

ROUTE 2 ASSESSMENT – Pembury to Tunbridge Wells via the A264

Route Start Point: Pembury High Street / the Green
Route End Point: A264 Pembury Road Junction with Calverley Park Gardens

Route Distance: 2.1miles (3.3km)

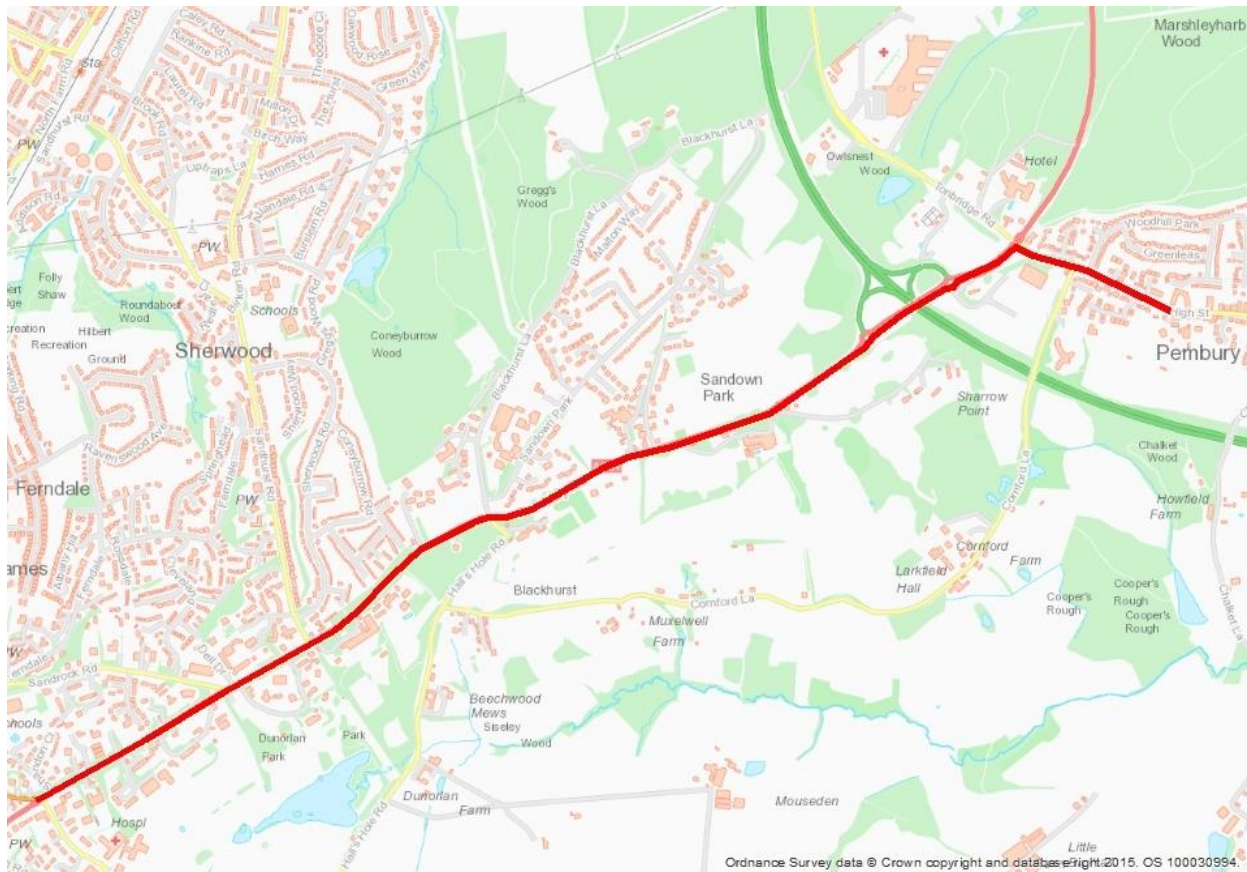
Description: The route follows the alignment of Pembury High Street and the A264 Pembury Road. A broadly flat route that utilises both on road and segregated infrastructure of varying quality. The route forms part of National Cycle Route 18 through Tunbridge Wells. Locally the route has an urban utility function, which connects Pembury and Tunbridge Wells with The Skinners Kent Academy.








Benefits: A direct route that currently benefits from significant lengths of fully segregated path. The route is well used by cyclists, in particular commuters and secondary school age children. A broadly flat route that could be enhanced to provide a continuous route that is more comfortable and safe for cyclists of all ages.





Constraints: There are some clear pinch points that significantly limit the benefits that this cycle route could provide. These include a lack of priority and crossing facilities for cyclists at junctions, and encroachment into the cycle lanes and paths by other road users, including motorists and pedestrians. Provision of suitable surfacing, signage and maintenance are all issues. Some confident cyclists do not currently use the route as they find it faster and more convenient to cycle on the road.






