

# Tonbridge

## CYCLE AUDIT: SITE OBSERVATIONS & VIABILITY

Sections 1-40 (September 2020); sections 40-49 (October 2021); sections 50-65 (August 2025)

| Section No. | Location         |                                       |                                                                                                                          | Street Lighting | Observations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Viability | Form of cycle route                                                                                                                                                                                                                                                | Works/Improvements required                                                                                                                                                                                                                                                                                                                                               |
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| 1           |                  | Road (two-way movements) plus footway | Road - 9.2m, footway approx. 2.0m on both sides of road                                                                  | Y               | Road now forms part of the recently implemented 20mph zone. Heavily trafficked, however. Shared footway / cycleway signage is present on footway when entering from A26 but width is sub-standard. Bins noted on footway, as it appears residents have limited frontage to store them. Footway width increases on approach to Quarry Hill Road Roundabout.                                                                                                                                                                                                                        | Low       | Signposted route?                                                                                                                                                                                                                                                  | Reduced speed limit is a positive intervention and in places, widening may be possible to allow for on-carriageway cycling; however following previous negative feedback from local Members and residents it is likely to be preferable to consider the potential for a signed route to the Town Centre via the side roads (particularly Goldsmid Road).                  |
| 2           | Priory Street    | Road (two-way movements) plus footway | Road - 7.7m (but on street parking does narrow), footway - eastern side 2.0m but narrows due to trees                    | Y               | Dedicated on-street parking bays provided. Long, straight road alignment but generally low vehicle speeds due to on-street parking. Footway on eastern side is approx. 2.0m in width but street trees reduce this locally. 20mph speed limit is beneficial for cyclists and the road is considered suitable for on-carriageway cycling by competent individuals.                                                                                                                                                                                                                  | Medium    | Signposted route? Permanent 20mph limit?                                                                                                                                                                                                                           | A signposted, on-carriageway route is considered suitable. Potential to combine this with LTN measures?                                                                                                                                                                                                                                                                   |
| 3           | Priory Road      | Road (two-way movements) plus footway | Road - 6.4m wide, footway varies                                                                                         | Y               | Northern footway on entering Priory Road from Quarry Hill Road is 3.2m wide. This then narrows and terminates into the station car park. No crossing point provided at this location, though island crossing at bell mouth. Road is subject to on-street parking with dedicated bays. Traffic speeds are generally low and the road is considered suitable for cycling by competent individuals.                                                                                                                                                                                  | Medium    | Signposted route? Permanent 20mph limit?                                                                                                                                                                                                                           | Consideration needs to be given to on street parking but signposted route may be possible.                                                                                                                                                                                                                                                                                |
| 4           | Waterloo Road    | Road (two-way movements) plus footway | Road - 6.5m, footway varies (1.6m on the west side, 2.3m on the east)                                                    | Y               | Trial 20mph limit in place and from observations it appears that vehicles are travelling at this speed. On-street parking present in marked bays for permit holders. Footway varies with the eastern footway opening out to 3.6m with stepped access to the road as a result of the level change. BT boxes and street furniture generally present on west side. Taxi rank at the northern end of the road alongside the railway station. Recent KCC proposals for a shared footway/cycleway on the eastern side, linking the A26 route from Tunbridge Wells to Tonbridge Station. | High      | 3.0m wide shared/unsegregated footway/cycleway on eastern/southern side with pinch points minimum 1.9m wide. Uncontrolled pedestrian/cycle crossing at junction with Quarry Hill Road and shared area to south of junction to connect into existing cycle facility | Review of previous KCC shared use scheme to determine feasibility and acceptability.                                                                                                                                                                                                                                                                                      |
| 5           | Quarry Hill Road | Road (two-way movements) plus footway | Road - varies, right turn lanes present and dual carriageway on approach to roundabout, 12m in this area. Footway varies | Y               | Footways are generally wide but peak footfall and traffic volumes in this area are high due to the busy bus/rail interchange and key north-south route through the town centre, which is heavily used by commuters and school/college pupils. Street furniture is prevalent throughout, mainly in the form of bus shelters. ASLs are present at the recently-installed signalised junction but no further on-carriageway cycle infrastructure. The area is currently subject to the 20mph speed limit trial.                                                                      | Low       | N/A                                                                                                                                                                                                                                                                | Limited opportunities to provide materially enhanced cycle infrastructure due to competing demands on this busy link, where pedestrian movements between the railway station and the schools/colleges to the south are considered to take priority. Waterloo Road has the potential to provide a suitable alternative north/south route which is less heavily trafficked. |

