudhurst, connecting with the A229 and then continues to Biddenden before joining the A274. The road has a poor accident record.
- 4.24 Road based freight transport and commercial deliveries currently present issues of noise and safety for many urban and rural roads in the borough. However, it is recognised that the presence of HGVs and light goods vehicles is essential to support both the urban and rural economies. It is anticipated that internet retailing will increase the number of trips made by light goods vehicles in the future. Specific concerns have been raised about large HGVs using unsuitable rural routes in the borough as a result directions from sat-navs. TWBC will continue its dialogue with the freight industry on these issues, and will work with both the industry and KCC where possible to minimise the impacts of haulage and distribution, and support the objectives and interventions identified in the Freight Action Plan for Kent.
- 4.25 Aside from the strategic routes detailed above, traffic congestion is of concern at Longfield Road, and through roads associated with the North Farm estate. The area has become a popular out of centre retail destination but remains home to many other more traditional industrial estate uses. Longfield Road is also used as a through route, providing a connection between the A21, High Brooms and Royal Tunbridge Wells town centre.
- 4.26 A Traffic Study for North Farm was undertaken in 2011 to identify possible measures that could be undertaken to relieve congestion in the area. A number of short, medium and longer term measures were identified and the short term measures were implemented in late 2011/early 2012.

- 4.27 Since then, a masterplan for North Farm has been prepared and following a successful bid to the DfT for Pinch Point Funding. KCC is progressing Phases 1 & 2 of the Masterplan and this work should be completed by Autumn 2015. The works include the dualling of Longfield Road and the replacement of signalised junctions with roundabouts. Once these improvements have been completed and a few months have passed to allow traffic in the vicinity to adjust, the Masterplan will be reviewed by assessing the new traffic flows and speeds, and gauging the redistribution of trips. Subsequently, schemes to improve traffic flows and sustainable mode networks will be identified, to ensure KCC and TWBC are well positioned to benefit from future development proposals and funding opportunities.
- 4.28 The consultation process undertaken to inform this Strategy has identified additional concerns on the highway network in other parts of the borough as follows:
- **Cranbrook** – speeding traffic along many roads including the A229 (Angleley Road), A262, High Street and Oatfield Drive. The town centre is known to become congested during busy periods due to on-street and unlawful parking which provides problems for bus operators accessing bus stands. Constrained access to coach parking is also a problem.
 - **Hawkenbury** – existing traffic volumes, speed and pedestrian safety on Hawkenbury Road and Forest Road. The allocation of additional residential development locally is a concern to many residents who wish to see accompanying investment in highways and transport infrastructure.
 - **Hawkhurst** – the most prominent concern relates to traffic volume and congestion within the village and related issues of speeding and enforcement. The signalised junction at Highgate Hill and Cranbrook Road is a constraint, causing congestion during busy periods. There is no certainty that this junction can be improved, therefore the allocation of additional residential development locally is a concern to many residents who fear that congestion will worsen.
 - **Paddock Wood** – speeding traffic generally, unlawful parking on Commercial Road and commuter parking on residential roads including Warrington Road and Ringden Avenue. There is local interest in implementing a one-way system/traffic management scheme in the town centre and providing additional cycling/improved pedestrian linkages.
- ### Air quality
- 4.29 This Strategy recognises that the private car is likely to remain the dominant mode of transport for many people and businesses, particularly in areas not well served by public transport. However, the challenge is to encourage more sustainable use of the car and provide more opportunities for sustainable travel including use of cycling, walking and supporting low emission vehicles.
- 4.30 There is a link between areas that suffer with congestion and poor air quality. A stop-start traffic flow produces more emissions this is exacerbated in areas with taller buildings that prevent air movement. Consequently transport is widely recognised as one of the biggest causes of nitrogen dioxide (NO₂) pollution in town centres. Poor air quality has an impact on people's health. It mainly affects the respiratory and inflammatory systems, but can also lead to more serious conditions such as heart disease and cancer.
- 4.31 TWBC has a statutory duty to undertake local air quality monitoring under Part IV of the Environment Act 1995 and designate air quality management areas where improvements are necessary. An Air Quality Management Area (AQMA) was declared in 2005 along a section of the A26 London Road, through Southborough to the junction of the A26/A264 Mount Ephraim in Royal Tunbridge Wells, where exceedances of the annual mean objective for nitrogen dioxide (NO₂) were predicted. This AQMA was extended further along the A26 London Road to the Major Yorks junction area in December 2011. Once an AQMA has been declared, the local authority is required to work towards achieving the air quality objective.



Figure 2 – A26 AQMA Map

4.32 Results from air quality monitoring undertaken in 2013 within the AQMA indicate that the annual mean objective for NO₂ continued to be exceeded. The trend in NO₂ concentration from 2008 through to 2013 at the A26 St John's Road location shows that concentrations peaked in 2010, before decreasing in 2011 and increasing again in 2012–13. Monitoring along the A264 Pembury Road during 2013 indicated some elevated levels of air pollution, but when these sites were used to calculate concentrations at locations of relevant exposure (facades of residential properties), the annual mean concentrations were below the objective levels. Due to the higher levels of air pollution close to the objective levels this area will remain under review.

Climate change

4.33 It is now widely accepted that human-induced climate change is having a detrimental impact on the local and global environment. It is caused by the cumulative effect of excess carbon dioxide trapping heat in the atmosphere, which has prompted a significant shift in the earth's weather patterns. It is estimated that approximately a quarter of carbon dioxide emissions from Tunbridge Wells Borough can be attributed to road transport (Local and Regional CO₂ Emissions Estimates for 2005–2012, DECC, June 2014), which further underlines the importance of transport policies promoting cleaner fuels and modal shift. The Department of Energy and Climate Change has stated that action by local authorities will be critical, to the achievement of the legally binding carbon dioxide reduction targets, as set out in the Climate Change Act. These stipulate a 34 per cent reduction in emissions by 2020 and an 80 per cent reduction by 2050 from a 1990 baseline. The borough has an opportunity to contribute towards reducing emissions through decisions on land use planning and local transport (in partnership with KCC).

4.34 Tunbridge Wells Borough Council recognises that it plays an important role in supporting residents and businesses to take steps towards a lower carbon

economy. This is cross cutting, and includes supporting the development of renewable and low carbon energy sources, attracting jobs and investment in green industries and enabling a cultural shift in how we travel, to reduce vehicular emissions. To promote these changes, the Climate Local commitment was adopted by Tunbridge Wells Borough Council in February 2014, and the accompanying Action Plan sets out short term actions that the Council will take to reduce carbon emissions across a broad range of activities, including local transport. Importantly Climate Local Kent reiterates a commitment to work towards the 34 per cent reduction in emissions generally, as identified in the Climate Change Act (2.6 per cent reduction per year).

Road safety

4.35 The safety of road users is of paramount importance to both the borough and county councils. However, although the total number of accidents has broadly reduced throughout the county over the last 10 years, Tunbridge Wells ranks highly for road crashes. This is, in part, due to the prevalence of single carriageway rural routes and busy inter-urban routes which are generally less safe than motorways.

4.36 Road traffic collision data for Tunbridge Wells is published by KCC based on reports compiled by Kent Police. In comparison to 2012, 2013 recorded a 49 per cent increase in killed or seriously injured (KSI) casualties from 39 in 2012 to 58 in 2013. Of these 11 were pedestrians, six were cyclists, eight were motorcyclists, 26 were car occupants and seven were 'others' (goods vehicles). Pedal cyclists accounted for the greatest increase in KSI casualties, having accounted for two KSIs in 2012. Car occupants were the group that experienced the greatest reduction in KSIs, having accounted for 17 in the previous year. Pedestrians and motorcyclists accounted for 10 and nine KSIs respectively in 2012. The spatial distribution of incidents across the borough classified by incident severity between 2005 and 2013, can be viewed online at crashmap.co.uk.

4.37 Tunbridge Wells Borough was ranked joint fourth with Canterbury District in terms of KSI statistics for all 12 Kent local authorities in 2013. There was also a 13 per cent increase in road traffic casualties with slight injuries, from 339 in 2012 to 383 in 2013. Child casualties of all severities recorded a 20 per cent increase in 2013, from 29 in 2012 to 37 in 2013.⁷

4.38 The KCC Road Casualty Reduction Strategy 2014 identifies targets for 2020 to reduce KSI casualties, compared to the 2004 to 2008 average, to reduce the number of:

- all those killed or seriously injured (KSI) on Kent's roads by 33 per cent
- children killed or seriously injured on Kent's roads by 40 per cent⁸

KCC has adopted the three E's approach to road casualty reduction: Enforcement, Education and Engineering. Further information and related actions can be found in the Strategy.

4.39 Kent Police has legal powers to undertake roads policing in the borough as enabled by legislation including the Road Traffic Act. Kent Police deal with issues including driver impairment, speeding, defective/overweight vehicles and respond to road traffic accidents.

4.40 Kent and Medway Safety Camera Partnership operate fixed and mobile safety camera sites in the Tunbridge Wells borough, and elsewhere in the County on behalf of Kent Police. The Partnership was formed in July 2002 and is committed to influencing, educating and encouraging motorists to slow down, stay within speed limits and help reduce the number of crashes and casualties through education, publicity and enforcement.

4.41 Fixed safety camera sites are located where three or more people have been killed or seriously injured in speed-related crashes, over a 1.5km stretch of road, in the three years prior to installation. The presence of black and white camera signs but no fixed camera, indicates that a safety camera van may be enforcing along that stretch of road. The vans operate where at least one

person has been killed or seriously injured in speed-related crashes, over a 5km stretch of road, in the three years prior to installation. As a consequence of the work of the Partnership, crashes and casualties have been reduced across the County. Further information about camera sites in the borough is shown in Appendix B.

4.42 Community Speed Watch enables community groups to promote awareness of speeding vehicles and encourage positive driver behaviour. Operating at the roadside in 30 and 40 miles per hour (mph) limits, Speed Watch practitioners monitor the speeds of passing vehicles using portable speed indication devices. They record and report the speed and identifying details of vehicles travelling at or above nationally-specified speed thresholds (35 and 46mph respectively). The registered keepers of vehicles seen repeatedly or excessively speeding anywhere in Kent in the previous 12 months are then sent a warning letter and advice by Kent Police. Further information on the scheme can be obtained from Kent Police.

