

Medway Gap

CYCLE AUDIT: SITE OBSERVATIONS & VIABILITY

Sections 1-71 (September 2020 to March 2021); sections 72-91 (October 2021)

Section No.	Location	Existing Provision/Infrastructure	Width of provision	Street Lighting	Observations	Viability	Form of cycle route	Works/Improvements required
1	Peters Bridge	Road (two-way movements) 40mph with shared footway/cycleway south side. Footway only on north side.	7.4m Carriageway + 3-4m shared footway/cycleway with 1m verge in parts on south side. Generally 2m wide footway on north side.	Y/N	New construction. No streetlighting on Peters Bridge. Southern side signed as shared route with directions to cross from north side for cyclists. Uncontrolled crossings provided at both ends of this section.	High	Shared use route on southern side.	Retain as existing.
2	A228 (Peters Bridge Roundabout to Holborough Roundabout)	Dual-carriageway (two-way movements) 50mph with footway on east side, shared footway/cycleway on west side.	7.3m each carriageway. 1.8m footway and 1m grass verge on east side. 3m wide shared footway/cycleway and 1m verge on west side.	Y	Footway/cycleway upgrade to be delivered on eastern side as part of ongoing Vantage Point development. Uncontrolled crossings provided at both ends of this section. Limited signage provided for cyclists/pedestrians currently.	High	Shared use route on eastern side. Retention of existing shared use route on eastern side.	Enhanced maintenance of vegetation and surfacing and increased signage. Review position of street furniture to enhance useable width.
3	PRoW (MR 581)	PRoW (MR 581) - Footpath	Unknown	N	Footpath currently closed due to construction of Vantage Point development.	Medium	Shared use route?	Potential to widen and re-designate PRoW for shared use following completion of Vantage Point development. Provide crossing to PRoW MR 32 and improve signage. Alternatively, continue shared route along the northern side of the eastern roundabout arm.
4a	PRoW (MR 32)	PRoW (MR 32) - Footpath	2.4m at subway, 1.9-2.5m along footpath	N	Generally good condition and well maintained footpath; however lighting poor at subway. Existing tree reduces access width to the subway from the estate road. Footpath could potentially be widened into the marshland area to provide for shared use. Bollards provided at southern end of the route adjacent to Church Field.	High	Shared use route?	Provide crossing to PRoW (MR 581) and enhance access to subway from estate road by removing tree (subject to arboricultural considerations). Improve lighting and signage at subway and signage along route generally. Enhance width to enable shared use (subject to ecological and drainage considerations).
4b	Church Field / PRoW (MR 32)	PRoW (MR 32), Road (two-way movements) 30mph with footways	5.7-6.9m wide with 1.2-1.8m footway east side and 1.8m footway west side.	Y	Intermittent on-street parking along both sides of road. Eastern footway requires maintenance at the southern end of the route. Uncontrolled crossings along the route have no tactile paving. Suitable for on-carriageway cycling due to low-speed, residential character.	High	Signed route.	Enhanced signage.

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5	Village Road	Road (two-way movements) 30mph with shared footway/cycleway on west side and footway on east side. Promoted Route.	5.5m + 3-4m shared footway/cycleway on west side. 1.8m wide footway on east side.	Y in village extents	New construction with appropriate signage and uncontrolled crossings at junctions and along route to opposite side of road. Cars observed parking on shared footway to west during school drop off/collection periods. Speed limit increases to 40mph to south of village and route becomes Bridleway (MR 615) where it meets Riverside Walk. This Bridleway continues northwards along the river front and provides an alternative pedestrian and cycle route to Village Road, which is attractive and well used. Footway on eastern side terminates south of Heron Place.	High	Shared use route.	Retain as existing. Some vegetation maintenance to the south of the village. Enforce school-related parking.
6	PRoW (MR 10) / Old Church Road	PRoW Bridleway (MR 10) and Road (two-way movements) 60mph - no footways on road sections. Promoted Route.	3.5m wide footway/cycleway/bridleway north of Old Church Road. 3.5-6.7m wide road north of Burham Court Road. 3.3-4m wide road south of Burham Court Road.	N	Bollards on bridleway to restrict access along route north of Old Church Road. Width-restricted barrier also at Old Church Road junction. Verges overgrown along narrower sections of route. Old Church Road itself is very lightly trafficked.	High	Shared use route (north of Old Church Road). Signposted route (Old Church Road)	Retain as existing with continued maintenance of surface, vegetation and signage.
7	PRoW (MR 29)	PRoW Bridleway (MR 29)	Approximately 2-3m unmade track.	N	Access to bridleway from south west is a loose stone/rough ground track. From the north east, the access ramp to New Court Road is overgrown in places with 2.0m width sub-base construction. Uncontrolled bridleway crossing provided at New Court Road. Bridleway route itself is undefined along a field edge.	Medium to Low	N/A	There is considered to be limited potential for the meaningful enhancement of this route for cycle use.
8	New Court Road (Village Road to Margetts Lane)	Road (two-way movements) 40mph with shared footway/cycleway south side to the south east of Burham Court Road only	South east of Burham Court Road 7.4m with 3m shared footway/cycleway. 4.5m verge to north of New Court Road. North west of Burham Court Road, no footways on either side of the road.	N	Some extensive cracking of the asphalt surface on the shared footway/cycleway. No footways to the north-west of the Burham Court Road/Margetts Lane junction. Cycle route signposted south west to Bridleway (MR 10).	High	Shared use route	Retain as existing to j/w Old Church Road following maintenance of surface defects. Potential to extend the shared route to the south east of the junction within the highway verges, subject to levels, drainage and ecological considerations.
9	Bull Lane	Road (two-way movements) 30/40mph with footways both sides south of Greenfield Close. North of Greenfield Close footway only on south east side. Promoted route north east of Mackenders Lane	6.4-6.9m wide with footways which vary in width from 1.4m to 3.8m	Y within village extents only	On-carriageway cycling required throughout. Side road crossing infrastructure requires improvement in places (i.e. dropped kerbs and tactile paving). Some lamp columns and road signs reduce usable footway width. To the north of Greenfield Close, the speed limit increases to 40mph and the footway enters a field via a ramped section with barriers, which has a restricted width of c.1.7m. At the junction with Pilgrims Way, the footway re-joins the road using a further restricted access ramp and there is an uncontrolled pedestrian crossing to the northern side of the road.	Medium	Signposted route	Retain as existing with continued maintenance of surface, vegetation and signage.

