

TOWN CENTRE TRANSPORT PLAN

Prepared by the Transport Working Group of the RTW Town Forum

TOWARDS CHANGE

It is evident that the favoured mode of transport in and around Tunbridge Wells is by private car. They provide convenience, comfort and privacy. However, this results in congestion and pollution – severe at times – for which Tunbridge Wells is infamous.

Large numbers of parked cars line our streets despite car parks with adequate capacity. The road structure with A roads going through the centre of the town delivering HGVs into a 19th century road network, is aggravated by well known ‘pinch-points’, and with parking and road works, the whole town can be brought to a halt. Our roads are now beyond their effective operating capacity. Increasing the efficiency in the use of our limited road space requires us to re-examine our use of this resource and to adopt new ideas.

The RTW Town Forum’s 2017 Vision document recognises this need for change:

“Solving the transport issue is a necessary precursor to further population growth; failure to provide a solution is likely to preclude the realisation of the predicted housing need. The Borough Council’s health obligations and the recent NICE consultation on air quality¹ make clear the need to tackle road traffic issues. The root cause is that transport infrastructure has not, and in the historic centre of the town cannot, keep up with the increase in population and cars. According to DfT guidance, a road such as St John’s Road, with a capacity of 750 – 900 vehicles per hour² is exceeded for much of the working day and cannot be materially increased by smart signals or better junction design.

As far as transport is concerned, the challenge for the local plan is to

- 1. Build housing in areas where public and sustainable transport already exists or is easily accommodated.*
- 2. Radically reduce reliance on cars in both existing and new developments”*

The focus of this Transport Plan will therefore be on Active Travel and on public transport, including new technology such as driverless cars, but some new infrastructure will be necessary to remove through freight traffic from the centre of town and at specific pinch points. Parking contributes to congestion and changes to parking culture will be needed.

MAKING IT HAPPEN

ACTIVE TRAVEL

The increase in population of 10.3% between 2001 and 2011 was outstripped by a rise in car ownership of 14.7% and the Borough’s projected population rise of a further 10% over the next decade is unsustainable without a reduced reliance on the car as a transport mode. We believe that Active Travel should become the PREFERRED mode for all short journeys and that Active Travel needs to be integrated into planning. Every new development project should be required to show that the project increases Active Travel in the town. Notwithstanding the challenging topography, Tunbridge Wells is a good place to adopt Active Travel: there is an active cycling community, Borough Council support for cycling and walking and popular schools with high numbers of school age children. There is pent up demand for more cycling – all that is needed is a safer and more attractive environment for cyclists and pedestrians. Tunbridge Wells has the ambition, enthusiasm

and the ability to become a beacon for Active Travel in Kent; the Town Forum is suggesting that Tunbridge Wells is an early adopter in order to demonstrate how Active Travel can become THE mode of travel for short journeys in Kent's urban communities.

The *RTW Town Forum's⁵ Vision 2017* (pages 15-18) suggests a way forward. "The Joint Transportation board for TWBC has already placed road safety at the top of the agenda. Reducing road danger should be a key priority in the local plan to increase levels of walking and cycling and improving the quality of life for current and future residents. Measures to reduce road danger include:

- Build on the pedestrianised and shared space already installed in the town centre at every opportunity
- 20mph limits, with traffic calming measures where necessary, in all residential streets
- Many more pedestrian refuges and crossings across key roads and junctions on main pedestrian routes into and around the town centre
- Segregated safe routes for walking and cycling to work, schools and leisure
- Restricting access to residential streets for through traffic

Specific actions proposed are

1. Within the existing built environment, classify streets and roads according to their purpose – as a place to 'be' or as a traffic conduit;
2. Include road danger reduction as a key planning aim
3. Activate the Town Forum's Green Network proposal for walking and cycling;
4. Require major economic development to be supported by active travel plans and non-motorised commuting;
5. Consider impact of e-bikes and electric and driverless vehicles.
6. Enhance rail links including High Brooms and Tunbridge Wells West Station (BML2) and integrate complementary bus services;
7. Focus new development in areas where the necessary related transport infrastructure can be most easily accommodated
8. Consider densification to reduce urban sprawl and consequent transport infrastructure"

Pedestrians

Royal Tunbridge Wells has beautiful Commons and other parks that are ideal for walking but walking in the town needs to be made more attractive than it is. The improvements to the public realm at Fiveways shared space shows how it can be with people going about their business freely, and lingering in cafes and seating to enjoy their outing. Add to this the potential for public art and water features and the effect can be transformative across the town.

Instead, access to the town centre is limited by traffic and parking, unsafe crossing points, multiple changes in level across kerbs, narrow pavements creating pinch points for people waiting for crossing lights, plus A board hazards and more on the pavements. Simple rethinking of the space and how people move around is the place to start. **Specific proposals are shown in Appendix 1.**

Extend pedestrianisation and shared space as opportunities arise. One such is the Hub and Monson Road. Proposals were provided from the Transport Working Group to Gary Stevenson on 31 May 2017. **See details and sketch plan in Appendix 1a**