4.43 TWBC is supporting Tunbridge Wells Is Traffic Aware (TWITA), a local road safety campaign which aims to reduce the number of casualties from road traffic collisions in the borough. To date the campaign has successfully worked with schools and community groups to promote traffic awareness and safety messages. TWITA is campaigning for safety measures outside schools including 20mph speed restrictions, where this is an appropriate measure. TWITA has been supported by a new civil enforcement vehicle, which operates in the borough, in partnership with Kent Police. The vehicle monitors unlawful parking outside schools and elsewhere.

4.44 KCC and TWBC recognise the importance of measures to encourage motorists to travel at appropriate and safe speeds. The introduction of 20mph speed limits and zones is therefore, being pursued in urban areas and built-up village streets that are primarily residential in character, to prioritise and ensure greater safety for pedestrians and cyclists. KCC recently reviewed its policy towards the implementation of new

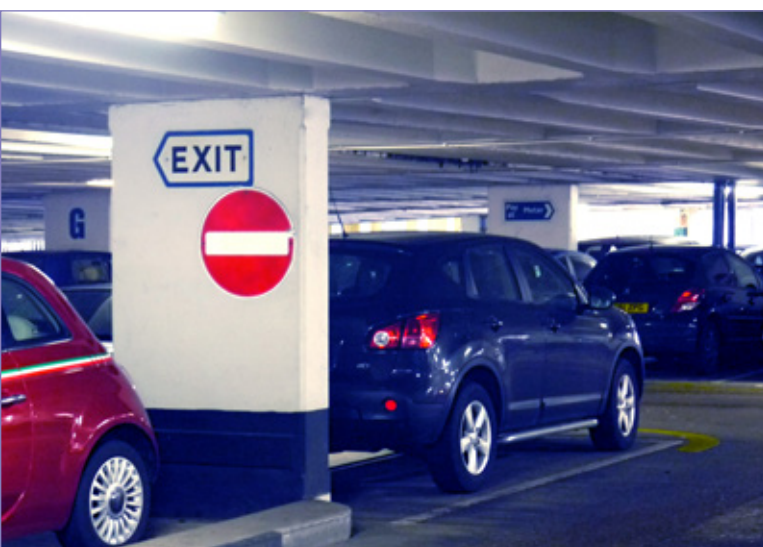
7 TWITA report to the Tunbridge Wells JTB – April 2014

8 KCC Road Casualty Reduction Strategy for Kent 2014–2020, paragraph 4.2

20mph schemes and agreed to support their introduction where:

- there is clear justification in terms of achieving casualty reduction as part of the ongoing programme of Casualty Reduction Schemes or
- they would assist in delivering the targets set out in Kent's Joint Health and Wellbeing Strategy by encouraging walking and cycling or
- it is a scheme that is important to local people and can be funded via the local County Councillors' Members Fund.

4.45 KCC has a statutory duty to record injury crash data from Police records and to take appropriate remedial action. Its road safety education programme seeks to support vulnerable road users in particular, including children and motorcyclists. Highway enforcement is carried out by Kent Police in partnership with the Tunbridge Wells Community Safety Unit. Measures to tackle identified road accident black spots can be promoted through the Tunbridge Wells Joint Transportation Board where necessary.



Parking

4.46 Royal Tunbridge Wells has 21 public car parks totalling 4,137 spaces. Of these, 16 are operated by TWBC. These car parks offer a variety of options as follows:

- four are designated as short stay
- nine are designated as long stay
- two provide for both long and short stay

- one is not specifically designated for length of stay
- eight offer free parking
- two offer weekend only parking
- ten offer season tickets

4.47 The five privately operated car parks in the town centre offer differing lengths of stay and pricing structures. There are another 6,677 on-street bays, many of which are subject to waiting time limits. 60 per cent of on-street bays are subject to no waiting Monday – Saturday between 8am and 6pm⁹. The borough Council is responsible for parking enforcement within publicly owned car parks and on the highway.

4.48 In Southborough, Paddock Wood, Cranbrook and rural settlements, parking is either free or available at limited cost at present. It is recognised that parking provision is important in rural areas, where public transport connections are more limited.

4.49 The management of parking within the borough will be informed by the Parking Strategy that will be brought forward for adoption later in 2015. Elsewhere the future provision of on-street parking will have to take into account predicted demand for parking, particularly in areas where competition for kerb space is at a premium.

4.50 A Park & Ride Feasibility Study was prepared to inform this strategy, focusing on the A26 and A264 corridors. To be successful, a Park & Ride scheme would need to be supported by:

- a reduction in bus journey times of approximately one third between the park & ride site and the town centre to provide a competitive advantage over the car, requiring road widening in some locations
- a significant reduction in the availability of long-stay parking within the town centre (not quantified at this stage)
- a significant reduction in on-street free parking within walking distance of the town centre through introduction of new or extended resident parking zones (not quantified at this stage)
- pricing the park & ride service as low as

⁹ Tunbridge Wells Urban Area Parking Study



possible, likely to require subsidy and

- active promotion of the park & ride service amongst existing and potential town centre employers, backed up by planning policies relating to parking provision and employee travel plans. Over time this would involve a reduction in the availability of employer-provided free parking and the provision of incentives for employees to use public transport.

4.51 The results of the study suggested that it is not feasible to introduce a park & ride scheme on these corridors in the short term. However, park & ride will be kept under review and the priority schemes put forward in this Strategy will facilitate rather than preclude its introduction at a later date.

4.52 A number of parking concerns were raised during the consultation process for this Strategy. These include parking on pavements, at junctions and on double yellow lines on major routes, in town centres and in residential areas. In particular issues were raised about illegal parking/enforcement issues in Hawkenbury and Paddock Wood.

Bus and community transport

4.53 Experience from other towns and cities demonstrates that bus services of sufficient quality and frequency have the potential to capture a significant proportion of short and medium-distance trips and to make a strong contribution to the alleviation of peak-time congestion in urban areas. Tunbridge Wells Borough is served by an extensive

network of bus services, operated by 12 bus companies, although Arriva operates the majority of the high frequency services. A table of current services is included in Appendix C.

4.54 In 2008 a Quality Bus Partnership (QBP) was established between Arriva Southern Counties, Tunbridge Wells Borough Council and Kent County Council. The aim of the QBP is to create a local bus network that is attractive to residents, visitors and businesses, as an alternative to the private car. To date the partnership has achieved many positive outcomes, including:

- the promotion of the Sherwood Shuttle (277)
- improvements to North Farm services in the evening peak
- bus wifi on the 281
- securing DfT funding for exhaust abatement equipment, improvements to bus stops
- renewal of bus shelters and
- a rolling programme of bus modernisation.

4.55 Consultations held with the QBP members and bus operators to explore initiatives for this Transport Strategy, have highlighted the importance of the bus lanes on the A26 for ensuring that services run to time, particularly during the AM and PM peaks. Delays to services are also frequently experienced as a result of on-street parking/deliveries and inappropriate parking in bus stop clearways in a number of locations including Southborough, Rusthall and Cranbrook. This demonstrates the need for robust parking enforcement.

4.56 Both KCC and the bus operators are seeking to introduce 'e-purse' style smart ticketing, similar to London's Oyster card, on buses in the near future. KCC has been working with operators to upgrade ticketing machines which allow for pre-pay cards (as well as providing transmission of real-time service information). KCC and Arriva are trialling a smart-ticketing scheme on the A20 London Road corridor to the west of Maidstone, during 2015. It is hoped that this could be rolled out across the County if successful.

- 4.57 Approximately 75 per cent of bus services in the Tunbridge Wells borough are either partly or fully subsidised by KCC, with many classified as socially necessary. These include evening and weekend services, particularly in rural areas. It is important to note that many of the rural services utilise vehicles that are required for school services during the AM and PM peak periods. This is why operators sometimes provide greater capacity on some routes, than may appear necessary.
- 4.58 KCC has a clearly established policy for the financial support of socially necessary public transport services. This states that the service should provide access to education, employment, healthcare, or essential food shopping which could not otherwise be attained and that the cost of the service should not exceed £3 per passenger journey.
- 4.59 Due to the significant financial constraints facing the County Council, as well as rising tender prices, socially necessary services, like all non-statutory KCC functions, are reviewed regularly. However, routes will be retained in their current form wherever possible.
- 4.60 Some of the smaller rural settlements in the borough have no conventional bus service. However, these areas benefit from KCC's 'Kent Karrier' service, which provides a combination of demand-responsive and fixed routes for disabled people and those who live more than 500 metres from an established bus route.
- 4.61 KCC has recently received DfT funding to undertake a feasibility and consultation project to build upon Kent Karrier and provide new enhanced transport provision that would integrate the service with special education needs and disabilities (SEND) school transport services in the area. In addition to this, the project will explore options for non-emergency patient transport to local medical facilities and look at opportunities to integrate the rural communities of Tonbridge & Malling and Tunbridge Wells with the existing local bus network by providing links for those living in rural or semi-rural locations to major bus routes.
- 4.62 Community transport services can also play a role in the provision of public transport, particularly in rural areas. These include volunteer driver schemes, community minibuses, taxi buses, wheels to work scooter loans, and taxi vouchers. Further information about community schemes currently operating in the borough can be obtained from Action with Communities in Rural Kent. KCC has already supported some Parish Councils in Kent to establish community minibus schemes and is able to investigate the feasibility of similar schemes in other rural communities.
- 4.63 KCC offers a 'Young Person's Travel Pass', providing weekday bus travel in Kent for 11–16 year olds who are resident in the County. This scheme has replaced the Kent Freedom Pass. The Young Person's Travel Pass provides unlimited travel on almost all public bus services in Kent for an annual fee of £200. KCC also offers the '16+ Travel Card' which can cost up to £400 annually, providing travel on bus services 7 days a week. The Travel Card is available to over 16s in school, college or training.
- 4.64 As the Local Education Authority, KCC also provides free or subsidised home-to-school transport to children who attend the 'nearest appropriate school for transport purposes', live more than two miles from the school using the shortest available walking route (if they are under eight years old), or live more than three miles from the school using the shortest available walking route (if they are over eight years old). The statutory home to school transport service is anticipated to continue during the period of this Strategy.
- 4.65 The English National Concessionary Travel Scheme (Senior Citizens Bus Pass) is available to all residents in England who are in receipt of their state pension, and is issued by KCC for Kent residents. The Pass is free to recipients and can be used Monday-Friday on services after 9.30am and at any time on weekends and bank holidays.
- 4.66 In April 2011, KCC assumed responsibility from the borough Council for the administration and funding of the statutory Kent and Medway Concessionary Travel Scheme for disabled people, their companions and those aged over 60. The scheme entitles all pass holders to free bus travel between 0930 and 2300 on Monday to Friday, and at any time on Saturdays, Sundays and public holidays.

