

Tunbridge Wells District Boundary

LTN Neighbourhood Prioritisation Ranking

1 = Highest Priority, based on overall score

1

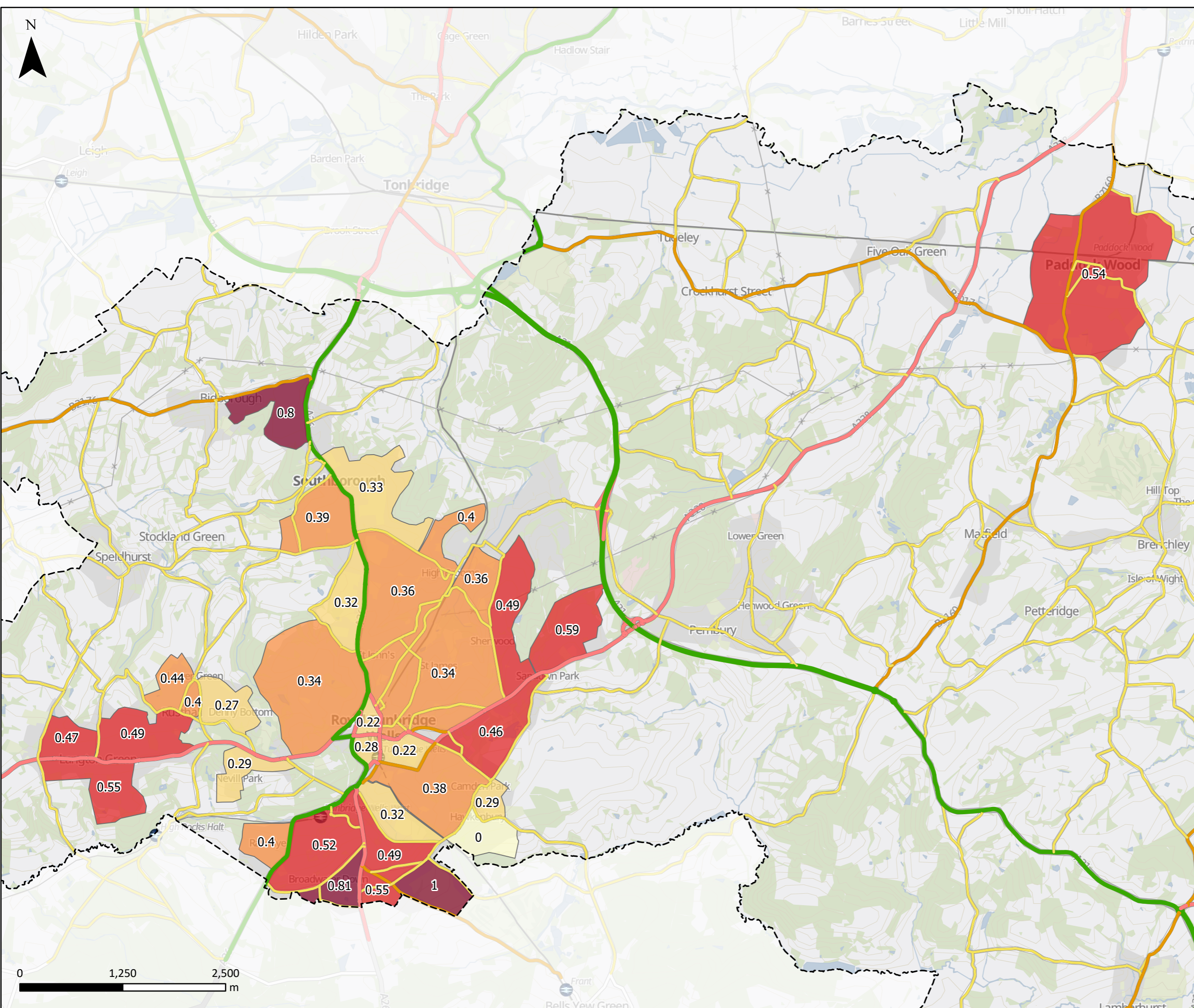
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| Tunbridge Wells Borough Council | | | |
| PROJECT | | | |
| Tunbridge Wells LCWIP + LTN | | | |
| TITLE | | | |
| LTN NEIGHBOURHOOD PRIORITISATION RANKING | | | |
| SCALE | DRAWN | REVIEWED | DATE |
| A3 @ 1:42,000 | JY | BC | 05/08/2020 |
| FIGURE NUMBER | REVISION | | |
| LTN0 | - | | |



Tunbridge Wells District Boundary

Average Speeds (AM and PM peaks)

Normalised Value: 1 = Higher speeds, higher priority

≤0.00

≤0.33

≤0.44

≤0.59

≤1.00

Highway Network

A Road (Primary)

A Road

B Road

Minor Road

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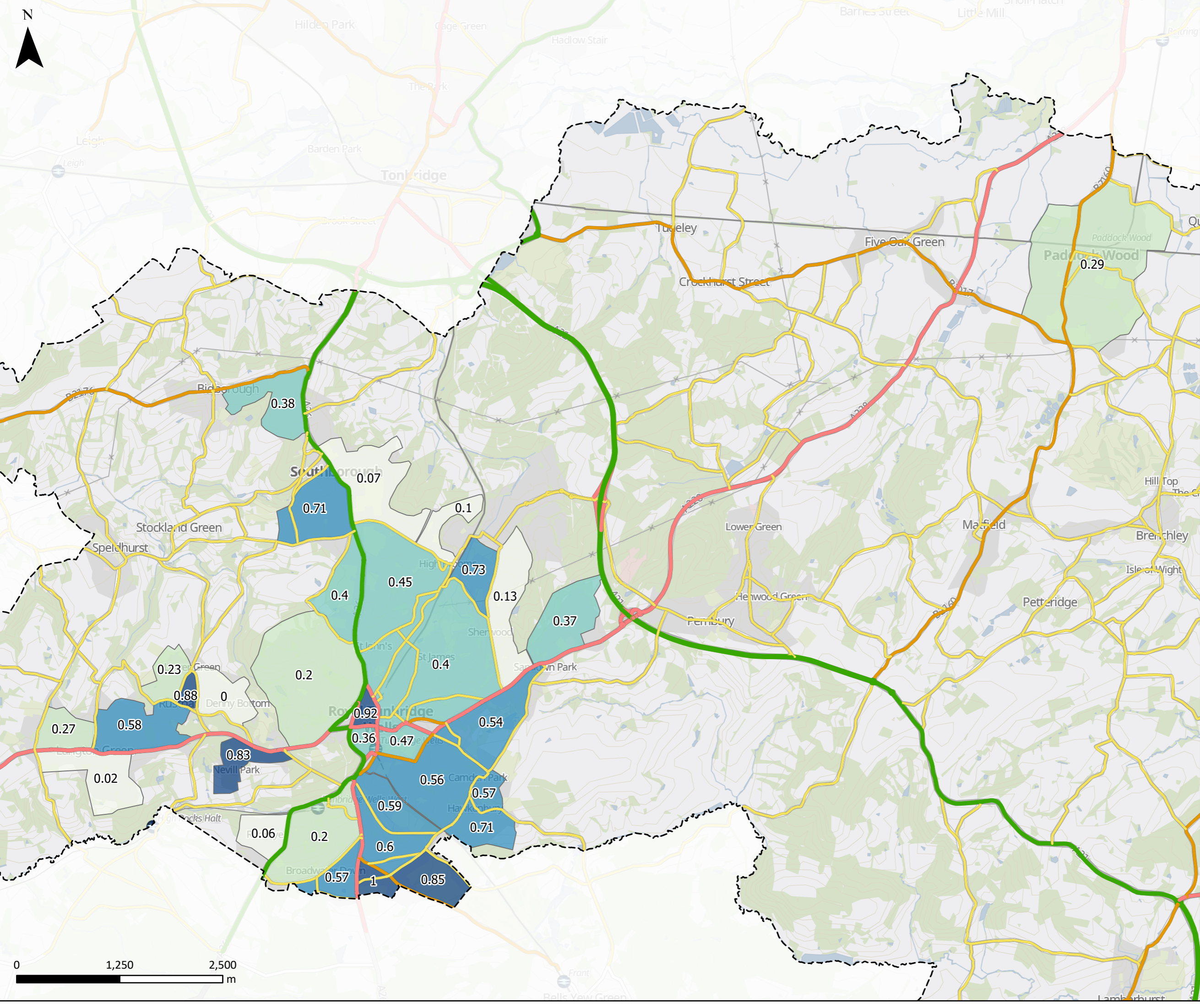
PROJECT