Cycling

At first sight Tunbridge Wells does not look a promising "cycling town". The steep hills in the centre of the town tend to discourage all but the toughest cyclist and the many narrow streets are a worry for the less confident rider. And yet, all sixty cycle racks at the station are full by 8.15 am with later

commuters forced to lash their bikes to trees or lampposts. Large numbers of local cyclists have turned out for the various “pro-cycling” rallies and the town now has several cycle shops. However, the town only has a few stretches of tolerable cycle tracks. The Town Forum’s Green Network has developed a network of quiet ways for cycling and walking and supports 20mph on residential streets and in town and village centres. The Town Forum also supports TWBC trialling of the Department for Transport’s Propensity for Cycling Tool, as a useful aid for determining which routes can achieve the most number of people cycling. The priority must be to make it safe for children to cycle to school so that congestion due to the school run can be reduced. **Specific proposals are contained in Appendix 2**

PUBLIC TRANSPORT

Buses

The town has excellent bus services. The 281 service has been a great success and we need to emulate this success on other routes. We need a more vigorous effort to persuade people out of their cars, such as:

- Better marketing
- Smart ticketing
- Expedite the trend to better buses
- Particular focus on journeys to the hospital
- Workplace levy to discourage car commuting and fund public services
- More bus lanes
- Public subsidies comparable to the railways

An analysis of bus services is shown in Appendix 7.

Park and Ride

While the Transport Strategy’s Park and Ride scheme based on the Tesco car park at Pembury and with a dedicated bus link along Pembury Road was seen to not be practicable as a solution on congestion on a key arterial road, Park and Ride schemes that ‘piggy back’ on existing transport links have been shown to have more success. Such links exist in Tunbridge Wells as follows:

- The train service from High Brooms has 4 trains an hour and a 4 minute ride into the centre of town
- The train service from Frant and Wadhurst could be improved to 4 trains an hour with a 5 or 9 minute ride into the centre of town
- The Tunbridge Wells Hospital at Pembury has a bus hub with 4 buses an hour into Tunbridge Wells
- Southborough has 6 buses an hour into Tunbridge Wells



Specific proposals are shown in Appendix 3 and others Park and Ride options based on ‘pod’ routes in Appendix 7 P19-21

New Vehicle Technology

“The driverless car is accelerating towards us. It is a revolution that promises to reduce city congestion, cleanse the air we breathe and rid us of a dangerous 20th-century obsession with owning large chunks of metal on wheels. Crucially, these robotic vehicles will give us back our land. There are about 30 million cars in Britain and 95% of the time they squat on the kerb or hog asphalt that could be better used. The parked car is the thief of urban space” (The Times 27 May 2017)

The Town Forum believes that this new technology could help to solve congestion on our arterial roads and in the inner town, and welcomes that we could be in the forefront of its development.

Comprehensive proposals are shown in Appendix 7

PROVIDING THE INFRASTRUCTURE

While the success of an Active Travel strategy depends large numbers of individuals make choices to change their mode of travel, the need for new and improved infrastructure is nevertheless a priority, made more so by the growth of population planned for the Borough and neighbouring communities to the north (Tonbridge and Malling) and south (Weald).

Roads for through and freight traffic

If we wish to promote the town centre as an attractive and thriving place for retail and leisure, then it is essential to minimize the flow of through freight traffic with all its noise, pollution and sheer ugliness from the centre of town. In a recent survey, more than a quarter of the HGVs just enter the town to get to the other side. Planning for an alternative route to the A264 must be part of future planning as the town and its traffic grows. This may require either upgrading of roads or a new road to the south of the town where there is housing expansion planned. Regular monitoring of the traffic levels should be undertaken to understand the nature of the issues to be faced.

Pinch Points

Strategies for walking and cycling will in time create some modal shift, as will technological change such as driverless vehicles. Meanwhile, there are some useful small infrastructure improvements that could be made, as highlighted in the A26/A264 Route Study, originally presented to the JTB on 19 October 2015. The re-design of the North Farm roads is an excellent example of what can be done to improve the flow of traffic. In general, junctions can be improved by:

- Converting some traffic lights to mini roundabouts
- Eliminating right turns
- Limiting access to some roads in residential areas.

Specific proposals are shown in Appendix 4.

Roundabouts

As already stated, roundabouts rather than signalled junctions can make the traffic flow better. In many towns, and especially in France, beautiful roundabouts establish civic pride at arrival points. The roundabouts in our town are a disgrace. They need to have dramatic flower displays, public art, water features or other means of establishing the Arcadian brand of our town. They can be sponsored to provide funding.

PARKING

Parking for 'free' on residential roads and in the town centre is unsustainable. It is a major contributor to traffic congestion and pollution, and creates unsafe conditions for pedestrians and cyclists. Surveys show that 90% of cars entering the town stay in town for much of the day either in Multi-storey Car Parks (MSCP) or on the street.

We suggest that by following a few key Parking principles congestion caused by parking and drivers looking for parking spaces can be transformed.

1. Decisions on current and future changes to on-street parking must consider the aim to reduce congestion and pollution, increase safety of all road users, enable active travel and the better use of public transport.
2. There should be no or restricted parking on all through A roads, on bus routes and on cycle routes (advisory and mandatory) and limited loading and unloading.

3. Busy subsidiary roads should be limited parking to one side only, and regulated to control vehicle speed and improved traffic flow.
4. An inner zone (marked in red on the map below) should be residents parking only and this includes all roads leading onto shared space, and all cul de sacs
5. Residents parking zones could be arranged in concentric circles aligned to times of walking to town centre. Visitor parking should be limited when an MSCP is within 5-10 minutes walk.

