

Appendix E: Swanley Route Suggestions

- 13) Link from the existing London Road cycle Lane to the town centre
- 14) Link from the existing London Road Cycle Lane to St Mary's Road (along Oliver Road, Ruxton Close and existing path)
- 15) Route across the recreational ground between the Town Centre and Swanley Railway Station
- 16) West-east route to the north of the town centre (along Hilda May Avenue, Northview and Woodlands Rise)
- 17) Link between Woodlands Rise and the town centre (upgrade existing public footpath 0262/SD81/2)
- 18) Link from Swanley to Hextable (through Swanley Park and along existing Footpath 0305/SD69/1) Route to the Railway Station from High Street
- 19) Link to Swanley Railway Station from High Street (along Station Road, Goldsel Road and Station Approach)
- 20) West-east link to the Railway Station from London Road (along Salisbury Avenue; restricted byway 0262/SD88/1; Glendale; Pinks Hill; Cranleigh Drive; existing cycleway; Goldsel Road; Azalea Drive and Station Road)
- 21) East-west route to the Railway Station from London Road (along Salisbury Avenue, St George's Road, London Road, Goldsel Road and Station Approach)

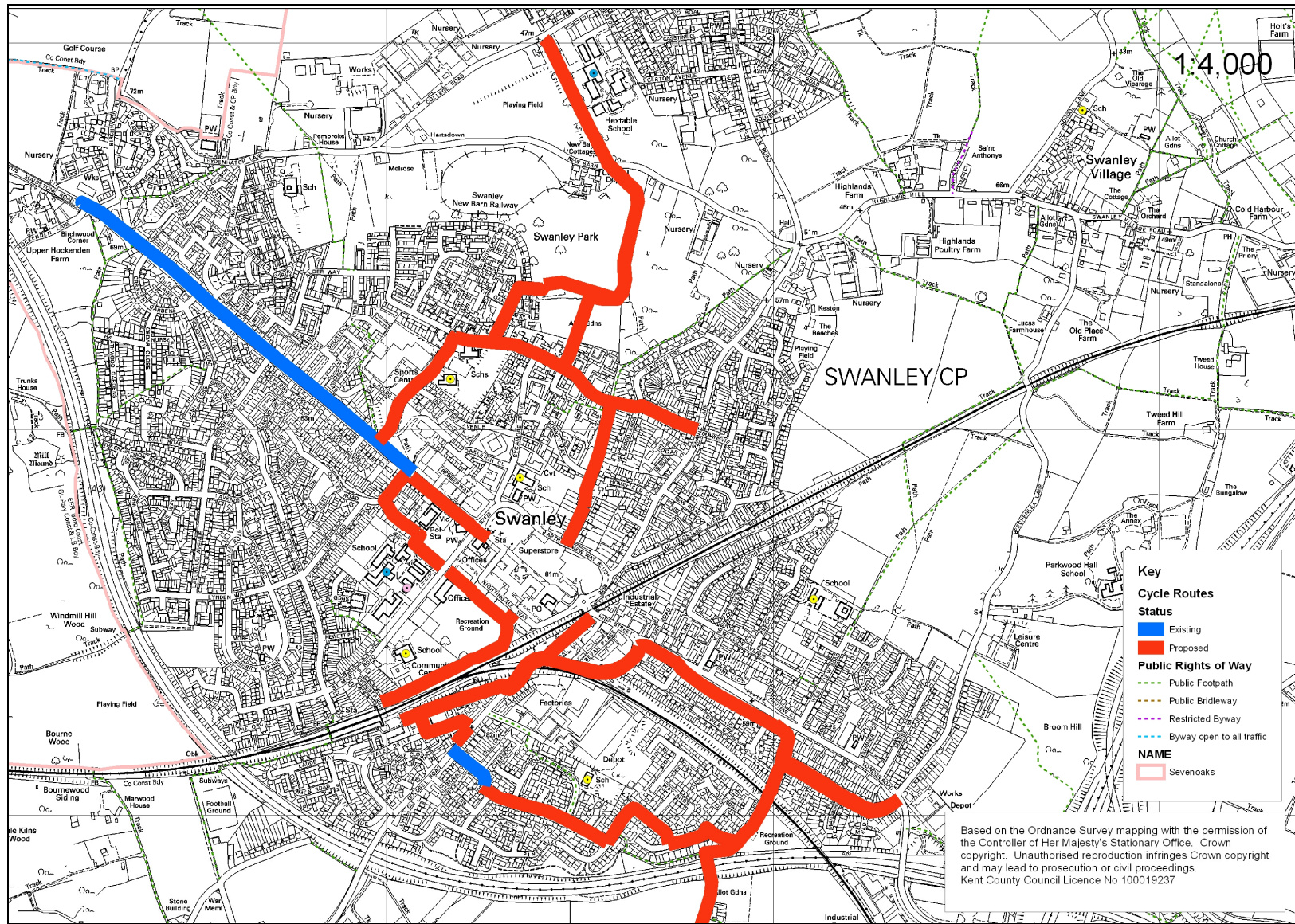


Figure 4: Map showing location of existing and proposed Routes in Swanley

SWANLEY

RECOMMENDATION No:

13

	
<p>Route along London Road facing east</p>	<p>Existing crossing on St Mary's Road</p>
	

Recommendation: Create a link from the existing London Road Cycle Lane to the town centre.

Brief Description: The existing cycle lane on the northern footway of London Road ends at a pelican crossing near Oliver Road prior to the town centre. A link to the town centre could be provided on the southern footway. This would require the footway to be widened and would be subject to there being sufficient width available. Cyclists could then use the existing crossing on St Mary's Road and rejoin the carriageway near Swanley Library.

Benefits: This route would provide a link to the town centre from the north-west.

