

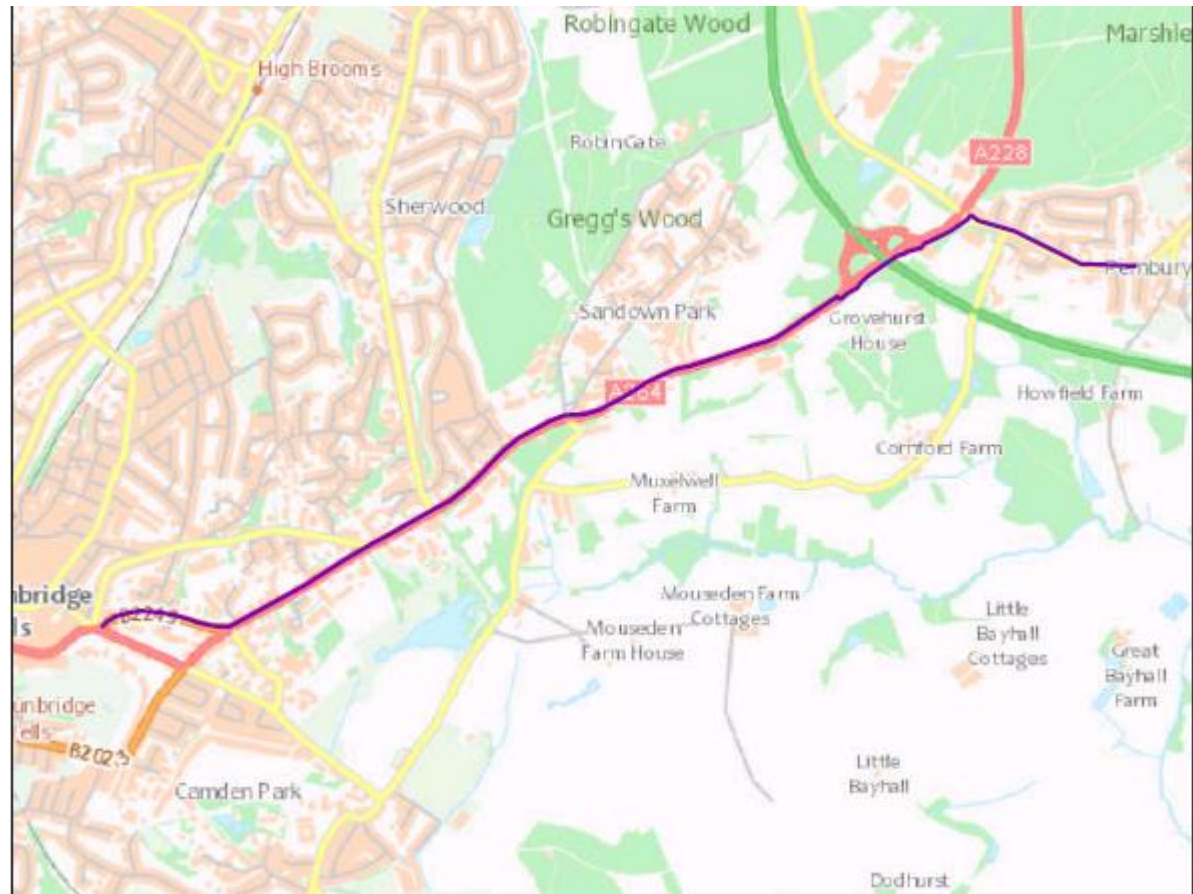
Appendix B: Area Profiles for cycle routes

Pembury to Royal Tunbridge Wells town centre

According to the 2011 census data, current levels of cycling from Pembury Ward are low, at 1.2%. This is a key residential area 4.3km from the town centre therefore trips to the town by bike are feasible. 6.1% of residents in this Ward commute to work on foot, which is the lowest percentage for all Wards analysed within this LCWIP. 68.6% of residents in this ward travel to work by single car occupancy journeys. 29.7% of commutes to work are under 5km, but only 9.4% are less than 2km.

