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OLDE
CROWN

EDENBRIDGE LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

MARCH 2026

PJA 

 waterman

THIS IS A 19TH CENTURY BUILDING
BUILT TO HOUSE A BREWERY
THE SIGN STRUCTURE IS
FORMERLY THE CROWN
SIGN
THIS BUILDING WAS LISTED
AS A CONCERNED PASSAGE
WAYS WITH PIPES AT THE
THESE WERE DISCONNECTED

Version Control and Approval

Date	Main Contributors	Issued by	Approved by
V1 Draft - 22.12.25	IM	DB	VL
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Prepared for
Sevenoaks District Council

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ZONE

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1 INTRODUCTION

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INTRODUCTION

OVERVIEW

This Local Cycling and Walking Infrastructure Plan (LCWIP) for Edenbridge has been prepared by PJA and Waterman on behalf of Sevenoaks District Council (SDC).

LCWIPs identify and prioritise investment in new infrastructure to support a greater number of people making journeys by walking, wheeling or by cycling. LCWIPs should identify infrastructure interventions over a short, medium, and long-term horizon that meet the transport and movement objectives of Edenbridge. It should be noted that LCWIPs are not intended to be a comprehensive audit of all walking and cycling routes within the study area.

The development of an LCWIP for Edenbridge is a key step in increasing active travel in the area. Not only will this serve to improve the health of its residents through building in exercise as part of daily activity, it also helps to reduce car use, improve air quality and reduce social exclusion. Thus, the development of an LCWIP is an important step in realising these benefits.

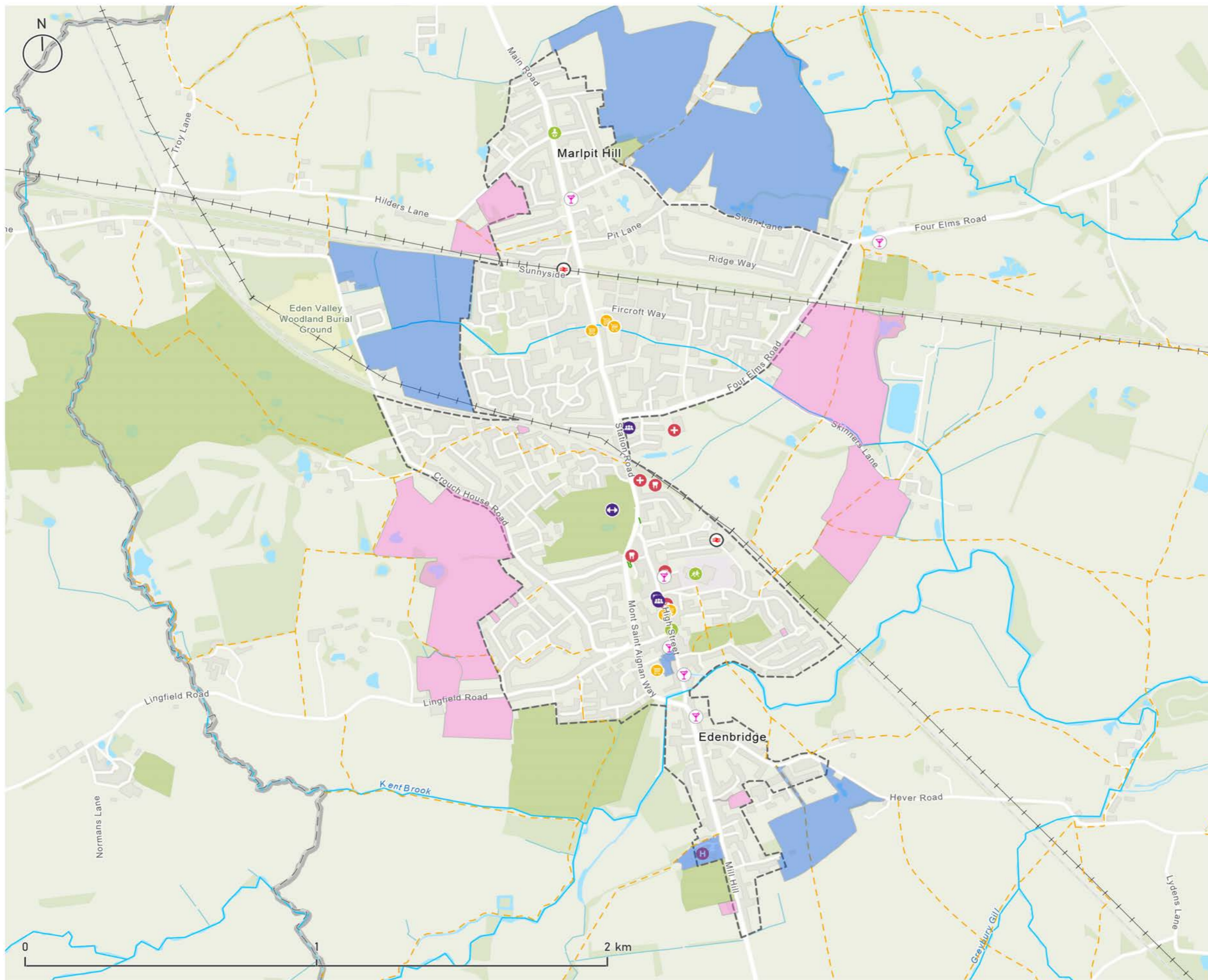
The development of the LCWIP was led by SDC as the local planning authority, with the support of Kent County Council (KCC) as the local highway authority. The preparation of the LCWIP also involved engagement with key local stakeholders, as well as members of the public, to help understand the key opportunities and barriers to active travel in Edenbridge and the surrounding area.

Currently, active travel infrastructure is being planned in Kent predominantly through a combination of LCWIPs in urban areas, and the

Kent LCWIP (KCWIP) for inter-urban routes. It has been ensured that the proposals outlined in this LCWIP complement KCC's countywide objectives.

PROJECT SCOPE

The scope of the LCWIP is shown on the plan opposite (Figure 1.1). The study area focuses primarily on the urban extents of Edenbridge, including the locations of proposed or allocated development sites.



- ### Local context
- Railway Station
 - Railway track
- ### Schools
- Primary school
 - Nursery
- ### Healthcare facilities
- Dentist
 - GP Practice
 - Pharmacy
 - Hospital
- ### Other destinations
- Community Centre
 - Leisure Centre or Fitness Studio
 - Post office
 - Pubs
 - Supermarket
- Green space
 - Surface water
 - Potential housing sites (Local Plan Regulation 18, Autumn 2025)
 - Potential mixed use sites (Local Plan Regulation 18, Autumn 2025)
 - Urban Confine
 - Existing cycle route
 - Public Right of Way (PRoW)
 - Kent County Boundary

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PJA G.03, Wenlock Studios
50-52 Wharf Road
London N1 7EU

FIGURE NO. 04 REVISION c SCALE A3@1:12,000
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Figure 1.1. Initial Project Scope

LCWIP METHODOLOGY

Overview

This page provides an overview of the LCWIP process and how it has been applied (Figure 1.2). The DfT technical guidance for authorities developing an LCWIP sets out a methodical approach to the planning and delivery of cycling and walking infrastructure and the process is based on the six stages listed opposite.

LCWIPs should be evidence-led, and comprehensive. An LCWIP should identify a pipeline of investment, ideally over a ten year period, so that a complete network is delivered at an appropriate geography (see LCWIP Stages 1 and 2) and that walking, wheeled and cycle improvements are delivered coherently, in particular within core walking zones (see Stage 4 – Planning for Walking).

The geographic scope for the cycling element and walking elements need not be the same, but there can be efficiencies where cycling infrastructure also considers walking and vice-versa, and planning them together can avoid one mode compromising the other.

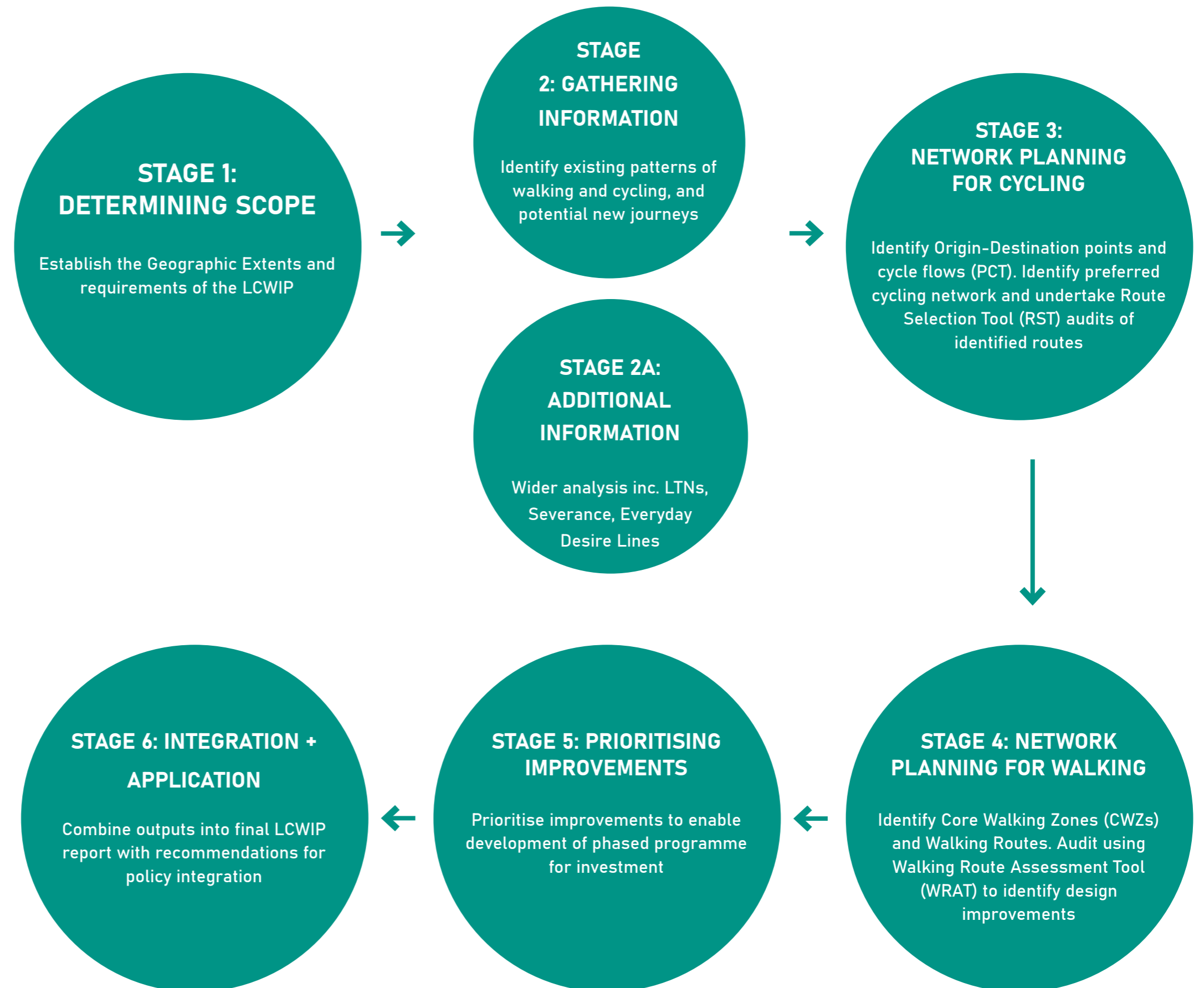


Figure 1.2. LCWIP Methodology






First Impressions

A site visit was undertaken by the project team in Summer 2024. The purpose of the site visit was to better understand local context, and to review conditions for walked, wheeled and cycled trips. We have summarised the findings below:

- Edenbridge benefits from a historic High Street, which is the focal point of the town, as well as being a key north-south movement corridor. Currently, the High Street is disproportionately impacted by parking and traffic, despite traffic calming and public realm enhancements
- The site visit highlighted how the town is bisected by two railway lines which create severance for north to south journeys
- There are examples of existing segregated infrastructure for cycling and dedicated crossing points which provide a design precedent for active travel infrastructure
- There are also examples of traffic reduction on residential roads, such as the modal filters on Greenfield or Hunters Way
- There are planned residential developments in Edenbridge, including land south of Four Elms Road, underlining the importance of the LCWIP to improve connections to these sites
- A network of footpaths and bridleways extend from the town boundary, providing opportunities for onwards connections, particularly for leisure trips





     **Museum & Council Office** **Town Centre**

Le
Ec

2 POLICY REVIEW

Leisure Centre & Park 
Denbridge (north) Station 

NATIONAL POLICY REVIEW

This chapter summarises the national policy context for this study.

GEAR CHANGE AND LTN 1/20

The **Cycling and Walking Plan for England, 'Gear Change: A bold vision for cycling and walking'**, was published in July 2020. The plan sets out the government's shift in transport policy: to prioritise active travel. The plan set out the following vision:

"Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030."

These new documents both fully endorse the Local Cycling and Walking Infrastructure Plan (LCWIP) and Low Traffic Neighbourhood (LTN) approaches as means to help improve conditions for walking and cycling. It will be ensured that all emerging design recommendations from this LCWIP will comply with LTN 1/20.



Figure 2.1 'Gear Change: A bold vision for cycling and walking' front page. Source: DfT, 2020.

CYCLING AND WALKING INVESTMENT STRATEGY

Since the introduction of the first Cycling and Walking Investment Strategy (CWIS1) in 2017, cycling rates have significantly increased and active travel has continued to receive great attention in the government agenda. The **second Cycling and Walking Investment Strategy (CSW2)**, released in July 2022, reflects on the changes in travel patterns brought by the coronavirus (COVID-19) pandemic and sets objectives for the period between 2021 and 2025. Following the impacts of the pandemic, walking activity decreased by 16% from 2019, whereas cycling activity has increased - from 1.0 billion to 1.2 billion stages between 2019 and 2020 (See figures 2.2 and 2.3). Informed by the CSW1 and the vision set out at Gear Change (2020), the CSW2 have set the following objectives:

- To increase short journeys by bike and on foot to 46%
- To double cycling from 0.8 billion stages in 2013 to 1.6 billion stages
- To increase walking activity to 300 stages per person per year
- To increase the percentage of children walking to school to 55%.

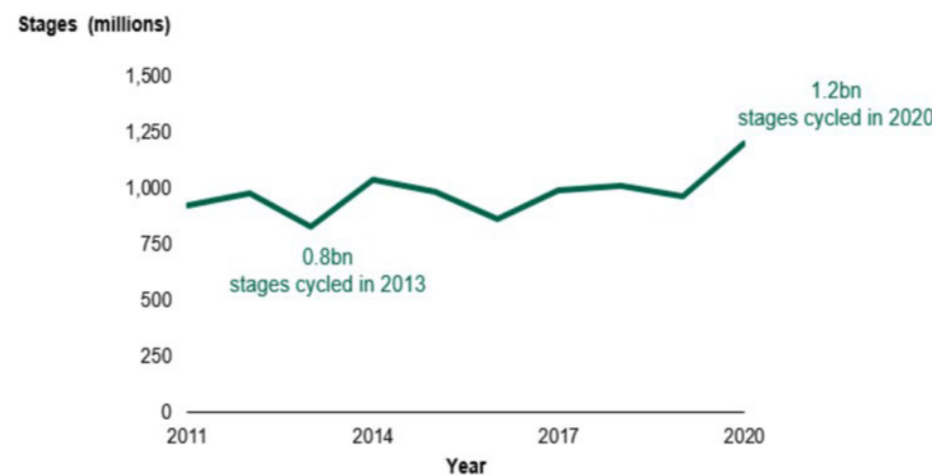


Figure 2.2 Cycling activity between 2011 - 2020 in England. Source: DfT, 2022.



Figure 2.3 Walking activity between 2011 - 2020 in England. Source: DfT, 2022.

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)

A Local Cycling and Walking Infrastructure Plan (LCWIP) is designed to identify potential new walking and cycling routes and associated infrastructure to support a greater number of people to make journeys on foot or by cycle. The LCWIP should identify infrastructure interventions over a short, medium, and long-term timescale that meet the transport objectives of the local authority for which it is developed.

The process for undertaking an LCWIP is set out in the Department for Transport's (DfT) process guidance, issued in 2017 as part of the Cycling & Walking Investment Strategy (CWIS). A fundamental aim of an LCWIP should be to help meet the government's aspiration of doubling the number of journeys undertaken by walking or cycling, and as such planning infrastructure around existing or forecast travel patterns is a core principle of an LCWIP. A key consideration in the development of an LCWIP is understanding existing conditions for active travel, and how these facilities can be incorporated into the LCWIP networks. The key outputs of an LCWIP are as follows:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development
- A prioritised programme of infrastructure improvements for

future investment

- A report which sets out the underlying analysis completed to support the LCWIP's development and recommended LCWIP network

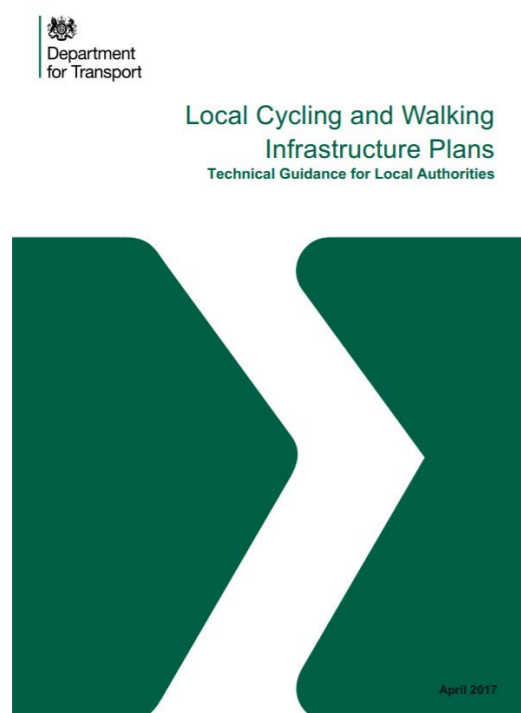


Figure 2.4 LCWIP Guidance Source: DfT, 2017.

LCWIPs are produced with a ten-year time frame for delivery, however the DfT's intention is that the documents are flexible and therefore should be considered as 'live' documents. This provides local authorities with the flexibility to update their network plans to reflect local changes, including new development sites, funding opportunities and additional routes. On this basis, whilst the plan has recommended routes in the town, future work streams should consider expanding and evolving these initial proposals to ensure that a consistent high quality of walking and cycling infrastructure is provided across Edenbridge.

The Department for Transport are currently reviewing the LCWIP guidance and are intending to 'refresh' the guidance. The changes are not intended to be significant and instead will be focussed on refreshing specific elements of the methodology to provide more information and to expand on some technical aspects.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The National Planning Policy Framework (NPPF) was updated in December 2024 and sets out the Government's wider planning policies. It must be considered in preparing local development plans and is a material consideration in planning decisions. At the heart of the framework, is a 'presumption in favour of sustainable development'.

Within Chapter 9 'Promoting Sustainable Transport', Paragraph 115 is of particular relevance, requiring the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code. Paragraph 111 makes specific reference to LCWIPs as a means for providing attractive and well-designed walking and cycling networks.

Chapter 8 'Promoting healthy and safe communities' also recommends promoting social interaction with 'street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages'.

National Model Design Code (2021)

Building on the 2019 National Design Guide, the National Model Design Code is intended to inform local design guides and codes or, in the absence of local guidance, act in their stead. It places local communities at the heart of plans to make sure that new developments reflect the history and unique character of their areas and are beautiful and well-designed. The code places great weight on Manual for Streets and Manual for Streets 2, which continue to represent good practice on street design. Paragraph 58 outlines that 'a connected network of streets, good public transport and the promotion of walking and cycling as key principles'.

LOCAL AND REGIONAL POLICY REVIEW

This chapter summarises the local and regional policy context for this study.

Regional Policy

The **Kent Local Transport Plan 5 (LTP5)** was adopted in December 2024 and sets out ten transport policy outcomes for the county. The following policy objectives are of specific relevance to walking and cycling and the Edenbridge LCWIP will help to achieve these by increasing levels of walking and cycling, making recommendations to improve road safety and by reducing greenhouse gas emissions through shifting short car journeys to walking and cycling: :

- Policy Objective 2: To achieve a fall over time in the volume of people killed or very seriously injured on KCC's managed road network, working towards the trajectory set by Vision Zero for 2050.
- Policy Objective 7: Reduce the volume of carbon dioxide equivalent emissions entering the atmosphere associated with surface transport activity
- Policy Objective 9: We will aim to deliver walking and cycling improvements at prioritised locations in Kent to increase activity levels and support Kent's diverse economy, presented in a Kent Cycling and Walking Infrastructure Plan .

To support Policy Objective 9, KCC has prepared the **Kent Cycling and Walking Infrastructure Plan (KCWIP)**. The KCWIP identifies 15 cycling corridors and 15 walking zones where KCC could focus future planning and design work to make the case for funding. It should be noted that a priority connection to Edenbridge does not form part of the document.

With specific relevance to Edenbridge, the LTP5 outlines proposed improvements to both Edenbridge and Edenbridge Town stations, including "To introduce improved waiting facilities and step-free access".

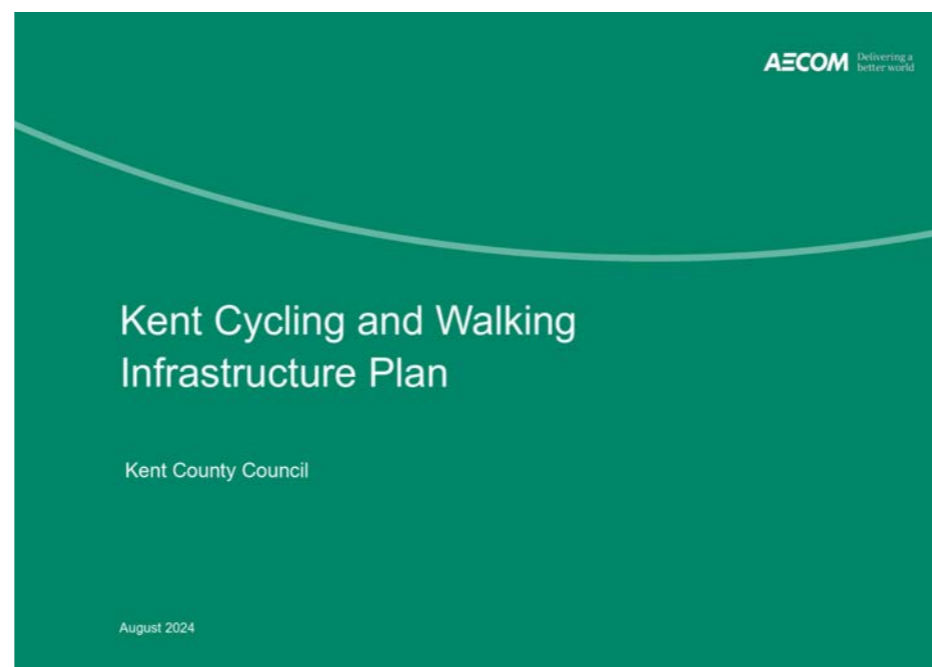


Figure 2.5 Kent Cycling and Walking Infrastructure Plan and LTP5

Local Policy

At a local level the **Sevenoaks Movement Strategy (2022)** sets out the following vision for the District:

"To enable movement across the District to be easy, healthy, safe, low carbon and sustainable"

The Strategy includes a commitment to improving walking and cycling networks across the District, with the following aims:

- Increase the number and improve the safety of cycling routes
- Work with partners to improve the walking routes into and through the District
- Make walking and cycling easier through improved connections and improved infrastructure
- Encourage behaviour change through community engagement, training and awareness.

The Edenbridge LCWIP will help to achieve these aims by identifying walking and cycling infrastructure improvements across the town.

Increasing walking, wheeling and cycling is also recognised as an important element of reducing carbon emissions in the **Sevenoaks Climate Change Strategy (2024)**. This Strategy outlines how SDC will undertake actions to play its part in contributing towards achieving national and regional climate change objectives, including KCC's commitment to reduce greenhouse gas emissions produced by the county by 100% by 2050.

