Tunbridge Wells
Local Cycling and Walking Infrastructure Plan
Phase 1

Evidence base for Tunbridge Wells Local Plan

November 2019

(*updated March 2021*)

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1. Introduction

1.1 What is an LCWIP?

Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy (2017) are a new, strategic approach to identifying cycling and walking improvements required at the local level. LCWIPs provide a long-term approach to developing local cycling and walking networks, usually over a 10 year period. The key outputs of LCWIPs are set out below:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment; and
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

1.2 Aims and Objectives of the LCWIP

Tunbridge Wells Borough Council and its partners are seeking to develop a comprehensive network of high quality walking and cycling routes that will enable choice of sustainable modes of travel for journeys to work and for other trip purposes (e.g. shopping and leisure). This document supports the delivery of the emerging Local Plan and the Council recognises that a step-change in the quality and design of cycling infrastructure is needed.

The Tunbridge Wells LCWIP (Phase 1) will:

- Identify a network of priority cycle corridors focused on the town centre of Royal Tunbridge Wells and Southborough;
- Identify a network of walking routes focused on the core pedestrian zone of Royal Tunbridge Wells town centre and linking routes from areas around the town;
- Identify the measures needed to improve the infrastructure on the routes to make a real change;
- Prioritise the schemes in order to ensure an effective and timely approach to delivery and to achieve value for money; and
- Support the delivery of the sites allocations and development management policies in the Local Plan, prioritising active and sustainable transport.

This first phase of our LCWIP for Tunbridge Wells borough, was prepared in 2019 as part of a Department for Transport pilot programme to encourage local authorities to plan for active travel. A limited number of updates have been made to this document in 2021. Phase 1 focuses on key routes into Royal Tunbridge Wells town centre where there is a significant opportunity to convert many shorter journeys to more active and sustainable modes of travel.

Since then, Phase 2 of the Borough's LCWIP has been commissioned covering the town of Paddock Wood, Low Traffic Neighbourhoods and inter-urban routes between Paddock Wood, Tonbridge and Royal Tunbridge Wells.

2. Cycling Assessment

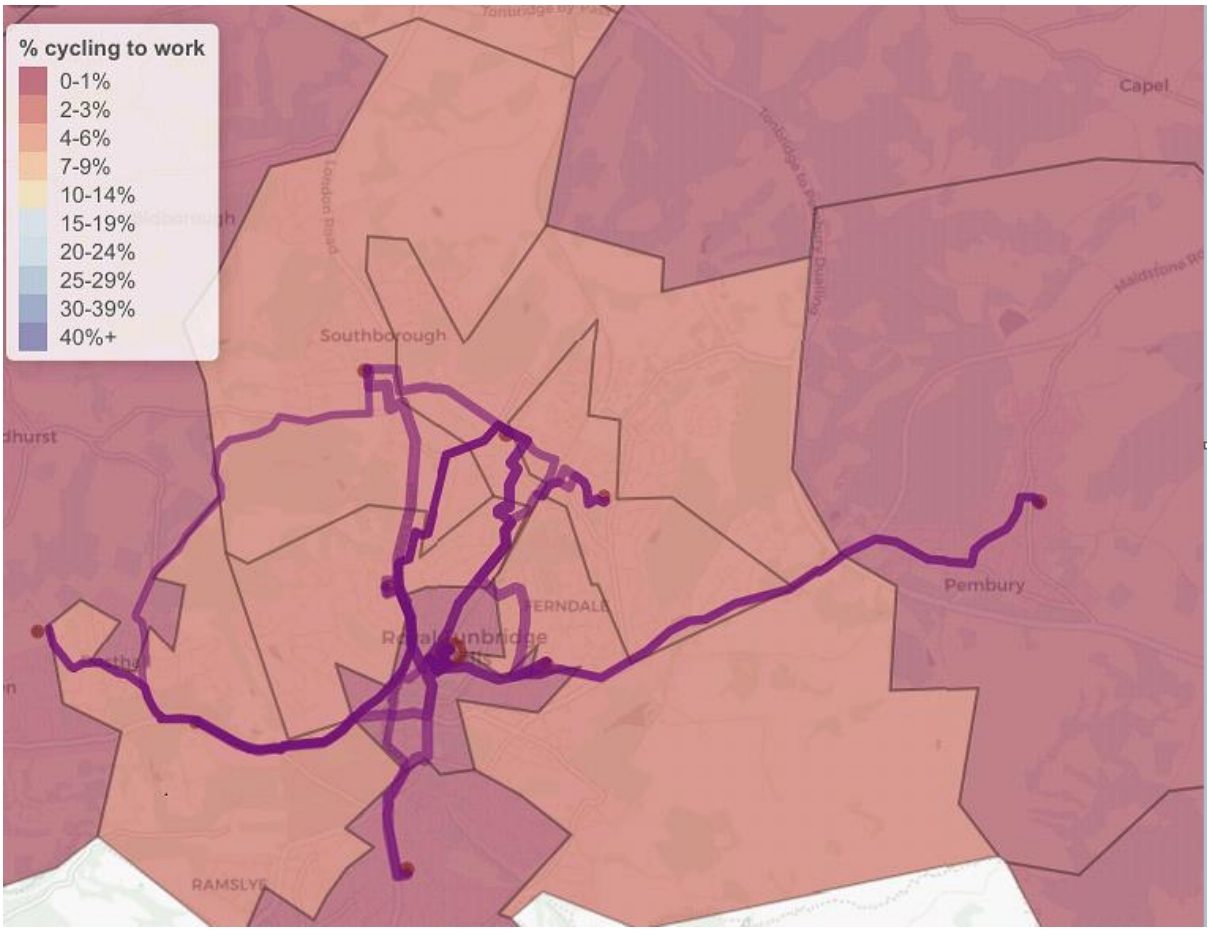
This document, which comprises Phase 1 of the Borough's LCWIP, focuses on Royal Tunbridge Wells town centre and the surrounding settlements including Southborough, Pembury, Rusthall and Langton Green. The following section outlines the approach taken to identifying and prioritising key cycle routes.

2.1 Propensity to Cycle Tool

The first step undertaken was to analyse the findings of the Propensity to Cycle Tool (PCT) and to ensure that these correlated with the routes set out in the 2016 Cycling Strategy, providing a sense check.

The PCT shows the top 20 routes that have the highest potential for journeys to be undertaken by cycling. The thicker and darker the line, the higher the potential for modal shift. The figure below shows the 'fast routes' scenario – the most direct routes into Tunbridge Wells town centre (based on 2011 census data).

The figure below shows the top 20 routes identified by the Propensity to Cycle Tool under the fast route, 2011 census, Middle Super Output Area scenario.



(Propensity to Cycle Tool- http://pct.bike/)

The figure below shows the routes set out in the Tunbridge Wells Cycling Strategy (2016) for comparison.

Tunbridge Wells Area

Route 1 – Tonbridge to Tunbridge Wells via the A26

Route 2 – Pembury to Tunbridge Wells via the A264

Route 4 – Routes across The Commons

Route 5 – 21st Century Way including Home Farm Lane link

Route 6 – Woodsgate Corner to Vauxhall Lane via Tonbridge Road and A21

Route 7 – Forest Road to Grove Hill Road via Farmcombe Road.

Route 8 – A26 London Road to Dowding Way via Barnetts Wood

Route 9 – Langton Green to Tunbridge Wells including Rusthall and Speldhurst links

Route 10 – Ramslye and Showfields links

(Source: Tunbridge Wells Borough Cycling Strategy, 2016)

The only route included in the 2016 Cycling Strategy that has not been highlighted by the PCT tool is the Hawkenbury to town centre corridor. However, from local knowledge this has also been included within this assessment. In addition, work is already underway to improve a number of the routes identified in the 2016 Cycling Strategy including the A26 (Route 1) and the 21st Century Way cycle route (Route 5). Therefore 5 key corridors have been identified for this LCWIP assessment, with several of these corridors incorporating a number of possible route variations (9 in total):

Pembury to the town centre

- Pembury village and the A264 Pembury Road

Langton to the town centre

- Via A264 Langton Road
- Via Quiet routes through Langton and Rusthall villages
- Via The Common

Hawkenbury to the town centre

- Via Farmcombe Road
- Via Camden Park

Southborough to the North Farm employment area

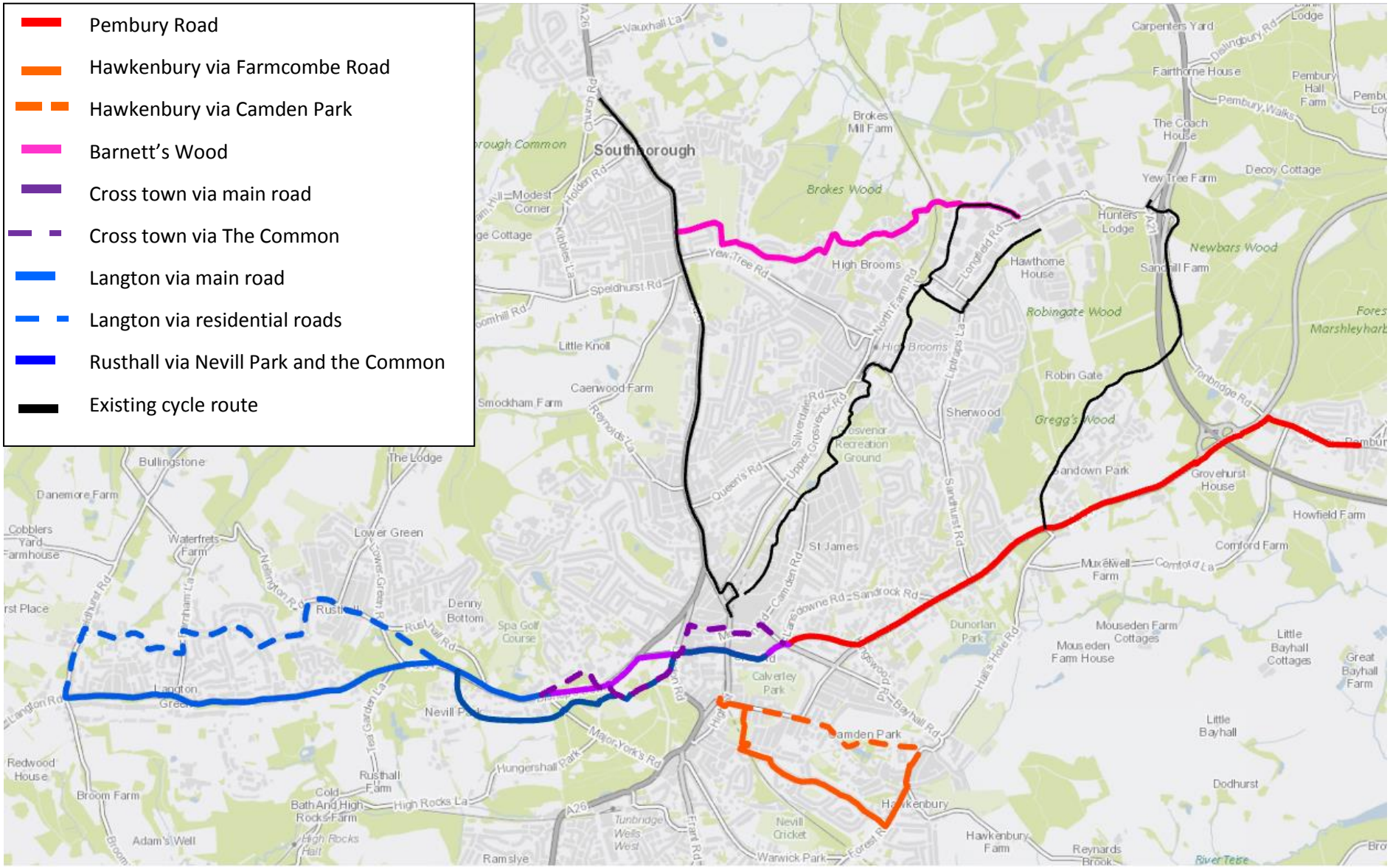
- Quiet route via Barnetts Wood

Cross town centre

- Via the A264 connecting Major York's roundabout to Carrs Corner
- Via the Common and Nevill Park

2.2 Cycle Route Scope

The figure below shows the key corridors set out above. The black lines represent existing cycle routes and those for which improvement schemes are planned or underway.



2.3 Route Selection Tool (RST)

After the routes set out above were identified for analysis, a detailed desktop assessment of the existing route features was undertaken using the Route Selection Tool (RST). Each of the routes was split into short character sections of 1km and then analysed against various criteria. The average for each of the 9 routes is shown below:

Rank	Route	RST Score (existing route)
1	**Hawkenbury via Farmcombe Road**	16.50
2	**Barnett's Wood**	15.50
3	**Pembury Road**	12.97
4	**Hawkenbury via Camden Park**	12.64
5	**Langton Quiet Route**	12.20
6	**Cross Town via main road**	10.58
7	**Langton via main road**	10.42

(In this RST Analysis of existing conditions, the Cross Town via the Commons route and Rusthall via the Commons route are not included as cycling on the Common is not currently encouraged).

Potential improvements for each route were identified and then they were reassessed and given a 'potential RST score'. Then, with reference to recommended guidance, an initial schedule of estimated costs for each of the measures was calculated (as shown in Section 2.5). These costs are based on 2016 estimates, which have been increased to 2019 to allow for inflation; however, further allowances for price increases will need to be made for schemes that have been identified as medium or longer term. The costs will need to be finalised as the design process is taken forward as these are indicative high level cost estimates.