| Section No. | Location            |                                       |                                                                                                              | Street Lighting | Observations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Viability | Form of cycle route                                                                                                                                                                                                                                                                                                                                                            | Works/Improvements required                                                                                                                                                                                                                                                                                                                                              |
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| 6           | Brook Street        | Road (two-way movements) plus footway | Road - 5.5m and 6.0m, shared footway / cycleway and segregated footway / cycleway - 3.0m                     | Y               | Shared and partially segregated footway/cycleways on both sides of the road for much of its length between Quarry Hill Road and Lower Haysden Lane (typically 3.0m in width). Provision terminates on the southern side of the road to the east of West Kent College.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Medium    | 3m wide shared/unsegregated footway/cycleway on southern side along current alignment with dropped crossing of college exit and realigned give way markings to indicate pedestrian/cyclist priority. Proposed 'Copenhagen Crossing' of Dame Kelly Holmes Way. Existing segregated footway/cycle way on northern side to be replaced with shared/unsegregated footway/cycleway. | Overall, provision in this location is reasonable, subject to ongoing maintenance and enhanced signage - potentially advertising the Tonbridge to Penshurst leisure route (Route 12).                                                                                                                                                                                    |
| 7           | Footpath MU43, MU29 | PRoW                                  | Varies across length                                                                                         | Y/N             | Upon entry from Brook Street, there are 1.0m wide 'dismount' gates. Beside The Hayesbrook and Judd Schools, the route is 1.2m wide and tarmacked with slight cracking noted. On turning the first corner, the route widens to 2.7m, albeit to provide a full width pedestrian and cycle route, third party land would be required from the school. To the north, Sussex Road and Douglas Road are a low speed residential streets subject to traffic calming features and on-street parking. At the northern end of Douglas Road is a 1.5m footpath, presenting a constrained and uninviting environment subject to partial streetlighting. There is potential to widen part of this link to approximately 2.5m, subject to vegetation clearance. The footbridge across the Tonbridge-Redhill railway line is stepped and has been the subject of recent work by KCC to examine the scope for a cycle rail, which was not deemed feasible. To the north of the bridge is a 3.6m wide surfaced track at the end of Clare Avenue, to the east of which is a further footbridge across the Tonbridge-Sevenoaks railway line, which again lacks ramped access. | Medium    | Partial shared footway / cycleway provision                                                                                                                                                                                                                                                                                                                                    | Should it be possible to acquire land from The Hayesbrook and/or Judd Schools, there is the potential to provide a shared use route between Brook Street and Sussex Road/Douglas Road, from where onward northbound cycle access can be achieved via Waterloo Road. Material enhancements to the route via the railway line and Barden Road are unlikely to be feasible. |
| 8           | Brook Street        | Road (two-way movements) plus footway | Road - 5.5m, footway and cycleway varies as detailed in the observations column                              | Y               | Segregated footway/cycleway on the southern side of the road. Width of footway element is affected by encroachment from the adjacent hedge. Total width 3.6m, inclusive of 1.3m verge. Dropped kerb crossing point provided near The Hayesbrook School, subject to surface degradation. On the northern side, outside of The Hayesbrook School, is a large expanse of hardstanding accommodating a footway/cycleway and bus waiting area, with a slightly confusing mix of delineation between these uses and their respective desire lines. Significant hedge encroachment is also an issue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | High      | 3m wide shared/unsegregated footway/cycleway provision on southern side of Brook Street with 'Copenhagen Crossings' of Scott Road and College Avenue and a parallel cycle crossing at the existing pelican crossing on Brook Street                                                                                                                                            | Reconfigure space outside The Hayesbrook School and address vegetation encroachment. Enhance signage and crossing point.                                                                                                                                                                                                                                                 |
| 9           | Lower Haysden Lane  | Road (two-way movements)              | Segregated footway / cycleway - 2.5m, Lower Haysden Lane - varies (average 4.2m)                             | Y/N             | Central island and adjacent verge at junction with Lower Haysden Lane incorporates a segregated footway / cycleway measuring 2.5m in width and maintained to a reasonable standard, with the potential for widening. Hedge encroachment acts to restrict visibility when entering Lower Haysden Road itself. To the west of the junction, on-carriageway cyclina is required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | High      | Improvements to existing provision as opposed to new provision                                                                                                                                                                                                                                                                                                                 | Address vegetation encroachment and enhance signage - potentially advertising the Tonbridge to Penshurst leisure route (Route 12). This route is subject to further review in association with the South West Tonbridge strategic housing allocation.                                                                                                                    |
| 10          | Upper Haysden Lane  | Road (two-way movements) plus footway | Footway - 2.0m wide, verge 1.7m. Segregated footway / cycleway totals 2.5m and carriageway width 7.0 to 8.0m | Y               | Footway present on the eastern side of the carriageway, which combined with adjacent verge provides a total width of 3.7m (footway 2.0m). Verge present on western side of road, which is very wide but narrows on entry to the 30mph limit close to the junction with Lower Haysden Lane. Generally 2.5m wide.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | High      | 3m wide shared footway / cycleway provision on southern side with uncontrolled crossing north of junction with Molescroft Way and a 'Copenhagen Crossing' across Masefield Way                                                                                                                                                                                                 | Extend footway/cycleway facilities from the junction with Lower Haysden Lane to the Nexus School.                                                                                                                                                                                                                                                                        |

| Section No. | Location                                       |                                                    |                                                                                        | Street Lighting | Observations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Viability | Form of cycle route                 | Works/Improvements required                                                                                                                                                                                                                                                                                       |
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| 11          | Tudeley Lane                                   | Road (two-way movements) plus footway, closed road | Road - varies but around 5.5m, footway also varies                                     | Y               | Road subject to 20mph speed limit and traffic calming from its western junction with Pembury Road. Footways present on both sides as far as the Weald of Kent School access. The southern footway is 2.8m in width and signed for shared use. Beyond the school, the northern footway terminates and the southern footway reduces to 1.2m in width. There may be the potential to widen it; however the level difference requires consideration. There is the potential to provide a shared facility across the grassed island between the school pick-up/drop-off and Tudeley Lane, which could then make use of the raised crossing to the west. There is then a section of verge into which the existing northern footway could be widened and a crossing provided to the 'dead end' section of Tudeley Lane, where on-carriageway cycling would be appropriate. Subject to land ownership, an alternative means of filtered permeability could be provided adjacent to the care home access, to enable pedestrians and cyclists to continue westbound.                                                                                                                                                                                                                                                                                                                                                                                 | High      | Shared footway / cycleway provision | High potential for a shared use route between the junction with Pembury Road and the 'dead end' section of the lane, where on-carriageway cycling would be appropriate given low traffic volumes and speeds.                                                                                                      |
| 12          | Baker Lane                                     | Road (two-way movements) plus footway, PRoW        | Road - 5.5m, footway varies                                                            | Y               | The initial section of Tudeley Lane from the roundabout junction with Woodgate Way to Baker Lane is subject to on-street parking during working hours, associated with the adjacent commercial units. Traffic volumes and speeds are nevertheless relatively low and the road is subject to street lighting. A 1.5m footway is also present. On entering Baker Lane, 1.8m wide footways and traffic calming are in place and the environment is conducive to on-carriageway cycling. It is apparent that the development may not yet be adopted by KCC. On entering the Public Right of Way, a 'no cycling' sign is present and the footpath is very narrow (c.1.0m) with fences and trees to both sides and only occasional lighting. The incline to Somerhill Road is also relatively severe. Somerhill Road and Gorham Drive are subject to extensive on-street parking but provide a low-speed environment conducive to on-carriageway cycling, with footways on both sides. Vale Rise is subject to one-way working and shuttle signals where it crosses the railway line, with a painted white line delineating vehicular and pedestrian movements. This provides a fairly intimidating environment for pedestrians and cyclists. The onward route north to the A26 is relatively wide, with the potential for shared use infrastructure on the western side of the carriageway if widening of the existing footway can be achieved. | Low       | N/A                                 | Limited potential for meaningful enhancement within the land and levels constraints present; however the initial section of route between the Woodgate Way roundabout and the Baker Lane junction could potentially form a viable alternative route towards the Town Centre in combination with Route 11 (above). |
| 13          | A26 Woodgate Way (Tudeley Road to Cannon Lane) | Road (two-way movements) plus footway              | Road - approx. 7.2m, footway varies but in region of 1.5m and 2.5m closer to car sales | Y               | Route follows A26. Heavily trafficked and high-speed route which presents an intimidating environment to pedestrians and cyclists. Footway is present on the western side of the road only for much of this link. On-street parking present to the north of the railway bridge. The bridge constrains the footway width, which narrows further to the north, albeit a verge is present. There is nevertheless considered to be limited potential for meaningful improvement of this route.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Low       | N/A                                 | This route is not considered to represent a safe, attractive or direct route for pedestrians and cyclists.                                                                                                                                                                                                        |

