

**Appendix C: Existing Cycle Parking**

**Sevenoaks:**

Sevenoaks Railway Station	80 stands
Sevenoaks District Council	1 stand - unsheltered
High Street/Suffolk Way junction	1 stand - unsheltered
Town Centre South west corner of Blighs Car Park, near Café Rouge	1 stand - unsheltered
London Road/Rockdale, outside Loch Fyne restaurant	1 stand - unsheltered
High Street, Tesco	1 stand - sheltered
Tesco, Dunton Green	3 stands – unsheltered (located at back)
Sencio Leisure Centre and Pool	12 stands - unsheltered

**Swanley:**

Swanley Railway Station	8 stands and 10 lockers
Asda, Town Centre	10 stands - unsheltered
Roundabout (High Street/Bartholomew Way/Nightingale Way)	5 stands – unsheltered
Swanley Library	2 stands - unsheltered

**Edenbridge:**

Edenbridge Town Station	5 stands - sheltered
Edenbridge Leisure Centre	2 wheel only stands (unsheltered)
High Street	8 stands - unsheltered (4 outside Tesco; 4 outside beauty salon)

**Appendix D: Sevenoaks Route Suggestions**

- 1) West-east route across northern Sevenoaks (1a-1h)
- 2) Link between Footpath 0221/SU11/2 (Clockhouse Lane) and the Sevenoaks Railway Station (along Bradbourne Park Road and Hitchen Hatch Lane).
- 3) Install a contraflow cycle lane on Hospital Road
- 4) Link between footpath 0221/SU11/2 (Clockhouse Lane) and underpass beneath the A25 (along Oakdene Road)
- 5) Off-road route between Oakdene Road and Otford Road (around Wildfowl Reserve)
- 6) Route between Otford and Sevenoaks (6a-6e)
- 7) Link between the Sevenoaks Railway Station and the Town Centre (along section of Tubs Hill and The Drive)
- 8) Alternative north-south link on the old main road parallel to Tesco roundabout, London Road
- 9) Improvements to twin roundabouts at Riverhead
- 10) Improvements to London Road/Pembroke Road/ Eardley Road/Argyle Road Junction
- 11) Link between the A224 London Road and footpath 0078/SR103/2 (along Pounsley Road and footpath 0078/SR104/1)
- 12) Upgrade existing footpath 0192/SR48/1 which runs between Station Road and Tudor Drive in Otford