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10	Rochester Road/New Court Road	Road (two-way movements) 40/30mph with shared footways generally only on one side of road.	Rochester Road 6.5m with 2m wide footway on northern side. Narrower at Bull Lane junction. New Court Road 7.5m with 2m wide footway in area of Court Road	Y in vicinity of New Court Road/Rochester Road junction only.	From the junction with Bull Lane westwards to Culand Cottages, the northern footway is 1.4m wide and subject to encroachment by vegetation. Forward visibility is poor in this area due to the alignment and gradient of the road. The speed limit reduces to 30mph on approach to the zebra crossing in the vicinity of the New Court Road junction. There are no footways on New Court Road to the west of Court Road. The speed limit on this section of route is 40mph. There is the option to use Court Road as an alternative, which is 5.5m wide, lightly trafficked and subject to a 20mph speed limit. At Bell Lane, Court Road connects with New Court Road via a 2.8m wide shared footway/cycleway, with a crossing at New Court Road to the 3.0m wide shared footway/cycleway on the southern side of the road. This exhibits surface damage in the form of cracking.	Medium	On-carriageway cycling required on Rochester Road, which is unsuitable for many users due to the speed of traffic, restricted width and poor forward visibility. The remainder of the route via Court Road and New Court Road is suitable for on-carriageway cycling and latterly shared use, subject to surface maintenance.	Retain as existing with continued maintenance of surface, vegetation and signage.
11	PRoW (MR 29 and MR 30)	PRoW Bridleway MR29, Promoted Route and Bridleway MR30	Bridleway approximately 2.0m wide. Promoted Route 3.0m wide asphalt/concrete roadway.	N	Bridleway access and route requires demarcation and surface upgrades for cycling. Bridleway enters wooded section before re-joining Old Church Road, with bollards and barriers restricting access. At Old Church Road gate prevents access for vehicles southwards. Signage along route limited.	High	None on Bridleway but Old Church Road suitable for cycling.	Enhance signage and maintain surface.
12	PRoW (MR 610)	PRoW Bridleway (MR 610)	3.9m wide carriageway	N	Disused roadway	High	Signposted route	Enhance signage and maintain surface.
13	PRoW Bridleway MR610/MR609/MR608	PRoW Bridleway (MR610, MR 609 & MR608)	MR 610 3.8m wide carriageway; MR 609 2.5m wide Bridleway to flood barrier at sewage works, where route continues as 4.0-5.2m wide carriageway.	N	Bridleway (MR 609) has sections of restricted width due to presence of vehicle restriction bollards and gateways. It is also subject to vegetation overgrowth which require enhanced maintenance. Roadway from flood barrier has very low traffic flows likely and informal 20mph speed limit.	High	Bridleway and on-carriageway cycling.	Enhance signage and maintain surface and vegetation.
14	High Street, Aylesford (west)	Road (two-way movements) (derestricted outside of village gateway where 20mph zone commences) with footways. Promoted route.	4.0m-5.5m carriageway width with footway on northern side with varying width of 1.0-3.0m. Generally no footway on southern side except in village centre, where it is very narrow. Road traffic through historic core of village restricted to one-way working by shuttle signals.	Y limited.	Improvements required in the vicinity of The Friars to enable route continuity, as currently there is no safe crossing infrastructure. Trees and vegetation require maintenance to maximise footway and carriageway widths. Pedestrian route at church follows elevated path and steps down to road level, which presents issues for mobility impaired users. Footways in Aylesford village narrow and require repairs in places. Suitable for on-carriageway cycling for the majority of users into and through village centre, where 20mph speed limit is enforced.	Medium to High	Signposted route	Extend footway and provide formal crossing point in the vicinity of The Friars. Maintain vegetation and trees adjacent to footway and carriageway edges. Repair surface defects. Consider scope for extending the 20mph speed limit to The Friars to facilitate on-carriageway cycling and enhance route signage.

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15	High Street, Aylesford (east)	Road (two-way movements) 20mph with footways. Promoted route.	Carriageway width varies considerably from 3.7 to 8.1m. Footways generally both sides of the carriageway, with width of between 0.8 and 2.7m.	Y	Placement of shuttle signal poles restricts footway widths. Lack of formal crossing points on desire lines (e.g. Mount Pleasant junction and footpath to recreation area/car park). Footway widths very narrow in vicinity of mini-roundabout. Suitable for on-carriageway cycling due to low traffic speeds (20mph speed limit).	Medium to High	Signposted route	Consider scope for relocating street furniture to maximise footway widths. Provide additional dropped kerb / tactile paving crossing points on key desire lines. Enhance cycle route signage.
16	Station Road (Forstal Road to Aylesford Bridge)	Road (two-way movements) 30mph with footways. Promoted route at Medway Court.	Carriageway width generally 5.6m. 1.8 to 2.3m footways on both sides.	Y limited.	Busy junction at Forstal Road. Tactile paving required at some existing crossing points. Suitable for on-carriageway cycling by some users but heavily trafficked, including by HGVs routing to/from the Forstal Road Industrial Estate. Aylesford Bridge provides a more appropriate route between the village centre and the railway station.	Medium	Signposted route	Provide tactile paving where required. Enhancements proposed to TMBC car park to enhance cycle access between Station Road and the Medway Towpath. Consider scope for extending the 20mph speed limit to the bridge.
17	PRoW (MR 474)	PRoW Footpath (MR 474)	Rough track with varying width of 1.5 to 3.0m.	N	Gated access. Asphalt and grasscrete at access to footpath. Path surface requires upgrade and widening in places for cycling. River bank slips and tree root exposure require attention, subject to engineering and arboricultural considerations.	Medium	Bridleway?	Enhanced signage required. Provide barriers along river front and remove metal mooring bollards along route if possible. Upgrade route surface and attend to exposed tree roots. If these measures are feasible, re-designate route as Bridleway to allow for cycling.
18	Station Road (Aylesford Bridge to Hall Road)	Road (two-way movements) 30mph with footways	Carriageway width generally 5.7 to 7.6m. 1.3 - 2.0m footway widths.	Y	Railway level crossing in place at north eastern end of this section. Several controlled and uncontrolled crossing points. Heavily trafficked route.	Medium to High	Shared route?	Investigate potential to widen the footways into the adjacent verges to provide for shared use, subject to arboricultural considerations and relocation of street furniture.
19	Station Road (Aylesford Bridge)	Road (closed to motor vehicles) Promoted Route	Restricted usage road 7.2m width reducing to 4.1m over bridge.	Y none on bridge	On-street parking to the south of the bridge. Access to the bridge is restricted on both sides by bollards. Access to the High Street on the northern side is controlled by traffic signals.	High	Signposted route	Enhance signage and promote as strategic cycle route between Aylesford village and railway station.
20a	PRoW (MR 455) and Bull Lane	Road (two-way movements) De-restricted speed limit	Carriageway width 5.3m. Footpath width 1.0-1.8m.	N	Footpath and carriageway are grade-separated. Footpath is subject to vegetation encroachment and restricted width in places, with poor natural surveillance and no street lighting. Bull Lane is only considered suitable for use by confident/experienced cyclists due to its width, alignment and vehicle speeds.	Medium to Low	N/A	There is considered to be limited potential for the meaningful enhancement of this route for cycle use; however the footway should be enhanced by way of vegetation clearance and localised widening where possible. The parallel Route 13 is considered to have greater potential for non-motorised users.
20b	Bull Lane (MR 460A) to (MR 30A)	Road (two-way movements) 30mph with footway	5.5m carriageway width. 1.2 - 1.4m footway width on one side only.	Y limited.	Footway present on one side of the road, which changes sides mid-way along the route via a poorly maintained dropped kerb crossing. Footway widths are narrow and require improvement. On-carriageway cycling is considered suitable for many user groups within the 30mph speed limit area.	Medium	N/A	Enhance maintenance of footways and improve crossing point. The parallel Route 11 is considered to have greater potential for non-motorised users.