Tunbridge Wells
LCWIP + LTN

TITLE

LTN NEIGHBOURHOOD
ANALYSIS
(AVERAGE SPEEDS -
AM AND PM PEAKS)

| SCALE | DRAWN | REVIEWED | DATE |
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| A3 @ 1:42,000 | JY | BC | 05/08/2020 |
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| LTN1 | - | | |



Tunbridge Wells District Boundary

Proportion of Through Traffic (Weekday AM Peak)

Normalised Value: 1 = Higher % of through traffic, higher priority

- ≤0.13
- ≤0.29
- ≤0.47
- ≤0.73
- ≤1.00

Highway Network

- A Road Primary
- A Road
- B Road
- Minor Road

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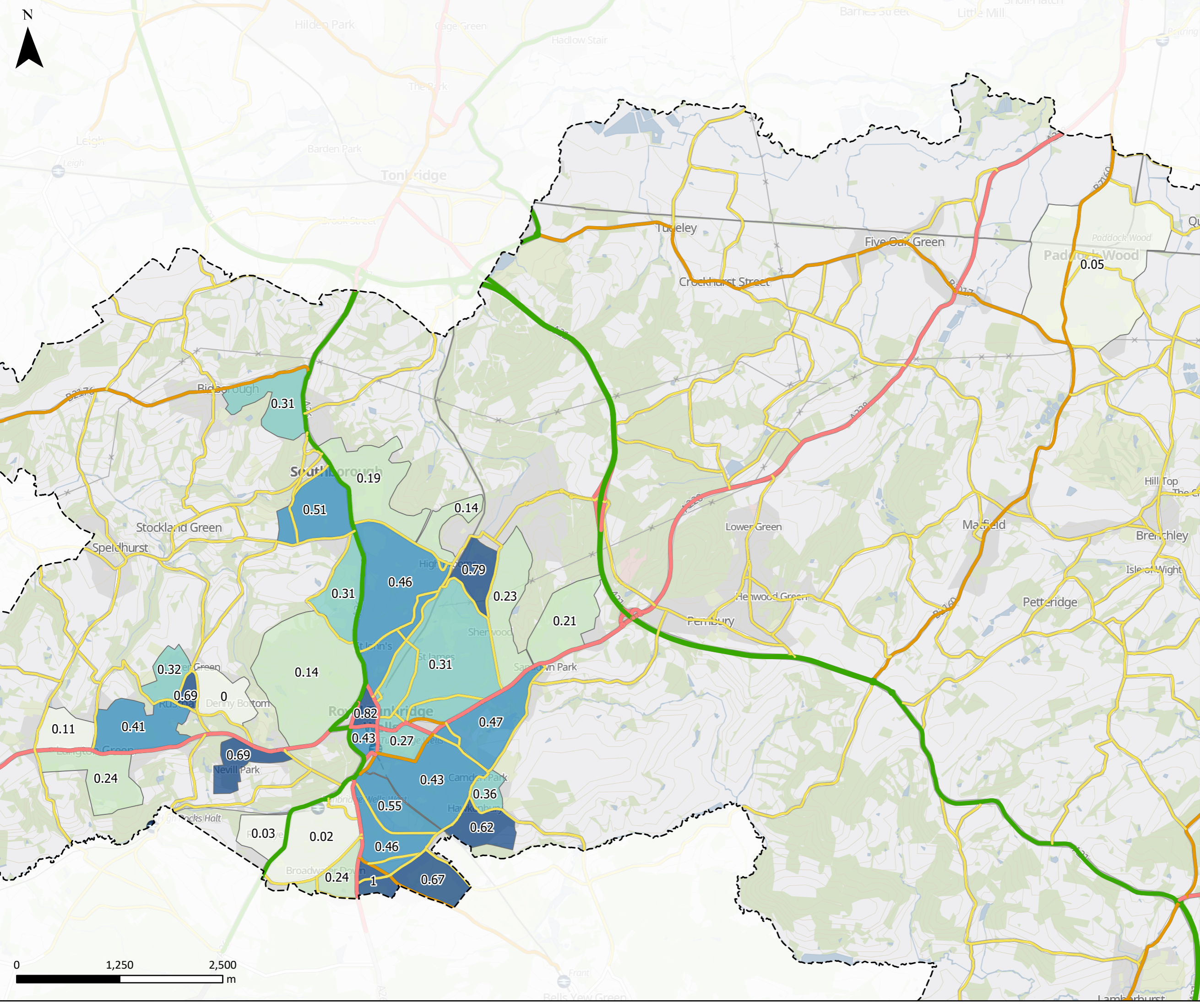
PROJECT

**Tunbridge Wells
LCWIP + LTN**

TITLE

**LTN NEIGHBOURHOOD
ANALYSIS
(% THROUGH TRAFFIC -
WEEKDAY AM PEAK)**

| | | | |
|---------------|----------|----------|------------|
| SCALE | DRAWN | REVIEWED | DATE |
| A3 @ 1:42,000 | JY | BC | 06/05/2020 |
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| LTN2 | - | | |



Tunbridge Wells District Boundary

Proportion of Through Traffic (Weekday Midday Peak)