The Emerging **Sevenoaks Local Plan** also places an emphasis on the importance of increasing walking, wheeling and cycling. Policy T1 outlines how SDC will use partnership working to deliver a sustainable movement network across the district, including:

- Supporting the incorporation, enhancement and creation of walking, wheeling and cycling routes and provisions within a new development that is connected to the wider transport network
- Placing accessible, secure and weatherproof cycling parking facilities at transport interchanges, employment and retail areas
- Supporting the implementation of identified routes in the Local Cycling and Walking Infrastructure Plans
- Enhancing the existing cycling and walking routes, including Public Rights of Way (PRoW) routes
- Integrating new pedestrian and cycle routes with the PRoW and wider travel network
- Creating new routes to fill existing gaps thereby enhancing PRoW network connectivity

Lastly, the **Sevenoaks District Town Centre Strategy (2022)** sets a vision for 2024 for Edenbridge to become “a beautiful and more aspirational destination that celebrates its history”. It also identifies the following opportunities to enhance the local character of Edenbridge town centre, impacting local travel routes:

- Prioritising pedestrians on the High Street
- Improved access into the town centre
- Enhanced river connections
- Redeveloping the Leather Market and backland sites
- Relocating the market
- Shopfront renewal

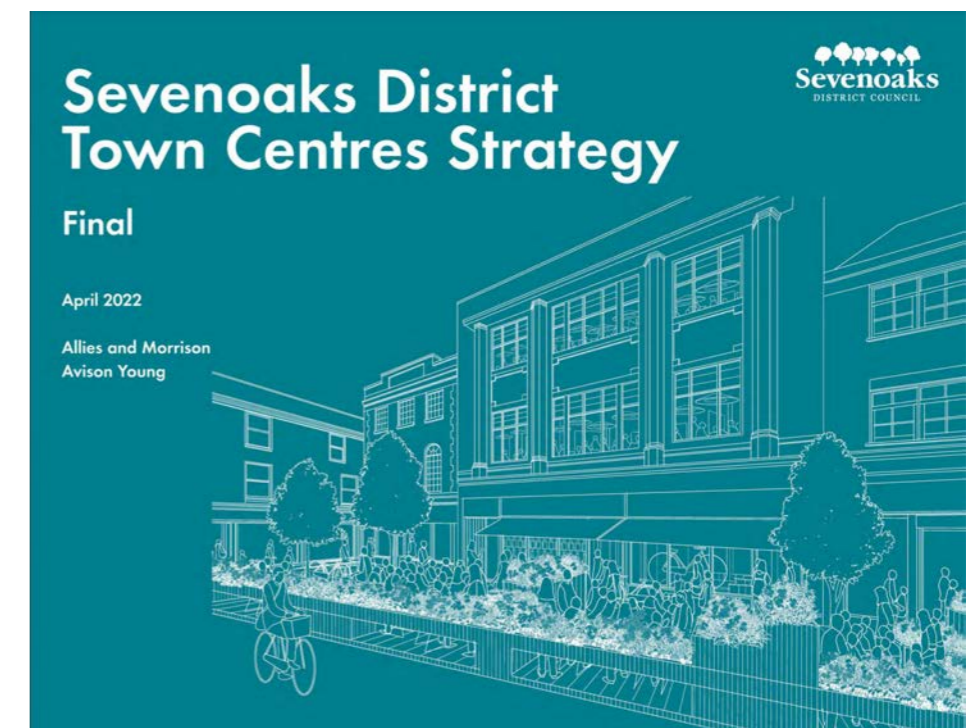


Figure 2.6 Key priorities outlined in SDC's Movement Strategy (2022) and Sevenoaks District Town Centres Strategy (2022)



3
DETERMINING
SCOPE

DETERMINING SCOPE

The purpose of Stage 1 is to establish the Geographic Scope of the LCWIP which forms the subsequent basis of the LCWIP Data Analysis and Site Auditing. The DfT guidance recommends that LCWIPs are concentrated on urban settlements, with a focus of typical trip lengths of up to 10km for cycling and 2km for walking.

Our approach to determining the scope includes a high-level review of the below datasets which we have found to be highly influential on the extents of LCWIPs:

- **Walking + Cycling Catchment Areas:** Walking and cycling isochrones help to provide a sense of scale and to better understand the extent to which trips could be walked and cycled. Comparing the isochrones also helps to understand the relationship between future walking and cycling routes in the LCWIP.
- **Key Developments:** New developments, particularly major housing and employment sites, have significant impacts upon trip generation and also trip distribution. Plotting future development sites therefore is essential for understanding the impacts of developments and how these relate to existing settlements
- **Population Density:** Data on population density helps to identify areas where the delivery of walking and cycling improvements would offer the most benefits to the greatest number of people.

Stage 1: Determining Scope

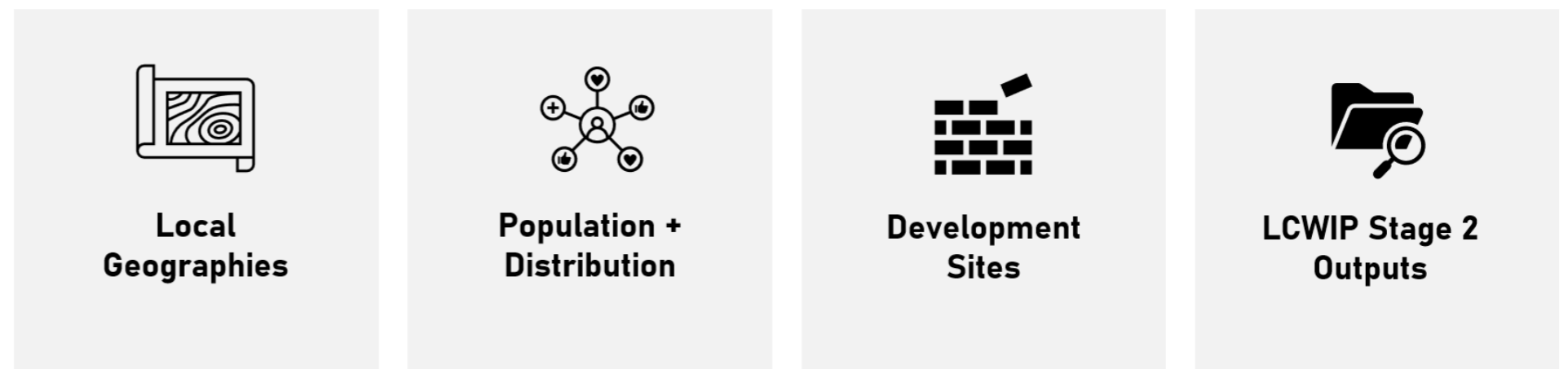


Figure 3.1. LCWIP Stage 1 Diagram



Figure 3.2. Station Road Railway Bridge

LOCAL CONTEXT

The opposite plan summarises the distribution of key destinations within the study area, including schools, future development sites, leisure and retail facilities, cycle routes, Public Rights Of Way (PRoW), open spaces, and key employment sites. The plan demonstrates that residential development is primarily focussed around the perimeter of the town to the east, in close proximity to Edenbridge Town Train Station and Edenbridge Memorial Health Centre; and to the west, near Stangrove Park and Edenbridge Train Station. Key local facilities are primarily clustered along the high street and further up along Station Road.

Employment sites in the study area concentrate in the industrial estate north of the town and the town centre to the south. A future key employment site will also be delivered to the west of Edenbridge Train Station.

The plan also highlights a network of Public Rights of Way (PRoW) which extends through parts of the town and provides links to key destinations, including green spaces and sports facilities.

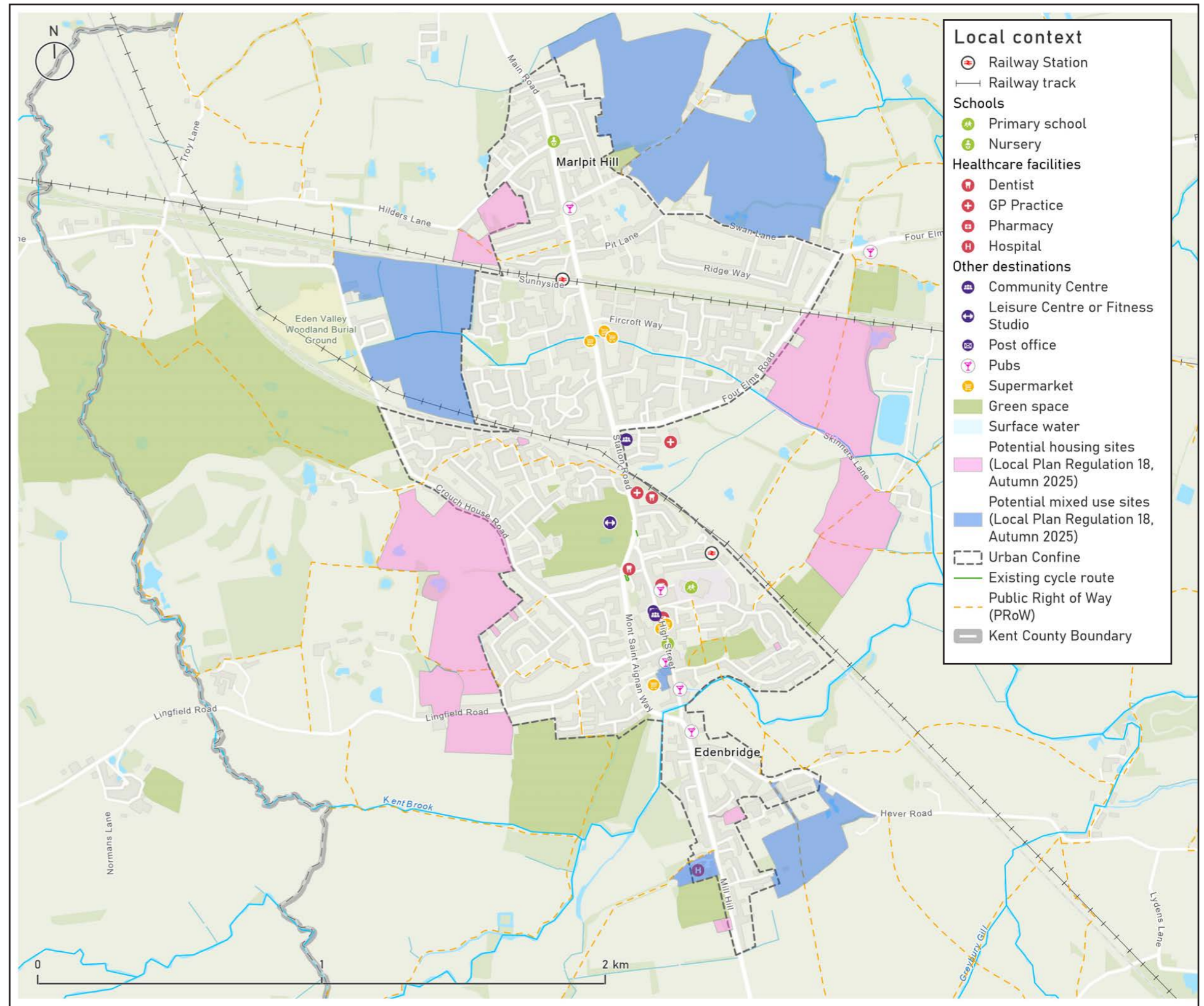


Figure 3.3. Local Context

POPULATION DENSITY

The plan opposite uses data from the 2021 Census to calculate the population density across the study area at a Lower Super Output Area (LSOA) level. The plan highlights the rural nature of the area surrounding Edenbridge, with most LSOAs showing a population density of fewer than 400 residents per square kilometre.

Population density is highest in the centre of Edenbridge, as well as areas to the east and west when compared to the south of the town.

This plan strengthens the case for focussing the LCWIP within the urban extents of Edenbridge, where proposals are likely to have the greatest impacts in terms of increasing the amount of people walking, wheeling and cycling.

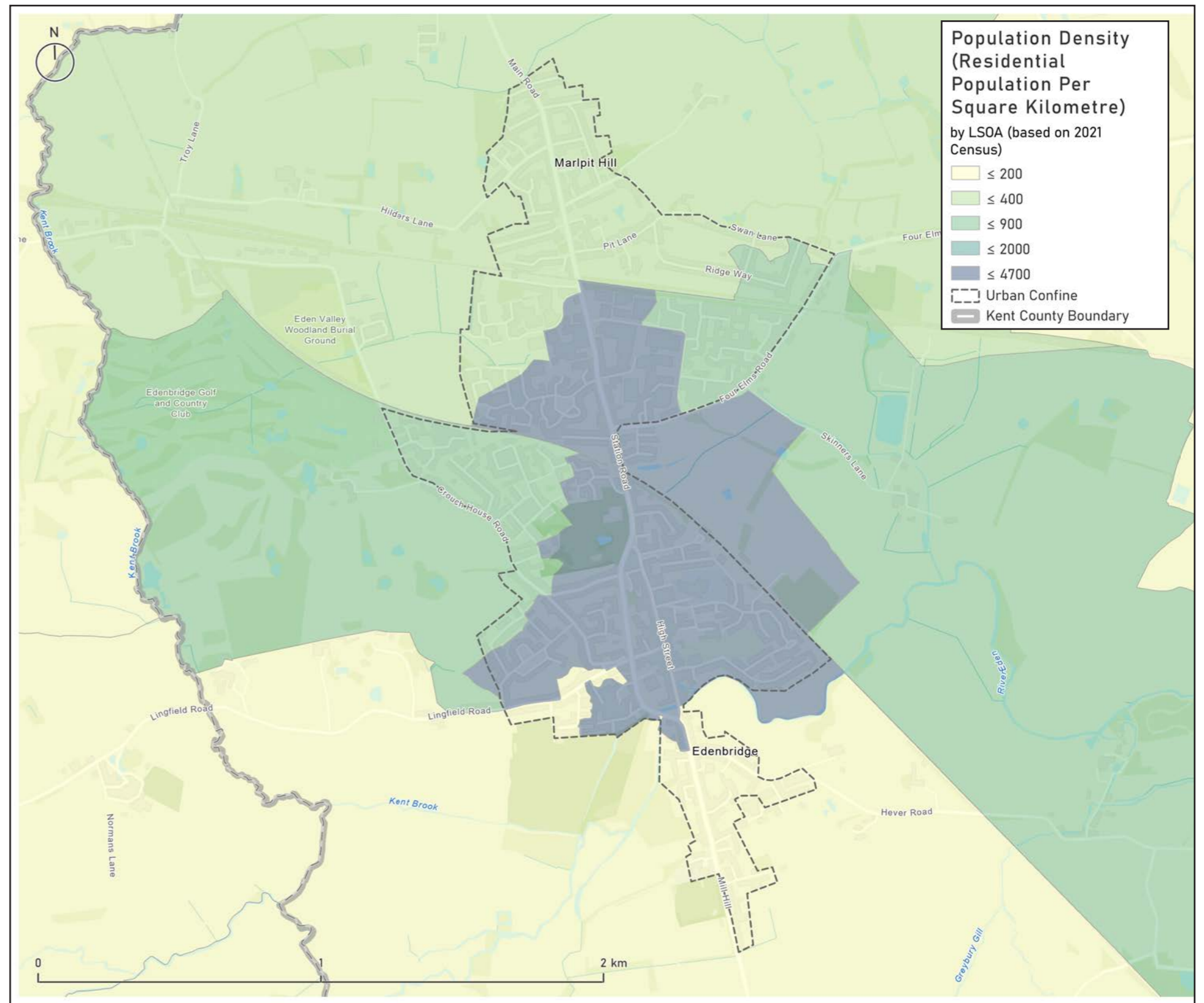


Figure 3.4. Population Density by LSOA

CYCLING ISOCHRONE

As previously mentioned, the purpose of Stage 1 is to establish the Geographic Scope of the LCWIP. To inform this, a cycling catchment area was generated in ArcGIS, showing a 8km isochrone from the town.

The isochrone is measured by calculating the distance along the road network, and therefore provides a high level overview of the locations that are within a 8km cycling distance of the town. It should be noted that the ArcGIS tool does not account for the level of service for cycling along these routes and therefore the plan should be treated as a guide only.

The plan emphasises the isolated nature of Edenbridge compared to other larger settlements in the surrounding area. Settlements in neighbouring Surrey such as Lingfield Common, Lingfield and Dormansland are within 8km cycling distance, however. The plan also highlights the proximity of Edenbridge to the Kent - Surrey border, with much of the 8km cycling isochrone extending into Surrey.

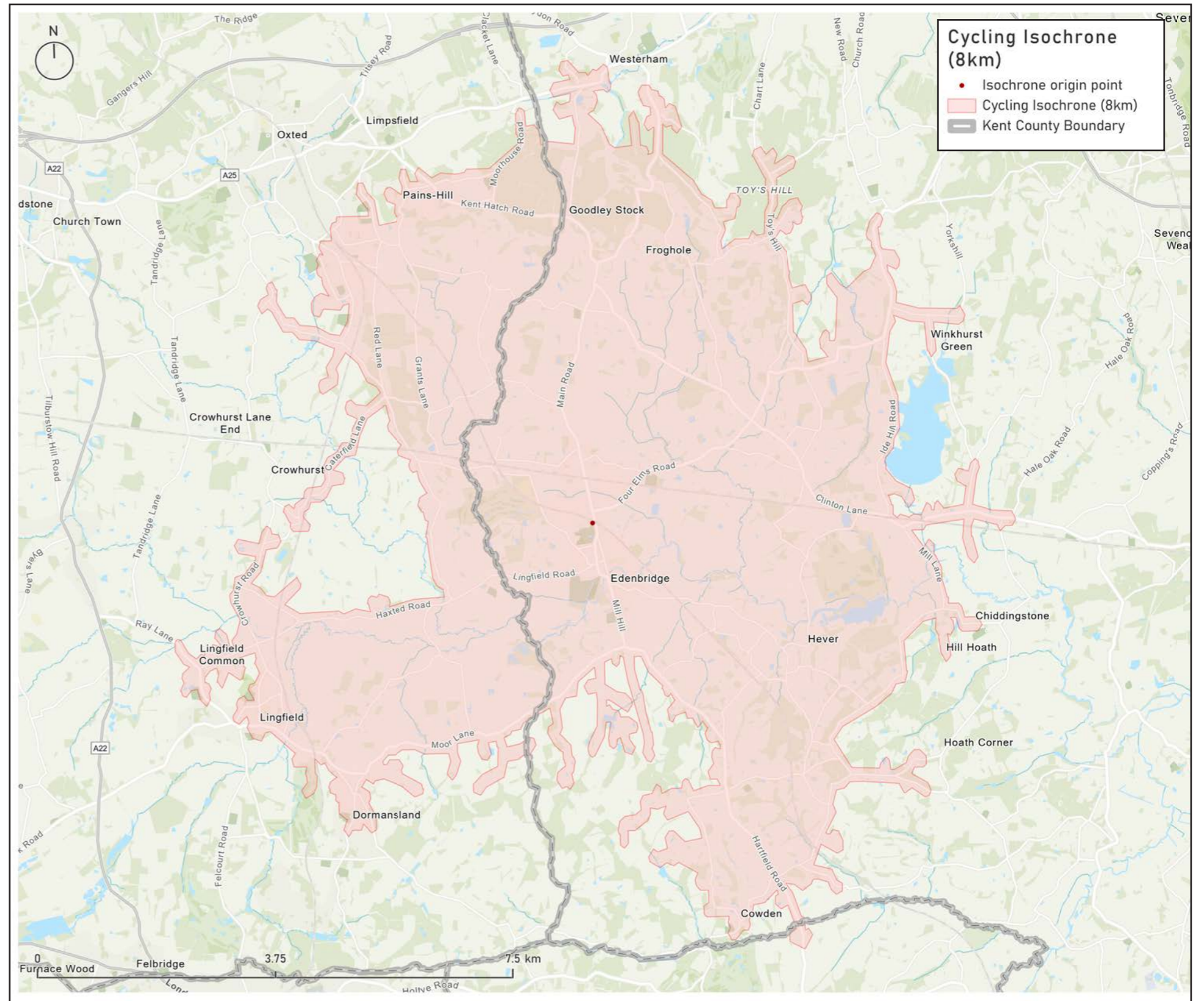


Figure 3.5. Cycling Catchment Areas

WALKING ISOCHROME

To complement the isochrones shown in Figure 3.5, a walking isochrone has also been generated from the same point as previously.

Again, the isochrone was generated using GIS software and is based on a measurement along the road network. This provides a high level overview of a 2km walking distance from the town, however does not take into account the existing level of service for walking along these roads and therefore whether these roads are suitable for or would be used regularly by pedestrians.

The plan demonstrates that Edenbridge is inherently walkable in terms of its scale. The entire built-up extents of the town are within a 2km walking distance of the town centre highlighting the potential for short car trips to be replaced by active modes.

The walkability of the town strengthens the case for an LCWIP with a strong focus on walking, as this represents the greatest opportunity for modal shift from short car journeys.

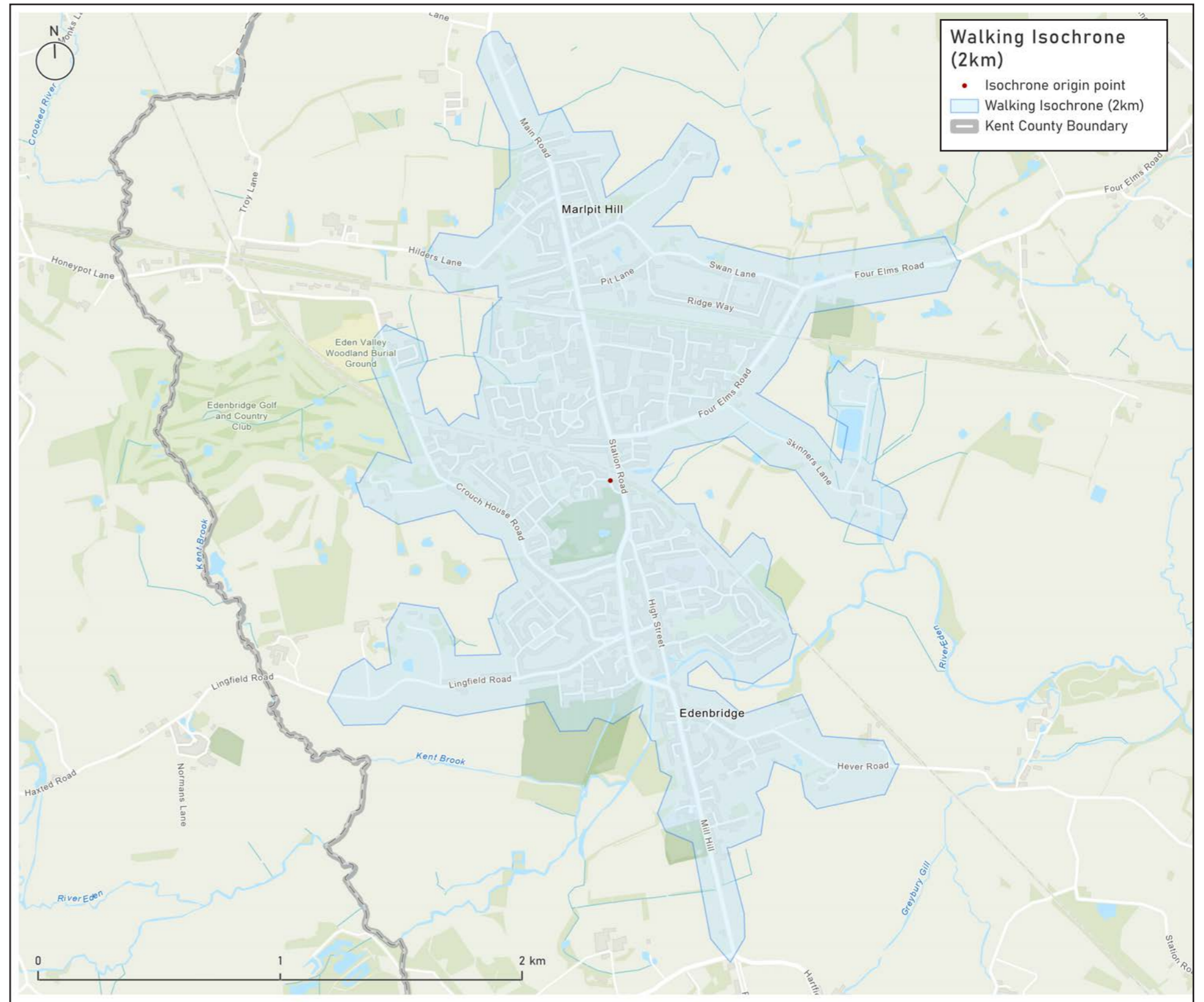


Figure 3.6. Walking Isochrones

Edenbridge Est. 2009

Fresh berries
handpicked
for freshness

Serving
Edenbridge's
customers,
communities
and planet a
little better
every day



TESCO express

Hello.