Status: London Road is a publically maintainable road

SWANLEY

RECOMMENDATION No:

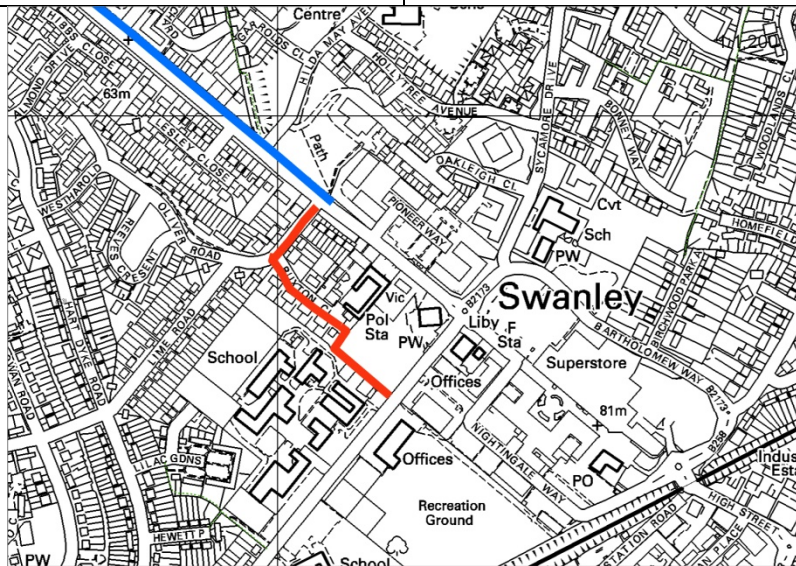
14



View of Oliver Road and turning into Ruxton Close



View of the path



Recommendation: Create a link from the existing London Road Cycle Lane to St Mary's Road (along Oliver Road, Ruxton Close and existing path)

Brief Description: The existing cycle lane on the northern footway of London Road ends at a Pelican crossing near Oliver Road which links to Ruxton Close. Both Oliver Road and Ruxton Close are quiet residential streets. At the end of Ruxton Close is an a short section of path which leads to St Mary's Road, on which are three schools, namely Orchards Academy, St Mary's Primary School and Centre Class. The path could be signed as a cycle route.



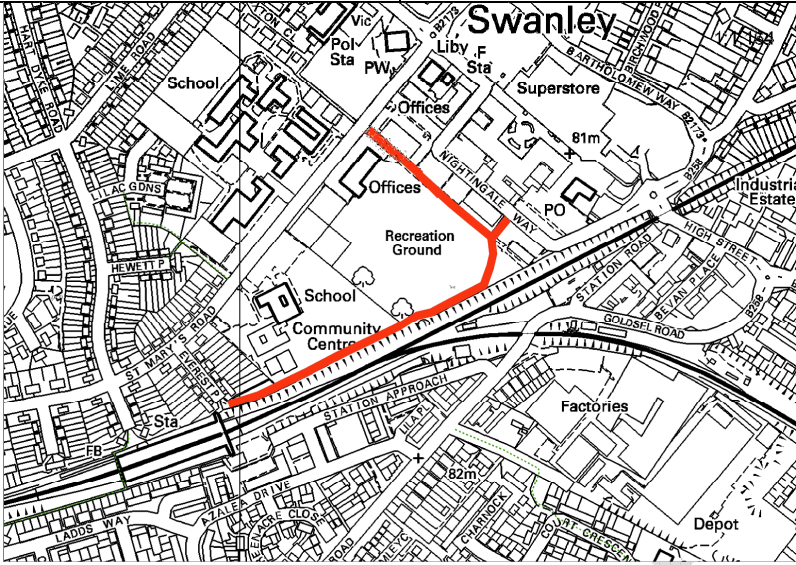
Benefits: This route would provide a link from the north-west of Swanley to the three schools on St Mary's Road which avoids the roundabout at Bartholomew Way/St Mary's Road/Nightingale Way. The route would also link to Route 15.

Status: Oliver Road and Ruxton Close are publically maintainable roads; the path is owned by KCC

SWANLEY

RECOMMENDATION No:

15

		<p>Recommendation: Provide a cycle route across the recreational ground between the town centre and Swanley Railway Station.</p>
<p>Existing path at the eastern end of the recreation ground</p> <p>Car Park at Swanley Station</p>		<p>Brief Description: This is an off road route from Nightingale Way, along the existing path at the eastern end of the recreation ground; and across the recreation ground, the play area and the grounds of St Mary's C E Primary School to the Swanley Station. The route would link to the car park at the northern entrance to Swanley Station. This route is included in Sevenoaks LDF.</p>
		<p>Benefits: This route would provide a direct link between Swanley Rail Station and the town centre instead of the longer road route along St Mary's Road and Everest Place. It would also connect to Route 14.</p>
		<p>Status: KCC/Swanley Town Council own the recreation ground land, the owner of the remainder is unknown</p>

SWANLEY

RECOMMENDATION No:

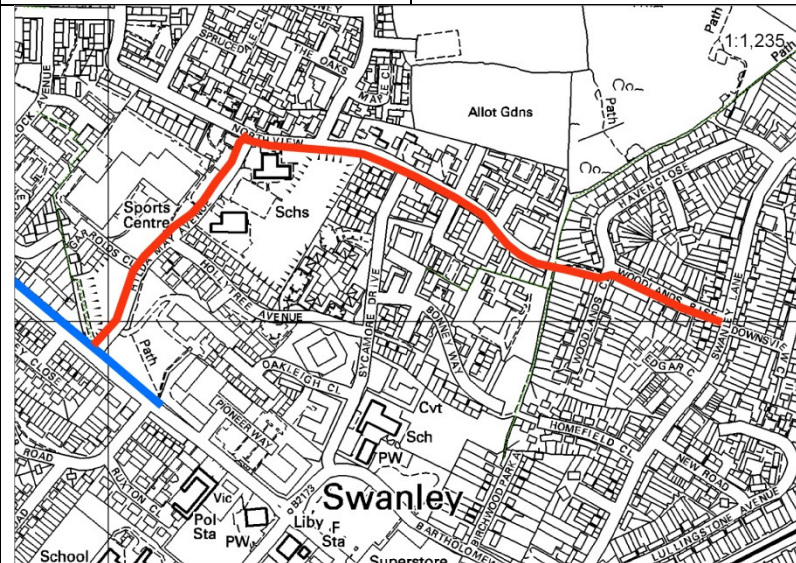
16



View of Hilda May Avenue facing south-west



Woodlands Rise



Recommendation: Provide west-east route to the north of the town centre (along Hilda May Avenue, Northview and Woodlands Rise)

Brief Description: Hilda May Avenue, Northview and Woodlands Rise are quiet residential streets. White Oak Leisure Centre and Horizon Primary School are located on Hilda May Avenue. All three streets should be signed as cycle routes.

