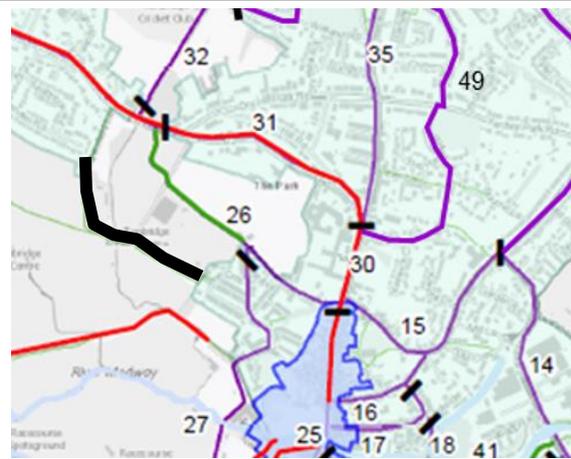


Annex 2 – Alternative route suggestions received from consultees.

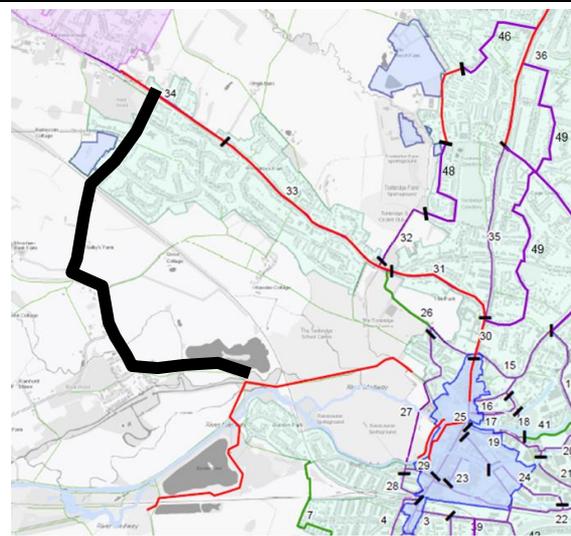
Tonbridge - Alternative route via Tonbridge School – use Watersfield Lane to Hawden Road footpath.

Project team response - This crosses Tonbridge School land, and it is informally understood that the school does not support this alternative alignment. Discussion is required with the school to understand their support and any concerns for the assessed and alternative route suggested. Both help to avoid a section of the B245 which is positive for both pedestrians and cyclists.



Tonbridge - Alternative route from Hildenborough to Tonbridge via Leigh Road, Powder Mills and the Tudor trail.

Project team response - The proposed route would utilise the Leigh Road (on carriageway) to Powder Mills then follow an existing public right of way which would need to be upgraded/improved to link with the Tudor Trail. This requires further investigation / assessment.



Tonbridge

Other route suggestions which have been previously considered by the project team.

- Links via A26 to Hadlow/East Peckham, A227 to Shipbourne, Pembury Road, Higham Lane, A26 to Tunbridge Wells.

Project team response - Pembury Road should be included in the east of Tonbridge route proposals, this area is likely to require particular focus within the ATS given the available options and challenges. We have previously dismissed a route via the A26 to Higham, Elm Tree Lane and on to Hadlow given the distance and constraints, including available highway width in places and the requirement by KCC highways to retain right turn lanes at junctions with The Ridgeway and Yardley Park Road to help maintain traffic flow.

The A227 is included in the route proposals to Willow Lea, extending this further north towards Shipbourne would be challenging and could only be funded with s106 from strategic growth. The A26 Quarry Hill to Mabledon remains in the route proposals.

- River Medway route to Maidstone and Rochester.

Project team response – An ambitious suggestion but likely to be very expensive. This would require significant feasibility, co-ordination and funding to deliver and would need to be backed by KCC and the EA as a county priority. This should be considered by KCC separately within the scope of the KCWIP.