| Section No. | Location                           |                                                       |                                                                                        | Street Lighting | Observations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Viability      | Form of cycle route                      | Works/Improvements required                                                                                                                                    |
|-------------|------------------------------------|-------------------------------------------------------|----------------------------------------------------------------------------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 14          | A26 Vale Road / Cannon Lane        | Road (two-way movements) plus footway                 | Road - approx. 9.6m, footway on both sides between 2.0 and 2.5m                        | Y               | Generally wide carriageway, albeit limited scope to narrow it due to need to incorporate right turn lanes at side road junctions. Footways insufficiently wide for shared use. This is a heavily trafficked route with high HGV volumes which is promoted as an alternative to Tonbridge High Street for through traffic. These factors limit the potential for meaningful enhancement to pedestrian and cycle infrastructure.                                                                                                                                                                                                                                        | Low            | N/A                                      | This route is not considered to represent a safe, attractive or direct route for pedestrians and cyclists.                                                     |
| 15          | Hadlow Road / Bordyke              | Road (two-way movements) plus footway                 | Road - 6.5m, footway varies and changes side with no crossing provided, 1.5m to 2.0m   | Y               | Subject to 20mph speed limit trial. Footways vary in width but are inadequate for shared use and are generally bound by third-party properties, which limits scope for widening. On-carriageway cycling is appropriate for many groups.                                                                                                                                                                                                                                                                                                                                                                                                                               | Medium         | Signposted route? Permanent 20mph limit? | A signposted, on-carriageway route is considered suitable should the 20mph speed limit be made permanent.                                                      |
| 16          | East Street                        | Road (two-way movements) plus footway                 | Road - 6.5 to 4.0m (the latter being one-way), footway - 1.7m but varies               | Y               | Subject to 20mph speed limit trial and is relatively lightly trafficked. Subject to double yellow line parking restrictions throughout. Road is two-way from Bordkye and becomes one-way on entry to the High Street.                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Medium         | Signposted route? Permanent 20mph limit? | A signposted, on-carriageway route is considered suitable.                                                                                                     |
| 17          | Lyons Crescent                     | Road (two-way movements) plus footway                 | Road - 6.0m (4.0m where parking is noted) footway - 1.5 to 1.8m footways on both sides | Y               | Subject to 20mph speed limit trial and is relatively lightly trafficked. Some on-street parking present within designated bays.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Medium         | Signposted route? Permanent 20mph limit? | A signposted, on-carriageway route is considered suitable.                                                                                                     |
| 18          | Mortley Close                      | Road (two-way movements) plus footway                 | Road - 4.4m, footway 2.0m                                                              | Y               | Private road leading to the river. Low speed residential environment but does not provide a continuous onward route along the river.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Low            | N/A                                      | No potential to form part of a continuous riverside route. Focus should be on the southern side of the Medway.                                                 |
| 19          | Medway Wharf Road                  | Road (two-way) movements plus footway, waterside walk | Road - 5.5m, footway 1.8m and waterside - 2m to 4.5m                                   | Y               | Road is subject to extensive parking restrictions and is primarily residential and low-speed in nature. It is currently subject to the 20mph trial. A recently-implemented section of public realm alongside the river has greatly enhanced this area for pedestrians and cyclists. To the east, the PRoW is approx.2.0m wide but there is considered to be potential to widen it for shared use (subject to ecological and engineering constraints).                                                                                                                                                                                                                 | High to Medium | Signposted route? Shared provision?      | A signposted, on-carriageway route is considered suitable on Medway Wharf Road, linking to a potential shared use facility along the riverside to Cannon Lane. |
| 20          | Deacon Trading Estate              | Road (two-way) movements plus footway, private road   | Road - varies from 7.0m to 5.3m, footway - 1.8m but not continuous                     | Y/N             | Private route through industrial estate, which lacks natural surveillance and street lighting and is well utilised by HGVs, presenting an intimidating environment for some non-motorised users. On-street parking in the vicinity of the residential area to the west constrains carriageway and footway widths and restricts forward visibility.                                                                                                                                                                                                                                                                                                                    | Low            | N/A                                      | This route is not considered to represent a safe or attractive route for most pedestrians and cyclists.                                                        |
| 21          | Walter's Farm Road, Bridleway MU61 | Bridleway MU61                                        | Road - 5.2m, footway - varies and is not continuous, bridleway approx. 3.0m            | Y/N             | Route links Medway Wharf Road to the north and Morley Road to the south via a shared use crossing of a tributary to the River Medway. To the north, the route is residential in character and low-speed, albeit on-street parking constrains its width and restricts forward visibility. To the south, the route crosses a private road within the Botany Trading Estate. Maintenance issues noted in the vicinity of the river crossing, taking the form vegetation encroachment and tree root growth, which makes the surface uneven. Limited natural surveillance and lighting to the south of the residential area, which limits the attractiveness of the route. | Low            | Signposted route?                        | This route is not considered to represent a safe or attractive route for most pedestrians and cyclists.                                                        |