Better enforcement of no parking on double yellow lines, inconsiderate parking, parking on pavements and red bricks, and overstaying. **Specific proposals are shown in Appendix 5**

APPENDIX 1 - PEDESTRIANS:

The Urban Design Supplementary Planning Document shows some of the main pedestrian routes within and to and from the town centre. By ensuring these routes are free flowing, level and easy to navigate, a pedestrian enabled environment can be built up. With and increasingly elderly population level walking surfaces are needed with minimal climbing of kerbs to make a pedestrian friendly environment. But this is also a benefit for the disabled, families with buggies, and general users. Clear level pathways on key routes should be the framework on which to add to establishing clear high standard pathways, pedestrian priorities and a welcoming town centre for many local improvements.

Establishing pedestrian priority will also assist in traffic calming and speed control. It is not necessary in all instances to consider light controlled crossings. We have experienced how in the shared space area the level and semi-formal crossing works well, and how with calm traffic people move freely in the space.

The *RTW Town Forum's Green Network* map shows concentric rings around the town centre to show that

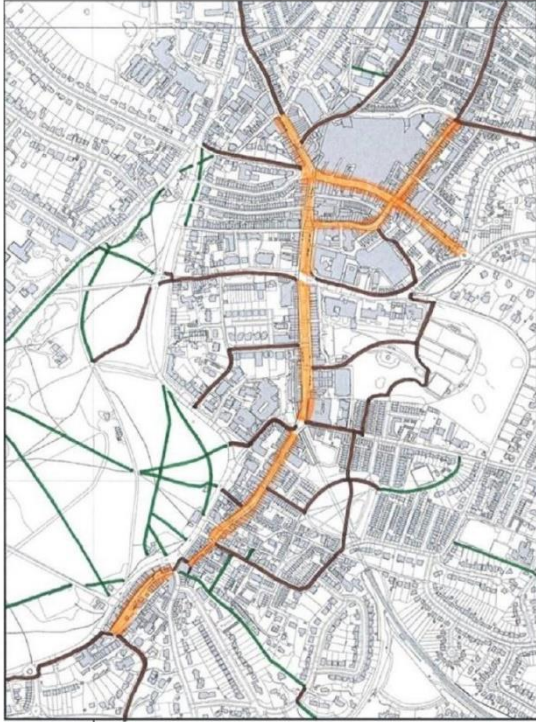
1. Within the first circle of 1 mile radius lie some tens of thousands of inhabitants. Any normally healthy adult should find it quicker to walk rather than drive when parking, congestion and walk to the final destination are taken into account..

2. Within the second circle of 1- 1.25 miles (2km) walking remains competitive with driving and cycling begins to become competitive with walking on overall time.

3. Within the third circle of 1.25 -2 miles, energy used and time taken to walk (about 30 minutes) compares to a 10-15minute cycle ride.

4. Within the fourth circle of 2-3 miles incorporating more distant households in Tunbridge Wells, Southborough, Bidborough, Rusthall, Langton Green and most of Pembury. Depending on topography and fitness, a 3 mile journey can be covered by bicycle in 15-25 minutes. Over these distances there should be a realistic prospect of appreciable modal shift to cycling for work, school and other journeys if adequate green routes, with physically segregated lanes on the main roads, can be provided or enhanced.

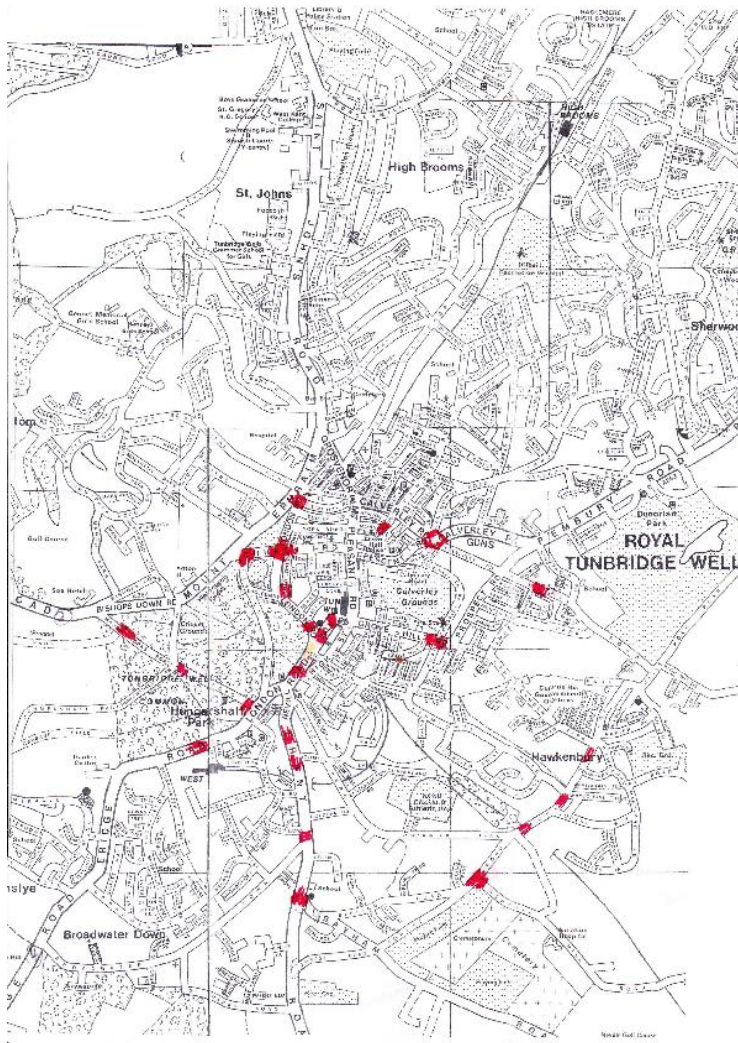
(Below)The **Urban Design SPD Fig 5.2 Section Movement Framework – Pedestrian** - Highlights the key walking routes within and to and from the town centre, and provides a framework for improving flow around the town centre. However, getting to the town centre safely is currently not easy as the Town Forum's Green Network Report reveals.



