

Royal Tunbridge Wells Town Forum

25 May 2023

**RTW Town Centre Plan
Transport & Carbon Baseline
Evidence**

Town Centre Plan - Transport & Carbon Baseline Evidence



- TWBC commissioned LDA Design, Knight Frank and City Science to develop a Town Centre Study that will inform future work on the Royal Tunbridge Wells Town Centre Plan.
- Town Centre Plan working group has directly been involved in overseeing the work to date.
- Stakeholder engagement has been undertaken to get that study completed.
- City Science prepared a Transport & Carbon Baseline Report.

Town Centre Plan - Transport & Carbon Baseline Evidence



- Transport & Movement Baseline Summary
 - Active Travel
 - Public Transport
 - Highways & Parking
 - Carbon Baseline Summary

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- Policy & Studies review of:-
 - National policy
 - Sub-National and County, and
 - Local policy
 - Wider Studies
 - Best Practice

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- Baseline data:-
 - Air Quality
 - Walking and Cycling
 - Other active travel
 - Bus network
 - Rail
 - Highway and Parking
 - Carbon emissions

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Air Quality

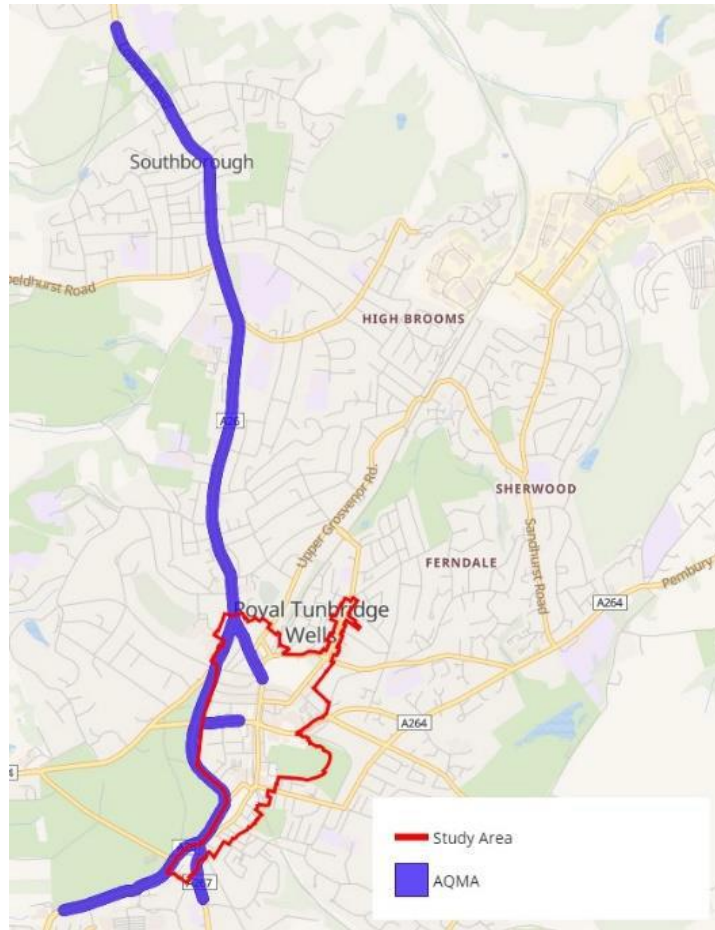


Figure 3-3: Royal Tunbridge Wells AQMA

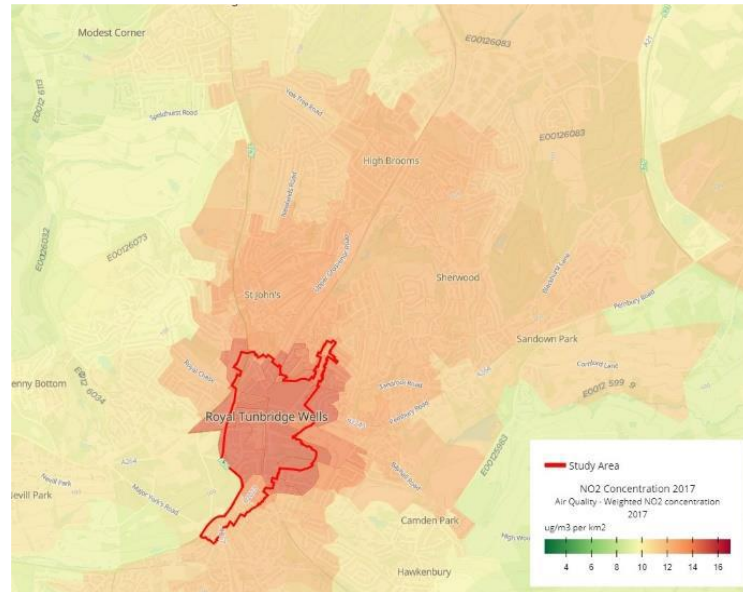


Figure 3-1: NO₂ Concentrations

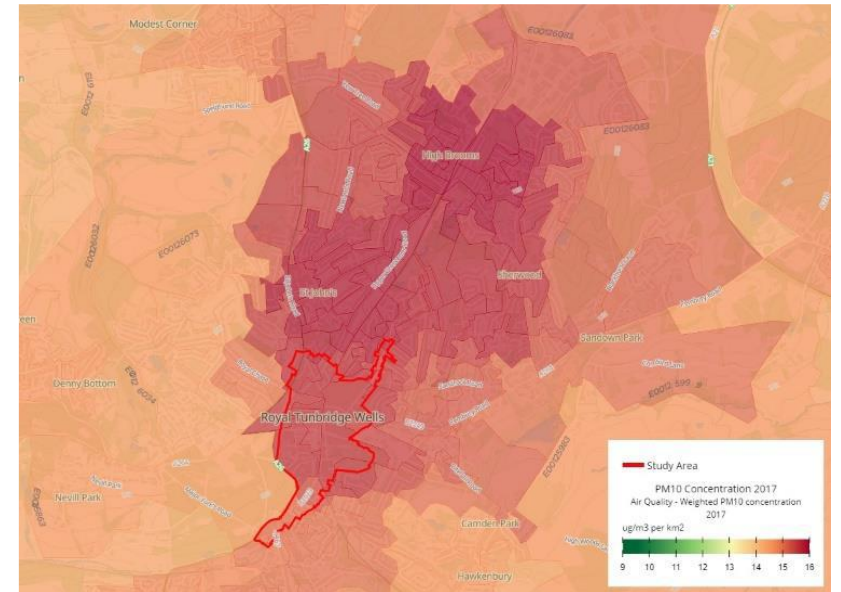


Figure 3-2: PM₁₀ Concentrations

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Walking and Cycling