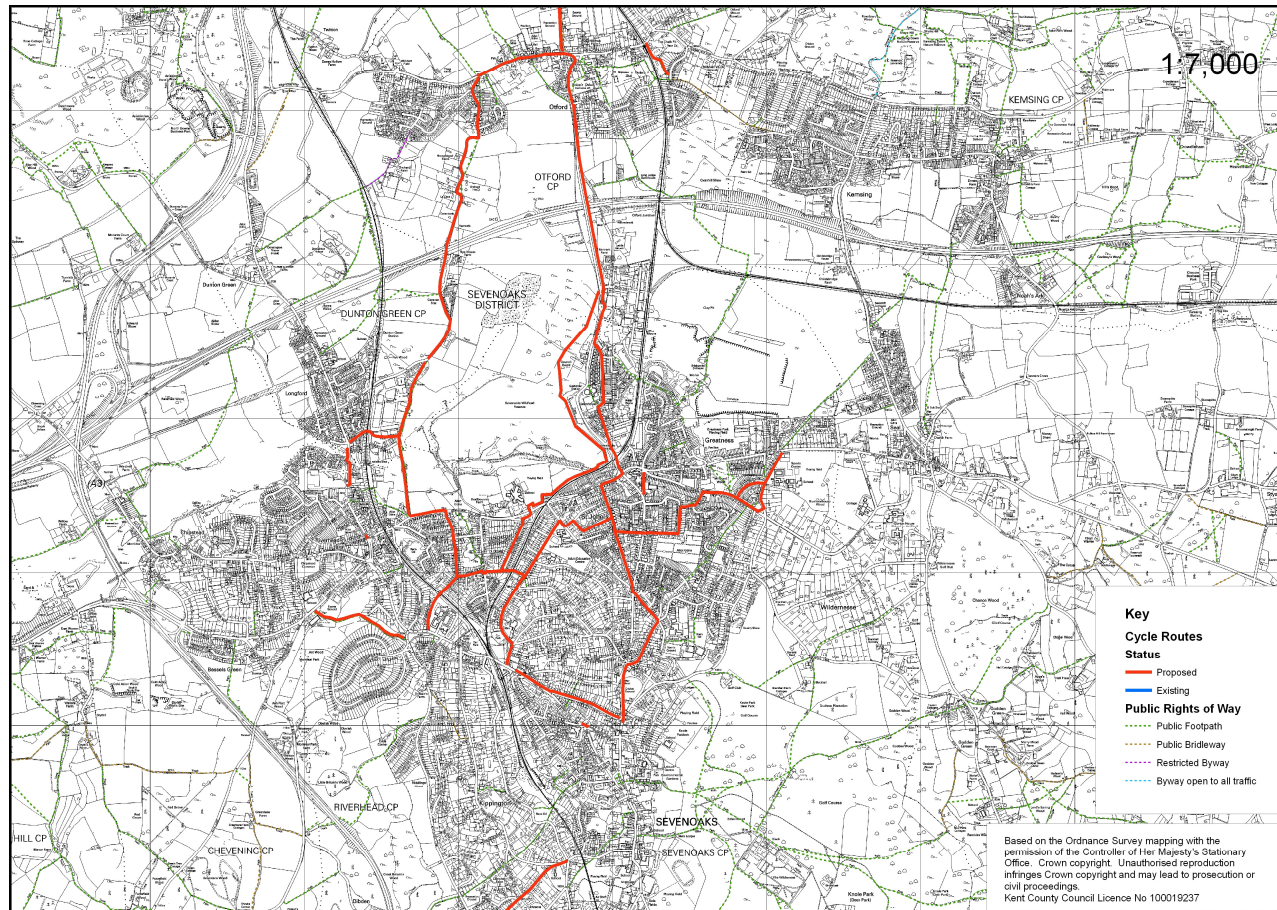


Figure 3: Map showing location of existing and proposed Routes in Sevenoaks

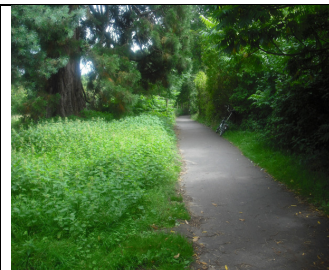
**SEVENOAKS**

**RECOMMENDATION No:**

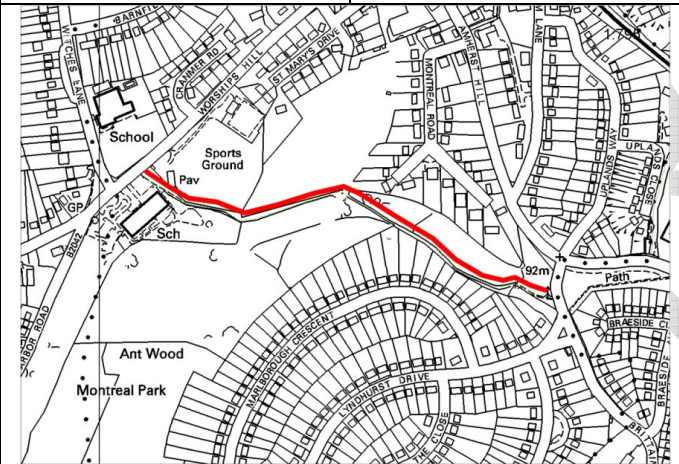
**1a**



Entrance to footpath SR734 from Worships Hill.



View of footpath facing east



**Recommendation:** Upgrade Footpath 0210/SR734/1 which runs between Worships Hill and Brittains Lane

**Brief Description:** The existing footpath runs west to east between Worships Hill and Brittains Lane. At the Worships Hill end the footpath passes near Riverhead Infant School and Amherst Primary School.

**Benefits:** This is the first in a series of links that would create a west-east route across northern Sevenoaks which would provide cyclists with an alternative route to the A25. This section would provide a route to Riverhead Infant School and Amherst Primary School for children travelling from the east.

**Status:** Public footpath, KCC owned



**SEVENOAKS**

**RECOMMENDATION No:**

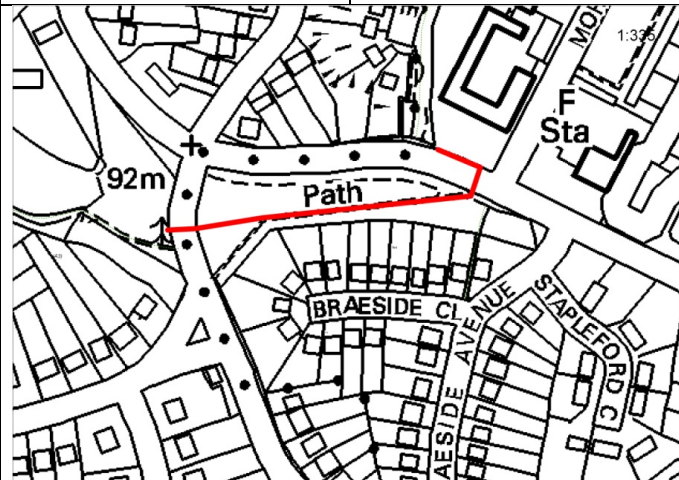
**1b**



Exit of footpath SR734/1 and dropped kerbs on Brittain's Lane



Path and wide grassed area



**Recommendation:** Create a link between footpath 0210/SR734/1 and footpath 0221/SU12/1

**Brief Description:** There are existing dropped kerbs on Brittain's Lane which link to a path across a wide grassed area. This, in turn, links to an existing zebra crossing on London Road. This path should be signed as a cycle route. In the longer term the path could be widened the zebra crossing upgraded to a toucan crossing if funding and width allow.

**Benefits:** This is the second in a series of links that would create a west-east route across the centre of Sevenoaks which would provide cyclists with an alternative route to the A25.

**Status:** The path is owned by KCC

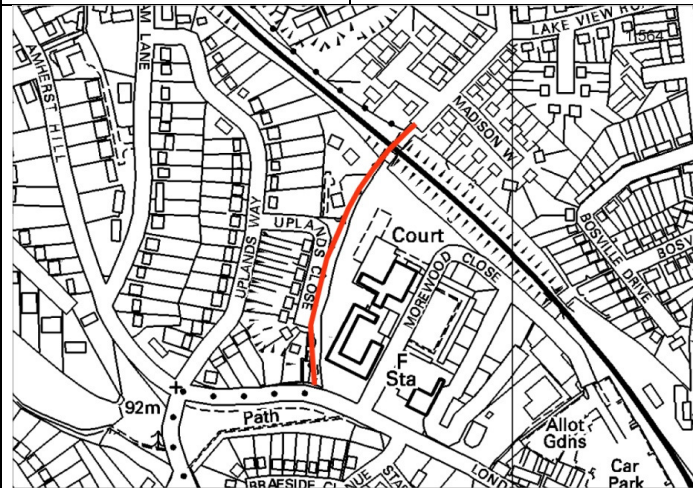
**SEVENOAKS**

**RECOMMENDATION No:**

**1c**



Exit of footpath SU12 onto Robyns Way



**Recommendation:** Upgrade Footpath 0221/SU12/1 which runs from London Road to Robyns Way

**Brief Description:** This footpath crosses the railway line and links London Road to Robyns Way. It should be upgraded to allow cycle use.

**Benefits:** This is the third in a series of links that would create a west-east route across the centre of Sevenoaks which would provide cyclists with an alternative route to the A25. This specific section provides a route across the railway line avoiding the busier London Road.

