

Getting from the A21 Non Motorised Use start/finish to Tonbridge Station

Tonbridge Bicycle Users Group (TBUG) suggested route using Woodgate Way/Vale Road

We have noticed that there are white lines painted along the sides of much of the A26/Woodgate Way. Was the A26 designed to take cyclists between the A21 junction and Vale Rd (the same white line is on both sides of the road) – if so then presumably there is an onus on the highway agency (who look after A roads) to bring this up to standard?)

Start by crossing Pembury Road by the roundabout. It would be nice to have a Toucan crossing here.

Photo 1 -



Please see Number 1 on additional map
Cycle along Woodgate Way. The pavement is rarely used by pedestrians. There is a bit of a verge where it could be widened, and in addition an existing on road cycle lane in the form of a painted white line 50cm from the kerb, where the pavement could be widened. We would not think it safe for cyclists to be separated from traffic travelling at the national speed limit by a mere white line. The pavement has a bit of a camber and would be better flatter for cycling. We would not think it safe for cyclists to be separated from traffic travelling at the national speed limit by a mere white line so would look for something safer.

Photo 2 and 3



Alongside the A26 footpath there are a series of lampposts. These are 170cm away from the Kerb and presumably would have to be moved, even if the kerb was moved out to where the continuous white line is, this would still only give a potential path width of 220 cm.



Photo 4

Further along - this is a barrier protecting a small culvert which you can see behind the lamppost. This barrier is 160cm away from the kerb, but there is clearly enough room to fit in a full width path.



Photo 5

There is a planned Landrover site being erected along this stretch before you get to the roundabout with Tudely Road. We understand this has an entrance on to the A26 so it would be helpful for provision be made to widen the NMU path as part of the planning process. Once you get to the roundabout with Tudeley road, the white line disappears, presumably because the road goes to 2 lanes.



Photo 6

Please see number 2 on the additional map

At the roundabout a dropped kerb and crossing will be needed to cross Five Oak Green Road



Photo 7

On the other side of the roundabout, the white line re-appears, but with no dropped kerb.



Photo 8

The next section of the road is wide enough to widen the pavement at least as far as the white line



Photo 9

Please see number 3 on the additional map

As the road approaches the bridge over the railway, another barrier is in place, and clearly the bridge parapet is a limiting factor to the width of the path, it is 205cm from the parapet to the kerb.



Photo 10

Once over the bridge, the white line disappears, and cars park on the road and pavement before double yellow lines. It would be helpful if the yellow lines could be continued as far as the bridge.



Photo 11 and 12

The path could be widened onto the grass verge as you approach Vale Rise. There would need to be a dropped kerb crossing there.



Photo 13

The Approach to the roundabout is a real challenge. The path is shared with more pedestrians, and the road has 2 lines of traffic, turning left and turning right. Another dropped kerb needed at entrance to old sorting office

The path could be widened a little by cutting back vegetation and possibly moving the fence a fraction to the left. There are rumours that Lidl are intending to build a supermarket here. If so, the council could seize the opportunity and make it a stipulation of granting planning permission for the developers to allow a slither of land for widening the cycle path here.



Photo 14

Please see number 4 on additional map

Beyond the roundabout turn left along Vale Road



Photo 15

Further along Vale Road there are more cars parked in disused entrances. This could be prevented with continuous double yellow lines, and dropped kerbs are needed here too.



Photo 16

See number 5 on additional map

There are 2 business entrances along this stretch of Vale Road between the roundabout and the residential part of Vale Road which has a contraflow for cyclists.

Dropped kerbs would be needed to cross the entrances to the businesses.



Photo 17 and 18

Mostly there are double yellow lines. But there are 2 sections with parking spaces - one set of 3 spaces and one set of 4 spaces. It is not clear who uses these spaces, since the businesses have off road parking to the rear. One space appears to be being used by an advert vehicle.

It is not suitable for cyclists to use the other side of the road, because there are many parked cars and heavy traffic.



Photo 19 and 20

It could be possible to widen the pathway if there was no on street parking in the section leading up to the residential part of road.



Photo 21

Please see number 6 on the additional map

This picture shows the beginning of the contraflow for cyclists along the residential section

And this picture is the station end of that contraflow where the westbound cycle path goes up onto the path for a few yards and then back onto the road.



Photo 22

Soon after this, the southern side of Vale Road is deemed dangerous for cyclists. There are parked cars, traffic turning left and right out of the tunnel under the railway with poor sight lines, and then the path disappears altogether. At the far end of Vale Road a cyclist would be cycling close by the tall brick wall beside Network Rail land, and on a very narrow road with traffic.

For these reasons, we suggest that the 2 way cycle route should cross to the northern side of Vale Road before reaching Strawberry Vale tunnel.

We think that the safest place to cross the road would be near the hand car wash, where there is good visibility, and a wide pavement on the northern side.

See number 7 on additional map



photo 23 and 24 (photos taken in both directions)

As this next photo shows, the cyclist would avoid traffic coming in and out of the Strawberry Vale tunnel by being on the right hand pavement in this picture.



Photo 25

We would then continue along this side across Strawberry Vale cul de sac, where the kerb is already almost dropped- but not quite.

(There is a short stretch of footpath from the Strawberry Vale cul de sac to the crossing over Avenue Du Puy. Here it joins an existing cycle path through Sainsburys carpark and alongside the Angel Centre. We would love to see this upgraded to dual use.)



Photo 26

See number 8 on map

As you cycle along Vale Road beyond Strawberry Vale the existing footpath is a bit narrow for shared use. There are 2 possibilities to widen it. One possibility would be to widen it on the same side into the grounds of the existing buildings, which are grassed; but another possibility would be to widen it into the road, and to remove the pavement from the opposite side of the road (which stops abruptly further on and goes nowhere) so that the main carriageway can be moved across slightly to where the pavement was.

Photo 27





Photo 28 and 29

As this picture shows, the pavement on the opposite side of the road comes to an end just beside the crossroads opposite Kwik Fit.



Photo 30

There are already dropped kerbs at the Kwik Fit entrance.

There are already dropped kerbs and a central reservation at the crossing over Avenue Du Puy.

See number 9 on the additional Map

Photo 31



From the Sainsbury's side of the pavement on Av du Puy there are options. The quickest and more obvious route would be dual use pavement (widened) along Vale Road to the mini roundabout where dropped kerbs would direct to the existing toucan crossing and entrance in to the station car park and tunnel entrance to the station (red on additional map). TBUG would not suggest taking cyclists on the road to the mini roundabout. This is too dangerous for inexperienced or nervous cyclists or children.

An alternative is not to cross here but to continue round the corner into Av du Puy to cross at the Sainsbury's crossing and along the existing cycle route covered earlier as number 8 on the additional map. Using the purple suggested cycle path route will allow cyclists to make use of existing cycle routes along river walk (green on additional map).