Using the Green Network's 'Proposed new, relocated or enhanced pedestrian crossings' as a start, the flow and safety of pedestrians across the town can be improved. The map (on page 6) shows some key crossing points but this list is not exhaustive.

1. **A 26 London Road:** Controlled crossing to connect Lime Hill Road to Mount Ephraim and the network of streets running west of it.
2. **A26 London Road/ Church Road junction:** Currently no pedestrian phase at all. Requires a pedestrian phase operated by push button to enable safe access to Tunbridge Wells Commons and recreational walking, and residential streets to the west.
3. **A26 London Road:** Relocate the existing traffic island on the London Road from a point below the junction with Inner London Road to a point to the north side of the junction with Mt Edgcombe Road to provide a safer sight line and better connectivity with the Common.

4. **A26 London Road:** Relocation of the existing traffic island from its poor sight line on a blind bend on the London Road adjacent to the junction with Vale Road to a point further north adjacent to the junction with Vale Avenue, with consequential changes to the footpath emerging from the Common.
5. **A26 London Road/ Major York's Road.** A controlled crossing on Major York's Road to access the car park and the Common, and an improved better footway link to the existing pedestrian crossing at Castle Road opposite the Pantiles. (Scheduled for 2017/18)
6. **Major York's Road :** Pedestrian crossing at the junction of Nevill Park and Fir Tree Road to link footpaths and green routes across the Commons.
7. **A264:** A Zebra crossing or traffic island connecting the footpath on both sides Church Road where it forks to Mt Ephraim to serve an important pedestrian route from the bottom of the town to Mt Ephraim via the Common.
8. **Vale Road:** Relocation of the Zebra crossing at the old Vale Road Post office to near the station access road and the railway bridge to allow for safe access for passengers to the main entrance to the railway station and for pedestrians from the High Street to the retail unit (now Range).
9. **A264:** Solutions to the pedestrian/vehicle conflicts at Carr's Corner and Calverley Park Gardens. (Now agreed and to report with solutions by March 2018)



10. **Forest Road** : With 000's houses and a new school planned in Hawkenbury and Benhill Mill Road areas the availability of safe crossings points with pedestrian and cycle priority at several locations to enable the residents and school children to access the town centre, schools and work safely.

11. **Bayhall Road**: Zebra crossings across Bayhall Road to provide safe access to Dunorlan Park via the entrances near to Camden Park and Croft Lodge.

10. **B2023 Grove Hill Road**: A Zebra crossing by the junction with Claremont Road to allow safe access from the town centre to Claremont Primary School and the network of streets off Claremont Road.

13. **A 26** near St Paul's Church: High levels of vehicle and pedestrian traffic requires an additional safe crossing point to access the bus stops and residential streets nearby.

14. **A267 Frant Road**: no safe pedestrian crossing exist to enable safe access to the Mead school and residential communities in the Broadwater Down area . Safe

crossing points near Rodmell Road (for the school), Broadwater Down, and Birling Road are needed to cross the busy A264 safely.

15. **A26**: A safe crossing point between Nevill Terrace and Brighton Lake on the A26 to allow safe access to the lake, the bus stop and footpaths across the Common.

16. **Monson Road** from the rear exit of Crescent Road car park: create a pedestrian only Monson Road from Mount Pleasant (the Hub) to Monson Way (beside Blacks), with share space for access only from there to the junction with Calverley Road/Camden Road.

APPENDIX 1a HUB – TOWN SQUARE

Since the opening of Fiveways and the removal of traffic other than buses in this section, the level of traffic along Monson Road has been much reduced. However, its junction with Monson Road has created a hazardous road crossing for pedestrians. The traffic island is inadequate for the level of foot traffic, and pedestrians travelling north have to turn behind them to see the oncoming traffic turning into their path.