2.4 RST Score Summary Table

The table below shows the average RST scores for each of the routes comparing existing infrastructure and proposed interventions. Although, a number of the proposed routes still score below the minimum requirement of 70%, this is mainly as a result of the directness or gradient of the route. Additionally, connectivity scores are low against all routes, due to the limited existing network in the town centre. However, in all cases the proposed improved route scores are higher than the existing.

Route No	Route Name	Directness		Gradient		Safety		Connectivity		Comfort				Critical Junctions	
		Existing	**Proposed**	**Existing**	**Proposed**	**Existing**	**Proposed**	**Existing**	**Proposed**	**Existing**	**Proposed**	**Total Existing (25)**	**Total Proposed (25)**	**Existing**	**Proposed**
1	Barnett's Wood	5.00	**5.00**	5.00	**5.00**	2.49	**3.75**	0.19	**0.19**	2.87	**4.02**	15.5 (62%)	**17.96 (72%)**	9	3
2	Pembury Road	4.00	**4.00**	5.00	**5.00**	3.34	**3.61**	0.04	**0.04**	0.59	**1.48**	12.97 (52%)	**14.13 (57%)**	12	9
3	Hawkenbury via Farmcombe Road	5.00	**5.00**	4.76	**4.76**	3.14	**3.72**	0.00	**0.00**	3.60	**3.60**	16.5 (66%)	**17.05 (68%)**	9	7
4	Hawkenbury via Camden Park	5.00	**5.00**	2.89	**2.89**	3.02	**3.54**	0.00	**0.00**	1.73	**2.04**	12.64 (51%)	**13.47 (54%)**	8	8
5	Langton via main road	5.00	**5.00**	5.00	**5.00**	0.42	**0.96**	0.00	**0.00**	0.00	**0.44**	10.42 (42%)	**11.4 (46%)**	15	15
6	Langton via residential roads	3.00	**3.00**	5.00	**5.00**	2.01	**3.78**	0.00	**0.00**	2.11	**2.82**	12.2 (49%)	**14.6 (58%)**	9	6

7	Rusthall via Tunbridge Wells Common		**4.00**		**5.00**		**4.00**		**0.00**		**2.85**		**15.85 (63.2%)**		13
8	Cross Town via main road (existing)	5.00	**5.00**	4.38	**4.38**	1.00	**2.00**	0.20	**0.20**	0.00	**0.00**	10.58 (42%)	**11.58 (46%)**	17	15
9	Cross Town via Commons (potential)		**4.00**		**5.00**		**3.52**		**0.08**		**2.93**		**15.53 (62%)**		14

2.5 Indicative Costs for Cycling Routes

The table below shows the proposed infrastructure improvements for each route and the associated high level cost estimate. All costs are indicative at this stage and are subject to feasibility studies, site investigation and detailed design. The routes are ordered according to their potential RST score. The approach to costs follows recommended guidance from Wiltshire County Council and Manchester City Council.

It should be noted that since this LCWIP analysis was undertaken in 2019, a number 20mph schemes have been implemented in and around central Royal Tunbridge Wells. Please refer to Appendix C for a list of roads included within these, some of which are mentioned in the table below.

Route	Potential RST score	Summary of measures	Construction Cost	Inflation (7.5%)	Project management & design (15%)	Contingency (44%)	Total
Barnett's Wood	17.96	Toucan crossing across A26	£70,000	£5250	£10,500	£30,800	£116,550
		20mph speed limit zones around Western Road and around Powdermill Lane	£36,200	£2715	£2,715	£5,430	£60,274
		Resurface Hillcrest and convert the verge along Brokes Way to cycle path (600m)	£108,000	£8100	£16,200	£47,520	£179,820
		Light segregation along Powdermill Lane/Barnett's Way (300m)	£48,000	£3,600	£7,200	£21,720	£80,520
		Priority crossings for cyclists and raised table over Hornbeam Avenue	£35,400	£2665	£5,310	£15,576	£58,941
		Wayfinding signage throughout the route (£500 x 15)	£7500	£562.50	£1,125	£330	£12,487.50
		Remove railings and vegetation cutbacks from Juniper Close to Dowding Way (300m)	£500	£37.50	£75	£220	£832.50
						TOTAL COST	**£509,425**
Hawkenbury via Farmcombe Road	17.05	Priority crossing and raised tables over heavy traffic side junctions (x7)	£247,800	£18,585	£37,170	£109,032	£412,587
		Tiger crossing across Forest Road*	£41,500	£3112.50	£6225	£18,260	£69,098

		Extension of 20mph speed limit zone into Hawkenbury centre*	£18,100	£1357.50	£2715	£7964	£30,137
		Light segregation along Forest Road to Farmcombe Road (350m)	£56,000	£4,200	£8,400	£24,640	£93,240
		Feed in lane and advanced stop line at Forest Road/Farmcombe Lane junction	£10,000	£750	£1,500	£4,400	£16,650
		Removal or redesign of mini roundabouts along Farmcombe Road (x3)	£36,000	£2,700	£5,400	£15,840	£59,940
		Resurface Farmcombe Lane (250m)	£36,900	£2,767.50	£5,535	£16,236	£61,438.50
		Speed control table along Claremont Road	£14,600	£1095	£2190	£6424	£24,309
		Wayfinding along the route (x15?)	£7,500	£562.50	£1,125	£3300	£12,487.50
		20mph zone around Grove Hill Road*	£18,100	£1357.50	£2715	£7964	£30,137
		Public realm improvements outside Tunbridge Wells Station*	£1,600,000	£120,000	£240,000	£704,000	£2,664,000
						TOTAL COST	**£3,474,024**
						Total excl. Public Realm works	**£810,024**
Rusthall to Carrs Corner via Commons	15.85	20mph zone in Rusthall High Street*	£18,100	£1,357.50	£2,715	£7,964	£30,137
		Raised tables at side junctions in Rusthall*	£389,400	£29,205	£58,410	£171,336	£648,351
		Shared use path from Manor Road to Tarry Path*	£36,000	£2,700	£5,400	£15,840	£59,940
		Vegetation clearance along Tarry path*	£500	£37.50	£75	£220	£832.50
		Lighting along Tarry Path (x5)*	£14,050	£1,053.75	£2,108	£6,182	£23,393
		Resurface Tarry Path up to Langton Road*	£72,000	£5,400	£10,800	£31,680	£119,880

		Bollards at either end of Tarry Path (x4)*	£1,400	£105	£210	£616	£2,331
		Tiger crossing across Langton Road to Nevill Park	£41,500	£3,112.50	£6,225	£18,260	£69,098
		Lighting of Nevill Park (x5)- seek agreement	£14,050	£1,053.75	£2,108	£6,182	£23,393
		Resurface Nevill Park (875m)	£157,500	£11,812.50	£23,625	£69,300	£262,238
		Tiger crossing to the Common	£41,500	£3,112.50	£6,225	£18,260	£69,098
		Resurface path through the Common (850m)*	£153,000	£11,475	£22,950	£67,320	£254,745
		Lighting in the Common (x10)	£281,000	£21,075	£42,150	£123,640	£467,865
		20mph zone within the town centre	£18,100	£1,357.50	£2,715	£7,964	£30,137
		Junction redesign of Church Road/ London Road*	£500,000	£37,500	£75,000	£220,000	£832,500
		Light segregation along Crescent Road to Carrs Corner (360m)*	£57,600	£4,320	£8,640	£25,344	£95,904
		Conversion of Carrs Corner to Dutch style roundabout	£800,000	N/A	N/A	£352,000	£1,152,000
		Wayfinding signage (x15)	£7,500	£562.50	£1,125	£3,300	£12,487.50
						TOTAL COST:	**£4,154,330**
Cross Town via Common	15.53	Verge clearance and shared use path from Rusthall Road to Bishops Down Road (330m)*	£59,400	£4,455	£8,910	£26,136	£98,901
		20mph zone around Bishops Down Road	£18,100	£1,357.50	£2,715	£7,964	£30,137
		Bishops Down Road- raised tables x3	£106,200	£7,965	£15,930	£46,728	£176,823
		Conversion of some Zebra crossings to Tiger crossings	£41,500	£3112.50	£6225	£18,260	£69,098
		Shared use path across the Common (500m)*	£90,000	£6,750	£13,500	£39,600	£149,850

		Lighting x 10*	£28,100	£2,107.50	£4,215	£12,364	£46,787
		Redesign of London Road/ Church Road crossroads*	£500,000	£37,500	£75,000	£220,000	£832,500
		Narrowing of Inner London Road and make one way	£36,000	£2,700	£5,400	£15,840	£59,940
		20mph zone in the town centre	£18,100	£1,357.50	£2,715	£7,964	£30,137
		Double yellows down Calverley Road	£5,350	£401.25	£803	£2,354	£8,908
		Seek agreement from the Common for signposting and wayfinding (x15)	£7,500	£562.50	£1,125	£3,300	£12,487.50
						TOTAL COST:	**£1,515,568.50**
Langton via residential roads	14.60	Speed indicator device	£6,000	£450	£900	£2,640	£9,990
		Increase the pedestrian build out	£12,000	£900	£1,800	£5,280	£19,980
		20mph zone around the Hare/Langton school	£18,100	£1,357.50	£2,715	£7,964	£30,137
		Resurface path to Langholm Road	£34,920	£2,619	£5,238	£15,364.80	£58,142
		Lighting installation along footpath x3	£8,430	£632.25	£1,265	£3,709.20	£14,036
		Vegetation clearance along footpath	£500	£37.50	£75	£220	£832.50
		Dropped kerb at Great Footway	£950	£71.25	£143	£418	£1,582
		Lighting along Great Footway x3	£8,430	£632.25	£1,265	£3,709.20	£14,036
		20mph zone from Great Footway to Rusthall High Street	£18,100	£1,357.50	£2,715	£7,964	£30,137
		Speed control table in Longmeads	£14,600	£1,095	£2,190	£6,424	£24,309
		Raised tables along side junctions adjacent to Rusthall High Street (x11)*	£389,400	£29,205	£58,410	£171,336	£648,351
		20mph zone in Rusthall *	£18,100	£1,357.50	£2,715	£7,964	£30,137

		Shared use path from Manor Road to Tarry Path (200m)*	£36,000	£2,700	£5,400	£15,840	£59,940
		Lighting along Tarry Path (x5)*	£14,050	£1,053.75	£2,108	£6,182	£23,393
		Vegetation clearance along Tarry Path*	£500	£37.50	£75.00	£220	£832
		Resurface Tarry Path (400m)*	£72,000	£5,400	£10,800	£31,680	£119,880
		Bollards at end of Tarry Path*	£1,400	£105	£210	£616	£2,331
		Shared use and verge clearance from Tarry Path to Major York's (400m)*	£72,000	£5,400	£10,800	£31,680	£119,880
		Priority crossing over Rusthall Road*	£8,000	£600	£1,200	£3,520	£13,320
		Redesign crossings at Major York's roundabout*	£48,000	£3,600	£7,200	£21,120	£79,920
		Ensure sufficient wayfinding and signage throughout the route (x20)	£10,000	£750	£1,500	£4,400	£16,650
						TOTAL COST	**£1,316,983**
Pembury Road	14.13	20mph zone in Pembury village	£18,100	£1,375.50	£2,715	£7,964	£30,137
		Parking restrictions in Pembury (double yellows)	£5,350	£401.25	£803	£2,354	£8,908
		Light segregation in Pembury village (1000m)	£160,000	£12,000	£24,000	£70,400	£266,400
		Shared use footway/cycleway by roundabouts (270m)	£48,600	£3,645	£7,290	£21,384	£80,919
		Cycle parking in Pembury village (Sheffield stands x10)	£1,150	£86.25	£172.50	£506	£1,914.75
		Revise toucan crossing to give more priority to pedestrians and cyclists	£5,000	£375	£750	£2200	£8,325
		Reposition street furniture and resurface (2.43km)	£1,676,700	£125,700	£251,400	£737,440	£2,791,240
		Longer term aspiration- put cyclists back onto carriageway by removing central hatching (light segregation) and convert to bus only route.	£2,430,000	£18,225	£36,450	£106,920	£2,591,595

						TOTAL COST	**£5,779,438.75**
						Total Cost (excl. l/t improvement)	**£3,187,843.75**
Hawkenbury via Camden Park	13.47	Raised tables at side junctions in Hawkenbury (x5)*	£177,000	£13,275	£26,550	£77,880	£294,705
		Tiger crossing in Hawkenbury centre*	£41,500	£3,112.50	£6,225	£18,260	£69,098
		Revise shared use layout outside AXA PPP into Camden Park (150m)	£27,000	£2,025	£4,050	£11,880	£44,955
		20mph zone in Hawkenbury centre and Camden Park*	£18,100	£1,357.50	£2,715	£7,964	£30,137
		Seek agreement to signpost cyclists down private road- Camden Park					
		Improve lighting (x15)	£42,150	£3,161.25	£6,323	£18,546	£70,180
		Raised table at Grove Hill Road	£35,400	£2,655	£5,310	£15,576	£58,941
		20mph zone around Grove Hill Road*	£18,100	£1,357.50	£2,715	£7,964	£30,137
		Light segregation on both sides of Grove Hill Road (450m)	£72,000	£5,400	£10,800	£31,680	£119,880
		Ensure sufficient wayfinding and signage (x15?)	£7,500	£562.50	£1,125	£3,300	£12,487.50
		Roundabout redesign at Hoopers with public realm scheme *	£1,600,000	£120,000	£240,000	£704,000	£2,664,000
						TOTAL COST	**£3,394,520.50**
						Total excl. Public Realm works	**£730,520.50**
Cross Town on road	11.58	Shared use from Rusthall Road to Major York's roundabout *	£72,000	£5,400	£10,800	£31,680	£119,880
		Roundabout redesign at Major York's*	£48,000	£3,600	£7,200	£21,120	£79,920