Rail

- 4.67 In preparing this Transport Strategy, consultation has been undertaken with the current Kent rail franchisee (Southeastern) and the network operator (Network Rail).
- 4.68 The borough is served within its boundary by mainline railway stations including Tunbridge Wells, High Brooms and Paddock Wood on the Southeastern network, and Ashurst on the Southern network. Network investment and improvements are informed by the Long Term Planning Process that is negotiated between the Department for Transport (DfT) and Network Rail. In March 2014 Network Rail published the 'Control Period 5 Enhancements Delivery Plan', which sets out capital investment nationally from 1 April 2014 – 31 March 2019 (see paragraph 4.74).
- 4.69 Tunbridge Wells and High Brooms are situated on the London to Hastings mainline, which provides a frequent service to and from London Charing Cross and Cannon Street via Sevenoaks and Tonbridge. During peak periods there are four services per hour, with an average journey time of 55 minutes between Tunbridge Wells and London Charing Cross and 50 minutes between Tunbridge Wells and Hastings. This route is subject to operational constraints including single track tunnels and insufficient power in the Hastings area to support multiple 12 coach units. Network Rail has identified a requirement to make signal and power supply improvements beyond 2019 (Control Period 6). Additionally, there were significant issues during the winter of 2013–14 with

landslips on the line disrupting services and concerns remain regarding the resilience of this route.

- 4.70 Paddock Wood is served by the Dover to London mainline, with services via Ashford International and Tonbridge, and the Medway Valley Line which provides services to Strood via Maidstone West. Journey times between Paddock Wood and London Bridge range from 42 to 53 minutes. Services between Paddock Wood and Ashford International take an average of 30 minutes. Paddock Wood benefits from up to 6 direct services per hour connecting with London terminals, during the morning and evening peak periods. High Speed 1 services via Ebbsfleet to St Pancras can be accessed from Maidstone West and Ashford International.
- 4.71 Estimates of current usage are provided annually by the Office of Rail Regulation. An analysis of entry and exit data for all stations in the Tunbridge Wells borough is provided in the table on the next page.
- 4.72 The data shows that there have been significant increases in the number of passengers using rail services in the borough. Ashurst has seen an almost 400 per cent increase in the number of passengers using the station between 2002/03 and 2012/13. This marked increase in demand on the Oxted Line station is likely to be due to the comparable affordability of commuting on Southern services from Kent and East Sussex in contrast to Southeastern services, as well as broader growth in demand from within the catchment of the station.
- 4.73 Tunbridge Wells and High Brooms have seen the greatest aggregate increases in passenger numbers over the 10 year period to 2012/13, of all stations in the borough, with respective increases in passenger journeys of 453,933 and 429,162. These growth figures reflect the prominence of Royal Tunbridge Wells as a sub-regional residential and economic centre.
- 4.74 Due to the geography of Tunbridge Wells borough, many rail passengers use stations which are situated outside the borough, but within shorter travelling distance of their homes. Stations including Marden, Staplehurst and Headcorn on the Dover to London line are used by residents and visitors to the east of the borough.



Analysis of entry and exit data for all stations in the Tunbridge Wells borough

	12/13 Entries & Exits	11/12 Entries & Exits	02/03 Entries & Exits	Increase in Entries & Exits 02/03 – 12/13	% Increase in Entries & Exits 02/03 – 12/13	% Increase in Entries & Exits 11/12 – 12/13
Ashurst	24976	24432	5058	19918	394	2
High Brooms	1084290	1106730	655128	429162	66	-2
Paddock Wood	1129994	1131024	1067385	62609	6	0
Tunbridge Wells	3481480	3531566	3027547	453933	15	-1

4.75 Train services are also available from Eridge station in the west of the borough. The station is situated on the Oxted Line, providing services to London Bridge via East Croydon. Unlike other train services in the borough, this line is not electrified, and is operated with diesel rolling stock.

4.76 Ashurst station provides direct half hourly services to London Bridge via East Croydon during the AM peak period. Return services during the PM peak are hourly and indirect, with some services not stopping at Ashurst. This is inconvenient for those who use the route and, as such, many service users travel from Eridge station, which is situated outside the borough. The Network Rail CP5 Enhancements Delivery Plan identifies improvements to provide additional capacity on the Oxted Line. The proposed works include the provision of 10 carriage units for the first time, which will require platform lengthening at stations along the line including Ashurst.

4.77 Part of the now disused rail line between Tunbridge Wells West station and Eridge station is owned and operated by the Spa Valley Railway, for heritage steam services via High Rocks and Groombridge. In 2011 this tourist service was extended to Eridge Station where there is opportunity to connect with Oxted Line services. The unused line between Tunbridge Wells West and Tunbridge Wells Central is safeguarded

from development by Local Plan policy. This could be reopened in the future should demand require, as part of future upgrade of the Oxted Line, which would primarily include the reopening of the line between Uckfield and Lewes in East Sussex. Future upgrades to the Oxted Line (CP6) could include electrification.

4.78 The ongoing Thameslink development programme will increase the total number of trains running through central London terminals, including London Bridge which is undergoing full redevelopment. This project will be completed by 2018, at which point the number of available train paths into and out of Cannon Street will be reduced from 25 per hour to 22 per hour. TWBC and KCC have been assured that there will be no reduction in existing Cannon Street services from the borough.

4.79 Southeastern is currently operating under a direct award franchise agreement, which has been put in place by the DfT until June 2018. This approach has been taken to provide stability of service for the duration of the London Bridge redevelopment. Future service revisions affecting stations in Tunbridge Wells are anticipated to include the splitting and joining of Hastings trains at Tonbridge, providing fast and stopping connections to Hastings, thereby improving journey times from principal stations whilst still providing connections to all stations.

4.80 The new combined Thameslink, Southern and Great Northern (TSGN) rail franchise is planned to run for a seven-year period from September 2014. It encompasses the Thameslink/Great Northern franchise previously operated by First Capital Connect (FCC) and the South Central franchise operated by Southern, incorporating the Gatwick Express branded services. It will also fully incorporate some services that are currently run jointly by FCC and Southeastern. The new franchise will facilitate the Government's investment in infrastructure, through the Thameslink Programme and in rolling stock, through the introduction of new carriages.

4.81 In 2014, KCC concluded a feasibility study to identify if a direct hourly through service to Gatwick Airport from Ashford via Tonbridge could be reintroduced following the upgrade of Redhill station. The study identified that the service would not be profitable and therefore, this project is not being actively pursued by KCC at the point of adopting this Strategy. The aspiration for a direct Gatwick service from mid-Kent is identified as a key requirement in KCC's Rail Action Plan for Kent, which outlines the County Council's objectives for the operation of train services across the County. The link is also supported in the West Kent Priorities document published in January 2014.

4.82 TWBC and KCC will continue to work with the rail industry and other partners to improve the accessibility and integration of rail services in the Tunbridge Wells borough with other modes of transport, including bus, cycle and pedestrian infrastructure. The borough's stations have benefited from investment secured through the National Stations Improvement Programme (NSIP), which includes refurbishment of buildings, enhanced cycle and vehicular parking, access and signage improvements, real time information systems and installation of an accessible footbridge at Paddock Wood station. TWBC and KCC will also continue to seek capacity and access enhancements where possible to meet the demands arising from patronage growth and future development in the borough.

4.83 A Station Travel Plan has been prepared for Tunbridge Wells station and includes an Action Plan to improve access to the station by modes including walking, cycling and bus.



Taxis and car club

4.84 Taxis and Private Hire Vehicles (PHVs) can assist in tackling congestion and encourage sustainable travel by reducing the need for car ownership. They can also play an important role in providing access to services for rural residents and those who are unable to use conventional bus services. Royal Tunbridge Wells town centre has a prominent taxi rank located adjacent to the station. Another taxi rank is also available in Lime Hill Road, although this is less well used. The use and operation of this rank will be reviewed as part of the Fiveways public space project. The provision of taxi waiting facilities at High Brooms and Paddock Wood stations will also be reviewed as part of the preparation of station travel plans.

4.85 The Licensing Partnership is responsible for the regulation of the taxi trade within the borough. Following the completion of a Taxi Demand Study the Borough Council's Licensing Committee resolved to allow rear-loading wheelchair accessible vehicles to be registered as licensed Hackney Carriages, to encourage proprietors to purchase wheelchair accessible vehicles and therefore, increase the accessibility of taxi fleets.

4.86 In September 2014, the Council, in partnership with Co-wheels (a social enterprise company), launched a car club pilot scheme, with two vehicles located on Mount Pleasant Road. The pilot scheme was funded through section 106 funding and support from Kent County Council (KCC) and Co-wheels. It has proved very successful, with a total of 63 drivers registered within the

first eight months and with monthly utilisation approaching 60 per cent in April 2015 (well above the required 30 per cent utilisation needed to make the car club viable). In May 2015 an electric vehicle (EV) funded by KCC was added to the fleet on a temporary basis. There is now a need to add additional cars to the fleet to meet the increasing demand from users and Co-wheels, has requested that additional bays be added for the scheme.

Cycling, walking and rights of way

- 4.87 Cycle routes provide an important opportunity for modal shift for commuter and school journeys as well as providing opportunities for utility and leisure cyclists. Cycling can provide benefits to individuals and their local community including improvements to health and air quality as well as reductions in carbon emissions and congestion. KCC and TWBC are committed to the provision of an enhanced cycle network for use by residents, businesses and visitors.
- 4.88 Cycle use in Tunbridge Wells is currently quite low, due to real and perceived barriers which include topography, road safety, cycling competency and knowledge about routes and parking facilities. According to 2011 census data about 250 people use a bike for their journey to work either into or out of Tunbridge Wells. However, it is clear that there is strong interest in cycling from some groups and individuals in the borough. As a result of this interest, in January 2014, the Tunbridge Wells Cycling Forum was established to help make Tunbridge Wells a more cycle-friendly Borough. The Forum is seeking to progress new initiatives and projects to support cyclists and encourage others to come back to cycling. The Forum has therefore, launched 'cyclefriday' an initiative to increase cycling in the borough. Cycling safety campaigns including DfT 'Think Cyclist' and the AA 'Think Bikes' have also been promoted. The ideas and experience of Forum members has also informed the development of the Tunbridge Wells Cycling Strategy.