Normalised Value: 1 = Higher % of through traffic, higher priority

- ≤0.11
- ≤0.24
- ≤0.36
- ≤0.55
- ≤1.00

Highway Network

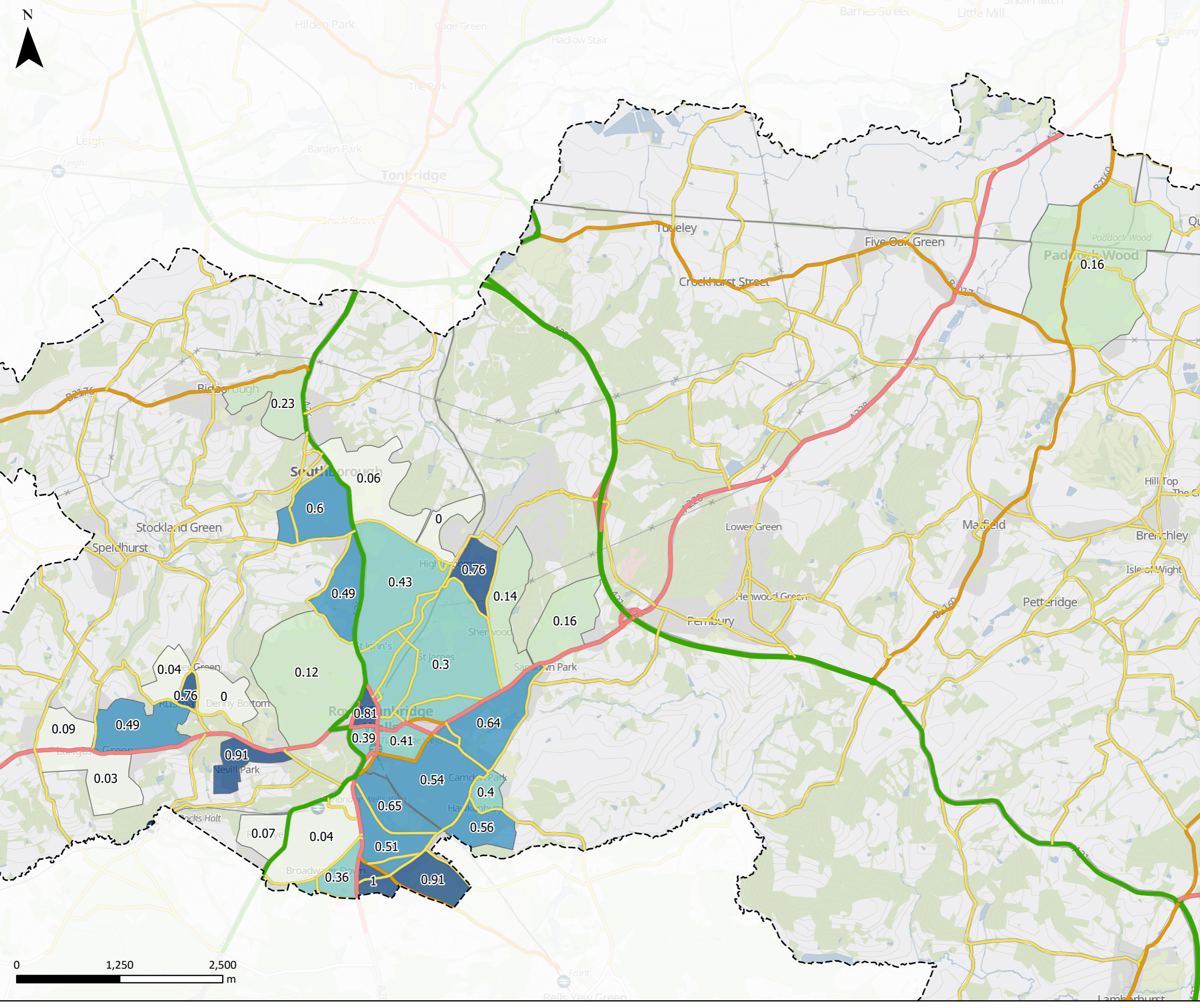
- A Road Primary
- A Road
- B Road
- Minor Road

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| Tunbridge Wells LCWIP + LTN | | | |
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| LTN NEIGHBOURHOOD ANALYSIS (% THROUGH TRAFFIC - WEEKDAY MIDDAY PEAK) | | | |
| SCALE | DRAWN | REVIEWED | DATE |
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| LTN3 | | - | |



Tunbridge Wells District Boundary

Proportion of Through Traffic (Weekday PM Peak)


Normalised Value: 1 = Higher % of through traffic, higher priority

- ≤0.09
- ≤0.23
- ≤0.43
- ≤0.65
- ≤1.00

Highway Network

- A Road Primary
- A Road
- B Road
- Minor Road

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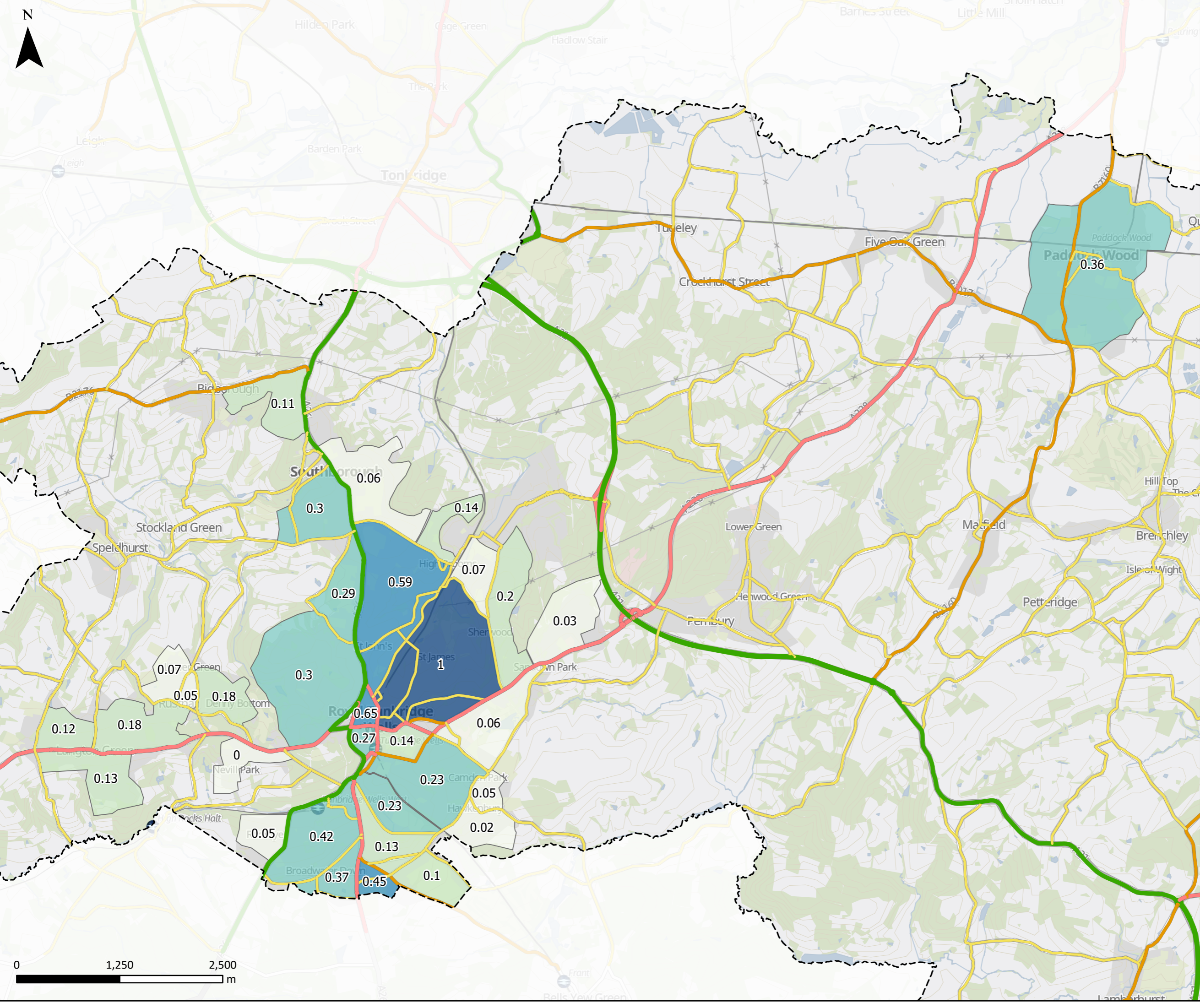
PROJECT

**Tunbridge Wells
LCWIP + LTN**

TITLE

**LTN NEIGHBOURHOOD
ANALYSIS
(% THROUGH TRAFFIC -
WEEKDAY PM PEAK)**

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| LTN4 | - | | |



Tunbridge Wells District Boundary

Estimated No. of Total traffic (Across Weekday AM, Midday & PM Peak Periods)