Benefits: This route would provide a link to the sports centre and the primary school from the east. It would also link with Routes 17 and 18.

Status: Hilda May Avenue, Northview and Woodlands Rise are publically maintainable roads

SWANLEY

RECOMMENDATION No:

17



Recommendation: Provide a link between Woodlands Rise and the town centre (upgrade existing public footpath 0262/SD81/2 which runs from Woodlands Rise to Birchwood Park Avenue).

Brief Description: There is an existing public footpath 0262/SD81/2 which runs from Woodlands Rise to Birchwood Park Avenue. The footpath has a minimum width of 2.1m. Birchwood Park Avenue is a quiet residential street and at its southern end there is an existing central refuge for pedestrians crossing Bartholomew Way (1.8 wide) which links to a pedestrian access into Asda superstore and onward to the town centre. The footpath could be upgraded to allow cycle use and Birchwood Park Avenue signed as a cycle route. The central refuge should be widened to 2m if there is sufficient width.

Benefits: This would provide a direct route north-south into the town centre from the residential areas to the north. It would also link with Route 16.

Status: Birchwood Park Avenue is a publically maintainable road; the ownership of the public footpath is unknown

SWANLEY

RECOMMENDATION No:

18



Entrance to Swanley Park via The Birches

Existing footpath 0305/SD69/1

Recommendation: Provide a link from Swanley to Hextable (through Swanley Park and along existing Footpath 0305/SD69/1)

Brief Description: This route which link with Route 16 (either from Hilda Avenue; the Spinney and the Birches or from the left hand turn off Northview). The route would skirt the edge of the park leading around the paddling pool/play area. The route would then link to existing footpath 0305/SD69/1, also known as 'The Avenue of Limes', which runs between New Barn Road and College Road in Hextable. The footway is a very wide grassed area and with the landowners permission could be upgraded to allow cycle use. There are kissing gates at either end of the footpath which would need to be removed.

Benefits: This route would provide a north-south link between Hextable and Swanley which avoids Swanley Lane. The route would also provide a link to Hextable Secondary School and would link with Route 16.

Status: The Spinney and The Birches are publically maintainable roads; KCC/Swanley Town Council own the land within the recreation ground; and the owner of the footpath is KCC.

SWANLEY

RECOMMENDATION No:

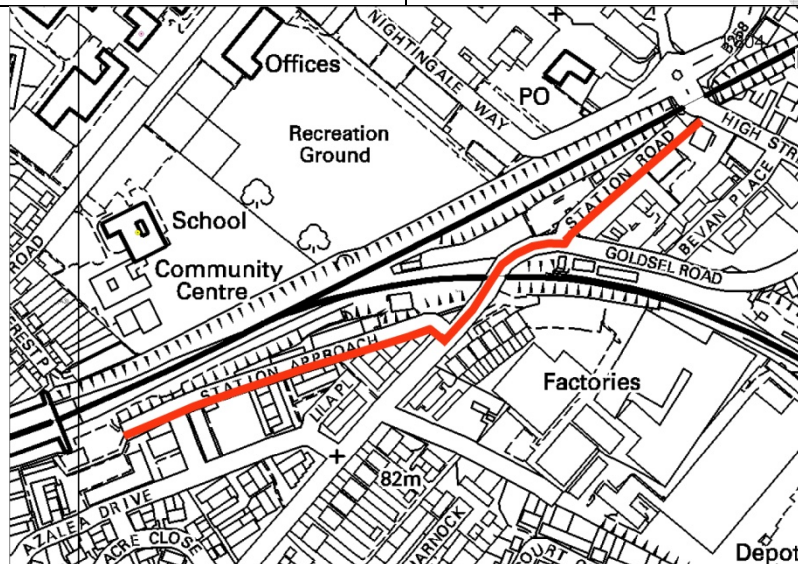
19



Station Road



Goldsel Road



Recommendation: Provide a link to Swanley Railway Station from High Street (along Station Road, Goldsel Road and Station Approach)

Brief Description: Station Road is a 30mph road which is blocked off at its northern end where it meets High Street; Goldsel Road is a 30mph street and is also a bus route and Station Approach is an access road into the station. Station Road and Station Approach should be signed as cycle routes. If width allows, an on carriageway advisory lane should be placed on Goldsel Road between Station Road and Station Approach.



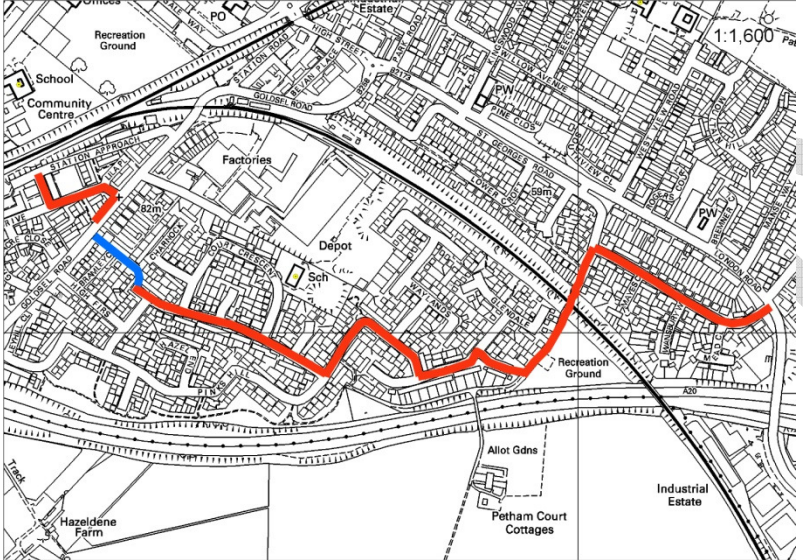
Benefits: This route would provide a link to Swanley Railway Station from the High Street.