THE BRIDGE
RESTAURANT

THE BRIDGE



4 DATA COLLECTION

DATA COLLECTION

The focus of Data Collection (LCWIP Stage 2) is to understand the local context to inform the development of the LCWIP walking and cycling networks. DfT guidance recommends that a broad range of information should be gathered to inform the preparation of the LCWIP, including:

- Local context
- Key future developments
- Location of significant trip generators
- Transport network
- Travel patterns
- Existing barriers to cycling and walking

Our LCWIP methodology analyses various datasets, which are summarised on the flow chart opposite. While the LCWIP guidance champions a data-led approach to network planning, also key to the process is building in stakeholder engagement into the development of the LCWIP, and this is represented by the middle box on the diagram.

For the Edenbridge LCWIP, an online stakeholder engagement exercise was undertaken as part of Stage 2 of the LCWIP. The feedback from this exercise has been factored into this report to ensure that local knowledge is incorporated into the LCWIP process.

Stage 2: Data Collection

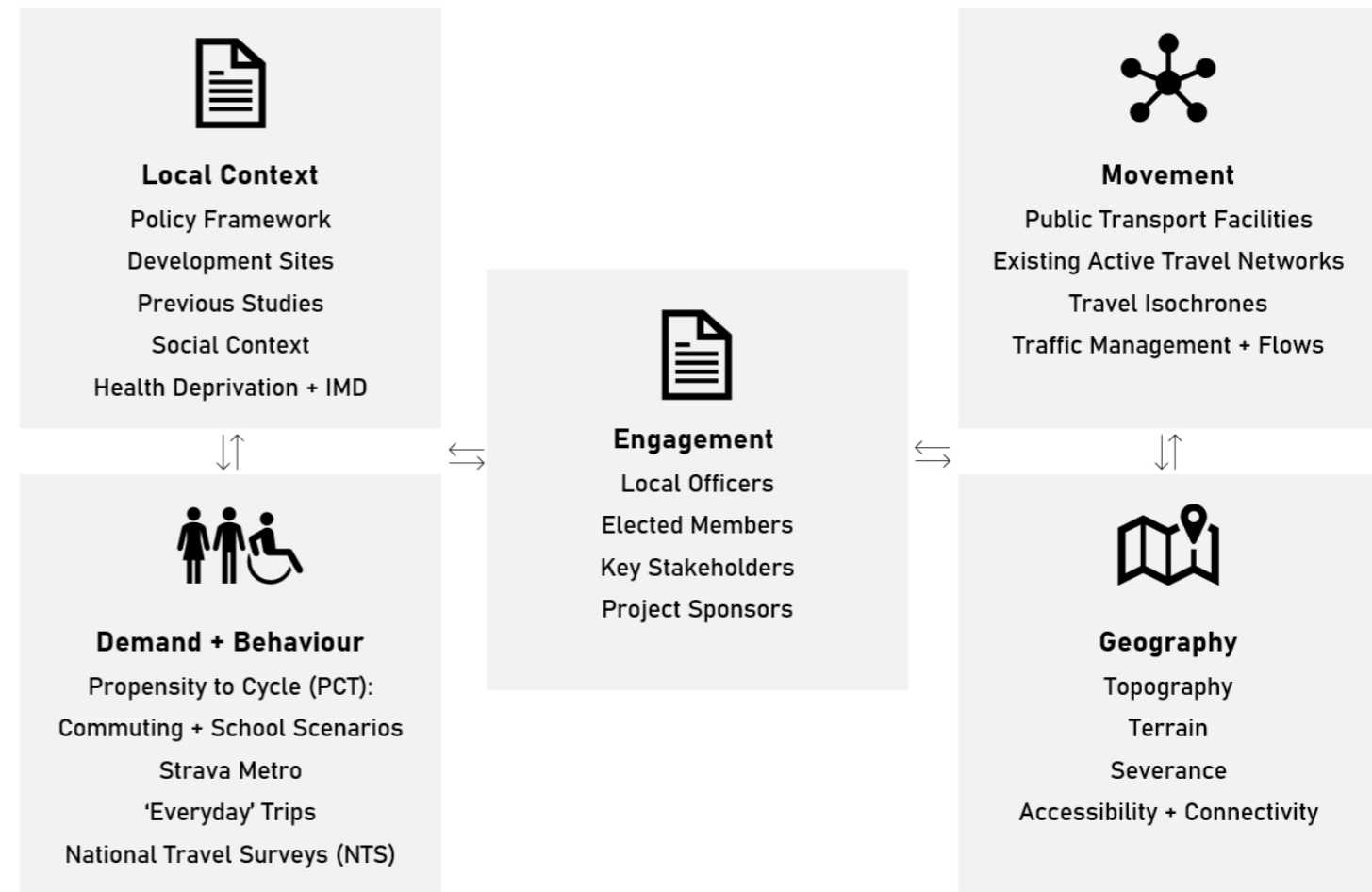


Figure 4.1. LCWIP Stage 2: Data Collection Methodology

CAR OWNERSHIP

This plan summarises the proportion of households that do not own a car, using data from the 2021 Census.

This provides useful context for targeting interventions in areas of the study area where car ownership is lower, hence there may be a greater propensity to walk and cycle.

The plan shows that the areas with the highest proportions of car-free households are within Edenbridge, with some areas of the town where 10-20% of households are car-free, however it should be noted that this still represents a relatively high level of car ownership.

In contrast, areas to the north and south of the study area, have a low proportion of car-free households, generally in the region of less than 10%.

This plan reflects one of the movement challenges highlighted in the Sevenoaks Movement Strategy, which states that 34% of households in the District own two or more cars or vans.

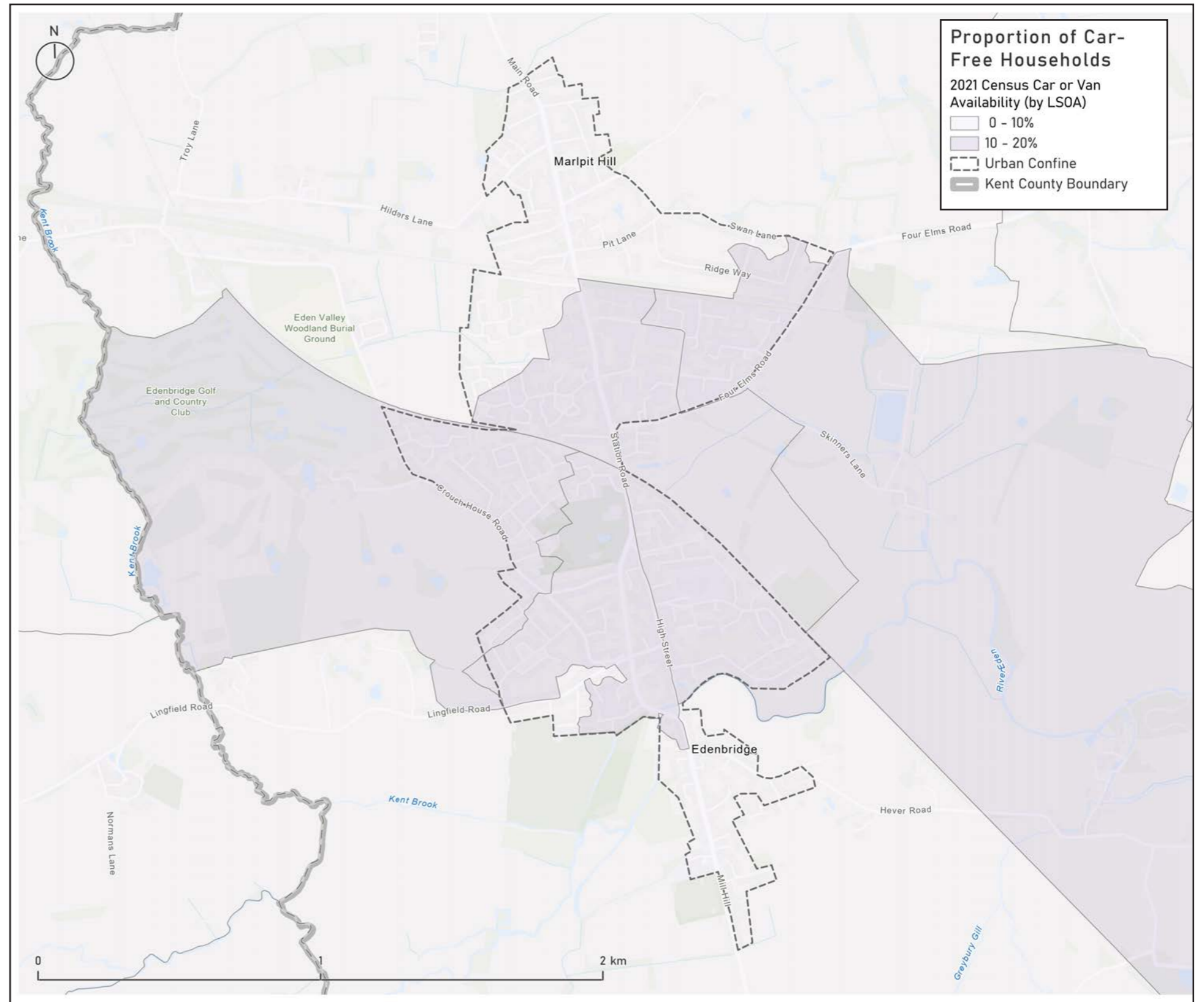


Figure 4.2. Car Ownership

METHOD OF TRAVEL TO WORK - ACTIVE TRAVEL

This plan summarises the proportion of Edenbridge residents which walk or cycle as their main mode of travel to work using 2021 Census outputs.

Unfortunately, from a transport data perspective, the 2021 survey data was undertaken in March 2021. At this point in time, people's travel behaviours were still heavily impacted by the Covid-19 pandemic. Therefore the results of the 2021 census should be treated with a degree of caution.

The 2021 data demonstrates that the highest levels of walking and cycling to work are clustered around the most densely populated areas in Edenbridge, where 10-15% of residents walk or cycle to work. This is higher than much of the area surrounding Edenbridge where 0-5% residents walk or cycle to work as their main mode of travel. The low percentage of residents walking or cycling to work aligns with the high car ownership presented on the previous plan and will be a key challenge to address through the LCWIP.

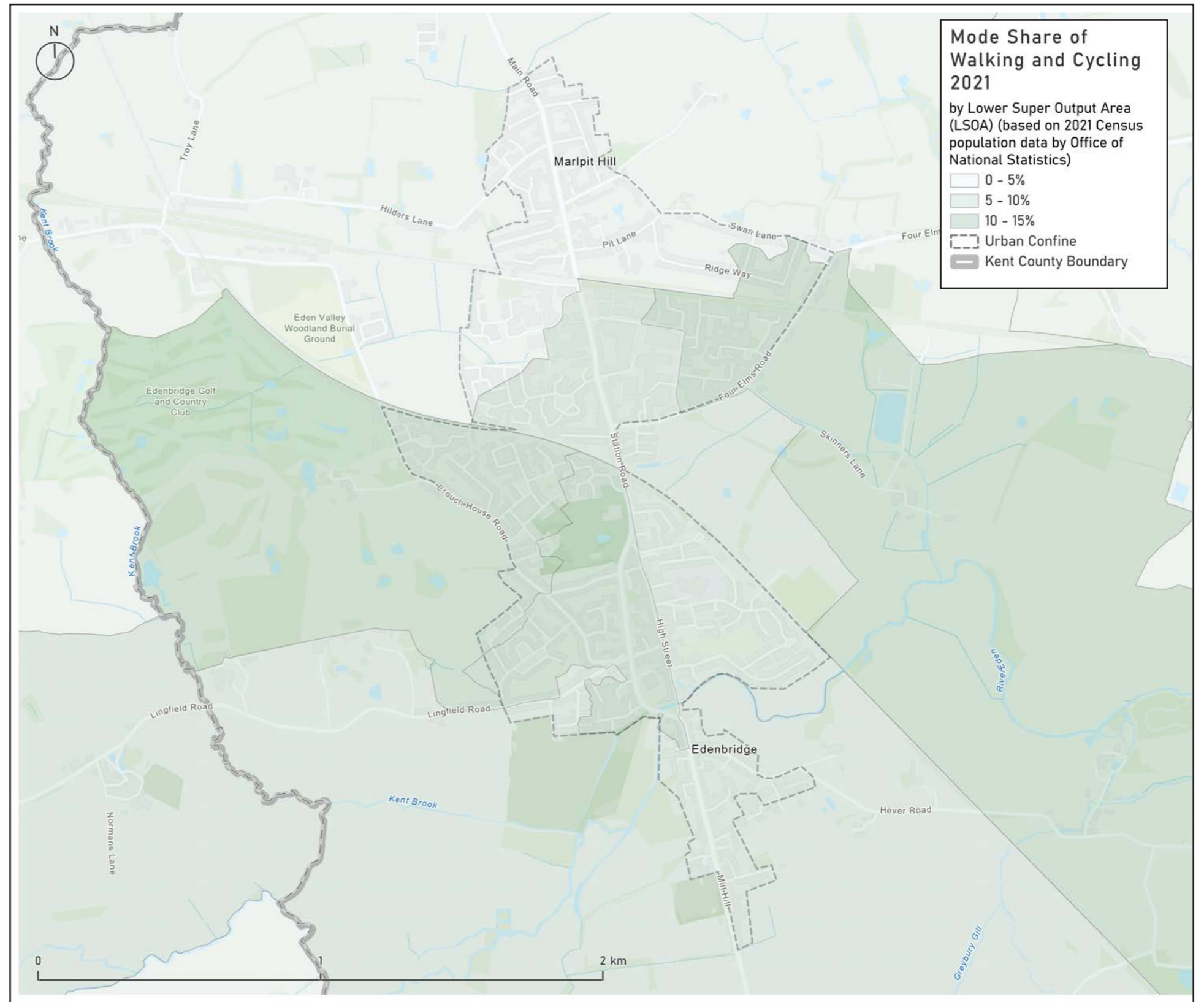


Figure 4.3. Method of Travel to Work (Walking or Cycling) - 2011 Census

METHOD OF TRAVEL TO WORK - PUBLIC TRANSPORT

This plan summarises the proportion of Edenbridge residents which use public transport as their main mode of travel to work using 2021 Census outputs.

This is an important consideration for the LCWIP, as it may highlight opportunities where improving access to key public transport hubs might further increase the percentage of residents travelling to work sustainably. This is a particular opportunity in Edenbridge, which has two railway stations, offering opportunities for sustainable travel to neighbouring towns and cities, including London.

As described on the previous page, the 2021 outputs should be treated with a degree of caution given the restrictions on travel that were in place at the time of the 2021 Census as a result of the coronavirus pandemic.

The data shows that the 2021 mode share for public transport is relatively low across the whole study area, between 0-5%. To the north, the LSOA within which Edenbridge Station is located has a slightly higher mode share, between 5-10%. Again, as previously noted, public transport was heavily impacted by the coronavirus pandemic and therefore it is likely that this is an underestimate of the true percentage of residents travelling to work by public transport.

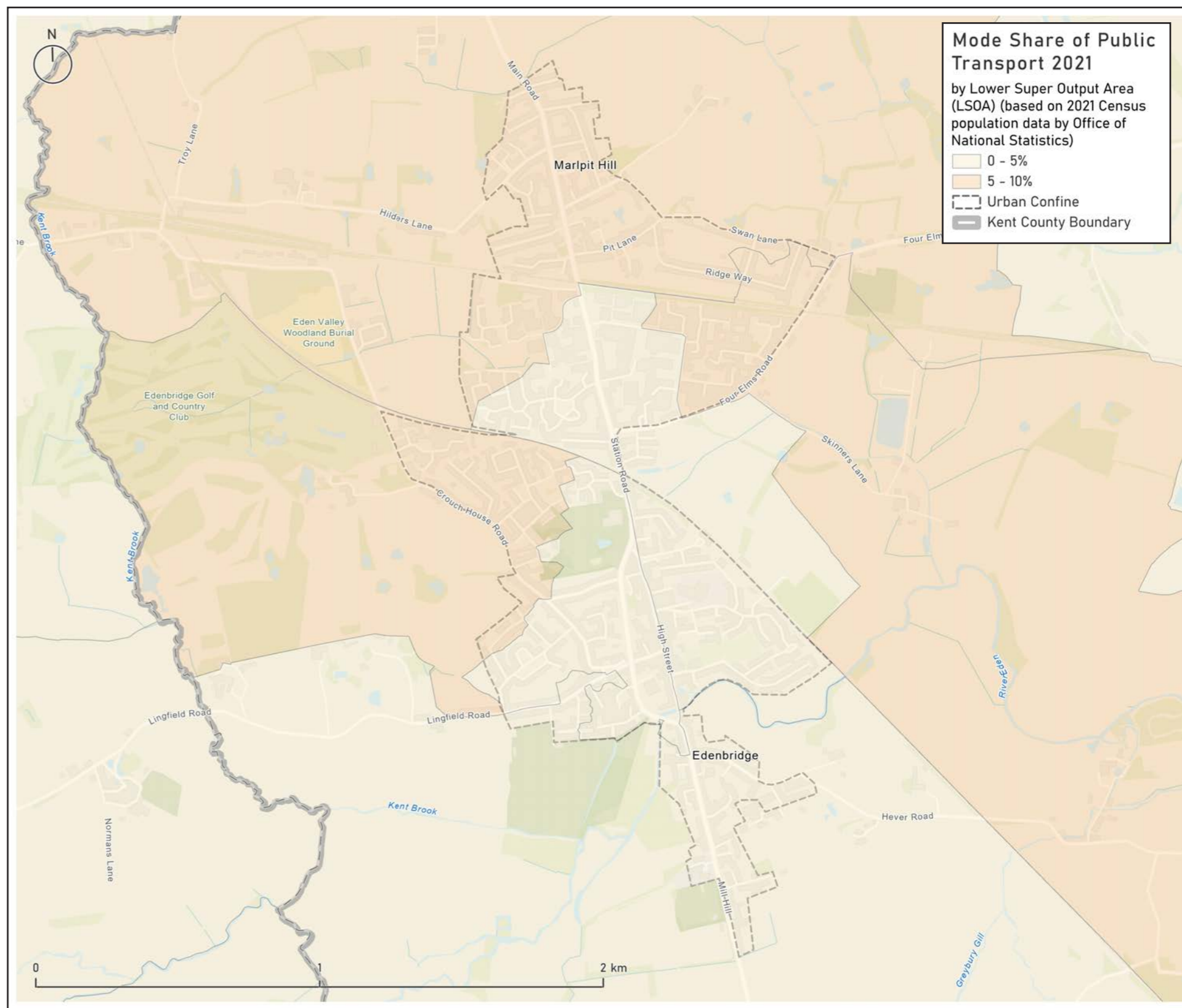


Figure 4.4. Method of Travel to Work (Public Transport)

BUS NETWORK FREQUENCY

The plan opposite uses GIS data to summarise the frequency of bus services within the study area, as well as showing the locations of bus stops.

This plan highlights the key bus corridors in the study area, which will be a key consideration in the LCWIP in later stages. As shown on the plan, the main bus corridors in Edenbridge are the B2026, Swan Lane, High Street and Fircroft Way.

Balancing the competing needs of multiple road users (i.e. bus users, pedestrians and cyclists) will be an important challenge to address particularly through the town centre and on constrained corridors such as Swan Lane and Fircroft Way. This baseline data therefore is a useful consideration for design recommendations along these corridors.

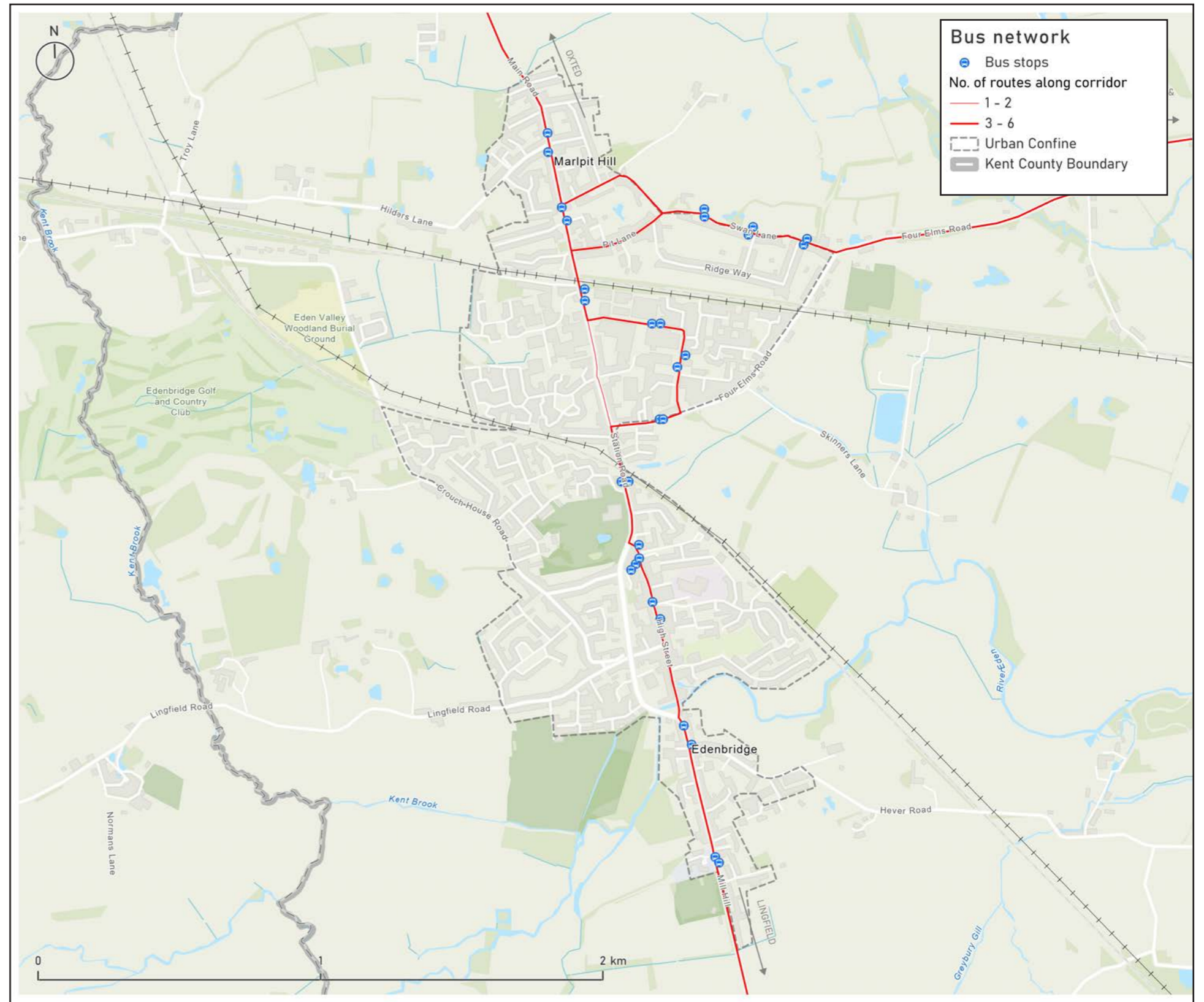


Figure 4.5. Bus Network Frequency

TERRAIN

Understanding the impact of severance and terrain is critical for contextualising how pedestrians and cyclists currently move through the study area. This plan was developed to highlight the topography of the study area.

The plan firstly shows the terrain of the study area, including information about the elevation profile. The elevation profiles shown on the plan have been calculated using the Esri "World Elevation Terrain Service". This raster dataset is a Digital Terrain Model (DTM) which provides numerical values representing ground surface heights.

The plan demonstrates that Edenbridge is fairly flat in terms of topography, with a notable yet gradual rise in gradient towards the north of the town.