Delivery Status: The route is implemented however; it requires further improvement to overcome the barriers identified. Significant investment is required; this could be achieved as part of wider improvements to increase the vehicular capacity and flow of traffic on Pembury Road.







Route Map












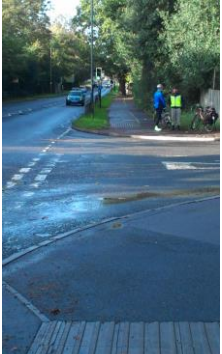

Route Log			
Location	Picture	Issues	Recommendations
Pembury High Street from Camden Arms to Village Hall		At present the route does not continue into the centre of the village. No cycle parking.	No opportunity for any segregated cycle infrastructure due to constrained highway geometry. 20mph speed limit could be introduced in the central area of the village. Opportunity to introduce cycle parking outside pharmacy on deeper pedestrian footway.
Pembury High Street in vicinity of village hall		There are no cycle lanes at this point on the road, where running lane widths become more generous. On street / pavement parking are issues.	Review highway ownership and width of running lanes, to identify if geometry revision is possible to provide mandatory lanes from this point towards Woodsgate Corner. Removal of on-street parking likely to be difficult, as terraced properties fronting the road do not have space for off-street provision.
Pembury High Street from Cornford Park to Cornford Lane		Advisory lanes on both sides of the road from this point. These are unenforceable and not subject to any other restrictions e.g. double yellow lines.	Review highway ownership and width of running lanes, to identify if geometry revision is possible to provide mandatory lanes. Extending the double yellows the full length of the lanes on both sides of the road would be a cheaper alternative. Parking provision for all adjacent properties will need to be clarified.
Pembury High Street - Signage at Cornford Lane		NCN is incorrectly signed down Cornford Lane. Surfacing in cycle lane is poor at this point.	Remove sign. Repair surfacing in cycle lane to provide a good quality / smooth finish.
Pembury High Street - Segregated access to Tesco		Transition on to / off carriageway lanes is awkward, with no drop kerb in westbound direction.	Introduce drop kerb and sign short section of path as shared use.
Junction at Woodsgate Corner		Advisory lane is vulnerable to vehicular over run.	Integrate the cycle lane on to the pavement / a widened pavement, in advance of traffic signals to remove vehicular conflict.
Junction at Woodsgate Corner		Toucan crossing call button phasing is slow on High Street arm.	If possible, revise signal timings to give more priority to pedestrians and cyclists.






<p>Junction at Woodsgate Corner</p>		<p>Cycle crossing on A228 south western side. No signal controlled crossing or priority. Cyclists cross onto shared use path that is unlikely to be used by pedestrians.</p>	<p>Review traffic signal controls to identify if priority can be given to cyclists who are accessing Tonbridge Road. It may be appropriate to relocate the pelican crossing from the north eastern side of the junction, to provide a toucan for both pedestrians and cyclists.</p>
<p>Junction at Woodsgate Corner</p>		<p>Advisory cycle lane from Pembury merges with the pavement at junction. Vehicular overrun from left turning traffic encroaches into the cycle lane.</p>	<p>Options to overcome this pinch point could include, widening the pavement and merging the cycle lane further back from the junction, or implementing a mandatory lane. A mandatory lane would require segregation here, due to traffic volumes and risk of vehicular encroachment.</p>
<p>Junction at Woodsgate Corner</p>		<p>Use of ridged tactile paving to delineate the cycle lane from the pedestrian footway (for the visually impaired) is considered hazardous. Water and ice collect in the ridges.</p>	<p>Remove tactile paving. At this point there is a level difference between the cycle lane and pedestrian footway, this should provide sufficient delineation.</p>
<p>Pembury Northern Bypass</p>		<p>Segregation between the cycle lane and pedestrian footway is not continued at this point, merging into a shared use route.</p>	<p>Sufficient highway land is available for the route to be fully segregated on this section, towards the junction with Tesco Pembury. If segregated provision is retained, path should be widened to 3m along its length.</p>

