

Targetfollow

Tunbridge Wells Golf Course

Access & Trip Technical Note



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1 Introduction

MLM Consulting Engineers (MLM) has been appointed to provide transport planning services for a proposed mixed use residential re-development of the Tunbridge Wells Golf Course site, Langton Road. An illustrative masterplan is provided in **Appendix 1** which has an indicative mix as follows:-

- 62 retirement living dwellings
- 36 affordable/private housing dwellings
- Community hub/village green

This report has been prepared to support a submission to Tunbridge Wells Borough Council for the site for a Regulation 18 Consultation of the Local Plan. It assesses the existing access of the Golf Course to Langton Road and a possible additional vehicular access to the site from Rusthall Road. The report also includes a vehicle trip comparison of the permitted and proposed uses of the Site, a review of the junction of Langton Road/Rusthall Road and recent accident records in the area.

This Access & Trip Technical Note (ATTN) is structured in the following way:

- Section 1 provides an introduction and sets out the structure of the ATTN.
- Section 2 considers the existing and proposed site details of the proposed development along with an indication of vehicular access arrangements.
- Section 3 provides an estimate of the development vehicle trip attraction from the proposed development taking into account the permitted uses of the Site.
- Section 4 draws conclusions.

2 Existing Site & Proposed Development

2.1 Existing Site, Highway & Access

Refer to the site plan at **Appendix 1** and the access plan at **Appendix 2** which shows the existing site layout & access arrangements. The existing site area is a 9-hole municipal golf course with various buildings for clubhouse, pro shop, changing rooms, catering facilities and car park areas for approximately 40 cars. The Site is accessed from the A264 Langton Road via a wide mouthed vehicular dropped kerb crossing to a shared surface access way with bordering wing walls. This access way also provides access to the rear of the adjacent car dealership to the east and its additional large car storage area to the west. Refer to Figure 2.1 below.

Figure 2.1 – Golf Course Site Access, Langton Rd



The A264 adjacent to the Site is a primary distributor road operating under a street lit 30mph speed limit. It has an 8.5m carriageway width and a footway to the north on the site side ranging between 2-3.2m in width. Double yellow line restrictions are present on both sides. Further east and west from the Site are pedestrian crossing refuge islands and central hatching areas providing crossing points to footways that are introduced on the southern side further away from the site.

The existing access visibility splays are shown on the plan at Appendix 2 and show that the visibility splay requirement of 2.4m x 59m for a 37mph main road vehicle speed limit (in accordance with Manual for Streets) can be achieved to the west. Visibility measured to a 1m offset from the channel has been applied in line with recent Kent County Council's accepted practice. A 2.4 x 43m visibility splay is achievable when measuring to the centerline of the carriageway in the eastern direction. Due to the presence of a traffic island and hatching from this eastern approach the measurement to the centerline maybe considered acceptable. This visibility splay length is commensurate with a 30mph design speed but from site observations 85th percentile speeds along this section of highway are deemed to be higher.

Rusthall Road to the western boundary of the site is a distributor road forming an oblique right turn lane junction with the A264 Langton Road leading to Rusthall Village. It has a lit 6m wide carriageway with 1.8m wide footway on its northern side (site side) operating under a 30mph speed limit. Refer to Appendix 2 for details of the Rusthall Road/Langton Road junction and achievable visibility splays. The speed limit for the A264 changes approximately 40m west of the Rusthall Road junction from 40mph to 30mph, west and east of this point respectively. The visibility splays of this Rusthall Road junction are considered acceptable given the current speed limit restrictions at this location.

2.2 Accident Records

Recorded Personal Injury Accident (PIA) data has been obtained from the Crashmap database for the highways bordering the site for the most recent 3 years. The accident plan plot is attached at **Appendix 3** and illustrates that during this period there were no accidents at or near to the existing site access on Langton Road or along Rusthall Road. There were 2 accidents at the Langton Rd/Rusthall Rd junction; one of slight and one of serious severity. Along this length of the A264 between the Rusthall Rd and Major York's Rd mini roundabout junctions there were 4 accidents; 3 slight and 1 serious with the serious accident being outside the car dealership.

Although all accidents are extremely unfortunate it is considered that the number of accidents in 3 years in this study area should not be any particular cause for concern especially as it is evident that there is no set pattern to the accidents that have occurred given recent traffic conditions and the existing highway/access layouts. It should be noted that there has been no recorded personal injury accidents at the site access in the last 20 years and highlights an excellent safety record for the access with the permitted golf course use and by that of the car dealership's storage area.

2.3 Public transport

The bus stops on Rusthall Road near to the western boundary of the site are mainly served by the 281 bus service providing a 15 minute service frequency between Rusthall, Tunbridge Wells Centre and High Brooms. These also serve the bus stops along Langton Road outside the site in addition to other main bus service routes 291 and 231/233. The 291 bus service runs between Crawley & Tunbridge Wells via East Grinstead with an hourly frequency. The 231/233 bus service provides a circular route to Lingfield via Rusthall, Langton Green, Penshurst, Bidborough, Southborough and Tunbridge Wells.

Tunbridge Wells Railway Station is located 1.3km to the east of the site about an 18 minute walk providing rail services to London Charing Cross and Hastings.

2.4 Development Proposals, Access & Possible Mitigation

As noted previously the indicative development proposals consist of:-

- 62 retirement living dwellings
- 36 affordable/private housing dwellings
- Community hub/village green

The illustrative masterplan at Appendix 1 shows possible locations for the above elements but in addition to re-using the existing site access to Langton Road it is proposed to form a new T-junction access to Rusthall Road as a secondary vehicle access. Refer to the plan at Appendix 2 for more details of this proposed junction which is approximately 110m from the Langton Road junction. This would be in the format of a 5.5/6m wide access road junction with 6m junction radii and 1.8m footways to connect into the existing footway. Visibility splays of 2.4 x 59m for a 37mph main road speed are easily achievable in this location.