		20mph zone across town centre	£18,100	£1,357.50	£2,715	£7,964	£30,137
		Shared use along pavement to Bishops Down Road (300m)	£54,000	£4,050	£8,100	£23,760	£89,910
		Convert Zebra to Tiger crossing over to opposite footway on Mount Ephraim	£41,500	£3,112.50	£6,225	£18,260	£69,098
		Shared use along to Church Road (330m)	£59,400	£4,455	£8,910	£26,136	£98,901
		Shared use along southern footway on Church Road (230m)	£41,400	£3,105	£6,210	£18,216	£68,931
		Redesign of Church Road/London Road crossroads	£500,000	£37,500	£75,000	£220,000	£832,500
		Traffic calming on Church Road (speed cushion)	£11,800	£885	£1,770	£5,192	£19,647
		Cyclist priority over Church Road/Crescent Road crossroads	£500,000	£37,500	£75,000	£220,000	£832,500
		Light segregation along Crescent Road (360m)	£57,600	£4,320	£8,640	£25,344	£95,904
						TOTAL COST:	**£2,337,328**
Langton via main road	11.40	20mph speed limit in Langton	£18,100	£1,357.50	£2,715	£7,964	£30,137
		Shared use on footway between Langton village and Coach Road(1230m)	£221,400	£14,604.83	£29,210	£85,681.64	£324,227
		Lighting columns (x5)	£14,050	£1,053.75	£2,108	£6,182	£23,393
		Raised tables along side roads x8	£283,200	£21,240	£42,480	£124,608	£471,528
		Shared use and verge clearance along footway from Coach Road to Major Yorks roundabout (460m)*	£82,800	£6,210	£12,420	£36,432	£137,862
		Improvements to Major York's roundabout*	£48,000	£3,600	£7,200	£21,120	£79,920
		Cyclist priority over Rusthall Road and Coach Road*	£16,000	£1,200	£2,400	£7,040	£26,640
						TOTAL COST:	**£1,093,707**

(proposed measure included in more than one cycle route in the table)*

2.6 Cycle Route Prioritisation

Whilst all of the routes identified are recognised as required for a comprehensive network, a prioritisation exercise was undertaken to produce a ranked list of routes. Each of the route assessments was broken down into different character areas or 1km stretches and scored against the following criteria. The average score was then calculated and given a weighting, in order to inform the prioritisation.

The following criteria were used:

- **Forecast increase in walking and cycling trips (weighted 10):** The extent to which the suggested improvement could generate a modal shift and facilitate journeys to be undertaken by walking or cycling.

- **Deficiency of the existing infrastructure (weighted 9):** The current condition of the route and the need for improvement.

- **Feasibility (weighted 8):** The difficulty of the engineering works in completing the proposed scheme.

- **Deliverability (difficulty implementing, land ownership tensions, political acceptability) (weighted 7):** How deliverable the proposed scheme is in terms of the difficulty in implementing the improvements.

- **Quality of the preferred design (weighted 6):** The quality of the design proposed for the route and how effective it would be in converting journeys to switch mode.

- **Estimated cost (weighted 5):** The cost of the scheme, either high, medium or low.

- **Developer funding availability (weighted 4):** Whether proposed routes are adjacent to sites in the emerging Local Plan.

- **Impact on pedestrians. (weighted 3):** The impact on pedestrians, as implementing cycle infrastructure should not deter other sustainable modes of transport.

- **Legibility (weighted 2):** How easy the route is to follow and if it is direct on the main road.

- **Existing population who directly benefit from the intervention (weighted 1):** The volume of people that directly benefit from the infrastructure being implemented.

The table below shows the overall route prioritisation:

Ranking	Route Name	Total weighted Score
1	Hawkenbury via Camden Park	216
2	Hawkenbury via Farmcombe Road	206
3	Pembury Road	205.5
4	Cross Town via Commons	200.4
5	Barnett's Wood	200.1
6	Cross Town on Road	193.2
7	Rusthall via Commons	184.7
8	Langton back roads	180.6
9	Langton via main road	156.1

It is recognised that some of these schemes are easier to deliver than others, as a result of funding and land availability for example. A decision has been taken to weight the criteria in favour of routes which currently offer the poorest infrastructure for cyclists (and therefore any improvements will bring the most benefit to both existing and future users).

The table below shows the average score for each of the routes against the various categories in the prioritisation matrix, which informs a ranked list. A RAG (red/amber/green) rating has also been given.

	Forecast increase in active travel (10)	Priority – improvement needed (9)	Feasibility (8)	Deliverability (7)	Quality of Preferred Design (6)	Cost Estimate (5)	Future s106 (4)	Impact on pedestrians (3)	Legibility (2)	Population who directly benefit (1)	Total Score and ranking
Hawkenbury via Camden Park	5.0	3.7	4.0	3.0	3.7	4.0	4.0	4.0	2.7	4.3	
with weighting	**50.0**	**33.3**	**32**	**21**	**22**	**20**	**16**	**12**	**5.4**	**4.3**	**216 (1)**
Hawkenbury via Farmcombe Road	4.2	3.0	3.8	4.0	3.2	4.0	3.6	4.6	3.8	4.4	
with weighting	**42.0**	**27**	**30**	**28**	**19.2**	**20**	**14**	**13.8**	**7.6**	**4.4**	**206 (2)**
Pembury Road	5.0	3.5	4.0	3.8	4.5	1.0	2.5	3.5	5.0	3.5	
with weighting	**50.0**	**31.5**	**32.0**	**26.0**	**27.0**	**5.0**	**10.0**	**10.5**	**10.0**	**3.5**	**205.5 (3)**
Cross Town via Commons	5.0	4.0	4.0	2.6	3.6	3.0	1.0	4.0	3.4	5.0	
with weighting	**50.0**	**36**	**32**	**18**	**21.6**	**15**	**4.0**	**12**	**6.8**	**5.0**	**200.4 (4)**
Barnett's Wood	3.8	3.5	3.0	3.3	4.0	5.0	2.8	4.0	3.3	5.0	
with weighting	**38.0**	**31.5**	**24.0**	**23.0**	**24.0**	**25.0**	**11.0**	**12.0**	**6.6**	**5.0**	**200.1 (5)**
Cross Town on road	5.0	5.0	1.8	2.2	3.8	2.0	2.2	4.2	5.0	5.0	
with weighting	**50.0**	**45**	**14**	**15**	**22.8**	**10.0**	**8.8**	**12.6**	**10**	**5.0**	**193.2 (6)**
Rusthall via Commons	5.0	3.9	3.9	2.1	3.7	1.0	1.0	3.7	3.7	4.0	
with weighting	**50.0**	**35.1**	**31**	**15**	**22.2**	**5.0**	**4.0**	**11**	**7.4**	**4.0**	**184.7 (7)**
Langton via backroads	3.6	2.8	3.8	4.0	3.0	3.0	1.0	4.4	3.2	4.8	
with weighting	**36.0**	**25.2**	**30.0**	**28.0**	**18.0**	**15**	**4.0**	**13.2**	**6.4**	**4.8**	**180.6 (8)**
Langton Main Road	3.9	5.0	1.0	1.6	1.9	3.0	1.0	3.0	5.0	3.9	
with weighting	**39.0**	**45.0**	**8.0**	**11.0**	**11.2**	**15.0**	**4.0**	**9.0**	**10.0**	**3.9**	**156.1 (9)**

The table below shows the potential timescales for delivery of the routes:

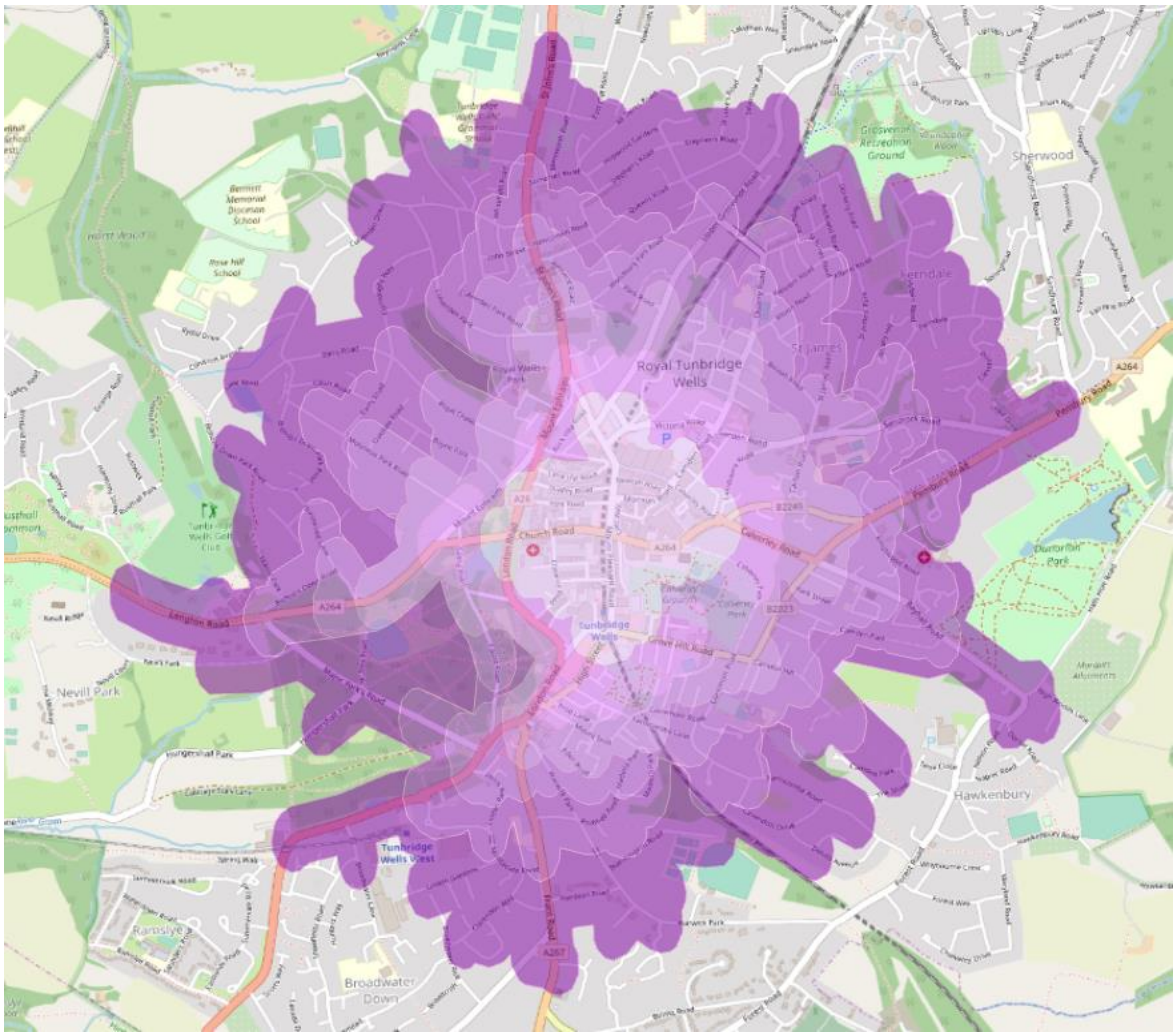
Route Name	Short Term	Medium Term	Long Term
Pembury Road		X	
Barnett's Wood		X	
Langton Main Road			X
Langton Back Roads	X		
Rusthall via Commons			X
Hawkenbury via Camden Park		X	
Hawkenbury via Farmcombe Road	X		
Cross Town on road			X
Cross Town via Commons			X

Routes such as Langton via residential roads and Hawkenbury via Farmcombe Road have a number of 'quick win' measures, such as 20mph zones and traffic calming measures while others are longer term aspirations, with more difficult and costly engineering solutions.

