

Route 3 Assessment – Paddock Wood Circular Route

Route start point: Paddock Wood Station

Route finish point: Paddock Wood Station

Route Distance: 2.5 miles (4km) estimate

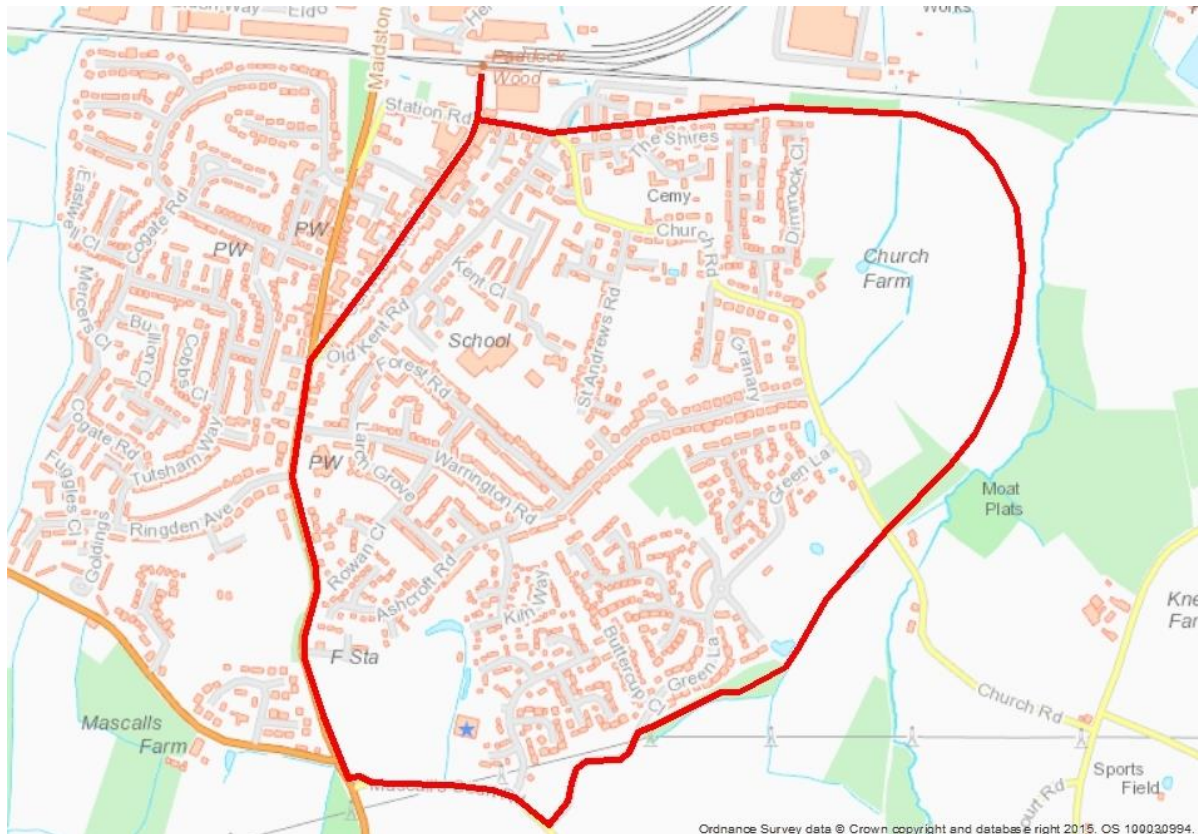
Description: The route will provide a link between key trip attractors and proposed major housing developments within Paddock Wood. There are currently few dedicated facilities for cyclists in the town, other than some limited shared use routes in the Church Road and Green Lane areas. The proposed route is largely flat and benefits from street lighting for much of its length.