<p>Pembury Northern Bypass, junction with Tesco access</p>		<p>No priority for the shared pedestrian / cycle lane across the side junction.</p>	<p>It is unlikely that priority for cyclists could be negotiated here. Due to highway safety considerations and traffic volumes, it is necessary to ensure that clear access and egress is maintained. Revised vehicular priority with advance giveaway lines could be a safety risk.</p>
<p>A264 Pembury Road</p>		<p>Low vegetation is over growing the path.</p>	<p>Vegetation needs to be regularly cut back. Shared path could be widened to 3m, narrowing on approach to the overbridge.</p>
<p>A264 Pembury Road, A21 overbridge</p>		<p>Path narrows to less than 2 metres across bridge; this is below the minimum width required for a shared use path (2.5m). The restricted width introduces conflict with pedestrians.</p>	<p>Shared path on south eastern side could be widened subject to feasibility and engineering considerations. There is a footway provided on the north western side of the overbridge at this point, however, this does not link to any continuous path and could be removed. Carriageways could be realigned to allocate more width for the segregated path (subject to feasibility / structural considerations).</p>
<p>A264 Pembury Road, Toucan Crossing</p>		<p>Shared use approach path from overbridge could be widened to minimum 2.5m. Toucan crossing signals are slow to respond to call button.</p>	<p>The toucan crossing is a stand alone feature and not sequenced with other lights. The call phase should be revised, so that it is more prompt. Directional signage to / from Tunbridge Wells could be improved.</p>
<p>A264 Pembury Road opposite Oakley School</p>		<p>Segregated pedestrian / cycle path recommences from the crossing inbound towards Tunbridge Wells. Cycle path layout is not suitable, with pedestrians outermost adjacent to the vehicular running lane. Ridged tactile paving is hazardous.</p>	<p>The layout of this path needs to be changed. The cycle lane should be outermost, adjacent to the vehicular running lane from the roundabout to Blackhurst Lane. If possible remove tactile paving on the cycle path. Consider other types of delineation. Solid separating white line should be continuous.</p>

A264 Pembury Road		Randomly placed ridged tactile paving is considered hazardous.	If possible remove tactile paving on the path.
A264 Pembury Road private access		Cyclists and pedestrians do not have priority over the side turning. Vehicles exiting have poor visibility / sight lines.	Consider switching the cycle path with the pedestrian footway along this length of the route, so that cyclists are closer to vehicular traffic. Revise the layout of the side turning, to provide continuous priority for the cycle path, and introduce an advance give way line for vehicles leaving the side road.
A264 Pembury Road junction with Seven Springs		Cyclists and pedestrians do not have priority over the side entrance. Existing arrangement requires cyclists to change alignment and possibly dismount.	Revise the layout of the side turning, to provide continuous priority for the cycle path, and advance give way lines for vehicles. Given the width of the access, a speed table could help to reinforce the revised priority. Coloured surfacing could also be used to reinforce the presence of the cycle path, but is an ongoing maintenance liability.
A264 Pembury Road at private access (adjacent to Thornfield Gardens)		Cyclists and pedestrians do not have priority over the side turning. Vehicles exiting have poor visibility / sight lines.	Revise the layout of the side turning, to provide continuous priority for the cycle path, and an advance give way line for vehicles leaving the side road.
A264 Pembury Road junction with Blackhurst Lane		No continuous signed link at Blackhurst Lane to connect with Kent Skinners Academy access from Sandown Park.	Link could use a cul-de-sac cut through that is lightly trafficked. Sandown Park is residential in character with insufficient space to provide a segregated cycle route. 20mph speed limit could provide a safer environment for on road cycling. Link would connect to new A21 overbridge at Knights Wood (once constructed).
A264 Pembury Road junction with Blackhurst Lane		Recently installed toucan crossing provides a safe crossing for pedestrians and cyclists.	The phasing of the lights has been revised to optimise for vehicular traffic flows on the Pembury Road. There is no potential for phasing to be revised to prioritise toucan crossing users.

<p>A264 Pembury Road junction with Blackhurst Lane</p>		<p>Layout of tactile paving and the recommencement of the segregated lanes are incoherent on the western side of the junction. Layout of the pedestrian footway and cycle lane switches at this point, the cycle lane being adjacent to the vehicular running lane. This is confusing.</p>	<p>Layout of paving and tactile surfacing needs to be revised. The cycle lane along the length of the route should be outermost, adjacent to the vehicular running lane.</p>
<p>A264 Pembury Road</p>		<p>Management of the cycle lane and the bus stop introduces a conflict between cyclists and waiting passengers. Tactile paving used to stop and start the cycle lane either side of the bus stop.</p>	<p>Review layout, reposition bus stop to the back of the pedestrian footway. The cycle path should be continuous, notwithstanding the potential for conflict whilst passengers board and alight. The installation of a cantilever bus shelter at the back of the footway, may reinforce the location for waiting bus passengers within the pedestrian footway. Check highway boundary to identify if any additional land is available.</p>
<p>A264 Pembury Road at junction with Sherwood Park</p>		<p>Cyclists and pedestrians do not have priority over the side turning. Vehicles exiting have poor visibility / sight lines.</p>	<p>Revise priority so that advance give way lines are installed for vehicular traffic. Coloured surfacing could help to visually reinforce revised priority here.</p>
<p>A264 Pembury Road</p>		<p>Management of bus stop is different to the stop between Sherwood Park and Blackhurst Lane. No markings, signage or tactile.</p>	<p>The differing layouts along the route need to be resolved to provide consistency. Solution to be confirmed once extent of highway land is known. Bus stop waiting area should be set within the pedestrian footway.</p>
<p>A264 Pembury Road adjacent to Gorse Road Link</p>		<p>Signage towards Tunbridge Wells town centre via Gorse Road / Sherwood Road is indirect and misleading. No clear segregation at this point.</p>	<p>Signage should be removed. Segregation should be continuous along the route at this point. Line / markings required. The link provides useful shared use access for cyclists into the Sherwood area.</p>

