





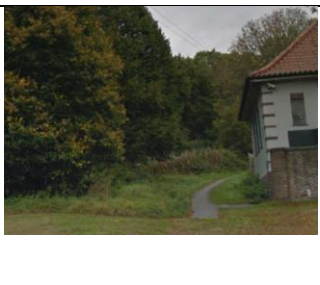


Route 4 Assessment - Routes across The Commons




<p>Route Start Point: Numerous routes</p> <p>Route End point: Numerous routes</p>	<p>Route Distance: Various</p>
<p>Description: The routes outlined in this assessment require the use of both highway and private land. The private land being under the management of the Tunbridge Wells Commons Conservators. The Commons are a highly regarded and protected green asset within the urban area of Royal Tunbridge Wells. The Commons are undulating in nature, and include areas of formal and informal recreation space.</p>	<p>Benefits: Routes across and through the Commons are considered to be essential to the linkages between radial cycle routes in Tunbridge Wells town centre. These routes include: NCN18 towards Pembury and Groombridge, the A26 towards Tonbridge and proposed routes connecting with Ramslye, Langton and Rusthall. The environment for cycling through Tunbridge Wells town centre is likely to be improved in due course due to the delivery of further public realm improvements.</p>
<p>Constraints: At the present time cycling is not formally allowed on the Commons, due to a by-law which is set out in legislation that underpins the operation of the Conservators. The existing public rights of way with the exception of the Cabbage Stalk Lane – Major Yorks Road link (part of NCN18), are not lawfully usable by cyclists. There is no opportunity to provide segregated infrastructure from the junction of Calverley Park Gardens to the junction of Church Road and the A26.</p>	<p>Delivery Status: No part of these routes has yet to be delivered. The support of the Commons Conservators is essential to the delivery of proposed routes which will require the provision of new surfacing, signage and the upgrading of existing public rights of way. Further information about existing by-laws and the management of the Commons can be found online www.twcommons.org.</p>

Route Map











Route Log			
Location	Picture	Issues	Ideas for Improvement
Link between Mount Ephraim Road and London Road via lower Commons path (Aspirational – alternative alignments proposed as shown on route map)			
London Road A26 from junction of Mount Ephraim Road to Lime Hill Road		No provision for cycling.	Existing footpath and open area of greenspace provide opportunity to upgrade the PROW to provide a minimum 2.5m wide shared use path. This will provide route users with separation from the A26 London Road from this point. Junction with Mount Ephraim Road and Mount Pleasant is busy at peak times with poor visibility in a northbound direction. Any crossing facility to allow cyclists to travel in a northbound direction will need to be safely designed.
London Road A26 junction with Lime Hill Road		No provision for cycling. Lime Hill Road is one-way, with exiting traffic at this point.	Provide priority for cyclists across Lime Hill Road with advance giveaway for vehicles.
London Road A26 Lime Hill Road to Dudley Road		No provision for cycling.	The shared use path should continue towards the junction with Dudley Road. Widen the existing footpath to 2.5m for shared use.
London Road A26 junction with Dudley Road		No provision for cycling. Dudley Road is one-way with traffic entering at this point from the A26	The shared use path should be given priority across Dudley Road with advance giveaway for vehicles. Potential conflict with existing residential vehicular access.
London Road A26 Dudley Road to York Road		No provision for cycling.	The shared use path should continue towards the junction with York Road. Widen the existing footpath to 2.5m for shared use.
Junction of York Road and Inner London Road		No provision for cycling.	York Road is one-way with traffic entering at this point from the A26. Cyclists should cycle on Inner London Road from this point. Traffic calming measures to be considered to reduce vehicle speeds and desirability of route for rat running. An on carriageway contraflow cycle lane will need to be considered.


