

## Local Plan Working Group Update

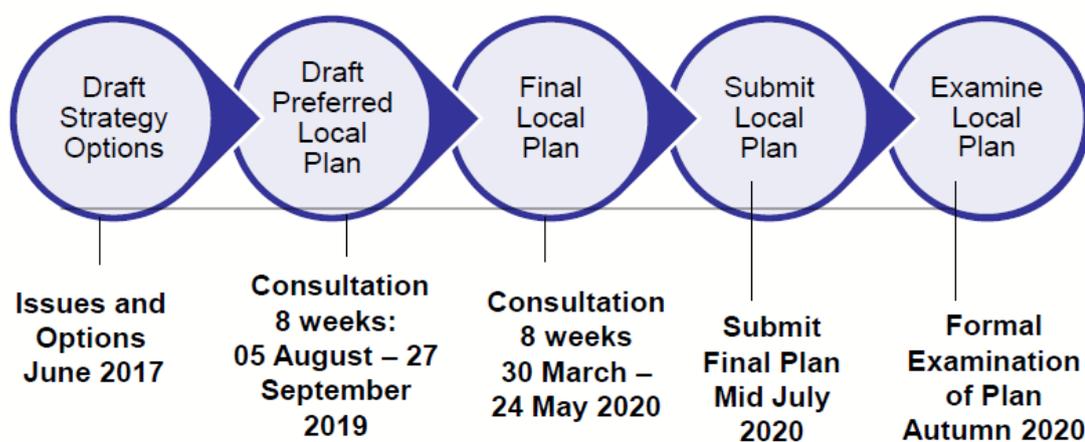
<b>Report Author / Lead Officer</b>	Vicki Hubert – Principal Transport Planner KCC Hilary Smith – Economic Development Manager TWBC
<b>Originating Authority</b>	Joint
<b>Final Decision Taker</b>	Joint
<b>Exemption</b>	Non-exempt
<b>Classification</b>	For Information

### Recommendation:

- That the report be noted.

## 1 INTRODUCTION

- 1.1 TWBC is in the process of compiling the new Local Plan (2013-2033), and owing to the significant impact on highways and sustainable transport a Working Group was set up in November 2017 to keep Members updated on progress and enable input from the JTB.
- 1.2 The last meeting of the working group was in January 2018. Since this time a number of issues have affected the programme of the Local Plan, and in October 2018 a new timetable was agreed at the Planning Policy Working Group:



- 1.3 TWBC Planning Policy and KCC Highways and Transportation now have a new deadline: the Regulation 18 consultation in August/September 2019. This means that the transport evidence base and any required mitigation should be finalised ready for consultation at that time.

## 2 TRANSPORT EVIDENCE BASE

2.1 The Transport Evidence Base is a fundamental part of the evidence collected by TWBC to show Members, the public and the Planning Inspectorate that the volume of growth can be accommodated. It is required to understand the transport implications of the Preferred Growth Strategy in the Council's emerging Local Plan across the borough of Tunbridge Wells, taking account of growth scenarios in neighbouring districts. TWBC is responsible for commissioning a transport consultant to assist in the production of the evidence base.

2.2 In December 2018 TWBC commissioned Intelligent Data to undertake extensive traffic surveys across the borough, and SWECO to compile the transport evidence base.

2.3 The brief to SWECO has asked them to consider the following:

- *Assess the quality and capacity of transport infrastructure across the borough and its ability to meet forecast demands.*
- *Assess the cumulative impacts of the Preferred Growth Strategy on all transport modes and networks and the impact on the locality, including the impact on networks in the locality of sensitive designated international sites.*
- *Set out proposals to minimise the impact of the development on the transport network to inform the infrastructure requirements associated with the Local Plan*
- *Promote measures to encourage sustainable transport.*

2.4 In order to do this, SWECO will be building a transport model (SATURN) covering Royal Tunbridge Wells, Tonbridge and Paddock Wood. (Please note that other parts of the borough where development may occur will be modelled separately.)

2.5 There are five stages to the project:

**Stage 0** – Clarification of brief, evidence base review and gap analysis, and preparation of a Data Collection and Methodology Statement.

**Stage 1** – Data collection, baseline study, identification of issues and opportunities.

**Stage 2** – Assessment of the impact of future year development trips (all modes).

**Stage 3** – Identification and appraisal of future transport interventions and assessment of these.

**Stage 4** – Preparation of final Transport Assessment report.

- 2.6 It is proposed that the Local Plan Members Working Group meet at the end of Stage 1 to discuss the baseline study results and the issues that have arisen. A meeting will therefore be set up to coincide with this milestone.
- 

### **Appendices to the Report**

- None