Status: Station Road, Goldsel Road and Station Approach are publically maintainable roads

SWANLEY

RECOMMENDATION No:

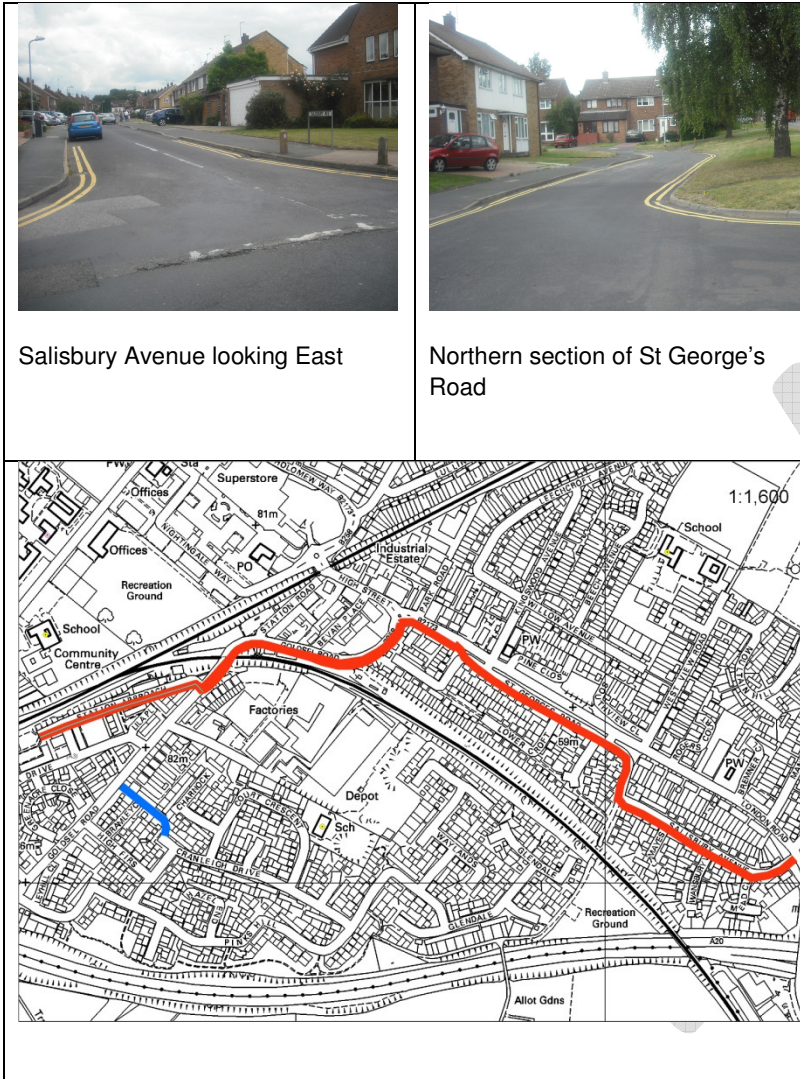
20

 <p>Tunnel under the railway on restricted byway SD88/1</p>	 <p>View along Cranleigh Drive facing east</p>	<p>Recommendation: Provide a west-east link to Swanley Railway Station from London Road (along Salisbury Avenue; restricted byway 0262/SD88/1; Glendale; Pinks Hill; Cranleigh Drive; existing cycleway; Goldsel Road; Azalea Drive and Station Road)</p>
		<p>Brief Description: Salisbury Avenue; Glendale; Pinks Hill; Cranleigh Drive; Azalea Drive and Station Approach are quiet residential streets. Restricted byway runs along St Georges Road from which there is a short path through to Glendale. At the end of Cranleigh Drive is the existing short section of segregated shared use cycle way leading onto Goldsel Road. There is also pelican crossing on Goldsel Road which leads to a signed footpath which in turn leads to the railway station. However, the footpath is narrow with steps and cyclists are required to dismount. Salisbury Avenue; the short path from restricted byway to Glendale; Glendale; Pinks Hill; Cranleigh Drive; Azalea Drive and Station Approach should be signed as cycle routes. Rather than the existing footpath from Goldsel Road, cyclists should instead be directed along Azalea Drive and onto Station Approach. There is a steep uphill gradient travelling from east to west on this route and it should be signed as such. Route 21 Provides an alternative less steep route for cyclists travelling in an east-west direction.</p>
		<p>Benefits: This route would provide a west-east route to the south east of Swanley from the Railway Station The Route would also link with Route 26, details of which are provided in Appendix F.</p>
		<p>Status: The roads are publically maintainable</p>

SWANLEY

RECOMMENDATION No:

21



Salisbury Avenue looking East

Northern section of St George's Road

Recommendation: Provide a east-west route to the Railway Station from London Road (along Salisbury Avenue, St George's Road, London Road, Goldsel Road and Station Approach)

Brief Description: St George's Road is a quiet residential street which runs parallel to London Road. It is currently blocked off to restrict vehicular access at its southern end and there is a path which links back to London Road at its northern end. A route through the blocked off section should be provided for cyclists; the road should be signed as a cycle route and the path converted to shared use. Where the path meets London Road an advisory lane should be placed on the north bound carriageway. This single advisory lane should continue onto Goldsel Road until the junction with Station Approach which should be signed as a cycle route. This would provide an east-west route from London Road to the Railway Station, with Route 20 providing a route in the opposite direction.