At present, there is a sub-standard shared use facility along Pembury Road, with a number of critical junctions that are difficult for cyclists to cross. On Pembury High Street, there are advisory only cycle lanes on carriageway, however these are often blocked by parked cars.

The Pembury Road (A264) suffers from high levels of congestion, particularly in the peak periods. This is also a key route to the town centre from the East of the borough, from areas such as Paddock Wood and other major town



centres such as Maidstone and a link from major roads such as the A21. There are also a number of schools along this route, Skinners Kent Academy (which currently has the highest level of students that travel bicycle in Tunbridge Wells), Beechwood School and Oakley School. This corridor is also a bus route although there is currently no bus priority facility. If a number of the residents that currently commute by single car occupancy journeys switched to a more sustainable mode of transport, this could have major benefits in reducing congestion along this corridor and also make bus journeys faster.

A number of infrastructure improvement measures have been suggested for this corridor. These are:

- 20mph speed limit zone in Pembury village and more cycle parking facilities
- Installation of mandatory cycle lanes and removal of on street parking in Pembury
- Revise the toucan crossing signals to give higher priority to cyclists and pedestrians
- Widen shared use paths and vegetation cutbacks
- Cyclist priority over the major side junctions, advance give way lines, coloured surfacing and raised tables
- Reposition street furniture along the shared use path
- As a longer term aspiration, put the cyclists back onto carriageway by removing the central hatchings
- Resurface Calverley Park Gardens, or, convert to a bus only route, reducing the volume of traffic and conflict with cyclists.

After prioritisation analysis was undertaken, this corridor is ranked in third place in the overall list.

Pembury (Pembury Ward)

Category	Pembury Figure
Current Working Age Population. Source: (1)	57% of the total population – 3,500 people.
Average Age. Source: (1)	44.3
Life Expectancy	74 Males and 81 Females
Health and Disability. Source (2)	<ul style="list-style-type: none"> • 8.0% day to day activities limited a lot • 8.6% day to day activities limited a little • 83.4% day to day activities not limited
Car Ownership. Source (2)	<ul style="list-style-type: none"> • Households without a car or a van – 12.4% (298) • Households with 1 car or van – 36.9% (885) • Households with 2 cars/vans- 37.6% (903) • Households with 3+ cars/vans 13.1% (314)
Housing Stock Source (3)	2,460 households, 5.0% of Tunbridge Wells borough
Employment by industry (3 largest sectors) Source (2)	<ul style="list-style-type: none"> • G- Wholesale and retail trade; repair of motor vehicles and motor cycles – 15.9% (468) • Q- Human Health and Social Work activities – 14.4% (424) • P- Education- 11.8% (348)
Method of travel to work. Source (2)	<ul style="list-style-type: none"> • 68.6% driving a car/ van (2,017) • 4.6%- passenger in a car or van (135) • 6.1% On Foot (180) • 1.2%- Bicycle (35)
Distance travelled to work. Source (2)	<ul style="list-style-type: none"> • Less than 2km- 9.4% (268) • 2-5km – 20.3% (579) • 5-10km- 19.4 (551)

Source (1)- 2017 Mid Year Estimates, The Office for National Statistics (ONS),

Source (2)- 2011 Census, The Office for National Statistics (ONS),

Source (3)- 2017- Dwelling Estimates, Research and Evaluation, Kent County Council

Langton Green to Royal Tunbridge Wells town centre (via A264, via Rusthall and via Nevill Park & the Common)

Cycling levels from this area of the borough are low at 2.0%, approximately 49 people, according to the 2011 census. Langton Green is approximately 4.8 km of the town centre, and Rusthall is approximately 3.2 km away. 56.9% of the population travel to work by single car occupancy and 10% of journeys are completed on foot. 40.8% of all journeys to work within this ward are under 5km, with 13.5% of journeys less than 2km. The A264 corridor suffers from peak hour congestion in the AM and PM.