- 4.89 The borough currently has cycle routes that link Tunbridge Wells town centre to suburban areas, along the A26 (not continuous), A264 and 21st Century Way (town centre to North Farm) routes. However, other routes within the town and elsewhere in the borough are more limited and there is a lack of cycle related facilities at key destinations including stations, schools and Key Employment Areas. Existing deficiencies and future improvements are set out in more detail in the Tunbridge Wells Cycling Strategy that has been prepared alongside this Strategy. This document will act as a tool for delivering improved cycling infrastructure and will assist partners to secure funding for schemes. The proposed vision for the Cycling Strategy is 'To make cycling a normal part of every day life in the borough, by creating a safe and welcoming environment for cyclists of all ages and abilities'.
- 4.90 There is an extensive pedestrian network of footways and some 365 miles of Public Rights of Way (PRoW) in the borough, including footpaths, bridleways, byways and restricted byways. For most people, walking offers a readily available and very sustainable mode of travel for short distance journeys. In addition, walking should be recognised as the first/last stage in nearly all journeys. However, it is known that improvements are required to make pedestrian routes safer and more attractive. During the consultation on the Draft Transport Strategy, the need for improvements to the pedestrian network was raised by many (see paragraph 4.92).



- 4.91 Opportunities to enhance existing public spaces in Royal Tunbridge Wells and other town centres in the borough, will be identified separately through the Tunbridge Wells Urban Design Framework (Draft 2015). A major scheme of improvements at Fiveways in Tunbridge Wells has recently been completed, including wider pedestrian footways, cycle parking, new street furniture and extended hours of vehicular restriction, to provide a more welcoming environment. It is anticipated that further phases of work to Mount Pleasant Road, Vale Road and the High Street will be completed during the period of this Strategy to enhance the quality of public spaces within the town centre, stimulate greater footfall and support local retailers and the wider visitor economy. As part of these public realm works, a new pedestrian wayfinding signage scheme is currently being designed for Royal Tunbridge Wells town centre, with funding from the West Kent Local Sustainable Transport Fund.
- 4.92 It is recognised that where possible, enhancement to pedestrian routes should support the objective of the Tunbridge Wells Borough Green Infrastructure Plan (2014), ‘to conserve and enhance the network of existing routes to allow sustainable commuting, providing safe, attractive and well-signed walking and cycling options’.¹⁰ The effective management of green infrastructure can therefore, help to encourage active travel and mode shift.
- 4.93 In rural areas, improved continuity of pedestrian infrastructure will be sought, particularly along those routes that serve residential areas, local schools and public transport connections, as well as routes that support local tourism. The borough’s PRoW, including equestrian routes, will also be safeguarded and where opportunities arise, developed and/or enhanced to make better use of their recreational and utility function, and to maximise safety.
- 4.94 Particular issues were identified at the following locations (both urban and rural) during the consultation period on the Strategy:
- A26 London Road, Tunbridge Wells, constraints at junctions with Church Road, Major Yorks Road and High Street, insufficient or lack of shared use crossing facilities.
 - A264 Langton Road and Mount Ephraim, lack of shared use crossings.
- A262 Station Road, Goudhurst, between the junction of Ranter Lane and Blue Coat Lane, pedestrian footpaths required.
- A262 provision of footways on routes to the north and pedestrian crossing point associated with Goudhurst and Kilndown primary school.
 - A262 Cranbrook Road, between the junction of Tattlebury Lane and Chequers Road.
 - B2079 North Road/Bedgebury Road, lack of provision for cyclists and poor pedestrian footway, further speed limit reduction is being sought.
- 4.93 TWBC and KCC will seek to work with partners to explore the feasibility of solutions to overcome these constraints, especially those that are safety critical or which relate to schools. The borough Council will also work with KCC and third parties to resolve access and maintenance issues relating to existing rights of way.

¹⁰ TWBC Green Infrastructure Plan Supplementary Planning Document – Draft January 2014



5

Growth and development in the borough

5.1 The existing transport network has a finite capacity but increasing pressure is being placed on the system by new development. The Local Plan identifies the targets and broad locations for future growth and development in the borough. These can be summarised as follows:

- Deliver 6,000 net residential dwellings between 2006 and 2026.
- Broadly maintain the level of existing employment floorspace between 2006 and 2016.
- Deliver in the order of 26,500m² net comparison of retail (non food) floorspace between 2006 and 2017.

5.2 The distribution of development is such that the majority of growth is focused on the urban area of Royal Tunbridge Wells and Southborough. Paddock Wood, Cranbrook and Hawkhurst will also be subject to additional growth. A proportion of the development requirement outlined above has already been delivered on sites throughout the borough. Given this, the remaining requirement over the period of the Transport Plan (2012–2026) is around 3,549 new homes ¹¹, distributed as follows:

Royal Tunbridge Wells – 2,420 new homes

Southborough – 170 new homes

Paddock Wood – 515 new homes

Cranbrook – 259 new homes

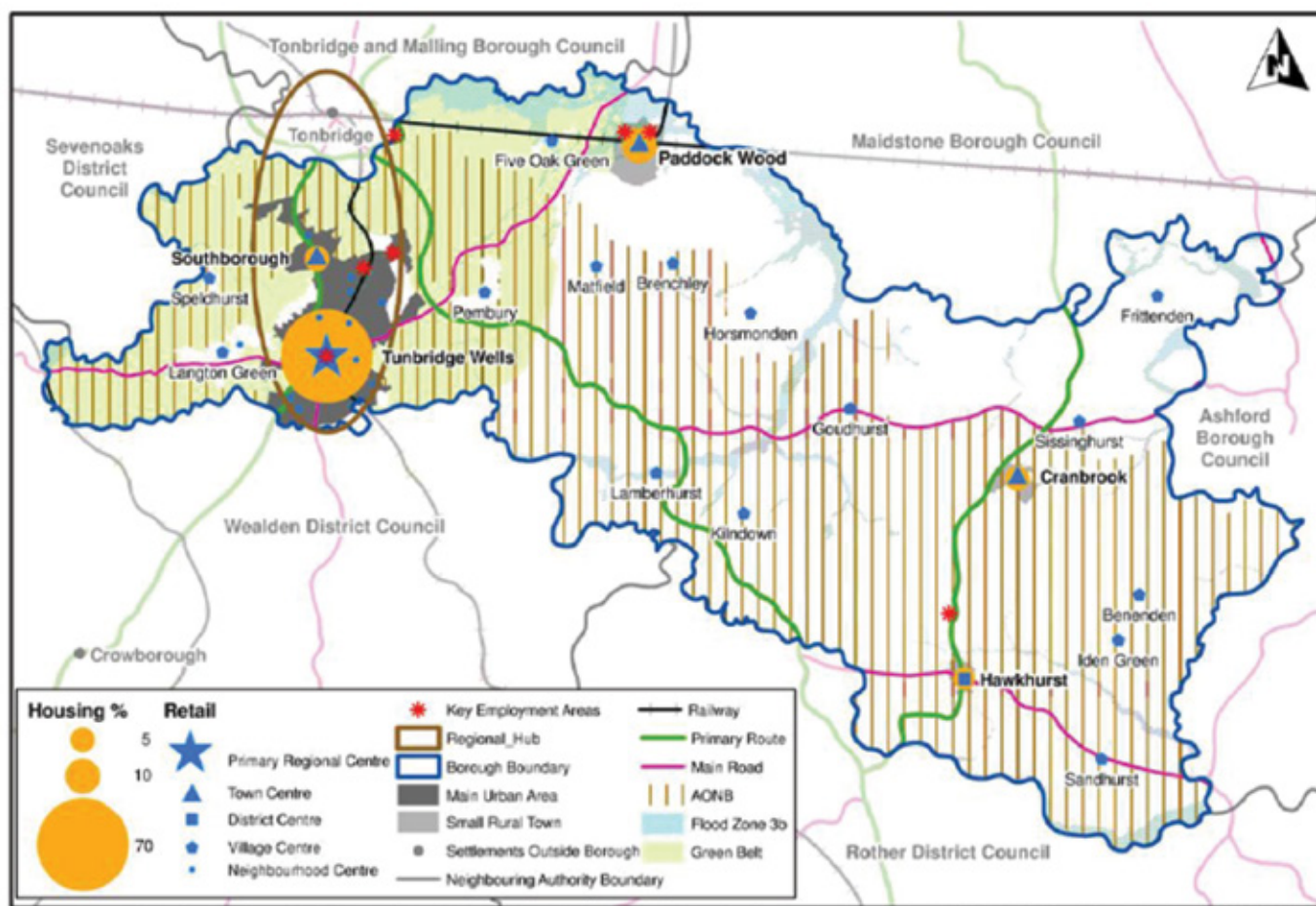
Hawkhurst – 128 new homes

Villages and rural area – 57 new homes

5.3 These quantum are subject to change as a consequence of ongoing delivery and anticipated review of the Local Plan in 2016. It is anticipated that any future review is likely to result in an additional requirement for more new homes in the borough. The Transport Strategy may therefore, need to be reviewed, to support the delivery of further growth.

¹¹ TWBC Authority Monitoring Report 2013

Figure 5 – Core Strategy Key Diagram



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5.4 Concerns regarding the provision of infrastructure to support future growth were common amongst consultation comments received on the draft version of this Strategy for example junction and road improvements to support residential land allocations. Whilst the Transport Strategy is strategic in nature, seeking to overcome existing infrastructure deficits and deliver major projects, it includes site related infrastructure requirements where these are known. It is expected that developers will address the direct highway and transport needs of their developments through the planning process.