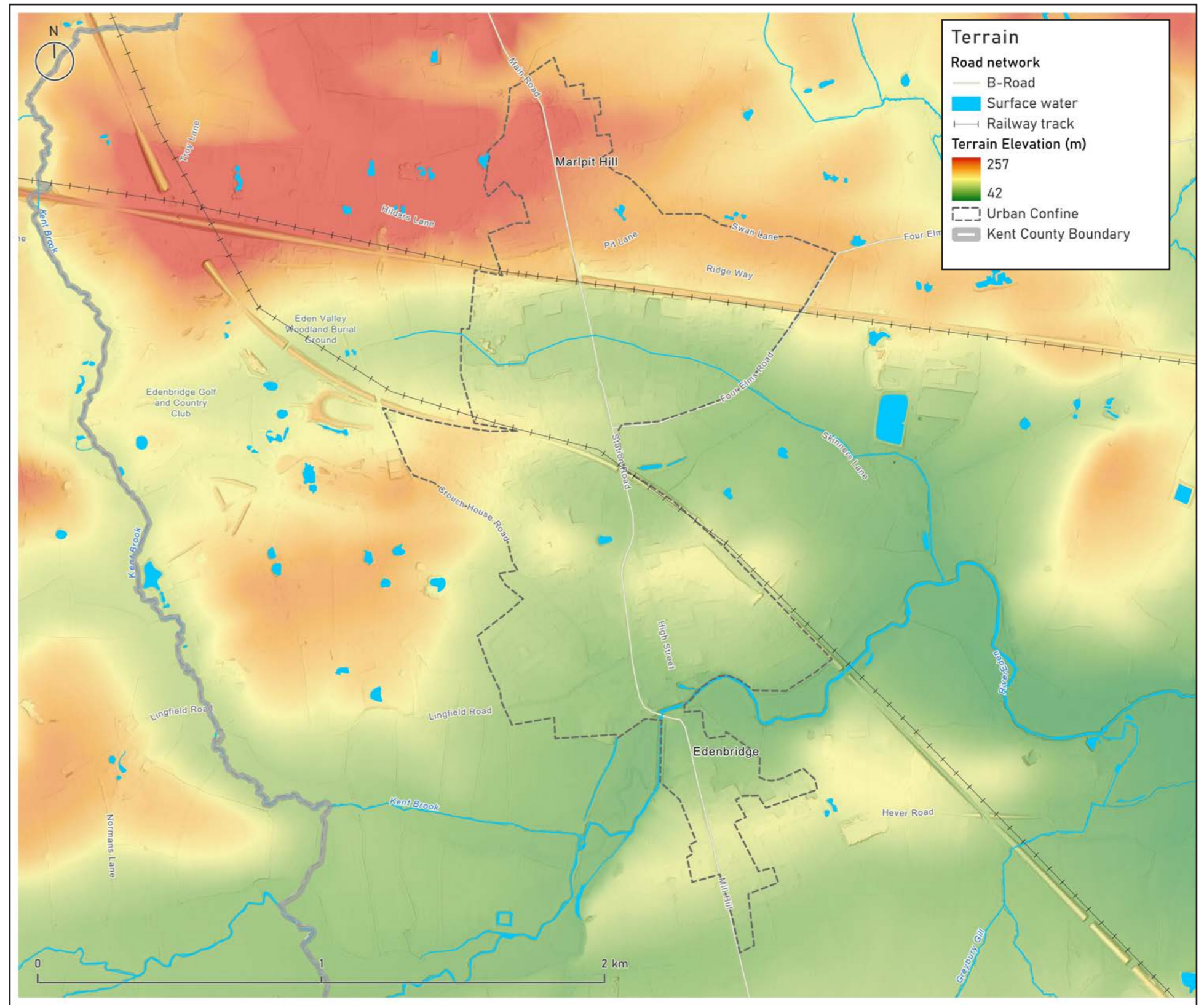


Figure 4.6. Terrain

SEVERANCE

This plan was developed to highlight the key 'Severance' features in the district: 'Severance' typically refers to barriers to movement, and features include road and rail infrastructure and geographic landmarks.

Understanding the impact of severance is critical for contextualising how pedestrians and cyclists currently move through the study area.

The plan demonstrates that the B206/Station Road/Mount St Aignan Way as well as the two railway lines are the main severance features in the study area. The former acts as a severance feature for east-west journeys by active modes and the latter for north-south journeys. The B206 provides the main north-south route through the town for motor traffic and will be an important severance feature to address as part of the LCWIP.

Apart from the road network and railway lines, another noticeable severance feature is the River Eden in the southern area of Edenbridge, although this is crossed by two bridges at High Street and Mont St Aignan Way.

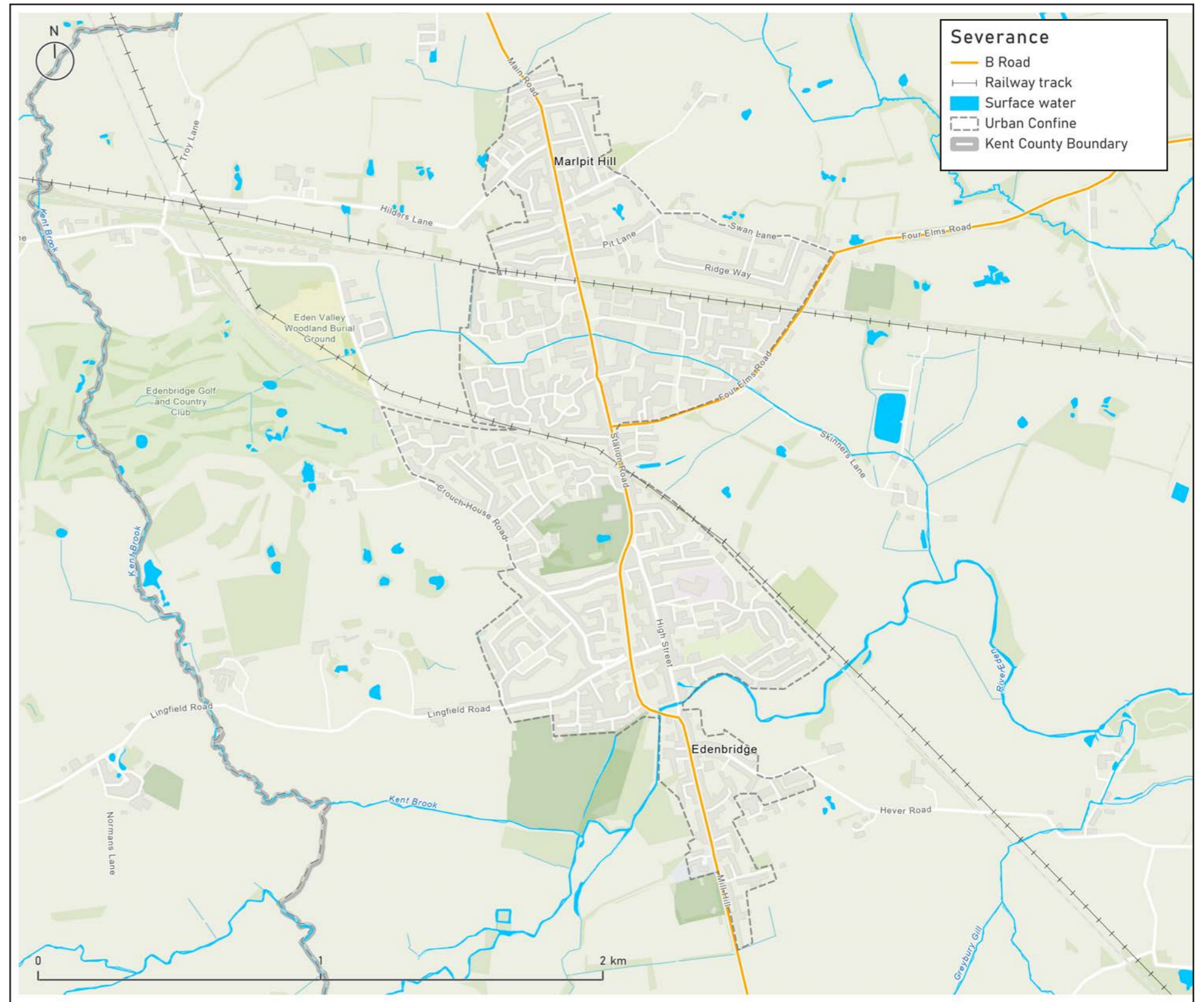


Figure 4.7. Severance

TRAFFIC POROSITY

In order to gain a more detailed understanding of movement around the study area, the town was split into movement “cells”. These cells were defined based on severance features in the town (primarily B-roads and railway lines) and geographical severance features (rivers and greenspace).

Each cell was classified based on whether it is porous to vehicular traffic. The resulting plan demonstrates that there are already several existing “low traffic environments” in Edenbridge, i.e., areas which are not currently porous to through vehicular traffic. This is useful to demonstrate that there is high potential to create quiet routes for walking and cycling across the town which could be delivered through relatively low-cost interventions.

This plan could also be used to explore interventions that restrict or prevent through traffic on certain roads within neighbourhoods. As demonstrated by the plan, this could be focussed on the neighbourhoods in the east and south-west of the town, in particular the area surrounding the High Street.

This plan therefore is a key output informing Stages 3 and 4 of the LCWIP and the development of design recommendations across the towns.

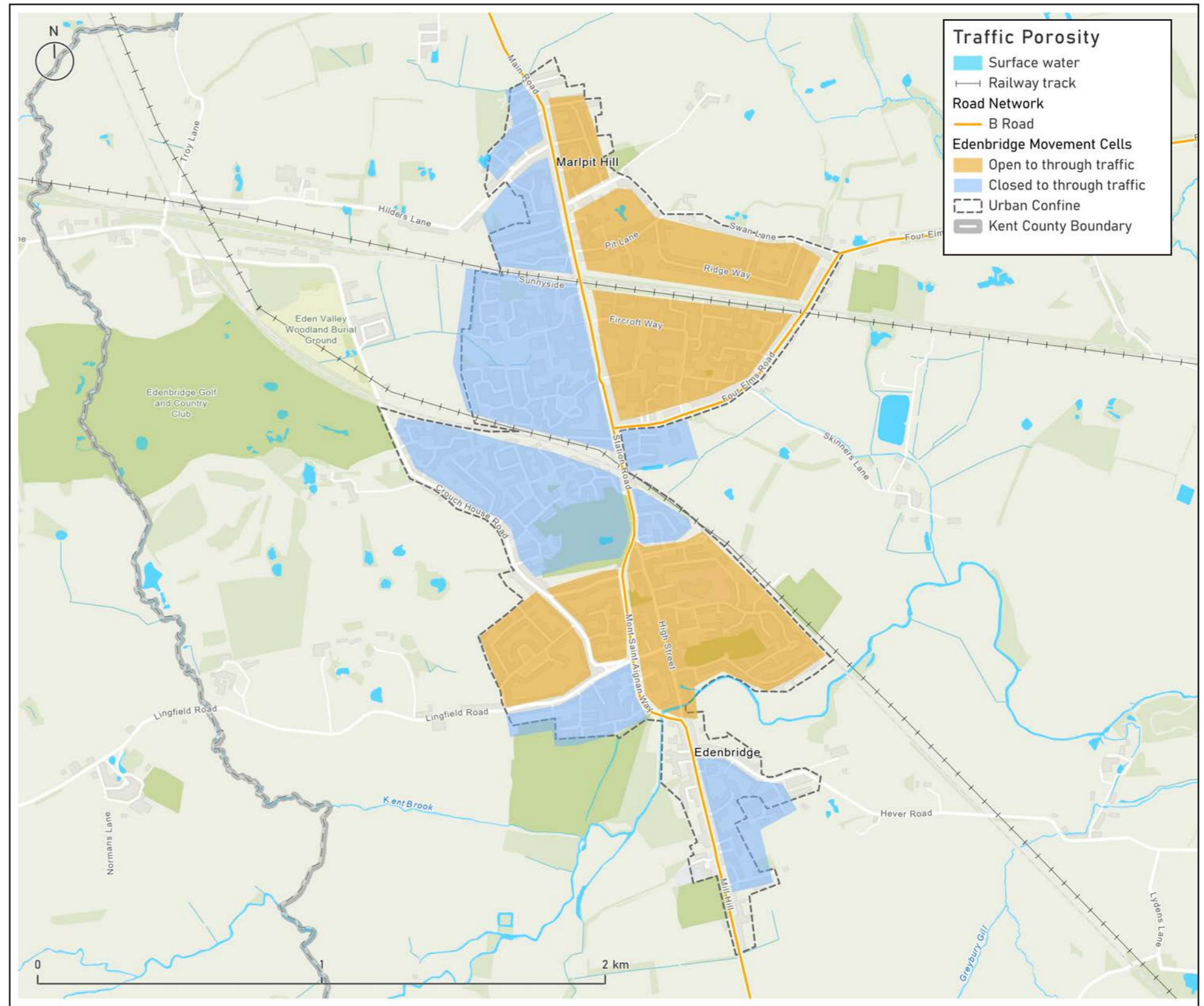


Figure 4.8. Traffic Porosity

COLLISIONS

Collision data was provided by SDC which shows the location, severity and frequency of collisions on the road network between April 2019 and March 2024.

The data indicates a clear relationship between the study area's main road network and frequency of collisions along the B2026, particularly at the junctions with Station Road and Lingfield Road to the south of the town and at the junction with Commerce Way and St Johns Way to the north. Other collisions have been recorded along Crouch House Road and Hever Road.

This plan is useful for highlighting junctions or links where there are particular highway safety issues that could be addressed through walking or cycling infrastructure improvements.

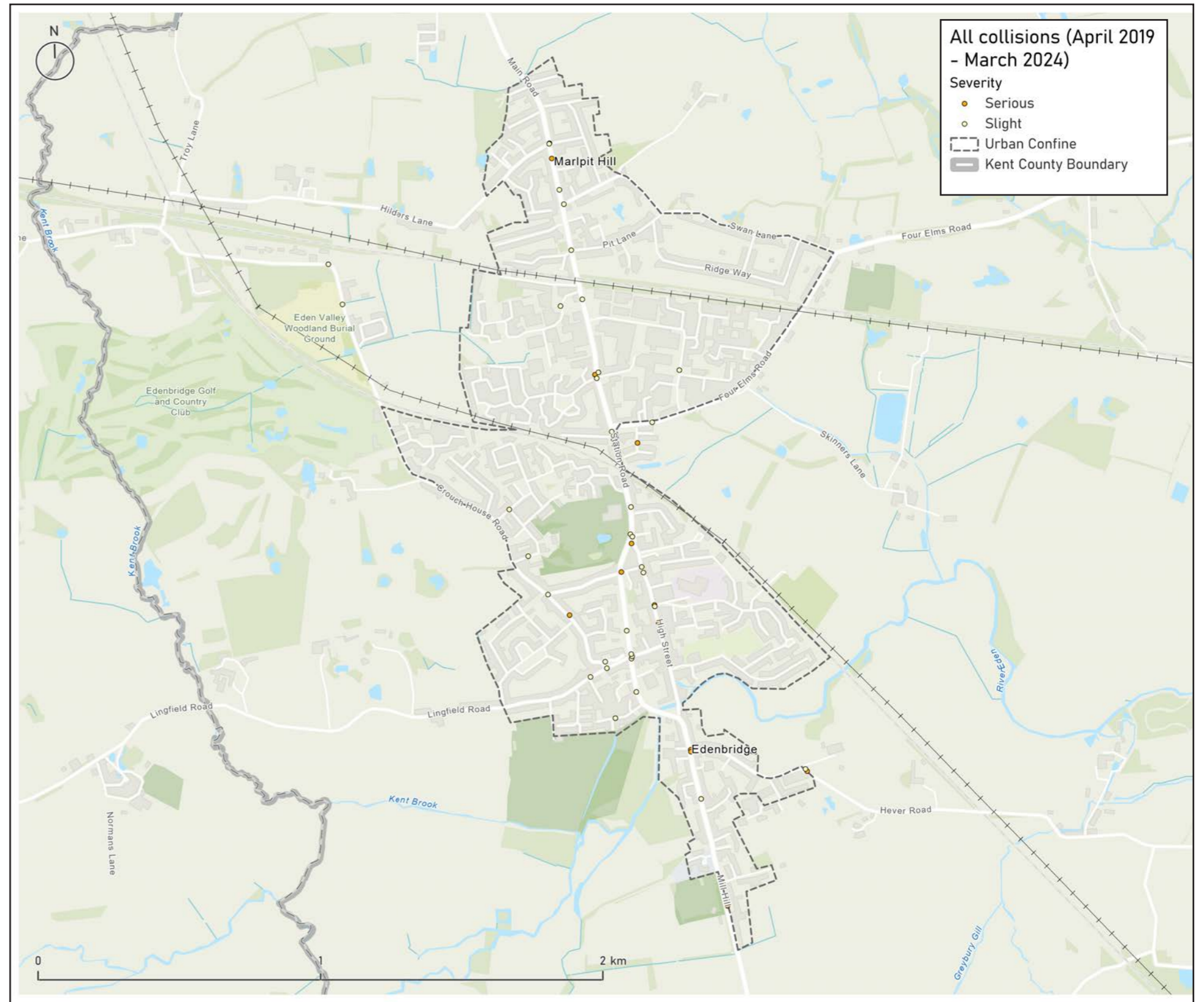


Figure 4.9. All Collisions

TRAVEL PATTERNS

OVERVIEW

Understanding existing and potential future travel patterns is an important step in developing the LCWIP network to ensure it reflects local demand. The analysis of travel patterns has combined analysis of commuter patterns (Propensity to Cycle Tool) and non-commuter travel patterns (School Trips, Everyday Trips and Strava analysis).

PROPENSITY TO CYCLE TOOL (PCT)

The Propensity to Cycle Tool (www.pct.bike) is a nationwide model that identifies where increases in the rates of cycling can be expected through the provision of better infrastructure. It uses Census travel to work data and school travel data and looks at trip distances to see where there may be scope for more short journeys to be undertaken by cycling. It is important to note that one limitation of the PCT is that it uses the 2011 Census and therefore is not based on recent data.

The PCT provides seven scenarios for forecasting future levels of cycling which range in ambition from the 'Government Target' (assumes 6% of commuting trips by bicycle) up to the 'E-Bike' scenario (assumes 22% of commuting trips by bicycle and improved access to e-bikes). The PCT provides two sets of mapping outputs:

- Straight-Line Networks – these plans show direct paths between LSOA Origin-Destination points which gives an overview of the key desire lines for cycling flows
- Applied Networks – applies the straight desire line to the existing road network to provide a more detailed summary of where increased cycle flows would take place on the local network

The PCT tool was used to identify the greatest latent demand for cycle and school commuting. The PCT analysis used the 'E-Bike' scenario, which models the same mode share for cycling as in the Netherlands, adjusting for trip distance and topography and includes improved access to E-Bikes. Using the 'E-Bike' scenario

provides a more ambitious and longer-term outlook for cycling flows which is advantageous in network planning as it ensures that the LCWIP cycle network will provide for assumed future advances in the town's cycle network. To accommodate for future commuting demand from proposed developments, the population forecasts for each proposed site were incorporated into the PCT forecasts to provide a more accurate reflection of a potential future scenario. The forecast populations were assigned to the nearest available LSOA to each development site.

Stage 2: Data Collection



Figure 4.11. Data Collection Methodology

PCT STRAIGHT LINES (TOP 20 STRAIGHT DESIRE LINES)

The plan in Figure 4.11 shows the top 20 straight desire lines across the study area. The desire lines illustrate the predicted number of commuting journeys by cycling between different LSOA centroids in the town, therefore the desire lines on the plan do not directly align with key locations in the town.

The results demonstrate that origin-destination pairs with the highest commuting demand are found within the urban extents of Edenbridge. Other origin-destination pairs extend beyond the study area, with some desire lines apparent between Edenbridge and Oxted, Hurst Green and Limpsfield to the north; and between Edenbridge and towns to the south, namely Lingfield, Dormansland and Hill Hoath to the south.

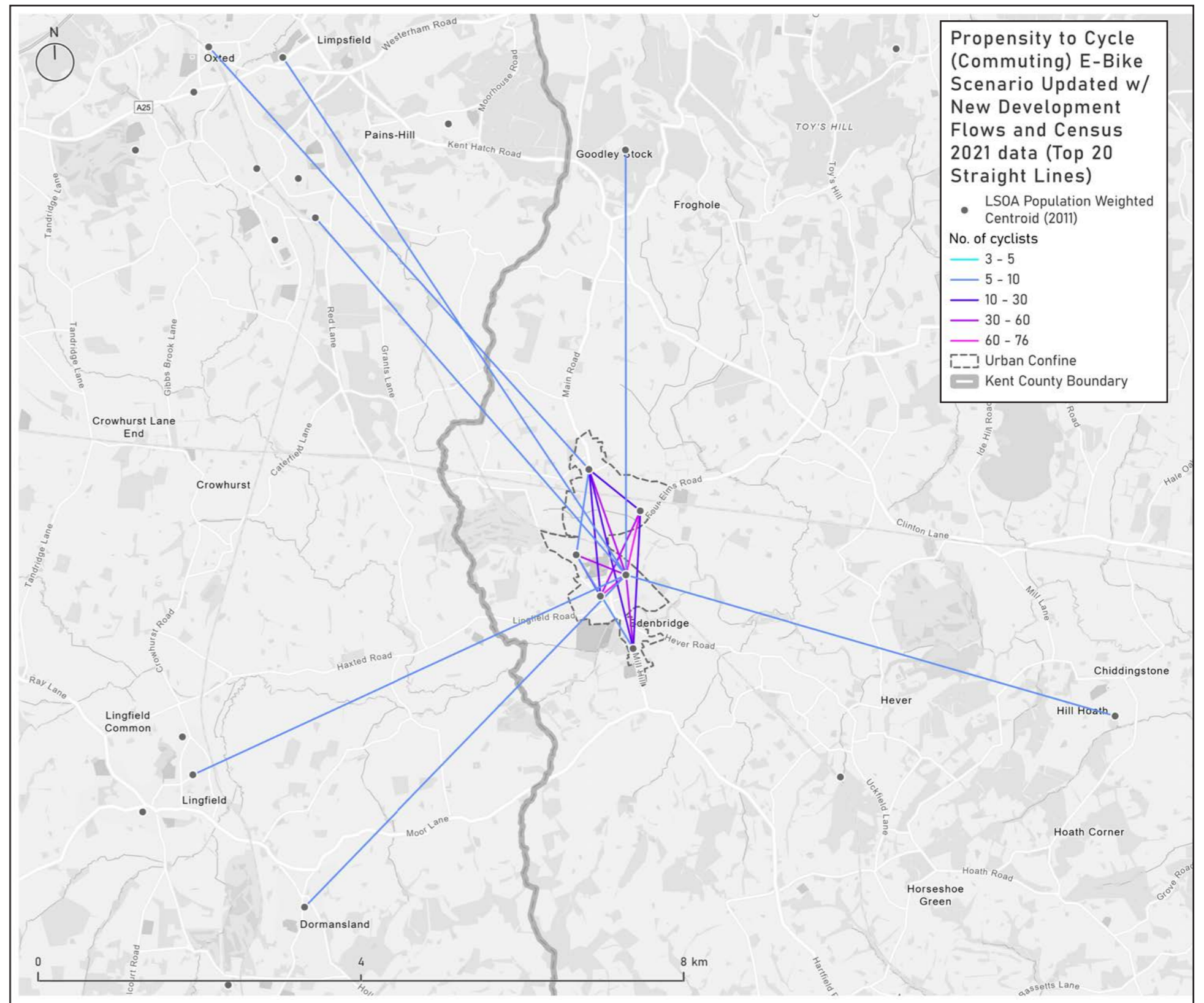


Figure 4.11. PCT Top 20 Straight Lines

PCT STRAIGHT LINES (TOP 10 STRAIGHT DESIRE LINES)

The plan in Figure 4.12 shows the top 10 straight desire lines across the study area with a particular focus on desire lines within Edenbridge. The desire lines illustrate the predicted number of commuting journeys by cycling between different LSOA centroids in the town, therefore the desire lines on the plan do not directly align with key locations in the town.

The results demonstrate that origin-destination pairs with the highest commuting demand are contained within the built up area of the town, with key desire lines emerging from the town centre, as well as in employment areas in the north of the town.