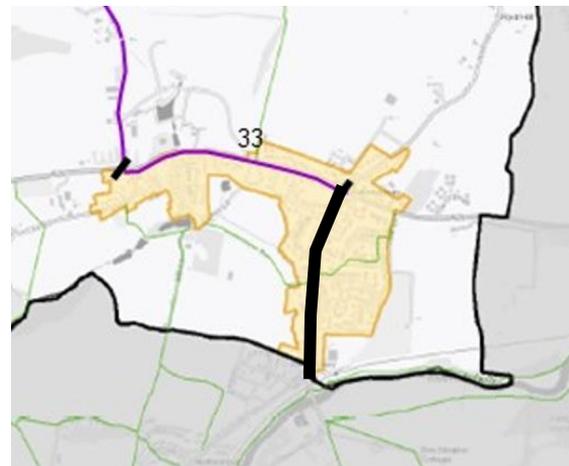
- Route across the Racecourse Sports Ground.
Project team response - This is included in the route proposals for Tonbridge.
- Route to Hildenborough station.
Project team response - Given the distance of the station from the village this would be very challenging to achieve via the B2027 Stocks Green Road or Noble Tree Road/Rings Hill, without significant enabling development.

Kings Hill & West Malling

Stations are key destinations, ensure links are provided to West Malling and Watringbury stations.

Project team response - West Malling station can be accessed via the shared path on the A228 Ashton Way. Links into the station and at Tower View Kings Hill could be improved.

The A26 and Bow Road B2015 at Watringbury are very constrained due to available carriageway width, side turnings and driveway access. A link to Kings Hill is proposed Via Canon Lane. A 20mph zone could be included as a proposal for Bow Road to encourage road space to be shared, but this is unlikely to encourage significant cycling due to gradient and traffic volumes at peak times.



Kings Hill & West Malling

Other route suggestions previously considered by the project team.

- Improve existing PRoWs including MR260.
Project team response – This links the A228 at Kent Street to Comp Road, Offham. This is not considered to be a key desire line for non-motorised users.
- Alternative to A26 Hadlow Road via West Peckham.
Project team response - A good suggestion for a lower traffic route, but long distance and unlikely to be able to fund dedicated or segregated infrastructure to improve this.

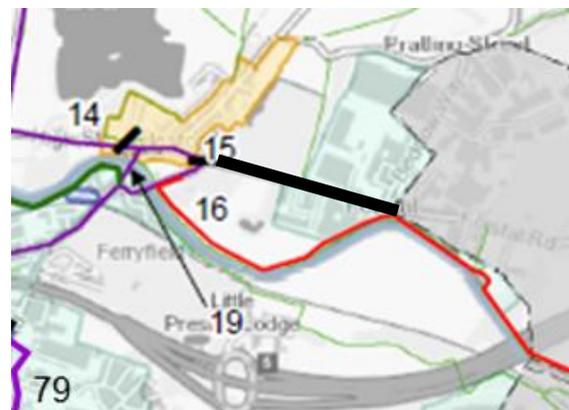
Borough Green

No additional routes put forward.

Medway Gap

Improve connectivity from Aylesford village to the business park along Forstal Road.

Project team response - Forstal Road is subject to heavy traffic flows at peak times but does provide access to employment premises. An alternative to The Medway Tow Path, this would require assessment. Given the distance and aspiration for segregation, this would be unlikely to secure funding.



Medway Gap

Other route suggestions previously considered:

- Cycle route alongside the River Medway.
Project team response - The idea is highly ambitious and would require significant funding and partner support. Further feasibility required to understand constraints and opportunities, likely to be cost prohibitive.
- Better connectivity across the River Medway.
Project team response - The Medway is a barrier to movement for all, new structures would be cost prohibitive.
- Link between Snodland and Larkfield via Castle Way.
Project team response - A busy main road with verges, M20 Jn 4 would require upgrades to accommodate cyclists on segregated paths. Further feasibility would be required but not considered preferable to routes proposed though Leybourne Lakes which would be traffic free.
- Provide a link to Walderslade Woods.
Project team response - Walderslade Woods/Taddington Valley are valued green spaces for local residents but are not transport nodes. Further feasibility would be required but this is not a high priority.