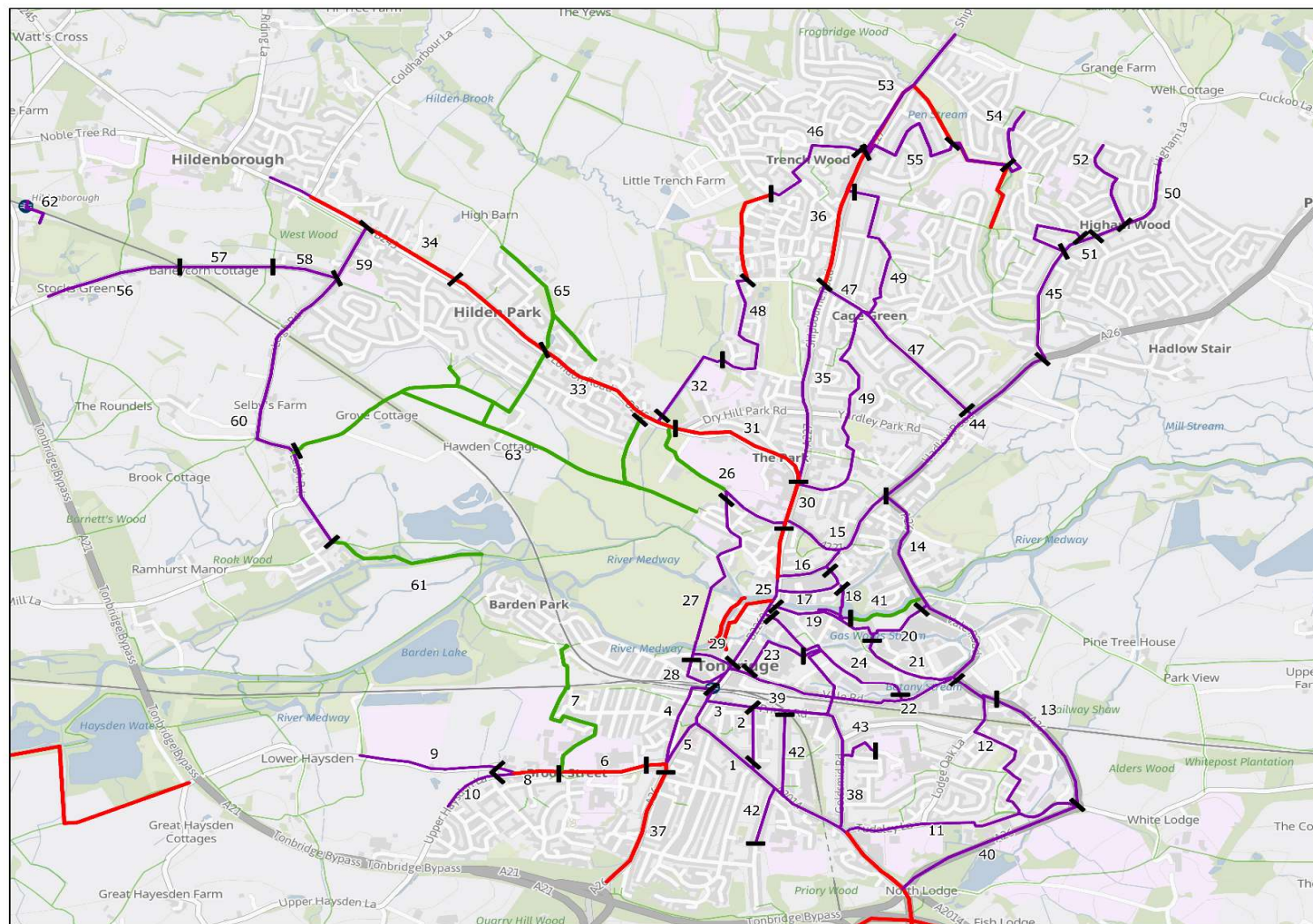
| Section No. | Location                |                                                              |                                                                                                                   | Street Lighting | Observations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Viability | Form of cycle route                 | Works/Improvements required                                                                                                                                                                                                                                                                                                  |
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| 22          | Vale Road               | Road (two-way movements) plus footway                        | Road - 7.2m but narrows to one-way movement with 3.4m width provided, footway - 2.0m with verge present in places | Y               | Cycle provision is provided on the one-way section of Vale Road in the form of a part-segregated, contraflow lane. To the west, this provision terminates and the route is traffic-dominated and industrial/commercial in character. There may be some potential to provide a shared-use route in this area by reconfiguring the carriageway and footway widths.                                                                                                                                                                                                                                                                                                                                                                                                  | Medium    | Signposted route? Shared provision? | Investigate potential to provide shared use facility to the west of the one-way section of Vale Road                                                                                                                                                                                                                         |
| 23          | Angel Lane              | Road (two-way) plus footway, segregated footway / cycleway   | Road - between 3.0m and 7.0m, footway - between 3.0 and 5.0m, footway / cycleway - 3.0m                           | Y/N             | Largely block paved, cul-de-sac route linking the river frontage and a shared use route to the north with Vale Road to the south. Bollards delineate vehicle route, which is largely used for town centre pick-up/drop-off purposes. The prevalence of turning vehicles present a potential hazard to pedestrians and cyclists; however this is effectively a very low speed, shared space environment.                                                                                                                                                                                                                                                                                                                                                           | High      | Signposted route?                   | Maintenance of existing provision and enhanced signage.                                                                                                                                                                                                                                                                      |
| 24          | Sovereign Way           | Road (two-way movements) plus footway                        | Road - 4.0m to 9.0m, footway - 2.1m                                                                               | Y               | South-eastern part of the route is industrial in character, with reasonable traffic and HGV volumes. On-carriageway, advisory cycle lanes are present for part of this section. There may be the potential to extend these, or alternatively to widen one of the footways to provide a shared use facility. To the north of the roundabout junction with Avenue Du Puy, this potential continues as far as the Waitrose frontage, where the road narrows and on-carriageway cycling will continue to be necessary.                                                                                                                                                                                                                                                | Medium    | Signposted route? Shared provision? | Review of highway boundary to understand if the advisory route could be extended or shared use facility provided. Consideration of a signposted route to continue provision where formal route infrastructure not possible.                                                                                                  |
| 25          | High Street             | Road (two-way movements) plus footway                        | Road - 6.0m, footway - 4.0 to 7.0m                                                                                | Y               | Route forms part of the permanent 20mph zone and is reasonably well used by cyclists. Standard and width of footways has been much-improved as part of the Town Centre Regeneration Scheme and the carriageway width reduced. It is not considered that further enhancements are necessary, other than enhanced signage as part of a more coherent cycle network for the town.                                                                                                                                                                                                                                                                                                                                                                                    | Medium    | Signposted route?                   | Enhanced signage.                                                                                                                                                                                                                                                                                                            |
| 26          | Lansdowne Road          | Road (one and two-way movements) plus footway, PRoW footpath | Road - 2.5 to 4.0m, footway - 1.0m, footpath - 2.0m                                                               | Y/N             | The road is narrow, which is exacerbated by on-street parking in marked bays. It is nevertheless low speed and lightly trafficked. To the west, it narrows further to a circa 3.0m shared surface before PRoW MU21 continues north-west across The Tonbridge School sports ground and car park to the B245 London Road. The route across the school land requires widening to enable shared use.                                                                                                                                                                                                                                                                                                                                                                  | Medium    | Signposted route? Shared provision? | On-carriageway cycling considered suitable on Lansdowne Road. Discussions with The Tonbridge School required to explore the potential for widening of PRoW MU21 to provide a shared facility, which would offer a valuable link between Tonbridge High Street and Hildenborough, avoiding the busy Star and Garter junction. |
| 27          | Racecourse Sportsground | Park, Road (two-way movements) plus footway                  | Park - 3.0m route, road - varies between 4.0 and 6.0m, footway - 1.5m                                             | Y/N             | Existing bylaws prohibit cycling through the parks. Existing north/south pedestrian route through the sports ground is well maintained and in the region of 3.0m wide, so could potentially be upgraded for shared use. At the time of the site visit, recent heavy rainfall had caused significant flooding, which can affect access during the winter months. To the north of New Wharf Road, the bridge over the River Medway would likely need to be widened to permit cycling. Further to the north, The Slade, Stafford Road and Lodge Road are lightly trafficked, low-speed environments conducive to on-carriageway cycling. River Lawn on the northern side of the river provides a generally high-quality link between this route and the High Street. | Medium    | Signposted route? Shared provision? | Engagement with TMBC Parks and Leisure required re: the potential for cycling within the parks. Subject to this, then primarily localised widening and signage improvements required to facilitate shared use.                                                                                                               |