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22	Bull Lane (MR 30A) to Jenner Way	Road (two-way movements) 30mph with footways	6.0m carriageway width. 1.0-1.3m footway on the western side only south of Hawkes Road, increasing to approximately 1.8m on both sides north of Hawkes Road.	Y	Footway present on the eastern side of the road only to the south of Hawkes Road. At Hawkes Road, a refuge island crossing is provided. Localised width restrictions to 1.0m. No formal dropped kerb crossing points at certain side road junctions. Some on-street parking but considered suitable for on-carriageway cycling by many user groups.	Medium	Signposted route	Provide dropped kerb crossings with tactile paving at all side road junctions and enhance surfacing and width of footways where viable. Explore potential for village-wide 20mph limit to improve conditions for cyclists.
23	PRoW (MR 30) and (MR 30A)	Restricted Byway MR30A	1.5 to 3.1m wide	N	Asphalt surface in proximity to Bull Lane but unmade for the majority of the route length thereafter before a 3.0m width sub-base is introduced at the transition to MR 30.	High	Restricted Byway / Signposted route	Enhance signage and extend sub-base surface to Bull Lane (subject to landowner consent)
24	PRoW (MR 460) and (MR 460A)	Restricted Byway MR 460 + Bridleway MR460A	1.5 to 2.5m wide	N	Unmade track requiring enhanced width and surfacing. Overgrown through wooded area. Residential vehicles share the track at the Bull Lane end of the route.	Medium to High	Bridleway / Signposted route	Enhance signage, width and surfacing (subject to landowner consent)
25	Station Road (PRoW MR 91) to A20 London Road	Road (two-way movements) 30mph with footways	6.0m carriageway width. 1.0 to 2.3m footway widths.	Y	Heavily trafficked link between the A20 and Aylesford, with footways generally on both sides of the road, albeit the southern footway passes through private land in places.	Medium to Low	N/A	There is considered to be limited potential for the meaningful enhancement of this route.
26	PRoW (MR 91)	PRoW Footpath MR91	Generally 1.5 to 2.5m wide but restricted and wider in places.	N	Strategically-important link between Aylesford and New Hythe on the west bank of the Medway, which will route through the redeveloped Aylesford Newsprint site. Northern end meets upgraded provision at New Hythe Station.	High	Bridleway / Signposted route	Provide enhanced signage, surfacing and lighting and maintain vegetation. Redesignate route as Bridleway to permit cycling.
27	New Hythe Lane	Road (two-way movements) 30mph with footways. Promoted Route.	New footway section at railway station (3.2m wide). Footway 1.8 to 2.5m wide along New Hythe Lane. Carriageway 7.0m wide.	Y	New Hythe Lane suitable for cycling by many user groups but busy with high HGV volumes.	Medium to High	Signposted route	Enhance signage.
28	Access Road and PROWs (MR 88 and MR 88A)	Promoted route, Restricted Byway MR88A and PRoW Footpath MR88. Promoted Route.	1.8m footway at southern end, then 3.6m access road to Country Park. Country Park Route 3.0 - 4.5m width.	N	Access Road suitable for cycling. Restricted width access at entrance to Country Park. Some potholes in Country Park track with rough ground.	High	Bridleway / Signposted route	Improve signage and lighting where viable. Enhance surfacing in country park and consider potential to redesignate the route as a Bridleway to permit cycling.
29	PRoW (MR 84)	PRoW Footpath MR84. Promoted Route.	1.5m to 2.5m wide rough track.	N	Restricted width access points to adjacent housing along route (some private). Two possible routes to Leybourne Way both with width restrictions at highway. West access also benefits from Toucan crossing of Leybourne Way	High	Bridleway / Signposted route	Improve signage and lighting where viable. Enhance surfacing in country park and consider potential to redesignate the route as a Bridleway to permit cycling throughout.
30	New Hythe Lane	Road (two-way movements) 30mph with footways.	6.5m carriageway and 2.0m footways both sides	Y	New Hythe Lane suitable for on-carriageway cycling by many user groups but busy with high HGV volumes and on-street parking in places.	Medium to High	Signposted route	Enhance signage.