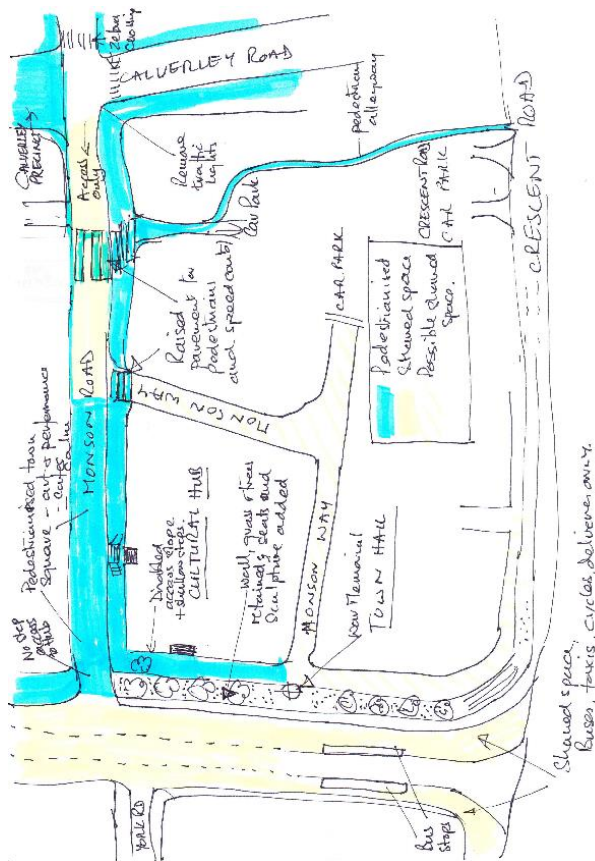
There is no specific reason or advantage for traffic to use Monson Road to access Camden Road when they can do so from Calverley Road or Lansdowne Road. We believe that these proposals to pedestrianise part of Monson Road will not materially affect other roads and junctions, but be of considerable benefit to people accessing the Hub and create a new 'town square' location.

1. **A Town Square**: If the plan was to create a Town Square where people can meet and events happen, then we do not feel that the architect's plan will achieve this overlooking as it does an

extended shared space for people and buses, and open to traffic outside restricted times. We strongly argue that the 'town square' must be in a dedicated pedestrian space.

2. Monson Road (west): Closing Monson Road between Mount Pleasant and Monson Way to all traffic will –

- Display the frontage of the architecturally important Adult Education Centre to best advantage.
- A café-based street scene that has been successful throughout the town can be created
- Art works and performance events could be staged here
- A continuous pathway from Fiveways can be created by removing the dangerous crossing of Monson Road at Mount Pleasant to give safe and easy access to the Hub



- Entrance to the Hub could be via the Adult Ed main entrance or via the slope and gradual steps to the Library entrance – or both.
- Monson Way (west) would be closed to traffic in front of the hub and possibly in front of the Town Hall depending on future development, to create a gathering place with seating and artwork on the existing lawn and hard standing, thus creating a busy and visible entrance to the new centre.

The line of trees and the historic wall would be retained and enhanced with planting and sculpture etc.

3. Monson Road (east): We believe that ultimately Monson Road could be pedestrianised along its length to the junction with Calverley Road, and linking up with the pedestrianised Calverley Precinct. However, given the uncertain future of the Town Hall complex, we recommend that for the time being -

- Monson Road is changed to shared space for access only from Calverley Road/Monson

Road traffic lights as far as Monson Way. Calverley Road to Monson Way would have access only for loading and unloading for shops, adult education, offices, Assembly Hall, flats above accessed via Calverley Road.

- The loop road, Monson Way, should be retained in the short term depending on future use of Town Hall but in future access could be changed to shared space to provide a pedestrian/cycling link around the town centre and the new Hub.
- The plans for 'improvement' to the Monson Road/Calverley Road junction paid for by S106 from the RVP development would no longer be needed and could be redirected to these changes in Monson Road.
- There is an opportunity for wide and continuous pavement across Monson Road to access Crescent Road car park and the proposed improved pedestrian alleyway to Crescent Road. The narrow pavements and light controlled pedestrian crossing at Monson Road/Calverley Road currently creates a congested and inadequate access to the central shopping area. This is particularly so for disabled, elderly and families with buggies. A continuous ramp/walkway from the disabled parking in Crescent Road car park to the wider and raised pedestrian crossing would be helpful as would the benefits of shared space.

- The Draft Planning Document has identified the alleyway beside Crescent Road Car Park for improvement. This provides a walking link to Crescent Road and beyond.
- There is also potential for linking Newton Road into the shared space with vehicle access only for residents and deliveries.

4. Mount Pleasant to Fiveways

- Buses only on Mount Pleasant
- Traffic exiting Newton, Dudley and York Roads would continue but consideration to be given to changing traffic flow to provide quiet roads and cycle ways.
- Consideration should be given to removing all traffic other than buses, taxis and cycles (and vehicles exiting Newton, Dudley and York Roads) from the share spaces 24/7.
- The concentration of bus stops should be accompanied by appropriate seating and shelters, and wide pavements to ease the transition for bus users.
- War memorial – The location is still unsatisfactory. While it was central to the Town Hall complex, it is now peripheral to the Hub and in front of buildings with an unknown future use. In addition, the proximity of the bus stop area will be busy, noisy and polluting. An alternative location could be to move it towards the ‘town square’ on Monson Road where people can congregate in pedestrianised area for ceremonies and the traffic will not have to be stopped to allow them to happen.

5. Calverley Road/Camden Road:

- The current traffic lights could be removed as the junction will be simplified into a simple left/ right turn. Pedestrian crossings across Camden Road and Calverley Road near the junction would be retained, and serve to slow and regulate traffic on the approach to the turn.
- The plans for ‘improvement’ to the Monson Road/Calverley Road junction paid for by S106 from the RVP development need to be amended and redirected to these changes in Monson Road.

