



Tunbridge Wells Borough Council

Highways and Transportation

Ashford Highway Depot

4 Javelin Way

Ashford

TN24 8AD

Tel: 03000 418181

Date: 5 February 2019

Application - PAP/2018/174

Location - Land at Pembury Road, Tunbridge Wells

Proposal - Residential development comprising of 75 dwellings

Thank you for your consultation in relation to the above site for pre-application advice. I have the following comments to make with respect to highway matters :-

The underlying assumptions used in the Technical Note appear appear sensible and robust (i.e. trips generation, distribution etc).

The Technical Note submitted refers to two possible access options from the A264: a ghost island priority junction, or a signalised junction. Both of the proposed options represent an improvement in proportionate design terms on the original proposal, but the ghost island priority arrangement would be the most appropriate in this location as free-flow on the A264 is maintained.

I have conferred with colleagues in the Traffic and Network Solutions team, and they state that signals are not appropriate at this location. The A264 Pembury Road is already heavily congested and a signal controlled access (albeit a smaller one than originally proposed) would further impede traffic flows along the A264 which is one of the primary routes into Tunbridge Wells. The outputs (Table 3.1) indicate the proposed signalised access would operate close to capacity with some additional queueing on the A264. This additional delay combined with existing delays from downstream junctions/crossing facilities would likely exacerbate current issues in this location. Also these outputs may be conservative if the traffic flows have been underestimated.

A signal controlled junction to serve just 75 houses would go against the standards set out in TD 42/95 and KCC would therefore not support the installation of traffic signals at this junction.

The more acceptable junction layout would therefore be the ghost island priority junction. Right turning traffic out of the development site could potentially be difficult (- the modelling does not reflect this), although any queues would be within the site itself.

The A264 has an off-road footway/cycleway running along the northern side. The proposed access would intersect this route. As part of ongoing plans to improve the pedestrian and cycling infrastructure into the town, TWBC and KCC wish to improve the route across the existing junctions (such as Sandrock Road and Sandhurst Road) in order to give the priority to non-car modes. Although designs have not yet been worked up, we will be looking to the groundbreaking designs of cycleways in the borough of Waltham Forest to achieve this aim. I therefore recommend that these principals are

incorporated into any new junction design at this location. The geometry of the access road junction outlined in your technical note will be quite different as a result. (I can email further details of the junction requirements if required.)

Finally, the exact location of the site access in context with the Oakley School access road would be useful to see. Could you also confirm whether a secondary pedestrian/cycle access would be proposed at the southwestern corner of the site (referred to in para 2.3.2 of Appendix C), and whether there is any opportunity to puncture through land to the north for pedestrians and cyclists, in order to reach the new Blackhurst Lane footbridge/cycleway.

You will appreciate that this advice is given to assist but is without prejudice to the formal views of the highway authority .

Yours faithfully

Vicki Hubert

Principal Transport & Development Planner