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31	Bellingham Way / PRoW (MR 582)	Road (two-way movements) 30mph with footway. Also PRoW MR582	9.5m width carriageway generally with 1.6 - 2.8m width footways	Y	Carriageway suitable for on-carriageway cycling by many user groups but busy with high HGV volumes. Shared use route on eastern side of road from New Hythe Lane to Abery Drive which could potentially be extended southwards subject to relocation of street furniture and arboricultural considerations.	Medium to High	Shared route? / Signposted route	Enhance signage. Consider potential to extend shared use route.
32	PRoW (MR 582 and MR 493)	Road (two-way movements) 30mph with footway. Also PRoW MR583 and MR493	7.2m width carriageway generally with 1.8m width footways, mainly on the northern side of the road. Intermittent footways on the southern side.	Y	Currently lightly trafficked but volumes will increase as Aylesford Newsprint development comes forward. Some vegetation encroachment at eastern end of northern footway. Links to additional north/south PRoWs over M20 along route. Security gate at eastern end of route.	Medium to High	Shared route? / Signposted route	Enhance signage. Consider potential to extend shared use route as per Route 31.
33	Bellingham Way Link	Road (two-way movements) 30mph with footway.	7.0m carriageway width generally with 1.8m width footway on northern side.	Y	Some overgrowth at northern end of footway. Links to additional PRoWs along route, including Route 26 (PRoW MR33) with restricted width access. Connects to Station Road via barrier restriction with 0.8m wide cycle/pedestrian access.	High	Shared route	Former Aylesford Newsprint (Application Ref: 20/01820) has been granted consent. As part of this consent, cycle infrastructure is to be provided in the form of a 3.0m shared footway / cycleway on the south and west side of the reopened Bellingham Way link road and also PRoW enhancements to MR474 to provide pedestrian and cycle access along the River Medway. Strategically important route between New Hythe and Aylesford.
34	PRoW (MR 84)	PRoW MR84. Promoted Route.	1.5 - 2.5m wide rough track in Country Park. 5.0m access road from Park to A228. At A228, 2.0m overbridge with restricted width access (0.9m).	N	Access Road suitable for cycling. Some potholes in Country Park track with rough ground.	High	Bridleway / Signposted route	Improve signage and lighting where viable. Enhance surfacing in country park and consider potential to redesignate the route as a Bridleway to permit cycling throughout.
35	Brook Lane, Snodland	Road (two-way movements) 30mph with some footway.	4.6 to 6.1m carriageway width and 1.7m footway at western end of Brook Lane only.	N	Narrow footway alongside Public House at western end of Brook Lane. Lightly trafficked residential road suitable for on-carriageway cycling.	High	Signposted route	Enhance signage and maintain surface and adjacent vegetation.
36	PRoW (MR 40) Saltings Road to Lakeview Close	PRoW MR40 Footpath from Saltings Road to Lakeview Close.	1.8m width footpath generally. Some width restrictions along route.	Limited	Barrier at entrance to park. Option to use parallel footway through park instead of PRoW, which takes the form of a well maintained 1.8m wide gravel track.	High	Shared use route / Signposted route	Enhance signage and lighting.
37	Sharnal Lane / PRoW (MR 83)	Private Road (two-way movements) 30mph and Bridleway at eastern end of Private Road (PRoW MR83)	Private Road 5.5m width with no footways. Eastern end of Private Road Bridleway to Saltings Road 1.6-1.8m width.	N	Private Road, rough ground and concrete requiring maintenance.	Medium	Signposted route	Enhance signage and surfacing, subject to landowner consent.
38	PRoW (MR 40) Saltings Road to Rocfort Road	PRoW MR40 Footpath from Saltings Road to Rocfort Road.	Typically 1.8m wide footways.	Y	Exact route of PRoW difficult to follow due to lack of signage. Insufficiently wide route for cycling.	Medium to Low	Signposted pedestrian route	Valuable off-carriageway pedestrian route through residential area but unsuitable for cycling, which can be readily undertaken on the parallel Saltings Road corridor.

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39	Malling Road (Brook Lane to Sharnal Lane)	Road (two-way movements) 30mph with footways	5.2m width carriageway and 0.7 to 1.8m width footways.	Y	Heavily trafficked route which includes The Holmesdale School. Route subject to traffic calming. Narrow carriageway and footway widths.	Medium to Low	N/A	Consider potential to introduce town-wide 20mph limit to enhance conditions for non-motorised users. Install and/or enhance tactile paving and dropped kerbs at principal pedestrian crossing points.
40	Malling Road (Sharnal Lane to Rocfort Road)	Road (two-way movements) 30mph with footways. Promoted Route.	6.5m width carriageway and 3.6m to 1.1m width footways.	Y	Heavily trafficked route subject to traffic calming. Narrow carriageway and footway widths.	Medium to Low	N/A	Consider potential to introduce town-wide 20mph limit to enhance conditions for non-motorised users. Install and/or enhance tactile paving and dropped kerbs at principal pedestrian crossing points.
41	Rocfort Road (Malling Road to Saltings Road)	Road (two-way movements) 30mph with footways	6.8m width carriageway and 1.6m to 2.0m footways.	Y	Relatively wide verges on both sides of the road - particularly to the south. Zebra crossing provided close to Rectory Close junction, providing access to the recreation area to the north.	Medium to High	Shared use route / Signposted route	Enhance signage. Consider potential to provide shared use route on one or both sides of the road, subject to arboricultural considerations and relocation of street furniture. Consider potential to introduce town-wide 20mph limit to enhance conditions for non-motorised users. Install and/or enhance tactile paving and dropped kerbs at principal pedestrian crossing points.
42	Rocfort Road (Saltings Road to Brook Street)	Road (two-way movements) 30mph with footways. Part promoted route at bridge.	7.1m width carriageway and 1.7m to 2.0m footway on north and west side of the road primarily.	Y	No footway on eastern side of the road to the east of the South East Water site. Some on-street parking present in marked bays. Verges present throughout.	Medium to High	Shared use route / Signposted route	Enhance signage. Consider potential to provide shared use route on one or both sides of the road, subject to arboricultural considerations and relocation of street furniture. Consider potential to introduce town-wide 20mph limit to enhance conditions for non-motorised users. Install and/or enhance tactile paving and dropped kerbs at principal pedestrian crossing points.
43	Brook Street / High Street (Rocfort Road to Church Field)	Road (two-way movements) 30mph with footways. Promoted Route	5.5m to 7.3m width carriageway and 1.1m to 2.0m width footways.	Y	Wide carriageway, albeit with on-street parking. Level crossing to the east of the railway station. Covered cycle parking at the station itself. Some HGVs use this route to access the Smurfit factory.	Medium to High	Signposted route	Enhance signage. Consider potential to introduce town-wide 20mph limit to enhance conditions for non-motorised users. Install and/or enhance tactile paving and dropped kerbs at principal pedestrian crossing points. Review requirement/potential for additional cycle parking at the railway station.
44	Brook Street and PROW (MR 86)	Road (two-way movements) 30mph with footways. Promoted Route. PROW MR86 starts at car park access road.	7.1m width carriageway on Brook Street and 1.6m to 2.7m width footways. Car park access 4.5m wide.	Yes on Brook Street, limited on car park access.	Suitable for on-carriageway cycling by many user groups and relatively lightly trafficked, albeit reasonable HGV volumes. No footway on western side of Brook Street for much of its length.	Medium	Signposted route	Enhance signage. Consider potential to extend the western footway along the highway verge. Consider potential to introduce town-wide 20mph limit to enhance conditions for non-motorised users. Install and/or enhance tactile paving and dropped kerbs at principal pedestrian crossing points.

