

# Borough Green

## CYCLE AUDIT: SITE OBSERVATIONS & VIABILITY

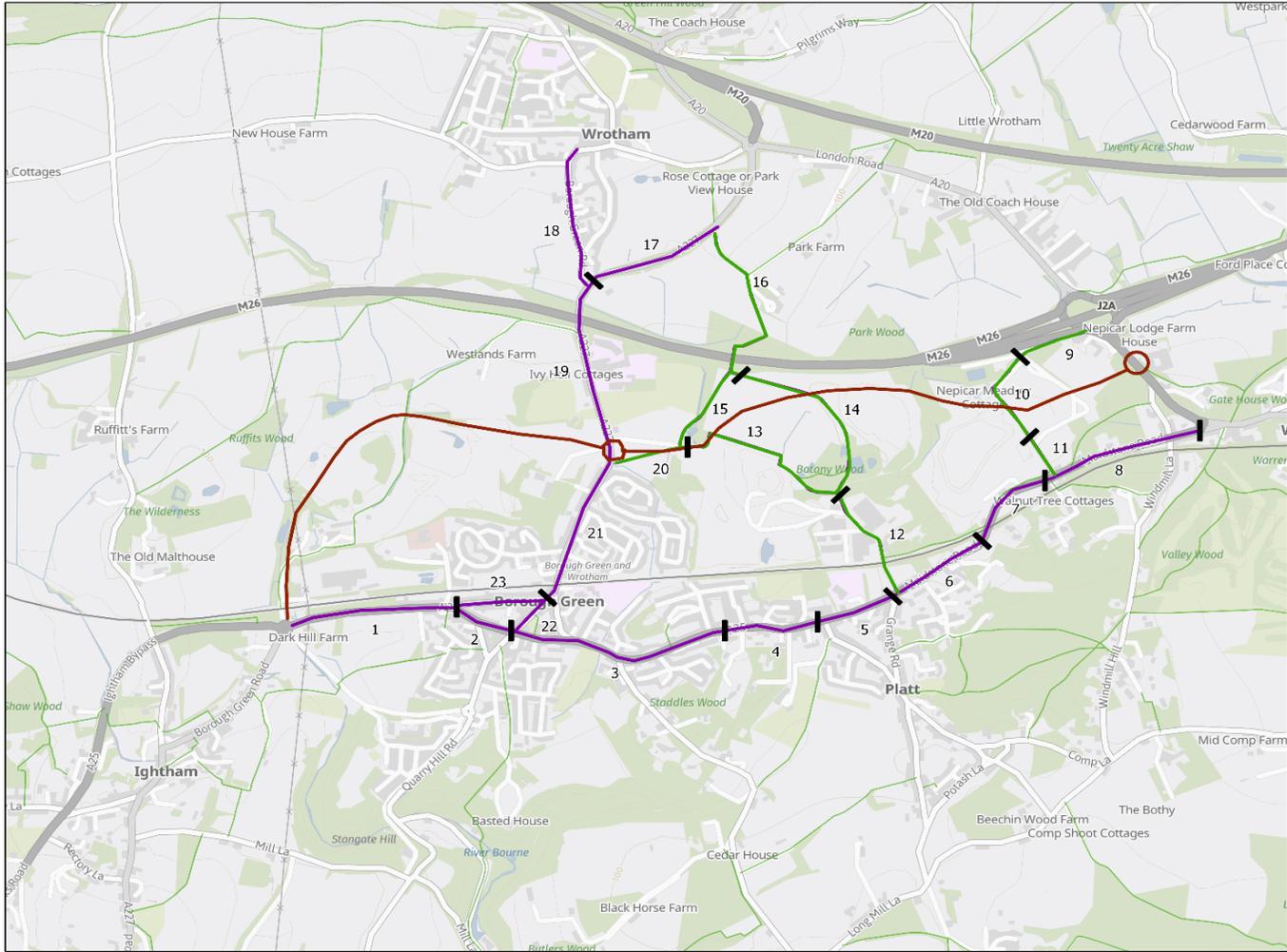
November 2020

Section No.	Location	Existing Provision/Infrastructure	Width of provision	Street Lighting	Observations	Viability	Form of cycle route	Works/Improvements required
1	A25 Borough Green Road (Dark Hill Roundabout to Western Road)	Road (Two-way movements) + footways	6.0m + 1.0-1.4m footway	Y/N	Route subject to national speed limit (60mph) to the west of the built confines of the village. Footway on the southern side of the carriageway to the west of the route, measuring between 1.0 and 1.4m in width. Carriageway has a consistent width of c.6.0m with limited scope for widening due to land and levels constraints. Heavy traffic volumes and significant HGV usage. On entry to the village, the speed limit reduces to 30mph and a footway commences on the northern side of the carriageway of a similar width to the southern footway. Pelican crossing immediately to the west of the roundabout junction with Western Road.	Medium	Signposted route?	On-carriageway cycling currently required, which could be facilitated through reduced speed limits (e.g. 20mph within the centre of the village). In the longer-term, the delivery of the proposed Borough Green Gardens development and the associated relief road present an opportunity to reclassify and reconfigure the existing A25 corridor in favour of non-car modes.
2	A25 Sevenoaks Road (Western Road to High Street)		5.0-6.0m width + 1.0-2.0m footway	Y	Route subject to 30mph speed limit throughout. Footways on both sides of the carriageway to the west; however the southern footway terminates at the Rock Road junction before continuing at high-level and then recommencing at-grade further east. Relatively narrow corridor with no scope for widening due to third-party land constraints. Heavy traffic and HGV volumes.	Medium	Signposted route?	On-carriageway cycling currently required, which could be facilitated through reduced speed limits (e.g. 20mph within the centre of the village). In the longer-term, the delivery of the proposed Borough Green Gardens development and the associated relief road present an opportunity to reclassify and reconfigure the existing A25 corridor in favour of non-car modes.