Current cycling infrastructure provision along this corridor is poor. The A264 is predominantly a 40mph speed limit road, but is narrow and there is limited feasibility to provide segregated cycle lanes, or to widen the existing footway. There are also a number of dangerous side junctions along this corridor that require a redesign. An alternative route has been proposed via residential roads around Rusthall. This is also a key public transport corridor, which is the route of the frequent Arriva 281 service to the town centre, running every 20 minutes. The centre of Rusthall suffers from a lot of on-street and pavement parking. This is problematic for the bus link and discourages cycling. On the edge of the town centre, Major York's roundabout requires improvements for the safety of cyclists and pedestrians.

Another alternative route has been proposed via Nevill Park and across the Tunbridge Wells Common. However, currently Nevill Park is a private road, which is only officially to be used by the residents. In order to signpost this as a cycle route, it would require obtaining permission

from the management committee and resurfacing. The Tunbridge Wells Common, which is an off carriageway link, is a safer route to the town centre. This again would require consent from the Commons Conservators that manage the area, as well as resurfacing work, path widening and installation of lighting.

A number of infrastructure improvements have been suggested. As there are 3 separate routes proposed for this corridor, these are in the table below:

Langton Green via the A264 (Route 2a)	Langton Green via residential roads and A264 (Route 2b)	Rusthall via Nevill Park and the Common (Route 2c)
<ul style="list-style-type: none"> • Improve street scape for pedestrians and cyclists through Langton Green, discourage on street parking and reduce speed limit. • Shared use on footway, vegetation cutbacks and priority over the side junctions. Around Coach Road, footway is wider- scope to convert to segregated path and convert grass verge. • Lighting of the route, particularly through wooded areas. • Shared use path up Major York's roundabout – junction treatment at the roundabout and shared use facilities. 	<ul style="list-style-type: none"> • Convert all footpaths to cycle tracks, widen, resurface and install lighting. • Ensure sufficient wayfinding and signage. • 20mph zones and dropped kerbs. • Public Realm and streetscape improvements along Rusthall High Street. Review on street parking. Widen footpath through verge clearance for shared use. • Install crossing over Lower Green Road. • Widen existing footway adjacent to A264. • Priority crossing for cyclists over Rusthall Road. • Redesign Major York's roundabout to prioritise cyclists. 	<ul style="list-style-type: none"> • Tiger crossing across the A264 over to Nevill Park and advance warning signs. Seek agreement for signposting down private road. • Major York's Road currently dangerous, need to ensure well lit and tiger crossing over to Common. • Seek agreement from Commons for signposting through here. Wayfinding, lighting, resurface and widen path. • Formalise crossing over Castle Road. • Advance warning signs and raised tables along side junctions. • Improve Church Road/ London Road crossroads. Segregated facilities on Western end and reduce speed limit. • Install segregated lanes along Crescent Road. Reduce to 20mph speed limit and rationalise number of entries/exits to the car park.

After prioritisation, further analysis was undertaken and a weighting system utilised. As a result, Route 2A ranks in 9th place, Route 2B ranks at 8th place and Route 2C in 7th place in the overall list.

Langton and Rusthall (Rusthall Ward)