Normalised Value: 1 = More total traffic by area, higher priority

- ≤0.07
- ≤0.20
- ≤0.42
- ≤0.65
- ≤1.00

Highway Network

- A Road Primary
- A Road
- B Road
- Minor Road

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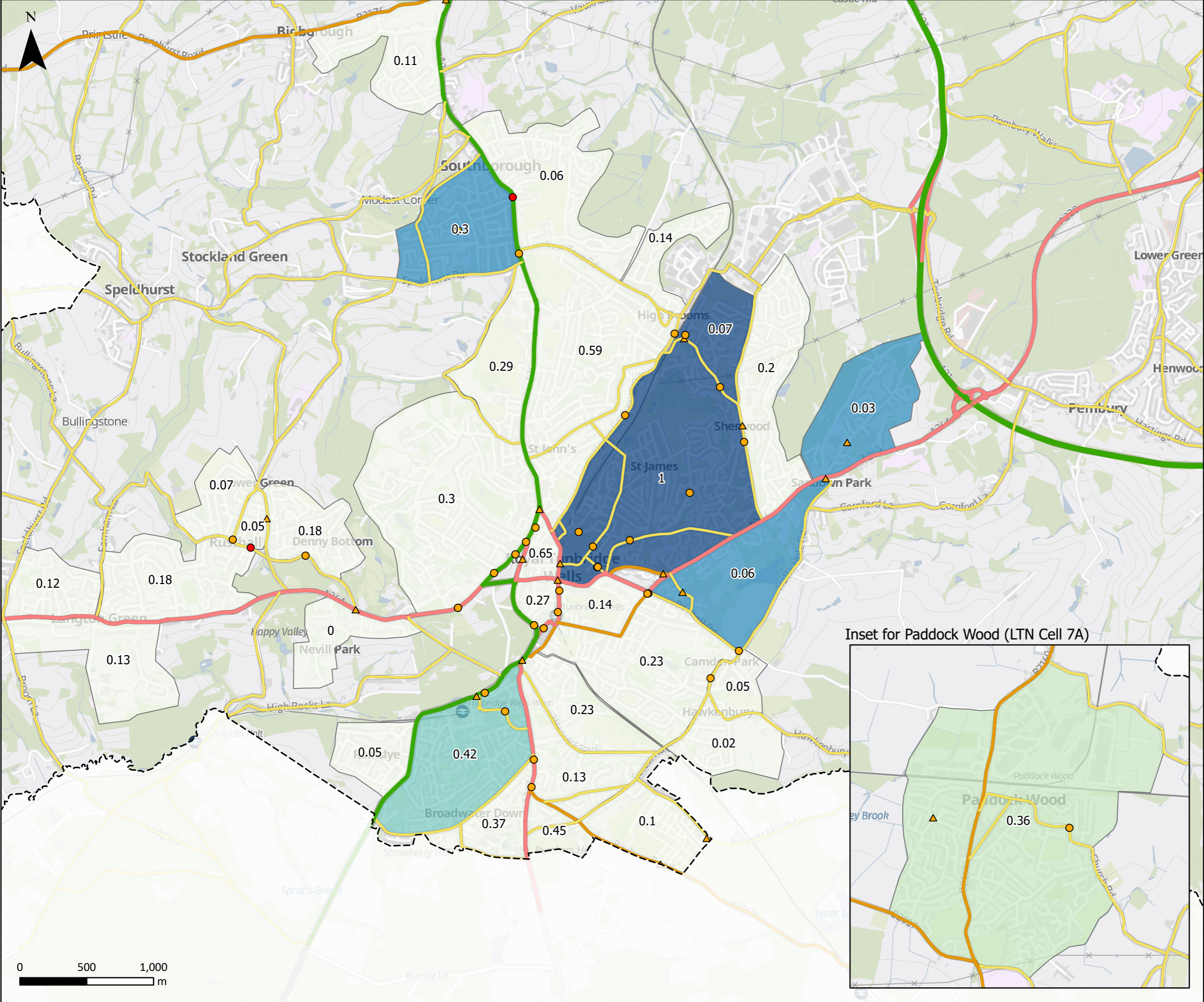
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**Tunbridge Wells
LCWIP + LTN**

TITLE

**LTN NEIGHBOURHOOD
ANALYSIS
(ESTIMATED NO. OF TOTAL
TRAFFIC, ACROSS 3 PEAKS)**

| | | | |
|---------------|----------|----------|------------|
| SCALE | DRAWN | REVIEWED | DATE |
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| LTN5 | - | | |



Tunbridge Wells District Boundary

Personal Injury Collision (2014-18) resulting in KSI casualties of Pedestrians and Cyclists

Normalised value: 1 = More pedestrian and cyclist KSI collisions by area, higher priority

- ≤0.00
- ≤0.23
- ≤0.35
- ≤0.49
- ≤1.00

Location of KSI Collisions

Pedestrian

- Fatal
- Serious

Cyclist

- Serious

Highway Network

- A Road (Primary)
- A Road
- B Road
- Minor Road

N.B. An inner buffer of 20m has been taken from the boundary of each cell, to exclude PICs that occurred outside of the cells, such as those happened along A roads and B roads

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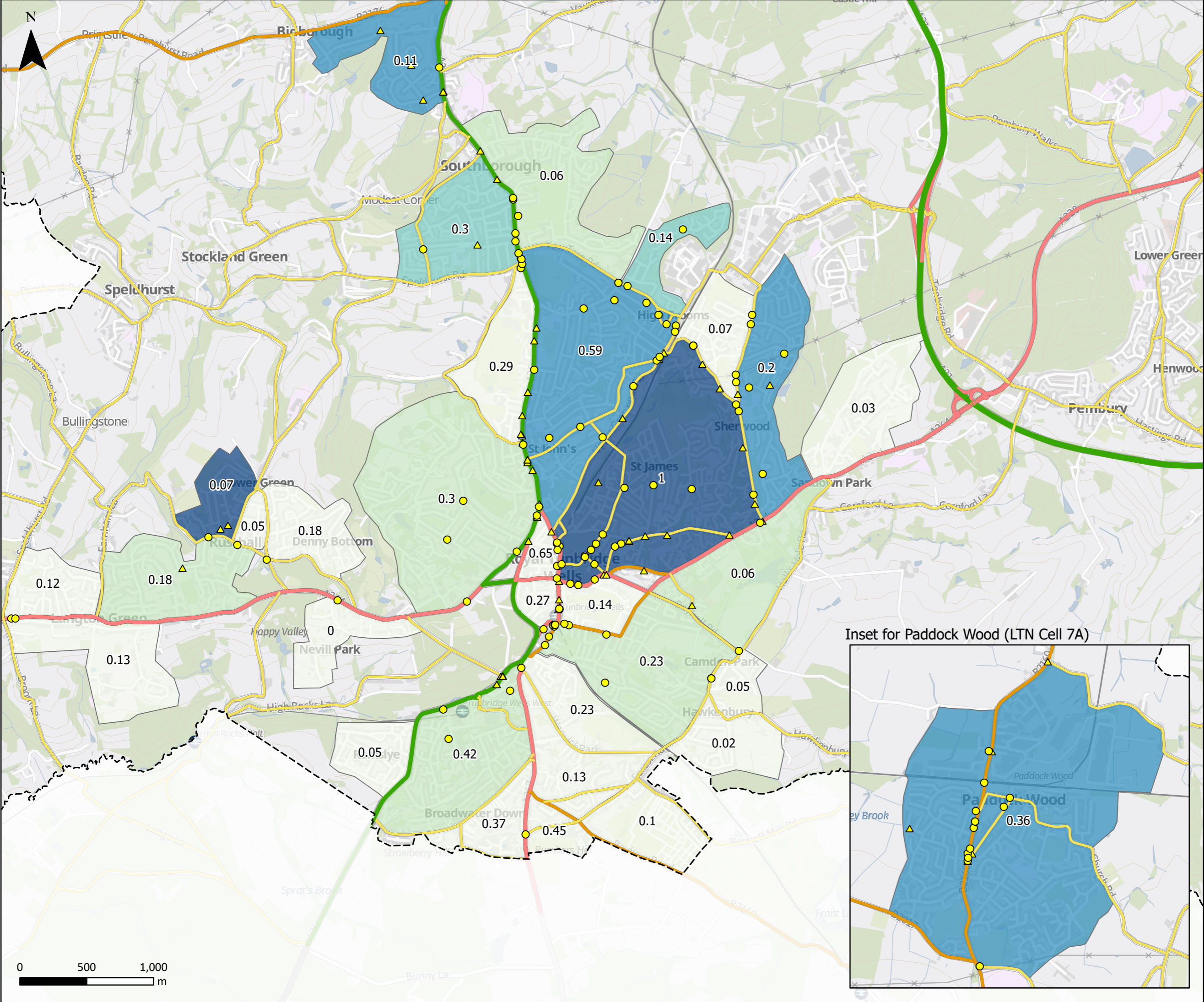
Tunbridge Wells LCWIP + LTN