Benefits: This route would provide an east-west route to the Railway Station from the south east of Swanley

Status: The roads are publically maintainable

Appendix F: Edenbridge Route Suggestions

- 22) Link from Pine Grove to Station Road (through Stangrove Park)
- 23) Sign the existing path between Lingfield Road and Stangrove Road as a cycle route

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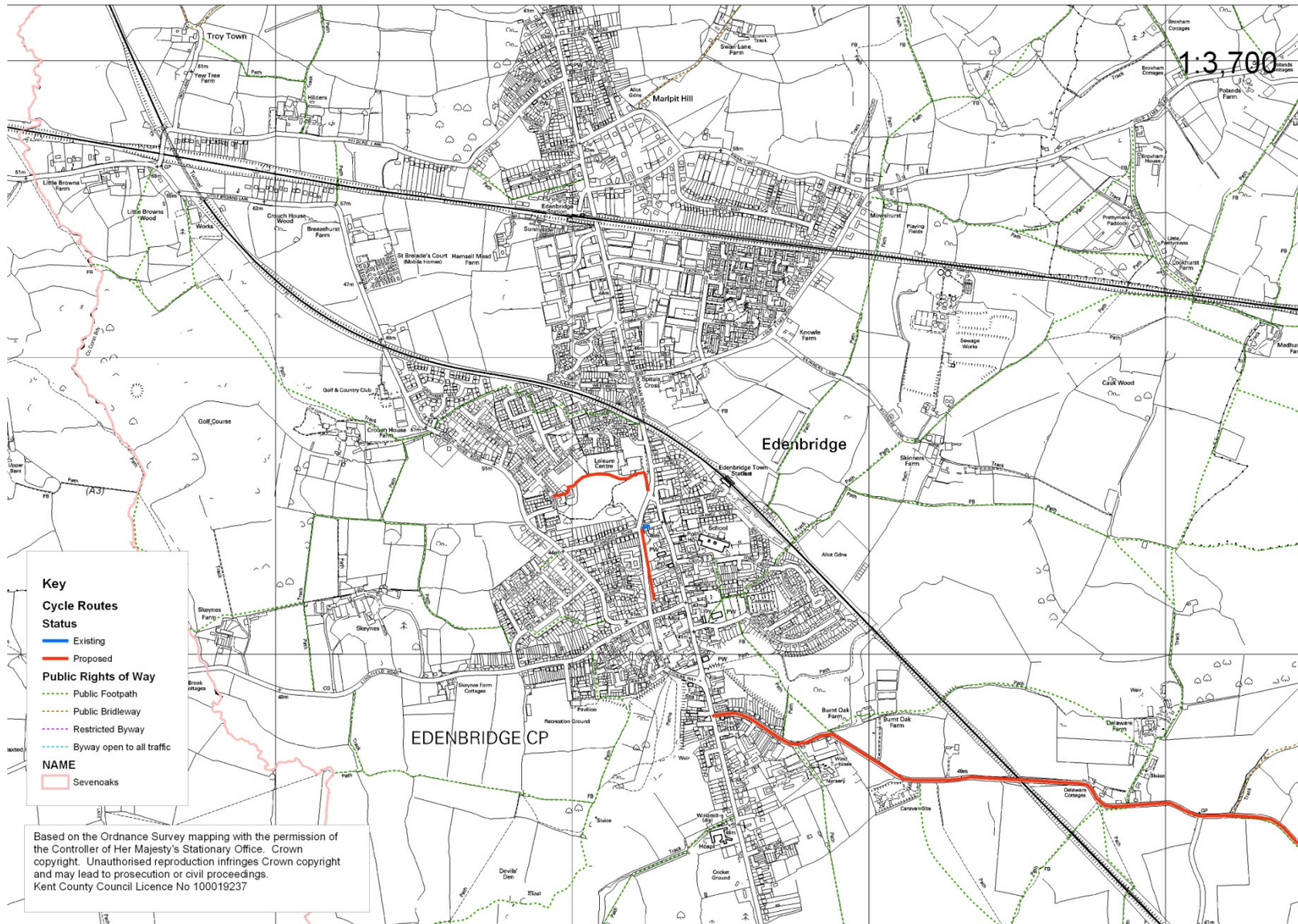


Figure 5: Map showing location of existing and proposed Routes in Edenbridge

EDENBRIDGE

RECOMMENDATION No:

22

	
<p>Path through park</p>	<p>Link onto Pine Grove</p>
	

Recommendation: Provide a link from Pine Grove to Station Road (through Stangrove Park)

Brief Description: Stangrove Park is in the centre of Edenbridge just west of Edenbridge Town Station and north of the High Street. There is an existing crossing on Station Road which leads into the park. The existing path through the park should be signed as a cycle route. Where the route exits onto Pine Grove the path would need to be widened and a dropped kerb installed.

Benefits: This route would provide a route to the town centre and railway station from the residential areas in the north-west of the town just below the railway line. It would also provide a link to Edenbridge Leisure Centre.