5.5 A VISUM¹² multi-modal transport model has been developed to support TWBC and KCC in making decisions about future interventions on the highway network for the urban area of Royal Tunbridge Wells. Do-minimum and do-something scenarios have been run. The do-something scenario represents the 2010 Core Strategy growth scenario supported by the package of transport interventions identified in this Strategy. The results of the modelling provides the technical evidence that significant interventions are required to reduce congestion at pinch points on the network and also to encourage modal shift to public transport, walking and cycling in order to accommodate the future growth that is planned for the borough. The VISUM model has been used to help confirm the prioritisation of proposed transport interventions, following the identification of development land allocations in the Tunbridge Wells Site Allocations Development Plan Document.

12 VISUM and VISSIM are software products used for computer aided transport planning

6

Transport vision and objectives

Contents:

Our transport vision

Priority projects

6.1 Our transport vision is for...

- Tunbridge Wells Borough to benefit from a network of higher quality, better integrated, sustainable transport solutions and infrastructure, that will enable the borough to solve existing and future transport challenges, and enable a vibrant, prosperous economy and inclusive communities.
- By 2026, Tunbridge Wells will have a transport network which is less reliant on the private car, with a greater mode share towards walking, cycling and public transport, especially for shorter journeys. However, it is recognised that some journeys will continue to necessitate use of the private car, especially in rural areas.
- The borough will have a safer environment for all road users, and its air will be cleaner with more low emission vehicles and bicycles sharing road space.

6.2 This Strategy seeks to improve access by all modes of transport, to provide residents, commuters and visitors to the borough with a genuine choice of means by which to complete their journeys. It seeks to respond to the key issues of congestion and poor air quality, which are of concern to residents and businesses alike, in particular on the radial routes into Royal Tunbridge Wells (A26, A264 and Longfield Road). These are primary routes for those travelling into the town centre by car. Adverse traffic conditions on one of these routes often has an impact on the others, and therefore, this Strategy prioritises projects to increase road capacity on all of these routes.

6.3 There are a number of interventions that have been considered during the preparation of this Strategy and/or have been raised by consultees that are not included in the Implementation Plan. This is because they are not considered to be deliverable within the timescales of the Strategy. A park and ride scheme for the town is not considered feasible at this point in time (see paragraphs 4.49–4.50). However, the proposed capacity improvements to the A264 Pembury Road may provide options for bus priority that

could facilitate a park and ride scheme in the future and therefore, this option will be kept under review. It is also considered that a relief road around Tunbridge Wells, to accommodate traffic that is going through the town rather than to it, could not be delivered during the timeframe of the Strategy due to cost, environmental and other constraints. However, this should be reconsidered in the future, in the context of supporting further housing and employment growth in the borough. Additionally, proposals for innovative solutions for public and private transport (for example driverless cars and personal rapid transit systems) will be kept under review as potential schemes for the future.

6.4 As indicated in the Vision above, whilst acknowledging that many journeys in the borough will continue to be made by car, there are many journeys that already are or could be made by other modes, and some residents do not have access to a car at all. The encouragement of sustainable modes other than the car is addressed in this Strategy, and the accompanying Cycling Strategy, through projects with public transport partners and proposals for improvements to cycling and pedestrian infrastructure. It is recognised that there is also a need for better travel and transport information, in order to encourage the use of sustainable modes for end-to-end and split mode journeys. These requirements are addressed by projects identified in the Implementation Plan.

6.5 The vision for the borough will be achieved through pursuing the following objectives, which have evolved from those outlined in other local strategies and plans including the Local Plan.

Objective 1 – Provide transport infrastructure to support new development, facilitate growth in the local economy and improve rural accessibility.

Objective 2 – Improve strategic road and rail links between the borough, London and the wider South East.

Objective 3 – Reduce congestion on the highway network, particularly on key radial routes into Royal Tunbridge Wells.

Objective 4 – Improve travel safety across the borough especially for vulnerable road users, including cyclists, pedestrians and equestrians.

Objective 5 – Improve air quality, particularly within the designated Air Quality Management Area.

Objective 6 – Prioritise development of sustainable and active transport modes including cycling, walking and public transport.

Objective 7 – Provide parking to support the borough's town centres.

Objective 8 – Improve the quality of public spaces within Royal Tunbridge Wells to make the town centre more legible, safe and attractive, and improve mode integration.

Priority projects

- Pembury Road A264 capacity improvements
- London Road/St John's Road A26 capacity improvements
- North Farm infrastructure improvements
- Royal Tunbridge Wells Town Centre public space improvements
- A network of key cycling routes as set out in the borough Cycling Strategy
- Speed reduction projects linked to schools and other priority locations
- Lobby for the dualling of the A21 from Kippings Cross to Lamberhurst
- A228 Colts Hill improvement scheme

7

Funding and investment

Contents:

South east local enterprise
partnership funding

Kent County Council capital funding

Developer contributions

Other sources of funding

- 7.1 The principal funding sources currently available to KCC (as Highway and Transport Authority) and TWBC (as Planning Authority) to enable the delivery of local transport schemes are outlined below.

South east local enterprise partnership funding

- 7.2 In June 2010, the Coalition Government announced that the Regional Funding Allocation (RFA) process by which local authorities had previously bid for funding for transport schemes (valued in excess of £5 million) was to be suspended with immediate effect pending the outcome of the Comprehensive Spending Review. The Spending Review confirmed that no new Major Schemes would be considered for funding before 2015/16 at the earliest and the regional tier of government was later abolished in favour of Local Enterprise Partnerships (LEPs). LEPs bring together local authorities and business leaders and cover functional economic areas within England.

The Government subsequently asked Lord Heseltine to lead a review of public policy affecting local economic growth, which recommended that greater power and funding should be devolved to the LEPs, who were considered to be better equipped than Whitehall departments to identify and deliver against their priorities. The Government responded by establishing a new £2 billion per annum Single Local Growth Fund, which brings together existing funding streams for skills, housing and transport, and will be allocated to each English LEP from 2015/16 onwards on the basis of Growth Deals reflecting the quality of the submissions contained within their Strategic Economic Plans as well as local need.

- 7.3 In July 2014 it was announced that the South East Local Enterprise Partnership (SELEP), which covers Kent, Essex and East Sussex, had been awarded a Single Local Growth Fund allocation of £442 million as part of its Growth Deal, primarily for the delivery of new and enhanced transport infrastructure in the region

during the period 2015 to 2021. Of this overall figure, Tunbridge Wells has initially been allocated £1.75 million for capacity improvements on the A26, beginning with the Yew Tree Road and Speldhurst Road junctions. In addition, the borough will receive a share of £4.89 million as part of the West Kent Local Sustainable Transport Fund programme to tackle congestion and promote modal shift across the local authority areas of Tunbridge Wells, Tonbridge & Malling, Sevenoaks and Maidstone. A Single Growth Fund Round 2 bid was submitted in October 2014 for capacity improvements on the A264 Pembury Road, unfortunately this bid was not successful. A further bidding round is anticipated in 2015.

Kent County Council capital funding

- 7.4 As the Local Highway Authority, KCC also receives annual funding allocations from Government for the delivery of smaller-scale transport schemes and the routine maintenance of highway assets. These include the Integrated Transport Block Allocation (for schemes of under £5 million in value), the Highway Maintenance Block Allocation for the repair and improvement of the existing highway network and Revenue Funding for Concessionary Fares and subsidised bus routes. The Integrated Transport Block Allocation is the mechanism by which schemes in the KCC Local Transport Plan are funded, including crash remedial measures, traffic management schemes, bus priority measures and improvements to walking and cycling routes.
- 7.5 The Combined Members Grant provides County Councillors with £25,000 per year to be spent on small-scale transport improvements or other community projects that have local support. This funding is part of the ITB allocation. There is commitment to retain the Grant for the remaining period of the Local Transport Plan 3 (until 2016).
- 7.6 Revenue funding is allocated locally by KCC to cover costs including concessionary fares, subsidised bus services, and road safety education campaigns. KCC receives

funding for revenue costs via the Formula Grant paid to local authorities by the Department of Communities and Local Government and through Council Tax receipts. The Formula Grant is not ring-fenced, allowing flexibility for spending on local priorities. The 2010 Comprehensive Spending Review announced a reduction to the Formula Grant over the period from 2011/12 to 2014/15 therefore, KCC has had to reduce its revenue spending accordingly.

Developer contributions

- 7.7 Contributions relating to the mitigation of the direct impacts of new development are currently secured by TWBC and KCC through Section 106 Agreements (negotiated under Section 106 of the Town & Country Planning Act).
- 7.8 TWBC and KCC require some developments to be assessed for their impact on the local transport network during the planning process. A Transport Statement or Assessment may be required¹³ in addition to a Travel Plan¹⁴, to accompany the submission of a planning application, identifying mitigation measures where appropriate. Transport related requirements should be agreed with TWBC's Development Management Team at the pre-application stage. These measures should be delivered either through a Section 278 Agreement with KCC (which enables an approved contractor appointed by a developer to undertake mitigation works on the public highway), or a Section 106 agreement with TWBC/KCC (which obligates a developer to make a funding contribution to the Local Planning and/or Highway Authority, in lieu of physical mitigation works at an appropriate development trigger point). Both capital and revenue schemes and projects can be funded in this way.
- 7.9 The Community Infrastructure Levy (CIL) is a tariff-based approach to developer contributions, which will be implemented through planning policy. CIL is charged on the basis of the extent of new floorspace proposed. CIL can be used to fund strategic infrastructure, including transport

13 DfT - Guidance on Transport Assessment - 2007

14 KCC - Revised Guidance on Securing, Monitoring and Enforcing Travel Plans in Kent - 2012

infrastructure, which either serves a number of sites, neighbourhoods or the wider Borough. Restrictions to the use of Section 106 agreements linked to the introduction of CIL will mean that this source of funding will be limited in the future to site-specific infrastructure only.

- 7.10 The Tunbridge Wells Local Plan will include an Infrastructure Delivery Plan that will identify the infrastructure required to support new development in the borough, including transport infrastructure. Tunbridge Wells Borough Council will also be preparing a CIL Charging Schedule to accompany the Local Plan, which will identify which developments will be eligible to pay a CIL charge.
- 7.11 The borough Council is required to publish its intentions for CIL spending in a Regulation 123 List, which can be updated as circumstances change. This will set out the division between CIL and Section 106 funding and ensure that there is no double-charging between the two funding sources.