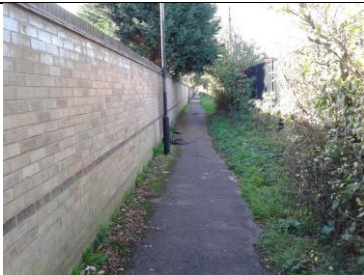

Benefits: The route could provide an improved environment for cyclists, connecting with key locations including Mascalls School and the town centre. Much of the route can be provided to a high standard as a consequence of the proposed residential developments to the south and east of the settlement. A car dependent settlement, it is anticipated that the improvements will encourage more people to walk and cycle, helping to mitigate the transport impacts of growth.

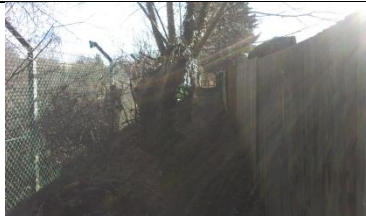



Constraints: Due to the existing layout of Paddock Wood, it is not possible to deliver a network of direct, off-road cycle routes between the town centre, existing residential and employment areas, as well as the proposed residential site allocations on the urban fringe. It will therefore, be necessary to incorporate some sections of on-carriageway cycling within the circular route, this could be accompanied by traffic calming features where appropriate.




Delivery Status: Some cycling infrastructure has already been implemented as part of the recent Green Lane housing development. The proposed developments at Church Farm, Mascalls Court Farm and Mascalls Farm will each facilitate the further development of the circular route, both through the direct provision of infrastructure associated with each site and financial contributions to off-site components which may require partner support to deliver.



Route Map



Route Log			
Location	Picture	Issues	Ideas for Improvement
Paddock Wood Station		Inadequate and poorly located cycle parking provision. No dropped kerbs at crossover to Waitrose delivery yard. No footway on western side of Station Approach, despite this being a key desire line to and from the station and there being sufficient land availability.	Increase cycle parking provision and locate closer to station / platform entrance if possible. Install dropped kerbs at crossover to Waitrose delivery yard. Provide 1.8 metre footway on western side of Station Approach.
Church Road (between junctions with Station Approach and The Cedars)		Inadequate footway width on northern side of Church Road to cater for existing and future pedestrian and cycle volumes. Lack of pedestrian / cycle priority over side roads (to Waitrose and The Cedars).	Provide consistent 2.5 metre shared use facility on northern side of Church Road through combination of kerb and verge realignment, in consultation with Waitrose. Provide pedestrian and cycle priority over side roads.
Church Road / The Cedars / The Ridings / Old Kent Road junction		Harsh bend with poor visibility which poses a hazard to vulnerable road users.	Provide raised table encompassing the entire junction and approaches to reduce traffic speeds and facilitate safe pedestrian and cycle movements through this area (<i>N.B. the promoter of the Church Farm residential development is proposing to provide these measures</i>).
Public Footpath WT254 (between The Cedars and Church Farm)		Inadequate width for shared use due to encroachment by vegetation and land constraints. Limited lighting and poor natural surveillance.	Clear overgrown vegetation and resurface path. Investigate cost and feasibility of widening to provide shared use facility, in consultation with the landowner (Network Rail).
Public Footpath WT254 (between The Cedars and Church Farm) at railway over bridge.		The alignment of the PROW is stepped here, does not follow the desire line / creates a pinch point.	Alignment to be resolved here as a consequence of Network Rail land negotiations.