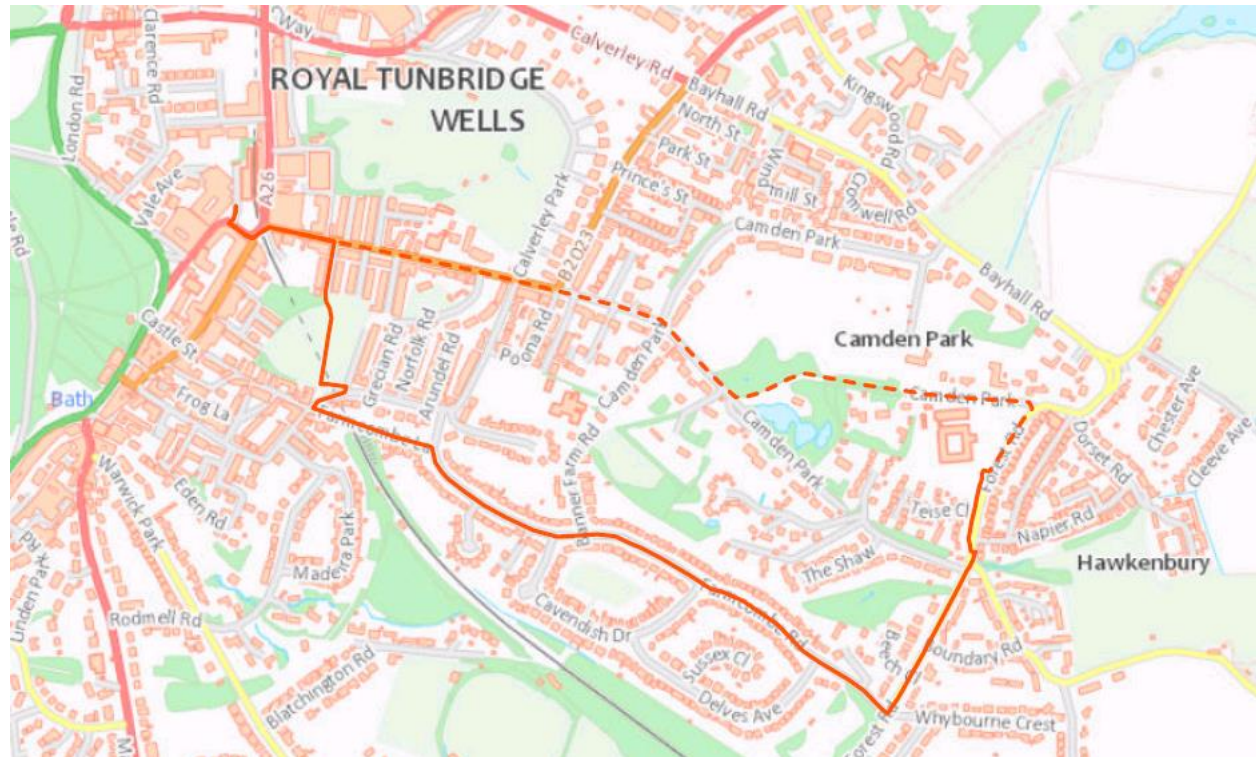
Category	Rusthall Ward Figure
Current Working Age Population. Source: (1)	59.8% of the total population- 2980 people
Average Age. Source: (1)	41.4
Life Expectancy	77 Male, 82 female
Health and Disability. Source (2)	<ul style="list-style-type: none"> • 8.8% day to day activities limited a lot (437 people) • 8.6% day to day activities limited a little (429 people) • 82.6% day to day activities not limited (4,110 people)
Car Ownership. Source (2)	<ul style="list-style-type: none"> • Households without a car or a van – 20.9% (434 people) • Households with 1 car or van- 47.7% (990 people) • Households with 2 cars/vans- 24.7% (512 people) • Households with 3+ cars/vans- 6.7% (140 people)
Housing Stock Source (3)	2230 households – 4.6% of the district
Employment by industry (3 largest sectors) Source (2)	<ul style="list-style-type: none"> • G- Wholesale and retail trade; repair of motor vehicles and motor cycles- 404 (16.1%) • Q- Human health and social work – 349 (13.9%) • P – Education- 229 (9.1%)
Method of travel to work. Source (2)	<ul style="list-style-type: none"> • 56.9%- Driving a car or a van (1,428 people) • 4.9%- passenger in a car or a van (122 people) • 2.0%- bicycle (49 people) • 10.0%- on foot (250 people)
Distance travelled to work. Source (2)	<ul style="list-style-type: none"> • Less than 2km – 13.5% (324 people) • 2-5km – 27.3% (653 people) • 5-10km- 8.34%- (202 people) <p>Of total in employment – 49.2% travel less than 10km to work.</p>

* These statistics look at the Rusthall Ward, as Langton is incorporated under Speldhurst and Bidborough
 Source (1)- 2017 Mid Year Estimates, The Office for National Statistics (ONS),
 Source (2)- 2011 Census, The Office for National Statistics (ONS),
 Source (3)- 2017- Dwelling Estimates, Research and Evaluation, Kent County Council

Hawkenbury to the town centre (via Farmcombe Road and via Camden Park)

Hawkenbury is close to the town centre at 1.8km and technically is classified as Park Ward. Current levels of cycling are low at 1.2% (around 43 people according to the 2011 census). However, travel to work on foot is high, at 21.1% of journeys. Levels of single car occupancy journeys are again by far the highest mode of transport at 40.5% of all journeys (over 1450 journeys to work). A large employer (AXA PPP) is located in the centre of Hawkenbury, which generates a large volume of traffic during the peak hours. However, as data is taken from Park Ward as a whole (which covers the general town centre area), this may not be representative of journeys solely undertaken in Hawkenbury.