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45	PRoW (MR 86)	PRoW Footpath MR86.	2.2m-2.7m width footpath.	N	Gated at northern end with cycle access (0.35m width). Footbridge over railway line at north end 2.7m width and 2.0m height clearance. Footpath is generally unmade but with concrete surfaced areas.	Medium	Signposted route / Bridleway	Enhance signage and consider potential for appropriate lighting, surfacing and widening to permit shared use (subject to arboricultural/ecological considerations and landowner agreement). Redesignation of route as Bridleway would be required to enable cycling.
46	PRoW (MR 86) and (MR 86A)	PRoW Footpath MR86 & MR86A.	1.0-1.9m width	N	The footpath is unmade. There is a ramped area at the level crossing linking MR86 with MR86A. The level crossing is gated with swing gates. The footpath joins a footway in the Larkfield Trading Estate after crossing a narrow bridge.	Medium	Signposted route / Bridleway	Enhance signage and consider potential for appropriate lighting, surfacing and widening to permit shared use (subject to arboricultural/ecological considerations and landowner agreement). Redesignation of route as Bridleway would be required to enable cycling.
47	PRoW (MR 44), (MR 595) and (MR 443)	PRoW Footpath MR44, MR595 & MR443.	1.0-2.7m width	N	Varied surfacing of route, including unmade sections and concrete. Several sets of steps and mooring bollards.	Medium to High	Signposted route / Bridleway	Enhance signage, surfacing and - where appropriate - lighting, subject to landowner consent. Improve barrier provision along river front. Some tree clearance required, subject to arboricultural considerations, and work needed to address bank slippage. Steps require enhanced surface and/or to be ramped if possible. The Aylesford Newsprint development will enhance the provision at the southern end of the route. Provide crossing point at Mill Hall to the footbridge over the railway line.
48	Malling Road (Brook Lane to A228 Ham Hill Roundabout)	Road (two-way movements) 30/40mph with footways.	7.4m carriageway and footways width varies 3.0m to 1.7m	Y	Heavily trafficked route, subject to traffic calming. Narrow carriageway and footway widths as far south as the junction with Hollow Lane. Eastern footway around the Ham Hill Roundabout widens and is signed as a shared route, with a toucan crossing of the A228 provided towards Leybourne Lakes Country Park.	Medium to High	Signposted route / Shared route	Enhance signage. Route 34 considered preferable for access between Snodland and Leybourne Lakes Country Park.
49a	PRoW (MR 78)	PRoW Footpath MR78.	1.5-3.0m width unmade track	N	Restricted access to route (minimum width 0.35m). Unmade track which is uneven in places.	Medium to High	Signposted route / Bridleway	Enhance signage and surfacing, subject to landowner consent. Re-designation as Bridleway required to permit cycling.
49b	Country Park Access Road	Country park track, car park and access road. Part Promoted Route	2.0-3.0m width unmade track in places and access road 4.0m width with widening at passing places.	N	Access road has raised traffic calming features.	Medium to High	Signposted route	Enhance signage and surfacing.
50	Lunsford Lane	Track through Country Park and Lunsford Lane (two-way movements, de-restricted speed)	Lunsford Lane 4.0-5.0m width. No footways.	N	Restricted width bridge at northern end at exit from Country Park. Alternative track available through Country Park also (Promoted Route). Road lightly trafficked.	High	Signposted route	Enhance signage and surfacing.
51	Lunsford Lane	Road (two-way movements, de-restricted speed)	Lunsford Lane 4.0-7.0m width. No footways.	Limited	Quiet road suitable for on-carriageway cycling by most user groups. Double yellow lines present at northern end. Some on-street parking at southern end.	High	Signposted route	Enhance signage.