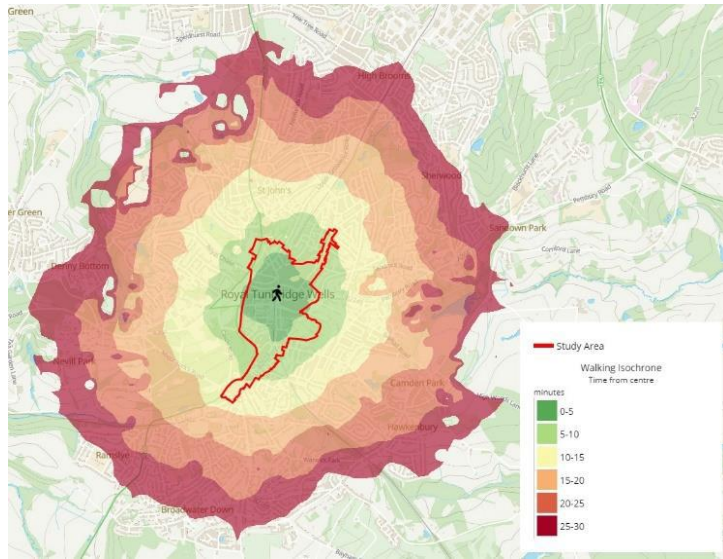


Figure 3-4: Walking Isochrone from Town Centre

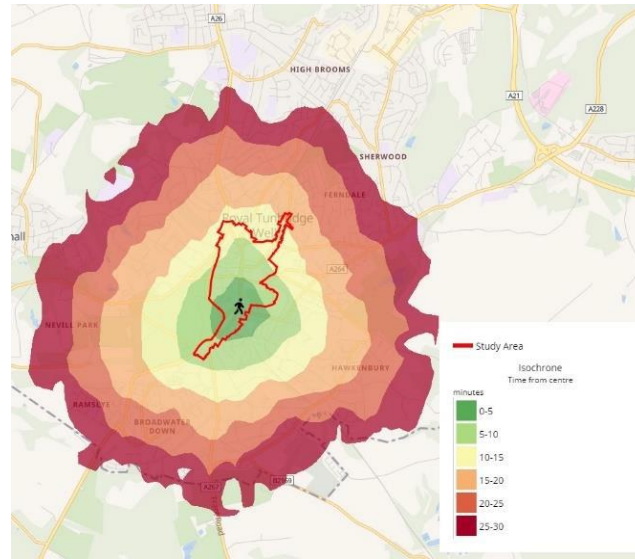


Figure 3-5: Walking Isochrone from Rail Station

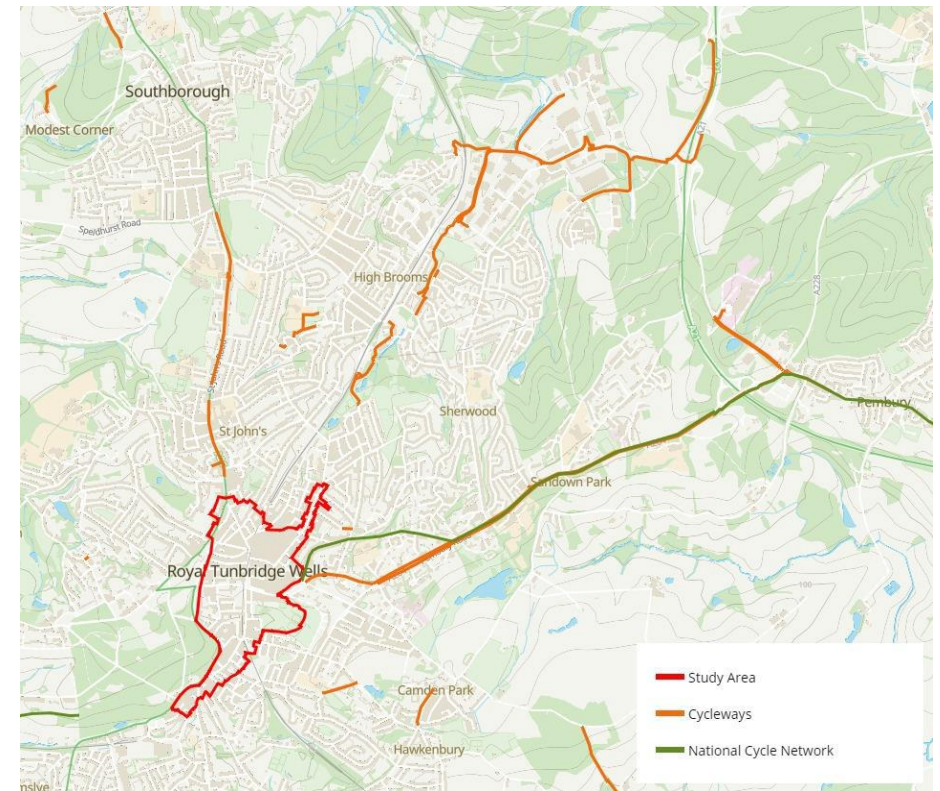


Figure 3-8: Cycleways & the National Cycle Network near Royal Tunbridge Wells

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Road Network