| Section No. | Location                                              |                                                  |                                                                                  | Street Lighting | Observations                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Viability      | Form of cycle route                                | Works/Improvements required                                                                                                                                                         |
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| 28          | Holford Street / Barden Road                          | Road (two-way movements) plus footway            | Road - 5.2m, footway - 1.5-2.0m                                                  | Y               | A lightly trafficked, low-speed environment conducive to on-carriageway cycling, which links to Route 27 above to provide an alternative north-south route to the High Street for access to the cycle hub at the railway station. On-street parking is present within dedicated bays which reduces the carriageway width in places.                                                                                                                                       | Medium to High | Signposted route? Permanent 20mph limit?           | Enhanced signage.                                                                                                                                                                   |
| 29          | Avebury Avenue                                        | Road (two-way movements) plus footway            | Road - 8.0m (but narrowed by on street parking), footway - 2.0m                  | Y               | On street parking is present in dedicated bays which reduces width of road. Slow speed environment. Currently part of the 20mph zone. One-way for part of route further reducing vehicle flows.                                                                                                                                                                                                                                                                           | Medium to High | Signposted route? Permanent 20mph limit?           | Could be suited to a signposted route, in conjunction with 28 to create a looped arrangement. Low speed, low traffic will make it more attractive to all.                           |
| 30          | High Street                                           | Road (two-way movements) plus footway / cycleway | Road - 10.0m, footway / cycleway - 3.5m                                          | Y               | Existing provision in the form of a shared use facility on both sides of the road from the junction with Bordyke / Lansdowne Road northwards. At the northern end of the route, this provision terminates at the Star and Garter junction on the eastern side of the road; however it continues on the B245 London Road on the western side. Advanced Stop Lines are provided for cyclists on the High Street approaches to the Bordyke junction.                         | High           | Maintenance of existing provision                  | Lining, signage and surfacing needs to be maintained and enhanced in places.                                                                                                        |
| 31          | London Road (A227 to Dry Hill Park)                   | Road (two-way movements) plus footway / cycleway | Road - 7.1m, footway - cycleway - between 2.5m and 3.0m                          | Y               | Existing provision in the form of a shared use facility on the southern side of the road, parts of which are sub-standard in width. There are limited opportunities available to address this.                                                                                                                                                                                                                                                                            | High           | Maintenance of existing provision                  | Lining, signage and surfacing needs to be maintained and enhanced in places.                                                                                                        |
| 32          | Shared footway/cycleway (London Road to Welland Road) | Shared Footway / Cycleway                        | Footway / cycleway - 2.5m                                                        | N               | Shared use route provided from London Road to Welland Road. 'Cyclists dismount' railings present at the southern end but thereafter the route is of a good standard. Ongoing maintenance required during winter months.                                                                                                                                                                                                                                                   | High           | Maintenance of existing provision                  | Continued maintenance of route required, particularly during winter months.                                                                                                         |
| 33          | London Road                                           |                                                  |                                                                                  |                 | Shared use route, initially on the southern side of the road (continuation of Route 31), before crossing to the northern side via a refuge island in the vicinity of the junction with High Hilden Close. Provision generally of a reasonable standard, albeit surfacing and width improvements required in places and apparently viable given presence of adjacent highway verge.                                                                                        | High           | Maintenance of existing provision                  | Lining, signage and surfacing needs to be maintained and enhanced in places - particularly at side road crossings to increase driver awareness of cyclists.                         |
| 34          | London Road (Dry Hill Park to Elm Grove)              | Road (two-way movements) plus footway / cycleway | Road - 7.5m, footway / cycleway - 3.0m, footway on south side - 2.0m             | Y               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | High           | Maintenance of existing provision                  |                                                                                                                                                                                     |
| 35          | Shipbourne Road (London Road to The Ridgeway)         | Road (two-way movements) plus footway            | Road - approx. 5.5m but slightly narrower in places, footway - varies up to 2.0m | Y               | Currently subject to 20mph trial. Relatively narrow corridor for the most part, which is constrained further by on-carriageway/footway parking in places. On-carriageway cycling required; however relatively heavy traffic volumes preclude this for many groups. There may be potential to provide a shared use facility on the eastern side of the road to the south of the junction with The Ridgeway, where the properties are set back and a wide verge is present. | Medium to low  | Shared provision for limited length?               | Limited potential for meaningful enhancement. The parallel route via Welland Road, Long Mead Way and Darenth Avenue is considered to have greater potential as a 'quietway' scheme. |
| 36          | Shipbourne Road (The Ridgeway to Willow Lea)          | Road (two-way movements) plus footway / cycleway | Road - 7.0m, footway / cycleway - 3.0m                                           | Y               | A mixture of on- and off-carriageway cycle infrastructure is present on both sides of the road. There is potential to further enhance the quality and consistency of this provision.                                                                                                                                                                                                                                                                                      | High           | Maintenance and enhancement of existing provision. | Review potential for enhanced on- and/or off-carriageway provision, potentially incorporating light segregation.                                                                    |