**Status:** Public footpath, KCC owned

**SEVENOAKS**

**RECOMMENDATION No:**

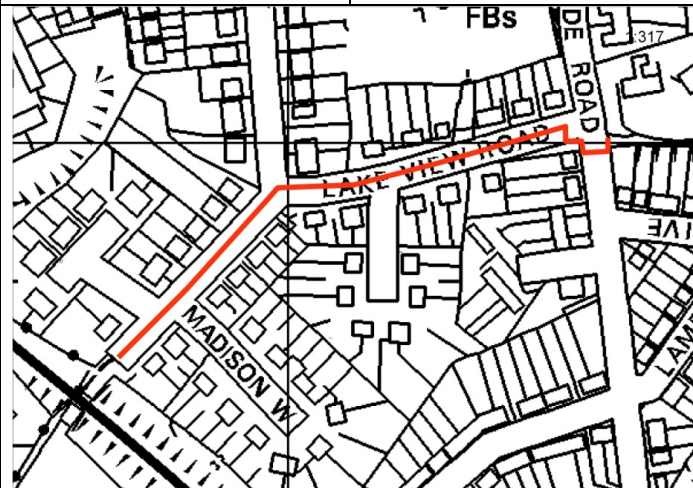
**1d**



View of Robyns Way facing east



Entrance to Clockhouse Lane from Lakeview Road



**Recommendation:** Create a link between footpath 0221/SU12/1 and footpath 0221/SU11/2 (Clockhouse Lane) along Robyns Way and Lakeview Road

**Brief Description:** Robyns Way and Lakeview Road are quiet residential streets. At the western end of Robyns Way is footpath 0221/SU12/1 and at the eastern end is Lakeview Road which eventually joins Lambarde Road. At the junction between Lakeview Road and Lambarde Road is footpath 0221/SU11/2 (Clockhouse Lane). Both Robyns Way and Lakeview Road should be signed as cycle routes. At the junction with Lambarde Road, centre lane road markings of 1m width should be provided on Lakeview Road directing cyclists onto the offside footway. A short section of the footway should be converted to dual use and dropped kerbs provided at the crossing point.

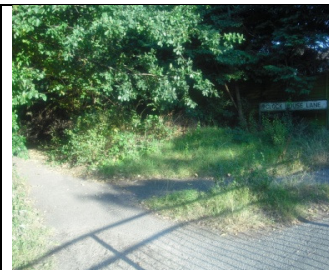
**Benefits:** This is the fourth in a series of links that would create a west-east route across the centre of Sevenoaks which would provide cyclists with an alternative route to the A25.

**Status:** Robyns Way and Lakeview Road are publically maintainable roads

**SEVENOAKS**

**RECOMMENDATION No:**

**1e**



Entrance of Clockhouse Lane from Lakeview Road



Clockhouse Lane exit onto Bradbourne Park Road



**Recommendation:** Upgrade Footpath 0221/SU11/2 (Clockhouse Lane) linking Lakeview Road to Oakdene Road and Bradbourne Park Road

**Brief Description:** The footpath runs between Lakeview Road and Bradbourne Park Road and also connects to Oakdene Road. The route should be upgraded to allow cycle access.

**Benefits:** This is the fifth in a series of links that would create a west-east route across the centre of Sevenoaks which would provide cyclists with an alternative route to the A25.

**Status:** Public footpath, land owner unknown



**SEVENOAKS**

**RECOMMENDATION No: 1f**



Existing speed cushions on Bradbourne Park Road



View of Bradbourne Road and junction with Camden Road



**Recommendation:** Create a link from Footpath 0221/SU11/2 (Clockhouse Lane) to Camden Road (along Bradbourne Park Road and Bradbourne Road)

**Brief Description:** Bradbourne Park Road, Bradbourne Road and Camden Road are 30mph residential streets. Bradbourne Park Road has traffic calming speed cushions that are not cycle friendly since they have cobbled ramps and steep edges which drop to the channel line for drainage purposes. At its northern end Bradbourne Park Road joins Bradbourne Road and this in turn links to Camden Road. These roads should be signed as cycle routes and the speed cushions on Bradbourne Park Road modified by installing a half a metre strip of black top on each side.

**Benefits:** This is the sixth in a series of links that would create a west-east route across the centre of Sevenoaks which would cyclists with an alternative route to the A25. The route passes Sevenoaks Primary School.

**Status:** Bradbourne Park Road and Bradbourne Road are publically maintainable roads



**SEVENOAKS**

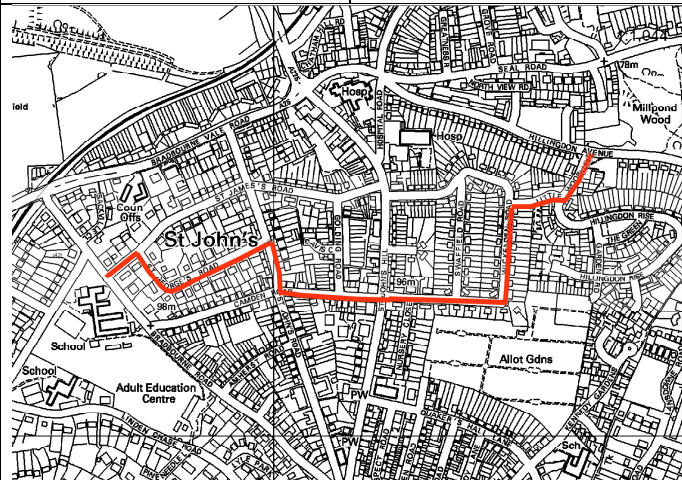
**RECOMMENDATION No: 1g**



View of Camden Road facing east



Junction between Camden Road and Wickenden Road crossing St John's Hill



**Recommendation:** Create a link from Bradbourne Road to Hillingdon Avenue (along St James's Road; St George's Road; St John's Road; Camden Road, Wickenden Road and Littlewood Avenue)

**Brief Description:** St James's Road; St George's Road; St John's Road; Camden Road, Wickenden Road and Littlewood Avenue are quiet 30mph residential streets. Littlewood Avenue has dual status as a public footpath. These roads should be signed as cycle routes.

**Benefits:** This is the seventh in a series of links that would create a west-east route across the centre of Sevenoaks which would provide cyclists with an alternative route to the A25.

