

# Appendix A: – Relevant Strategies

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This LCWIP document should be considered in the context of other relevant strategies prepared by Tunbridge Wells Borough Council and other partners, as set out below.

## Tunbridge Wells Transport Strategy (2015)

The current Tunbridge Wells Borough Transport Strategy is being reviewed alongside the preparation of the Local Plan. However, the vision and many of the objectives set out in the plan remain valid. The overarching intention of the plan is to identify measures which will increase sustainable journeys across the borough:

*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. 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.*

Within this strategy, there are several key objectives which are mirrored within the LCWIP document:

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

Priority Schemes set out in the Transport Strategy include:

- 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

## **Borough Cycling Strategy (2016)**

The Tunbridge Wells Borough Cycling Strategy was adopted in 2016. It was prepared to assist in the implementation of the Transport Strategy objectives above. The overall vision set out in the Cycling Strategy is: *To make cycling a normal part of everyday life in the borough, by creating a safe and welcoming environment for cyclists of all ages and abilities.*

In order to realise this vision, the Strategy identifies eight Actions for delivery, which can be summarised as:

1. A network of high quality cycle routes will be completed in the urban areas
2. Cycle parking will be provided across the borough
3. KCC & TWBC will work with partners to ensure regular maintenance of all cycle routes
4. Bikeability and adult cycle training will be offered to as many people as possible
5. Promotion of road safety campaigns and introduction of 20mph speed limit zones
6. Ensure cycle routes are fully advertised, signposted and mapped
7. Support local cycling events
8. Cycling strategy will be continuously reviewed

There are 11 utility routes identified within the strategy for implementation across the borough. The objectives and many of the routes identified in the Tunbridge Wells LCWIP correspond with those identified within the Cycling Strategy.

## **Council's Five Year Plan (2017 – 2022)**

The Five Year Plan is the TWBC corporate strategy which focuses on future development of both the council and the borough. The overall vision of the Plan is 'to encourage investment and sustainable growth, and to enhance the quality of life for all'.

Within the plan, there are several elements which relate to the Tunbridge Wells LCWIP document. These are:

**Enhancing the public realm in the borough:** *An enhanced and more pleasant public realm will help to attract further tourism, and investment in local economies, and help our businesses to grow because they are located in a place people want to come to, where there is a high quality of life.*

**Active travel:** *We need to ensure every resident is supported to live a healthy lifestyle. Switching more car journeys to active travel (walking, cycling and public transport) can improve health outcomes, is good for the environment (including air quality) and will also help to support local businesses.*

## **Royal Tunbridge Wells Urban Design Framework (2016)**

The Royal Tunbridge Wells Urban Design Framework (UDF) was adopted in 2016. It provides an overall guide for all development activity in Tunbridge Wells town centre, based on its distinctive form and character. This is both on sites and within the public realm spaces between buildings. It seeks to identify clear roles for the primary public spaces of the town centre and so form the basis for the enhancement and management of those spaces and the development frontages that define them.

The overall Framework is a composite of three strands of analysis that provides:

- a movement framework, expressed as a hierarchy of streets based on distinctive character appropriate to their function and usage
- a public realm framework that defines key spaces according to their principal functions and interrelationships, and
- a development framework that indicates the building lines, massing and form of development

Part 2 of the UDF is the Public Realm Framework - Opportunities. This document was compiled to illustrate the potential on key development sites and within the public realm dimension to improve the town, make access and movement work better for all users, reinforce its unique sense of place and to complement current and future new developments. A number of key locations have been identified where both existing development and areas of the public realm are not in keeping with the general quality of the environment and where change might significantly enhance it.

## **Air Quality Action Plan – 2019**

Tunbridge Wells Borough Council declared an Air Quality Management Area in 2005 based on exceeded levels of nitrogen dioxide (NO<sub>2</sub>) and this area was extended in 2011. Under the Environment Act 1995, all local authorities have a duty to review and assess air quality in their areas periodically.

The Council has been measuring air pollution for many years, to fulfil statutory obligations under the Environment Act 1990. The pollutants monitored in the Borough are NO<sub>2</sub> and PM<sub>10</sub>. The A26 corridor has suffered from poor air quality over a number of years and has been designated an Air Quality Management Zone. However, in recent years there has been a downward trend in pollution levels and the Council is committed to continuing the improvements. The Council adopted a new Air Quality Action Plan in March 2019 to ensure that air quality continues to improve further.

The Tunbridge Wells Air Quality Action Plan sets out the following aims:

- to ensure that Tunbridge Wells Borough Council is complying with relevant air quality legislation;
- to achieve a higher standard of air quality across Tunbridge Wells Borough;
- to engage with partners and colleagues including those representing Highways and Transportation, Public Health, Economic Development, local Bus Companies, and other relevant stakeholders, to improve air quality across the Borough; and
- to build on previous work in this area in order to drive further improvements in air quality with the ultimate aim of being able to revoke the Air Quality Management Area.

The Action Plan sets out a number of measures that will help to achieve these aims, including supporting modal shift to sustainable transport and walking and cycling for shorter journeys (thereby reducing the number of vehicles on the road), improving the flow of traffic on the road network and encouraging the use of cleaner vehicles.

## **Kent County Council Active Travel Strategy (2017)**

This strategy, produced at a County level, aims to *'make active travel an attractive and realistic choice for short journeys in Kent'*. This Active Travel Strategy supports the ambitions within the Department for Transport's Cycling and Walking Investment Strategy. It sits alongside a number of other plans and policies within KCC and both complements and

strengthens the commitments already being worked towards. A few of the main related policies are outlined below. In addition to these, this strategy will help to support District Council Plans such as Cycling Strategies and Air Quality Management Plans.

KCC has set the following targets to help us achieve the County's ambition:

- 2 in 3 primary children and 1 in 3 secondary children will travel actively to school.
- the proportion of people that work within 5km of their home and actively travel to work in Kent, to increase to 40%.
- the number of people cycling along key routes monitored by the Department of Transport in Kent to increase by 10%.