| Section No.                | Location                                               |                                                  |                                                                                                                                          | Street Lighting | Observations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Viability      | Form of cycle route                          | Works/Improvements required                                                                                                                                                             |
|----------------------------|--------------------------------------------------------|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 37                         | Quarry Hill Road                                       | Road (two-way movements) plus footway            | Road - 7.6m, footway - 2.0m, parallel road for driveway access - 4.1m                                                                    | Y               | This route is strategically-important, being part of the proposed A26 Tonbridge to Tunbridge Wells cycle route and having been subject to previous outline design work by Kent County Council and Tunbridge Wells Borough Council. There is potential for a continuous, mandatory cycle lane on the northbound carriageway and a shared use route on the eastern side of the road to provide a safer environment for cyclists climbing the steep gradient. The latter could incorporate raised entry treatments at the side road junctions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | High           | On-carriageway cycle lane? Shared provision? | Review previous outline design work to determine optimum scheme.                                                                                                                        |
| 38                         | Goldsmid Road / Strawberry Vale                        | Road (two-way movements) plus footway and PRoW   | Road - varies but Goldsmid Road measures approx. 7.0m. Very narrow under railway bridge. Footway on both sides of Goldsmid Road and PRoW | Y               | Goldsmid Road is subject to a 20mph speed limit. On-carriageway and footway parking is extensive, albeit there are limited restrictions at present and the carriageway is notably wider than the parallel north-south routes to the west. Whilst there is an appreciable incline from south to north; it is suitable for most pedestrians and cyclists. Red surface treatments have been installed at side road junctions as part of the 20mph scheme to act as 'virtual' traffic calming features. Strawberry Vale is one-way under the railway bridge; however there is currently no signage to indicate which direction has priority. A 1.0m footway is provided under the railway bridge, which restricts access to some user groups and presents a rather intimidating environment. To the north of the bridge, a pelican crossing is provided close to the junction with Vale Road which could potentially be upgraded to a Toucan. PRoW MU35 continues further to the north, currently taking the form of a Public Footpath with a bridge over the Botany Stream measuring 2.8m in width. The potential for further widening to permit shared use is restricted due to third-party land constraints. There is a need for vegetation clearance to enhance natural surveillance and usability, albeit street lighting is present. At the northern end of the PRoW is a Toucan crossing adjacent to the Sainsbury's supermarket. This connects to a segregated footway/cycleway to | Medium to high | Signposted route                             | Goldsmid Road has the potential to form part of a new radial cycle route for south west Tonbridge linked to the 20mph trial and also incorporating Priory Road and Tudeley Lane.        |
| 39                         | Priory Road                                            | Road (two-way movements) plus footway            | Road - approx. 6.0m but on street parking narrows, footway - 2.0m                                                                        | Y               | Currently subject to 20mph trial. Footway provided on southern side of road, measuring approximately 2.0m in width. On street-parking present on the southern side of the road in marked bays.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Medium to high | Signposted route?                            | Priory Road has the potential to form part of a new radial cycle route for south west Tonbridge linked to the 20mph trial and also incorporating Priory Goldsmid Road and Tudeley Lane. |
| 40                         | A26 Woodgate Way (Vauxhall Roundabout to Tudeley Road) | Road (two-way movements) plus footway            | Road - approx. 7.7m, footway (on north side) approx. 1.5m                                                                                | Y               | Route follows A26. Heavily trafficked and high-speed (60mph) route which presents an intimidating environment to pedestrians and cyclists. Footway is present on the western side of the road only for much of this link, which is very lightly used and affected by vegetation encroachment and an adjacent drop in level. There is considered to be limited potential for meaningful improvement of this route.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Low            | N/A                                          | N/A                                                                                                                                                                                     |
| 41                         | PRoW MU33, MU93                                        | PRoW Footpath MU33, MU93                         | Footpath - 2.5m                                                                                                                          | N               | See Route 19 (above).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | High           | Shared provision?                            |                                                                                                                                                                                         |
| <b>Tonbridge to Hadlow</b> | A26                                                    | Road (two-way movements) plus footway (sporadic) | Road - varies, in the region of 7.0m                                                                                                     | Y/N             | Heavily trafficked and high-speed route with discontinuous footway provision. Carriageway width and highway verge varies in width beyond the built confines of Tonbridge, which will affect the potential to provide a continuous route between the two settlements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Medium         | Segregated provision?                        | Potential to provide shared use route within highway verge; however land constraints at the Hadlow end of the route may require short lengths of on-carriageway cycling.                |