**Status:** St James's Road; St George's Road; St John's Road; Camden Road, Wickenden Road and Littlewood Avenue are publically maintainable roads

**SEVENOAKS**

**RECOMMENDATION No:**

**1h**



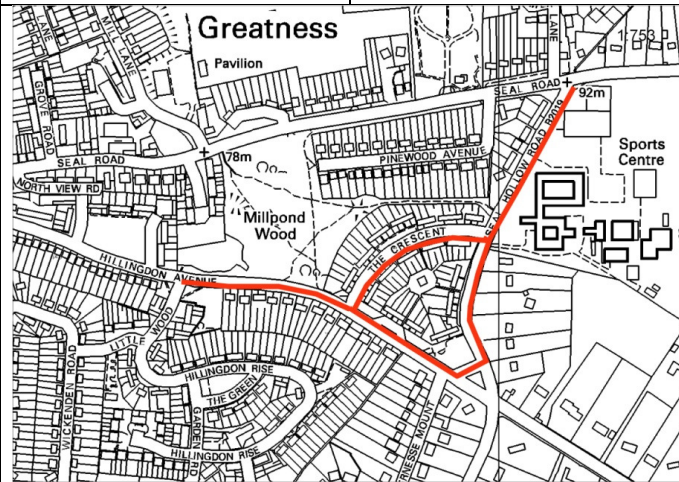
View of The Crescent facing south



View up Seal Hollow Road facing north

**Recommendation:** Create a link from Littlewood Avenue to Seal Road (along Hillingdon Avenue, The Crescent and Seal Hollow Road)

**Brief Description:** Hillingdon Avenue, the Crescent and this section of Seal Hollow Road are 30mph residential streets. Knole Academy and the Wildernesse sports Centre are located on Seal Hollow Road. The three roads should be signed as cycle routes.



**Benefits:** This is the eighth in a series of links that would create a west-east route across the centre of Sevenoaks which would provide cyclists with an alternative route to the A25. This link would provide a good route to the Knole Academy and the Wildernesse Sports Centre from the west.

**Status:** Hillingdon Avenue, The Crescent and Seal Hollow Road are publically maintainable roads

**SEVENOAKS**

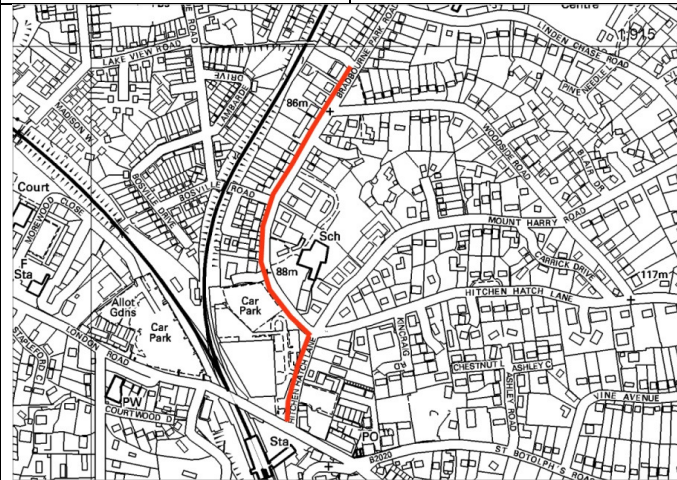
**RECOMMENDATION No: 2**



Existing speed cushions, Bradbourne Park Road



Hitchen Hatch Lane facing south towards the station



**Recommendation:** Create a link between Footpath 0221/SU11/2 (Clockhouse Lane) and Sevenoaks Railway Station (along Bradbourne Park Road and Hitchen Hatch Lane).

**Brief Description:** Bradbourne Park Road is a residential 30mph street. The road has traffic calming speed cushions that are not cycle friendly since they have cobbled ramps and steep edges which drop to the channel line for drainage purposes. At its southern end Bradbourne Park Road joins the western section of Hitchen Hatch Lane which continues southwards towards London Road and Sevenoaks Railway Station. Bradbourne Park Road and the western end of Hitchen Hatch Lane should be signed as cycle routes and the speed cushions on Bradbourne Park Road modified by installing a half a metre strip of black top on each side. In addition, an ASL should also be installed on the traffic lights on London Road for cyclists turning right up Bradbourne Park Road.

**Benefits:** This route would provide a link to the railway station from the west-east route across Sevenoaks (Route 1).

**Status:** Bradbourne Park Road and Hitchen Hatch Lane are publically maintainable roads



**SEVENOAKS**

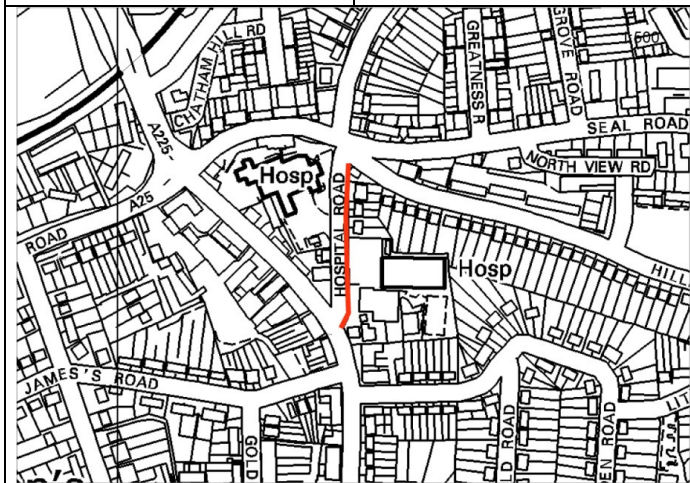
**RECOMMENDATION No: 3**



No entry sign on northern section of Hospital Road



Existing crossing on Hillingdon Avenue



**Recommendation:** Install a contraflow cycle lane on Hospital Road

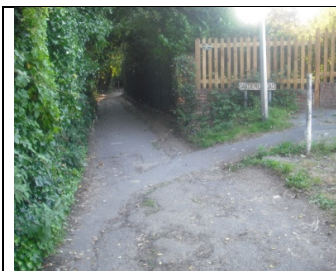
**Brief Description:** Hospital Road is a short north-south link between Seal Road and St John's Hill. The southern half of the road is two-way and the northern section is one-way, with a "No entry" sign at the junction with Seal Road/Hillingdon Avenue. A cycle entry point segregated from the opposing traffic flow should be provided on the one-way section to allow cyclists travelling south to use the road. The "No entry" requirement for motorists should be signed as usual. The link would be similar in nature to that on Brewer Street in Maidstone.

**Benefits:** This route would provide an alternative link for cyclists from Greatness travelling towards the town centre which avoids the Bat and Ball junction.

**Status:** Hospital Road is a publically maintainable road

**SEVENOAKS**

**RECOMMENDATION No: 4**



Exit of footpath SU11 onto Oakdene Road



Underpass beneath A25 at the end of Oakdene Road



**Recommendation:** Create a link between footpath 0221/SU11/2 (Clockhouse Lane) and underpass beneath the A25 (along Oakdene Road)

**Brief Description:** Oakdene Road is a 30mph wide residential street. At the southern end is existing footpath 0221/SU11/2 and at its northern end there is an underpass beneath Bradbourne Vale Road (A25) which leads to Knole Academy. This route should be signed as a cycle route.