TITLE

LTN NEIGHBOURHOOD ANALYSIS (PEDESTRIANS AND CYCLISTS KSI COLLISIONS 2014-18)

| SCALE | DRAWN | REVIEWED | DATE |
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| A3 @ 1:23,000 | JY | BC | 15/05/2020 |

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| LTN6 | - |



Tunbridge Wells District Boundary

Personal Injury Collision (2014-18) resulting in slight casualties of Pedestrians and Cyclists

Normalised value: 1 = More pedestrian and cyclist slight injury collisions by area, higher priority

- ≤0.00
- ≤0.25
- ≤0.42
- ≤0.64
- ≤1.00

Location of PICs (Slight Injury)

- Pedestrian
- Cyclist

Highway Network

- A Road (Primary)
- A Road
- B Road
- Minor Road

N.B. An inner buffer of 20m has been taken from the boundary of each cell, to exclude PICs that occurred outside of the cells, such as those happened along A roads and B roads

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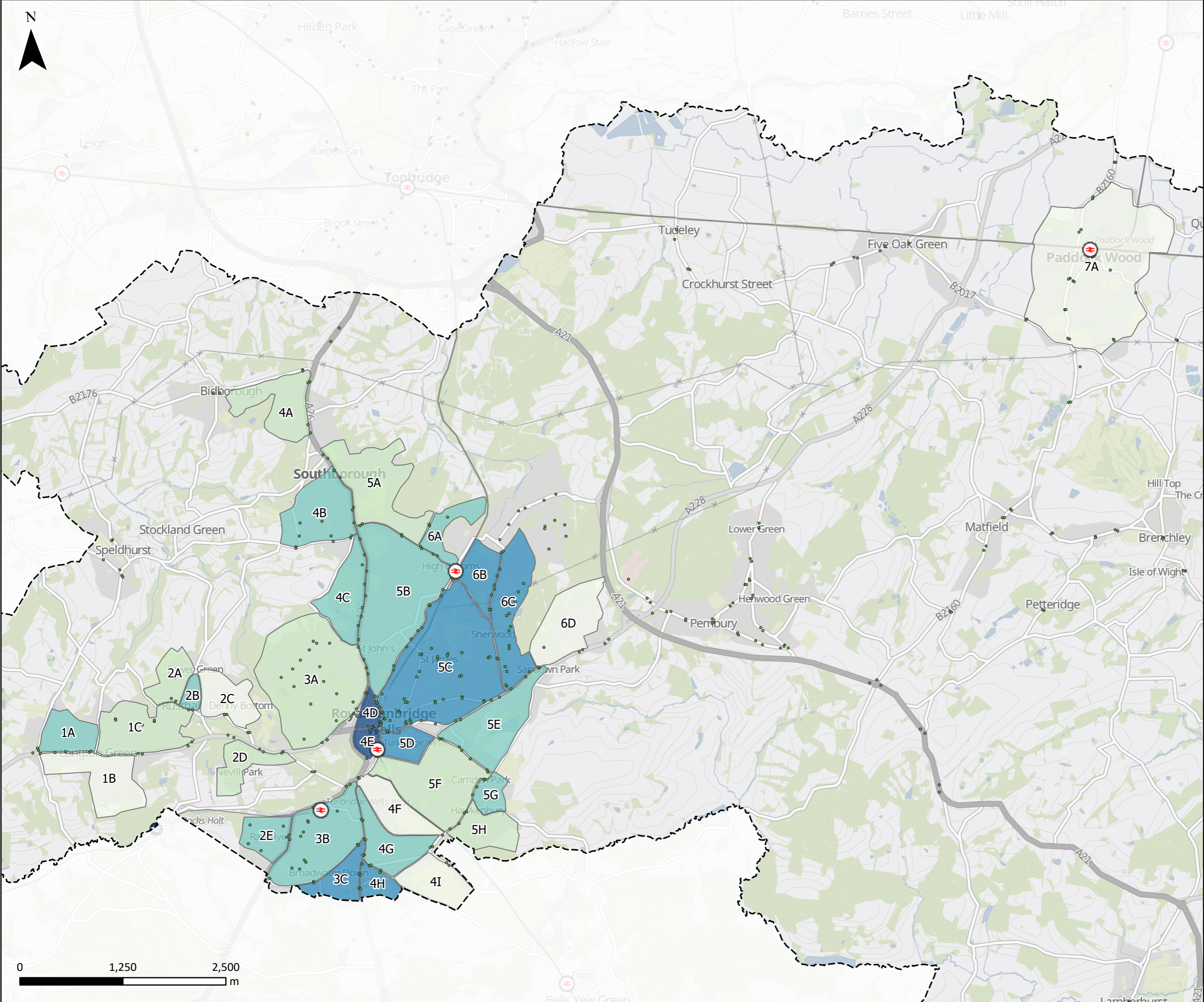
Tunbridge Wells
LCWIP + LTN

TITLE

LTN NEIGHBOURHOOD
ANALYSIS
(PEDESTRIANS AND
CYCLISTS SLIGHT INJURY
COLLISIONS 2014-18)

SCALE A3 @ 1:23,000 DRAWN JY REVIEWED BC DATE 15/05/2020

FIGURE NUMBER LTN7 REVISION -



Tunbridge Wells District Boundary

Railway Station

Bus Stop

Availability of Public Transport within Reach

Normalised value: 1 = More public transport nodes by area, higher priority

≤0.04

≤0.09

≤0.16

≤0.37

≤1.00

Remarks:

1) 'Within reach' means within 20m from the identified LTN

Neighbourhood boundary

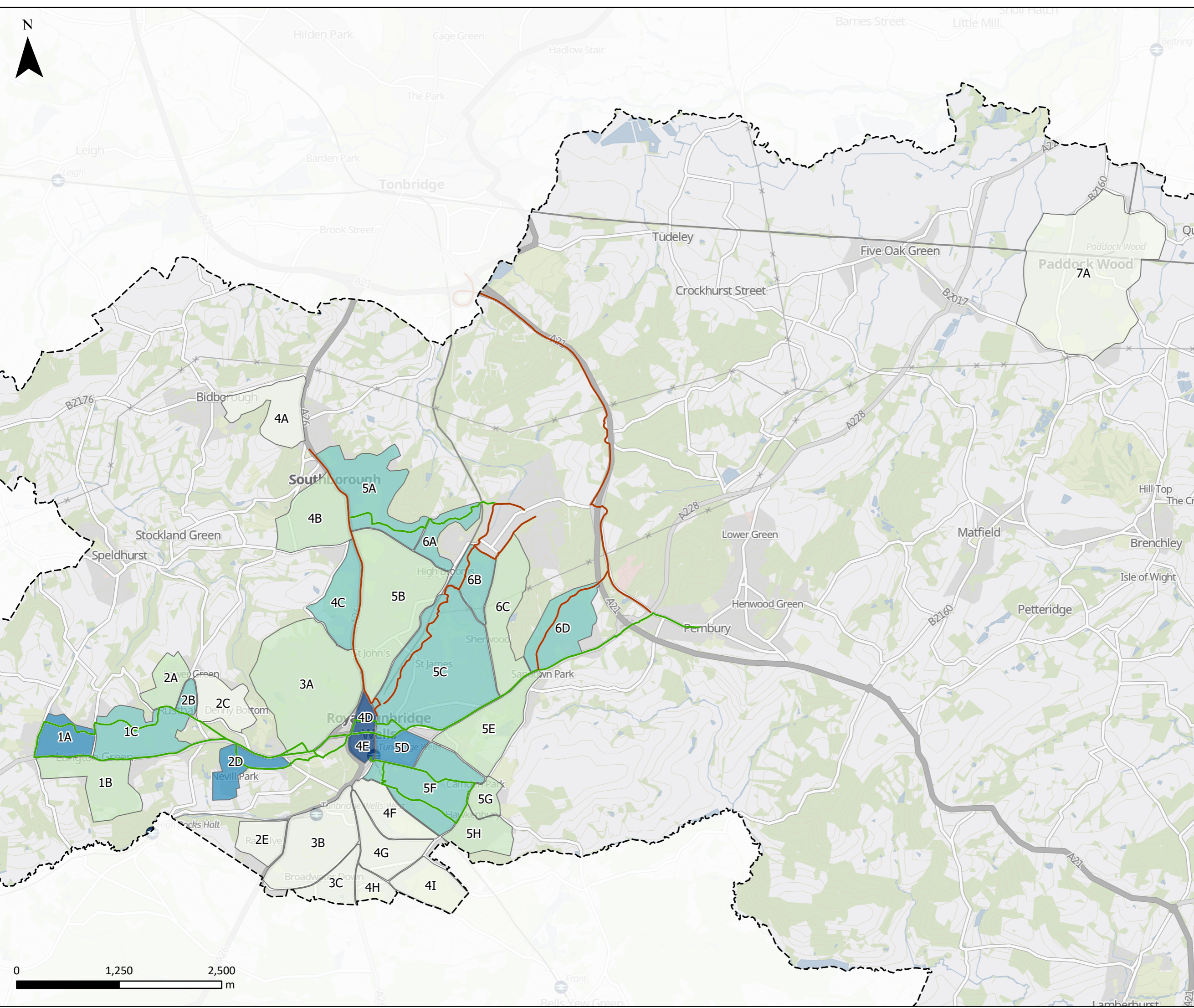
2) A weighting of five times has been applied to railway stations

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| Tunbridge Wells LCWIP + LTN | | | |
| TITLE | | | |
| LTN NEIGHBOURHOOD ANALYSIS (AVAILABILITY OF PUBLIC TRANSPORT WITHIN REACH) | | | |
| SCALE | DRAWN | REVIEWED | DATE |
| A3 @ 1:42,000 | JY | BC | 04/05/2020 |
| FIGURE NUMBER | | REVISION | |
| LTN8 | | - | |



Tunbridge Wells District Boundary

Cycling Routes

- Existing Routes
- Potential Routes Identified in LCWIP

Length of Cycle Network Within Reach


Normalised value: 1 = More lengths of cycle network by area within reach, higher priority

- ≤0.02
- ≤0.15
- ≤0.33
- ≤0.53
- ≤1.00

Remarks:

- 1) 'Within reach' means within 20m from the identified LTN Neighbourhood boundary
- 2) Routes identified in 2019 Tunbridge Wells LCWIP has been taken into account in this analysis

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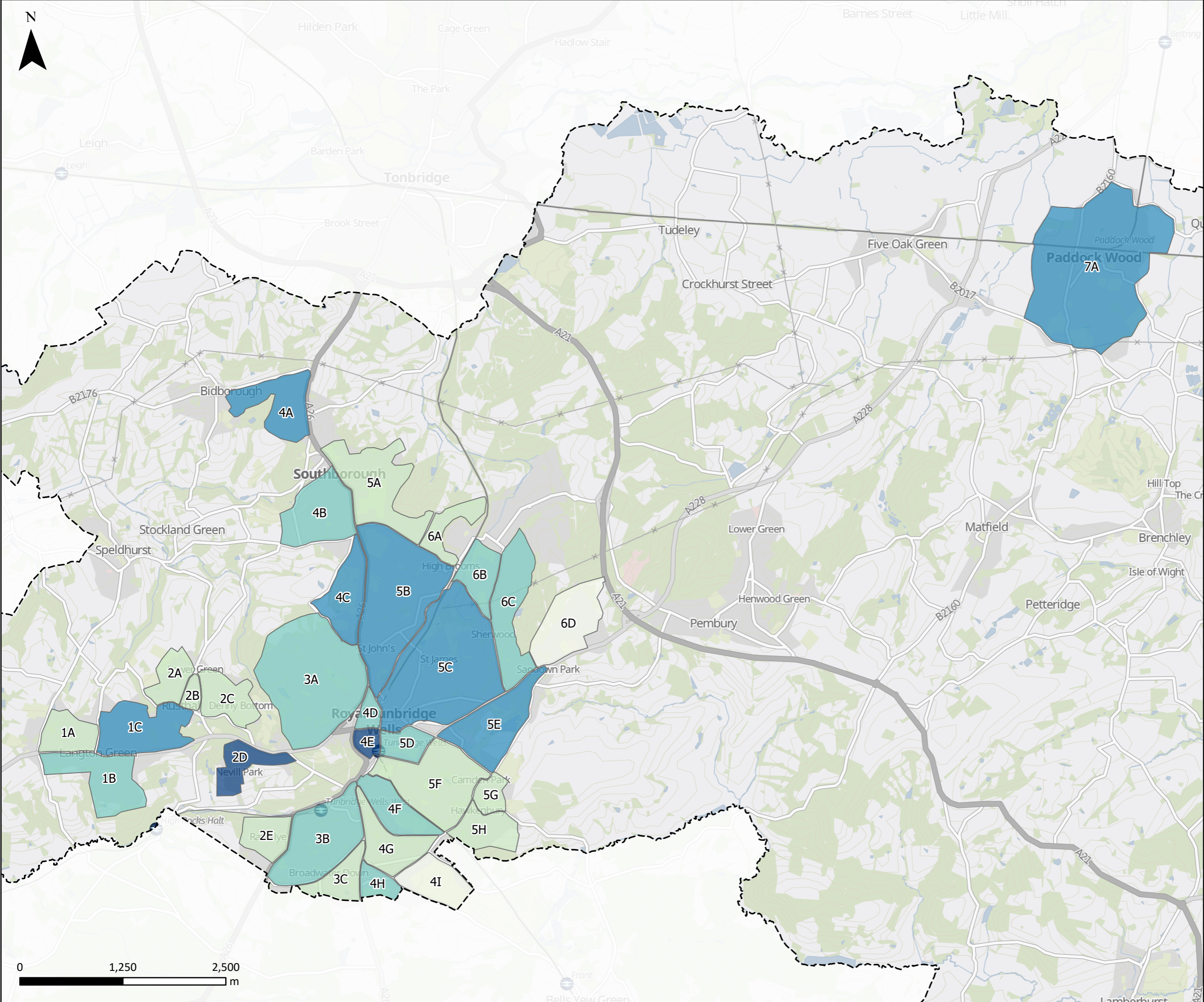
PROJECT