| Section No. | Location                                               |                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                  | Street Lighting | Observations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Viability | Form of cycle route                                                                                                              | Works/Improvements required                                                                                                |
|-------------|--------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| 42          | Deakin Leas/Pembury Road/Lavender Hill                 | 20mph residential streets. Deakin Leas- off-street parking to most properties and marked on-street bays as part of CPZ. Lavender Hill - on-street parking both sides resulting in single running lane. Pembury Road is a wide local distributor road with parking/waiting restrictions | Pembury Road - carriageway width 9m with footway width 2.49m & 2.45m                                                                                                                             | Y               | Deakin Leas is a steep route so likely cyclists would walk their bikes for most of the length. The carriageway and footway widths on Pembury Road would allow shared use along the footways.                                                                                                                                                                                                                                                                                                                       | Medium    | On-carriageway route along Deakin Leas and Lavender Hill with shared use footways on Pembury Road connected by a toucan crossing | Installation of toucan crossing on Pembury Road                                                                            |
| 43          | Royal Avenue/Royal Rise                                | Road (two-way movements) plus footway                                                                                                                                                                                                                                                  | 20mph residential street with off-street parking to most properties and waiting restrictions in place                                                                                            | Y               | Quiet residential street providing access to local schools                                                                                                                                                                                                                                                                                                                                                                                                                                                         | High      | On-carriageway route.                                                                                                            | None required                                                                                                              |
| 44          | A26 Hadlow Road (Cannon Lane to Higham Lane)           | 30/40mph district distributor road with waiting restrictions at the western end                                                                                                                                                                                                        | 7m carriageway width near the Yardley Park Road junction with 1.5m footway width either side. Wide verges north of the junction with the Ridgeway; existing footway 1.2m wide on north-west side | Y               | This is a busy district distributor road with flows of approx. 17,000 vehicles per day, making the road too busy for on-carriageway cycling. The footways are too narrow for shared use and total highway width is about 10m for much of its length. The corridor widens north of the junction with The Ridgeway junction but the presence of mature trees and the requirement for centre hatching to the traffic islands and right-turn lanes make either on-carriageway or shared footway provision problematic. | Low       | None proposed due to the lack of width within the highway corridor for separate cycling provision                                | None proposed                                                                                                              |
| 45          | Higham Lane/Martin Hardie Way/Constable Road/Hunt Road | Road (two-way movements) plus footway                                                                                                                                                                                                                                                  | 20mph residential roads with on-street parking                                                                                                                                                   | Y               | Higham Lane is residential distributor road connecting to the local shopping parade. The other roads are quiet residential roads.                                                                                                                                                                                                                                                                                                                                                                                  | High      | On-carriageway route.                                                                                                            | None required                                                                                                              |
| 46          | Bishops Oak Ride/Oakmead/Trench Road/Northwood Road    | Road (two-way movement) plus footway                                                                                                                                                                                                                                                   | 20mph residential roads with on-street parking                                                                                                                                                   | Y               | Residential roads serving local properties (no-through routes)                                                                                                                                                                                                                                                                                                                                                                                                                                                     | High      | On-carriageway route.                                                                                                            | None required                                                                                                              |
| 47          | The Ridgeway                                           | Road (two-way movements) plus footway                                                                                                                                                                                                                                                  | 20mph residential road with off-street parking to most properties                                                                                                                                | Y               | Local distributor road that is a popular rat-run. The footways are too narrow for shared use and the carriageway width won't accommodate cycle lanes. The traffic flows are expected to be too large for unsegregated cycling.                                                                                                                                                                                                                                                                                     | Low       | None proposed due to the lack of width within the highway corridor for separate cycling provision                                | None proposed                                                                                                              |
| 48          | Long Mead Way/Welland Road                             | Road (two-way movement) plus footway                                                                                                                                                                                                                                                   | 20mph residential roads with on-street parking                                                                                                                                                   | Y               | Residential roads serving local properties (no-through routes)                                                                                                                                                                                                                                                                                                                                                                                                                                                     | High      | On-carriageway route.                                                                                                            | None required                                                                                                              |
| 49          | Cage Green                                             | Residential roads and existing footpaths                                                                                                                                                                                                                                               | Footpath 1.3m wide between boundary fences                                                                                                                                                       | Part            | Route comprising a mix of quiet residential roads and connecting footpaths. Many footpaths are too narrow for cycling (prohibition of cycling orders/ signing in place) with right-angle junctions with zero visibility                                                                                                                                                                                                                                                                                            | Low       | None proposed due to the lack of width on footpaths to accommodate shared cycle use                                              | None proposed                                                                                                              |
| 50          | Higham Lane Access Road (urban edge to Bliss Way)      | Parallel access road (two-way movements) plus footway and verge                                                                                                                                                                                                                        | 20mph residential roads with on-street parking. 6.8m carriageway                                                                                                                                 | Y               | Route following quiet 20mph residential road parallel to Higham Lane                                                                                                                                                                                                                                                                                                                                                                                                                                               | High      | Cycle link and crossing of Higham Lane north of junction with Stainer Road to proposed site allocation to east of Higham Lane    | New cycle link and crossing of Higham Lane                                                                                 |
| 51          | Higham Lane (Bliss Way to Martin Hardie Way)           | Road (two-way movements) plus footway                                                                                                                                                                                                                                                  | 6.7m carriageway, 2.1m footway both sides                                                                                                                                                        | Y               | Distributor road with footways both sides and local bus services. Off-street parking available                                                                                                                                                                                                                                                                                                                                                                                                                     | High      | Cycle link from Higham Lane parallel access road to parallel cycle crossing with mandatory cycle lanes                           | Cycle link across verge and creation of parallel crossing at existing zebra crossing with marking of mandatory cycle lanes |
| 52          | Stainer Road                                           | Road (two-way movements) plus footway                                                                                                                                                                                                                                                  | 6.7m carriageway                                                                                                                                                                                 | Y               | Route following quiet 20mph residential streets between site boundary and Higham Lane parallel access road                                                                                                                                                                                                                                                                                                                                                                                                         | High      | On-carriageway route                                                                                                             |                                                                                                                            |
| 53          | A227 Shipbourne Road (Carrotty Wood to Frog Bridge)    | Road (two-way movements) plus footway and verge                                                                                                                                                                                                                                        | Verge width varies from 1m to 3.4m                                                                                                                                                               | Part            | Route on the eastern verge of Shipbourne Road which is wide enough to accommodate a shared unsegregated cycle track for most of its length but there is a pinch point at Shandon Close at the 40mph speed limit that can't be overcome                                                                                                                                                                                                                                                                             | Low       | None proposed due to the lack of width at pinch point.                                                                           | None proposed                                                                                                              |
| 54          | Reynold's Close/Knight Road/Cycle Route Link           | Road (two-way movements) plus footway and verge                                                                                                                                                                                                                                        | 20mph residential roads with on-street parking. 4.8m carriageway; 1.6m footpath                                                                                                                  | Part            | Route following quiet 20mph residential streets between site boundary and existing cycle track. On-street/footway parking reduces vehicle speeds. Short footpath linking Knights Road and existing cycle track on edge of green space.                                                                                                                                                                                                                                                                             | High      | On-carriageway route with shared cycle track link                                                                                | Widening of existing 1.6m wide footpath and conversion into shared cycle track                                             |