**Benefits:** This route would provide a link between the east-west route across Sevenoaks (Route 1) and the existing Knole Academy site which avoids the busy A25. The route would also link with Route 5 which heads north towards Otford.

**Status:** Oakdene Road is a publically maintainable road

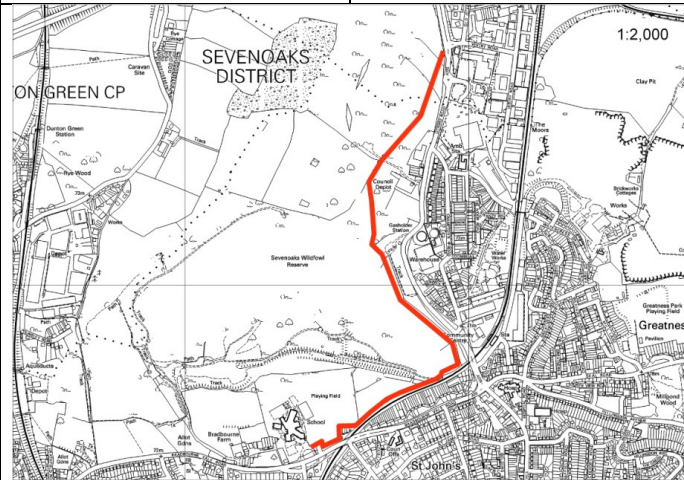


**SEVENOAKS**

**RECOMMENDATION No: 5**



Underpass near Bradbourne School



**Recommendation:** Create an off-road route between Oakdene Road and Otford Road (around the Wildfowl Reserve)

**Brief Description:** This route would link to Route 5 and would then skirt the eastern end of the Wildfowl Reserve before rejoining Otford Road. The route was first proposed by Sustrans in 1992 and would require the construction of an off road cycle route. This would be subject to the landowner's permission. A crossing facility on Otford Road would also be required to allow cyclists to join Otford-Sevenoaks route, with the exact location for this to be determined.

**Benefits:** This route would provide a link north towards Otford for both cyclists and pedestrians which avoids the busy Bat and Ball junction. It would also link with Route 4 which goes south into Sevenoaks. The route runs past the Bradbourne School site, providing a good access route for children

**Status:** The land is owned by and Lafarge and is managed by the Kent Wildlife Trust. The area is also a Site of Special Scientific Interest (SSSI). Consent would therefore be needed from Natural England as well as the owner.

**SEVENOAKS**

**RECOMMENDATION No:**

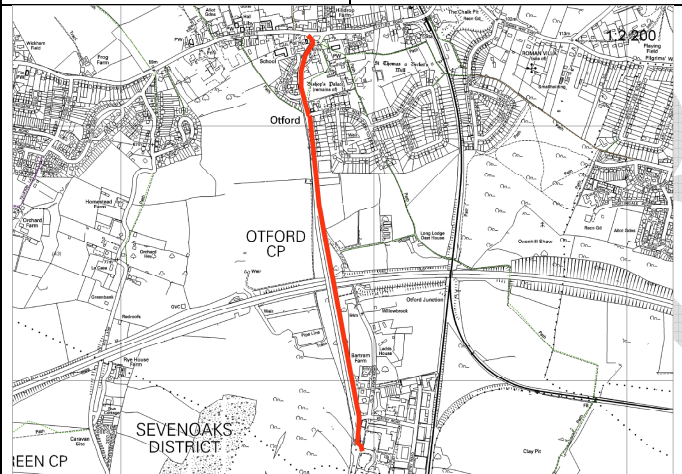
**6a**



Footway on the eastern side of Otford Road on the dual carriageway section



Footway on the eastern side of Otford Road between Vestry Road and Sainsbury's Roundabout



**Recommendation:** Route along the northern section of Otford Road (from Station Road, Otford to Sainsbury's Roundabout)

**Brief Description:** Otford Road is the main route between Otford and Sevenoaks. The character of the road changes along its length. Between Station Road and Bubblestone Road the speed limit is 30mph; at Bubblestone Road it increases to 40mph and the dual carriageway section it is national speed limit. From the High Street/Station Road roundabout to the junction with Bubblestone Road an on carriageway advisory lane on each side of the road should be installed. From Bubblestone Road to Sainsbury's roundabout the eastern footway should be signed as a two-way shared use cycle lane and in the longer term the footway should be widened. If not already, the existing crossing on Vestry Road should be widened to 2m.

**Benefits:** This is the first in a series of links which would provide a north-south link between Otford and Sevenoaks. A route along this section is one of the route options being considered as part of the proposed extension of the Darent Valley Path (Route 26) details of which are discussed in Appendix F.

**Status:** Otford/Sevenoaks Road is a publically maintainable road

**SEVENOAKS**

**RECOMMENDATION No:**

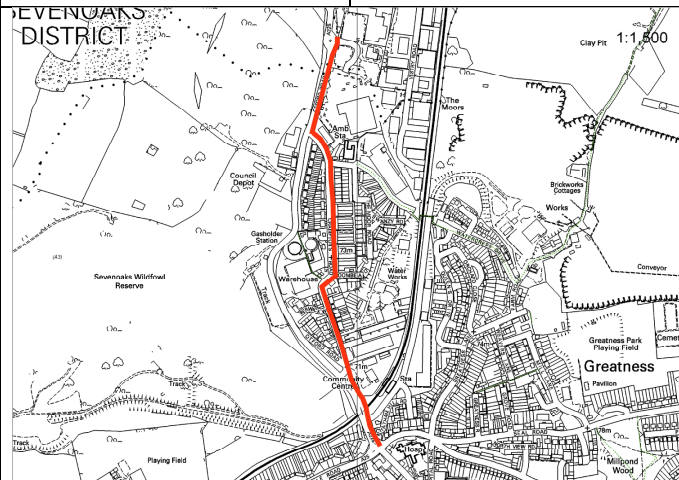
**6b**



Route along St Crampton's Road facing north



Southern section of St Crampton's Road



**Recommendation:** Route from Sainsbury's Roundabout, Otford Road to Bat and Ball junction (along Otford Road and Crampton's Road)

**Brief Description:** The section of Otford Road has a 30mph speed limit. There is an existing cycle route running from Sainsburys roundabout to just prior to Crampton's Road. This begins on the eastern footway and then joins the carriageway as an advisory route. Crampton's Road is a quiet residential street and at its southern end there is a short section of path which rejoins Otford Road. From the end of the existing route on the eastern footway to the junction with Crampton's Road should be widened and signed as a shared use cycleway. Crampton's Road and the path should be signed as cycle routes and in the longer term, the path could be widened. An on carriageway advisory lane should be installed from the southern end of this path to the junction. At the Bat and Ball junction, subject to detailed examination, a central feeder lane and ASLs should be provided on the A225/Otford Road approach on the straight ahead and right turn lanes.