Other Sources of Funding

- 7.12 Following changes to the national allocation of health spending from 2013, local authorities have gained responsibility for additional adult social care finance from the NHS. It must support adult social care services in each authority area, which also have a health benefit. KCC and the West Kent Clinical Commissioning Group must agree together how to use the money, which may provide a future source of funding for active travel projects in Tunbridge Wells.
- 7.13 Other sources of funding to support the delivery of transport infrastructure also become available periodically, either directly from the DfT (for example, Local Pinch Point Fund and Local Sustainable Transport Fund), or through partner organisations such as Sustrans, who are able to access Government funding for cycling infrastructure. The National Lottery Heritage Fund and Big Lottery Fund are also potential sources of infrastructure funding.



8

Implementation and monitoring

- 8.1 This Implementation Plan outlines the interventions that are required to achieve the Strategy vision and objectives. These are phased over the lifetime of the Strategy (short, medium and long term). The Plan includes interventions that will be delivered by a variety of partners and funded from various sources. The Implementation Plan is a live document and will be regularly reviewed with progress reported to relevant Committees including the Joint Transportation Board. Further work is underway to develop accurate costs for the projects in the Implementation Plan and it will be updated accordingly. This Implementation Plan will form the basis of the transport elements of the Infrastructure Delivery Plan document, which identifies specific schemes, costs and funding sources for the infrastructure required to deliver the growth in the Local Plan.

Contents:

Implementation plan

Scheme/Project	Related objects	Timescale			Cost	Potential Funding Sources	Delivery Partners
		Short 0–5 Years	Medium 5–10 Years	Long 10–15 Years			
Highway interventions							
Lobby for dualling of the A21 from Kippings Cross to Lamberhurst through A21 Reference Group (West Kent & East Sussex Authorities)	1,2,3,4				NA	DfT (HE) KCC	Highways England KCC TWBC
A228 Colts Hill capacity improvements: <ul style="list-style-type: none">• Include scheme in Strategic Economic Plan/West Kent Priorities/Unlocking the Potential for Growth• Review existing scheme and undertake additional design work as required• Prepare business case• Submit bid to SELEP	1,2,3,4				Cost of scheme unknown	DfT (SELEP) KCC CIL	KCC TWBC
Implement North Farm Masterplan <ul style="list-style-type: none">• Dualling of Longfield Road and replacement of signalised junctions (Phases 1 & 2)• Assessment of traffic flows, speeds and distribution following Phases 1 & 2• Identification of schemes to improve traffic flows and sustainable mode networks.	1,2,3,4				£6.5m £40k	DfT (SELEP) s106 CIL KCC TWBC	KCC TWBC
A26 St John's Road/London Road Capacity Improvements: <ul style="list-style-type: none">• Yew Tree Road/Speldhurst Road junctions scheme• Explore options for improvements north of Yew Tree Road junction in Southborough• Explore options for improvements south of Speldhurst Road junction into Tunbridge Wells.	1,2,3,4 5,6				£1.75m	DfT (SELEP)	KCC TWBC
A264 Pembury Road Capacity Improvements: <ul style="list-style-type: none">• Explore options to improve capacity on Pembury Road.	1,2,3,4 5,6				£40K £10m	DfT S106 CIL KCC	KCC TWBC

Scheme/Project	Related objects	Timescale			Cost	Potential Funding Sources	Delivery Partners
		Short 0–5 Years	Medium 5–10 Years	Long 10–15 Years			
Forest Road Corridor Study to cover: <ul style="list-style-type: none"> • cycle improvements • pedestrian improvements • parking issues • junction with Hawkenbury Road. 	1,4,6				To be confirmed	s106 CIL KCC	KCC TWBC
Highway improvements in Paddock Wood at : <ul style="list-style-type: none"> • junction Maidstone Road A228/Badsell Road • junction Maidstone Road B2160/Mascalls Court Road/Badsell Road • junction of Mascalls Court Road/Green Lane 	1,2,3,4				To be confirmed	s106	KCC TWBC
Review operation of junctions to identify improvements at: <ul style="list-style-type: none"> • Calverley Road/Monson Road/Camden Road • Upper Grosvenor Road/ Sandhurst Road • Forest Road/Frant Road • Carrs Corner • Eridge Road/Broadwater Down • Culverden Street/Mount Ephraim • Langton Road/Coach Road • St James's Road/Grosvenor Bridge • Frant Road/Bayham Road • A229/Highgate Hill 	3,4,6				To be confirmed	KCC TWBC s106 CIL	KCC TWBC
Explore options for traffic management and speed restrictions in Paddock Wood town centre including: <ul style="list-style-type: none"> • Commercial Road • Church Road • Maidstone Road • Warrington Road 	1,3,4,6				To be confirmed	s106 CIL KCC TWBC	KCC TWBC

Scheme/Project	Related objects	Timescale			Cost	Potential Funding Sources	Delivery Partners
		Short 0–5 Years	Medium 5–10 Years	Long 10–15 Years			
Rail Interventions							
Continue to lobby for the introduction of a direct service to Gatwick Airport from Kent via Ashford and Tonbridge	1,2,6				NA	NA	WKP KCC DfT Southeastern
					NA	Southeastern DfT	Southeastern DfT (SELEP) Kent CRP KCC TWBC
Lobby for improved service frequency on the Medway Valley Line	1,2,6						
					To be confirmed	TWBC KCC Southeastern Network Rail DfT	KCC TWBC Southeastern Network Rail
Address identified deficiencies at the following stations: <ul style="list-style-type: none">Tunbridge Wells – cycle parking, bus integration,High Brooms – access issues, cycle parking, toilet facilitiesPaddock Wood – parking, bus integration, cycle parkingAshurst	1,6						
Prepare Station Travel Plans for: <ul style="list-style-type: none">Tunbridge WellsPaddock WoodHigh BroomsAshurst	1,3,4,6				To be confirmed	Southeastern Network Rail TWBC KCC	Southeastern Network Rail TWBC KCC CRPs
Safeguard currently unused rail infrastructure in the Local Plan and support feasibility studies to explore reuse / reopening: <ul style="list-style-type: none">Paddock Wood railheadDisused line between Tunbridge Wells and Eridge via West Station	1,2,5				NA	S106 DfT	Network Rail TWBC KCC ESCC Parish Councils CRPs

Scheme/Project	Related objects	Timescale			Cost	Potential Funding Sources	Delivery Partners
		Short 0–5 Years	Medium 5–10 Years	Long 10–15 Years			
Bus Interventions							
Implement projects under current Tunbridge Wells Quality Bus Partnership (2013 – 2018) including: <ul style="list-style-type: none">Rolling programme of bus shelter improvementsTunbridge Wells Bus Map showing all routes and other visitor informationImproved information for bus passengers in town centresImprove marketing and promotion of servicesIntroduction of smart ticketingExploring the potential to introduce retrofit equipment to reduce nitrogen dioxide emissions	1, 3, 5, 6				To be confirmed	KCC TWBC Arriva s106 CIL	KCC TWBC Arriva s106 CIL
Work with all operators and KCC to improve the timing and interaction of buses with train services. Including: <ul style="list-style-type: none">Service 5 at Staplehurst StationBus stand layout at Tunbridge Wells StationFrequency of services connecting with rail at Paddock Wood Station	1, 3, 4, 6				To be confirmed	Southeastern Bus operators KCC TWBC	Southeastern Bus operators KCC TWBC
Cycling Interventions							
Prepare Borough Cycling Strategy to identify measures to enhance cycling infrastructure across the Borough. Completion of/or improvements to cycle routes, as referenced in the Strategy, including: <ul style="list-style-type: none">A26 – Tonbridge to RTW town centreA264 – Pembury to RTW town centre21st Century Way – North Farm to RTW town centreWoodsgate Corner to A21/Longfield Road junctionTunbridge Wells Commons route – National Cycle Network 18Langton Green/Rushall to RTW town centreSouthborough – North FarmForest Road – Grove Hill Road (RTW town centre)Ramslye to Major Yorks Road	1, 3, 4, 5, 6				To be confirmed	KCC TWBC s106 CIL DfT	TWBC KCC Sustrans HE Cycle Forum Parish Councils

Scheme/Project	Related objects	Timescale			Cost	Potential Funding Sources	Delivery Partners
		Short 0–5 Years	Medium 5–10 Years	Long 10–15 Years			
<p>Increase cycle parking as required at key locations including:</p> <ul style="list-style-type: none"> • Stations • Bus stops • Town/village centres • Key Employment Areas • Schools • Leisure facilities <p>Prepare promotional information about cycle routes and facilities in the Borough – Explore Tunbridge Wells map and cyclefriday initiative.</p>							
Continue to safeguard proposed leisure route between Hawkhurst and Paddock Wood along former railway line and explore potential alternative alignment.	4,6				NA	NA	KCC TWBC Landowners
Sustainable Transport Interventions							
<p>Tunbridge Wells Car Club:</p> <ul style="list-style-type: none"> • Launch pilot car club • Extend the contract by 2 years to September 2017, including allocation of bays to Co-wheels vehicles • Expand the car club to include additional bays and up to 5 vehicles in a phased approach in 2015/2016 at no direct cost to the Council. • Extend the lease of the electric vehicle to September 2016 					To be confirmed	s106 KCC TWBC	TWBC Co-Wheels
Pedestrian and Public Space Interventions							
<p>Public Space Improvements in Royal Tunbridge Wells town centre:</p> <p>Phase 1 – Implement Fiveways Shared Space scheme</p> <p>Phase 2 – Design and implement a scheme for Mount Pleasant Road between Fiveways and Church Road/Crescent Road junction including exploration of options for bus stops and routing of services</p>	1,3,4,5,6,8				To be confirmed	TWBC KCC DfT (SELEP)	TWBC KCC