3	A25 Maidstone Road (High Street to Crow Hill Road)	Road (Two-way movements) + footways	6.3m + 1.7m width footway	Y	Route subject to 30mph speed limit throughout. Pelican crossing located a short distance to the east of the High Street junction. Footways present on both sides of the road as far east as the junction with Fox Lea. Provision is continuous on the southern side (c.1.7m in width). Further Pelican crossing located a short distance to the west of The Black Horse public house. On northern side, footway width increases to 2.0m. A25 has no central markings as a traffic calming feature. There are no parking restrictions present and short-term on-street parking is known to take place. Heavy traffic and HGV volumes.	Medium	Signposted route?	On-carriageway cycling currently required, which could be facilitated through reduced speed limits (e.g. 20mph within the centre of the village). In the longer-term, the delivery of the proposed Borough Green Gardens development and the associated relief road present an opportunity to reclassify and reconfigure the existing A25 corridor in favour of non-car modes.
4	A25 Maidstone Road (Crow Hill Road to Long Mill Lane)	Road (Two-way movements) + footways	6.3m + 1.7m width	Y	Route subject to 30mph speed limit throughout. Footways on both sides continue at similar width to Route 3. Entering St Marys Platt, the footway on the northern side reduces and the verge width increases to 3.1m. The southern footway width varies. No centre line markings but high vehicle speeds, and heavy traffic and HGV volumes.	Medium	Signposted route / shared route?	On-carriageway cycling currently required, albeit there may be scope to provide a length of shared use provision. In the longer-term, the delivery of the proposed Borough Green Gardens development and the associated relief road present an opportunity to reclassify and reconfigure the existing A25 corridor in favour of non-car modes.
5	A25 Maidstone Road (Long Mill Lane to Grange Road)	Road (Two-way movements) + footways	6.3m + 1.1-2.0m width	Y	Route subject to 30mph speed limit throughout. Pelican crossing in the vicinity of the memorial hall. Relatively narrow footway widths but 1.7m verge on the southern side which could potentially enable widening to take place. Central lane markings return. Heavy traffic and HGV volumes, including frequent HGV turning into Platt Industrial Estate, which is known to present a hazard to non-motorised users.	Medium	Signposted route / shared route?	On-carriageway cycling currently required, although there may be scope to provide a length of shared use provision. In the longer-term, the delivery of the proposed Borough Green Gardens development and the associated relief road present an opportunity to reclassify and reconfigure the existing A25 corridor in favour of non-car modes.