| Section No. | Location                                                                   |                                                                               |                                                                      | Street Lighting | Observations                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Viability      | Form of cycle route                                                                                                                                                       | Works/Improvements required                                                                                                                                                         |
|-------------|----------------------------------------------------------------------------|-------------------------------------------------------------------------------|----------------------------------------------------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 55          | Streamside/Denbeigh Drive/Wheatsheaf Way/Harvest Road/A227 Shipbourne Road | Road (two-way movements) plus footway                                         | 6.5m carriageway                                                     | Y               | Route following quiet 20mph residential streets between existing cycle track and cycle lanes on A227 Shipbourne Road                                                                                                                                                                                                                                                                                                                                           | High           | On-carriageway route with shared cycle track crossing of A227 Shipbourne Road near York Parade shops                                                                      | Widening of footway on eastern side of A227 Shipbourne Road between Harvest Road and island crossing to south of junction with Bishops Oak Ride and conversion to shared cycle use. |
| 56          | Stocks Green Road west of (and including) Railway Bridge                   | Road (two-way movements)                                                      | 5.6m carriageway                                                     | N               | Single carriageway 40mph road with a centre line and hedging either side with no footway. Pinch point 8m wide in vicinity of railway bridge abutments                                                                                                                                                                                                                                                                                                          | Low            | None proposed due to the lack of width at pinch point and insufficient verge width                                                                                        | None proposed                                                                                                                                                                       |
| 57          | Stocks Green Road east of Railway Bridge to Built-Up Area                  | Road (two-way movements)                                                      | 5.6m carriageway                                                     | N               | Single carriageway 40mph road with a centre line and hedging either side with no footway.                                                                                                                                                                                                                                                                                                                                                                      | High           | Provide shared cycle track along northern frontage within proposed development site                                                                                       | Provide cycle track along northern frontage within proposed development site                                                                                                        |
| 58          | Stocks Green Road within Built-Up Area                                     | Road (two-way movements) plus footway on northern side and part southern side | 6.5m carriageway                                                     | Y               | Single-carriageway road within built-up area with off-street parking                                                                                                                                                                                                                                                                                                                                                                                           | Medium         | On-carriageway route with shared cycle track crossing of A227 Shipbourne Road near York Parade shops                                                                      | On-road provision with introduction of 20mph from development frontage to B245 Tonbridge Road with gateway and calming features etc.                                                |
| 59          | Leigh Road (Stocks Green Road to B245 Tonbridge Road)                      | Road (two-way movements) plus footway                                         | 6.6m carriageway                                                     | Y               | Route following partly residential street with primary school. Traffic calming present in form of pinch point with priority working. Some on-street parking on western side. Not observed during school peak hour. Noted HGV/LGV traffic - possible rat-run?                                                                                                                                                                                                   | High           | Off-carriageway shared cycle track along eastern side                                                                                                                     | Widening of footway on eastern side and conversion to shared cycle use. Traffic calm junction with Stocks Green Road with public realm improvements                                 |
| 60          | Leigh Road (south of Stocks Green Road)/Powdermills/Hunter Seal            | Road (two-way movements)                                                      | 6.7m carriageway                                                     | N               | Single-carriageway road subject to national speed limit (30mph north of railway bridge). Very narrow pinch point 4.0m wide. 1,354 vehicles AADT                                                                                                                                                                                                                                                                                                                | Medium to Low  | Road closure to through-traffic as part of a Quiet Lanes initiative? Bus-gate needed for 210 & 235 services. Need to achieve a 30mph speed limit and less than 1,000 AADT | Rural traffic calming features with signing and road closure.                                                                                                                       |
| 61          | Powder Mills                                                               | Existing footpath                                                             | Varies along length - minimum 1.6m with low wall; 1.0m at footbridge | N               | Attractive route following metalled footpath. Varies in nature from wide parallel tracks through woodland, wide single track with fencing to one side and narrow track with low retaining structure                                                                                                                                                                                                                                                            | Medium to High | Conversion to shared-use cycling with suitable signing and markings along narrow sections and footbridges                                                                 | Signing and markings etc.                                                                                                                                                           |
| 62          | Hildenborough Railway Station                                              | Private Land                                                                  | Private Land                                                         | N/A             | Site boundaries abut station land so propose direct walking/cycling links to Station Approach from the south and Platform 2 from the north                                                                                                                                                                                                                                                                                                                     | High           | Traffic-free walking and cycling link                                                                                                                                     | Walking and cycling route                                                                                                                                                           |
|             | A245 Tonbridge Road junction with Hilden Park Road                         | Segregated cycle track along southern footway and across side access          | 1.5m cycle track                                                     | Y               | Cycle crossing of Hilden Park Road is set back 10m from kerbline of Tonbridge Road with 2m wide footway connection to 'mainline' cycle track creating a pinch point and unnecessary diversion for cyclists.                                                                                                                                                                                                                                                    | High           | Copenhagen crossing of Hilden Park Road                                                                                                                                   | Removal of guardrail and provision of Copenhagen crossing                                                                                                                           |
| 63          | Footpaths MT41, MU65, MT43, MU23, MU65, MT402 (south of London Road)       | Various rural footpaths                                                       | 1.2m at access points                                                | N               | The access points to the PRoW network from the west are currently unsuitable. MT41 passes through the garden of Hawden Bungalow though could be diverted onto the nearby access road for Grove Barn/Cottage. The access from Leybank runs between properties and over a footbridge and the width between fences is much too narrow for cycling. All other accesses look achievable though much of the footpath is unbound and would be expensive to implement. | Low            | None proposed                                                                                                                                                             | None proposed                                                                                                                                                                       |
| 65          | Footpaths MU62, MT38, MT39, MU12                                           | Various rural footpaths                                                       | varies                                                               | N               | These form attractive walking routes but are uneven and unbound and offer little advantage to the cycling connections that could be made where the site boundaries abut the highway eg. Oast Lane, Hilden Avenue, Woodfield Avenue                                                                                                                                                                                                                             | Low            | None proposed                                                                                                                                                             | None proposed                                                                                                                                                                       |



## Key

- Assessed Links
- Local Cycle Routes
- Kent PROW
- Assessed PROW

## TITLE

### Tonbridge - Route Audits

CLIENT  
Tonbridge and Malling BC

PROJECT  
TMBC LCWIP

SCALE AT A3 DATE JOB NO. DRWG NO.  
1:18,000 Aug 2025 32126 G-03



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