Inner London Road to junction of Church Road		No provision for cycling.	A controlled crossing will be required for the route at this point. This will require the reconfiguration of the existing traffic signals at the junction.
Junction of Church Road to London Road via Inner London Road		No provision for cycling.	Cyclists should cycle on Inner London Road. Traffic calming measures to be considered to reduce vehicle speeds and desirability of route for rat running. An on carriageway contraflow cycle lane will need to be considered.
Junction of Inner London Road with the A26 and Mount Edgcumbe Road		No provision for cycling.	A controlled crossing will be required for the route at this point, between Inner London Road and Mount Edgcumbe Road. This may require the removal of the existing pedestrian island to the south of the junction. Alignment and layout subject to detailed design.
Commons footpath linking A26 at Mount Edgcumbe Road to A26 London Road adjacent to The Forum		No provision for cycling.	The shared use path should continue on the southern side of London Road at this point, turning to follow the line of an existing PROW / footpath across the Commons. The route across the Commons is characterised by wide verges and areas with a more open aspect. Space is available for the route to be improved to provide a minimum 2.5m wide shared use path. Potential for conflict with walkers using informal routes that cross the PROW.
Commons footpath at The Forum		No provision for cycling.	Sufficient green space available to this point for provision of shared use path. The route connects with route to Major Yorks Road and alternative alignment connecting with London Road at the junction of High Street.
NCN18 Link between Calverley Park Gardens and junction of A26 / Church Road			
Calverley Park Gardens from junction of Pembury Road to junction of Bayhall Road		Existing on carriageway advisory cycle lanes provide limited provision / protection for cyclists.	Insufficient width available to install mandatory cycle lanes (1.5m wide), whilst providing minimum vehicle running lane widths of 3m wide. Suggest speed reduction from junction with Pembury Road to 20mph. Sign route as part of NCN18.
Calverley Park Gardens junction with Bayhall Road		No provision for cycling.	Complex junction arrangement adjacent to roundabout and available highway land restrict options. Reduce speed limit along Bayhall Road from the junction of Prospect Road to 20mph.

<p>Bayhall Road junction at Carrs Corner</p>		<p>No provision for cycling.</p>	<p>Explore potential to provide a feed-in cycle lane on Bayhall Road on approach to the roundabout. Continue signage.</p>
<p>Crescent Road</p>		<p>No provision for cycling.</p>	<p>Continue 20mph speed limit along Crescent Road to the junction of Mount Pleasant Road. Continue signage.</p>
<p>Crescent Road adjacent to Hotel Du Vin</p>		<p>On street vehicular parking, regular queuing traffic flows.</p>	<p>Crescent Road is part of the A264 and is a heavily trafficked east-west axis through the town centre. It is not possible to restrict traffic flows along this route, the on street vehicular parking should be reviewed, to identify if this can be removed.</p>
<p>Junction of Crescent Road, Mount Pleasant Road and Church Road</p>		<p>No provision for cycling.</p>	<p>This junction will be part of the phase 2 Public Realm improvements. The improvements should consider feed-in lanes for cyclists on the approach arms and advance stop lines.</p>
<p>Church Road</p>		<p>No provision for cycling.</p>	<p>Church Road narrows towards the junction with London Road, with narrow footways. Continue 20mph speed limit along Church Road. Continue signage.</p>
<p>Junction of Church Road, Inner London Road and London Road</p>		<p>No provision for cycling.</p>	<p>At this point the route meets the proposed cycle path that runs parallel to London Road. Detailed design options required to identify how cyclists could feed-in / come off the route at this point.</p>
<p>Link along Bishops Down to junction of Church Road / London Road</p>			
<p>Bishops Down junction with Major Yorks Road and A264 Langton Road</p>		<p>No provision for cycling.</p>	<p>Introduce a shared pedestrian / cycle path on the western side of Bishops Down, 2.5m minimum width. This should link to the route towards Speldhurst and Rusthall.</p>
<p>Bishops Down towards Mount Ephraim</p>		<p>No provision for cycling.</p>	<p>Continuation of wide verge provides opportunity to extend the shared use path, upgrading the existing footway along this stretch of road.</p>