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6	A25 Maidstone Road (Grange Road to Rail)	Road (Two-way movements) + footways	6.3m + 1.2m width	Y	Route subject to 30mph speed limit throughout. Footway continues on both sides as far as the primary school, where the northern footway ends. Layby parking present on the northern side fronting the row of terraced properties in this location. Footway along the school frontage measures approximately 1.0m in width and then widens slightly to the east, with a verge of up to 2.0m wide present. Heavy traffic and HGV volumes, which are known to be of concern to the school and parents.	Medium	Signposted route / shared route?	On-carriageway cycling currently required, although there may be scope to provide a length of shared use provision. In the longer-term, the delivery of the proposed Borough Green Gardens development and the associated relief road present an opportunity to reclassify and reconfigure the existing A25 corridor in favour of non-car modes.
7	A25 Maidstone Road (Railway Bridge to Restricted Byway MR248)	Road (Two-way movements) + footways	7.0-8.0m + varies	Y	Route subject to 40mph speed limit a short distance to the east of the railway bridge. There is a significant area of verge on the inside of the bend to the south of the road with an informal, unsurfaced footpath of approximately 0.5m in width. Heavy traffic and HGV volumes.	Medium	Signposted route / shared route?	On-carriageway cycling currently required, which is only practical for experienced and confident cyclists in this environment. There may be scope to provide a length of shared use provision on the southern side of the road, albeit the railway bridge would continue to be a pinch point. In the longer-term, the delivery of the proposed Borough Green Gardens development and the associated relief road present an opportunity to reclassify and reconfigure the existing A25 corridor in favour of non-car modes.
8	A25 Maidstone Road (Restricted Byway MR248 to A20 London Road)	Road (Two-way movements) + footways	6.3m + 1.2m width	Y (sporadic)	Route subject to 40mph speed limit throughout. Footway continues on southern side, measuring approximately 1.0m in width and requiring maintenance. Limited verge width which precludes meaningful widening opportunities. Heavy traffic and HGV volumes.	Medium	Signposted route?	On-carriageway cycling currently required, which is only practical for experienced and confident cyclists in this environment, albeit the speed limit could potentially be reduced to 30mph in the short-term. In the longer-term, the delivery of the proposed Borough Green Gardens development and the associated relief road present an opportunity to reclassify and reconfigure the existing A25 corridor in favour of non-car modes.
9	Public Bridleway (MR248A)	Public Bridleway (MR248A)	4.0m	N	Approximately 4.0m wide, tarmac surfaced route which is poorly maintained. Drainage ditch is present and the gate feature is broken, which currently makes access difficult. The eastern end of the route terminates adjacent to the M26 westbound entry slip road, where there is no further pedestrian/cycle infrastructure. Route understood to fall outside of the proposed Borough Green Gardens allocation and it is not considered to represent a strong desire line.	Low	Signposted route?	Whilst this route could potentially be enhanced as a leisure route, it is considered to have limited scope to form part of a coherent network.
10	Restricted Byway (MR248)	Restricted Byway (MR248)	4.7m	N	Unmade surface of loose stones, which is wide enough to convey vehicles. Understood to fall within the proposed Borough Green Gardens allocation.	High	Footway / cycleway provision	Route could readily be enhanced and form part of the non-motorised user network within the Borough Green Gardens development.
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12	Public Footpath (MR251) (A25 to Restricted Bridleway MR247B)	Road (two/one-way movements), Public Footpath (MR251)	5.5m	N	Forms part of the PRoW network; however signage is very limited. The route runs along the Platt Industrial Estate access road and is therefore subject to frequent HGV movements. No footway present and limited scope to widen especially on the railway bridge. Leads to an informal, gated track to the north.	Low	N/A	There is considered to be limited scope for the meaningful enhancement of this route.