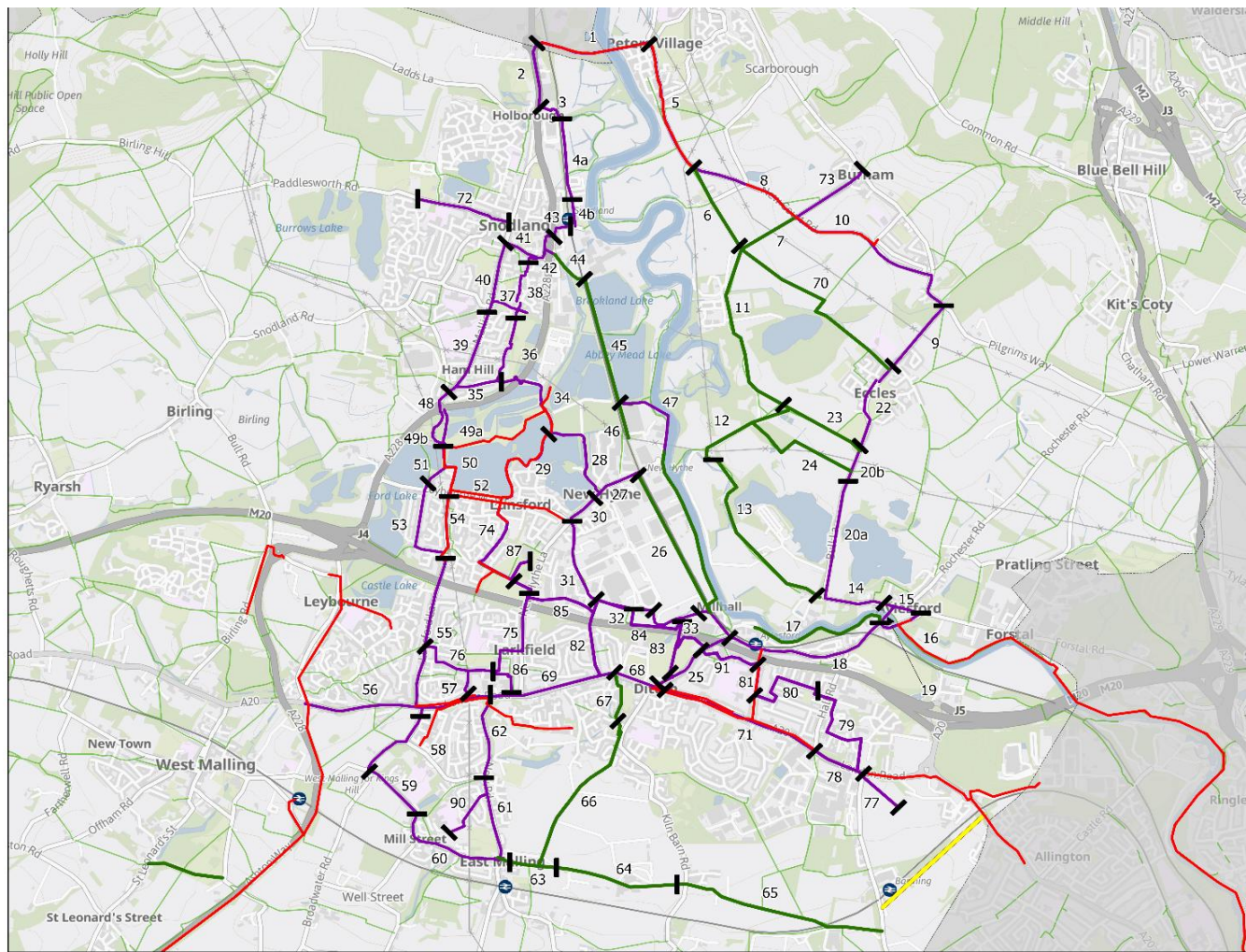
Section No.	Location	Existing Provision/Infrastructure	Width of provision	Street Lighting	Observations	Viability	Form of cycle route	Works/Improvements required
52	PRoW (MR 99)	PRoW Footpath MR99 and Promoted Route.	1.8-4.0m width unsurfaced track.	N	Restricted width access from Lunsford Lane and at Leybourne Way (vehicle restriction barriers). Toucan crossing provided at Leybourne Way.	Medium to High	Signposted route / Bridleway	Enhance signage and surfacing, subject to landowner consent. Re-designation as Bridleway required to permit cycling.
53	Lunsford Lane (Gighill Road to Leybourne Way)	Road (two-way movements) 30mph with footways	7.4m carriageway and footways generally 1.8m width	Y	Cycle infrastructure at Gighill Road roundabout. Footway not continuous on southern side. Footways widen to 2.8m in sections. Some on-street parking present. Traffic volumes medium to light. Raised traffic calming features.	Medium	Signposted route?	Enhance signage. Consider scope for area-wide 20mph limit?
54	Gighill Road (Lunsford Lane to Leybourne Way)	Road (two-way movements) 30mph with footways. Part PRoW MR99	6.5m carriageway and shared cycle route generally on eastern side (2.5m width).	Y	Several crossing points along road and shared route switches sides. Raised traffic calming features.	High	Shared use route	Enhance signage. Consider scope for area-wide 20mph limit?
55	Lunsford Lane (A20 London Road to Gighill Road)	Road (two-way movements) 30mph with footways	5.5-7.4m carriageway width, wider at junctions. Footway widths vary between 1.8-2.0m.	Y	Several pedestrian crossing points along route, although enhancements required to facilities at Kingfisher Road mini-roundabout. Potential to widen footways and utilise verges in sections to provide shared route.	Medium to High	Shared use route?	Enhance signage and consider scope for shared use route, subject to relocation of street furniture. Consider scope for area-wide 20mph limit?
56	A20 London Road (Castle Way to Winterfield Lane)	Road (two-way movements) 40mph with footways and on-carriageway advisory cycle route	Typically 9.1m carriageway with typically 1.8-2.0m footway on northern side only. Southern footways in places. 1.3m width on-carriageway advisory cycle lanes provided both sides.	Y	Controlled crossings at Castle Way junction and shared cycle routes in this area. On-carriageway advisory cycle lanes commence to the east of the Castle Way junction and continue to Pinewood Close, where the route continues as shared use paths (2.8-3.0m width). Potential to widen the on-carriageway section to provide mandatory lanes. Controlled crossings at Lunsford Lane junction.	High	Mandatory on-carriageway cycle lanes	Consider scope for widening on-carriageway lanes into adjacent verges to provide mandatory provision, subject to utilities.
57	A20 London Road (Winterfield Lane to New Road)	Road (two-way movements) 40mph with footways and on-street cycle route	Typically 11m carriageway with widening at junctions. Typically 1.6-3.0m footway on both sides of road. 1.3m width on-carriageway advisory cycle lanes provided both sides.	Y	As above; however northern on-carriageway lane terminates in vicinity of B&Q access. Limited scope to enhance this section without compromising highway capacity at the A20 / New Road junction.	Medium to High	Mandatory on-carriageway cycle lanes	Consider scope for widening on-carriageway lanes into adjacent verges to provide mandatory provision, subject to utilities and ecological considerations.
58	Winterfield Lane (A20 London Road to Lucks Hill)	Road (two-way movements) 30mph	Typically 5.5m width carriageway. No footways.	N	Wooded banks and verges on sides of road. Road feels enclosed and visibility is poor. Some footway at Chapman Lane and Lucks Hill junctions.	Low	N/A	Winterfield Lane itself is not considered safe or suitable for walking or cycling; however the recently-consented residential development on the land to the west is likely to provide the opportunity for parallel north-south connections.
59	Clare Lane	Road (two-way movements) 30mph	6.2m width carriageway with no footways.	N	Limited verge widths with dense vegetation/hedgerows alongside. Footways commence at Blacklands, which offers restricted byway access to Chapman Way.	Low	N/A	Clare Lane is not considered safe or suitable for walking or cycling by all but the most confident/experienced user groups.
60	Mill Street	Road (two-way movements) 30mph with footways	3.0 - 6.0m width carriageway. Footways generally 0.7 - 2.7m width but wider in places.	Y	Mixture of double yellow lines and on-street parking present, with some footway encroachment. Some sections only provide footway on one side. Crossing points required in places.	Medium	On-carriageway cycling.	Consider scope for area-wide 20mph limit within East Malling village?

Section No.	Location	Existing Provision/Infrastructure	Width of provision	Street Lighting	Observations	Viability	Form of cycle route	Works/Improvements required
61	New Road (Mill Street to Chapman Way)	Road (two-way movements) 30/40mph with footways	5.2 to 5.5m width carriageway with widening at junctions and 1.2 to 3.3m width footways	Y	Wide footways in sections which could potentially enable shared use; however bus stop infrastructure presents an obstruction in places.	Medium	On-carriageway cycling.	Consider scope for area-wide 20mph limit within East Malling village?
62	New Road (Chapman Way to A20 London Road)	Road (two-way movements) 40mph with footways	6.0-7.0m highway with widening at junctions. Footways 1.2m to 3m width.	Y	Footways of varying width on both sides between Chapman Way and Larkspur Road. From Larkspur Road to A20, the western footway is segregated from the highway and continues through a wooded area which has 'no cycling' signage.	Medium	On-carriageway cycling with potential for shared use if segregated provision to the west could be enhanced.	Consider to potential to enhance segregated path through wooded area, subject to land ownership and ecological/arboricultural considerations.
63	Church Walk & PRoW MR102	Road (two-way movements) 30mph and PRoW MR102	5.5m carriageway width with 0.9-2m footway at Church Walk. At church, footpath generally 1.4-1.8m width.	Limited	On-street parking on Church Walk together with double yellow lines on southern side. Width restrictions on footpath.	Medium to High	On-carriageway cycling	Improve lighting and signage. Some vegetation clearance required on PRoW.
64	Chapel Street & PRoW MR102	Private road (two-way movements) 30/20mph and PRoW MR102	4.8m carriageway width with footway along southern side from church footpath. Footway becomes narrow unsurfaced track part way along before entering East Malling Research Centre. No footways within research centre itself but restricted vehicle usage on 4m-6m access road.	N	Potential for surfaced footways throughout, subject to landowner agreement. On-carriageway cycling possible.	Medium to High	On-carriageway cycling	Improve lighting and signage. Surface footpath. Longer-term potential associated with Local Plan Area of Opportunity.
65	Cyril W Lane & PRoW MR102/MR488	Private road (two-way movements) 10mph and PRoW MR102 & MR488	4.2m carriageway with no footways but wide verges (c.4.6m on the southern side) and then 3.0m asphalt footpath and 2.3 to 2.7m unsurfaced track.	N	On-carriageway cycling possible. Unsurfaced sections require upgrades and vegetation maintenance.	Medium to High	On-carriageway cycling / Bridleway	Enhance signage and surfacing, subject to landowner consent. Re-designation as Bridleway required to permit cycling. Longer-term potential for east-west route between East Malling and Maidstone associated with Local Plan Area of Opportunity.
66	PRoW MR100	Access Road (two-way movements) and PRoW MR100	From PRoW MR102, the footpath is 1.0m wide with a width restriction on entry from the road. The access road continues at 5.0m width with speed humps and joins a 1.3m width asphalt footpath across fields to the housing on the southern edge of Ditton. The footpaths through the housing estate are generally 1.2m to 2.0m width.	Y in housing estate	Enhanced signage required and some obstructions on footpath. On-carriageway cycling possible.	Medium to High	On-carriageway cycling / Bridleway	Enhance signage and surfacing, subject to landowner consent. Re-designation as Bridleway required to permit cycling. Longer-term potential for east-west route between East Malling and Maidstone associated with Local Plan Area of Opportunity.

