



Progress on making Tunbridge Wells a cycling-friendly town

Dear Tom

I last wrote to you after the TWBUG and 20's Plenty meeting at Skinners on 16th July. So what progress has TWBUG made since then?

Cycling strategy

The Tunbridge Wells Borough Council has voted unanimously to approve the [cycling strategy](#) we have been working on for nearly two years. You may think a 'strategy' is one thing, and an actual network of safe, segregated cycle paths with priority for cyclists at road intersections is another – and you would be right. But the strategy is vital because it enables us to bid for funding, e.g. from the Local Enterprise Partnership. Please read (or at least skim) the strategy and add comments. The



Cycle path alongside the A21

By being persistent we have ensured that the cycle route to be built alongside the newly dualled section of the A21 joining Pembury and Tunbridge Wells to Tonbridge will be a proper tarmac surface, not the

more comments are added by interested citizens the more likely it is that the plan will happen.



James Galpin's impression of the Camden road

Camden Road

You may have seen the artist's impressions in the local papers showing the pedestrianisation of Camden Road. Many members of the Camden Road Traders Association" (CRTA) seem believe that it would rejuvenate this lovely, quirky area of our town. TWBUG is working with them to push Tunbridge Wells BC to provide some serious options.

Studies, reports and action

loose gravel originally planned. We have also had a detailed meeting with Transport England (the clients) and Balfour Beatty (the contractors) at which we pointed out the many improvements required to their designs e.g. addition white lines at the sides of the path to make it safe at night. We are following up with them to make sure our recommendations are implemented.

North Farm Development

Members of TWBUG have met with those responsible for the current North Farm development, including Matthew Balfour, transport portfolio holder at KCC. The outcome of these meetings is disappointing. North Farm is a disaster from the perspective of the cyclist and the pedestrian. The design fails 14 of the 20 principles that Transport for London has established as best practice in designing streets for cycling - see below. As designed, the provision is not 'safe, comfortable, direct, coherent

- Tunbridge Wells Borough Council has won some money to carry out a study on the two main traffic corridors into the town from the north (A26) and from the east (A264). This study will include how best to upgrade the existing (poor) cycling provision...watch this space.
- A linked study has been completed comparing the number of journeys into the town versus those which carry on through the town to another destination. The results will be presented to the [Tunbridge Wells Borough Council Joint Transportation Board](#) at the Town Hall at 6pm on Monday 19 October. If you wish to speak at the meeting, you need to register in advance.
- Also at that meeting

or attractive’.

In fact, the provision is so poor that cyclists using the traffic-free route from Tonbridge to North Farm and then hoping to cycle into TW town centre along the 21st Century Way may decide to risk mixing with traffic on the dual carriageway in North Farm. We aim to ensure that KCC changes its mind.



Transport for London's cycling design standards

[Transport for London's cycling design standards](#) are now finalised. Whilst the standards don't cover every eventuality and do not go

will be an interim report about how to increase the number of roads that are 20 mph.

- We believe both reports will help the cause of cycling in TW. Please come to the meeting. The more citizens attend such meetings, the more likely the council is to take action. The world is run by those who show up.

into the detail of the Dutch 'Crow' manual (copy available for reference at TWBUG's office), they are markedly better than anything we've had before. If they had been applied to the mishmash of cycling 'provision' in Tunbridge Wells, we might have the makings of a decent network. We are urging the DfT to adopt them as national standards and we invite you to write to the secretary of state to make the same request.

Warwick Park Road

This road has been made partly one-way by its closure to traffic at the Pantiles end. We are working with the local residents association to make the change permanent and so improve their lives and those of cyclists by giving them an alternative to the Frant Road.

Actions you can take

1. Read the [cycling strategy](#) and make comments
2. Write to the Secretary of State for Transport urging him to have the Department of Transport adopt London's cycling design

- standards as national standards;
3. Attend the [Tunbridge Wells Borough Council Joint Transportation Board](#) at the Town Hall at 6pm on Monday 19 October.

Thank you.



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I am sending this email to all members of TWBUG.

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Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever has.'

Margaret Mead, anthropologist