There are two alternative routes proposed for this corridor, one via Farmcombe Road and the Grove Park, and the other along Camden Park, a private residential road. There is no cycling infrastructure currently provided along this corridor, except for a very short stretch of shared use directly outside International House and a recently introduced 20mph zone in the Farmcombe Road area.



A number of infrastructure improvement measures have been suggested for this corridor. Routes via Farmcombe Road and Camden Park have been assessed:

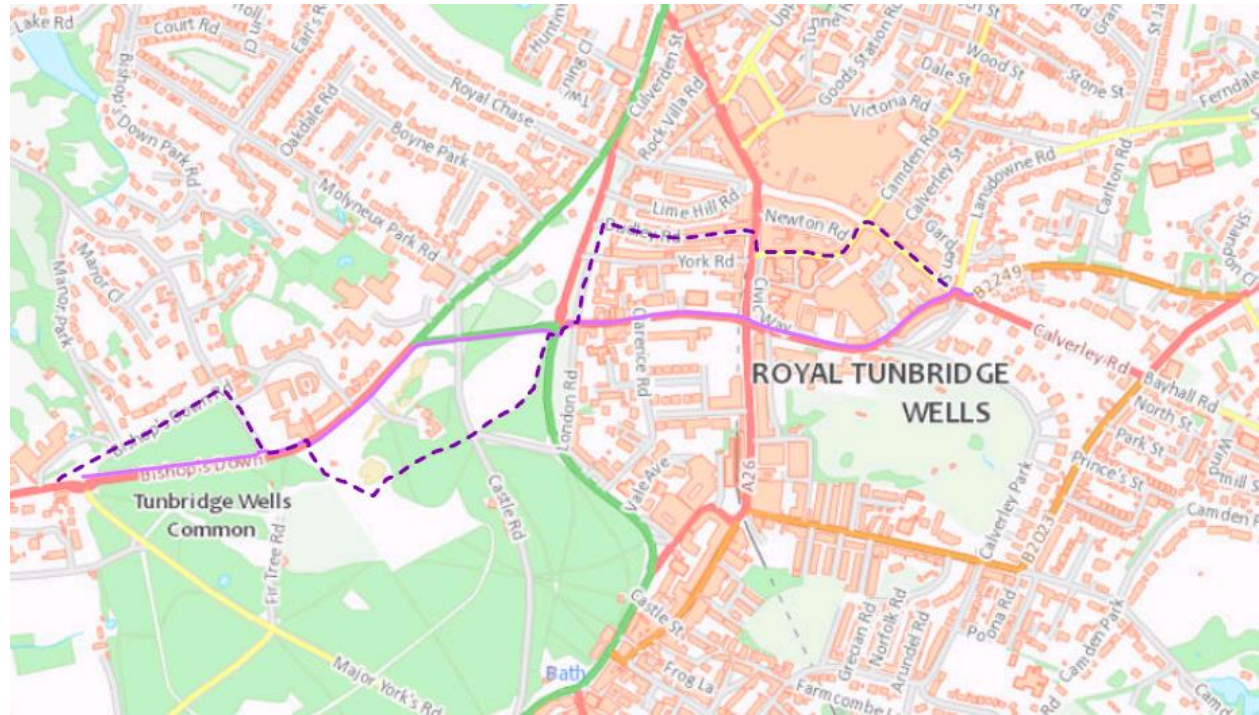
Hawkenbury via Farmcombe Road	Hawkenbury via Camden Park
<ul style="list-style-type: none"> • Cyclist priority over all side junctions, advance stop lines and feed in lanes. • Tiger crossings and 20mph speed limit in residential roads. • Reallocate road space to implement cycle lanes on Forest Road • Redesign mini roundabout design along Farmcombe Road • Ensure sufficient signage and wayfinding. • Signpost down Farmcombe Lane to avoid the steep gradient up to Claremont Road- ensure routing is clear and surfacing is appropriate • Advance warning of cyclists on blind corners. • Grove Park – signage, marking and adequate lighting. • Improve Grove Hill Road/Mt Pleasant roundabout as suggested in the Urban Design Framework. 	<ul style="list-style-type: none"> • Revise current shared use layout connecting Hawkembury village to Camden Park. Seek agreement to signpost cyclists down Camden Park, ensure sufficient lighting and vegetation cutbacks • Revise side junctions to give cyclists priority. • Ensure wayfinding and signage • Camden Hill- introduce 20mph, traffic calming and discourage extensive on street parking • Grove Hill Road- advance stop line for cyclists exiting Camden Hill – improve public realm, way finding signage and 20mph speed limit • Grove Hill Road/Mt Pleasant roundabout- improvements as in the Urban Design Framework.