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13	Public Footpath (MR251)	Public Footpath (MR251)		N	Route begins within woodland to the north of Platt Industrial Estate and continues to an open field. Unkept scrub prevails either side of the path within the woodland. The route is narrow, allowing for pedestrian movements only. On reaching the field, the footpath crosses a ditch via a wooden bridge. The path is unsurfaced and subject to waterlogging. The route is understood to fall within the proposed Borough Green Gardens allocation.	Medium to High	Footway / cycleway provision	The footpath would need to be re-designated to allow for cycling; however it could potentially be enhanced to form part of the non-motorised user network within the Borough Green Gardens development, subject to ecological and drainage considerations.
14	Restricted Byway (MR247B) and Public Bridleway (MR247A)	Restricted Byway (MR247B) and Public Bridleway (MR247A)		N	Both PRoW cross a large, open field to the south of the M26 and are unsurfaced. Understood to fall within the proposed Borough Green Gardens allocation.	High	Footway / cycleway provision	Current route designations allow for walking and cycling and they could be readily enhanced to form part of the non-motorised user network within the Borough Green Gardens development.
15	Public Footpath (MR251)	Public Footpath (MR251)		N	The footpath bounds the western edge of the large, open field crossed by Route 14 and is unsurfaced and subject to overgrowth. A bridge is provided across a drainage ditch, which is poorly maintained.	High	Footway / cycleway provision	The footpath would need to be re-designated to allow for cycling; however it could potentially be enhanced to form part of the non-motorised user network within the Borough Green Gardens development.
16	Restricted Byway (MR247) and Public Bridleway (MR247A)	Restricted Byway (MR247) and Public Bridleway (MR247A)		N	Footbridge across the M26 measures approximately 2.2m in width and requires maintenance to address surface degradation and vegetation growth. The route continues north into a wooded area, where it is unsurfaced and narrow. Beyond this, a gated access to an open field is present, where livestock was noted. A further gate is present to the north of the field, providing access to an enclosed, grassed track and onwards to a surfaced private driveway (Wrotham Park), measuring approximately 3.5m in width.	Medium	Footway / cycleway provision?	There is the potential for an appropriately surfaced cycle route to be provided, subject to third-party land negotiations and potentially also the re-routing of the Bridleway around the field margins to avoid conflict with livestock.
17	A227 (Wrotham Park to Borough Green Road)	Road (two-way movements)	7.5m	N	Heavily trafficked route subject to a 40mph speed restriction; however relatively wide verge are present which may offer the potential for segregated infrastructure.	Medium	Shared route?	Potential for shared route within the highway verge, subject to extent of highway land.
18	Borough Green Road (A227 to Wrotham village centre)	Road (Two-way movements) + footways	5.5m + 1.5m footway	N	Route subject to 30mph speed limit throughout and is lightly trafficked. Relatively narrow footway present from the junction with the A227, initially on the western side of the road before crossing to the eastern side a short distance to the north. On-street parking noted within the vicinity of the junction, associated with pupil collection from Wrotham School, and further to the north, associated with residents. This narrows the effective width of the carriageway to one-way working and calms traffic speeds.	High	Signposted route	Potential for a signposted, on-carriageway route which could possibly be facilitated through the introduction of a 20mph speed limit within the village.
19	A227 Borough Green Road (Borough Green Road to Public Footpath MR251)	Road (Two-way movements) + footways	7.0m + 2.0-3.0m footway	Y	From the south, there is a relatively narrow footway on the eastern side which - in combination with the adjacent verge - provides a width of at least 1.6m. The footway widens to 2.0m in proximity to Wrotham School, where a toucan crossing is provided and a shared footway / cycleway commences on the western side of the road, measuring up to 3.0m wide. This facility narrows to 2.0m on the M26 overbridge and continues towards Wrotham village. Route subject to 30mph speed limit to the north of Wrotham School, where it increases to 40mph.	Medium to High	Shared route	Maintain existing provision to the north of Wrotham School. Consider opportunities for widening of infrastructure throughout where highway verge is present.