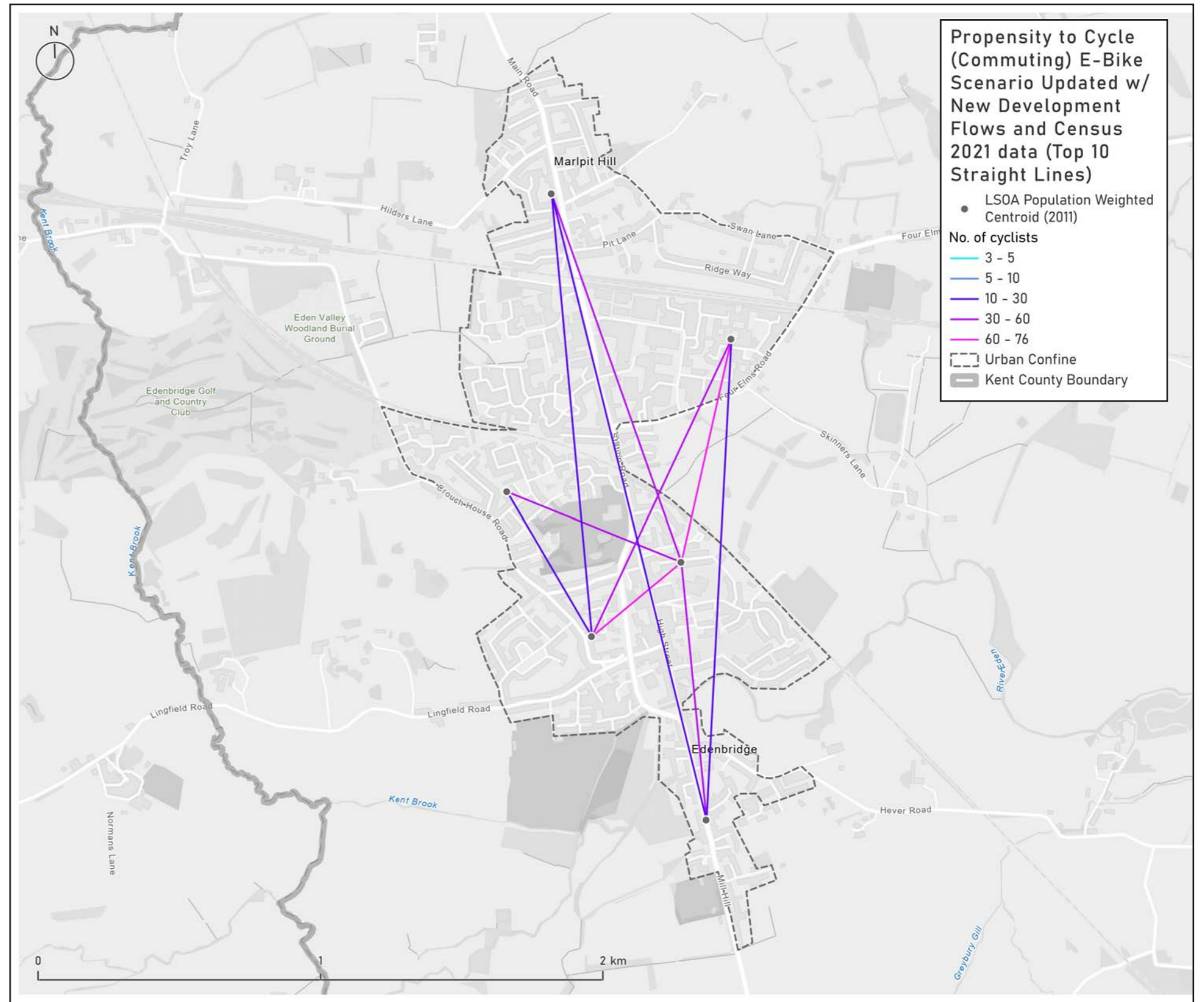


Figure 4.12. PCT Top 20 Straight Lines

PCT APPLIED NETWORK

The PCT tool also provides an 'applied network' scenario which snaps the straight-line desire lines to closest applicable road alignment to provide an indication of more applied demand. This is shown in the figure opposite.

This plan draws out the importance of the B2026 as a key route through the town as highlighted by the links in purple and pink. Other important routes also become apparent along the High Street, Hever Road, B2027/Four Elms Road and Crouch House Road. Lastly, routes along Hilders Lane, Swan Lane and Lingfield Road show some, but limited, potential cycling demand.

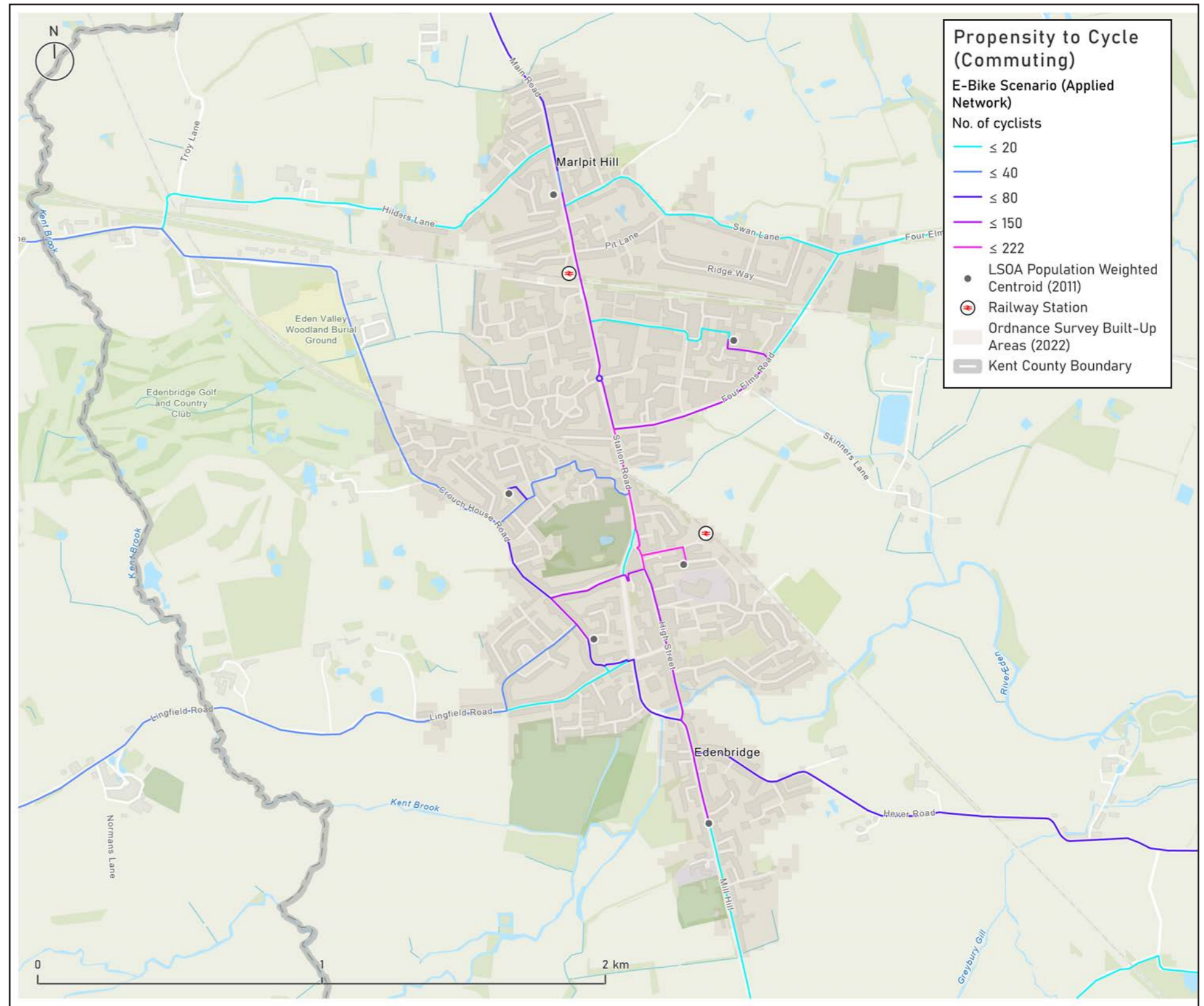


Figure 4.13. PCT Applied Network

STRAVA (CYCLING)

To help supplement the PCT results, Strava data was used to provide additional information on trips 'on foot' (including walking, running, hiking etc.) and trips 'on bike'. The Strava data was extracted from the Strava Metro website and is gathered from Strava users recording walking, running or cycling trips on their Strava app.

Strava data is available in batches of three consecutive months, data was therefore obtained for June – August 2024, which represented the three months of data with the highest levels of activity from the previous year at the time of assessment. Strava data consists predominantly of leisure and recreational trips, however it also includes commuter trips which generally account for c.5-10% of entries.

The June – August 2024 results highlight several alignments where daily cycle trip volumes were higher compared to the rest of the town. This includes the southern section of High Street, Lingfield Road and Hever Road, indicating a demand for east to west journeys through the town. Similarly, higher than average cycling trips are shown on Four Elms Road, Station Road and Mont Saint Aignan Way, highlighting this as a north-south desire line for leisure cycling trips.

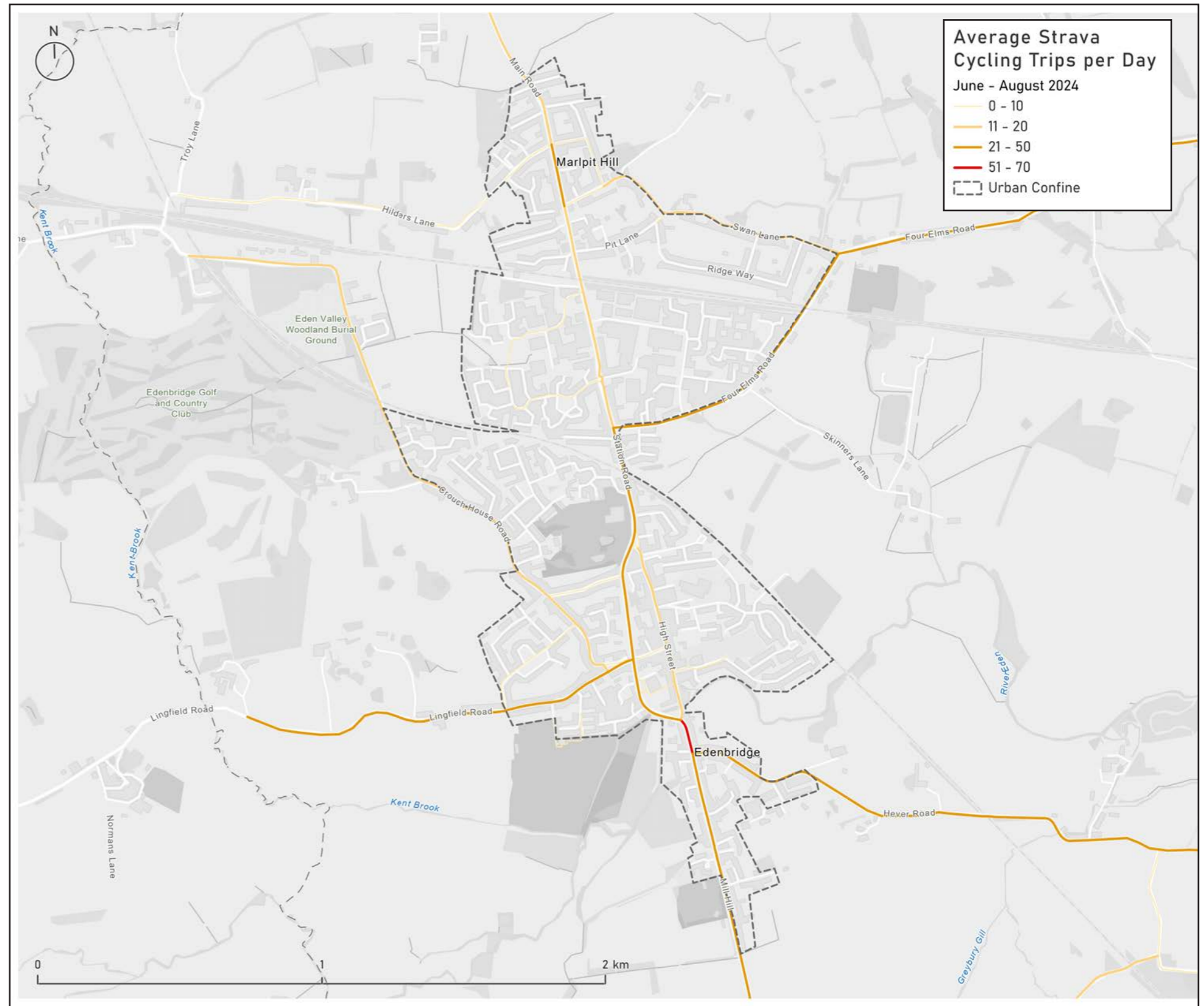


Figure 4.14 Strava (Cycling)

STRAVA (WALKING)

The Strava data also includes trips recorded 'on foot'. These are commuting or leisure trips classified as a walk, hike or run in Strava.

The plan opposite shows that the number of trips on foot recorded on Strava is much lower than the number of recorded cycling trips. However, walking trips are recorded across most of the town's street network. In particular, the segment along Station Road/B2026 linking the north of the town with the south and the high street shows the greatest number of trips on foot when compared to the rest of Edenbridge.

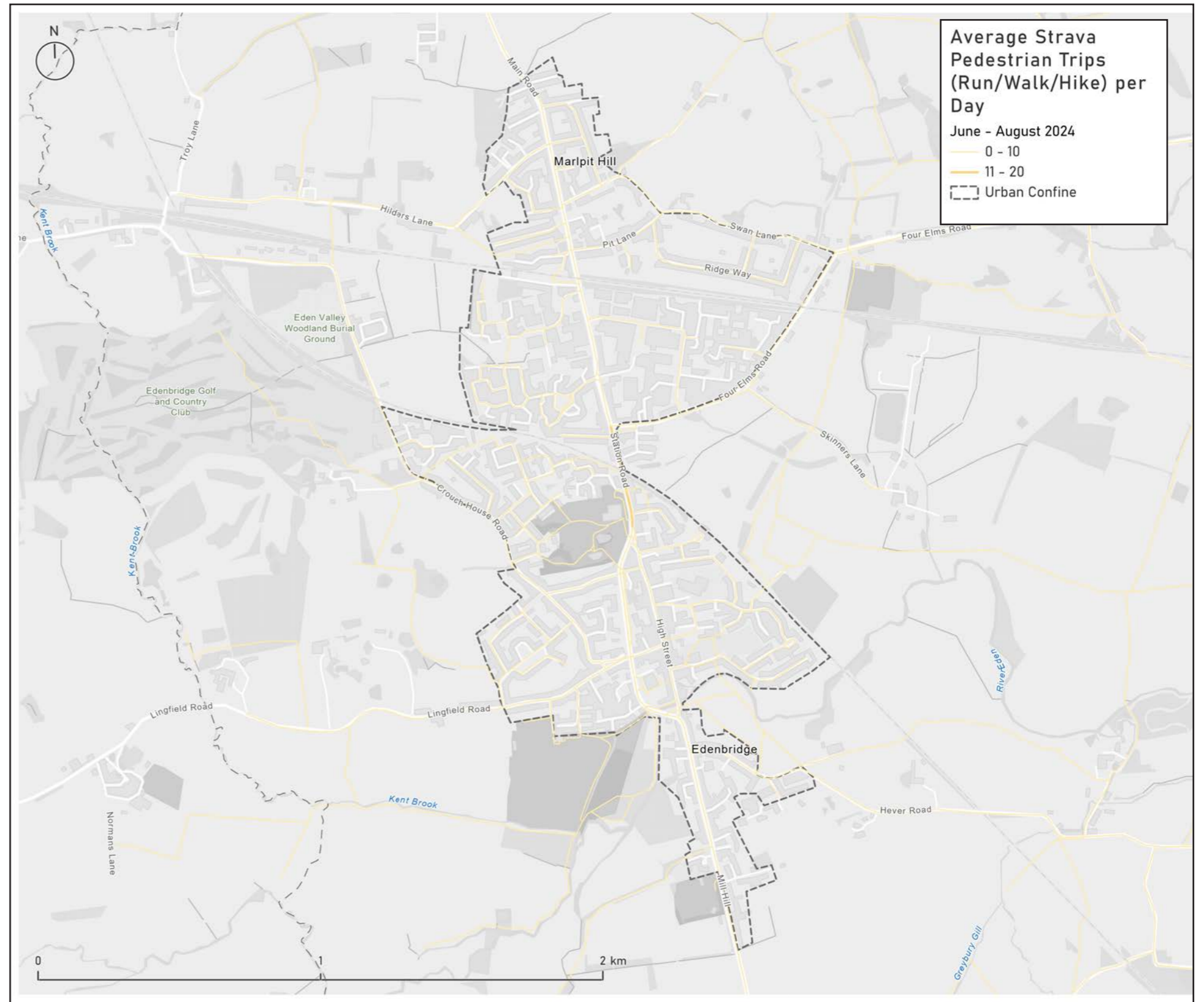


Figure 4.15. Strava (On-Foot)

EVERYDAY TRIPS - ORIGINS

The PCT outputs provided indicative cycling networks based on commuting and school trips, whilst the Strava data is generally focused on trips for recreation and/or exercise. To support both of these datasets, an “everyday trip” analysis was undertaken. This methodology reviews desire lines between origins and destinations to estimate where the highest volumes of everyday walking and cycling trips might occur.

The purpose of this analysis was to therefore an additional layer of analysis that focussed on ‘Everyday’ cycling trips which would include: leisure and recreation, trips to local centres and amenity trips. Combining the ‘Everyday’ trips, Strava and PCT outputs provided a comprehensive demand model for developing the LCWIP network. It should be noted that desire lines that were longer than 10km were removed from the analysis for consistency with the LCWIP approach.

Developing the Desire Lines required the identification of all Origins and Destinations within a 5km catchment of the study area. The catchment area was divided into a hexagon grid as shown on the opposite plan.

For the purposes of the analysis, all hexagons which currently contain an LSOA population weighted centroid and/or are anticipated to include >100 residential dwellings in the future were included as Origins. It should be noted that this analysis was based on data correct as of Winter 2024.

Figure 4.16 shows the identified origin clusters that were taken forward in the analysis.

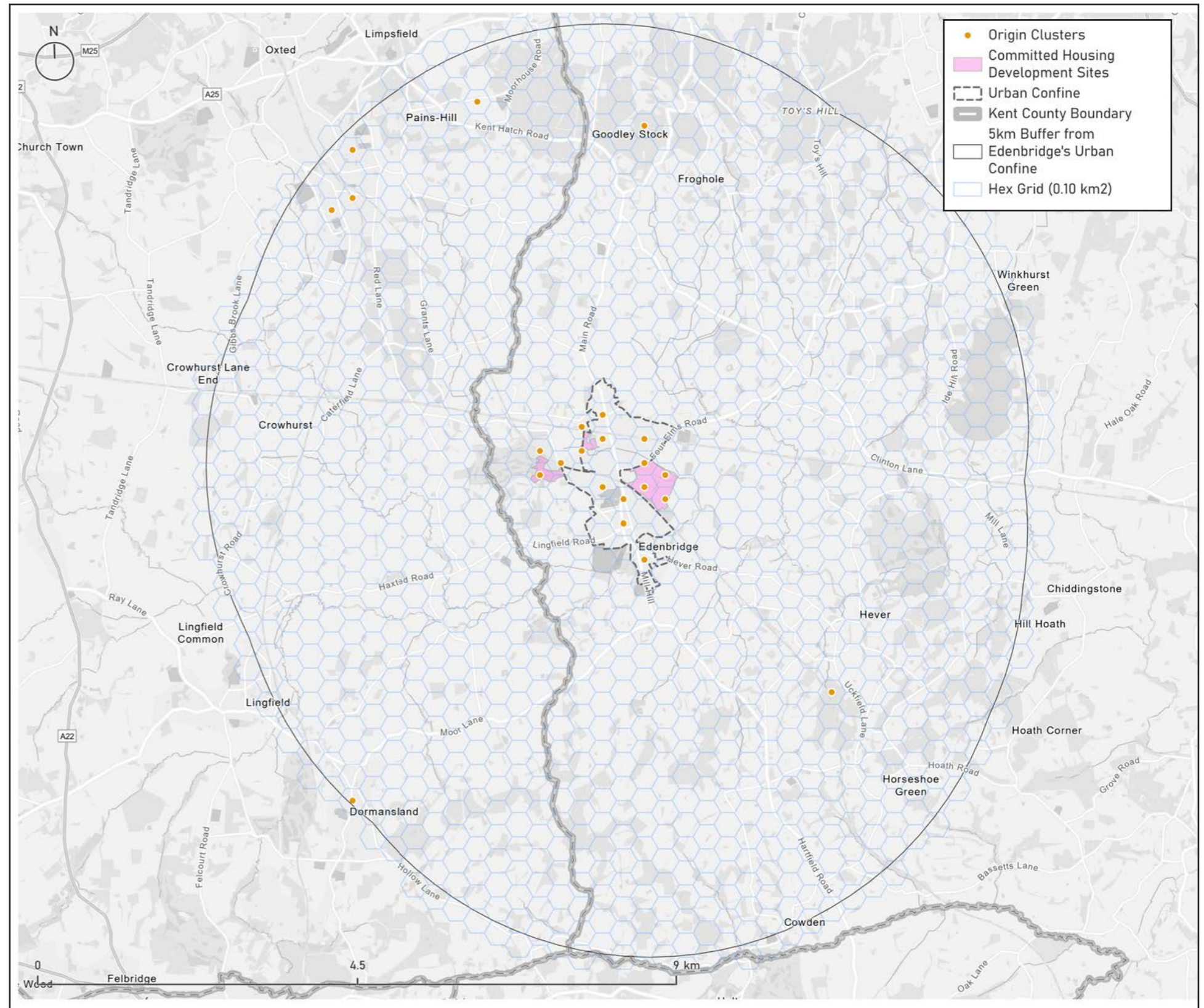


Figure 4.16. Origin Clusters

EVERYDAY TRIPS - DESTINATIONS

Having identified the Origins, Destinations were identified based on data provided by SDC. All destinations were categorised as below:

- Class 1: Town, Village and Local Centres; Key Employment Sites, Railway Stations.
- Class 2: Bus Stops, Schools, Healthcare Facilities, Supermarkets, Leisure Centres, Post Offices, Libraries, County Parks and Community Hubs.

Figure 4.17 shows the destinations identified for the everyday trip analysis.

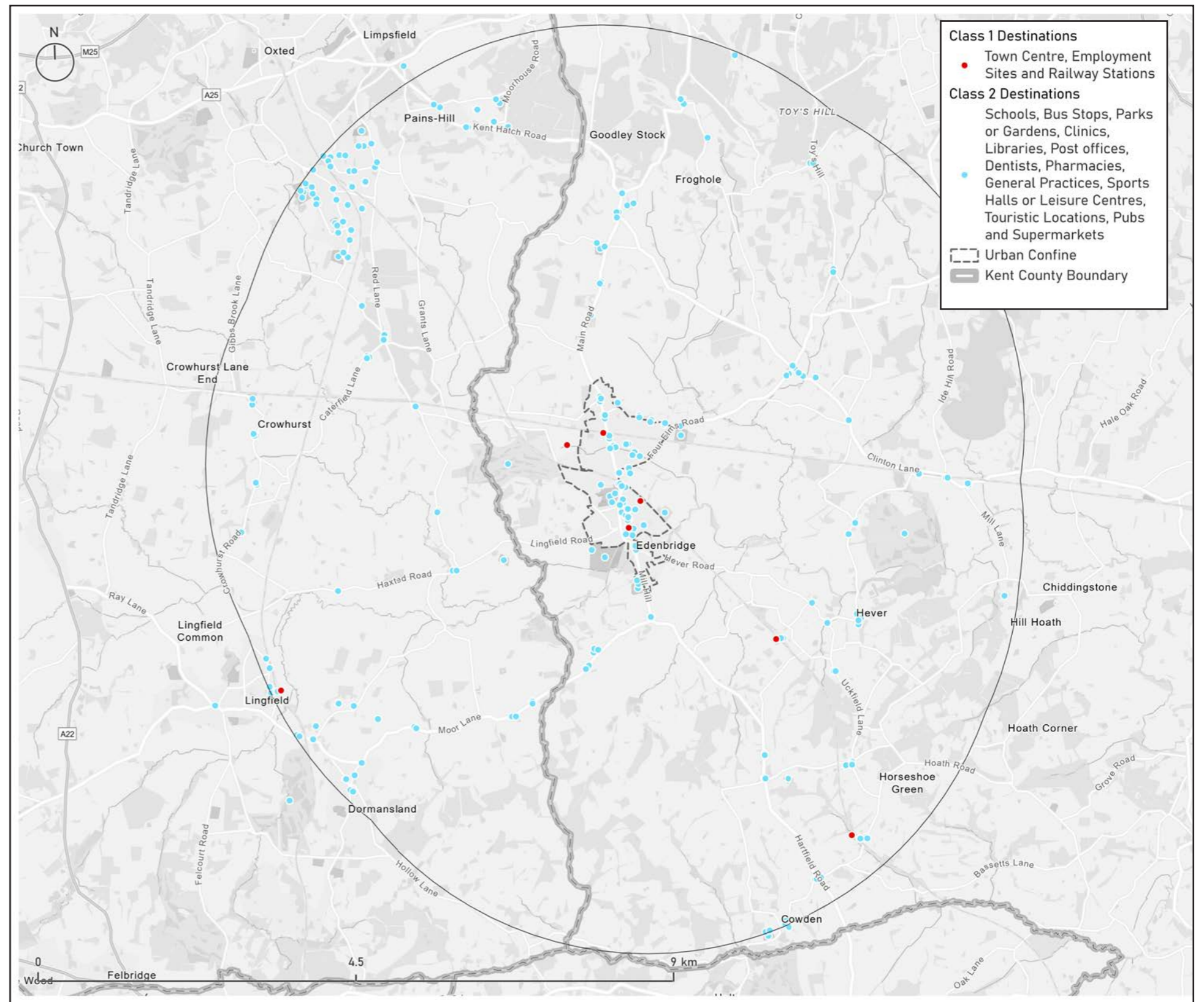


Figure 4.17. Destination Clusters

EVERYDAY CYCLING DESIRE LINES (LONG LIST)

To determine the key desire lines for the LCWIP, the spatial relationship between Origin and Destinations was analysed.