3. Walking Assessment

3.1 Walking route scope

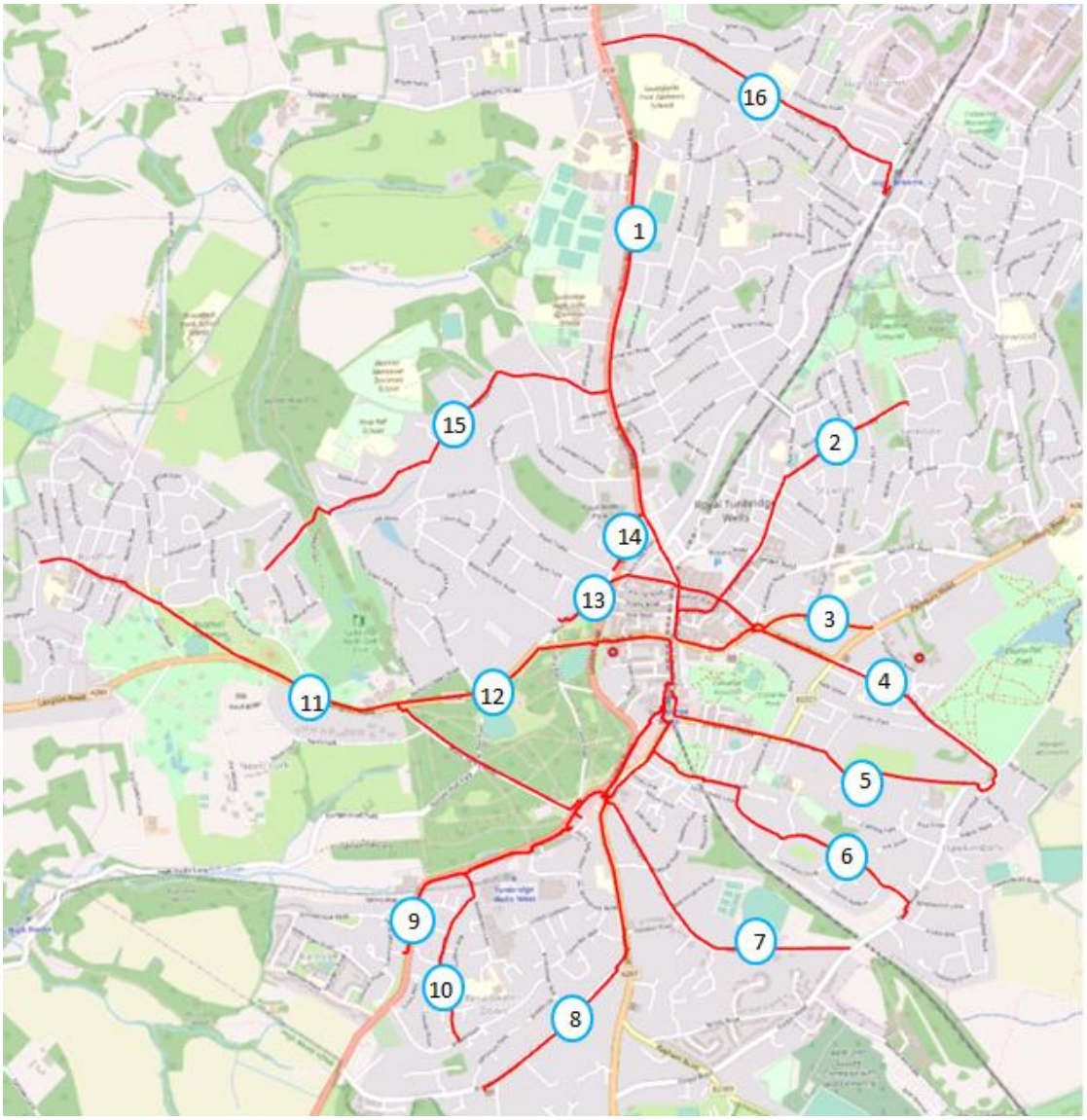
The figure below shows the scope of the walking route assessment undertaken, comprising the area that is within a twenty walking distance from Royal Tunbridge Wells town centre. There are a number of key attractors within this zone including Tunbridge Wells railway station (with frequent services to London), several primary schools, secondary schools, is a key employment area and an extensive retail offering.



This 20 minute walking distance zone was used as the starting point for the Walking Route Assessments and three key focal points were identified within the core area of the town centre:

- The War Memorial (to the North of the town centre, nearby to the shopping centre and main retail offering);
- Tunbridge Wells Railway Station (in the middle of the spine of the town centre and a frequent destination for commuters); and
- The Pantiles (the historic part of the town centre to the South, popular with visitors with a large offering of food and drink venues).

Engagement with local residents helped to identify 16 Walking Routes for detailed assessment. These are shown in the figure below.



The Walking Route Assessment Tool (WRAT) was used to audit each of the routes. The WRATs were undertaken by TWBC Officers or members of the Royal Tunbridge Wells Town Forum (residents). This allowed for a range of views on the quality of the existing routes and enriched the data collected.

However, the scoring was then moderated to ensure that the data remained consistent and valid. An average score of 28 (70%) should, according to the DfT's guidance, be the minimum level of provision. Out of 16 routes identified for analysis, only 5 routes scored higher than this.

3.2 Walking Route Assessments

The average Walking Route Assessment score for each of the 16 routes is shown in the table below.

Route	Average Walking Route Assessment Score	Ranking (worst condition to best)	Area in need of most improvement
1) Powdermill Lane to the War Memorial	23 (58%)	3	Beltring Road to Grosvenor Road (17)
2) King George V Hill (St James) to the War Memorial	30.6 (77%)	14	Quarry Road to Calverley Road (26)
3) Calverley Park Gardens to the War Memorial	14.6 (37%)	1 (worst condition)	Carrs Corner to War Memorial (12)
4) Hawkenbury Post Office to the War Memorial (via Bayhall Road)	27.5 (69%)	11	Hawkenbury Post Office to Halls Hole Road (17)
5) Hawkenbury Post Office to Tunbridge Wells Station (via Camden Park)	27.2 (68%)	10	Hawkenbury Post Office to Camden Park (15)
6) Hawkenbury to Tunbridge Wells Station (via Farmcombe Road)	30.4 (76%)	13	Vale Road to Station Approach (21)
7) Warwick Park to Tunbridge Wells Station	27 (68%)	9	Vale Road to the Station (20)
8) St Mark's Church to the Pantiles	25.6 (64%)	8	Frant Road to the Pantiles (21)
9) Summervale Road to the Pantiles	34.6 (87%)	15	Railway Bridge to Nevill Terrace (33)
10) Broadwater Down to Tunbridge Wells station	36.8 (92%)	16 (best condition)	Eridge Road to Montacute Road (35) and Frant Road to Vale Road (35)
11) Rusthall town centre to the Pantiles	23.8 (60%)	6	Langton Road to Major York's Roundabout (12)
12) Langton Road to Tunbridge Wells Station	23 (58%)	4	Church Road to London Road crossroads (20)
13) Molyneux Park Road to the War Memorial	25.3 (63%	7	Earls Road to Mount Ephraim Path (18)
14) Royal Chase to the War Memorial	23.6 (59%)	5	Grosvenor Roundabout to Hanover Road (19)
15) Rusthall to Culverden (on St John's Road)	30.2 (76%)	12	Reynolds Lane to A26 junction (23)
16) Yew Tree Road (Southborough) to High Brooms Station	18.8 (47%)	2	High Brooms to the station (15)

3.3 Indicative costs for walking routes

Following completion of the walking route assessments, potential improvement measures were identified. A summary of the interventions broken down by route is provided in the table below. This also includes an indicative cost for each measure; it should be noted that these are indicative high-level estimates and are subject to change following further feasibility work, detailed design and inflation. The approach to costs follows that set out in recommended guidance from Wiltshire County Council.

Since this LCWIP Phase 1 was prepared in 2019, a number 20mph schemes have been implemented in and around central Tunbridge Wells. Please refer to Appendix C for a list of roads included within these, some of which are referred to in the table below.

Route	Summary of measures proposed	Construction cost
1) Powdermill Lane to the War Memorial	20mph zone on A26	£18,100
	Benches	£500
	Maintenance around roots (x20)	£5300
	Tighten bellmouth junctions/ garage entrances (x5)	£60,000
	Dropped kerb at Leighton Close	£950
	Zebra Crossing on Grosvenor Road	£34,000
	Improve street furniture around Grosvenor Roundabout (replace 5x columns)	£14,050
	Improve pedestrian crossings on all arms of Grosvenor roundabout	£60,000
	Raised tables on side roads x10	£354,000
	Tactile audit	£5,000
	Zebra crossing on Grosvenor Road	£34,000
	20mph zone in town centre	£18,100
	Total construction cost	**£1,005,650**
	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	**£1,674,407**
2) King George VI Hill (St James) to the War Memorial	20mph zone around St James	£18,100
	Benches	£500
	Discourage pavement parking on double yellows	£5350

	Pavement maintenance around St James (500m)	£90,000
	Tactile audit	£5,000
	Raised tables (x10)	£354,000
	20mph around Camden Road	£18,100
	Increase planting down Camden Road	£500
	Highlighted crossing over Garden Road	£4,500
	Remove bollards along Camden Road	£2,000
	Redesign of Calverley/Camden Road T junction as in Urban Design Framework *	£500,000
	Total construction cost	£1,329,254 **(£829,254 –** minus public realm scheme**)**
	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	£2,213,207.91 **(£1,380,707.91)**
3) Calverley Park Gardens to the War Memorial	Vegetation cutback along Calverley Park Gardens	£500
	Highlighted crossing over Calverley Park Gardens	£4,500
	Improve crossing on all arms of Carrs Corner roundabout*	£96,000
	20mph zone	£18,100
	Tactile and dropped kerb audit	£5,000
	Improve crossing over Crescent Road car park (2x highlighted crossing point)	£9,000
	Benches	£500
	Improve planting	£500
	Total construction cost	**£134,100**
	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	**£223,276.50**
4) Hawkenbury Post Office to the War Memorial (via Bayhall Road)	Zebra crossing in Hawkenbury village (near to Post Office & bus stops)	£34,000
	20mph scheme in Hawkenbury*	£18,100
	Take out cross hatchings in road (150m)	£4,500
	Discourage footway parking on Forest	£5,350

	Road- double yellows	
	Cutback vegetation along Bayhall Road	£500
	Tighten bellmouth junctions x5	£60,000
	Replace traffic island at Halls Hole Road	£9,400
	Dropped kerb repair x5	£4,750
	Traffic separator island at Dorset Road	£9,450
	Benches	£500
	Zebra crossing over Bayhall Road	£34,000
	Double yellows at Cromwell Road- parking over dropped kerbs	£5,350
	Improve crossing on all arms of Carrs Corner roundabout*	£96,000
	Dropped kerb at Carrs Corner	£950
	20mph zone in along Bayhall/Calverley Road	£18,100
	Double yellows on Calverley Road	£5,350
	Total construction cost	**£306,300.00**
	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	**£509,989.50**
5) Hawkenbury Post Office to Tunbridge Wells Station (via Camden Park)	Replace pedestrian refuge islands along Forest Road (x5)	£47,000
	20mph zone	£18,100
	Increase lighting provision along Camden Park (x15)*	£42,150
	Vegetation cutback in Camden Park*	£500
	Dropped kerb at Camden Hill/Poona Road	£950
	20mph on Grove Hill Road*	£18,100
	Take out railings at Hoopers – replace with bollards (x10)	£3,500
	Public Realm improvements around Vale Road/crossing to the station*	£1,600,000
	Total construction cost	£1,730,300 (excl. public realm scheme - **£130,300**)

	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	£2,880,949.50 **(£216,949.50)**
6) Hawkenbury to Tunbridge Wells Station (via Farmcombe Road)	Zebra crossing over Forest Road	£34,000
	20mph speed limit	£18,100
	Dropped kerb and tactile audit	£5,000
	Dropped kerbs along Claremont Road (x4)	£3,800
	Increase lighting through The Grove- ornamental lamp columns (x3)	£11,850
	High Street 20mph scheme	£18,100
	Public Realm improvements around Vale Road/crossing to the station*	£1,600,000
	Total construction cost	£1,690,850 (excl. public realm scheme - **£90,850**)
	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	£2,815,265.25 **(£151,165.30)**
7) Warwick Park to Tunbridge Wells Station	Tactile paving audit	£5,000
	20mph zone	£18,100
	Rationalise number of bollards along the High Street (remove 10)	£2,000
	Public Realm improvement scheme at Vale Road/crossing to the station*	£1,600,000
	Total construction cost	£1,625,100 (excl. public realm scheme - **£25,100**)
	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	£2,705,791.50 **(£71,791.50)**
8) St Mark's Church to the Pantiles	Tree root maintenance around St Mark's (x10)	£2,650
	Discourage footway parking with double yellows	£5,350
	20mph zone	£18,100
	Zebra crossing over Frant Road	£34,000
	Dropped kerbs x 5	£4,750
	Tactile audit	£5,000
	Total construction cost	**£69,850**

	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	**£109,640.30**
9) Summervale Road to the Pantiles	Vegetation cut back	£500
	Zebra crossing over Summervale Road	£34,000
	Highlighted crossing point over Nevill Terrace**	£4,500
	Improve crossings over arms of both roundabouts (x12)	£144,000
	20mph zone	£18,100
	Reduce bellmouth junctions (x5)	£60,000
	Total construction cost	**£261,100**
	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	**£434,731.50**
10) Broadwater Down to Tunbridge Wells station	Benches	£500
	Vegetation clearance	£500
	Dropped kerbs x10	£9,500
	Highlighted crossing over Nevill Terrace**	£4,500
	Improve crossings over arms of both roundabouts**	£144,000
	20mph zone	£18,100
	Dropped kerb at Linden Park Road	£950
	Public Realm scheme around Vale Road over to the station*	£1,600,000
	Total construction cost	£1,778,050 (excl. public realm scheme - **£34,050**)
	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	£2,960,453.25 (£**56,693.25**)
11) Rusthall town centre to the Pantiles	20mph speed limit along Rusthall High Street*	£18,100
	Highlighted crossing point	£4,500
	Dropped kerbs x5	£4,750
	Lighting provision along Tarry Path*	£14,050
	Vegetation clearance along Tarry Path*	£500

	Bollards at end of Tarry Path*	£1,400
	Zebra crossing over to St Paul's Church Put bus shelter at side of road in out of town direction	£34,000 £9,000
	Lower speed limit on Langton Road from 40 to 30mph	£18,100
	Tighten Rusthall Road junction	£12,500
	Dropped kerbs on Rusthall Road	£1,900
	Improve pedestrian crossing on all arms of Major York's*	£72,000
	More lighting along Major York's (x5)	£14,050
	Highlighted crossing over Castle Road	£4,500
	Total construction cost	**£209,350**
	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	**£348,567.80**
12) Langton Road to Tunbridge Wells Station	Improve bench provision	£500
	Vegetation clearance	£500
	Tactile audit	£1,000
	Tighten bellmouth junction at Church Road	£12,000
	Crossroads redesign at Church Road / London Road*	£500,000
	Toucan crossing x 4	£280,000
	20mph zone	£18,100
	Discourage pavement parking	£5,350
	Public Realm improvements at Church Road/ Crescent Road crossroads*	£500,000
	Rationalise street furniture e.g. phone boxes (x3)	£1,500
	Improve public realm outside the station- widen pavement and remove taxi rank	£500,000
	Total construction cost	£1,818,950 (excl. public realm scheme - **£818,950**)
	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	£3,028,551.75 (**£1,365,551.75**)
13) Molyneux Park Road to the War Memorial	Vegetation clearance	£500
	20mph zone	£18,100