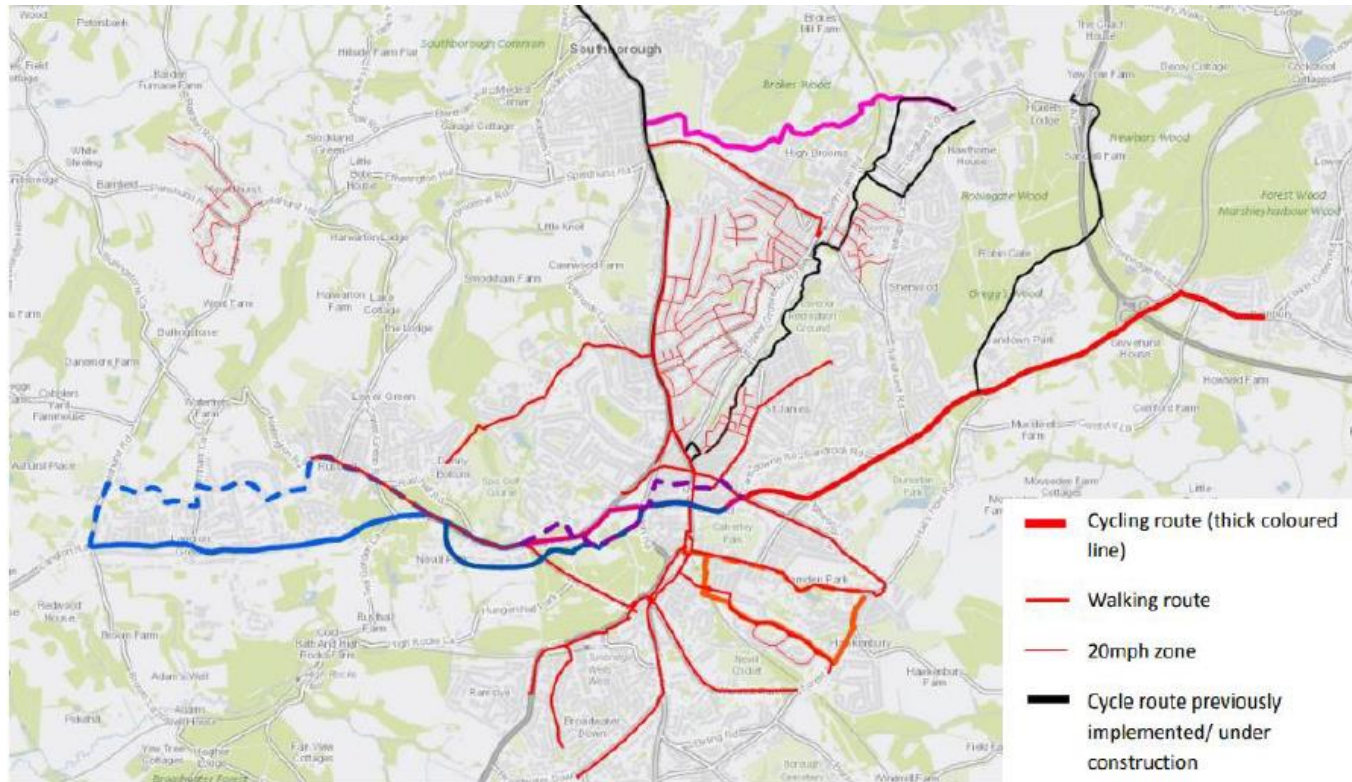


Figure 3-14: Final LCWIP Routes

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Bus Services

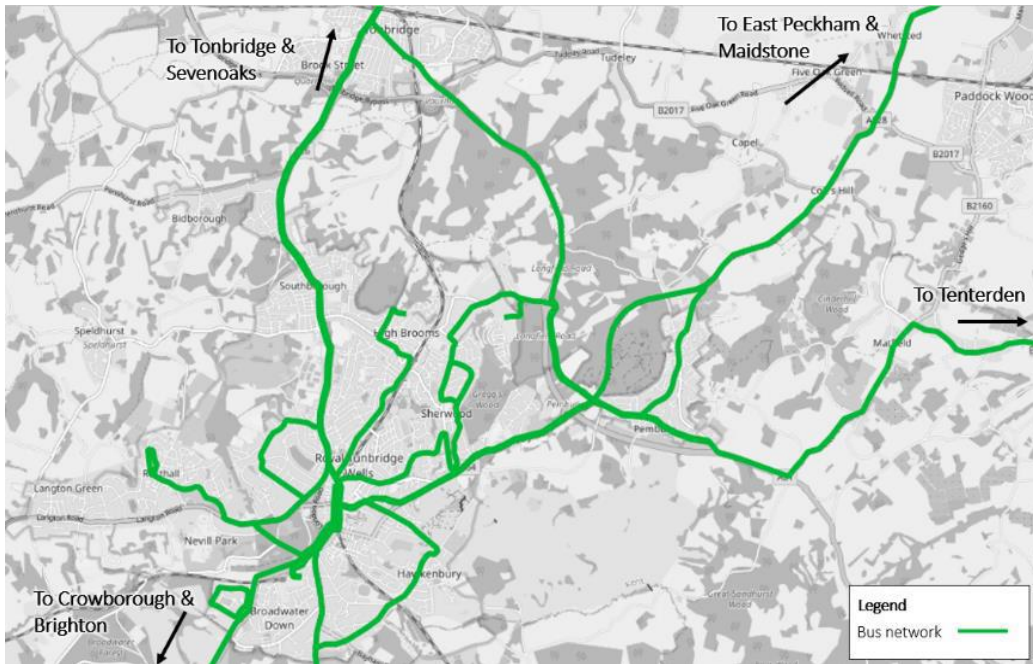


Figure 3-19: Bus Services in Tunbridge Wells

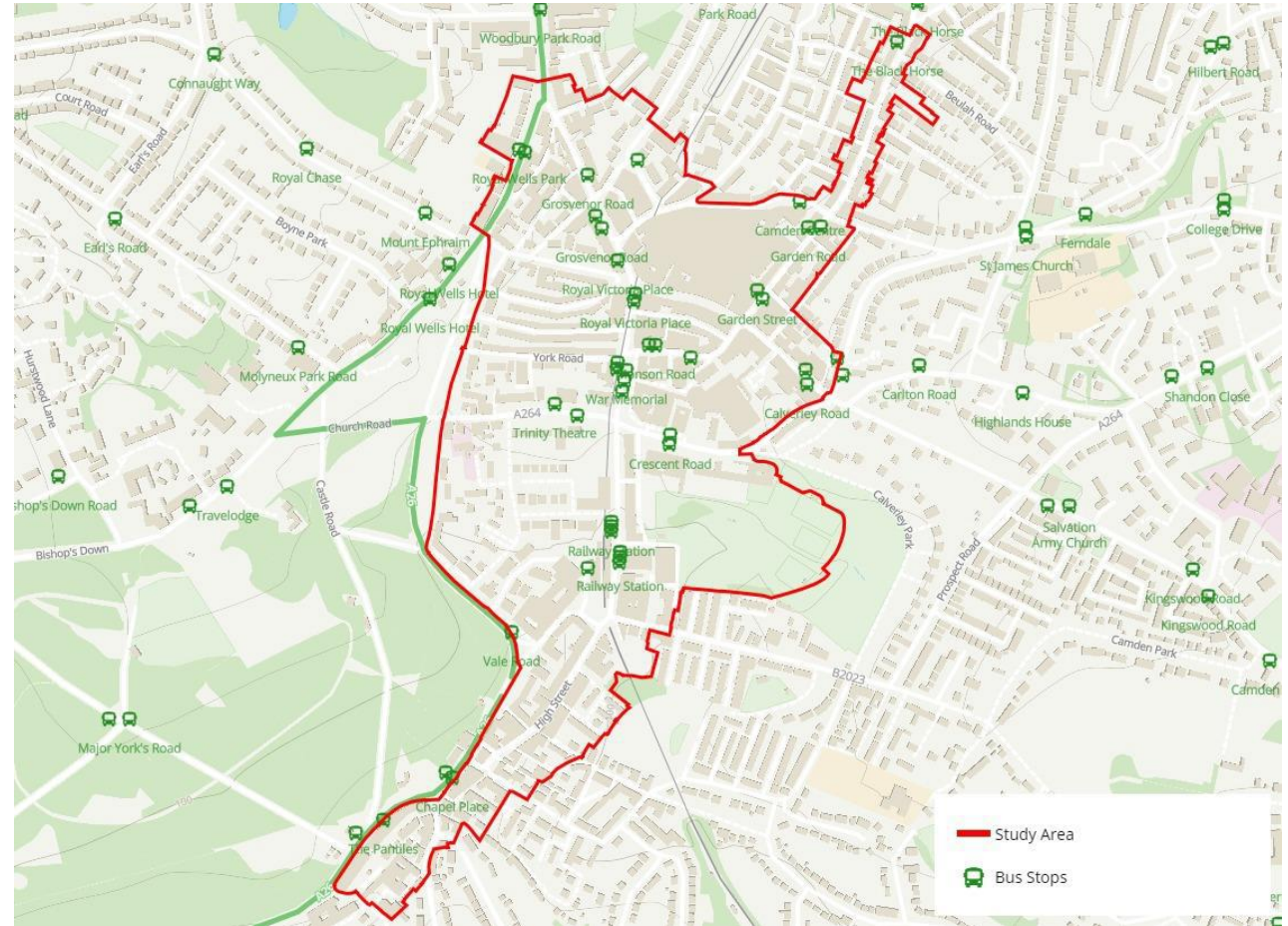


Figure 3-20: Bus Stops within the Study Area

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Road Network and Parking