'Everyday' Origin-Destination desire lines were created from each origin centroid to its nearest Class 2 destination, and then also to all Class 1 destinations in the Study Area (all desire lines >10km were excluded from the analysis).

This was based on the assumption that the Class 1 destinations would generate a higher number of trips and that they are also likely to have a larger catchment area of trips from across the study area, compared to Class 2 destinations which would generate more locally based trips. Figure 4.18 provides an indication of the volume of desire lines that were considered in the development of the LCWIP network.

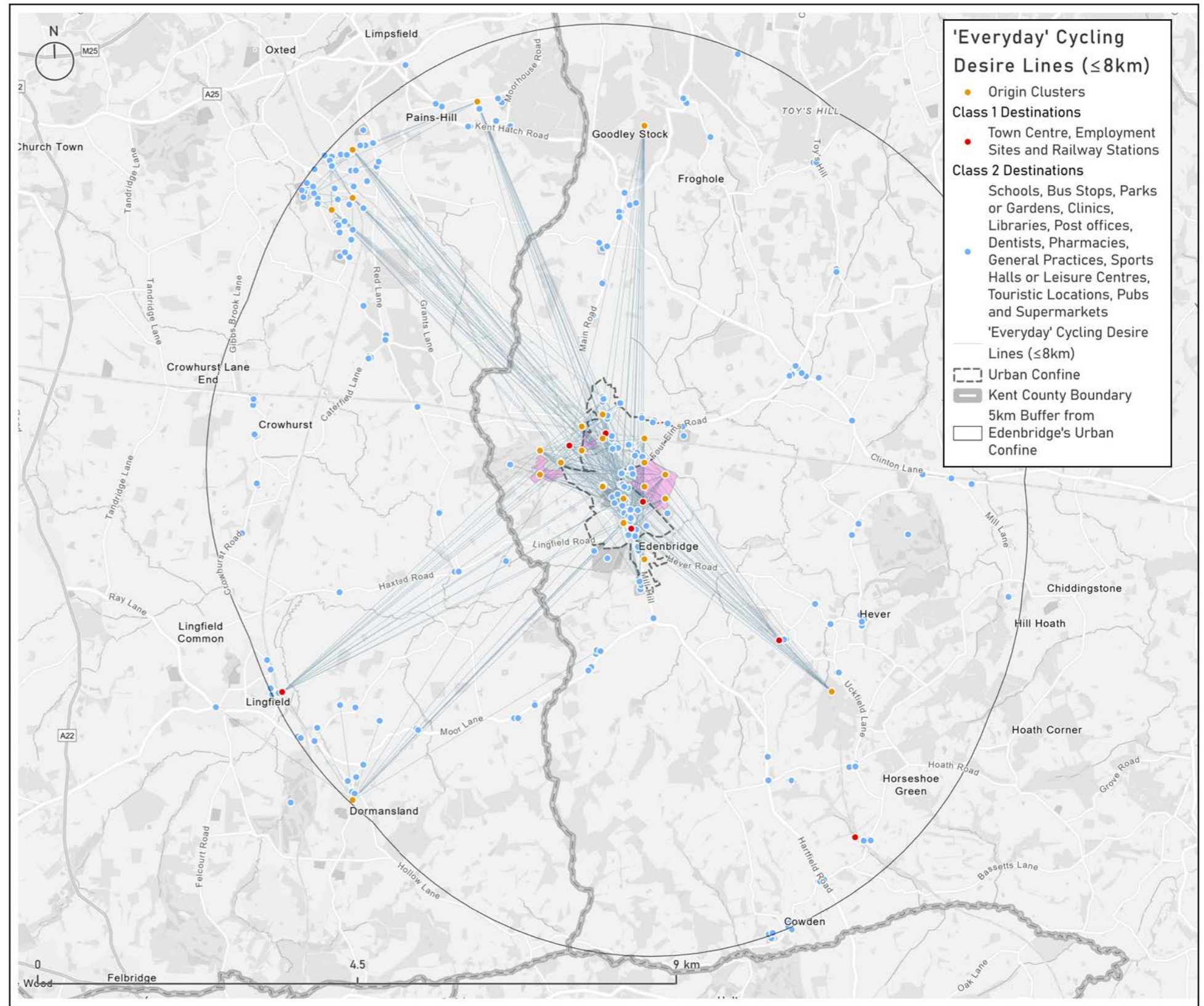


Figure 4.18. Everyday Cycling Desire Lines

CLUSTERED EVERYDAY CYCLING DESIRE LINES

Having identified all available desire lines, a “Density Based” clustering analysis was used to cluster the above desire lines into a more refined plan which identified the top 10 desire line clusters.

First, all desire lines were converted to centroids. Clusters of desire lines were identified using the Density Based Clustering tool in ArcGIS, which identifies clusters of point features within surrounding noise based on their spatial distribution. Once each cluster had been identified, the clusters of points were matched with the corresponding groups of desire lines and the linear directional mean of each group was identified. The cluster groups were then ranked based on the number of desire lines in each cluster. The top 10 lines on the plan below therefore represent the general alignments which are most likely to generate the highest number of everyday trips.

As can be seen in Figure 4.19, several of the top 10 everyday desire lines are all located within the town boundary, however there are clear corridors of everyday demand shown from Edenbridge to out-of-town destinations, including Oxted and Lingfield.

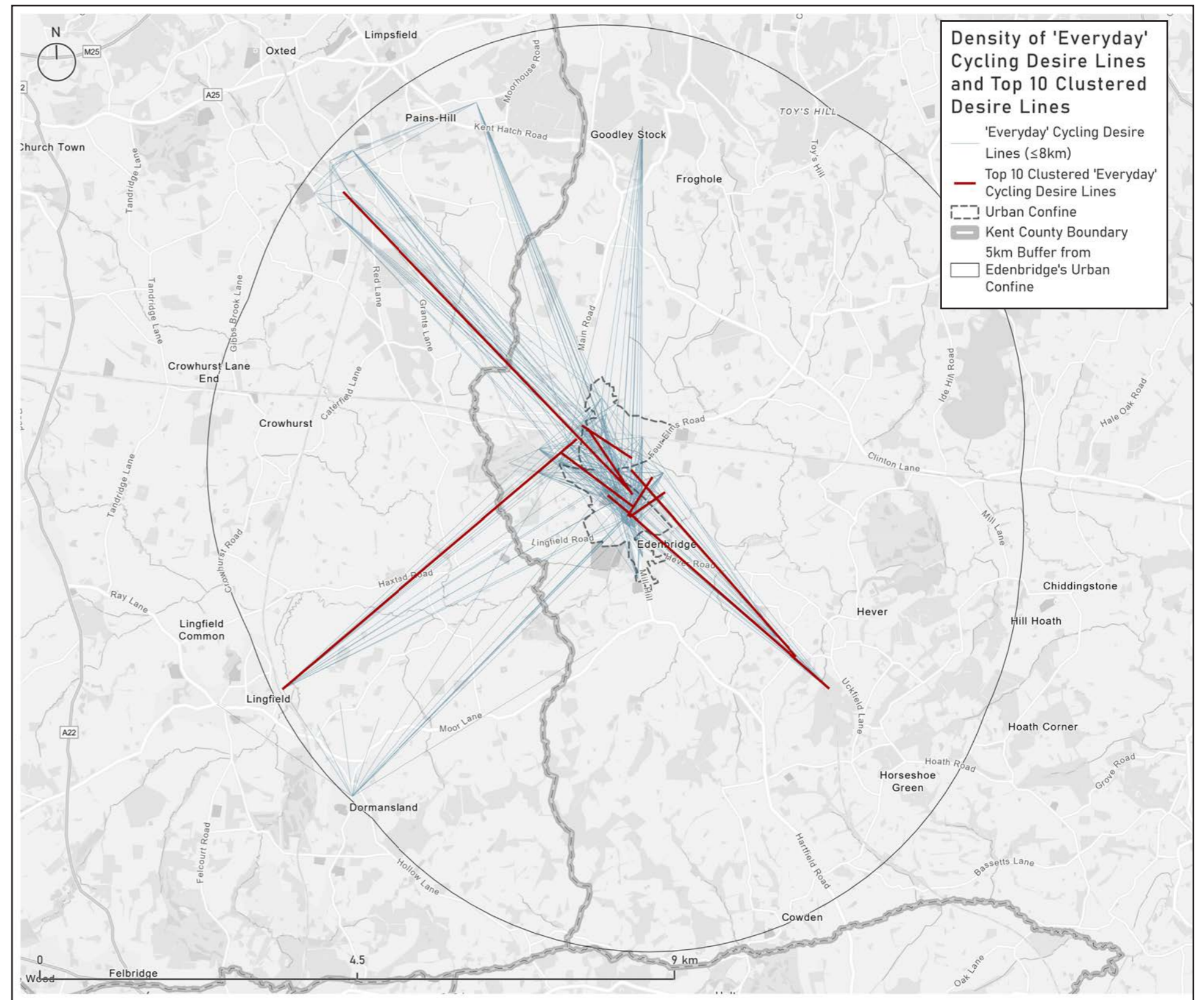


Figure 4.19. Top 10 Clustered Everyday Desire Lines

DENSITY OF EVERYDAY CYCLING DESIRE LINES

To help complement the clustered everyday desire line plan, an alternative plan was also produced. This shows the density of everyday desire lines based on a hexagon grid of the town and is useful to understand the “hotspots” of everyday demand.

The darker red coloured hexagons indicate areas where there were higher numbers of everyday desire lines. This plan reinforces the higher demand for everyday cycling trips within the town boundaries, as well as highlighting noticeable desire lines to the north-west towards Oxted, and to the south-west towards Hever.

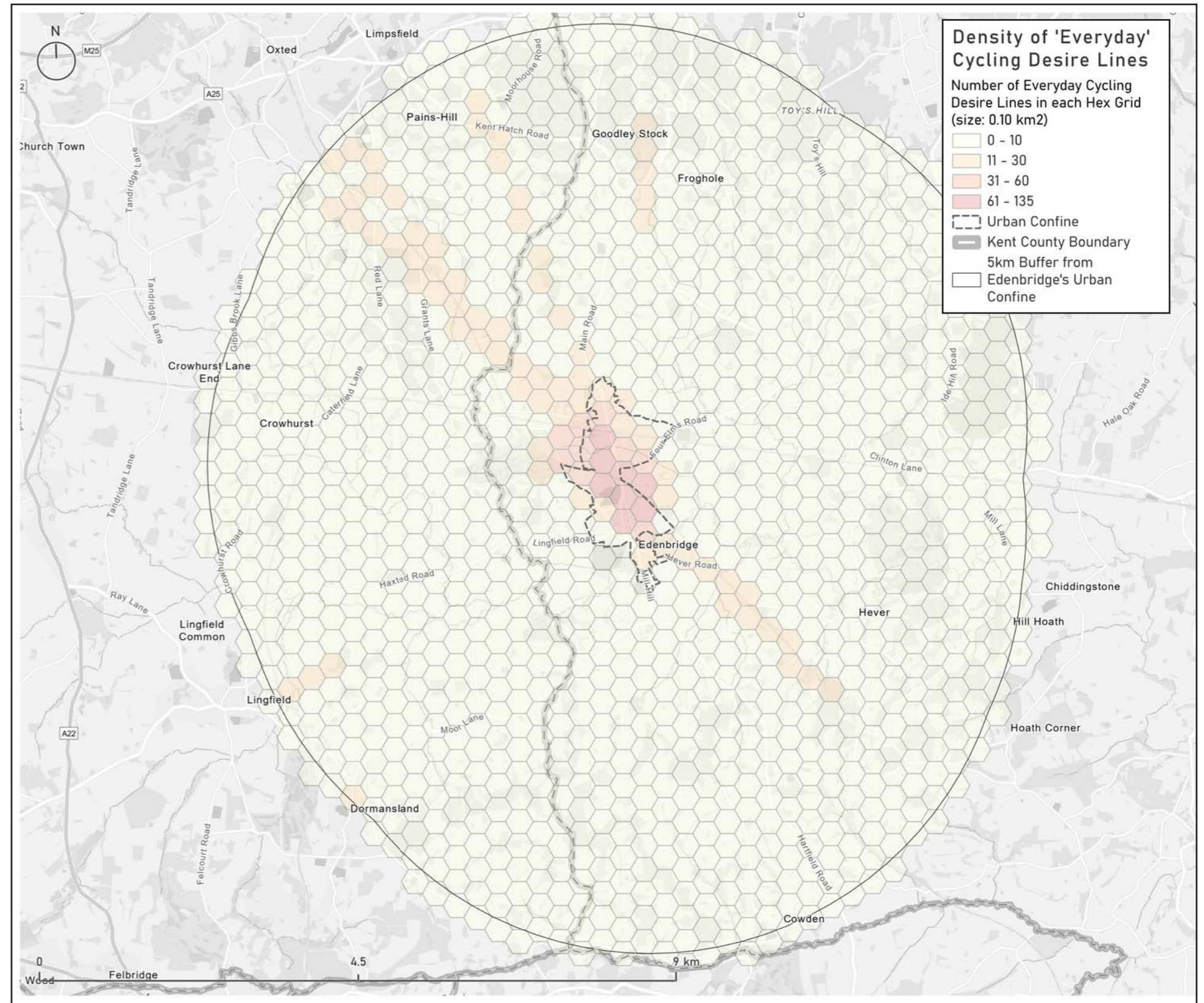


Figure 4.20. Density of everyday desire lines

EVERYDAY WALKING DESIRE LINES

To determine the key walking desire lines for Edenbridge's LCWIP, the spatial relationship between Origin and Destinations was analysed.

Similar to the everyday cycling analysis, 'Everyday' Origin-Destination desire lines were created from each origin centroid to its nearest Class 2 destination, and then also to all Class 1 destinations in the Study Area (all desire lines >1.6km were excluded from the analysis). This was based on the assumption that the Class 1 destinations would generate a higher number of trips and that they are also likely to have a larger catchment area of trips from across the study area, compared to Class 2 destinations which would generate more locally based trips.

Figure 4.21 provides an indication of the volume of walking desire lines that were considered in the development of the LCWIP network.

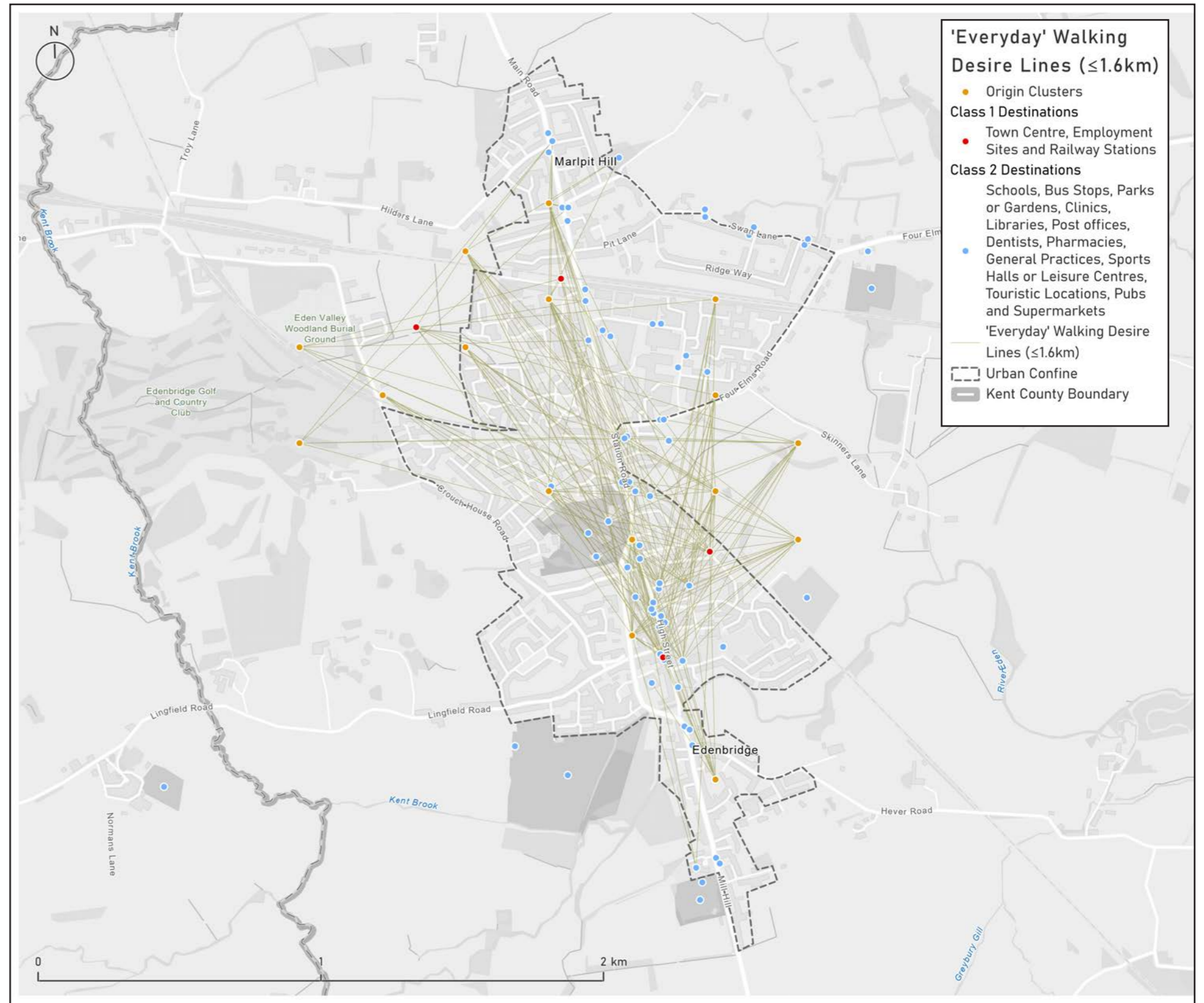


Figure 4.21. Everyday walking desire lines

CLUSTERED EVERYDAY WALKING DESIRE LINES

Having identified all available desire lines, a “Density Based” clustering analysis was used to cluster the above desire lines into a more refined plan which identified the top 10 desire line clusters. First, all desire lines were converted to centroids. Clusters of desire lines were identified using the Density Based Clustering tool in ArcGIS, which identifies clusters of point features within surrounding noise based on their spatial distribution. Once each cluster had been identified, the clusters of points were matched with the corresponding groups of desire lines and the linear directional mean of each group was identified. The cluster groups were then ranked based on the number of desire lines in each cluster. The top 10 lines on the plan below therefore represent the general alignments which are most likely to generate the highest number of everyday trips.

As can be seen in Figure 4.22, the top 10 everyday walking desire lines are all located within the town extents. The everyday walking analysis highlights mainly north to south desire lines for walking, emphasising the importance of Station Road and High Street as a north to south connection. It also brings out some east to west desire lines which link residential areas of the town to key destinations, such as both railway stations and the industrial estate surrounding Fircroft Way.

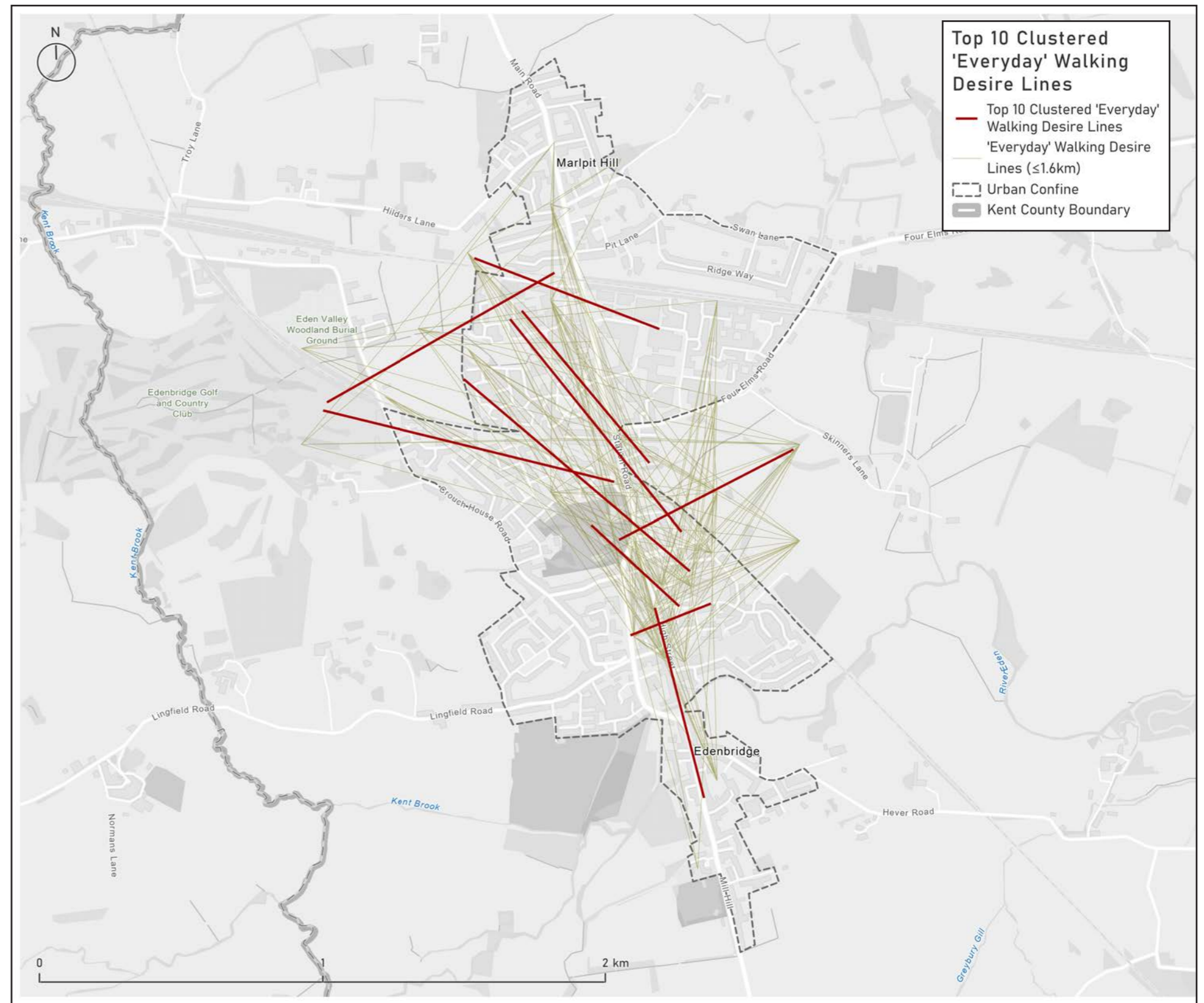


Figure 4.22. Top 10 Clustered Everyday Desire Lines

DENSITY OF EVERYDAY WALKING DESIRE LINES

To help complement the clustered everyday desire line plan, an alternative heatmap plan was developed. This shows the density of everyday desire lines based on a hexagon grid of the town and is useful to understand the “hotspots” of everyday walking demand.