	Pavement maintenance along Molyneux Park Road (400m)	£72,000
	Tactile audit	£5,000
	Zebra crossing over to the Common	£34,000
	New benches	£500
	Replace railings	£300
	New bollards x4	£1,400
	Highlighted crossing over London Road	£4,500
	Discourage parking around Fiveways	£5,350
	Improve environment in alleyway behind station steep and uneven steps (100m)	£18,000
	More lighting columns – x3	£8,430
	Litter and vegetation clearance	£500
	Total construction cost	**£213,350**
	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	**£355,227.75**
14) Royal Chase to the War Memorial	Vegetation clearance	£500
	Paving maintenance to Grosvenor Road (250m)	£45,000
	20mph zone	£18,100
	Improve pedestrian crossing over roundabout	£60,000
	Remove railings by roundabout	£750
	Litter clearance	£500
	Highlighted crossing over Upper Grosvenor Road	£4500
	Total construction cost	**£129,350**
	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	**£215,367.75**
15) Rusthall to Culverden (on St John's Road)	20mph zone in Rusthall*	£18,100
	Double yellows from Woodside Road to Stills Green Path	£5,350
	Dropped kerbs at Rosehill entrance x 2	£1,900

	20mph scheme in Culverden	£18,100
	Tighten bellmouth junction at Culverden Park, Reynolds Lane and Whitefield Road	£36,000
	Discourage footway parking near Reynolds Lane	£5,350
	Raised tables on side roads x7 in Culverden	£247,800
	Dropped kerbs at Derwent Drive and Culverden Park	£1,900
	Total construction cost	**£334,500**
	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	**£556,942.50**
16) Yew Tree Road (Southborough) to High Brooms Station	Discourage pavement parking on Yew Tree Road	£5,350
	Pavement maintenance around tree roots (x10)	£26,500
	Zebra closer to Powdermill Lane junction	£21,500
	Replace dropped kerbs at the Ridgeway, Crendon and Powdermill Lane	£2,850
	Rationalise street future near High Brooms shops	£250,000
	Highlighted crossing over Gordon Road and Highfield Road	£9,000
	Tactile audit	£5,000
	Paving maintenance along Highfield Road (500m)	£132,500
	20mph zone around High Brooms Station	£18,100
	Zebra crossing at key desire to High Brooms Station	£45,000
	Rationalise railings	£750
	Total construction cost	**£517,550**
	Total cost including inflation (7.5%), project management & design (15%), contingency (44%)	**£859,060.80**

*(*proposed measure also included in cycle route table Section 2.5, ** proposed measure included in more than one walking route in this table)*

3.4 Walking Route Prioritisation

Each of the walking routes was sub-divided into character sections and assessed against a set of criteria set out below.

The average score for the route was calculated against the criteria below and each factor was given a weighting.

- **Safety Improvement (weighted 8):** The benefits that the suggested improvements will make to the safety of pedestrians using the route.

- **Scheme Impact (weighted 7):** How much of an impact the improvements will make to the attractiveness of the route.

- **Potential to increase walking trips (weighted 6):** Whether walking trips could significantly be increased if the improvements were implemented. It considers the gradient of the route, whether there are schools on the route and if there is a significant retail offering.

- **Feasibility (weighted 5):** Difficulty in delivery of the schemes. This considers numerous factors such as land ownership, impact on other road users etc.

- **Timescales (weighted 4):** Delivery timescales and whether delivery is likely to be a short, medium or longer term aspiration.

- **Political Acceptability (weighted 3):** How acceptable it would be to Councillors, key decision makers and the general public to implement the suggested improvements.

- **Cost Estimates (weighted 2): C**ost of the project: either low, medium or high.

- **Health Profile (weighted 1):** Shows data from 2011, which maps the level of health by Lower Super Output area. If there is a high potential to improve the health of the residents, then this scores well.

The ranking of the routes is shown in the table below:

Ranking	Route Name	Total Weighted Score
1	Calverley Park Gardens to the War Memorial (Route 3)	132
2	Royal Chase to the War Memorial via Grosvenor Road (Route 14)	130
3	Yew Tree Road to High Brooms Station (Route 16)	128
3 (joint)	Hawkenbury Post Office to Tunbridge Wells Station (via Farmcombe Road) (Route 6)	128
4	Langton Road to Tunbridge Wells Station (Route 12)	126
5	Hawkenbury Post Office to the War Memorial, via Bayhall Road (Route 4)	125.6
5 (joint)	Rusthall High Street to the Pantiles (Route 11)	125.6
6	Summervale Road (Ramslye) to the Pantiles (Route 9)	124.1
7	Rusthall to Culverden (Route 15)	122.4
8	Hawkenbury Post Office to Tunbridge Wells Station, via Camden Park (Route 5)	121.6
9	King George V Hill, St James, to the War Memorial (Route 2)	118
9 (joint)	St Mark's Church to the Pantiles (Route 8)	118
10	Broadwater Down to Tunbridge Wells Station (Route 10)	117.6
11	Powdermill Lane to the War Memorial, A26 (Route 1)	114.7
12	Warwick Park to Tunbridge Wells Station (Route 7)	109
13	Molyneux Park Road to the War Memorial (Route 13)	102.8

The table below shows the detailed analysis of the walking route assessments against the identified criteria.

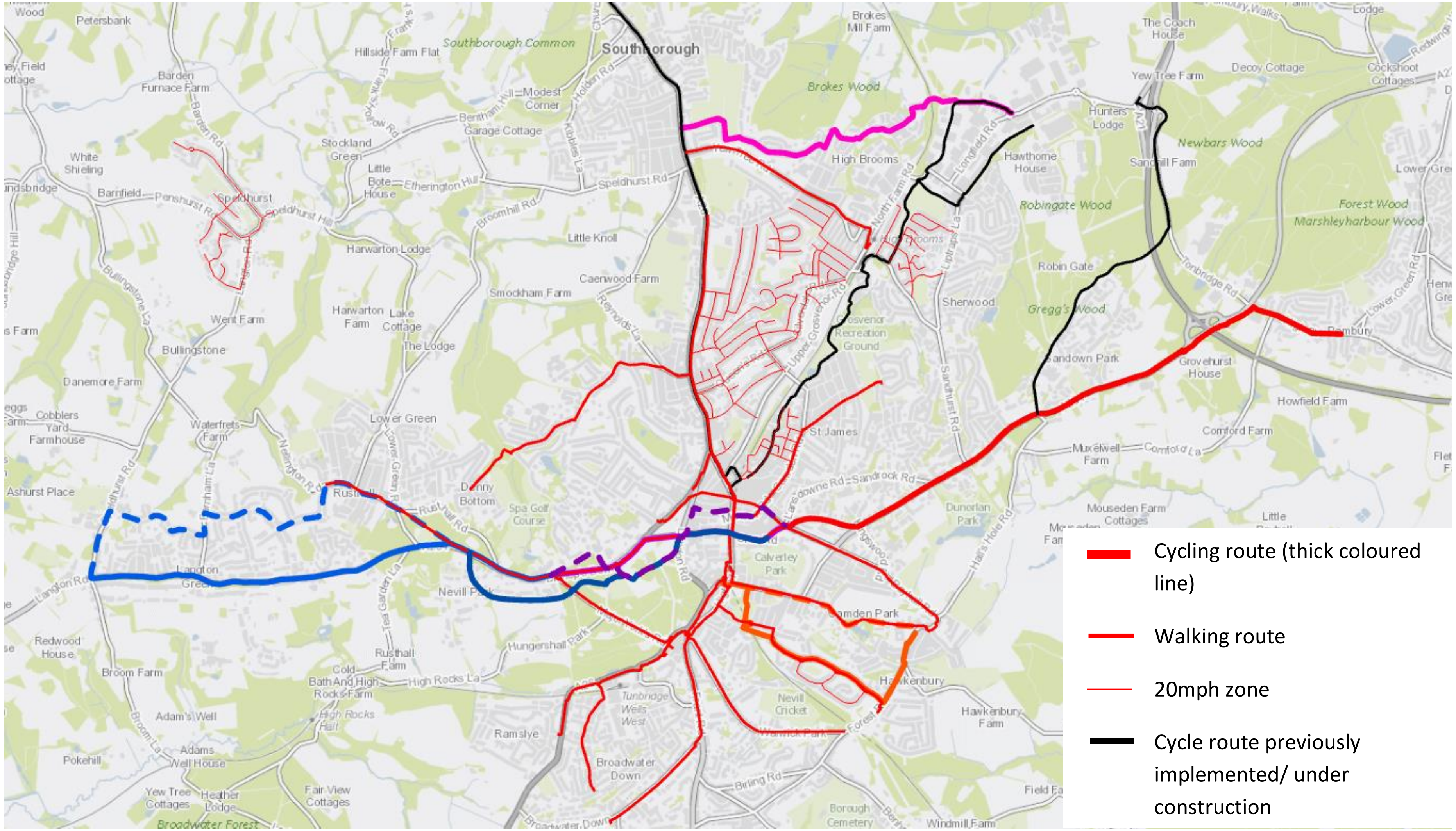
Walking Route	**Safety Improvement**	*Weighting- 8*	**Scheme Impact**	*Weighting 7*	**Potential to increase walking** trips	*Weighting 6*	**Feasibility**	*Weighting 5*	**Timescales**	*Weighting 4*	**Political Acceptability**	*Weighting 3*	**Cost Estimates**	*Weighting 2*	**Health Profile**	*Weighting 1*	**Total Score**	**Rank**
Route 3	4.3	34.7	4.3	30.3	3.7	22.0	2.3	11.7	2.3	9.3	5.0	15.0	3.0	6.0	3.0	3.0	132.0	1
Route 14	4.3	34.7	4.3	30.3	3.7	22.0	2.3	11.7	2.3	9.3	4.3	13.0	3.0	6.0	3.0	3.0	130.0	2
Route 16	4.5	36.0	4.0	28.0	4.0	24.0	2.0	10.0	2.0	8.0	5.0	15.0	1.0	2.0	5.0	5.0	128.0	3
Route 6	3.4	27.2	3.8	26.6	3.8	22.8	3.8	19.0	3.0	12.0	3.8	11.4	4.0	8.0	1.0	1.0	128.0	3
Route 12	4.0	32.0	4.0	28.0	4.5	27.0	2.0	10.0	3.0	12.0	4.0	12.0	1.0	2.0	3.0	3.0	126.0	4
Route 4	3.8	30.4	3.8	26.6	3.8	22.8	3.0	15.0	2.2	8.8	5.0	15.0	2.0	4.0	3.0	3.0	125.6	5
Route 11	4.0	32.0	4.3	30.3	4.3	26.0	2.3	11.7	2.3	9.3	3.3	10.0	2.0	4.0	2.3	2.3	125.6	5
Route 9	4.3	34.7	3.7	25.7	3.7	22.0	2.3	11.7	3.0	12.0	3.7	11.0	2.0	4.0	3.0	3.0	124.1	6
Route 15	3.8	30.4	3.8	26.6	3.8	22.8	3.0	15.0	2.2	8.8	4.6	13.8	1.0	2.0	3.0	3.0	122.4	7
Route 5	3.7	29.3	3.7	25.7	3.7	22.0	3.7	18.3	2.3	9.3	2.7	8.0	3.0	6.0	3.0	3.0	121.6	8
Route 2	3.0	24.0	3.0	21.0	4.0	24.0	3.0	15.0	3.0	12.0	5.0	15.0	1.0	2.0	5.0	5.0	118.0	9
Route 8	3.0	24.0	3.7	25.7	3.7	22.0	3.0	15.0	2.3	9.3	3.7	11.0	4.0	8.0	3.0	3.0	118.0	9
Route 10	2.6	20.8	3.0	21.0	3.0	18.0	3.4	17.0	3.8	15.2	4.2	12.6	5.0	10.0	3.0	3.0	117.6	10
Route 1	4.3	34.7	5.0	35.0	5.0	30.0	1.0	5.0	1.0	4.0	1.0	3.0	1.0	2.0	1.0	1.0	114.7	11
Route 7	2.5	20	2.5	17.5	2.5	15	3.5	17.5	4.0	16.0	4.0	12.0	5.0	10.0	1.0	1.0	109.0	12
Route 13	1.8	14.4	1.8	12.6	1.8	10.8	4.6	23	5.0	20.0	5.0	15.0	2.0	4.0	3.0	3.0	102.8	13

The deliverability of the routes has been assessed as set out in the table below:

Route Number	Short Term	Medium Term	Long Term
1			X
2	X		
3		X	
4			X
5		X	
6		X	
7	X		
8		X	
9		X	
10	X		
11		X	
12		X	
13	X		
14		X	
15			X
16			X

4. The Proposed Network

After drawing together the existing cycling infrastructure and the walking and cycling routes assessed within the scope of this Phase 1 LCWIP the proposed network in and around Royal Tunbridge Wells town centre is shown below:



5. Conclusion

This document sets out the analysis undertaken for Phase 1 of the Tunbridge Wells Local Cycling and Walking Infrastructure Plan. The information in this document should be read in conjunction with information in the following documents that support the Local Plan:

- Local Cycling and Walking Infrastructure Plan Phase 2
- Local Plan Transport Evidence Base: Transport Assessment Report Update for the Pre-submission Local Plan
- Infrastructure Delivery Plan

The LCWIP will provide a basis on which to agree developer contributions as sites come forward through the Local Plan and, when opportunities arise, to bid for Department for Transport (and other) funding to support active travel.