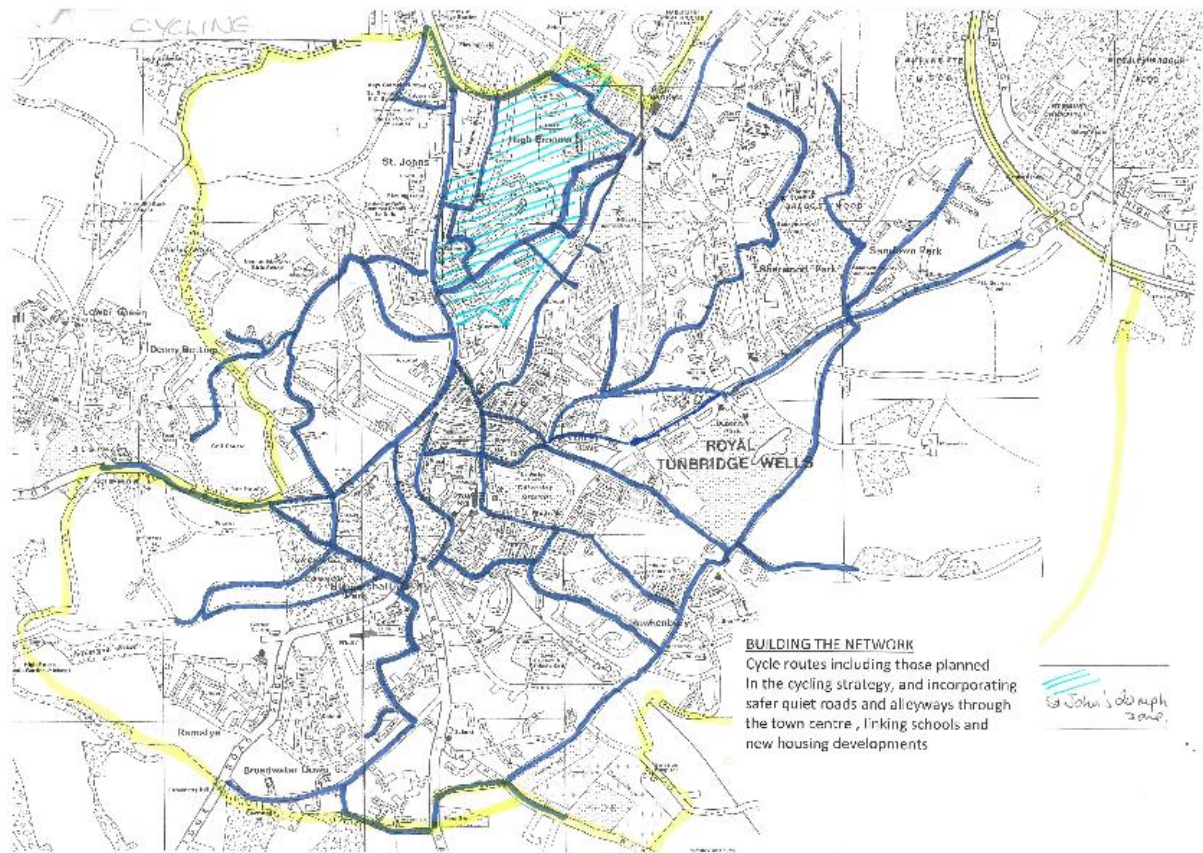
6. Buses:

- The architect’s plan requires the bus stops to be compacted at the southern end of Mount Pleasant close to the junction with Crescent Road/Church Road in order to make the proposed steps workable as an entrance to the Hub. Our plan could enable the bus stops to be located a little further from the junction which should ease congestion.
- Monson Road bus stop L currently services the 277, 6 and 293, and Bus stop M serves 283, 285, 287 and 296 routes. These would need to be changed in discussion with the bus operator and users to achieve the advantages presented by the Hub project. These services could use the planned bus interchange.

APPENDIX 2 - CYCLING

Segregated cycle routes will go some way to creating a cycle friendly town but the adopting 20mph zones in residential areas in addition to near schools, however, creating quiet ways for both cycling and walking with the 2 mile radius of the Town Hall, improving signage, sharing ‘back alleys ‘ with pedestrians, raising pavements and allowing for filtered permeability will do even more. These small improvements to cycling infrastructure also benefit users of mobility scooters, pedestrians, the elderly and baby buggies. The TWBC Cycling Strategy did not sufficiently consider the shared use of footpaths preferring instead to concentrate long term projects that required large infrastructure investment. RTW is lucky to have a network of alleyways and footpaths creating off-road links and short cuts. Most are currently forbidden to cyclists and little used by pedestrians and would need little adaptation to achieve the 2.5 - 3m width and signage for shared use for quick access to the

town and its schools. Both TW Bug and the Town Forum's Green Network report 'Developing our Green Network' agree that opening up shortcuts and alleyways has real potential, as follows:



1. Grove Park – links Claremont Road to Sutherland Road
2. Pantiles – link Pantiles Lower Walk with Market Street
3. Farncombe Lane – link Farncombe Road with Mount Sion
4. Highgrove to Warwick Park – link through
5. Hurstwood Lane to Bishops Down Park Road – link to local schools
6. Upper Cumberland Walk – consider the length from Cavendish Drive to Chapel Place
7. Broadwater Lane to Showfields Road avoiding A26
8. Broadwater Rise to Linden Gardens - limit traffic to encourage use of quiet roads to Pantiles
9. Hawkenbury Recreation Ground – cycling permitted signs
10. Campbell Road to Southfield Road – link for TWGGS
11. Teise Close to Camden Park - allow cycles but is a private road.
12. Warwick Road/High Street and Little Mount Sion/High Street – no access for cars
13. The Chase, Farncombe Road to Claremont Road – safe off road to Claremont School
14. Camden Park to the Chase – safe off road to Claremont School but on private roads?
15. Broadwater Lane to Broadmead to Broadwater Down.