The darker red coloured hexagons indicate areas where there were higher numbers of everyday desire lines. Similar to the cycling plan, this plan draws out the importance of north-south demand within the town and this is shown by the dark red hexagons following the alignment of the B2026. As would be expected, the town centre in particular shows high levels of everyday demand based on the analysis.

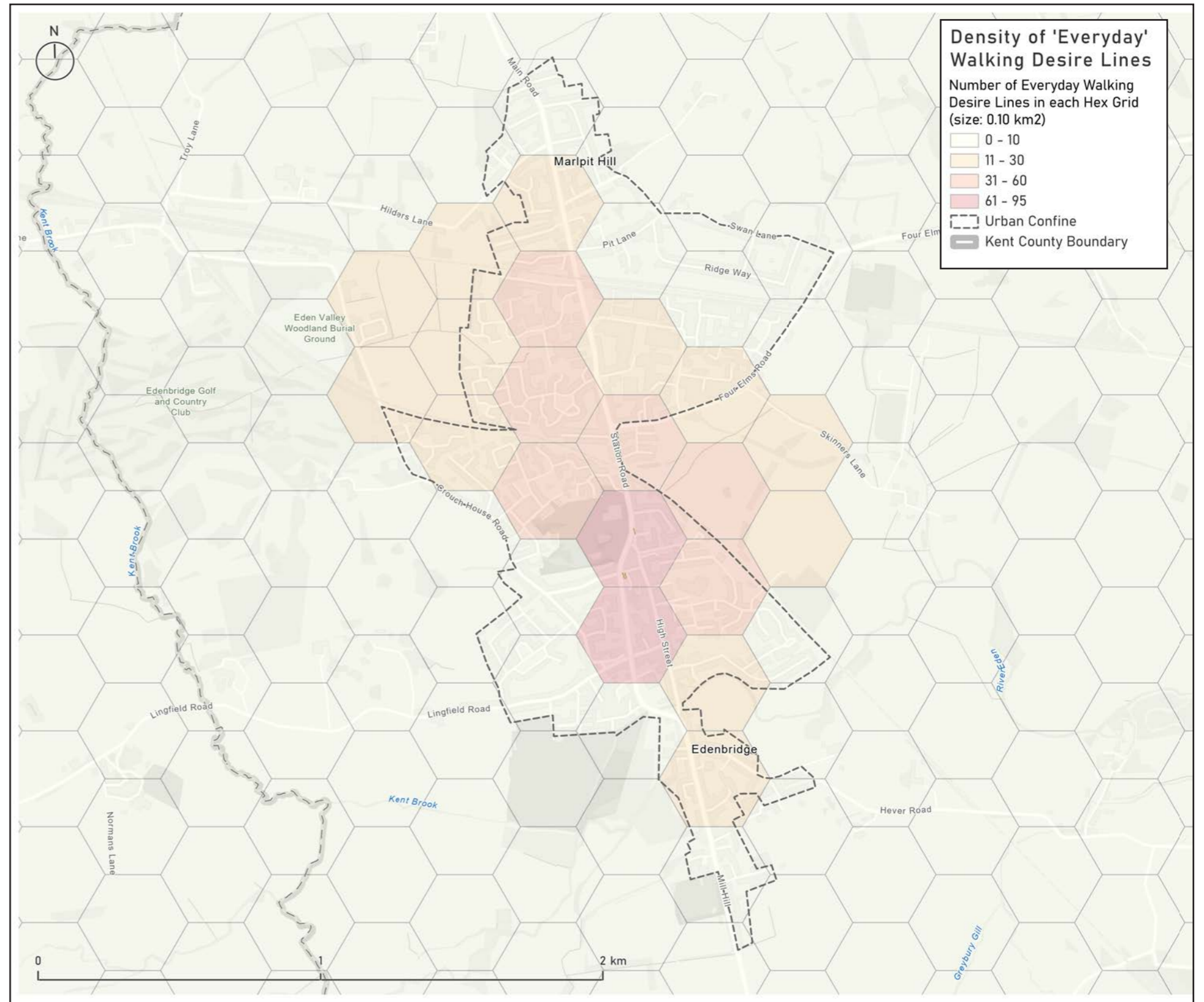


Figure 4.23. Density of walking desire lines

COMBINED DEMAND ANALYSIS

To help compare the results from the PCT, Strava and Everyday Trip analyses, Figure 4.24 was prepared which highlights where the results of each type of demand analysis overlap.

The study area was first split into a grid of hexagons, which were assigned a colour if they contained a certain type of desire line. Hexagons containing a Strava link with high demand were coloured yellow, a top 20 PCT desire line blue, and a top 20 everyday desire line green. The hexagons outlined in black are areas where demand from more than one dataset was identified. The key areas of demand identified on the plan are described in further detail below.

The plan demonstrates that there is strong demand for all leisure, commuting and everyday trips across a large area of Edenbridge, particularly in the town centre and along the Station Road and Main Road corridor. This highlights the compact nature of the town and the high potential for short trips to be made by active modes.

As well as identifying strong demand in the core of the town, Figure 4.24 also highlights corridors of demand at the gateways to the town, particularly along Lingfield Road, Hever Road and Four Elms Road.

The outputs from this plan were used to inform the development of a walking and cycling network for auditing.

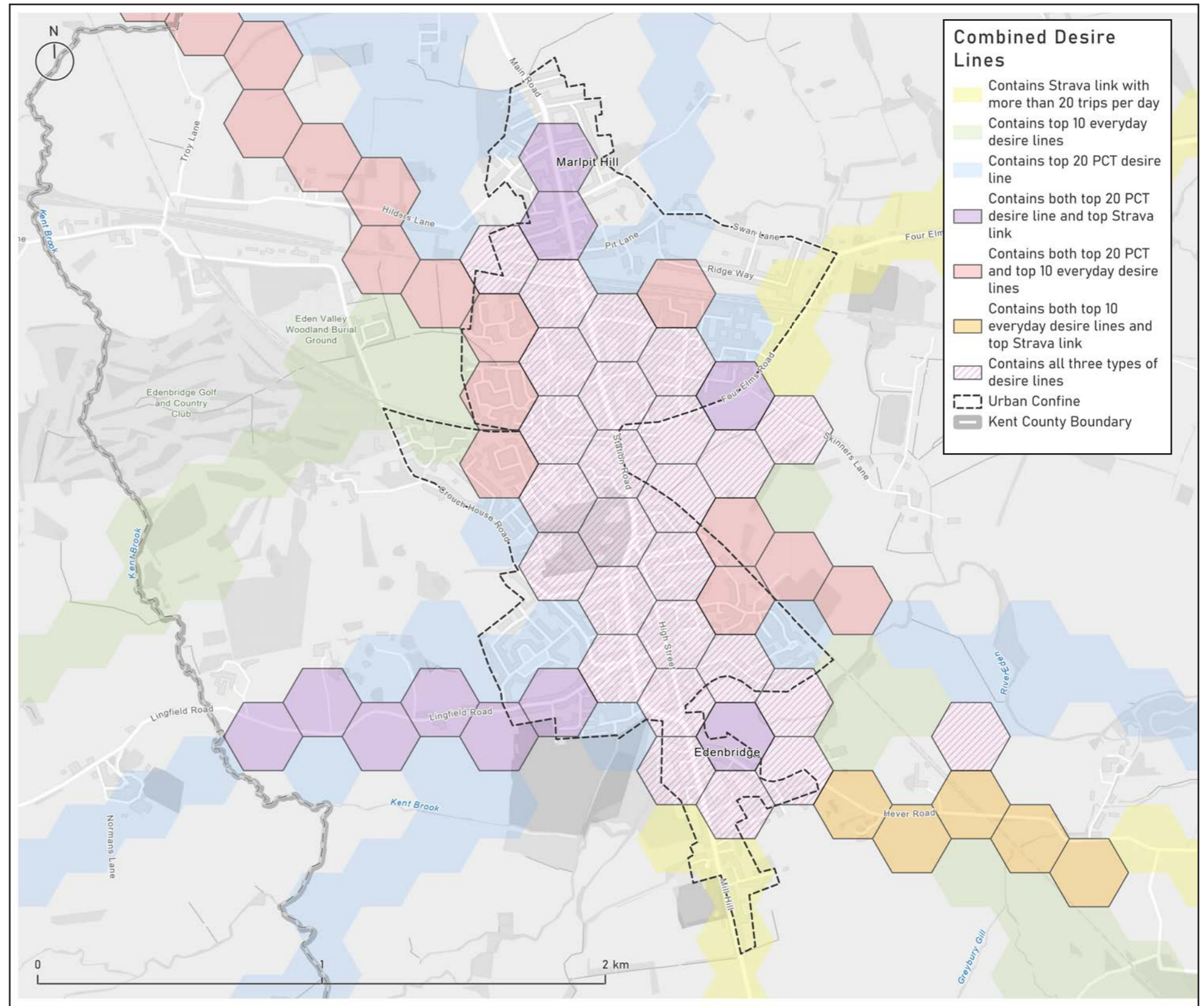


Figure 4.24. Combined Demand Analysis

ENGAGEMENT RESULTS

To inform the development of the LCWIP, an online public engagement exercise was held using the Felt online mapping platform in December 2024. As part of this engagement exercise, the public were invited to provide comments on walking and cycling in Edenbridge, specifically areas where they have safety concerns or feel that improvements are required.

The engagement took the form of a “Map & Pin” exercise, where people could drop pins on a map to identify specific locations for comments. In total, 110 comments were received.

To analyse the feedback, the comments were categorised and plotted on a series of maps. A heatmap was also produced to identify specific locations where there were clusters of comments. This helped to focus the LCWIP recommendations on locations where improvements are most needed.

Our analysis of comments shown on the table below highlights the issues raised most frequently were in relation to footways quality and provision, followed by speeding traffic and lack of lighting.

Issue	No. of comments
Footway issues	25
Speeding traffic	20
Lack of lighting	17
Lack of footway	14
Dangerous crossing	13
Inconsiderate/dangerous parking	12
High traffic volumes	10
Dangerous cycling conditions	6
Lack of cycle parking	3
Carriageway in poor condition	2
Drainage issues	2
Non-relevant concerns	16

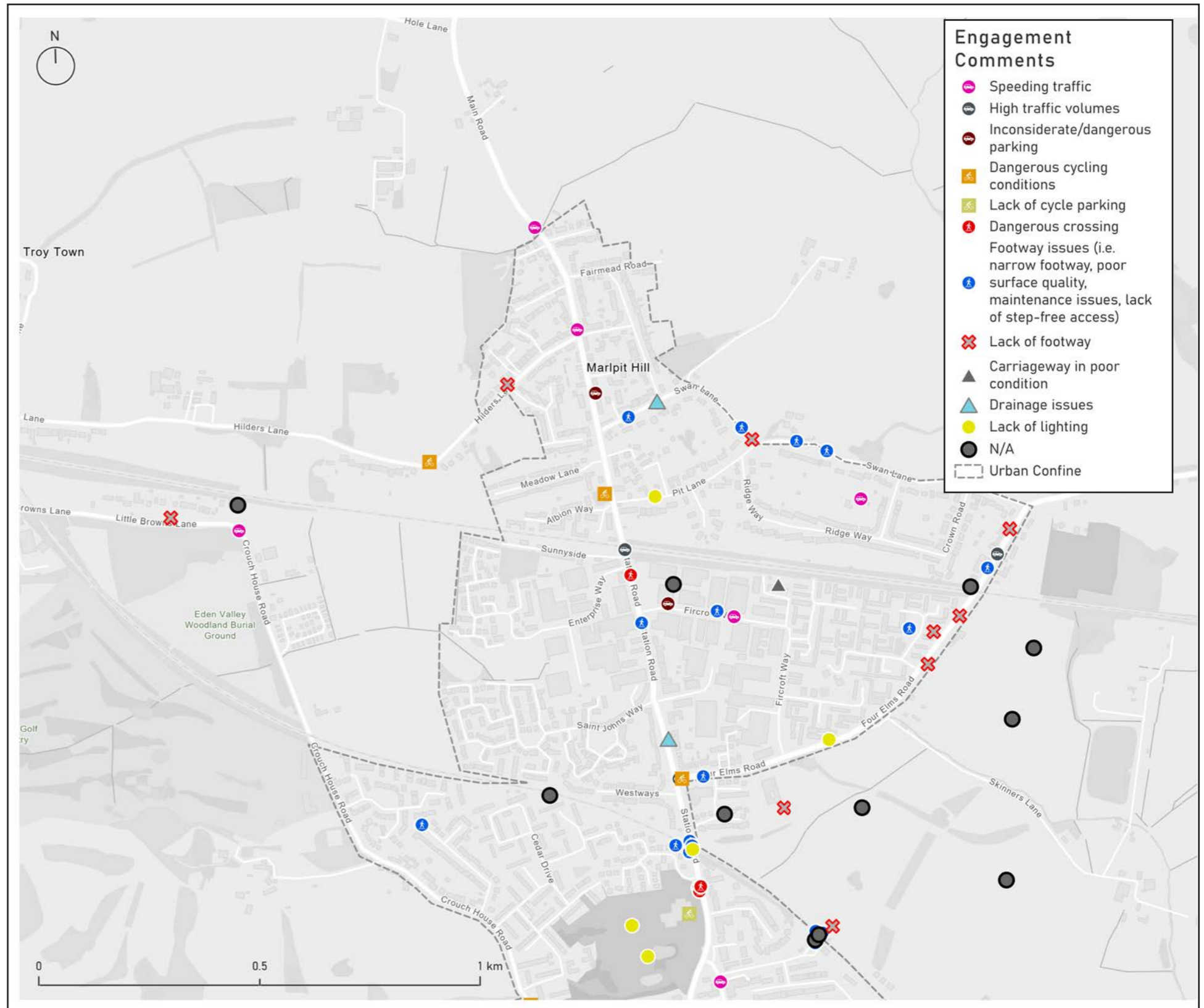


Figure 4.26. Locations of Map & Pin Comments (North)

ENGAGEMENT RESULTS

Plans 4.26 and 4.27 show the locations of all comments received within and in the vicinity of the LCWIP study area. Many of the issues raised along heavily trafficked routes such as:

- Four Elms Road
- Main Street and Station Road
- Mill Hill

Issues are also identified along quieter routes popular for walking and/or cycling, such as:

- High Street
- Hever Road
- Swan Lane
- Fircroft Way.

Overall, the stakeholder feedback highlighted that some of the key barriers to active travel in the town relate to the comfort, safety and coherence of the walking network, highlighting issues such as footway quality, traffic speeds, lighting and provision of safe crossings. This feedback helped to guide the development of design recommendations in the town, and highlights the opportunities for “quick win” interventions such as improved lighting, which can be implemented at a low cost to address barriers to walking and cycling in the short-term.

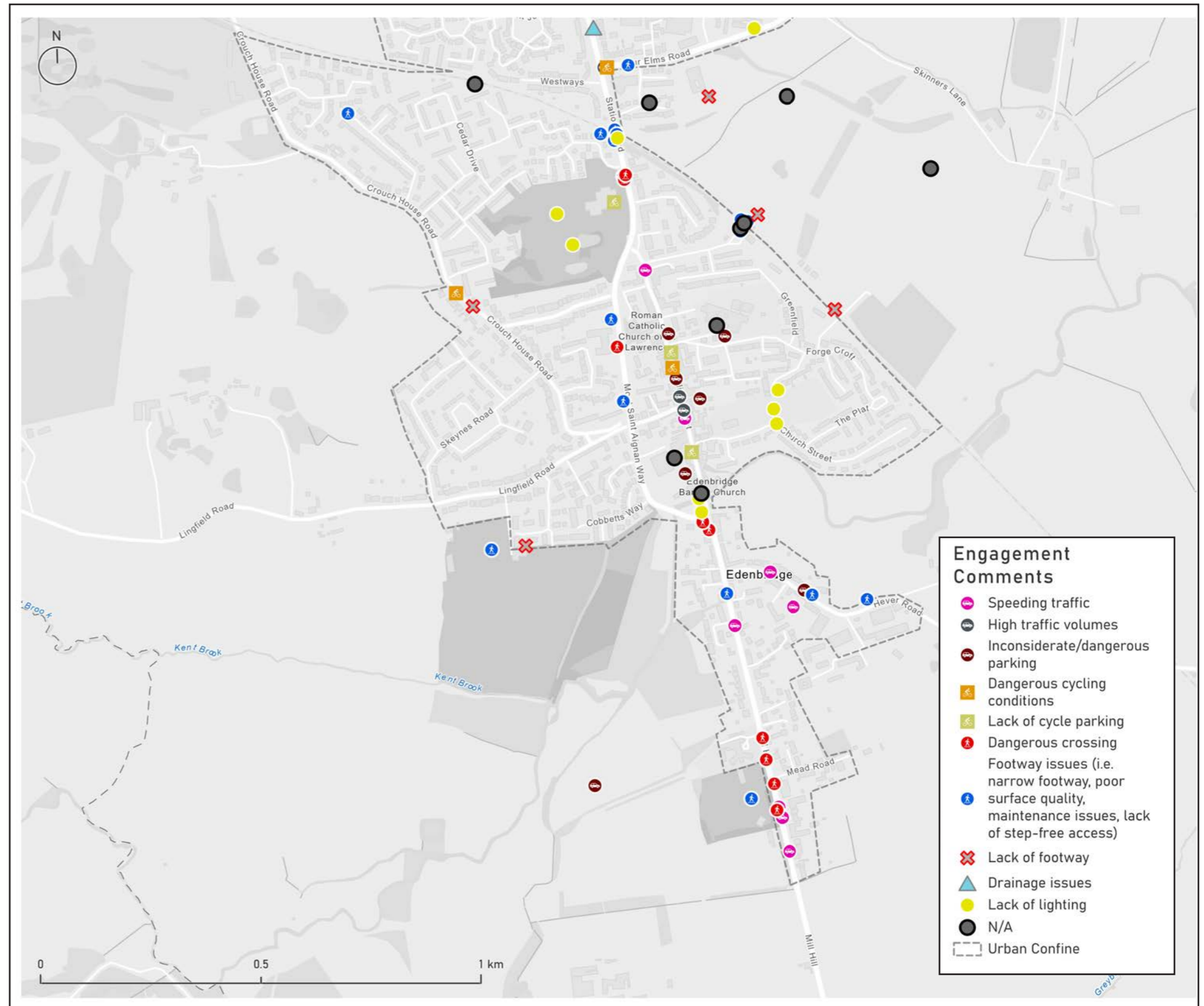


Figure 4.27. Heatmap of Map & Pin Comments (South)

ENGAGEMENT RESULTS

The plan in Figure 4.28 shows a heatmap analysis of the Map & Pin engagement responses. The purpose of this plan is to identify specific locations or corridors where there have been a high volume of comments received.

The heatmap opposite is derived using a density based clustering method. The red areas are locations where there are a high number of points within close proximity.

The outputs show that the highest volume of comments were received in:

- Edenbridge Town Station
- B2026/Station Road near Edenbridge Leisure Centre and tunnel
- High Street
- Mill Hill, near Edenbridge Skatepark
- Eastern section of Four Elms Road

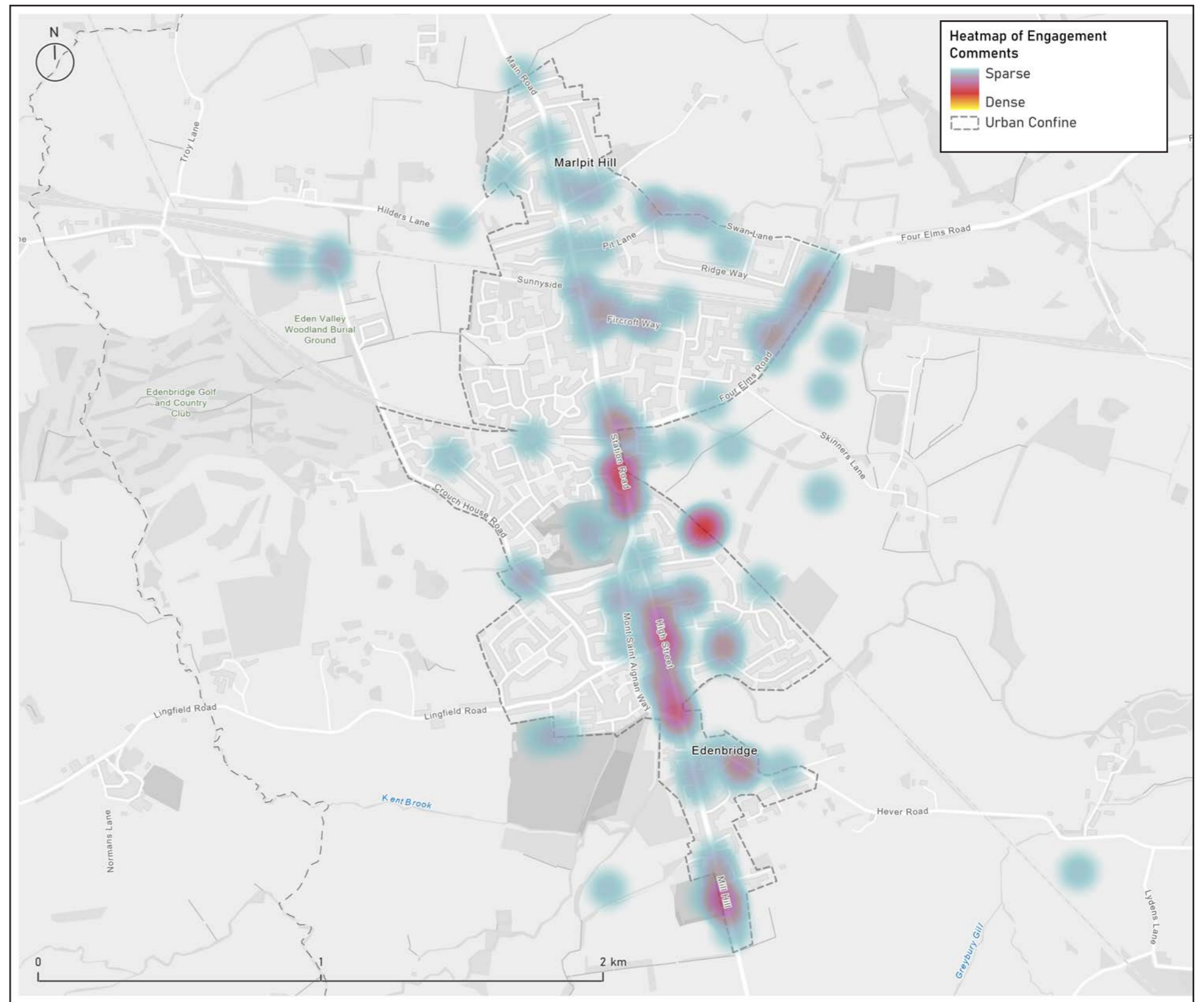


Figure 4.28. Heatmap of "Safety Concern" Comments

ENGAGEMENT RESULTS

Some of the most commonly identified safety concerns or improvements required included:

- **Crossings** - there were several comments relating to locations requiring crossing provision or upgrading of existing crossings. Image 1 shows an uncontrolled crossing at the junction of Mt St Aignan Way and High Street.
- **Footway quality and provision** - several locations where footways were in poor condition, were too narrow or missing altogether were identified in comments. Image 2 shows an example of a narrow and poorly maintained footway forcing pedestrians to walk in close proximity to traffic. Image 3 shows an example of road section with a missing footway where there is a pedestrian desire line.
- **Dangerous cycling conditions** - several streets were highlighted as being dangerous for cycling at present, either due to inadequate infrastructure or lack of infrastructure. Image 4 shows an example on Station Road where people cycling are required to mix with high volumes of traffic, which is often travelling at high speed.
- **Driver speeds and volumes** - similar to the above, several locations with high traffic speeds and volumes were highlighted, including junctions that are currently dangerous for walking or cycling due to poor crossing provision. Image 5 shows the High Street, where this was an issue frequently raised in comments.
- **Lack of lighting** - comments referred to lack of lighting at numerous locations, including off-road paths and parks, but also along some road sections. Image 6 shows an example of a location where lighting would require reviewing along a High Street section passing over the Great Stone bridge and approaching the junction with Mt St Aignan Way.