Appendix A: – Relevant Strategies

This LCWIP document should be considered in the context of other relevant strategies prepared by Tunbridge Wells Borough Council and other partners, as set out below.

Tunbridge Wells Transport Strategy (2015)

The current Tunbridge Wells Borough Transport Strategy is being reviewed alongside the preparation of the Local Plan. However, the vision and many of the objectives set out in the plan remain valid. The overarching intention of the plan is to identify measures which will increase sustainable journeys across the borough:

Tunbridge Wells Borough to benefit from a network of higher quality, better integrated, sustainable transport solutions and infrastructure, that will enable the borough to solve existing and future transport challenges, and enable a vibrant, prosperous economy and inclusive communities. By 2026, Tunbridge Wells will have a transport network which is less reliant on the private car, with a greater mode share towards walking, cycling and public transport, especially for shorter journeys. The borough will have a safer environment for all road users, and its air will be cleaner with more low emission vehicles and bicycles sharing road space.

Within this strategy, there are several key objectives which are mirrored within the LCWIP document:

- **Objective 3** – Reduce congestion on the highway network, particularly on key radial routes into Royal Tunbridge Wells.
- **Objective 4** – Improve travel safety across the borough especially for vulnerable road users, including cyclists, pedestrians and equestrians.
- **Objective 5** – Improve air quality, particularly within the designated Air Quality Management Area.
- **Objective 6** – Increase the use of sustainable transport modes including cycling, walking and public transport.
- **Objective 8** – Improve the quality of public spaces within Royal Tunbridge Wells to make the town centre more legible and attractive for pedestrians.

Priority Schemes set out in the Transport Strategy include:

- Royal Tunbridge Wells Town Centre public space improvements

- A network of key cycling routes as set out in the borough Cycling Strategy
- Speed reduction projects linked to schools and other priority locations

Borough Cycling Strategy (2016)

The Tunbridge Wells Borough Cycling Strategy was adopted in 2016. It was prepared to assist in the implementation of the Transport Strategy objectives above. The overall vision set out in the Cycling Strategy is: *To make cycling a normal part of everyday life in the borough, by creating a safe and welcoming environment for cyclists of all ages and abilities.*

In order to realise this vision, the Strategy identifies eight Actions for delivery, which can be summarised as:

1. A network of high quality cycle routes will be completed in the urban areas
2. Cycle parking will be provided across the borough
3. KCC & TWBC will work with partners to ensure regular maintenance of all cycle routes
4. Bikeability and adult cycle training will be offered to as many people as possible
5. Promotion of road safety campaigns and introduction of 20mph speed limit zones
6. Ensure cycle routes are fully advertised, signposted and mapped
7. Support local cycling events
8. Cycling strategy will be continuously reviewed

There are 11 utility routes identified within the strategy for implementation across the borough. The objectives and many of the routes identified in the Tunbridge Wells LCWIP correspond with those identified within the Cycling Strategy.

Council's Five Year Plan (2017 – 2022)

The Five Year Plan is the TWBC corporate strategy which focuses on future development of both the council and the borough. The overall vision of the Plan is 'to encourage investment and sustainable growth, and to enhance the quality of life for all'.

Within the plan, there are several elements which relate to the Tunbridge Wells LCWIP document. These are:

Enhancing the public realm in the borough: *An enhanced and more pleasant public realm will help to attract further tourism, and investment in local economies, and help our businesses to grow because they are located in a place people want to come to, where there is a high quality of life.*

Active travel: *We need to ensure every resident is supported to live a healthy lifestyle. Switching more car journeys to active travel (walking, cycling and public transport) can improve health outcomes, is good for the environment (including air quality) and will also help to support local businesses.*

Royal Tunbridge Wells Urban Design Framework (2016)

The Royal Tunbridge Wells Urban Design Framework (UDF) was adopted in 2016. It provides an overall guide for all development activity in Tunbridge Wells town centre, based on its distinctive form and character. This is both on sites and within the public realm spaces between buildings. It seeks to identify clear roles for the primary public spaces of the town centre and so form the basis for the enhancement and management of those spaces and the development frontages that define them.

The overall Framework is a composite of three strands of analysis that provides:

- a movement framework, expressed as a hierarchy of streets based on distinctive character appropriate to their function and usage
- a public realm framework that defines key spaces according to their principal functions and interrelationships, and
- a development framework that indicates the building lines, massing and form of development

Part 2 of the UDF is the Public Realm Framework - Opportunities. This document was complied to illustrate the potential on key development sites and within the public realm dimension to improve the town, make access and movement work better for all users, reinforce its unique sense of place and to complement current and future new developments. A number of key locations have been identified where both existing development and areas of the public realm are not in keeping with the general quality of the environment and where change might significantly enhance it.

Air Quality Action Plan – 2019

Tunbridge Wells Borough Council declared an Air Quality Management Area in 2005 based on exceeded levels of nitrogen dioxide (NO_2) and this area was extended in 2011. Under the Environment Act 1995, all local authorities have a duty to review and assess air quality in their areas periodically.

The Council has been measuring air pollution for many years, to fulfil statutory obligations under the Environment Act 1990. The pollutants monitored in the Borough are NO2 and PM10. The A26 corridor has suffered from poor air quality over a number of years and has been designated an Air Quality Management Zone. However, in recent years there has been a downward trend in pollution levels and the Council is committed to continuing the improvements. The Council adopted a new Air Quality Action Plan in March 201918 to ensure that air quality continues to improve further.

The Tunbridge Wells Air Quality Action Plan sets out the following aims:

- to ensure that Tunbridge Wells Borough Council is complying with relevant air quality legislation;
- to achieve a higher standard of air quality across Tunbridge Wells Borough;
- to engage with partners and colleagues including those representing Highways and Transportation, Public Health, Economic Development, local Bus Companies, and other relevant stakeholders, to improve air quality across the Borough; and
- to build on previous work in this area in order to drive further improvements in air quality with the ultimate aim of being able to revoke the Air Quality Management Area.

The Action Plan sets out a number of measures that will help to achieve these aims, including supporting modal shift to sustainable transport and walking and cycling for shorter journeys (thereby reducing the number of vehicles on the road), improving the flow of traffic on the road network and encouraging the use of cleaner vehicles.

Kent County Council Active Travel Strategy (2017)

This strategy, produced at a County level, aims to *'make active travel an attractive and realistic choice for short journeys in Kent'.* This Active Travel Strategy supports the ambitions within the Department for Transport's Cycling and Walking Investment Strategy. It sits alongside a number of other plans and policies within KCC and both complements and

strengthens the commitments already being worked towards. A few of the main related policies are outlined below. In addition to these, this strategy will help to support District Council Plans such as Cycling Strategies and Air Quality Management Plans.

KCC has set the following targets to help us achieve the County's ambition:

- 2 in 3 primary children and 1 in 3 secondary children will travel actively to school.
- the proportion of people that work within 5km of their home and actively travel to work in Kent, to increase to 40%.
- the number of people cycling along key routes monitored by the Department of Transport in Kent to increase by 10%.

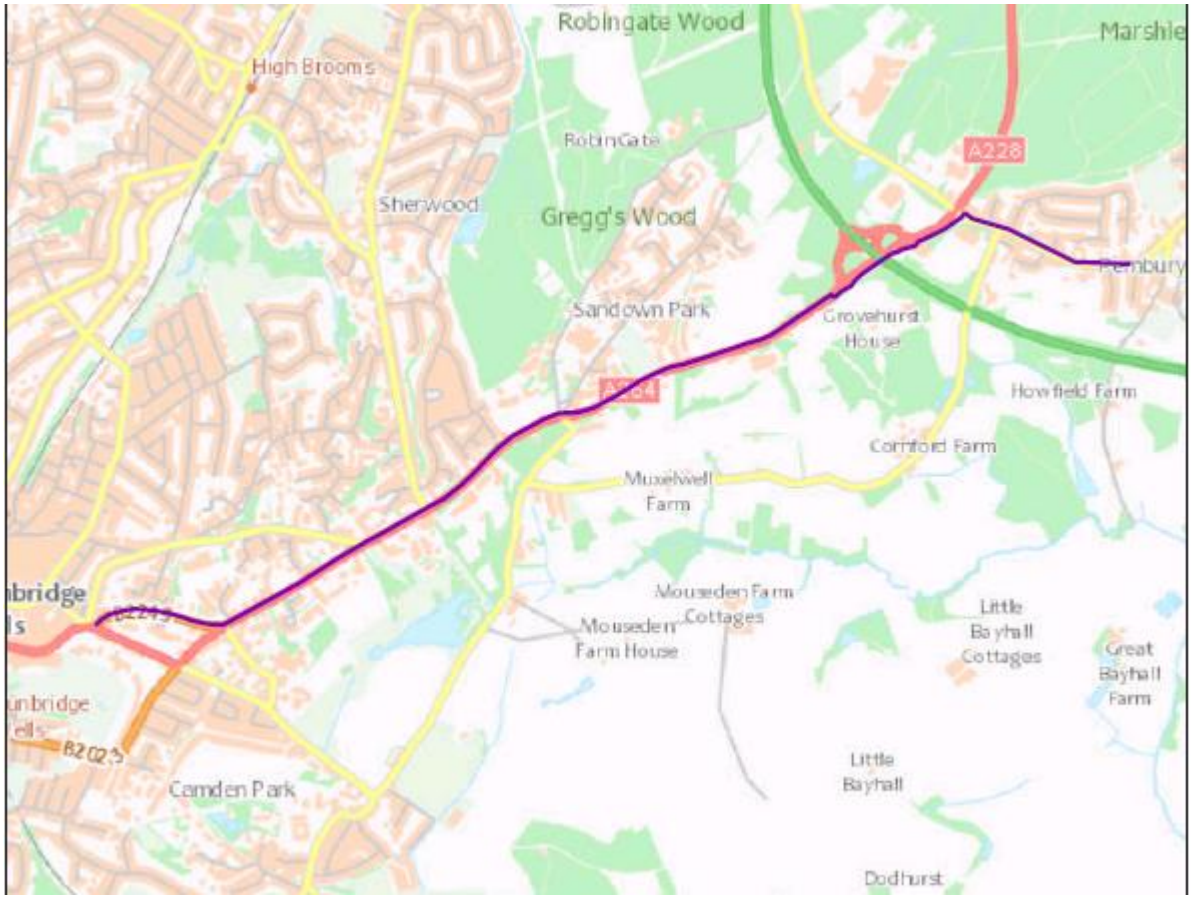
Appendix B: Area Profiles for cycle routes

Pembury to Royal Tunbridge Wells town centre

According to the 2011 census data, current levels of cycling from Pembury Ward are low, at 1.2%. This is a key residential area 4.3km from the town centre therefore trips to the town by bike are feasible. 6.1% of residents in this Ward commute to work on foot, which is the lowest percentage for all Wards analysed within this LCWIP. 68.6% of residents in this ward travel to work by single car occupancy journeys. 29.7% of commutes to work are under 5km, but only 9.4% are less than 2km.

At present, there is a sub-standard shared use facility along Pembury Road, with a number of critical junctions that are difficult for cyclists to cross. On Pembury High Street, there are advisory only cycle lanes on carriageway, however these are often blocked by parked cars.

The Pembury Road (A264) suffers from high levels of congestion, particularly in the peak periods. This is also a key route to the town centre from the East of the borough, from areas such as Paddock Wood and other major town



centres such as Maidstone and a link from major roads such as the A21. There are also a number of schools along this route, Skinners Kent Academy (which currently has the highest level of students that travel bicycle in Tunbridge Wells), Beechwood School and Oakley School. This corridor is also a bus route although there is currently no bus priority facility. If a number of the residents that currently commute by single car occupancy journeys switched to a more sustainable mode of transport, this could have major benefits in reducing congestion along this corridor and also make bus journeys faster.

A number of infrastructure improvement measures have been suggested for this corridor. These are:

- 20mph speed limit zone in Pembury village and more cycle parking facilities
- Installation of mandatory cycle lanes and removal of on street parking in Pembury
- Revise the toucan crossing signals to give higher priority to cyclists and pedestrians
- Widen shared use paths and vegetation cutbacks
- Cyclist priority over the major side junctions, advance give way lines, coloured surfacing and raised tables
- Reposition street furniture along the shared use path
- As a longer term aspiration, put the cyclists back onto carriageway by removing the central hatchings
- Resurface Calverley Park Gardens, or, convert to a bus only route, reducing the volume of traffic and conflict with cyclists.

After prioritisation analysis was undertaken, this corridor is ranked in third place in the overall list.

