

To: Tunbridge Wells Joint Transportation Board
By: Damion Cock
Date: 16 July 2018
Subject: A26 Cycle Route Update
Classification: Information Only

Introduction

The scheme proposed improvements of the existing cycle route, between Tonbridge (Brook Street junction) and Tunbridge Wells (Grosvenor Road junction). The original plans can be viewed on our website www.kent.gov.uk/a26cyclerroute.

The scheme has been split in to three sections:

- Proposal 1 (phase 1) – Grosvenor Road to Yew Tree Road
- Proposal 2 (phase 2) – Yew Tree Road to Bidborough Ridge
- Proposal 3 (phase 3) – Bidborough Ridge to Brook Street

Following consideration of the consultation responses, feedback from Tunbridge Wells Joint Transport Board and further engagement with key stakeholders, Phase one and three will be delivered this financial year as will a short section of the Phase 2 works.

Phase one, which covers Grosvenor Road to Speldurst Road will proceed as per the attached revised drawings. On three of the side junctions we will be introducing slight ramps otherwise known as ‘table tops’ to slow traffic as it approaches the A26. We are changing the material type from the proposed grey block paved to a red asphalt surface. Along the length of the cycle route KCC have decided to also apply light segregation as shown on the revised plan. The Traffic Regulation Order consultation for the Mandatory cycle lane, prohibition of waiting and removal of on street parking on the A26 St John’s Road between Beltring Road and Southfield Rd closed on Monday 9 April. Due to the lack of support KCC have taken the decision not to implement the proposed waiting restrictions, however KCC will be installing the mandatory cycle lanes and bus lanes as per our proposals.

Construction of Phase 1 will commence late July 2018 and we are working with our resurfacing team who will be resurfacing of the entire length of the A26 from Grosvenor Road through to Speldhurst Road providing a smooth, freshly lined surface for all commuters. This aspect is being funded with existing maintenance budgets.

Phase 2, Yew Tree Road to Bidborough Ridge went to consultation but subsequently will not be implemented largely due to the inadequate road widths for cycle lanes. The proposal required a speed limit reduction to 20mph which is not considered to be suitable in this location. A short section of phase two will be constructed including the installation of cycle lanes on the A26 from junctions with Victoria Road and Church Road.

Phase 3 between Mabledon, Tunbridge Wells and Brook Street, Tonbridge will be subject to consultation but consists of the creation of a shared pedestrian/cycle route. This would provide a safe route for cyclists and improved footpath for pedestrians.

There were previous proposals to incorporate an additional length of shared surface cycle route and footpath along the A26 from junction with **Birchwood Ave to Mabledon** by widening the existing footpath.

The proposal was subject to consultation which launched on 12th February. All consultation responses were collated and reviewed in conjunction with an independent stage 1 road safety audit. Due to the lack of local support and a number of risks that cannot be eliminated (mainly poor visibility exiting residential properties) a decision has been made not to proceed with this element of the scheme.

Regular discussions have taken place between officers and KCC's Cabinet Member for Planning, Highways, Transport & Waste, Mike Whiting along with KCC's local Member and Deputy Leader, Peter Oakford. They are both in support of our current position.

Conclusion

1. This report is for Members information.