Status: The land is owned by Edenbridge Town Council

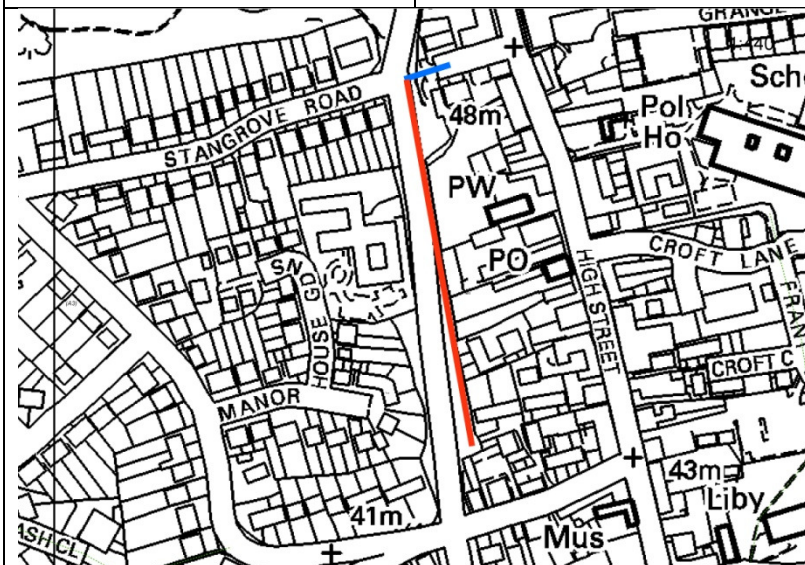
EDENBRIDGE

RECOMMENDATION No:

23



Northern section of the existing path where it meets existing cycle link



Recommendation: Sign the existing path between Lingfield Road and Stangrove Road as a cycle route

Brief Description: There is an existing path between Lingfield Road and Stangrove Road which runs parallel to the road and has a wide grass verge on either side which could easily be signed as a cycle route.

Benefits: This would provide a link to the supermarket

Status: KCC own the southern section, the remainder is unknown

Appendix G: Leisure Route Suggestions

Route 24

Recommendation:

Sevenoaks - Darent Valley Path

Brief Description:

This route is an extension of the DVP from Dartford to Sevenoaks. A number of route options are currently being considered by the Kent Countryside Access Scheme.

Starting from Sevenoaks, there are two routes to Otford. The first is along Otford Road/Sevenoaks Road running from Cramptons Road to the junction with High Street in Otford. The second passes along: Robyn's Way, Bradbourne Vale Road; existing footpath 0221/SU1/2; existing footpath 0078/SR103/2 and Rye Lane.

Moving from Otford northwards the route follow: Existing Public Bridleway 0192/SR32S/ and existing Public Footpath 0228/SR32/1. There are then a number of options between footpath 0228/SR32/1 and the Lullingstone Visitor's Centre. The first would go through Shoreham town centre following: Station Road (between footpath 0228/SR32/1 and Church Street); Church Street; High Street (between Church Street and Mill lane); Mill Lane (between High Street and Castle Farm Road); Castle Farm Road (between Mill Lane and Redmans Lane); and Redmans Lane (between Castle Farm Road and the Lullingstone Park Visitor Centre). The second route would follow existing footpaths which would need to be upgraded to allow cycle use. From Station Road to Mill Lane there are two options: either footpath 0228/SR19/4 and footpath 0228/SR18/2 or footpath 0228/SR4/4 and footpath 0228/sr4/3. Both these options reach Mill Lane. From here, to reach Redmans Lane, the route could either follow existing footpath 0228/SR4/2 or take a road route along Mill Lane and Castle Farm Road.

From Lullingstone Visitor's Centre, the route would link to Lullingstone Castle via a route around the field perimeter separate from the pedestrian only route along the bank of the lake. It would continue along the following: Lullingstone Lane (between the Castle and Sparepenny Lane); Sparepenny Lane; High Street (between Sparepenny Lane and off-road route); an off road route parallel to Dartford Road; existing footpath 0093/SD154/1; existing footpath 0130/SD154/1; Franks Lane; existing footpath 0130/SD151/2; Station Road (between footpath 0130/SD151/2 and Horton Road); Horton Road (between Station Road and Holmesdale Road); Holmesdale Road (between Horton Road and footpath 0071/DR41/2); and footpath 0071/DR41/2 which crosses the district border. From there the route would continue north, eventually connecting with the existing DVP in Dartford.

This route would link with routes 1, 6, 11 and 25.

Route 25:

Recommendation:

This route provides a link between Swanley and Lullingstone Castle and is currently being considered by the Kent Countryside Access team.

Brief Description:

Moving from Swanley to Lullingstone the route would follow:

- Existing restricted byway 0068/SD88/2
- Eynsford Road between restricted byway 0068/SD88/2 and existing footpath 0068/SD189/1
- Existing footpath 0091/SD189/1
- Existing footpath 0091/SD194/2
- Lullingstone Road
- A route along the field margin between Lullingstone Visitor Centre and Lullingstone Road

This route would link with Route 20 and Route 24.

Route 26

Recommendation:

Extension of National Cycle Route 12 (NCR 12) from Penshurst to Sevenoaks

Brief Description:

This route would extend the NCR 12 north to Sevenoaks and follows:

- Oak Lane (from junction with Oak Hill Road to Gracious Lane Bridge)
- White House Road
- Bayley's Hill
- Bowzell Road
- Hale Oak Road
- Short section of B2027 from Hale Oak Road to Hampkins Hill
- From Hampkins Hill south to existing bridleway.

This route would link with Route 27

Route 27:

Recommendation:

This route would provide a link from Edenbridge to Chiddingstone

Brief Description:

KCC are currently working on an extension of the Penshurst route to Hever and there has been some discussion about extending this further towards Edenbridge. The proposed route goes along Hever Road. However, discussions on this are at an early stage and further examination is required.