Pembury (Pembury Ward)

Category	Pembury Figure
Current Working Age Population. *Source: (1)*	57% of the total population – 3,500 people.
Average Age. *Source: (1)*	44.3
Life Expectancy	74 Males and 81 Females
Health and Disability. *Source (2)*	• 8.0% day to day activities limited a lot • 8.6% day to day activities limited a little • 83.4% day to day activities not limited
Car Ownership. *Source (2)*	• Households without a car or a van – 12.4% (298) • Households with 1 car or van – 36.9% (885) • Households with 2 cars/vans- 37.6% (903) • Households with 3+ cars/vans 13.1% (314)
Housing Stock *Source (3)*	2,460 households, 5.0% of Tunbridge Wells borough
Employment by industry (3 largest sectors) *Source (2)*	• G- Wholesale and retail trade; repair of motor vehicles and motor cycles – 15.9% (468) • Q- Human Health and Social Work activities – 14.4% (424) • P- Education- 11.8% (348)
Method of travel to work. *Source (2)*	• 68.6% driving a car/ van (2,017) • 4.6%- passenger in a car or van (135) • 6.1% On Foot (180) • 1.2%- Bicycle (35)
Distance travelled to work. *Source (2)*	• Less than 2km- 9.4% (268) • 2-5km – 20.3% (579) • 5-10km- 19.4 (551)

Source (1)- 2017 Mid Year Estimates, The Office for National Statistics (ONS),
Source (2)- 2011 Census, The Office for National Statistics (ONS),
Source (3)- 2017- Dwelling Estimates, Research and Evaluation, Kent County Council

Langton Green to Royal Tunbridge Wells town centre (via A264, via Rusthall and via Nevill Park & the Common)

Cycling levels from this area of the borough are low at 2.0%, approximately 49 people, according to the 2011 census. Langton Green is approximately 4.8 km of the town centre, and Rusthall is approximately 3.2 km away. 56.9% of the population travel to work by single car occupancy and 10% of journeys are completed on foot. 40.8% of all journeys to work within this ward are under 5km, with 13.5% of journeys less than 2km. The A264 corridor suffers from peak hour congestion in the AM and PM.

Current cycling infrastructure provision along is corridor is poor. The A264 is predominantly a 40mph speed limit road, but is narrow and there is limited feasibility to provide segregated cycle lanes, or to widen the existing footway. There are also a number of dangerous side junctions along this corridor that require a redesign. An alternative route has been proposed via residential roads around Rusthall. This is also a key public transport corridor, which is the route of the frequent Arriva 281 service to the town centre, running every 20 minutes. The centre of Rusthall suffers from a lot of on-street and pavement parking. This is problematic for the bus link and discourages cycling. On the edge of the town centre, Major York's roundabout requires improvements for the safety of cyclists and pedestrians.

Another alternative route has been proposed via Nevill Park and across the Tunbridge Wells Common. However, currently Nevill Park is a private road, which is only officially to be used by the residents. In order to signpost this as a cycle route, it would require obtaining permission

from the management committee and resurfacing. The Tunbridge Wells Common, which is an off carriageway link, is a safer route to the town centre. This again would require consent from the Commons Conservators that manage the area, as well as resurfacing work, path widening and installation of lighting.

A number of infrastructure improvements have been suggested. As there are 3 separate routes proposed for this corridor, these are in the table below:

Langton Green via the A264 (Route 2a)	Langton Green via residential roads and A264 (Route 2b)	Rusthall via Nevill Park and the Common (Route 2c)
• Improve street scape for pedestrians and cyclists through Langton Green, discourage on street parking and reduce speed limit. • Shared use on footway, vegetation cutbacks and priority over the side junctions. Around Coach Road, footway is wider- scope to convert to segregated path and convert grass verge. • Lighting of the route, particularly through wooded areas. • Shared use path up Major York's roundabout – junction treatment at the roundabout and shared use facilities.	• Convert all footpaths to cycle tracks, widen, resurface and install lighting. • Ensure sufficient wayfinding and signage. • 20mph zones and dropped kerbs. • Public Realm and streetscape improvements along Rusthall High Street. Review on street parking. Widen footpath through verge clearance for shared use. • Install crossing over Lower Green Road. • Widen existing footway adjacent to A264. • Priority crossing for cyclists over Rusthall Road. • Redesign Major York's roundabout to prioritise cyclists.	• Tiger crossing across the A264 over to Nevill Park and advance warning signs. Seek agreement for signposting down private road. • Major York's Road currently dangerous, need to ensure well lit and tiger crossing over to Common. • Seek agreement from Commons for signposting through here. Wayfinding, lighting, resurface and widen path. • Formalise crossing over Castle Road. • Advance warning signs and raised tables along side junctions. • Improve Church Road/ London Road crossroads. Segregated facilities on Western end and reduce speed limit. • Install segregated lanes along Crescent Road. Reduce to 20mph speed limit and rationalise number of entries/exits to the car park.

After prioritisation, further analysis was undertaken and a weighting system utilised. As a result, Route 2A ranks in 9th place, Route 2B ranks at 8th place and Route 2C in 7th place in the overall list.

Langton and Rusthall (Rusthall Ward)

Category	Rusthall Ward Figure
Current Working Age Population. *Source: (1)*	59.8% of the total population- 2980 people
Average Age. *Source: (1)*	41.4
Life Expectancy	77 Male, 82 female
Health and Disability. *Source (2)*	• 8.8% day to day activities limited a lot (437 people) • 8.6% day to day activities limited a little (429 people) • 82.6% day to day activities not limited (4,110 people)
Car Ownership. *Source (2)*	• Households without a car or a van – 20.9% (434 people) • Households with 1 car or van- 47.7% (990 people) • Households with 2 cars/vans- 24.7% (512 people) • Households with 3+ cars/vans- 6.7% (140 people)
Housing Stock *Source (3)*	2230 households – 4.6% of the district
Employment by industry (3 largest sectors) *Source (2)*	• G- Wholesale and retail trade; repair of motor vehicles and motor cycles- 404 (16.1%) • Q- Human health and social work – 349 (13.9%) • P – Education- 229 (9.1%)
Method of travel to work. *Source (2)*	• 56.9%- Driving a car or a van (1,428 people) • 4.9%- passenger in a car or a van (122 people) • 2.0%- bicycle (49 people) • 10.0%- on foot (250 people)
Distance travelled to work. *Source (2)*	• Less than 2km – 13.5% (324 people) • 2-5km – 27.3% (653 people) • 5-10km- 8.34%- (202 people) Of total in employment – 49.2% travel less than 10km to work.

** These statistics look at the Rusthall Ward, as Langton is incorporated under Speldhurst and Bidborough*

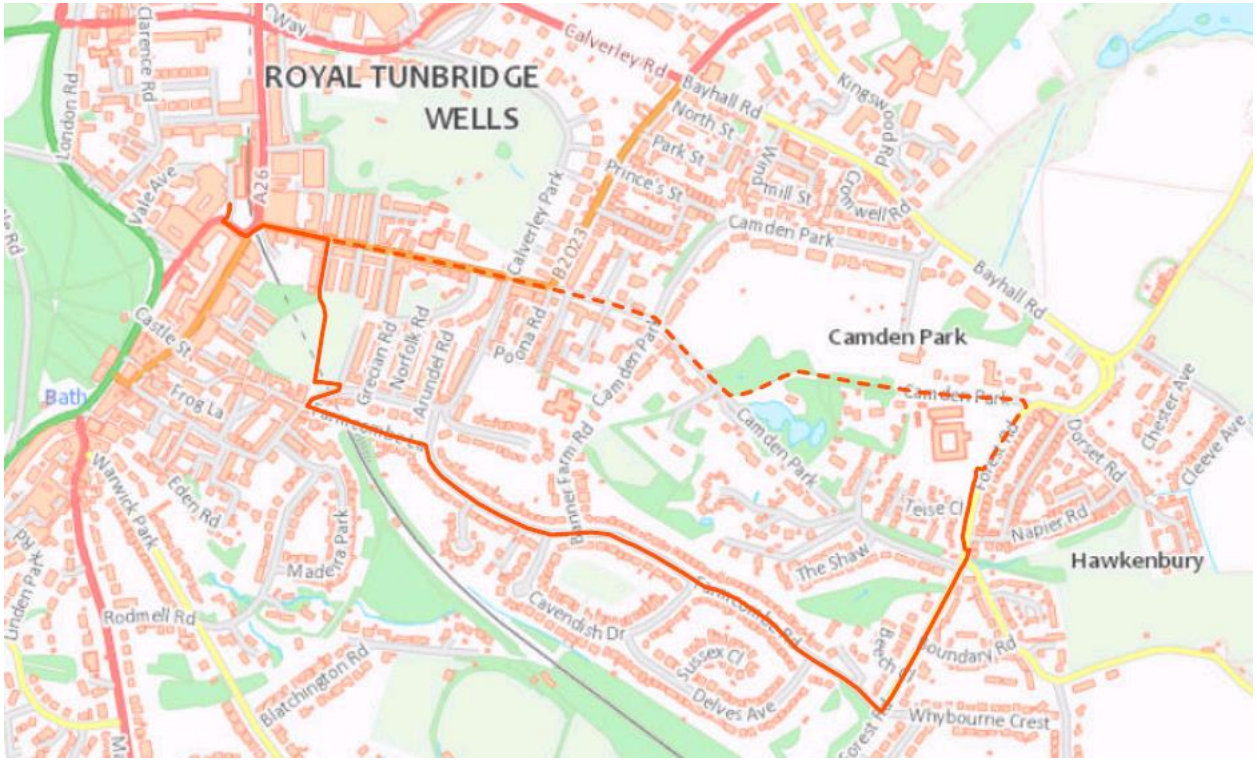
Source (1)- 2017 Mid Year Estimates, The Office for National Statistics (ONS),

Source (2)- 2011 Census, The Office for National Statistics (ONS),

Source (3)- 2017- Dwelling Estimates, Research and Evaluation, Kent County Council

Hawkenbury to the town centre (via Farmcombe Road and via Camden Park)

Hawkenbury is close to the town centre at 1.8km and technically is classified as Park Ward. Current levels of cycling are low at 1.2% (around 43 people according to the 2011 census). However, travel to work on foot is high, at 21.1% of journeys. Levels of single car occupancy journeys are again by far the highest mode of transport at 40.5% of all journeys (over 1450 journeys to work). A large employer (AXA PPP) is located in the centre of Hawkenbury, which generates a large volume of traffic during the peak hours. However, as data is taken from Park Ward as a whole (which covers the general town centre area), this may not be representative of journeys solely undertaken in Hawkenbury.



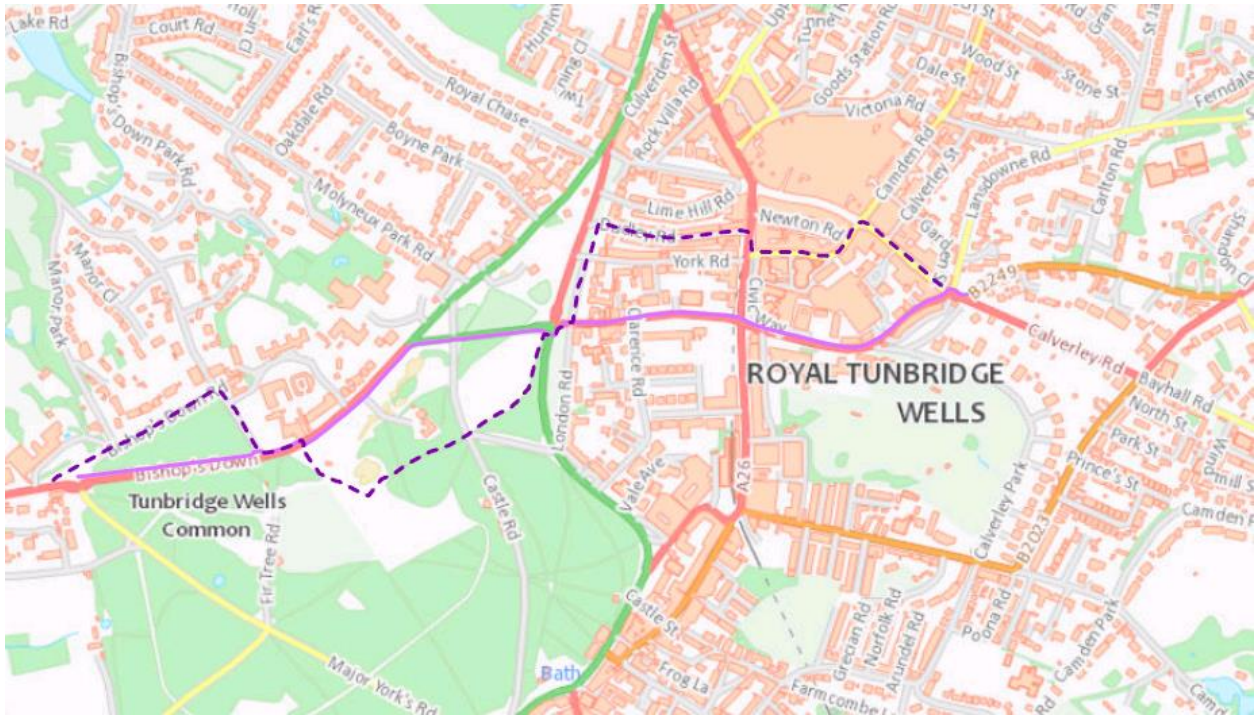
There are two alternative routes proposed for this corridor, one via Farmcombe Road and the Grove Park, and the other along Camden Park, a private residential road. There is no cycling infrastructure currently provided along this corridor, except for a very short stretch of shared use directly outside International House and a recently introduced 20mph zone in the Farmcombe Road area.