Section No.	Location	Existing Provision/Infrastructure	Width of provision	Street Lighting	Observations	Viability	Form of cycle route	Works/Improvements required
67	PRoW MR495	On- and off-road provision. PRoW MR495	3.0m width asphalt road and 1.0m footway between PRoW MR100 and MR495. 1.3m elevated footway at south end of route alongside stream. 4.2m width road from stream joins 1.3m asphalt footway that runs through the park. Steps provided at park exit to Ditton Place. Ditton Place 5.2m wide with generally 1.8m footways.	Y in parts	Enhanced signage and lighting required. Roads in the area suitable for on-carriageway cycling. Steps at park restrict accessibility. Path through park could be widened. Vegetation in Ditton Place requires maintenance.	Medium	On-carriageway cycling / Bridleway	Enhance signage and surfacing. Consider widening of footpath through park and potential to replace steps with ramped access. Maintain vegetation in Ditton Place.
68	A20 London Road (Ditton Place to Station Road)	Road (two-way movements) 40mph with footways and on-carriageway cycle routes.	10.0m carriageway width typically with widening at junctions. Footways 1.4m to 3.4m width. On-carriageway mandatory cycle lanes provided to 1.5m width.	Y	Parking on footways in places. Potential for widening into adjacent grass verges.	High	On-street cycle route along most of route	Consider potential to widen footways into grass verges. Maintain surface of on-carriageway cycle lanes and consider potential to install light segregation.
69	A20 London Road (Ditton Place to New Road)	Road (two-way movements) 40mph with footways	9.0 m width highway typically with widening at junctions. Footways 1.2 to 4.6m width.	Y	Signage requires improvement. Potential for shared use route, particularly along southern side.	Medium to High	Shared use route?	Enhance signage and consider potential to provide shared use routes.
70	Eccles Row/PRoW MR607/MR611/MR606	PRoW Bridleway MR607, MR611 & MR606. Eccles Row (two-way movements 30mph) and Public Bridleways.	Eccles Row 5.4m carriageway with generally 1.8m footways. Bridleway width varies generally 1.5-3.0m.	Y on Eccles Row	Eccles Row suitable for cycling - generally lightly trafficked but possibly busy at school times. Gated entrance to Bridleway from Eccles Row with 1.5m restricted access adjacent. Width restrictions on Bridleway, which is unsurfaced, rough and sloping which presents a particular hazard in wet conditions due to poor drainage. Short bridge on route (1.25m width).	High	Bridleway	Signage and surface improvements required but provides key link between Bushey Wood strategic site and the recently-enhanced Peters Village to Aylesford cycle route.
71	A20 London Road (Station Road to Hall Road)	Road (two-way movements) 40mph with footways and on-street/shared cycle routes.	9.0 m width carriageway typically with widening at junctions. Footways 1.0 to 3.2m width.	Y	On-carriageway mandatory cycle lanes (1.5m wide) provided on both sides of the carriageway between Station Road and Teapot Lane. From Teapot Lane, shared use routes provided on the northern side to the farm shop before crossing to the southern side and continuing to Hall Road.	High	Mandatory on-carriageway cycle lanes and shared use routes	Enhance signage and surfacing and consider potential for installing light segregation.
72	Constitution Hill	Road (two-way movement) 30mph with on-street parking and footways on both sides.	Carriageway approx. 5.2m wide	Y	30mph residential connector road serving the community centre	High	On-carriageway cycle route	None required
73	Church Street	Road (two-way movement)	Carriageway approx. 3-4.5m wide	N	Open, narrow lane between fields then residential street	High	On-carriageway cycle route	None required
74	Chaucer Way/Macaulay Close	Residential roads (two-way movement) with footways; footpath connection from the northern end of Macaulay Close onto shared footway on south side of Leybourne Way	6-7m wide carriageway with 1.5m footways. Footpath connection is 2m wide at opening through boundary wall.	Y	Chaucer Way is residential distributor road that only provides local access; Macaulay Close is a short cul-de-sac	High	On-carriageway cycle route and short shared footway link between Macaulay Close and Leybourne Way	Widening of opening at boundary wall