This route would link with Route 26

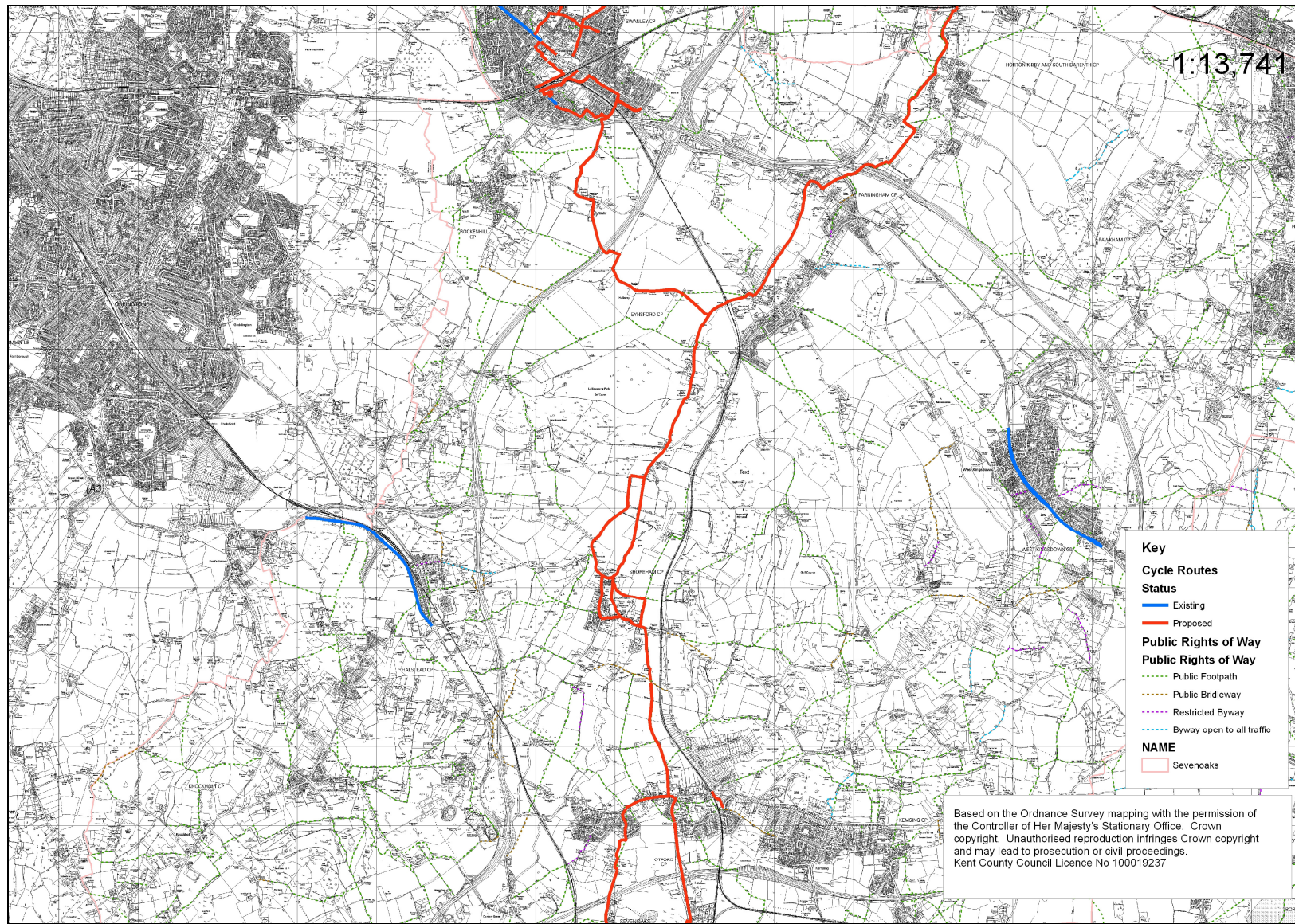


Figure 6: Map showing proposed leisure Routes 26 and 27

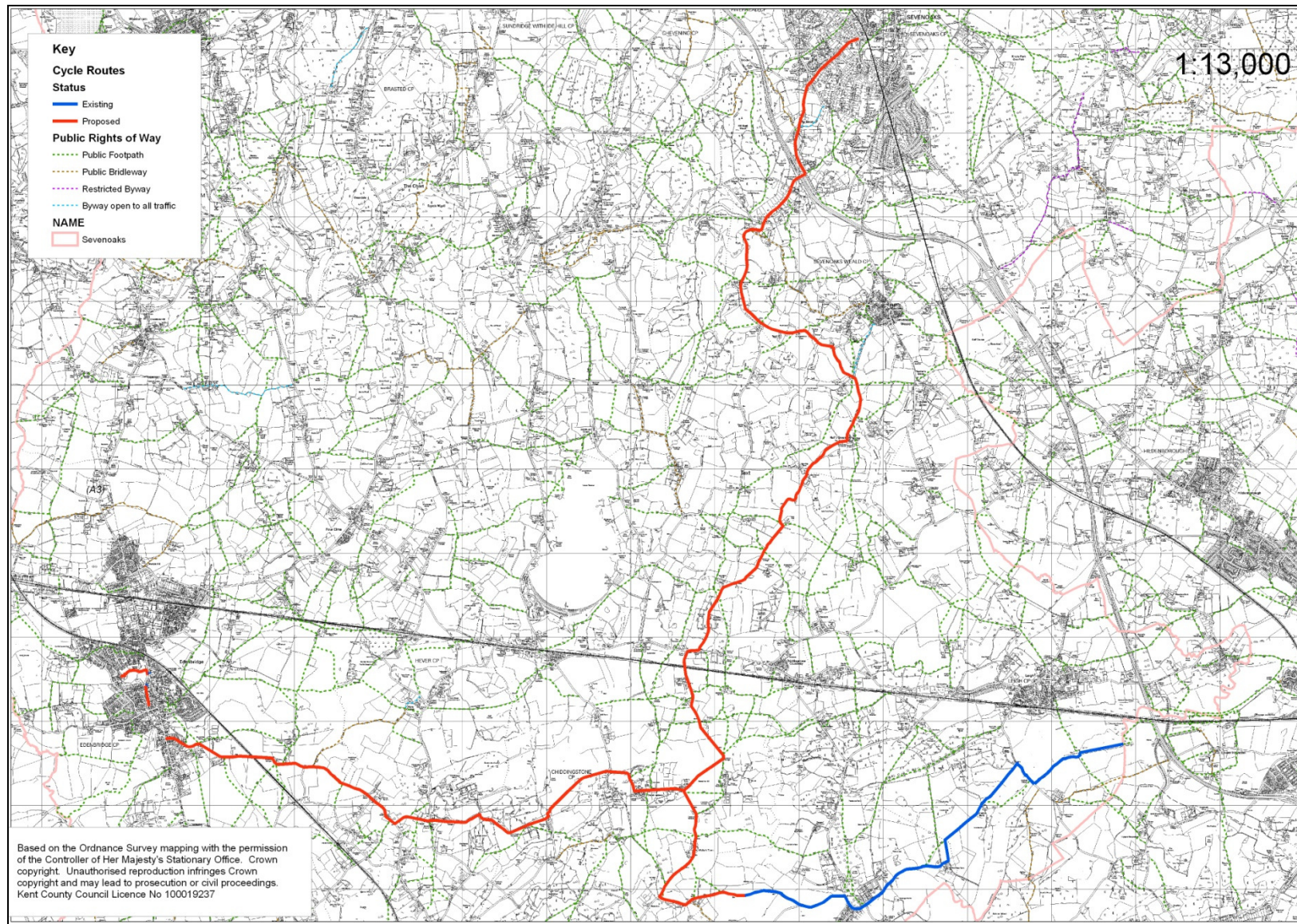


Figure 7: Map showing proposed leisure Routes 28 and 29

Appendix I: District Map Showing Existing Cycle Routes and Route Suggestions

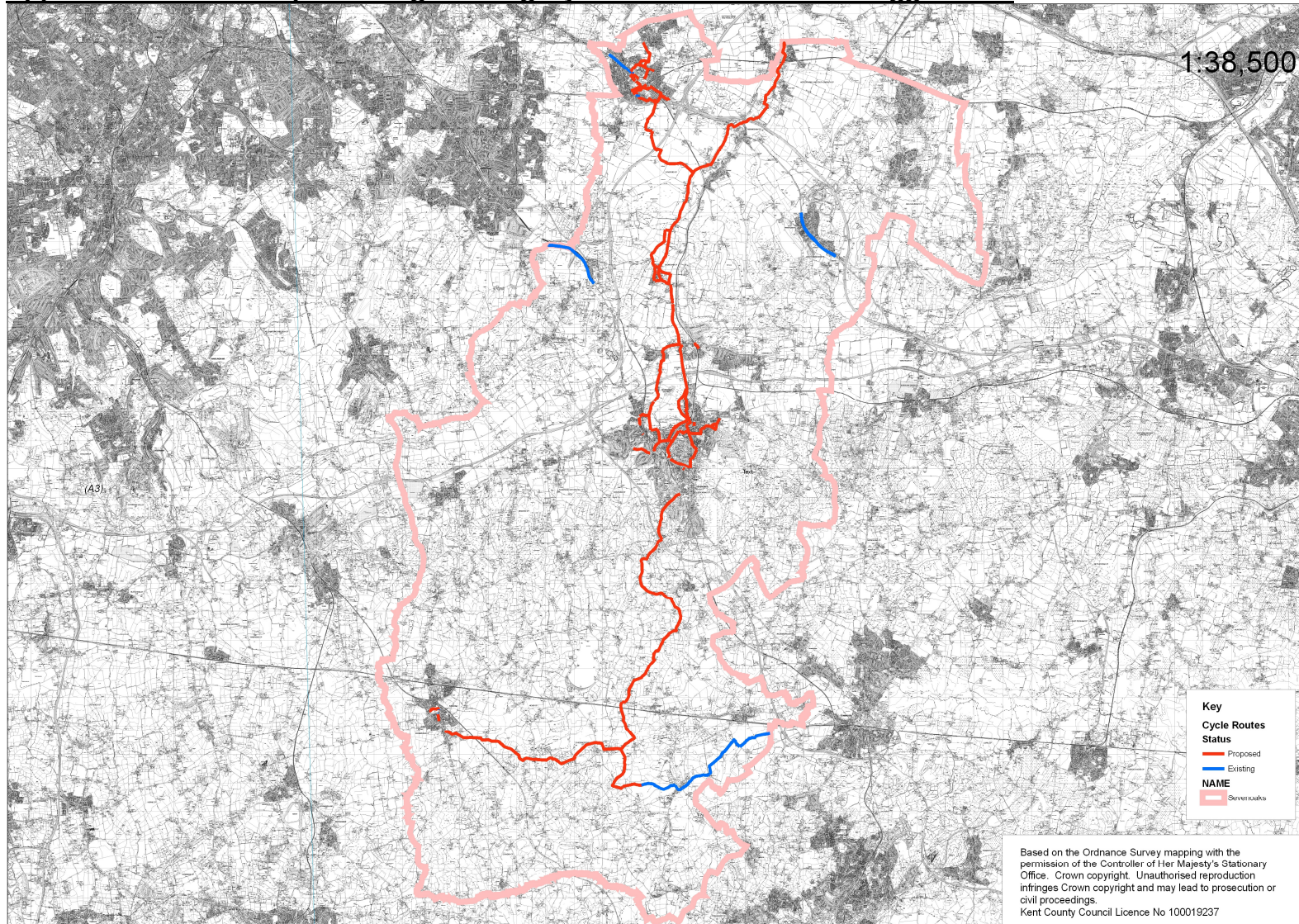


Figure 8

Appendix I: Cycle Parking Suggestions

Sevenoaks:

Town Centre (Bligh's Car Park)
Sevenoaks Railway Station
Sevenoaks Hospital
GP surgeries
Sevenoaks Town Council Offices
Sevenoaks Library
Recreation ground Car Park and adjacent to café (near Bayham Road)

Swanley:

Swanley Railway Station (additional stands)
White Oak Leisure Centre
Swanley Library

Edenbridge:

Edenbridge Station
Edenbridge Town Station (additional stands)
Edenbridge Leisure Centre (replace existing wheel only stands)