After prioritisation, the routes via Camden Park and Farmcombe Road rank at 1st and 2nd in the overall list.

Cross Town (via A264/ Church Road and via the Common)

Both Cross Town and Hawkenbury corridors are included in Park Ward.

The Cross Town link joins together the Langton/Rusthall corridor at the Major York's roundabout up to Calverley Park Gardens, the start of the Pembury Road corridor. One of these routes is proposed on carriageway, via the A264 Bishops Down Road, Church Road and Crescent Road. The other is via more residential roads and across the Tunbridge Wells Common. There is a large volume of all modes of transport moving in both directions across the town centre. The majority of roads are narrow, congested and the geography of the town centre has a number of steep hills, which can discourage cycling. There are a number of key employers in the centre, as well as a popular rail station, a large number of public transport links and the borough's main retail offering. The route via the Common is a safer, off carriageway alternative however, this currently does not permit cycling. The route through the town centre is an important key link in order to allow cyclists to complete their journeys and to encourage modal shift from the single car journeys to cycling and walking. There is also currently a major gap in the Sustans NCN 18 route through the town centre which needs joining up.



This has been split up by routing along the main road, and routes via the Tunbridge Wells Common.

Cross Town via the main roads- A264/Church Road/Crescent Road	Cross Town via residential roads and the Tunbridge Wells Common
<ul style="list-style-type: none"> Blanket 20mph zone across the town centre 	<ul style="list-style-type: none"> Blanket 20mph zone across the town centre

<ul style="list-style-type: none"> • Convert existing footway to a shared use path. • Convert Zebra crossings to a tiger crossing • Shared use on Southern footway down Church Road, or, if possible take land from the Common for a segregated cycle lane. • Junction improvement at the London Road/Church Road crossroads. Toucan crossings on all arms, advance stop lines and protected junction approaches. • Reduce traffic volume and speed on Church Road (by Trinity Theatre). Raised tables and side entry treatments. • Improve Church Road/Mount Pleasant Road crossroads. • Crescent Road, segregated cycle lanes but narrow carriageway towards Carrs Corner. Reduce number of entries/exits to Crescent Road car park 	<ul style="list-style-type: none"> • Bishops Down Road- raised tables, advance warning to cyclists. • Shared use along short stretch of Mount Ephraim to the common. Convert Zebra crossing to a Tiger crossing. • Widen path through the Common, ensure wayfinding, lighting and sufficient surfacing. Need to seek agreement from the Commons group to allow signposting. • Improve London Road/Church Road crossroads. Toucan crossings on all arms and upgrade on street cycle facilities. Advanced stop lines and protected junction approaches. • Inner London Road- potentially make one way going northbound. Raised tables and advance warning of cyclists. • Dudley Road- potential contraflow to allow cycling in both directions. • Try to remove on street parking on Calverley Road.
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After prioritisation, the route via the Commons and the Cross Town route are ranked as 4th and 6th and in the overall list.