APPENDIX 3 PARK AND RIDE

High Brooms (Tunbridge Wells Parkway) Park and Ride: The best solution for a Park & Ride is a rail link that avoids all the congestion on the roads. Tunbridge Wells is well served by train from the north with 4 trains an hour. High Brooms station is just a 4 minute ride from the centre of town and is just 1.5 miles from the North Farm roundabout on the A21 but it currently has significant disadvantages:

- The car park is very small
- The railway bridge on Dowding Way severely restricts traffic.

It ought to be possible to build additional car parking on nearby industrial land as an interim solution and the ideal would be a new integrated bridge/carpark/station.

Frant and Wadhurst Park and Ride: Frant (5 minutes from Tunbridge Wells) has only 1 train an hour and Wadhurst (9 minutes from Tunbridge Wells) has 2 trains an hour. Because of this poor service, some passengers take their cars into Tunbridge Wells with 4 trains per hour. A better service from Frant and Wadhurst would reduce this unnecessary traffic from the south. Frant station is 1.6 miles from A267 and Wadhurst is 2.5 miles from A267 so Park and Ride from both these stations ought to be of interest for visitors from the south of the town. A better service could be provided by extending the intermediate trains that currently terminate at Tunbridge Wells to terminate at Wadhurst. Additional requirements would be:

- Two sets of cross over points at Wadhurst
- Additional parking at both stations
- Possibly a need for addition sets of carriages

Tunbridge Wells Hospital Park and Ride

There are 4 buses per hour (was 6 per hour until 2015) from the hospital into Tunbridge Wells and the hospital has a mini hub with services to Tonbridge, Maidstone, Tenderden, Benenden and Paddock Wood as well as the centre of Tunbridge Wells. The hospital is less than a mile from the North Farm roundabout on the A21 (M25) and even closer to the A228 from Maidstone. There is probably sufficient car parking space at the hospital at present but it ought not to be difficult to provide more. All it would take to establish a Park and Ride system are a few signs. It could all be done at minimum cost in a very short time. Granted, the ride into town would still be subject to the congestion on Pembury Road but the cost is minimal and even if it only attracts a few people out of their cars it ought to be worth it.

Southborough Park and Ride

There are 6 buses per hour through Southborough along A26 into Tunbridge Wells. All that is needed for a Park and Ride is to build a car park near Bidborough Corner. Again, the buses are subject to congestion on A26 but there are a few bus lanes that help the buses along.

APPENDIX 4 PINCH POINTS

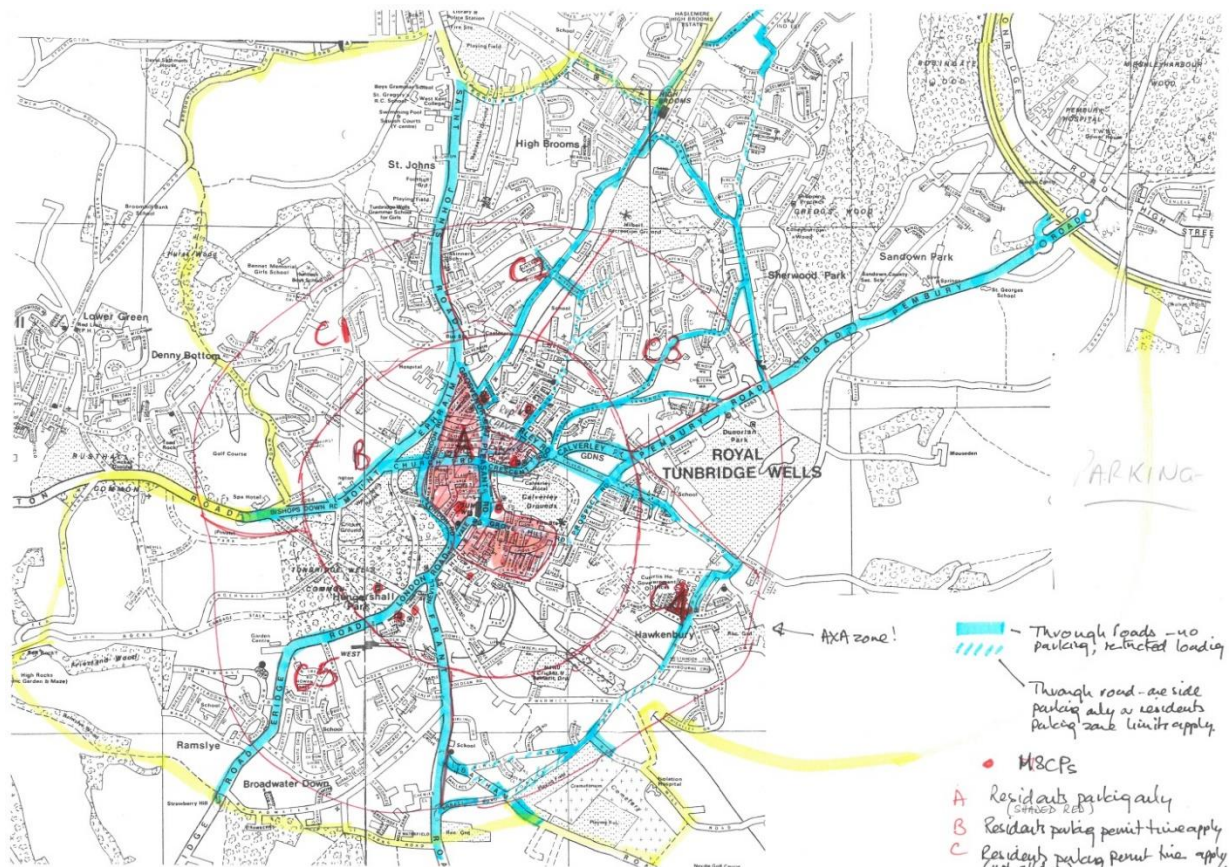
1. Camden Road Traffic Lights – re-examine priorities at this junctions for pedestrians and accommodate variable flows at peak times when the RVP car park exits.
2. Lansdowne Road /Garden Road/ Sandrock Road – the triangular island creates a complex junction and could be replaced by a mini roundabout. This would enable easier turns into and out of Lansdowne Road and slow traffic approaching the traffic lights at Camden Road.
3. Mount Ephraim junction with London Road, is busy with unclear priorities and a steep hill for north flowing traffic. The road width is limited by parking for the shops and the school adds to peak time use.
4. Carr's Corner – severe danger for pedestrian crossing without refuges or priority on all roads approaching this junction. In particular, HGVs cause additional danger and damage by attempting tight turns.
5. Vale Road /London Road Junction has difficult exits from and turns into Vale Road. The creation of a small roundabout would help and ease this congestion and accident hot spot..