Scheme/Project	Related objects	Timescale			Cost	Potential Funding Sources	Delivery Partners
		Short 0–5 Years	Medium 5–10 Years	Long 10–15 Years			
Phase 3 – Design and implement scheme for Mount Pleasant Road between junction Church Road/Crescent Road and junction of Vale Road, Grove Hill Road and High Street. New wayfinding scheme for town centre							
Explore options for improved public space at locations including: <ul style="list-style-type: none"> Nevill Street/Pantries Gateway St John's Gateway Monson Road/Calverley Road Carrs Corner The Commons/Linden Park Road 	1,3,4,6,8				To be confirmed	TWBCC KCC DIT s106 CIL	TWBC KCC
Review pedestrian facilities at locations including: <ul style="list-style-type: none"> Major York's Road (Commons) Langton Road (Commons/Rusthall) London Road/Church Road (A26) London Road/Vale Avenue (A26) Forest Road/Frant Road Bayham Road/Frant Road Forest Road – Hawkenbury Paddock Wood town centre Cranbrook town centre Hawkhurst village centre 	1,3,4,6,8				To be confirmed	TWBCC KCC s106 CIL	TWBC KCC
Parking Interventions							
Implement projects from the Borough Parking Strategy including: <ul style="list-style-type: none"> Parking review in High Brooms area Review restrictions on key priority routes with congestion and/or safety issues (including A26, A264, Rusthall High Street, Mount Ephraim, A267/Frant Road) Review cycle and bus lanes to identify need for enforcement measures Identify schools for inclusion in safety car enforcement programme Implement car park improvement programme 							

Scheme/Project	Related objects	Timescale			Cost	Potential Funding Sources	Delivery Partners
		Short 0–5 Years	Medium 5–10 Years	Long 10–15 Years			
Road Safety Interventions							
Support the TWITA road safety campaign education and awareness initiatives	4,6				To be confirmed	KCC TWBC Private Sector	KCC TWBC Private Sector
					To be confirmed	KCC TWBC	To be confirmed
					To be confirmed	KCC TWBC	KCC TWBC
Engagement programme with schools and community groups to gather evidence for the implementation of road safety measures	3,4,5,6						
Consider proposals for speed reduction measures (including 20 mph restrictions where appropriate) in Tunbridge Wells town centre and locations including: <ul style="list-style-type: none">Eridge Road/Broadwater DownSandhurst RoadPowder Mill LaneSpeldhurst Road/Kibbles LaneMolyneux ParkUpper Grosvenor RoadKings Wood RoadQueens RoadCulverden ParkSt James' RoadNew England RoadNewlands RoadSpeldhurst Road/Barden RoadPaddock Wood Town CentreOatfield Drive, CranbrookCranbrook A229 & A262	1,4						
Equestrian Interventions							
Safeguard and enhance existing bridleways and restricted byways and seek opportunities for new routes	1,4,6				To be confirmed	KCC TWBC	KCC TWBC

Scheme/Project	Related objects	Timescale			Cost	Potential Funding Sources	Delivery Partners
		Short 0–5 Years	Medium 5–10 Years	Long 10–15 Years			
Travel Planning							
Work with KCC to review and support the implementation of school travel plans (particularly on or near A26)	3, 4, 5, 6, 9				To be confirmed	KCC TWBC	KCC TWBC
Development Management Policy to require Travel Plans and/or Transport Statements/Assessments for new developments as appropriate	1, 2, 6				To be confirmed	KCC TWBC	KCC TWBC
Monitor and develop the TWBC Travel Plan and encourage other employers to prepare Travel Plans	3, 5, 6				To be confirmed	KCC TWBC	KCC TWBC
Freight Interventions							
Explore the potential to establish a Freight Quality Partnership in West Kent through the West Kent Partnership	3, 4, 5				To be confirmed	NA	KCC TWBC FTA RHA
Work with KCC to review HGV routing in the Borough and with Parishes to introduce the Lorry Watch Scheme where there are concerns	1, 3, 4, 5				To be confirmed	KCC TWBC	KCC TWBC
Address any issues relating to signage for HGV routing in the Borough	1, 3, 4, 5				To be confirmed	KCC TWBC	KCC TWBC Operators
Undertake work with operators to implement either the Eco Stars Fleet Recognition Scheme or the Fleet Operator Recognition Scheme	1, 5				To be confirmed	KCC TWBC	KCC TWBC
Review Development Management policy/practice to encourage off-peak deliveries (including evening and night-time)	1, 3, 5						

Appendix A: Policy Context

This section provides a summary of additional policy documents which inform the Transport Strategy.

Local Policy

TWBC Core Strategy – 2010

The Core Strategy is the principal document within the Council's Local Plan, and covers the period to 2026. The Core Strategy provides the overarching principles by which the development needs of the Borough will be delivered. The decisions about how much development will happen and where it will take place are set out within the strategy. The document provides:

- A spatial vision for how the Borough should develop.
- Strategic Objectives for development in the Borough, setting out the main issues to be addressed.
- A delivery strategy setting out how much development will take place and where, when and by what means it will be delivered.
- An implementation and monitoring plan to ensure the Plan's success.

TWBC Five Year Plan (2014-2019)

The Borough Council's plan focuses on what they can achieve over the next five years to help local people, businesses and visitors to the borough.

Mission statement: "The council is an enabler of change – encouraging economic growth with investment into the borough whilst ensuring the appropriate infrastructure is in place to support growth and enhance quality of life"

Five year plan: "Enabling Tunbridge Wells borough to have a prosperous, green and confident future"

To provide for a prosperous, green and confident future, the Borough Council has identified a number of specific projects that they, with its partners, will look to deliver over the next five years. These are separated into the three themes of 'prosperous,' 'green,' and 'confident.' The document sets out the next steps for delivering

these projects and advises that the plan will be reviewed on an annual basis, informing the annual programme of community projects.

TWBC Economic Development Strategy - Draft 2011 (not online)

The Economic Development Strategy sets out how the Council and its partners will seek to generate investment and jobs in Tunbridge Wells for the period 2011-2015. TWBC's Draft Economic Strategy and Action Plan 2011-15 recognises the growing popularity of out-of-town and internet shopping which have the potential to reduce the vitality and viability of Royal Tunbridge Wells town centre. In addition, the loss of rural services is cited as a problem, linking with the third aim in Bold Steps for Kent. The document emphasises the importance of an efficient transport network to supporting the Borough's local economy. Therefore urban centre parking can be added as a key transport challenge for the Borough.

TWBC Air Quality Action Plan – 2009

An Air Quality Management Area (AQMA) was declared in 2005 along a section of the A26 London Road, through Southborough down to the junction of the A26/A264 Mount Ephraim in Tunbridge Wells, where exceedances of the annual mean objective for nitrogen dioxide (NO₂) were predicted. This AQMA was extended further along the A26 London Road by the Major Yorks junction area in December 2011.

The purpose of the Action Plan is to provide the means through which the Borough Council, can deliver viable measures that will work towards achieving the Air Quality Objectives within an AQMA. The aim is also to encourage active participation in the achievement of action plan measures by consulting the local community and raising awareness of air pollution issues. The plan identifies measures which the Borough Council intends to take forward, and their potential costs and benefits.

TWBC Green Infrastructure Plan – 2014

The positive contribution of green infrastructure towards creating sustainable communities and tackling climate change is becoming increasingly important in the context of balancing housing growth with environmental preservation; consequently, it is increasingly reflected in spatial planning policy. Planning Policy Statement 12 defined green infrastructure as “a network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities.” The aim of green infrastructure is not just the creation of new spaces, but improving the assets that already exist.

The Green Infrastructure Plan (GI Plan) considers the ‘big picture’ beyond site-specific issues, including private, as well as public, assets. The GI Plan sets out a clear vision and framework for existing and future green infrastructure: setting out the current provision of green infrastructure assets; identifying areas where there are gaps in provision or linkages; and identifying potential opportunities for enhancing and filling these gaps.

TWBC Urban Design Framework – Draft 2015

Tunbridge Wells Borough Council has produced a draft Urban Design Framework for Royal Tunbridge Wells town centre, which will provide guidance on: improving the public realm and spaces; enhancing movement and accessibility; and improving the quality of development.

The Borough Council intends to adopt this guidance as a Supplementary Planning Document following a formal period of public consultation, and it will then support other documents in their Local Plan, and other Borough Council strategies.

The overall intention of the Framework is to set out what are the key attributes of the town centre and to guide future work in both the public realm and on development sites, promoting consistency in design and quality. There is also an accompanying Opportunities document (Part 2), which illustrates some concepts for the key opportunities and potentials that are recommended in the Framework. It should be noted that that these are indicative and intended to promote and influence future developments

KCC Countryside and Coastal Access Improvement Plan – 2013-2017

This plan sets out a bold and visionary approach to providing access to Kent’s countryside for the benefit of all of Kent’s residents. This is an interim plan, updating Kent County Council’s Countryside Access Improvement Plan of 2007. The plan covers four years, from 2013 to the end of the original term of the Countryside Access Improvement Plan in 2017.

Under the Countryside and Rights of Way Act 2000, highway authorities are required to prepare a Rights of Way Improvement Plan. These plans must assess the extent to which local rights of way meet the present and likely future needs of the public, as well as the opportunities provided by local rights of way for exercise and leisure. Such plans must also assess the accessibility of Public Rights of Way to blind or partially-sighted people and others with mobility problems. This updated Countryside and Coastal Access Improvement Plan is written in accordance with this duty, and forms Kent County Council’s Rights of Way Improvement Plan.

Kent’s Public Rights of Way and Access Service is committed to providing the best access to the countryside for Kent’s residents. The services provided are wide ranging and Kent’s residents come into contact with them in many ways. Not only do they provide the means to enjoy Kent’s varied and beautiful landscapes, they also help to improve health and well-being, to build sustainable and self-supporting communities and to support Kent’s economy. This forward-thinking plan sets out how all of these benefits will be delivered and how the future needs of Kent’s residents will be met: supporting local communities, building a strong economy and benefiting the health and wellbeing of Kent’s residents.

KCC Rail Action Plan for Kent - 2011

The Rail Action Plan for Kent (RAPK) sets out the objectives which KCC wishes to see incorporated into the new rail franchise, which is due to commence in April 2014. The Plan seeks to deliver a rail service for Kent that meets the needs of the county’s residents and visitors, and was developed after extensive consultation with local rail and commuter groups, MPs and Kent’s Parish, District and County Councils.