Hawkenbury and Cross Town (Park Ward)

Category	Park Ward figure
Current Working Age Population. Source: (1)	58.8% of the total population- 4590 people
Average Age. Source: (1)	42.5
Life Expectancy	78 Male, 81 Female
Health and Disability. Source (2)	<ul style="list-style-type: none"> • 7.1% day to day activities limited a lot (526 people) • 9.2% day to day activities limited a little (674 people) • 83.7% day to day activities not limited (6163 people)
Car Ownership. Source (2)	<ul style="list-style-type: none"> • Households without a car or a van – 22.1% (736) • Households with 1 car or van – 50.3% (1,674) • Households with 2 cars/vans- 21.9% (730) • Households with 3+ cars/vans – 5.6% (187)
Housing Stock Source (3)	3560 households (7.3% of the district)
Employment by industry (3 largest sectors) Source (2)	<ul style="list-style-type: none"> • G- Wholesale and retail trade; repair of motor vehicles and motor cycles – 13.0% (469 people) • M- Professional, scientific and technical activities – 12.2% - (441 people) • K- Financial and Insurance activities – 12.1% (437 people)
Method of travel to work. Source (2)	<ul style="list-style-type: none"> • 40.5% driving a car or van (1459 people) • 2.9% passenger in a car or van (103 people) • 1.2% bicycle (43 people) • 21.1% on foot (761 people)
Distance travelled to work. Source (2)	<ul style="list-style-type: none"> • Less than 2km – 26.2%- 917 people • 2-5km- 10.6% - 371 people • 5-10km- 6.7% - 236 people

**Park Ward incorporates the area of Hawkenbury and across the town centre, so will be used for both corridors.*

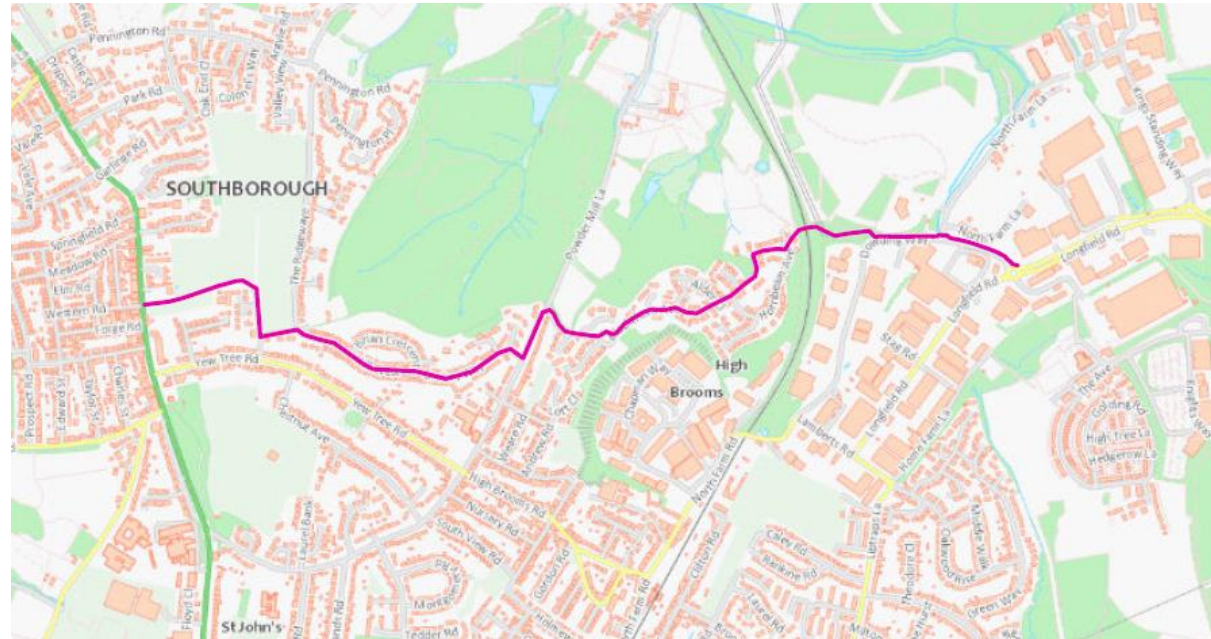
Source (1)- 2017 Mid Year Estimates, The Office for National Statistics (ONS)