Tunbridge Wells LCWIP + LTN

TITLE

LTN NEIGHBOURHOOD ANALYSIS
(LENGTH OF CYCLE NETWORK WITHIN REACH)

| | | | |
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| A3 @ 1:42,000 | JY | BC | 04/05/2020 |
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| LTN9 | - | | |



Tunbridge Wells District Boundary

Pedestrian Movement - Space Syntax (Choice 2km)

Normalised value: 1 = More pedestrian movement identified, higher priority

- ≤0.11
- ≤0.39
- ≤0.53
- ≤0.74
- ≤1.00

Remarks:
The Space Syntax Choice 2km dataset has been used. It describes the distribution of movement, identifies where pedestrian movement is likely to be higher.

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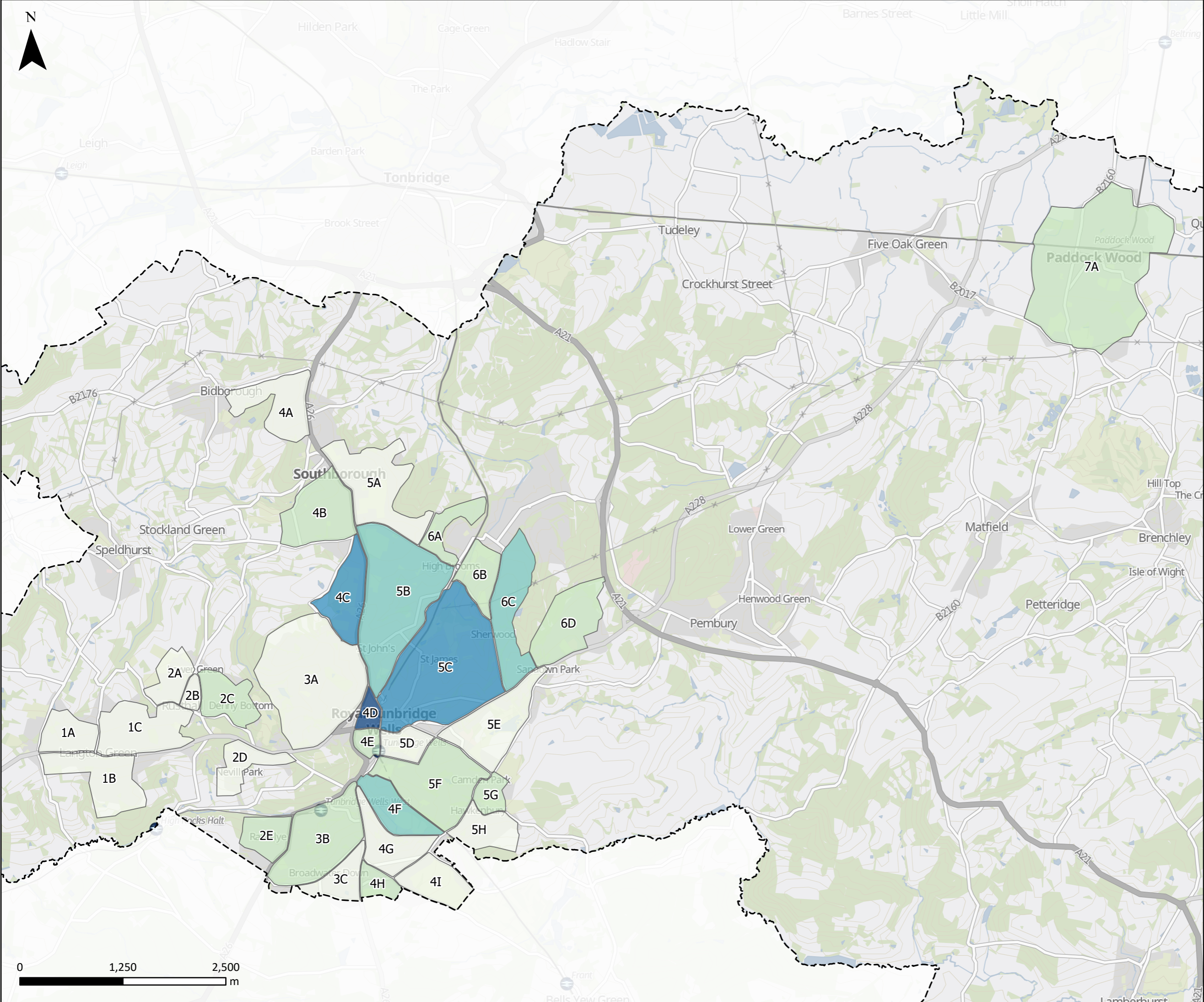
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LCWIP + LTN**

TITLE
**LTN NEIGHBOURHOOD
ANALYSIS
(PEDESTRIAN MOVEMENT -
SPACE SYNTAX CHOICE
2KM)**

| SCALE | DRAWN | REVIEWED | DATE |
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| A3 @ 1:42,000 | JY | BC | 04/05/2020 |
| FIGURE NUMBER | REVISION | | |
| LTN10 | - | | |



Tunbridge Wells District Boundary

Propensity to Cycle (Gov Target) Scenario - No. of Cyclists travel through cell

Normalised value: 1 = More cyclists travelling through the cell, higher priority

≤0.03

≤0.10

≤0.21

≤0.40

≤1.00

Remarks:

Propensity to Cycle (Commuting - Government Target Scenario) dataset has been used. It identifies the scenario level of commuter cycling along the road network.

Derived using data from Propensity to Cycle Tool (<http://pct.bike>)
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TITLE

LTN NEIGHBOURHOOD ANALYSIS (PROPENSITY TO CYCLE TOOL, GOVERNMENT SCENARIO - NO. OF CYCLISTS TRAVEL THROUGH CELL)