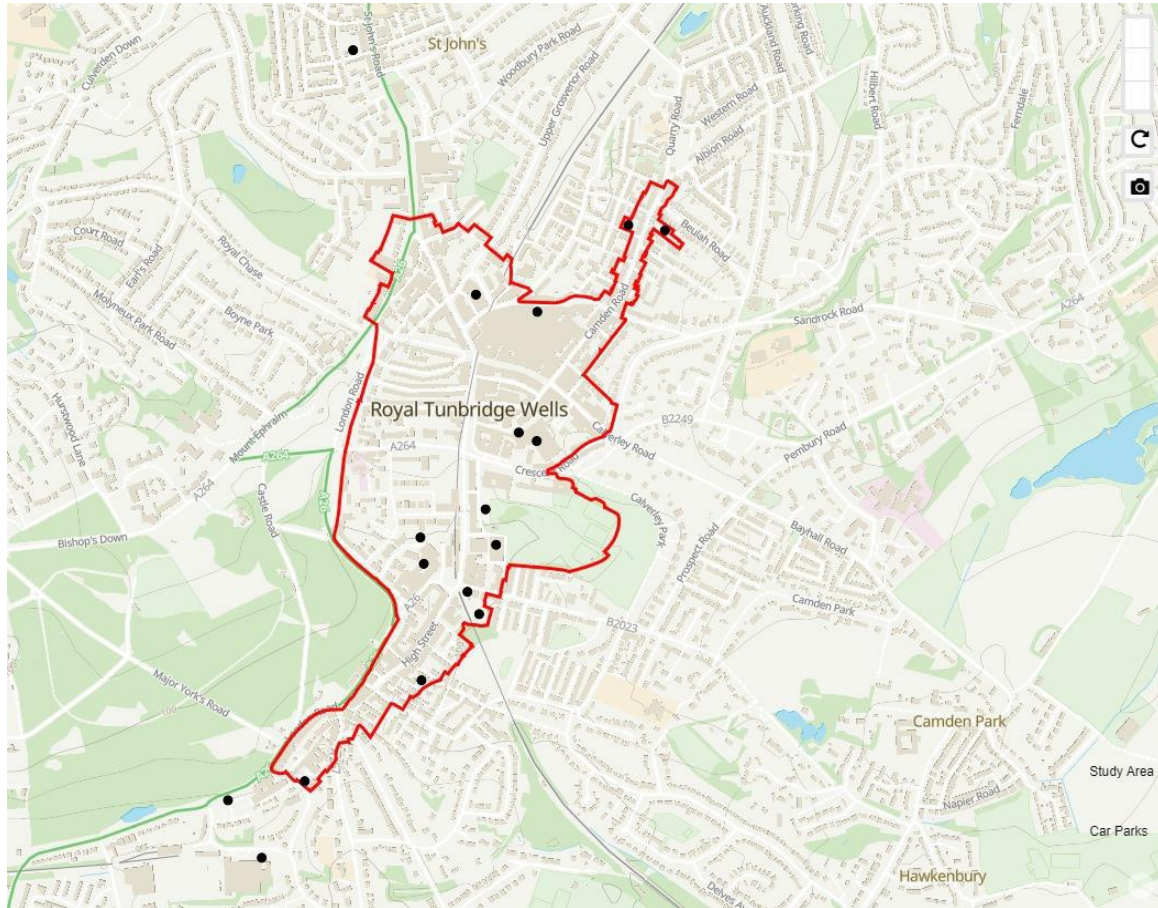


Figure 3-24: Car Park Locations Near Tunbridge Wells Town Centre

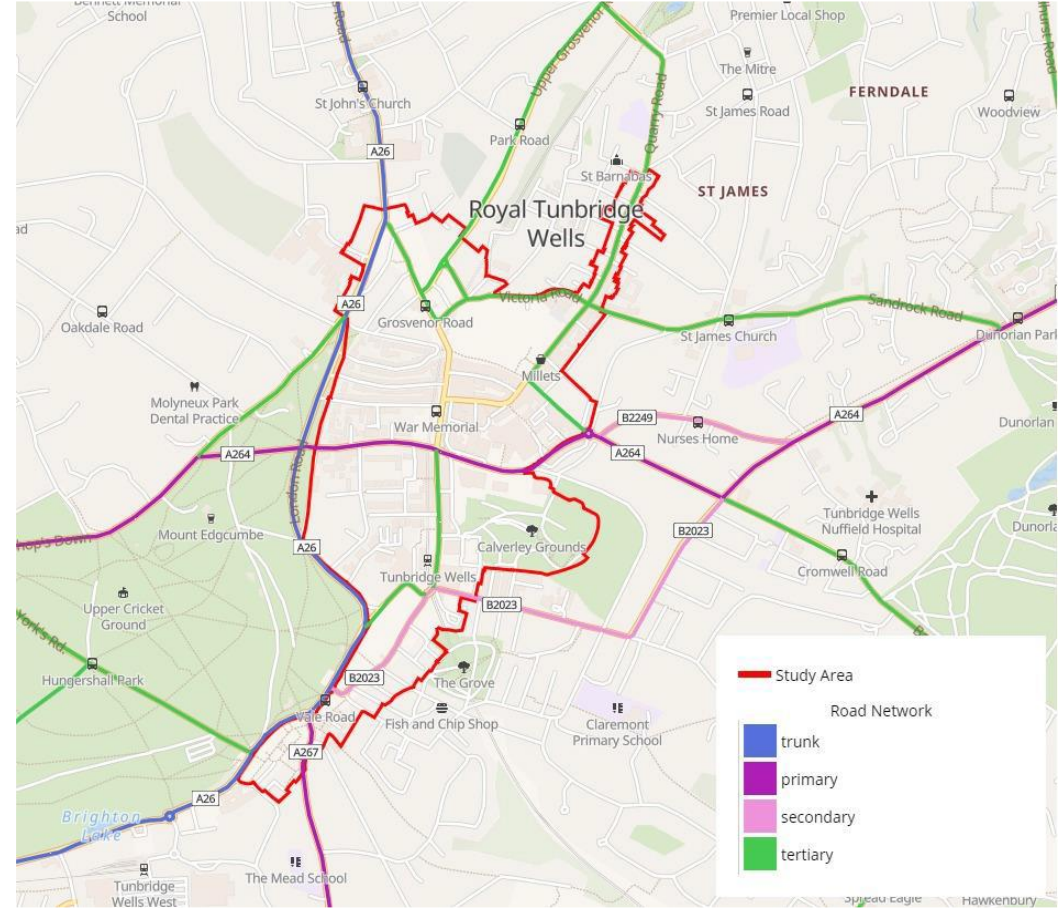


Figure 3-23: Road Network in Tunbridge Wells Town Centre

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Emissions

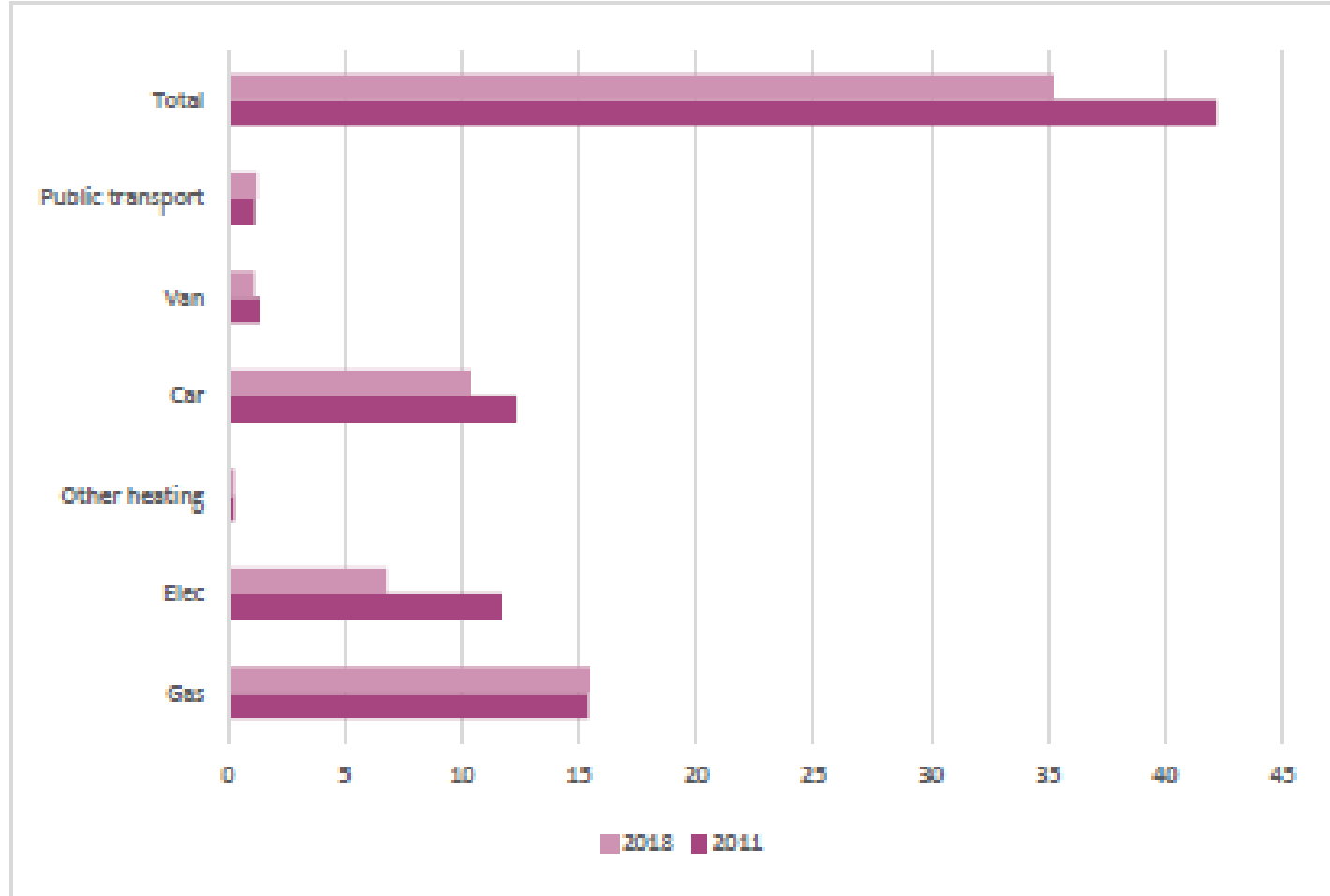
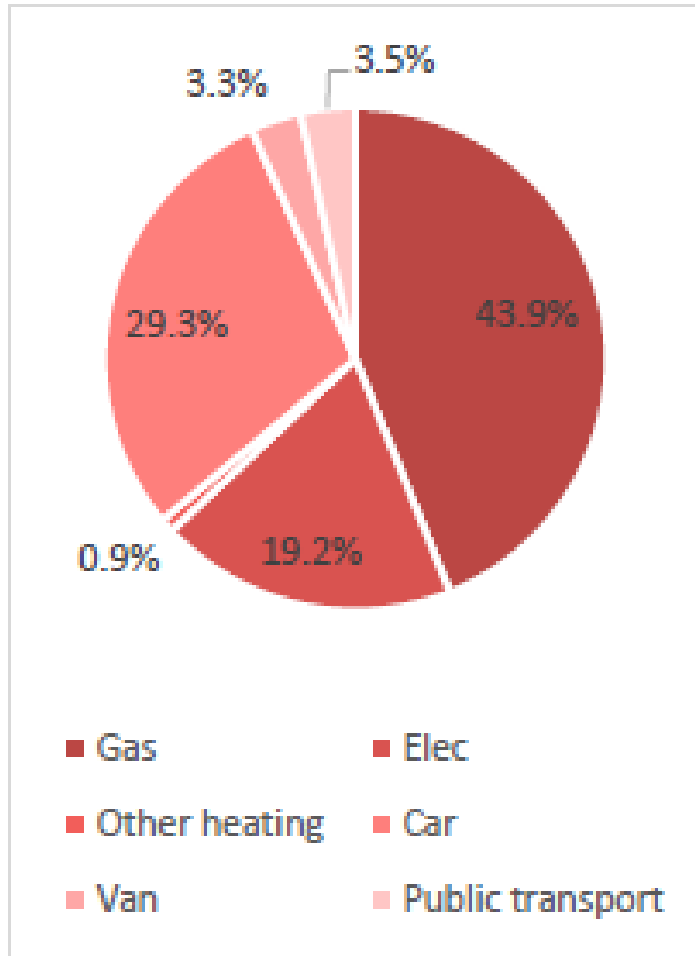