<p>Public Footpath WT254 towards Church Farm</p>		<p>Existing tree stumps encroach on to the path.</p>	<p>Tree stumps and vegetation to be removed when path is widened.</p>
<p>Existing PROW linking between WT254 and Church Road</p>		<p>No provision for cycling.</p>	<p>Existing PROW to be diverted through the proposed Church Farm development.</p>
<p>Church Road (between junctions with The Ridings and Green Lane)</p>		<p>Carriageway and footways are of inconsistent width, exacerbated by on-street parking in some locations. Series of harsh bends with poor visibility pose a hazard to vulnerable road users. Speed of traffic perceived to represent a further hazard to pedestrians and cyclists.</p>	<p>Install central hatching and provide kerb build outs and/or central islands where appropriate to create consistent carriageway and footway widths and reduce traffic speeds. Consider the implementation of parking restrictions to facilitate safe on-carriageway cycling (<i>N.B. the promoter of the Church Farm residential development is proposing to provide these measures</i>).</p>
<p>Church Road (south of junction with Green Lane)</p>		<p>Speed of traffic on approach to 30mph gateway to the urban area perceived to represent a hazard to pedestrians crossing Church Road between the Mascalls Court Farm and Church Farm sites to continue on Public Footpath WT262.</p>	<p>Extend 30mph speed limit and install system of priority working on Church Road at this location, to provide a safer and more conspicuous crossing point. Upgrade Public Footpath WT262 to a 3 metre shared use facility between the Mascalls Court Farm and Church Farm sites to provide high standard off-road link to recreation ground, proposed primary school and Mascalls Secondary School to the west (<i>N.B. the</i></p>

			<i>promoter of the Church Farm residential development is proposing to provide these measures).</i>
Mascalls Court Road / Green Lane junction		Existing shared use route alongside Green Lane terminates at the junction with Mascalls Court Road, which is considered unsuitable for on-carriageway cycling due to its restricted width and relatively high volumes of Heavy Goods Vehicle traffic.	Provide 3 metre shared use facility on eastern side of Green Lane between the proposed Mascalls Court Farm site access / Public Footpath WT262 and the junction with Mascalls Court Road. Install zebra crossing facility on Mascalls Court Road to the east of the junction and extend the 30mph speed limit as appropriate (<i>N.B. the promoter of the Mascalls Court Farm residential development is proposing to provide these measures).</i>
Mascalls Court Road (between junctions with Green Lane and B2160 Maidstone Road)		Mascalls Court Road lacks formal cycle facilities and is considered unsuitable for on-carriageway cycling due to its width. It provides a key route between the existing and proposed residential developments to the south and east of Paddock Wood, Mascalls School and Putlands Sports Centre.	Investigate the feasibility of providing a 3 metre shared use facility along the southern side of Mascalls Court Road between its junctions with Green Lane and Maidstone Road, potentially within the grounds of Mascalls School, with crossing point at Putlands Sports Centre (subject to the agreement of the School and Local Education Authority).
B2160 Maidstone Road / Badsell Road / Mascalls Court Road junction		Busy junction which currently has limited and apparently uncoordinated provision for cyclists.	Incorporate provision and priority for cyclists within forthcoming junction capacity improvements; principally on the Mascalls Court Road and Maidstone Road (north) arms (<i>N.B. the promoters of the Church Farm, Mascalls Court Farm and Mascalls Farm residential developments are proposing mitigation measures at this junction).</i>

<p>B2160 Maidstone Road (between junctions with Mascalls Court Road and Commercial Road)</p>		<p>Heavily trafficked radial route which presently lacks formal cycle facilities. Key walking route between Mascalls School, existing residential areas and Paddock Wood Town Centre and railway station.</p>	<p>Investigate the feasibility of providing a 2.5 metre shared use facility on the eastern side of Maidstone Road between its junctions with Mascalls Court Road and the bend to the south of Putlands Veterinary Surgery, where an appropriate crossing facility would need to be provided. To the north of Putlands Veterinary Surgery, on-carriageway cycling would continue to be necessary although it may be possible to install central hatching, kerb build outs and/or central islands at appropriate locations to create consistent carriageway and footway widths and reduce traffic speeds for the benefit of cyclists.</p>
<p>Commercial Road</p>		<p>Principal shopping street within Paddock Wood, providing direct access to key town centre trip attractors and the railway station.</p>	<p>Consider the introduction of a 20mph limit on Commercial Road with reinforcing, cycle-friendly traffic calming and gateway features if necessary.</p>