

From: [REDACTED]
To: [localplan](#)
Cc: [REDACTED]
Subject: Tonbridge and Malling Borough Local Plan Regulation 19 Consultation - For the attention of Ian Bailey
Date: 12 November 2018 12:22:01

Dear Mr Bailey,

Tonbridge and Malling Borough Local Plan Regulation 19 Consultation

Thank you for your consultation email dated 1 October concerning Tonbridge and Malling's Regulation 19 Pre-Submission Local Plan Consultation covering the period to 2031.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

As you are aware, Highways England has been liaising with yourself and Kent County Council over the traffic impacts of the Local Plan on the SRN, which covers the M20 Junctions 3 to 5, M26 Junction 2a and the A21 at Tonbridge. This has involved the consideration of the traffic modelling that underpins the transport assessment work to be found within your evidence base as follows:

- Forecast Junction Assessments A20 Corridor, Tonbridge and Malling (March 2018)
- M20 Junction 4 Revised Capacity Assessment Report (October 2018)
- Route Study Summary Report A20 Corridor – Ashton Way to Coldharbour Roundabout (July 2016)
- Tonbridge and Malling Local Plan Transport Assessment (May 2018)
- Tonbridge and Malling Local Plan Transport Assessment Addendum (August 2018)

We are generally content that the Local Plan transport impacts to 2031 can be accommodated on the SRN along the M20 and A21 without the need for any physical improvements to the associated junctions including merges and diverges. We also note from the Transport Assessment Addendum that mitigation is proposed at M26 Junction 2a comprising signalling the M26 westbound off slip to the roundabout. This appears acceptable in principle and does not contain any showstoppers from a safety viewpoint.

The Transport Assessment work undertaken to date has looked only at the full build out of the Local Plan, that is, a 2031 scenario. The improvements to M26 Junction 2a need to be implemented before the additional queues and delays on the M26 westbound off slip become severe. Therefore, further assessment is required to determine when the improvements will be required.

The transport assessment to date has not examined the impacts upon the slip road merges and diverges with the main M26 carriageway at Junction 2a. We require that such an assessment is undertaken to ensure that additional traffic can be accommodated either under the existing slip road configurations or whether improvements are required. Such assessments should be compliant with the Design Manual for Roads and Bridges using standard TD22/06 'Layout of Grade Separated Junctions'.

We are hopeful that these outstanding issues are resolvable to enable Highways England to support the Local Plan as sound. We will continue to offer guidance as to any assessment requirements and are happy to meet in order to progress these matters.

We hope that you find these comments useful. Please contact us if you require any further information.

Kind regards

[Redacted]

[Redacted]

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