The format of the existing Langton Road site access could be changed to provide a more formal junction access with kerbed radii and dedicated footways into the site. This would require the existing entrance wing walls to be amended/removed but these changes could help improve the reduced visibility standard to the east. In addition to these changes the width of the Langton Road carriageway is wide enough to

incorporate a right turn lane junction similar to the facility for the nearby Spa Hotel access and the Rusthall Road junction. Continuing central hatching between the Major York's mini roundabout and the Rusthall junction along this A264 length could also be beneficial in reducing speeds along this section of highway and provide more suitable access arrangements.

3 Trip Attraction & Distribution

The permitted use of the site can attract a considerable amount of vehicular movements and the proposed uses on the site would be heavily offset by this. Notwithstanding this the development is still likely to generate an appreciable level of vehicular traffic, the impacts of which are addressed below. To consider the suitability of the potential impact that the proposed development may have on the local highway network, it is necessary to determine the level of traffic generation expected during the weekday morning and evening peak periods.

3.1 Existing Traffic Attraction of Site – Car Showroom

The quantum of vehicle trips attracted by the site in the weekday peak periods has been assessed using the TRICS database 2019. The majority of Golf Course sites in TRICS database are for Saturday and Sundays when these sites are generally most busy. For the purposes of this assessment only weekday surveys have been used and in the 'Municipal 9-hole golf courses' category which are comparable in terms of size and location to the site. Golf courses are generally busier during the summer months but the surveys from the TRICS database available were carried out during the summer, autumn and spring.

The TRICS data is produced at **Appendix 4** with the total number of vehicular trips summarised in Table 3.1 below for the weekday AM & PM peak periods. The AM and PM peak hours for the existing site use roughly corresponds with the local highway network AM & PM peak hours. The weekday peak hours are set as 08.00 to 09.00hrs and 17.00 to 18.00hrs.

Table 3.1 – Predicted Peak Hour Vehicle Trips for Permitted use

Existing Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Municipal 9-hole golf course	7	3	10	4	6	10

NOTE: In and Out trips rounded up or down from TRICS data

3.2 Proposed Development Traffic Attraction – Residential (Retirement Apartments & Private/Affordable Housing)

The quantum of vehicle trips generated by the site in the weekday peak periods has also been assessed using the TRICS database 2019 using comparable sites in sizes and location for the various land uses. The TRICS database contains 7 sites of relevance in England from the 'Retirement dwellings' category which are comparable in terms of size and location to the Site and 27 sites from the 'Mixed Private/Affordable Housing' category. The TRICS data for these uses is produced at **Appendices 5 & 6** respectively with the total number of vehicular trips summarised in Table 3.2 below for the weekday AM & PM peak periods.

Table 3.2 – Predicted Peak Hour Vehicle Trips for Proposed Land Uses

Proposed Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
62 retirement dwellings	4	4	8	3	3	6
36 dwellings (affordable/private)	4	12	16	12	6	18
Total	8	16	24	15	9	24

NOTE: In and Out trips rounded up or down from TRICS data

Refer to Table 3.3 below for net weekday peak hour vehicle trips attracted to the proposed residential development proposals over the permitted use.

Table 3.3 – Predicted Peak Hour Net Vehicle Trips for Proposed Use over Permitted Use

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Permitted Use – Golf Course	7	3	10	4	6	10
Proposed Residential Use	8	16	24	15	9	24
NET TOTAL	+1	+13	+14	+11	+3	+14

The table above indicates that the proposals could attract an increase of 14 vehicle movements in both the weekday AM and PM peak hours. This equates on average to less than one additional vehicle movement every 4 minutes during the peak hours. It should be noted that these additional movements would not all be assigned to the existing Langton Road access with some movements using the new secondary access to Rusthall Road.

4 Conclusions

MLM Consulting Engineers have prepared this Access & Trip Technical Note to support a submission to Tunbridge Wells Borough Council for the site for a Regulation 18 Consultation of the Local Plan for a proposed mixed use re-development of the Tunbridge Wells Golf Course site, Langton Road.

The indicative proposals for the site consist of 62 retirement living dwellings and 36 affordable/private housing dwellings with a community hub and village green area.

The proposals will retain the existing site access to Langton Road. This access has a reduced visibility splay standard to the east along Langton Road with the observed vehicle speeds in this direction. Amendments can be made to this junction format and the main line carriageway to help improve the visibility parameters in this direction and ensure suitable safe access arrangements.

Personal Injury Accident records along Langton Road and Rusthall Road that border the site have been reviewed with a low number of accidents occurring within the last 3 years. Despite the perceived reduced standard eastern visibility at the Langton Road site access no PIA records have been recorded at the access for 20 years.

In addition to re-using the existing site access to Langton Road it is proposed to form a new T-junction access to Rusthall Road as a secondary vehicle access at the site's western border approximately 110m from its junction with Langton Road.

The site is accessible by sustainable modes of transport other than the private car. Frequent bus services are available from stops less than 100m from the existing and propose site accesses with Tunbridge Wells Railway Station located an 18 minute walk to the east of the Site.

Taking into account the permitted use of the Site the net increase in traffic of the proposed predominantly residential development for the weekday peak hours equates on average to less than one additional vehicle every 4 minutes during the peak hours.

Based on this technical review the site could support development with appropriate mitigation without affecting highway safety or capacity and promote travel by sustainable modes.

Appendix 1 – Illustrative Masterplan



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Illustrative masterplan

Appendix 2 – Existing & Proposed Access Arrangements