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20	Public Footpath (MR251) to A227	Public Footpath (MR251)		N	From the east, a narrow footbridge is provided across a drainage ditch, providing access to an open field. The footpath is unsurfaced and crosses the field diagonally from north-east to south-west to a further footbridge, a kissing gate and a short length of steps to reach road level.	Medium to High	Footway / cycleway provision	The footpath would need to be re-designated to allow for cycling; however it could potentially be enhanced to form part of the non-motorised user network within the Borough Green Gardens development. Alternatively a route following the access to the adjacent South East Water treatment works could be investigated.
21	A227 (Public Footpath MR251 to Western Road)	Road (Two-way movements) + footways	6.5m + 1.5m footway	Y	Route is subject to 30mph speed limit throughout, enforced by a safety camera. Footway present on the eastern side of the road only for much of the route, which varies in width from between 1.0 and 1.5m, with limited potential for widening. No central carriageway markings present. Relatively heavy traffic volumes, albeit lower HGV volumes than A25. Puffin crossing present on railway bridge.	Medium	Signposted route?	On-carriageway cycling currently required, which could be facilitated through reduced speed limits (e.g. 20mph within the centre of the village). In the longer-term, the delivery of the proposed Borough Green Gardens development and the associated relief road present an opportunity to reclassify and reconfigure the existing A227 within the village in favour of non-car modes.
22	High Street (Western Road to A25 Maidstone Road)	Road (Two-way movements) + footways	5.5m + 1.5-2.5m footway	Y	Route is subject to 30mph speed limit throughout. On-street parking present on the eastern side, with a layby to the north and on-street bays to the south. Footway is continuous on the eastern side of the road but narrows significantly on the western side in the vicinity of the Maidstone Road junction. Low-speed environment with relatively limited traffic volumes, which are conducive to on-carriageway cycling.	High	Signposted route? LTN measures?	There is considered to be significant potential for a comprehensive regeneration of the centre of Borough Green, incorporating similar measures to those introduced in Tonbridge High Street (e.g. a 20mph speed limit, enhanced footway widths and filtered permeability, as well as improved cycle parking facilities). This would be facilitated by the delivery of the proposed relief road through the Borough Green Gardens development.
23	A227 Western Road	Road (Two-way movements) + footways	5.5m + 1.5m footway	Y	Route is subject to 30mph speed limit throughout. On-street parking present, which narrows the effective width of the carriageway. Footways provided on both sides of the road measuring approximately 1.5m wide. Relatively heavily trafficked, albeit fewer HGVs than the A25. Current 'A'-road classification limits opportunities to materially alter the character of the road.	Medium to High	Signposted route?	There is considered to be significant potential for a comprehensive regeneration of the centre of Borough Green, incorporating similar measures to those introduced in Tonbridge High Street (e.g. a 20mph speed limit, enhanced footway widths and filtered permeability, as well as improved cycle parking facilities). This would be facilitated by the delivery of the proposed relief road through the Borough Green Gardens development.



**Key**

- Assessed Links
- Assessed PROW
- Future Provision
- Kent PROW

TITLE  
**Borough Green - Route Audits**

CLIENT  
**Tonbridge and Malling BC**

PROJECT  
**TMBC LCWIP**

SCALE AT A3    DATE    JOB NO.    DRWG NO.  
1:14,000    **Aug 2025**    **32126**    **G-01**



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