Section No.	Location	Existing Provision/Infrastructure	Width of provision	Street Lighting	Observations	Viability	Form of cycle route	Works/Improvements required
75	New Hythe Lane	Local link road between Larkfield centre and New Hythe over the M20 serving the leisure centre; two-way movement with footways either side.	The western footway from the sports club access road, over the M20 is 2.2m wide but narrows to 1.6m further south.	Y	The western footway on the bridge over the M20 is wide enough for shared cycle use and would potentially connect into the cycle route past the sports club but it quickly narrows towards Larkfield; there is a footpath link into Cygnet Close but it is only 1.7m wide between fencing and has a barrier chicane arrangement to deter cycling.	Low	None proposed due to insufficient width on footway and carriageway considered too heavily trafficked for on-carriageway cycling	None proposed
76	MR569/Swallow Road/Kingfisher Road/Heron Road/Prow MR567	Existing residential roads 30mph with two-way movement, on-street parking and footways both sides.	MR569 - 2.9m wide MR567 - 1.8m wide	Part	Proposed cycle route from Lunsford Lane to B&Q and Larkfield centre using residential roads and footpath links. MR569 is a short and wide footway link. MR567 connects Heron Road with the A20 London Road along a rear garage access road and then through an opening in the fence onto a short pedestrian ramp to the footway on London Road and the local B&Q store	High	Mainly on-carriageway signed cycle route with short sections on footpath links.	MR567 - widening of opening onto London Road and removal of undergrowth. Possible widening/improvements to footway on A20 London Road
77	Hermitage Lane	Road (two-way movement) with footways	Junction with A20 London Road, 3-lane approach with one entry lane southbound and right-turn lane into Aldi store access road. 40mph speed limit. Eastern footway width 1.5m; western footway width 1.2m to guardrailing.	Y	Busy signal controlled junction with pedestrian crossing facility. Narrow footways on both sides of the carriageway. Existing cycle track on London Road southern footway from Maidstone terminates just short of the junction.	High	Provision of shared footway on eastern side of Hermitage Lane connecting to strategic site and existing cycle route on A20 London Road.	Widening of footway onto land to east of footway.
78	A20 London Road	Road (two-way movement) with footways	Busy main road between Hermitage Lane and junction with South Aylesford Retail Park with two lanes in both directions and additional right and left turn lanes at the retail park junction approach. Footway on south side width varies 1.3m to 1.8m.	Y	Narrow footway on south side of London Road between Hermitage Lane and retail park access road (Mills Road) that links Aldi/McDonalds with Sainsburys/retail park through dedicated step-free access points into both sites. Bus stop located with bus layby.	High	Provision of shared footway on southern of London Road.	Cutting back of vegetation and regrading of bank to rear of footway to widen to 3m. Conversion of existing pedestrian crossings at junction of retail park access road to connect into the existing cycle route on London Road and Hall Road.
79	Royal British Legion site	Road (two-way movement) with footways	Residential roads approx. 5.5m wide through new housing area and estate roads to Royal British Legion site	Y	Residential roads with some traffic calming and footway provision	High	On-carriageway cycle route.	Conversion of existing two-stage pelican crossing on A20 London Road to a toucan crossing to provide connection to retail park
80	Sycamore Drive/The Avenue/Elm Walk	Residential roads (two-way movement) with footways, traffic calming and on-street parking	5.6m	Y	Roads are traffic calmed so suitable for cycling on the carriageway. A link from Hall Road across the verge into Sycamore Drive opposite the Royal British Legion site entrance/exit would be required but there is a change in levels	Medium	On-carriageway cycle route.	Further investigation into short link across verge of Hall Road/Sycamore Drive
81	Teapot Lane/M20 Footbridge	Road (two-way movement) with footways	Existing segregated/shared cycle track on western footway leading to 2m wide footbridge over the M20	Y	Teapot Lane is a dead-end that provides access to Aylesford School with a footbridge over the M20. The site visit took place during school hours so unable to observe the use of the cycle track by pupils.	Low	None is proposed since the footbridge width of 2m is too narrow to allow cycling.	None proposed

Section No.	Location	Existing Provision/Infrastructure	Width of provision	Street Lighting	Observations	Viability	Form of cycle route	Works/Improvements required
82	Bell Lane/PRoW MR92A	Road (two-way movements) and PRoW MR92a	5-6m wide underpass to M20 (access to wastewater treatment works)	Part	30mph residential road with on-street parking leading into an unsurfaced access road under the M20 to a wastewater treatment works. Bell Lane continues as a surfaced bridleway to Bellingham Way	High	On-carriageway cycle route from London Road to the wastewater treatment works entrance then along the existing byway.	Street lighting to underpass
83	PRoW MR491/MR492	MR491 - footpath from Station Road running east-west to the south of the M20 and connecting into MR492 MR492 - footpath from Station Road running north-south through the K Sports site and then green space and over a road bridge over the M20	MR492 2.3m between fencing; fairly open elsewhere	N	MR491 follows a private access road and then becomes a unsurfaced path through woodland area which was flooded during the site visit. MR492 is fenced on both sides through some of the sports ground before entering wooded green space onto an overgrown surfaced access road over the M20. North of the M20, the path was closed and diverted along MR493. It is considered that the path through the sports ground is too narrow in its present state and would need to be widened over the adjacent private land.	High	Off-road cycle route along MR491 and connecting into MR492 over the M20 road bridge	Surfacing to path and removal of overgrown vegetation
84	PRoW MR493	Road (two-way movements) 30mph and PRoW MR493	MR493 - footpath running east-west north of the M20 at foot of embankment alongside open site. Mill Hall Road - 30mph estate access road with footways on both sides	N	Near the junction with MR491, footpath MR493 follows a raised walkway above a pond for 22m which is fenced in to a width of only 1.6m. The remainder of the footpath has recently been resurfaced; possibly as part of adjacent site works.	Medium	Off-road cycle route along MR493 then on-road with advisory cycle lanes on Mill Hall Road	Replacement of walkway structure to allow safe and sufficient shared use width
85	PRoW MR95	PRoW MR95 - footpath running between industrial estate buildings	Width varies between 1.5-3m	N	The route is generally good but there is a steep climb (avg. 13%) heading west onto Sheldon Way for about 30m where the path crosses a north-south embankment. The corridor opens out along this embankment, providing scope to divert and re-grade the path up the embankment to the south	Medium	Off-road cycle route along MR95	Further investigation into regrading of path at the embankment
86	Martin Square/Safeways Car Park	Two-way access road to local shopping parade, medical practice and assisted living residence	N/A	Y	Existing footpath link between the local shops and Safeway store is too narrow for cycling but an opening could be made through the car park boundary wall and planter to connect the wide footway at the side of the cycle shop and the recycling bins located in the Safeway car park	High	Opening through boundary wall	Opening through boundary wall, removal of planter and reorganisation of recycling bins
87	Leisure Centre Link	Surfaced footpath across recreational ground leading to playground and then unsurfaced path down an embankment to a gated access to the leisure centre car park	1.5m wide surfaced footpath	N	While the unsurfaced path down the bank is steep in places, there is space to grade the path to required standard	High	Off-road shared cycle track	Widening of existing path and construction of new graded path down embankment to car park
90	Beech Road	Two-way residential road providing access to The Malling School with footways on both sides	4.3m wide carriageway	Y	Quiet residential road with intermittent on-street parking.	High	On-road cycle route	None required
91	Robson Drive	Two-way residential road with footways on both sides	4.7m wide carriageway	Y	Quiet residential road with intermittent on-street parking.	High	On-road cycle route	None required



Key

- Local Cycle Routes
- Potential Future Infrastructure
- Assessed PROW
- Assessed Links
- Proposed Infrastructure
- Kent PROW
- River
- Local Authority Districts

TITLE Medway Gap - Route Audits

CLIENT
Tonbridge and Malling BC

PROJECT
TMBC LCWIP

SCALE AT A3 1:27,000 DATE Aug 2025 JOB NO. 32126 DRWG NO. G-04



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