Figure 4-2: Emissions Breakdown by Source (2018)

Figure 4-1: Summary Emissions Breakdown of the Town Centre (2011 vs 2018)

Transport & Movement SWOT

Strengths: Pleasant Walking Environment in Core and Pantiles; Green Space; Low Speed Limits; Good Rail connectivity; successful Car Club; Frequent Buse Services to key locations

Weaknesses: Cycling Infrastructure; traffic pedestrian separation; Congestion; Car dominance; Coach / bus layover parking; gradient; rural bus routes; low cost parking; EV charging levels; Air Quality; public realm quality in places.

Opportunities: Active Travel; E-Bikes; EV Charging expansion; Peak Hour spreading; potential P&R site; LCWIP routes; Bus fares; Mount Pleasant Road environment; Collaboration between stakeholders

Threats: Bus Service post Covid; Reallocation of road space for bus/cycle/pedestrians; increased travel demand; delivery vehicles; Rat Running; Car Ownership levels; funding of projects

Carbon Emissions & Decarbonisation SWOT

Strengths: Carbon emissions reduction from all sources; below national average per capita transport emissions

Weaknesses: Gas Heating reliance; reliance on private car

Opportunities: Renewable heating potential; rooftop solar PV potential; modal shift potential

Threats: increased demand

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- Increased town centre living / commercial / leisure / cultural / employment
- Public realm
- Connectivity
- Cycle and pedestrian infrastructure - LCWIP projects
- Energy efficiency
- Pedestrian priority schemes
- Support economic development – build on current success
- Development related improvements

Questions?