6. Halls Hall Road junction at Hawkenbury: growth in traffic using Halls Hole Road to by pass Pembury Road approaches this junction fast and largely unsighted from Forest Road, making exit from Halls Hole Road very risky and at times difficult to find a gap in the traffic flow.
7. Broadwater Down exits at both Frant Road and Eridge Road have wide but confusing road alignments resulting in vehicles using the wrong lanes.
8. Sandhurst Road/ Pembury Road junction would benefit from a mini roundabout to facilitate right turns to and from Sandhurst Road. Several accidents have occurred here.
9. Sandrock Road Junction at Dunorlan Park entrance – a mini roundabout would help the flow from Sandrock Road, improve the left turn into Sandrock Road, facilitate exits from the park and right turns from Pembury Road to Sandrock Road. Currently this unregulated junction caused a severe jams at am/pm peak flows.
10. Mount Pleasant/station taxi rank: Taxi's being parked the wrong way round, resulting in the need to cross into the oncoming traffic in both lanes. Taxi should to park pointing north, a mini roundabout at the entrance of Mount Pleasant Avenue/Sainsbury metro could provide a U turn to head south. Taxi's always going with the flow of traffic and manoeuvring for parking up is eliminated.

Appendix 5 PARKING

Changing Parking Culture

1. Limit 'free' on-street parking times and spaces where MSCP within 5-10 minutes walk.
2. With plenty of spaces in MSCPs are unfilled and not generating income for TWBC (see <http://www.kentlive.news/this-is-why-there-is-enough-parking-in-tunbridge-wells/story-30318927-detail/story.html>), consider offering a free first hour parking in an MSCP can lead to change of parking culture. (The proposed loss of the Great Hall, AXA, Linden Road and Union House car parks will affect parking places for the High Street and Pantiles area, but capacity is proposed to largely replace this.)
3. Better signage to spare car park places and variable pricing to maximise the use of MSCPs.
4. Develop an internal frequent bus/driverless vehicle park and ride service between top and bottom of town centre and linking MSCPs to maximise car park usage, minimise congestion and pollution, and encourage active travel. Innovative technology such as driverless vehicles could be employed.



Residents parking

5. Parking permit is not a right but a valued benefit - create a waiting list for parking permits
6. Limit residents parking permits –one per household, and/or higher fee for second car permit
7. Limit growth of front garden parking except for disabled, electric car charging and to reduce congestion.
8. Enforce a penalty for permit misuse, fraud, renting out off street parking etc – penalty suggested is cancelling of residents parking permit and returning to the waiting list.

Employers, employees, parents

9. Businesses should adopt transport plans to minimise on-street parking by customers and employees; they can be rewarded with reserved or cheaper parking in MSCPs for workers.
10. A town wide employee car sharing scheme could have allocated reserved spaces in MSCPs
11. Unregulated on-street parking impedes emergency and delivery vehicles and damages pavements. However, regulated on-street parking can be used as a strategy to reduce speeds in residential roads
12. Reduce the congestion caused by the 'school run' by working with schools and parents

APPENDIX 8 SOURCES

- www.nice.org.uk/guidance/GID-PHG92/documents/draft-guideline
- www.standardsforhighways.co.uk/ha/standards/DMRB/vol5/section1/ta7999.pdf
- RTW Town Forum's Green Network 2016
- RTW Town Forum's Vision 2017
- TWBC Transport Strategy 2015-16 and RTW Town Forum consultation response
- A26 and A264 study Route Study 2015
- Local Cycling and Walking Investment Strategy 2017
- Clean Air Zone Framework 201