The Plan includes a number of Key Requirements, those particularly relevant to Tunbridge Wells include, the retention of the Cannon Street service from Hastings via Tunbridge Wells, Tonbridge and Sevenoaks – rather than, as suggested in the Rail Utilization Strategy (RUS) for Kent (Network Rail 2010), replacing the service with the new Thameslink from 2018. This would only operate as far south as Tunbridge Wells and would therefore mean that stations south of this point would have their services cut. A new direct service to Gatwick Airport from West Kent, commencing in 2015 a Gatwick–Tonbridge–Ashford hourly all day service in partnership with Gatwick Ltd and the operator of the new franchise for the Southern operating area.

KCC Freight Action Plan for Kent 2012 – 2016

Kent County Council has developed a Freight Action Plan with the aim to effectively address concerns with the movement of freight both through and within Kent. The Plan sets out the vision to: “Promote safe and sustainable freight distribution networks into, out of and within Kent, which support local and national economic prosperity and quality of life, whilst working to address any negative impacts on local communities and the environment both now and in the future.”

The Plan will be tackled by Kent County Council, working with partner organisations and local communities to increase the effectiveness of the actions. The emphasis of the Plan is on road haulage and specifically Heavy Goods Vehicles. This is the dominant mode of freight transportation within Kent, has the greatest impact on the county’s residents, and fundamentally affects the highway network itself.

KCC Growing the Garden of England: A Strategy for Environment and Economy in Kent – 2011

This strategy supports the delivery of Kent Community Strategy, Vision for Kent. It is one of eight strategies which explain the objective ‘to be a better place for people to live work and visit’. The Kent Forum will deliver this strategy, which will act as a framework to prioritise action by key public agencies and businesses in Kent.

The strategy identifies challenges including the need to improve water and air quality, reverse declining biodiversity, and respond to the effects of climate change. The strategy seeks to capitalise on these challenges to encourage new business opportunities and growth in related sectors.

KCC Road Casualty Reduction Strategy for Kent – 2014-2020

Keeping our roads as safe as they can be and tackling death and injury is a key priority for the County Council, both in respect of their Statutory Duty, to promote road safety and act to reduce the likelihood of road casualties from occurring. The Strategy supports the Governments’ Framework for Road Safety, in particular extending the provision of practical courses to improve driving standards. A data led approach is taken to target interventions where they will have most impact. Kent has targets to reduce the number of killed and seriously injured (KSI) by 33% and the number of child KSI by 40% by 2020.

The Strategy underlines the importance of joint working, both in co-ordinating initiatives through partner organisations such as the Casualty Reduction Partnership (CaRe) for Kent and Medway and in raising awareness and channelling action by communities through self-help toolkits.

The Strategy recognises how the media can have a strong influence on road user behaviour and perceptions. It proposes that budgets are better targeted and additional funding be sought as opportunities allow, such as through the Local Growth Fund. It commits the County Council to work towards an outcomes framework to meet targets to reduce casualties and to improve safety and public health. Actions are set out at the end of each chapter and in a Delivery Action Plan which is to be updated each year as progress is made and in the light of emerging trends.

West Kent Partnership - West Kent Priorities for Growth 2014

In West Kent, we have a vision for a dynamic and well-connected local economy, to ensure that West Kent remains a key location for business success and growth and that our local population has access to quality jobs and skills.

The West Kent area has traditionally enjoyed a strong track record in attracting inward investment, developing new businesses which grow and prosper and creating new jobs for its residents. The positive economic impact of West Kent extends well beyond its administrative boundaries to other parts of Kent and East Sussex. The high level of environmental constraints in West Kent means that major new site opportunities to accommodate future growth have to be carefully planned and sensitively developed.

West Kent is primed for further growth. Through the Local Plan process, sites are identified to enable this growth to happen. West Kent Partners have enjoyed strong levels of market demand for the sites we plan to bring forward although there is now much greater competition across Kent for this investment. Our key locations for future growth are fully documented in this report.

There is, however, a significant threat to the continued economic prosperity of West Kent. Access to the M25, to the capital and markets elsewhere within Kent and beyond are vital issues for many local businesses who have relocated to West Kent or set up business here due to its prime location. Increasingly connectivity problems caused for example, by traffic congestion hotspots and a lack of capacity in our strategic road and rail networks is damaging business confidence and the competitive advantage that West Kent businesses have traditionally enjoyed. The need for faster broadband, particularly in our rural areas is a key issue.

Investment to overcome these growing problems is essential. Partners set out here what infrastructure improvements are now needed to ensure the economy of West Kent stays competitive and continues to deliver e

Appendix B: Schedule of Safety Cameras in Tunbridge Wells

(updated June 2014)

	Road	Speed Limit	Description	Year Installed	Number of People Killed or Seriously Injured (KSIs) in 36 month period prior to installation	Number of People Killed or Seriously Injured (KSIs) in 36 month period from 2009-2011
Fixed Safety Cameras	A26 London Road	30	Southbound towards Tunbridge Wells	2000	8	4
	A26 St John's Road	30	Northbound towards Southborough	2000	5	3
	A26 Eridge Road	30	Northbound towards Tunbridge Wells	2000	3	1
	A264 Langton Road	30	Eastbound towards Tunbridge Wells	2000	5	0
	A264 Pembury Road	30	Westbound towards Tunbridge Wells	2002	6	1
	A267 Frant Road	30	Both directions	2003	3	0
Mobile Safety Cameras	A21 Key's Green	60	Kippings Cross–Beech Lane, both directions	2002	2	1
	B2017 Badsell Road	30	Whetstead Road-Capel Grange Farm, both directions	2003	1	0
	A229 Angley Road	40	Turnden Road-High Street, both directions	2003	1	4
	A268 Queen Street	30	Sandhurst, both directions	2003	2	2

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	A267 Frant Road	30	Both directions	2003	3	0
Mobile Safety Cameras	A21 Key's Green	60	Kippings Cross–Beech Lane, both directions	2002	2	1
	B2017 Badsell Road	30	Whetstead Road-Capel Grange Farm, both directions	2003	1	0
	A229 Angley Road	40	Turnden Road-High Street, both directions	2003	1	4
	A268 Queen Street	30	Sandhurst, both directions	2003	2	2

Appendix C: Schedule of Current Bus Services

(updated June 2014)

Route Numbers	Route	Frequency
6 / 6A	Tunbridge Wells – Pembury – Tunbridge Wells Hospital – Paddock Wood – Maidstone	Mon–Sun
7 / 77	Tunbridge Wells – Tonbridge – Hadlow – (Kings Hill) – Maidstone	Mon–Sun
216 / 217	Tunbridge Wells (Sainsburys) – Pembury – Tunbridge Wells Hospital – Tonbridge	Mon–Sun
217 / 277 / 297	Tunbridge Wells – Pembury – Tunbridge Wells Hospital – Tonbridge	Mon–Sun
228 / 229	Tunbridge Wells – Eridge – Crowborough	Mon–Sat
277	Tunbridge Wells (Sainsburys) – Sherwood – (North Farm – Tonbridge occasional)	Mon–Sun
281	High Brooms – Tunbridge Wells – Rusthall	Mon–Sun
285	Tunbridge Wells – Hawkenbury	Mon–Sat
286	Hartfield – Tunbridge Wells	Mon–Fri (School Days)
402	Tunbridge Wells – Southborough – Tonbridge – Sevenoaks – Bromley	Mon–Sat
254	Hawkhurst – Tunbridge Wells via Wadhurst and Ticehurst	Mon–Sun
304 / 305	Hawkhurst – Hastings via Robertsbridge and Battle	Mon–Sun
255	Benenden, Hawkhurst & Lamberhurst to Tunbridge Wells	Wed, Fri, Sat only
256 / 258	Tunbridge Wells to Uplands Community College, Wadhurst via Frant, Kilndown and Lamberhurst	Mon–Fri (School Days)
24	Sandhurst – Benenden – Maidstone	Tue only
292 / 299	292: Hawkhurst Moor to Tenterden via Sandhurst – 299: Tonbridge to Tenterden via Lamberhurst and Hawkhurst	Fri only
208 / 209 / 278	Pembury, Stone Court Lane to East Peckham via Pembury Hospital, Tonbridge, Cage Green and Golden Green – including journeys between Pembury Hospital and Tunbridge Wells	Mon–Sun
276	Tunbridge Wells – Five Oak Green via Tunbridge Wells Hospital and Pembury	Mon–Fri
266	Kilndown, Horsmonden and Laddingford to Maidstone	Tue only
293	Tunbridge Wells to Rye via Lamberhurst, Tenterden and Appledore	Thu only
296	Paddock Wood to Tunbridge Wells via Horsmonden and Pembury	Mon, Thu and Sat only
256	Tunbridge Wells – Wadhurst	Mon–Fri
222	Tunbridge Wells – Tonbridge – Wrotham	Mon–Fri

Appendix C (continued)

Route Numbers	Route	Frequency
205	Paddock Wood – Tonbridge	Mon–Sat
29 / 29b / 29x / 28	Brighton – (Lewes) – Uckfield – Crowborough – Tunbridge Wells	Mon–Sun
786a / 786b	Pembury, via Tunbridge Wells, Langton, Southborough, Sevenoaks, Swanley to London	Mon–Fri
280	T Wells Sainsburys – Molyneux Park – Culverden Down	Mon–Sat
283	T Wells Sainaburys – Ravenswood Avenue	Mon–Sat
291	Crawley – East Grinstead – Tunbridge Wells	Mon–Sun
232 / 234	Tunbridge Wells – Hever – Cowden – Edenbridge	Mon–Sat
23	London – Bexhill via Southborough and Tunbridge Wells	Mon–Sun (once daily)
277	Pembury – Sherwood – Tunbridge Wells	Mon–Fri
282	Speldhurst – Tunbridge Wells – Hawkenbury	Mon–Sat
285	Speldhurst – Tunbridge Wells – Hawkenbury	Mon–Sat
295	Transweald Ashford – Tenterden	Mon–Fri
297	Transweald Tenterden – Tunbridge Wells	Mon–Fri
231	Tunbridge Wells – Fordcombe – Edenbridge / Lingfield	Mon–Sat
233	Tunbridge Wells – Bidborough – Edenbridge / Lingfield	Mon–Sat
234	Edenbridge – Cowden – Tunbridge Wells – Southborough	Mon–Fri
251 / 252	Tunbridge Wells – Frant – Rotherfield – Mayfield (connecting with services to Eastbourne)	Mon–Sat
Kent Karrier	Flexible dial-a-ride service operated by Compaid	