**Benefits:** This is the second in a series of links which would provide a north-south link between Otford and Sevenoaks. A route along this section is one of the route options being considered as part of the proposed extension of the Darent Valley Path (Route 26) details of which are discussed in Appendix F.

**Status:** Otford Road and Crampton's Road are publically maintainable



**SEVENOAKS**

**RECOMMENDATION No:**

**6c**



Bradbourne Vale Road facing east towards the Bat and Ball junction



View of St John's Road facing south



**Recommendation:** Route from Bat and Ball junction to St John's Road/ Dartford Road junction (along Bradbourne Vale Road and St John's Road)

**Brief Description:** This section of Bradbourne Vale Road has a 30mph speed limit and there is parking on either side. St John's Road is a quiet 30mph residential street. Both St John's Road and St John's Hill which is the alternative north-south link are relatively steep. However, St John's Road has significantly lower traffic volumes. The footway on the southern side of Bradbourne Vale Road should be signed as a shared route facility for cyclists travelling in an east-west direction. In the longer term it could be widened if space allows. St John's Hill should be signed as a cycle route..

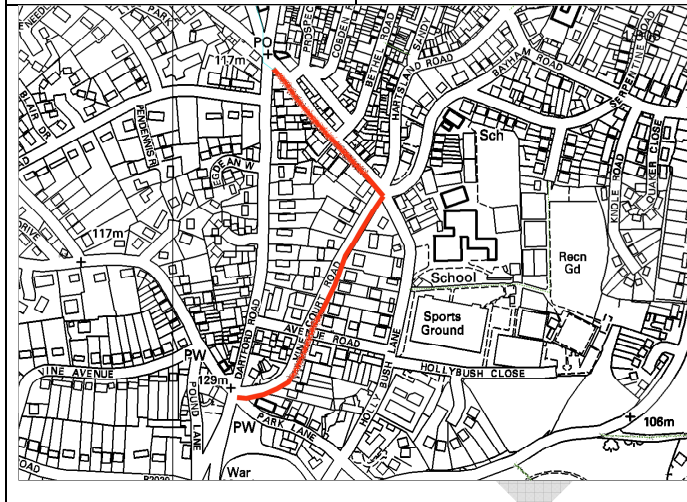
**Benefits:** This is the third in a series of links which would provide a north-south link between Otford and Sevenoaks. This section would provide an alternative route to St John's Hill for cyclists travelling from north to south (in an uphill direction) for whom a lower trafficked route is especially important because of the higher speed differential between cyclists and motorists going uphill and because cyclists may wander a little when their speed is reduced. The route would also link to the proposed west-east route across Sevenoaks (Route 1)

**Status:** Bradbourne Vale Road and St John's Road are publically maintainable roads

**SEVENOAKS**

**RECOMMENDATION No:**

**6d**



**Recommendation:** Route along Hollybush Lane and Vine Court Road

**Brief Description:** Hollybush Lane and Vine Court Road are quiet residential streets. Hollybush Lane is a one-way street with a no-entry sign at its eastern end.

**Benefits:** This is the fourth in a series of links which would provide a north-south link between Otford and Sevenoaks. This section would provide an alternative route to St John's Hill for cyclists travelling from north to south (in an uphill direction).

**Status:** Hollybush Lane and Vine Court Road are publically maintainable roads



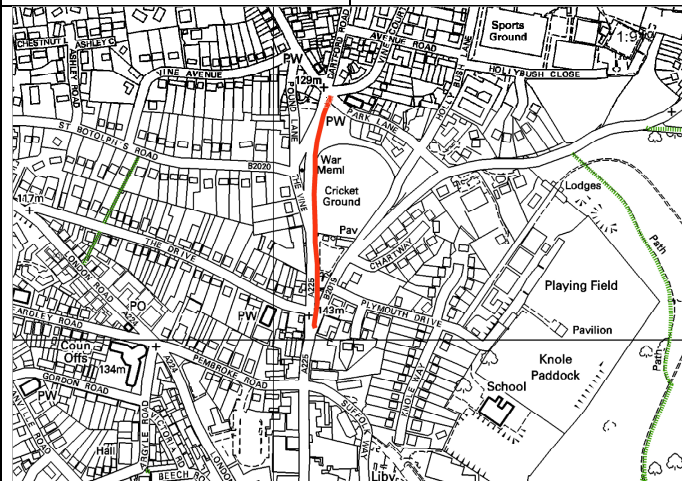
**SEVENOAKS**

**RECOMMENDATION No:**

**6e**



Route to the west of the cricket ground facing south



**Recommendation:** Route along Vine Cricket Ground

**Brief Description:** There is a wide footway on the western side of the cricket ground running from the junction with Vine Court Road to the zebra crossing on Dartford Road. Where width allows, the footway on this section should be signed as a shared use cycleway. If width allows an advisory cycle lane, with a coloured surface on the mouth of the Holly Bush lane junction could be installed. The Pembroke Road/Suffolk Way/High Street junction has been identified as being difficult to navigate for both pedestrians and cyclists and funds have been secured to modify the junction from the nearby Waitrose. The junction is prone to becoming congested and the desire to lessen any hazard for vulnerable road users and improve access by foot needs to be balanced with the need to keep traffic moving. The opportunity to establish where the balance in these demands lies will be considered before the junction is modified in 2012. Detailed proposals will be drawn up and consulted on prior to any decision being taken.