Source (2)- 2011 Census, The Office for National Statistics (ONS)

Source (3)- 2017- Dwelling Estimates, Research and Evaluation, Kent County Council

Barnett's Wood (Southborough and High Brooms Ward)

The Barnett's Wood cycle route is on the periphery of the town centre, connecting Southborough, a major residential area, to the North Farm Estate a key employment area and retail & leisure destination. It also provides a link to High Brooms Rail Station, which is a busy commuter station. Levels of cycling to work from the Southborough and High Brooms Ward are low at 1.7% (approximately 67 people in 2011). Levels of walking to work are higher in this Ward at 15.0% of journeys, but driving a car remains by far the largest proportion of modal share, at 55.4% of commutes. Journeys to work in this Ward tend to be short, which brings potential to encourage modal shift, 71.2% of all journeys to work are less than 5km, with 26.6% less than 2km.



This proposed route starts adjacent to the new Southborough Hub development and is through residential roads, where a 20mph limit is proposed. There are a few major junctions along the route which require re-alignment and prioritisation to be given to pedestrians and cyclists.. The route then continues onto Dowding Way where it links to the existing 21st Century Way cycle route, and the Longfield Road shared use path and eventually onto the A21 NMU link. There are a number of large employers in the North Farm area, as well as having a number of large retail stores and a leisure park, which includes restaurants, a cinema and bowling alley.

A number of infrastructure improvements have been suggested for this corridor including:

- Relocate signalised crossing around Western Road junction and 20mph speed limit zone in this area.
- Segregated/shared use cycle path as part of the Southborough Hub development.
- 20mph speed limit and wayfinding around Powdermill Lane residential area. Resurface Hillcrest and convert verge along Brokes Way to shared use.
- Provide a dedicated lane for cyclists at Powdermill Lane/Brokes Way junction
- Mandatory cycle lane on Powdermill Lane and 20mph speed limit.
- Segregated cycle lanes along Barnett's Way.
- Priority crossing over Hornbeam Avenue.
- Wayfinding signage at Juniper Close to Dowding Way. Remove railings, widen and vegetation cutbacks and wayfinding signage.

After prioritisation, the Barnett's Wood route is ranked 5th in the overall list.

Category

Southborough and High Brooms Ward figure

Current Working Age Population. Source: (1)	64.8% of the total population (5320 people)
Average Age. Source: (1)	37.5
Life Expectancy	79 Male, 83 Female
Health and Disability. Source (2)	<ul style="list-style-type: none">• 6.2% day to day activities limited a lot (476 people)• 8.4% day to day activities limited a little (649 people)• 85.4% day to day activities not limited (6,558 people)
Car Ownership. Source (2)	<ul style="list-style-type: none">• Households without a car or van- 20.2% (628 people)• Households with 1 car or van- 47.8% (1486 people)• Households with 2 cars or vans- 25.8% (803 people)• Households with 3 cars or vans- 6.3% (194 people)
Housing Stock Source (3)	Total number of dwellings: 3130 (6.4% of the district)
Employment by industry (3 largest sectors) Source (2)	<ul style="list-style-type: none">• G- Wholesale and retail trade; repair of motor vehicles and motor cycles- 18.7% (736 people)• Q- Human health and social work – 12.2% (481 people)• P – Education- 10.8% (427 people)
Method of travel to work. Source (2)	<ul style="list-style-type: none">• 55.4%- Driving a car or a van (2185 people)• 6.0%- passenger in a car or a van (235 people)• 1.7%- bicycle (67 people)• 15.0%- on foot (591 people)
Distance travelled to work. Source (2)	<ul style="list-style-type: none">• Less than 2km – 26.6% (715 people)• 2-5km – 44.6% (1,197 people)• 5-10km- 8.2% (219 people) <p>Of total in employment – 79.4% travel less than 10km to work.</p>

Source (1)- 2017 Mid Year Estimates, The Office for National Statistics (ONS)

Source (2)- 2011 Census, The Office for National Statistics (ONS)

Source (3)- 2017- Dwelling Estimates, Research and Evaluation, Kent County Council