Bishops Down junction with Bishops Down		No provision for cycling.	Continue shared use path across the junction with Bishops Down. Include a flush surface / speed table and priority for cyclists over motorised traffic.
Bishops Down crossing at Fir Tree Road		No provision for cycling.	Replace the existing zebra crossing with a toucan crossing; consider activation by detector loops in the pavement. Shared use path to continue from Bishops Down.
Bishops Down footpath towards London Road and Fir Tree Road		No provision for cycling.	From this point provide a shared use path across the Commons towards London Road (2.5m minimum). Continue shared path along Mount Ephraim towards junction of Church Road (2.5m minimum).
Bishops Down to Mount Ephraim		No provision for cycling.	Continue shared use path on the eastern side of the road, the existing footpath could be widened for this purpose (2.5m minimum).
Bishops Down access to the Mount Edgumbe Hotel		No provision for cycling.	Continue the shared path across the side access.
Junction of Mount Ephraim and Church Road		No provision for cycling.	Continue shared path at corner into Church Road.
Church Road towards junction with A26 London Road		No provision for cycling.	Continue shared path along Church Road, providing priority across the junction with Castle Road, to include a flush surface / speed table.
Church Road junction with A26 London Road		No provision for cycling.	Upgrade the existing crossing facilities at London Road (further technical advice required) to provide a safe crossing suitable for pedestrians and cyclists. This could possibly be a toucan crossing on the southern arm of the junction.

Junction of Bishops Down to London Road via Major Yorks Road

<p>Bishops Down junction with Major Yorks Road and A264 Langton Road (southeast view)</p>		<p>No provision for cycling.</p>	<p>Provide courtesy crossings on junction arms to allow cyclists to access the proposed shared use route along Bishops Down.</p>
<p>Major Yorks Road</p>		<p>No provision for cycling.</p>	<p>Widen the existing footpath on both sides of the road to provide short links with dropped kerbs directing cyclists on to the carriageway.</p>
<p>Major Yorks Road towards Fir Tree Road</p>		<p>No provision for cycling.</p>	<p>Provide 1.5m wide mandatory cycle lanes, removing on street parking provision.</p>
<p>Major Yorks Road junctions at Fir Tree Road and Hungershall Park</p>		<p>No provision for cycling.</p>	<p>Provide priority for the mandatory cycle lanes across the junctions. Fir Tree Road should be 20mph.</p>
<p>Major Yorks Road towards junction with A26 and NCN 18</p>		<p>No provision for cycling.</p>	<p>Provide 1.5m wide mandatory cycle lanes, removing on street parking provision. Provide dropped kerb arrangement to direct cyclists on to Commons path at corner of Major Yorks Road.</p>
<p>Commons path at corner of Major Yorks Road to London Road</p>		<p>No provision for cyclists.</p>	<p>This path in a north easterly direction along the southern side of the Commons. The path should be upgraded to 2.5m for shared use.</p>
<p>Castle Road junction with A26 London Road</p>		<p>No provision for cycling. Castle Road is one-way from this point towards junction with Mount Edgumbe.</p>	<p>Castle Road link interacts at this point with east-west link across the Commons. Suggest priority / speed table across Castle Road in line with path, this should provide a continuous and easy transition between routes at this point.</p>
<p>Commons path passing The Forum adjacent to London Road</p>		<p>No provision for cycling.</p>	<p>Existing path follows the alignment of the London Road at this point, whilst being well set back from the road. Upgrade path to 2.5m shared use. Elevation from the road is a concern.</p>

<p>Commons path from The Forum ending at London Road opposite the High Street</p>		<p>No provision for cycling. Existing footpath is often blocked with inappropriately parked vehicles.</p>	<p>Existing on street / pavement parking needs to be prevented through the use and enforcement of restrictions. Path re-joins the carriageway at this point to provide access to The High Street and Vale Road.</p>
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