**Benefits:** This is the fifth in a series of links which would provide a north-south link between Otford and Sevenoaks. The footway on this section is already used by cyclists and would provide a route into the town centre which avoids Dartford Road. An advisory lane passing the mouth of the junction may help to raise driver awareness of the likely presence of cyclists

**Status:** Dartford Road is a publically maintainable roads

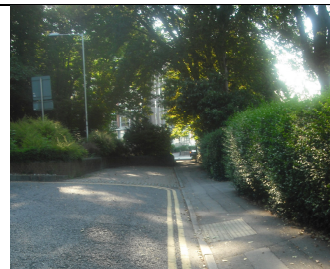
**SEVENOAKS**

**RECOMMENDATION No:**

**7**



Single yellow line on northern side of carriageway and slope uphill



Plant pots on northern footway



**Recommendation:** Create a link between the Railway Station and the Town Centre (along section of Tubs Hill and The Drive)

**Brief Description:** Tubs Hill is a 30mph road which links London Road and the Station and the Drive is a residential street. Both roads are relatively steep (sloping uphill as you travel west-east). On The Drive there is a single yellow line on the northern side of the carriageway with parked cars on the southern side. Where the road meets the A225 (Dartford Road), there is a speed table and a zebra crossing. If width allows, an advisory lane should be provided on the northern side of Tubs Hill and the single yellow line on The Drive should be replaced by a mandatory cycle lane. The northern footway where Tubs Hill meets the Drive should be widened using space currently occupied by planting and dropped kerbs and signage provided directing cyclists onto The Drive. Directional signs showing the route towards the station and the town centre should also be installed. In the longer term the zebra crossing on Dartford Road could be upgraded to a toucan crossing if funding and width allow.

**Benefits:** This route would provide a link between the railway station and the town centre which avoids the busier A224 London Road and difficult Pembroke Road junction. The advisory Lane and the Mandatory Lane would assist cyclist travelling in the uphill direction (west-east)

**Status:** Tubs Hill and The Drive are publically maintainable roads

**SEVENOAKS**

**RECOMMENDATION No:**

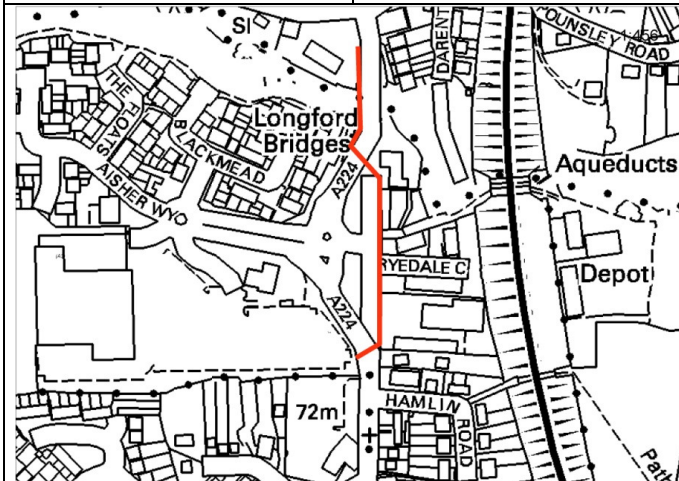
**8**



Railings on southern approach



Existing traffic island on northern approach



**Recommendation:** Provide a short alternative north-south link on the old main road parallel to Tesco roundabout, London Road

**Brief Description:** Tesco roundabout is located on London Road between Dunton Green and Sevenoaks and is a difficult junction for inexperienced cyclists to navigate. A section of the old main road runs parallel to the roundabout in a north-south direction. The railings on London road south of the junction should be removed and a jug-handle turning provided on the near side footway at the point at which the road bends. This would provide cyclists with a safe waiting area with good visibility which is away from moving traffic. On the northern section the footway on the western side of London Road should be converted to dual use, the existing island should be converted to a crossing point and a dropped kerb provided. The dual use should continue until after the zebra crossing and the railings, near the existing service boxes. At this point the existing kerb line should be moved 1m inwards and a build out ramped to carriageway level provided to allow cyclists to safely rejoin the carriageway. Signage directing cyclists travelling in both directions to use the old main road should be provided prior to the junction.

**Benefits:** This would provide an easy route through for cyclists travelling north or south allowing them to bypass the roundabout

**Status:** The section is a publically maintainable road

**SEVENOAKS**

**RECOMMENDATION No:**

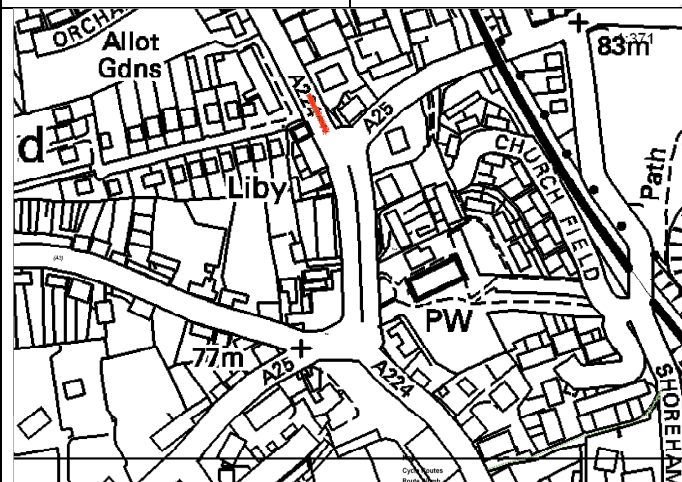
**9**



A224 northern approach



Parked cars on approach



**Recommendation:** Improvements to twin roundabouts at Riverhead

**Brief Description:** The twin roundabouts at Riverhead are located on the main route from Dunton Green to Sevenoaks and are difficult for cyclists to navigate. On the London Road approach there is currently a dedicated left-turn lane and a lane for travelling straight ahead. Finding a safe position to occupy on this approach is particularly difficult and cyclists are at risk of not being noticed by drivers entering the junction. If width allows, a central cycle lane should be provided for cyclists travelling straight ahead. The no parking restriction on the approach should be extended backwards and signage directing cyclists to use the central lane for straight ahead should be placed prior to the junction.

**Benefits:** This would provide cyclists with a dedicated space when entering the junction and would raise drivers' awareness.