A number of infrastructure improvement measures have been suggested for this corridor. Routes via Farmcombe Road and Camden Park have been assessed:

Hawkenbury via Farmcombe Road	Hawkenbury via Camden Park
• Cyclist priority over all side junctions, advance stop lines and feed in lanes. • Tiger crossings and 20mph speed limit in residential roads. • Reallocate road space to implement cycle lanes on Forest Road • Redesign mini roundabout design along Farmcombe Road • Ensure sufficient signage and wayfinding. • Signpost down Farmcombe Lane to avoid the steep gradient up to Claremont Road- ensure routing is clear and surfacing is appropriate • Advance warning of cyclists on blind corners. • Grove Park – signage, marking and adequate lighting. • Improve Grove Hill Road/Mt Pleasant roundabout as suggested in the Urban Design Framework.	• Revise current shared use layout connecting Hawkembury village to Camden Park. Seek agreement to signpost cyclists down Camden Park, ensure sufficient lighting and vegetation cutbacks • Revise side junctions to give cyclists priority. • Ensure wayfinding and signage • Camden Hill- introduce 20mph, traffic calming and discourage extensive on street parking • Grove Hill Road- advance stop line for cyclists exiting Camden Hill – improve public realm, way finding signage and 20mph speed limit • Grove Hill Road/Mt Pleasant roundabout- improvements as in the Urban Design Framework.

After prioritisation, the routes via Camden Park and Farmcombe Road rank at 1st and 2nd in the overall list.

Cross Town (via A264/ Church Road and via the Common)



Both Cross Town and Hawkenbury corridors are included in Park Ward.

The Cross Town link joins together the Langton/Rusthall corridor at the Major York's roundabout up to Calverley Park Gardens, the start of the Pembury Road corridor. One of these routes is proposed on carriageway, via the A264 Bishops Down Road, Church Road and Crescent Road. The other is via more residential roads and across the Tunbridge Wells Common. There is a large volume of all modes of transport moving in both directions across the town centre. The majority of roads are narrow, congested and the geography of the town centre has a number of steep hills, which can discourage cycling. There are a number of key employers in the centre, as well as a popular rail station, a large number of public transport links and the borough's main retail offering. The route via the Common is a safer, off carriageway alternative however, this currently does not permit cycling. The route through the town centre is an important key link in order to allow cyclists to complete their journeys and to encourage modal shift from the single car journeys to cycling and walking. There is also currently a major gap in the Sustans NCN 18 route through the town centre which needs joining up.

This has been split up by routing along the main road, and routes via the Tunbridge Wells Common.

Cross Town via the main roads- A264/Church Road/Crescent Road	Cross Town via residential roads and the Tunbridge Wells Common
• Blanket 20mph zone across the town centre	• Blanket 20mph zone across the town centre

• Convert existing footway to a shared use path. • Convert Zebra crossings to a tiger crossing • Shared use on Southern footway down Church Road, or, if possible take land from the Common for a segregated cycle lane. • Junction improvement at the London Road/Church Road crossroads. Toucan crossings on all arms, advance stop lines and protected junction approaches. • Reduce traffic volume and speed on Church Road (by Trinity Theatre). Raised tables and side entry treatments. • Improve Church Road/Mount Pleasant Road crossroads. • Crescent Road, segregated cycle lanes but narrow carriageway towards Carrs Corner. Reduce number of entries/exits to Crescent Road car park	• Bishops Down Road- raised tables, advance warning to cyclists. • Shared use along short stretch of Mount Ephraim to the common. Convert Zebra crossing to a Tiger crossing. • Widen path through the Common, ensure wayfinding, lighting and sufficient surfacing. Need to seek agreement from the Commons group to allow signposting. • Improve London Road/Church Road crossroads. Toucan crossings on all arms and upgrade on street cycle facilities. Advanced stop lines and protected junction approaches. • Inner London Road- potentially make one way going northbound. Raised tables and advance warning of cyclists. • Dudley Road- potential contraflow to allow cycling in both directions. • Try to remove on street parking on Calverley Road.

After prioritisation, the route via the Commons and the Cross Town route are ranked as 4th and 6th and in the overall list.

Hawkenbury and Cross Town (Park Ward)

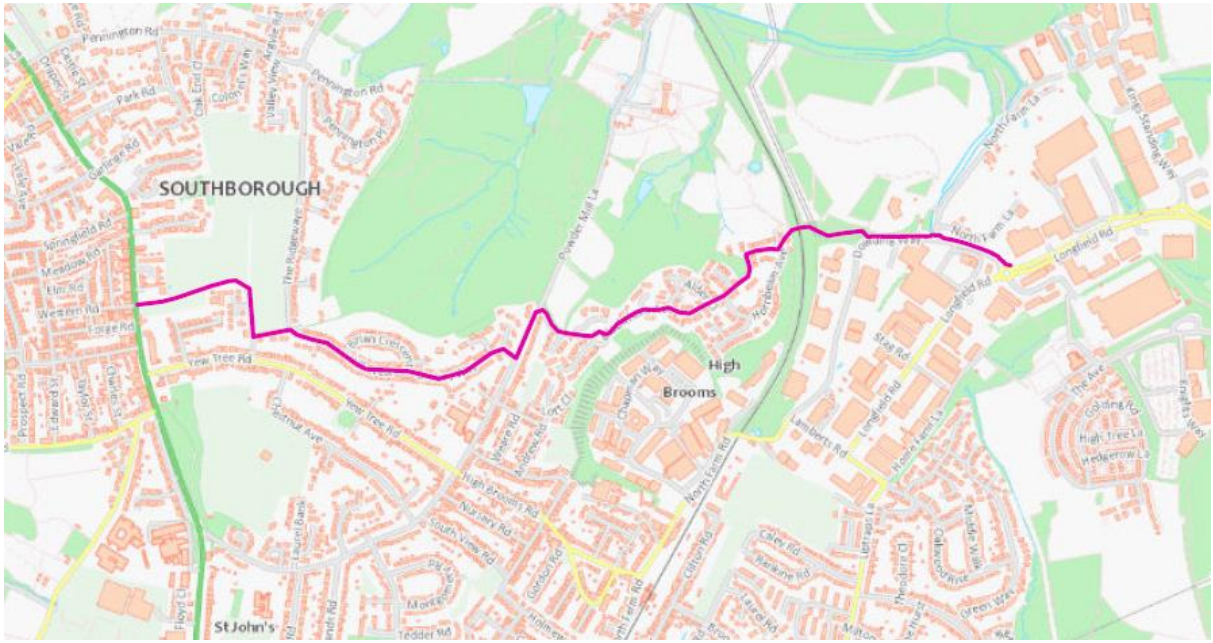
Category	Park Ward figure
Current Working Age Population. ***Source: (1)***	58.8% of the total population- 4590 people
Average Age. ***Source: (1)***	42.5
Life Expectancy	78 Male, 81 Female
Health and Disability. ***Source (2)***	• 7.1% day to day activities limited a lot (526 people) • 9.2% day to day activities limited a little (674 people) • 83.7% day to day activities not limited (6163 people)
Car Ownership. ***Source (2)***	• Households without a car or a van – 22.1% (736) • Households with 1 car or van – 50.3% (1,674) • Households with 2 cars/vans- 21.9% (730) • Households with 3+ cars/vans – 5.6% (187)
Housing Stock ***Source (3)***	3560 households (7.3% of the district)
Employment by industry (3 largest sectors) ***Source (2)***	• G- Wholesale and retail trade; repair of motor vehicles and motor cycles – 13.0% (469 people) • M- Professional, scientific and technical activities – 12.2% - (441 people) • K- Financial and Insurance activities – 12.1% (437 people)
Method of travel to work. ***Source (2)***	• 40.5% driving a car or van (1459 people) • 2.9% passenger in a car or van (103 people) • 1.2% bicycle (43 people) • 21.1% on foot (761 people)
Distance travelled to work. ***Source (2)***	• Less than 2km – 26.2%- 917 people • 2-5km- 10.6% - 371 people • 5-10km- 6.7% - 236 people

**Park Ward incorporates the area of Hawkenbury and across the town centre, so will be used for both corridors.*

Source (1)- 2017 Mid Year Estimates, The Office for National Statistics (ONS)
Source (2)- 2011 Census, The Office for National Statistics (ONS)
Source (3)- 2017- Dwelling Estimates, Research and Evaluation, Kent County Council

Barnett's Wood (Southborough and High Brooms Ward)

The Barnett's Wood cycle route is on the periphery of the town centre, connecting Southborough, a major residential area, to the North Farm Estate a key employment area and retail & leisure destination. It also provides a link to High Brooms Rail Station, which is a busy commuter station. Levels of cycling to work from the Southborough and High Brooms Ward are low at 1.7% (approximately 67 people in 2011). Levels of walking to work are higher in this Ward at 15.0% of journeys, but driving a car remains by far the largest proportion of modal share, at 55.4% of commutes. Journeys to work in this Ward tend to be short, which brings potential to encourage modal shift, 71.2% of all journeys to work are less than 5km, with 26.6% less than 2km.



This proposed route starts adjacent to the new Southborough Hub development and is through residential roads, where a 20mph limit is proposed. There are a few major junctions along the route which require re-alignment and prioritisation to be given to pedestrians and cyclists.. The route then continues onto Dowding Way where it links to the existing 21st Century Way cycle route, and the Longfield Road shared use path and eventually onto the A21 NMU link. There are a number of large employers in the North Farm area, as well as having a number of large retail stores and a leisure park, which includes restaurants, a cinema and bowling alley.

A number of infrastructure improvements have been suggested for this corridor including:

- Relocate signalised crossing around Western Road junction and 20mph speed limit zone in this area.
- Segregated/shared use cycle path as part of the Southborough Hub development.
- 20mph speed limit and wayfinding around Powdermill Lane residential area. Resurface Hillcrest and convert verge along Brokes Way to shared use.
- Provide a dedicated lane for cyclists at Powdermill Lane/Brokes Way junction
- Mandatory cycle lane on Powdermill Lane and 20mph speed limit.
- Segregated cycle lanes along Barnett's Way.
- Priority crossing over Hornbeam Avenue.
- Wayfinding signage at Juniper Close to Dowding Way. Remove railings, widen and vegetation cutbacks and wayfinding signage.

After prioritisation, the Barnett's Wood route is ranked 5th in the overall list.

Category	Southborough and High Brooms Ward figure
Current Working Age Population. *Source: (1)*	**64.8% of the total population (5320 people)**
Average Age. *Source: (1)*	37.5
Life Expectancy	79 Male, 83 Female
Health and Disability. *Source (2)*	• 6.2% day to day activities limited a lot (476 people) • 8.4% day to day activities limited a little (649 people) • 85.4% day to day activities not limited (6,558 people)
Car Ownership. *Source (2)*	• Households without a car or van- 20.2% (628 people) • Households with 1 car or van- 47.8% (1486 people) • Households with 2 cars or vans- 25.8% (803 people) • Households with 3 cars or vans- 6.3% (194 people)
Housing Stock *Source (3)*	Total number of dwellings: 3130 (6.4% of the district)
Employment by industry (3 largest sectors) *Source (2)*	• G- Wholesale and retail trade; repair of motor vehicles and motor cycles- 18.7% (736 people) • Q- Human health and social work – 12.2% (481 people) • P – Education- 10.8% (427 people)
Method of travel to work. *Source (2)*	• 55.4%- Driving a car or a van (2185 people) • 6.0%- passenger in a car or a van (235 people) • 1.7%- bicycle (67 people) • 15.0%- on foot (591 people)
Distance travelled to work. *Source (2)*	• Less than 2km – 26.6% (715 people) • 2-5km – 44.6% (1,197 people) • 5-10km- 8.2% (219 people) Of total in employment – 79.4% travel less than 10km to work.

Source (1)- 2017 Mid Year Estimates, The Office for National Statistics (ONS)
Source (2)- 2011 Census, The Office for National Statistics (ONS)
Source (3)- 2017- Dwelling Estimates, Research and Evaluation, Kent County Council

Appendix C - 20mph schemes

Since the Phase 1 LCWIP document was prepared in 2019, a number of 20mph schemes have been implemented in and around central Tunbridge Wells. These include:

Royal Tunbridge Wells Town Centre Scheme – implemented September 2020

For the following roads listed, it includes the entire length:

- Camden Road
- Calverley Road
- Culverden Street
- Goods Station Road
- Grosvenor Road
- Hanover Road
- High Street
- Meadow Road
- Monson Road
- Mount Pleasant Road
- Mount Pleasant Avenue
- Mount Ephraim Road
- Rock Villa Road
- Upper Grosvenor Road
- Vale Road
- Victoria Road
- White Bear Passage

Culverden scheme – implemented July 2020

- Ashdown Close
- Beltring Road
- Bishops Down Road
- Bishops Down Park Road *(from it's junction with Byng Road to its junction with Molyneux Park Road)*
- Boyne Park
- Byng Road
- Campbell Road
- Coniston Avenue
- Culverden Down
- Culverden Park
- Culverden Park Road
- Derwent Drive
- Earls Road
- Exchange Mews

- Hollin Close
- Huntleys Park
- Hurstwood Lane *(From its junction with Bishops Down Road to its junction with Manor Close)*
- John Street
- Kendal Park
- Kent Road
- Knightsbridge Close
- Manor Close
- Mayfield Road
- Molyneux Park Road
- Oakdale Road
- Royal Chase
- Rydal Close
- Rydal Drive
- Somerville Gardens
- Standen Street
- Thirlmere Road
- Thomas Street
- Whitefield Road
- William Street

Sherwood scheme – implemented July 2020

- Allandale Road
- Ashenden Walk
- Birch Way
- Bluebell Walk
- Bracken Close
- Bracken Road
- Burslem Road
- Coneyburrow Road
- Emerald Walk
- Fairmile Road
- Friars Way
- Green Way
- Gorse Road
- Greggswood Road
- Harries Road
- Hawthorn Walk
- Hazelwood Close
- Lakeside
- Link Way
- Middle Walk
- Milton Drive
- Oakwood Rise

- Orchidhurst
- Sherwood Road
- Sherwood Way
- Squirrel Way
- The Hurst
- Theodore Close
- Willow Walk