

Package	Location	Measure	Reason	Comments
1) Create north south active travel corridor	Linden Park Road	Point closure	To create pedestrian only walkway between the Pantiles and new businesses at the new Dandara development and to enable use of Linden Park Gardens as a pedestrian access between Sainsbury's and the Pantiles	Alternative of significant narrowing of lanes on the A26 is probably not on achievable on what will remain the main route through Tunbridge Wells
	Neville Street / Frant Road	Point closure	To enable social distancing at a high volume pedestrian bottleneck behind existing guardrails; create low traffic environment for Warwick Park / Broadwater areas	Exact location and diversionary routes to be decided; Neville Street was previously closed in August 2018 - photo here.
	High Street	Point closure	To enable full use of High Street by pedestrians to walk through and to access retail and hospitality premises	One way system may not meet DfT funding requirement of 'meaningful reallocation of space to pedestrians' or 'significantly changing the status quo of the road'.
	Grove Hill Road	Point closure	Makes safe connection of High Street to Mount Pleasant and station. Enables residents who are connected to the town via Grove Hill Road to walk or cycle safely into town/ the station	Grove Hill Road currently closed for gas main replacement; experience has worked well for pedestrians
	Mount Pleasant Road (by station)	Point closure with bus gate	To create a visibly strong walking and cycling corridor between the top and bottom of our town and to improve the crossing of Vale Road from the station to the High Street	Closing north south route through town centre for motor vehicles incentivises people to walk/cycle/use the bus. Vehicle drop off for station accessed via Vale Road. Might => 1 way on High Street - see above
	Mount Pleasant Road	Point closure	Enforce current restrictions on access to area around War Memorial	TROs already exist; enforcement required
	York Road / Dudley Road	Point closure	Removes through traffic from MPR and Monson Road	York Road closed effectively in the past
	Meadow Road / Grosvenor Road	Point closure	Removal of gyratory at Grosvenor Road enables greater use of road space for pedestrians and cyclists	Reversion of Meadow Road to two-way, as existed prior to 1992; note: benefits motor vehicle flow on Upper Grosvenor Road which can now avoid gyratory
	Hannover Road	Point closure	Removing possibility of rat-running through narrow residential street, enables pedestrian access to Grosvenor Hill	

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2) Create low traffic zone in town centre	Town Hall car park	Point closure	Re-locate access to Town Hall car park to Crescent road reduces traffic flow on Monson Road	
	Monson Road	Point closure	Reallocates space from motor vehicles to pedestrians; enables establishment of regular street market to boost footfall in area	May not be needed if York, Dudley and MPR roads closed; need to consider traffic circulating around Newton Road
	Camden Road (W)	Point closure	Between Calverley Road and Garden Road	Already narrow road that is unsuitable for motor vehicles; hospitality businesses will welcome use of road space for tables and chairs; bus diversion needed
	Camden Road (E)	Pavement widening	make one way (?eastbound) between Garden Road and Albion Road to re-allocate space to pedestrians in busy shopping area	Probably east bound to enable residents to access side roads
	Grosvenor Bridge	Point closure	Enforce low traffic on Camden Road and Quarry road, reduces through traffic in St. John's and St. James's; busy route to St Barnabas, St. James's and to secondary schools on St. John's road.	Bridge been closed in past; may need to be again for strengthening? Alternative routes exist
3) Roads outside town centre	Reynolds lane	Point closure	Safe route to school for secondary schools; lowers traffic volumes in Culverden residential area; supports 20mph zone	Narrow lane is unsuitable for through traffic
	Dunstan Road	Point closure	Lowers traffic volumes in St. John's residential area	Note: together with Grosvenor Bridge closure will improve traffic flow on Upper Grosvenor road, with fewer traffic light phases (pedestrian only...)
	Ferndale	Point closure	Lower traffic volumes and enables access to St. James's school; creates active travel corridor	Bus diversion needed - possible consolidation of 277 with 282/283?
	Calverley Park Gardens	Point closure	Create active travel corridor on key walking route and link to Pembury Road cycle route	Local Plan already envisages making bus and cycle only
	Farmcombe Road	Point closure	Create active travel corridor on key walking route; creates safe access to Claremont School	
4) Generic measures	Town centre roads	20mph limit	To make walking and cycling safer for all	20mph can be funded as part of a package of measures
	All pedestrian crossings	Reduce wait / increas cross time	Wherever pedestrian crossings still needed, to enable social distancing	Some formal crossing points may become redundant with lower traffic volumes and speeds
	All pavements	Guard rail removal	Removing guard rails is shown to be safer for pedestrians and cyclists	See evidence from London and elsewhere
	walking routes	Publicity	Many walking routes are not well known to residents or visitors. Greater use will need to be made of these	