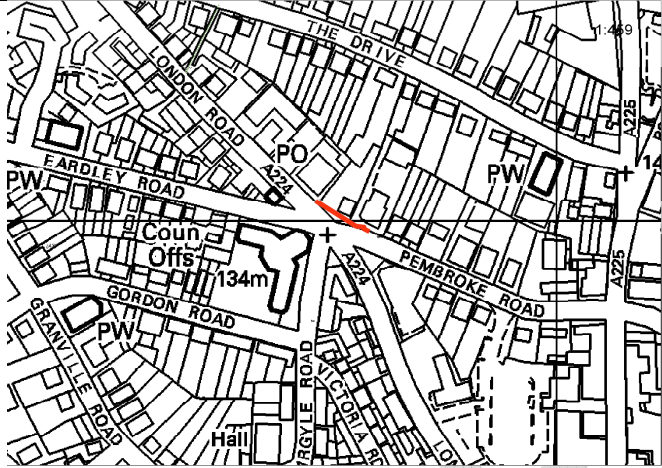
**Status:** London Road is a publically maintainable road



**SEVENOAKS**

**RECOMMENDATION No:**

**10**

		<p><b>Recommendation:</b> Improvements to London Road/Pembroke Road/ Eardley Road/Argyle Road Junction</p>
		<p><b>Brief Description:</b> The London Road/Pembroke Road/ Eardley Road/Argyle Road Junction is a traffic light junction which has been identified as being difficult to navigate for cyclists. The lanes onto the junction, particularly the Pembroke Road approach are quite narrow. The northern footway between London Road and Pembroke Road is built out. A cycle pass could be provided on this section to allow cyclists wishing to turn left up Pembroke Road to bypass the lights. If width allows and subject to funding and an assessment ASLs should also be provided on the approaches.</p> <p><b>Benefits:</b> This would provide an easy route through for cyclists travelling from the northern London Road approach to Pembroke Road, allowing them to bypass the lights.</p> <p><b>Status:</b> All approaches to the junction are publically maintainable roads</p>



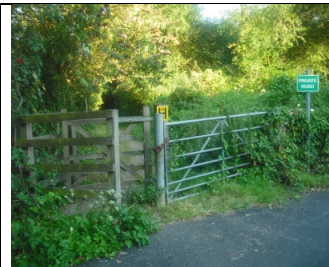
**SEVENOAKS**

**RECOMMENDATION No:**

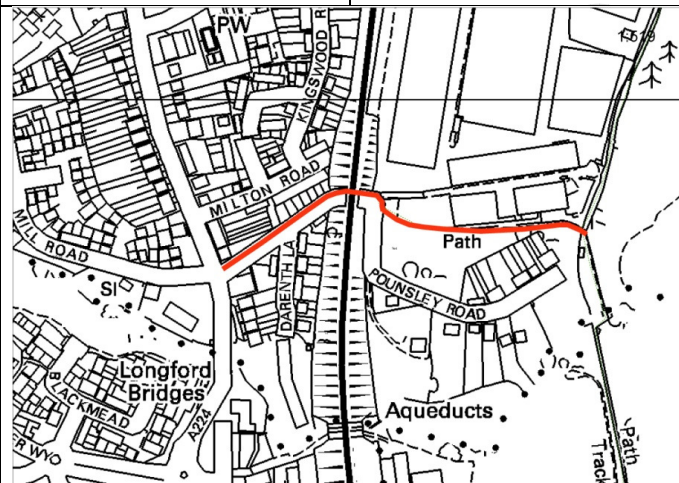
**11**



Entrance to Pounsley Road from A224



Entrance to footpath 0078/SR104/1 from Pounsley Road



**Recommendation:** Create a link between the A224 London Road and Footpath 0078/SR103/2 (along Pounsley Road and Footpath 0078/SR104/1)

**Brief Description:** Pounsley Road is a residential street which passes underneath the railway line. It is a T junction and the section after the railway bridge is a private road. The existing footpath runs from the tunnel under the railway bridge to existing Footpath 0078/SR/103/2. North of the footpath is the former West Kent Cold Store site on which there will be a new housing development. This route could be upgraded to allow cycle use.

**Benefits:** This route would provide a link south from Dunton Green and the north-west of Sevenoaks which avoids the Tesco Roundabout and the Twin Roundabouts at Riverhead. The route would link to footpath 0078/SR103/2 which is one of the route options being considered as part of the proposed extension of the Darent Valley Path (Route 26) details of which are discussed in Appendix F.

**Status:** This section of Pounsley Road is a publically maintainable road. The path is a public footpath; ownership is unknown

**SEVENOAKS**

**RECOMMENDATION No:**

**12**



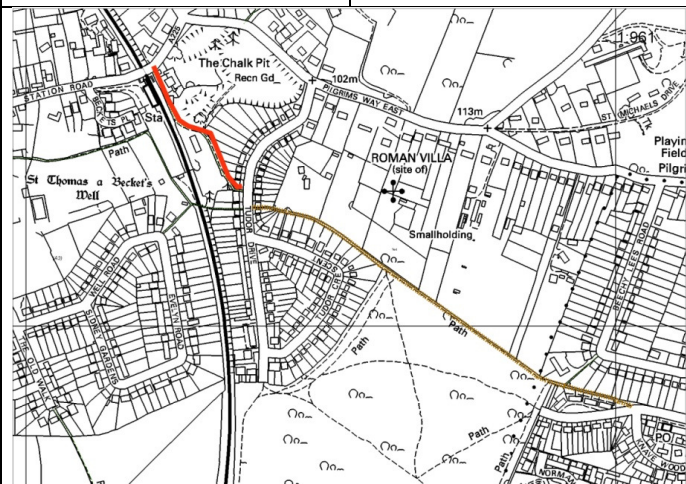
Exit of footpath SR48/1 onto Tudor Drive



Entrance to existing bridleway

**Recommendation:** Upgrade existing footpath 0192/SR48/1 which runs between Station Road and Tudor Drive

**Brief Description:** The footpath runs between Station Road, Otford and Tudor Drive, Otford. At its exit on Tudor Drive there is a link to an existing public bridleway (0192/SR49A/1) which continues to Kemsing. This footpath could be upgraded to allow cycle use.



**Benefits:** The route would provide a valuable link between Otford and Kemsing which allows cyclists to avoid the hazardous section of Pilgrim's Way.

**Status:** public footpath; land ownership unknown