SCALE

A3 @ 1:42,000

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REVIEWED

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DATE

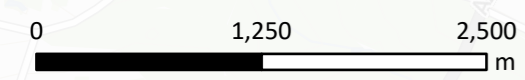
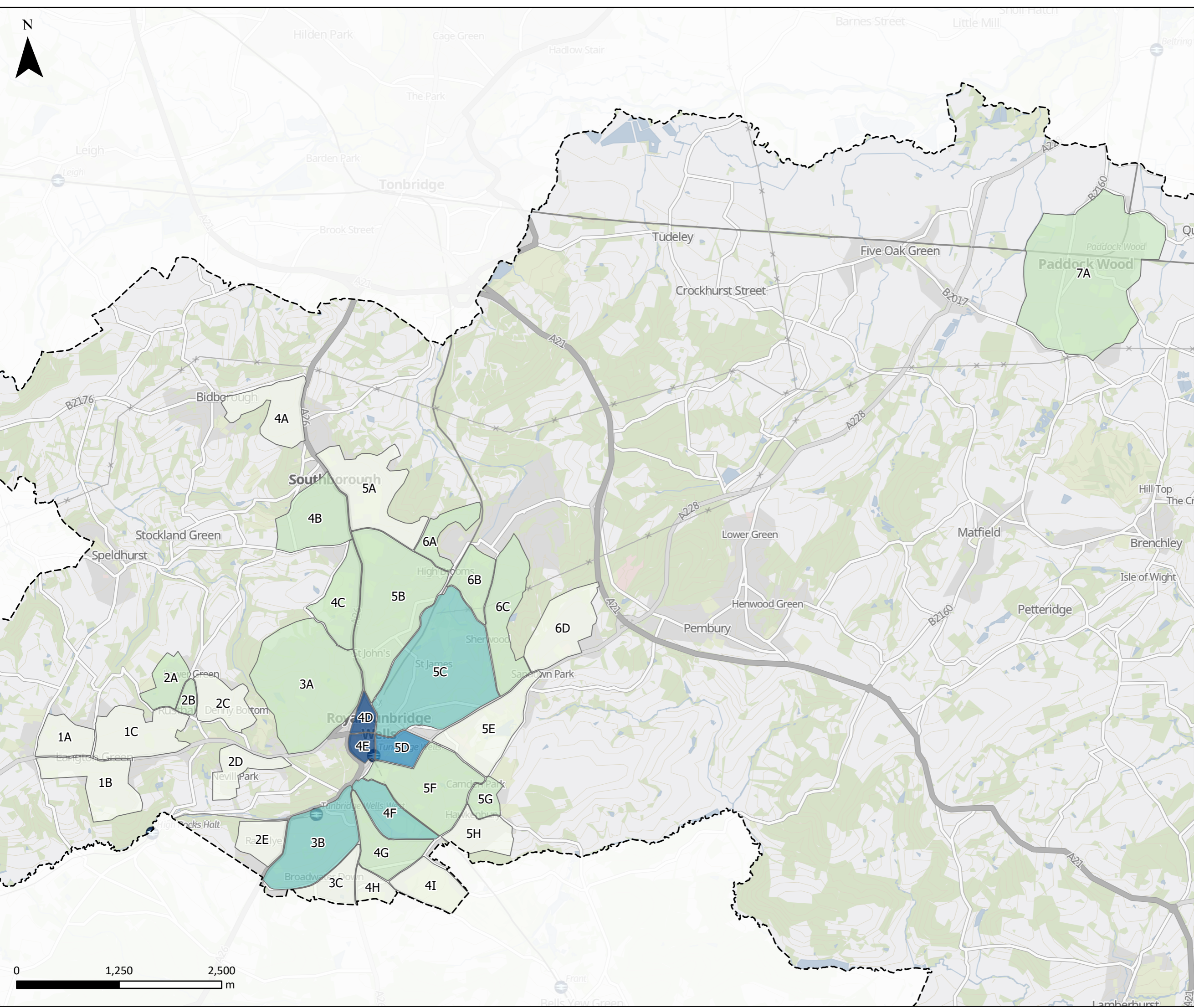
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
FIGURE NUMBER

LTN11

REVISION






-



 Tunbridge Wells District Boundary

Workplace Population est (2011)

Normalised value: 1 = Higher workplace population density, higher priority

-  ≤0.03
-  ≤0.11
-  ≤0.25
-  ≤0.55
-  ≤1.00

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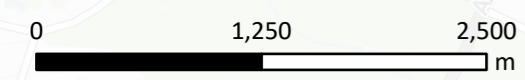
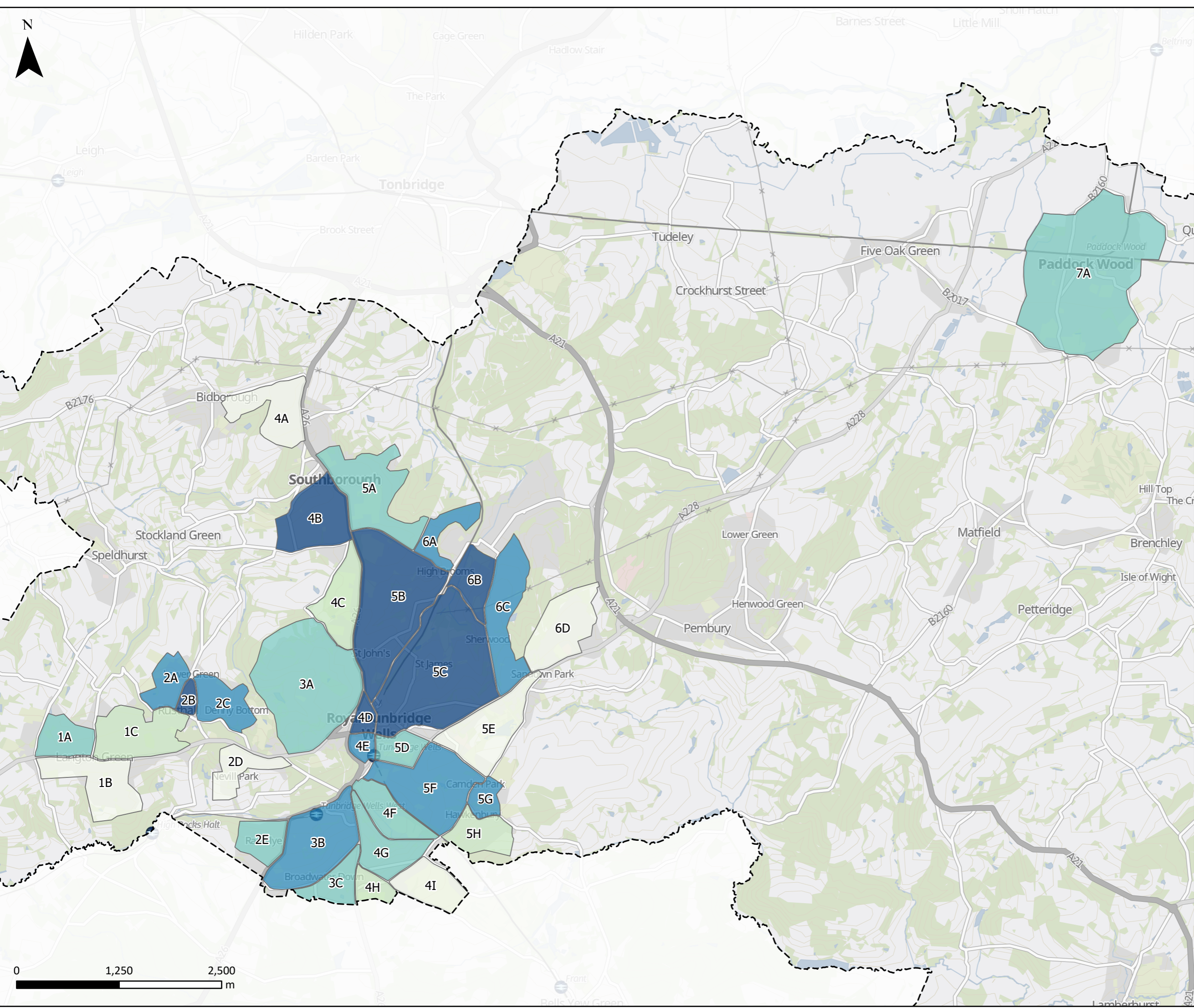
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**Tunbridge Wells
LCWIP + LTN**

TITLE

**LTN NEIGHBOURHOOD
PRIORITISATION
(WORKPLACE POPULATION
EST 2011)**

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| LTN13 | - | | |



Tunbridge Wells District Boundary

Residential Population est (2011)

Normalised value: 1 = Higher residential population density, higher priority

≤0.07

≤0.21

≤0.32

≤0.56

≤1.00

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TITLE

LTN NEIGHBOURHOOD ANALYSIS (RESIDENTIAL POPULATION EST 2011)

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LTN14

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