<p>A264 Pembury Road to Gorse Road Link</p>		<p>Cycle access to shared use link is not convenient for cyclists. No drop kerb in desire line. Guard railings unnecessary.</p>	<p>Revise pavement to provide a convenient and wide drop kerb and remove guard railings. Short cul-de-sac considered to be a low speed environment which is suitable for cycling.</p>
<p>A264 Pembury Road opposite Beechwood School</p>		<p>Signage marks point of intersection with footpath into Bracken Road. Low level post signs are visible but vulnerable to interference.</p>	<p>Signs need to be repositioned to reflect the layout of the route.</p>
<p>A264 Pembury Road</p>		<p>Signage marks point of intersection with footpath into Squirrel Way. Low level post signs are visible but vulnerable to interference.</p>	<p>Signs need to be repositioned to reflect the layout of the route.</p>
<p>A264 Pembury Road</p>		<p>Wider verge allows the bus stop waiting area to be set adjacent to the cycle lane at this point. Tactile paving either side of the stop is considered hazardous for cyclists.</p>	<p>Remove tactile paving from the cycle path.</p>
<p>A264 Pembury Road junction with Sandhurst Road</p>		<p>Tactile marks the end of the segregated lanes. Crossing is not in the desire line. There is no priority over vehicular traffic, cyclists have to dismount. Heavy traffic flows at peak times.</p>	<p>Geometry of the junction should be redesigned to provide improved priority / visibility for cyclists and pedestrians across the junction.</p>
<p>A264 Pembury Road</p>		<p>Post sign missing</p>	<p>Replace sign.</p>

A264 Pembury Road		Use of tactile paving on the cycle lane either side of the pelican crossing.	Remove tactile paving from the cycle lane.
A264 Pembury Road		Use of tactile paving on the cycle lane either side of bus stop.	Remove tactile paving from the cycle lane.
A264 Pembury Road junction with Sandrock Road		Legibility for cyclists and pedestrians is very poor. No clear crossing point. Desire line obstructed by traffic island. Cyclists do not have priority over vehicular traffic, and have to dismount. Heavy traffic flows at peak times. No clear link or signage at this point to key destinations.	Junction needs to be redesigned to provide a safe and direct crossing for pedestrians and cyclists. Geometry and priority need to be reviewed, availability of additional highway land to be confirmed, this will inform design solution. Way finding signage should be included at this point to direct to different locations (town centre, station etc).
Sandrock Road		Sign on lamp column approaching the junction with the A264, indicates a shared use path passing the bus stop towards segregated route.	An existing footway, the path is insufficiently wide to be used for shared use. There is no dropped kerb to allow cyclists to come off the carriageway. This link should be reviewed when the junction is redesigned.
A264 Pembury Road opposite Dunorlan Park		Short section of shared use path between junction of Sandrock Road and toucan crossing adjacent to Dunorlan Park. Toucan crossing provides shared use link into the park.	Short stretch of shared use path is considered inconsistent at this point. Path should be segregated. Remove tactile paving in cycle lane at the crossing. Shorten call timing phase on traffic signals.

A264 Pembury Road



Cycle lane priority is provided over some minor side turnings on the route between the junction of Sandrock Road and Calverley Park Gardens. Give way markings are however, not clear. No priority over junction opposite Sunset Lodge.

Ensure markings are clear from motorists to give way to cyclists. Revise priority over the side junction, removing tactile paving.

A264 Pembury Road junction at Shandon Close



No priority for the cycle lane over the side turning.

Revise priority over the side junction, removing tactile paving.

A264 Pembury Road junction at Calverley Park Gardens



Route ends. Poor integration of cycle path with advisory cycle lanes in Calverley Park Gardens.

A busy junction with complex geometry and traffic movements. Unlikely to be able to provide priority for cyclists at this point, due to highway safety considerations. Advisory road markings for cyclists across the junction, better signage and wider dropped kerbs should be considered.