Figure 4.29. Examples of Issues Identified in Map & Pin Exercise



5 NETWORK PLANNING

BROOKLANDS CRESCENT

NETWORK PLANNING FOR WALKING AND CYCLING

OVERVIEW

Stages 3 and 4 of the LCWIP used the outputs from Stage 2 to develop a preferred walking and cycling network for site auditing. Given the walkable scale of the study area, all routes identified are within 2km walking distance of the town centre, which is considered to be the Core Walking Zone of the town. As such, the routes identified were audited for both walking and cycling. .

The site audit results were then informed to develop a programme of infrastructure improvements, benefitting both walking and cycling. On some routes, interventions for cycling may not be feasible or appropriate, and in these cases design interventions were focussed on improving conditions for walking.

NETWORK DEVELOPMENT

The combined demand analysis was interrogated to develop a network of walking and cycling routes within the study area. For the purposes of the network development, the LCWIP methodology recommends developing 'routes' which form the basis of the auditing in Stages 3 and 4.

As an initial step to developing a route network, draft "straight line" routes were plotted with reference to the combined demand analysis, as shown in Figure 5.1. This provided a high level overview of corridors in the study area with higher demand for walking and cycling.

This map was then used as the basis of the route alignments.

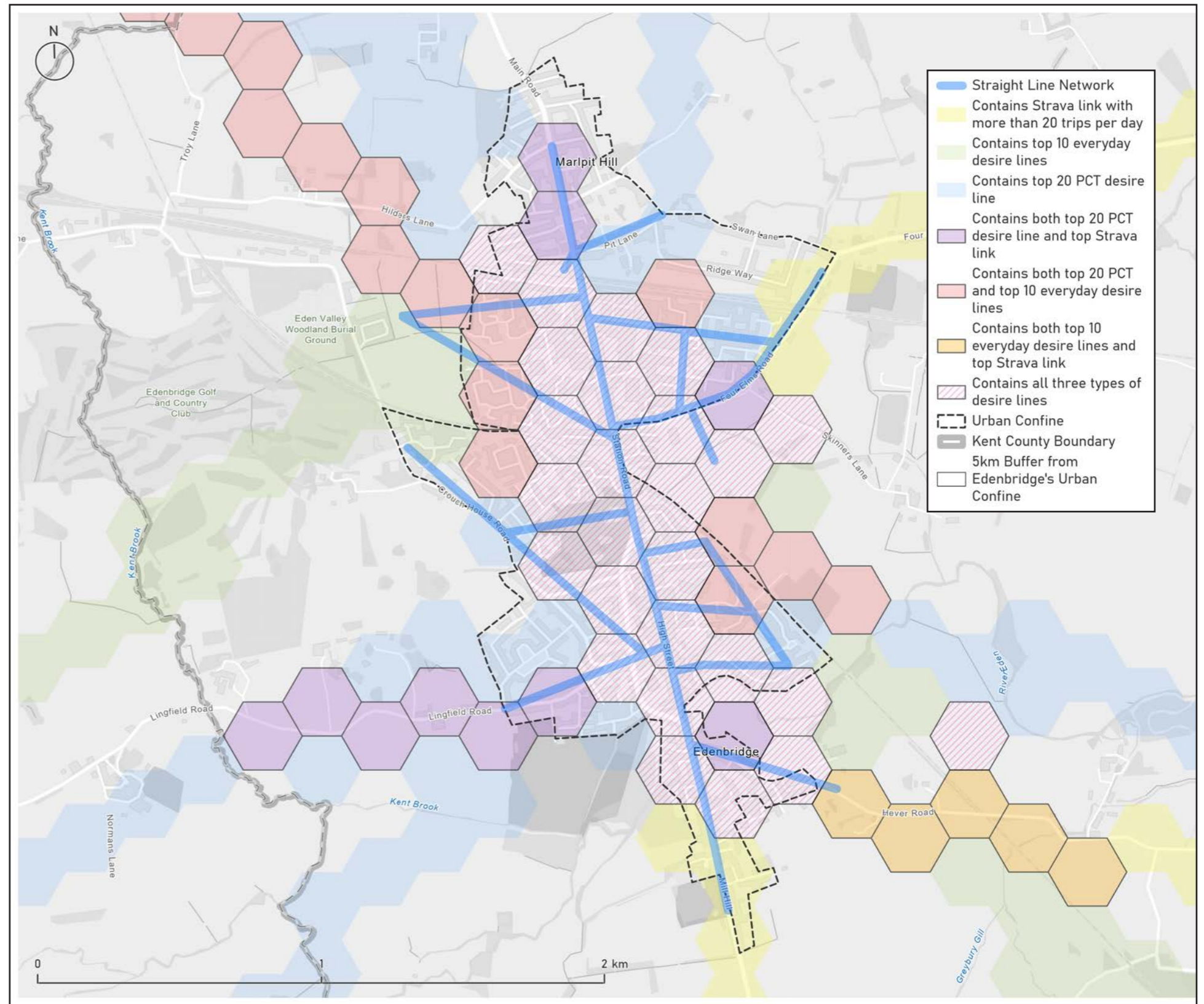


Figure 5.1. Draft Straight Line Network

ROUTE ALIGNMENTS

The plan opposite shows the route alignments that were identified for auditing following the agreement of the straight line network with SDC and KCC. As previously mentioned, each route was audited for both walking and cycling to take a “whole street” approach to the development of design recommendations.

The routes comprise a mixture of higher demand, strategic corridors, such as route 2 along Station Road, and quieter secondary routes which provide local connections from the residential neighbourhoods in the east and west of the town, such as route 8.

The route alignments were identified to provide new connections to key destinations, such as railway stations, development sites, key employment sites, destinations for everyday walking and cycling trips such as the supermarket, and the town centre itself. It therefore caters for a range of different trip types and trip purposes.

The table (Table 5.1) on the following pages provides a description of each route, including its alignment and existing conditions for walking and cycling.

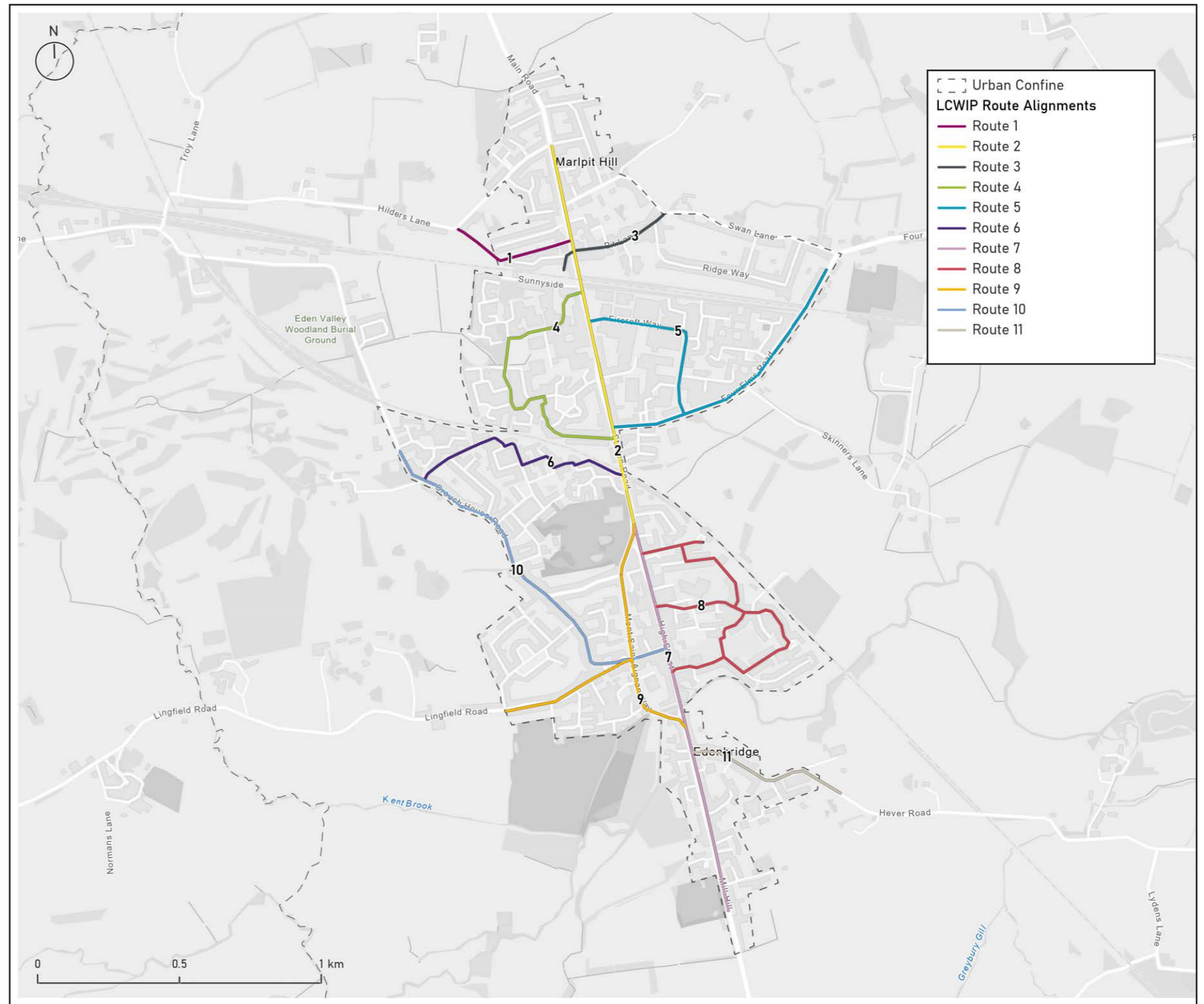


Figure 5.2. Proposed LCWIP Network

Route Number	Route alignment	Current Conditions
1	Hilders Lane to Main Road via Footpath SR597	<p>Route 1 is an off-road route that connects Hilders Lane with Main Road via a Public Right of Way (PRoW), facilitating a short-cut to Edenbridge Station for people who live on Hilders Lane, or to the north west of the town.</p> <p>Currently the route follows an unsurfaced PRoW, that intersects a field and then runs along a narrow pathway between Meadow Lane and Albion Way. Given the constrained nature of the route, recommendations should focus on improving conditions for walking, as it is unlikely this route could be improved as a connection for cycling.</p>
2	Main Road and Station Road	<p>Route 2 is a busy route for vehicular traffic which bisects Edenbridge and runs north to south between junctions with Hilders Lane and Mount Saint Aignan Way. The route is the main vehicular corridor through the town and connects to the High Street. There is no segregated cycling infrastructure meaning cyclists are required to mix with vehicular traffic and navigate busy junctions with large corner radii.</p> <p>Most of the route has narrow footways with limited separation from vehicular traffic and a lack of safe crossing points. The design scope for improving on-street conditions for cycling is limited due to the constrained highways layout of the corridor and limited building to building widths along sections of the route. The focus therefore for improvement should be on a consistent corridor-wide approach which creates a slower and calmer street environment.</p>
3	Pit Lane, Swan Lane and Albion Way	This route runs along a west to east alignment along low-traffic residential streets (i.e. Pit Lane and Swan Lane). It provides a short link between Swan Lane and Route 1 (B2026) and connects to Edenbridge Station.
4	Westways, Champions Drive, Brooklands Crescent, Enterprise Way	Route 4 connects residential areas in the west of the town to Route 2 and also links to future key employment sites. The route intersects with Route 2 at the junctions with Enterprise Way and Westways. While there is no dedicated cycling infrastructure, the majority of the route follows residential, lightly trafficked and low-speed streets and therefore is suitable for on-carriageway cycling. Given it's quiet nature, the route offers opportunities for smaller discrete measures that make it easier to walk through the neighbourhood.
5	Four Elms Road and Fircroft Way	<p>Route 5 follows Four Elms Road (a busy road with traffic), and Fircroft Way (a quieter street through the industrial estate), connecting Swan Lane with Route 1. The provision of cycling and walking infrastructure along Four Elms Road is particularly limited along its northern-most section after the tunnel due to the highway width, meaning there is no footway provision nor dedicated cycling facilities.</p> <p>The junctions between Four Elms Road and Fircroft Way and between Route 1 and Route 5 presents critical issues given their wide corner radii, long crossing distance and lack of tactile paving.</p> <p>Footway provision along Fircroft Way is also limited by narrow widths and this is generally poorly surfaced with a large number of defects. Interventions along this route should therefore focus on improving the existing pedestrian infrastructure by resurfacing footways and ensuring dropped kerbs and tactile paving are provided as a minimum at side road junctions. "</p>
6	Crouch House Road to Station Road	This route is an off-road route running along a PRoW connecting Route 2 (Station Road/B2026) with Route 10. The route provides a quiet connection between Crouch House Road and amenities on Station Road. Improvements should focus on improving the legibility of the route, perception of safety at night and it's general accessibility in terms of quality of footways and crossings.

Table 5.1. Proposed LCWIP Route Descriptions

Route Number	Route alignment	Current Conditions
7	High Street and Mill Hill	<p>Route 7 provides a north-south route through Edenbridge along High Street and Mill Hill. The section along the High Street presents moderate traffic volumes and high levels of pedestrian activity as it hosts businesses and other key destinations, as well as providing links to Edenbridge Town Station, Edenbridge Primary School and the cemetery.</p> <p>The southern section, along Mill Hill, follows a much busier route to Edenbridge Skatepark. This section intersects with Route 9 at Mount Saint Aignan Way, where the narrow footways and lack of safe crossings make this a critical junction. The rest of the corridor has higher traffic volumes than High Street and narrow footways forcing pedestrians to walk next to high-speed traffic. It also lacks safe crossing points at the side roads and to key destinations (i.e. skatepark).</p>
8	Residential area east of High Street	<p>Route 8 follows low-traffic residential roads to the east of Edenbridge, linking the high street with key destinations such as Edenbridge Primary School, St Peter and St Paul's Church, Edenbridge cemetery and Edenbridge Town Station. The route intersects with Route 7 at Station Road and the high street.</p> <p>The route has a continuous provision of footways along generally well-lit streets, however the section crossing the cemetery has no lighting in place. Given the dense network of residential streets and paths, this route offers the opportunities for area-wide improvements focussed on walking to improve and enhance the permeability of the neighbourhood.</p>
9	Mont St Aignan Way and Lingfield Road	<p>Route 9 follows a busy route running north to south along Mont St Aignan Way and east to west route along Lingfield Road. There are a critical issues at the junctions with Stangrove Road and with Route 10 (Lingfield Road), where there is a lack of safe crossings for pedestrians and cyclists. Crossings to key destination such as Coomb Field and the care home are also missing.</p> <p>High-speed traffic along these corridors create an unpleasant environment for cyclists to mix with traffic, however there is no segregated cycling provision.</p>
10	Crouch House Road	<p>Route 10 is a north-south route following Crouch House Road, which links with route 6 to the north and routes 7 and 9 to the south. This will connect a Future Key Employment Site with a Committed Housing Development Site and the Edenbridge's high street. It is a semi-rural route with housing dwellings on either side of the road for most of its length.</p>
11	Hever Road	<p>Route 11 runs east-west along Hever Road, which links route 7 along the high street with a country lane leading to the town of Hever. Key constraints along this route include the narrow road widths and narrow footway widths, which can reduce the comfort of walked or wheeled trips.</p>

AUDITING TOOLS

ROUTE SELECTION TOOL (RST)

The cycling conditions along each LCWIP route were audited using the “Route Selection Tool” as set out in the LCWIP guidance. The Route Selection Tool (RST) is an appraisal methodology that allows practitioners to determine the best route to fulfil a particular straight line corridor, referencing against existing conditions and the shortest available route. It considers the six important criteria that determine the quality of a cycling route which are described below. The RST divides routes into shorter sections which should reflect changes in the character and layout of the alignment.

- **Directness:** Compares the length of cycle route against the equivalent vehicle route with cycle routes that are shorter than the vehicle are scored positively for Directness.
- **Gradient:** Identifies the steepest section of a given cycle route where the section shares similar characteristics (max 1km in length). Routes are scored down where the gradient exceeds 5% for at least 50m.
- **Safety:** Considers vehicle flows and speeds to better understand the exposure of cyclists to vehicular traffic. Routes with either protected cycle facilities or low traffic environments score highest
- **Connectivity:** Records the number of individual cycle connections into a section of route – routes should aim to have >4 connections per km.
- **Comfort:** Assesses the space available for cycling and the quality of surfacing with a preference for protected cycle facilities of >3m (bi-directional) or >2m (uniflow).
- **Critical Junctions:** Provides a number of critical junction design issues including: vehicle flows, protection from vehicular traffic, wide junction splays, and junction geometries

WALKING ROUTE AUDIT TOOL (WRAT)

Having confirmed the LCWIP network, each route was also audited on site using the Walking Route Audit Tool (WRAT) methodology set out in the DfT LCWIP process guidance. Walking audits were undertaken on site in March 2025 by PJA and Waterman, with support from SDC and KCC officers on site.

The Walking Route Audit Tool (WRAT) is divided into several categories for analysis and uses a Red Amber Green (RAG) scoring technique:

- **Attractiveness:** Considers the impact of maintenance, traffic noise, pollution and fear of crime upon the attractiveness of a route
- **Comfort:** Reviews the amount of space available for walking and the impact of obstructions upon walking such as footway parking, street clutter and staggered crossings
- **Directness:** Assesses how closely pedestrian facilities are aligned with the natural desire line and accommodating the crossing facilities are for pedestrians to follow their preferred route
- **Safety:** Focuses on the impact of vehicle volumes and speeds and interaction with pedestrians
- **Coherence:** Focuses on the provision of dropped kerb and tactile information for pedestrians

Local Cycling and Walking Infrastructure Plan: Route Selection Tool ROUTE SUMMARY

Route Name	Route 1	
Overall Length	3.86km	
Name of Assessor(s)	IMT	
Date of Assessment	29.08.23	
Performance Scores		
Criterion	Existing	Potential
Directness	5.00	0.00
Gradient	3.03	To Be Determined
Safety	1.84	0.00
Connectivity	1.56	0.00
Comfort	0.12	To Be Determined

Number of Existing Critical Junctions/Crossings	6
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	
Indicative Cost	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Multi Category	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footway well maintained with no significant issues noted.	Minor issues (e.g. potholes, loose gravel) noted for future budgeting.	Major issues (e.g. deep potholes, loose gravel) noted for future budgeting.			
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active surveillance and natural surveillance in places and times of peak use.	Evidence of vandalism (e.g. graffiti, broken glass) noted. Routes to be reviewed in future assessments (where night time is not required).			
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the environment.	Levels of traffic noise and pollution could be improved.	Excessive traffic pollution and noise (e.g. idling engines).			
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence of lighting and street furniture. - Temporary features affecting the attractiveness of routes (e.g. refuse banks). - Evidence of general cleanliness.					
ATTRACTIVENESS				0		
5. COMFORT - condition	Footways well used and in good condition with no obstructions.	Some defects noted, typically related to surface condition or obstructions (e.g. loose gravel, debris). Defects likely to result in slips or falls for pedestrians.	Large number of footway obstructions (e.g. parked cars, street furniture) noted. Obstructions likely to result in slips or falls for pedestrians.			
6. COMFORT - footway width	Able to accommodate all users safely and comfortably. Footway width generally in excess of 2m.	Footway width of between approximately 1.5m and 2m. Occasional road for 'give and take' between users and walking on road.	Footway width of less than 1.5m (e.g. narrow footway). Limited footway width requires users to 'give and take' resulting in congestion.			
7. COMFORT - width on staggered crossings	Able to accommodate all users safely and comfortably. Width generally in excess of 2m between crossings.	Width of between approximately 1.5m and 2m. Occasional road for 'give and take' between users and walking on road.	Width of less than 1.5m (e.g. narrow footway). Limited footway width requires users to 'give and take' resulting in congestion.			
8. COMFORT - footway parking	No evidence of vehicle parking on footways noted. Clearance width generally in excess of 2m between parked vehicles.	Clearance width between approximately 1.5m and 2m. Some vehicle parking on footways noted.	Clearance width less than 1.5m. Footway parking requires users to 'give and take' resulting in congestion.			
9. COMFORT - gradient	There are no slopes on footway.	Slopes noted but gradients do not exceed 1 per cent (1 in 10).	Gradients exceed 1 per cent (1 in 10).			
10. COMFORT - other	Examples of 'other' comfort issues include: - Barriers/gates, walking access, and blue kerbs/curbs, clearances, etc. - Priority street crossings resulting in congestion pending temporary works.					
COMFORT				0		
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian users (e.g. dropped kerbs, tactile paving).	Footway provision could be improved (e.g. dropped kerbs, tactile paving).	Footways are not provided to cater for pedestrian users.			
12. DIRECTNESS - location of crossings in relation to desire line	Crossings follow desire lines.	Crossings parallel, deviating pedestrians away from desire lines.	Crossings deviate significantly from desire lines.			
13. DIRECTNESS - crossing of road, canal, and watercourse and other crossings (e.g. bridges)	Crossing of road, canal, and watercourse and other crossings (e.g. bridges) are controlled crossings (e.g. zebra crossings).	Crossing of road, canal, and watercourse and other crossings (e.g. bridges) are not controlled crossings (e.g. zebra crossings).	Crossing of road, canal, and watercourse and other crossings (e.g. bridges) are not controlled crossings (e.g. zebra crossings).			
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase (e.g. zebra crossings) or dual phase (e.g. traffic lights).	Crossings are staggered but do not significantly impact journey time.	Staggered crossings with significant impact on journey time (e.g. traffic lights).			
15. DIRECTNESS - green time	Green time (time to cross) is sufficient length to cross comfortably.	Green time is not sufficient length to cross comfortably.	Green time is not sufficient length to cross comfortably.			
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Blue kerbs/curbs, clearances, etc. - Contrasting layout for pedestrians crossing zebra crossings.					
DIRECTNESS				0		
17. SAFETY - traffic volume	Traffic volume low, or pedestrian can keep distance from motorist traffic.	Traffic volume moderate and pedestrian in close proximity.	High traffic volume with pedestrian unable to keep distance from motorist traffic.			
18. SAFETY - traffic speed	Traffic speeds low, or pedestrian can keep distance from motorist traffic.	Traffic speeds moderate and pedestrian in close proximity.	High traffic speeds with pedestrian unable to keep distance from motorist traffic.			
19. SAFETY - visibility	Visibility good for all users.	Visibility could be improved (e.g. dropped kerbs, tactile paving).	Visibility poor for all users.			
SAFETY				0		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerbs and tactile paving provided.	Dropped kerbs and tactile paving provided, but not consistent.	Dropped kerbs and tactile paving absent or incorrect.			
COHERENCE				0		
Total Score				0		

ROUTE SUMMARY

Route Name	Route 1
Length	3.86km
Name of Assessor(s)	IMT
Date of Assessment	29.08.23
Performance Scores	
Criterion	Score
Attractiveness	0.00
Comfort	0.12
Directness	5.00
Safety	1.84
Coherence	0.00
Total	0.00

Comments:
 Actions:

Figure 5.3. WRAT and RST Tools

AUDITING RESULTS

RST RESULTS

The RST results across the 11 routes ranged from 39% (Route 5) to 74% (Routes 3 and 4), as shown in Figure 5.4.

Route 1 and route 5 were the lowest scoring routes (40% and 39%, respectively) on the RST audits. Despite being an off-road route, Route 1 is an unsurfaced path with poor connectivity, unlit and lacking passive surveillance. Route 5, while is lit, it also lacks passive surveillance and has poor connectivity; and runs along Four Elms Road, where cyclists are expected to mix with high traffic volumes at unsafe speeds, negatively impacting perceptions of safety,

Routes 6 follows a PRow, however this scored relatively well (near to 70%). While 6 is an off-road path, this was scored down as it generally follows poorly lit and poorly connected paths.

Routes 2, 7, 9 and 10 scored poorly on the RST audits (between 44% and 58%) generally due to cyclists having to mix with heavy traffic volumes and/or speeding traffic along Four Elms Road, Station Road, Crouch House Road, Lingfield Road and Mill Hill Road meaning they scored low in terms of safety and comfort due to a lack of dedicated cycling infrastructure.

Routes which follow quiet residential roads (such as Route 3 and 4) scored the highest (74%) or near 70% (Route 8). However they were scored down on connectivity, due to the lack of permeability in the neighbourhoods they traverse, and safety, due to cyclists having to mix with potentially speeding traffic.

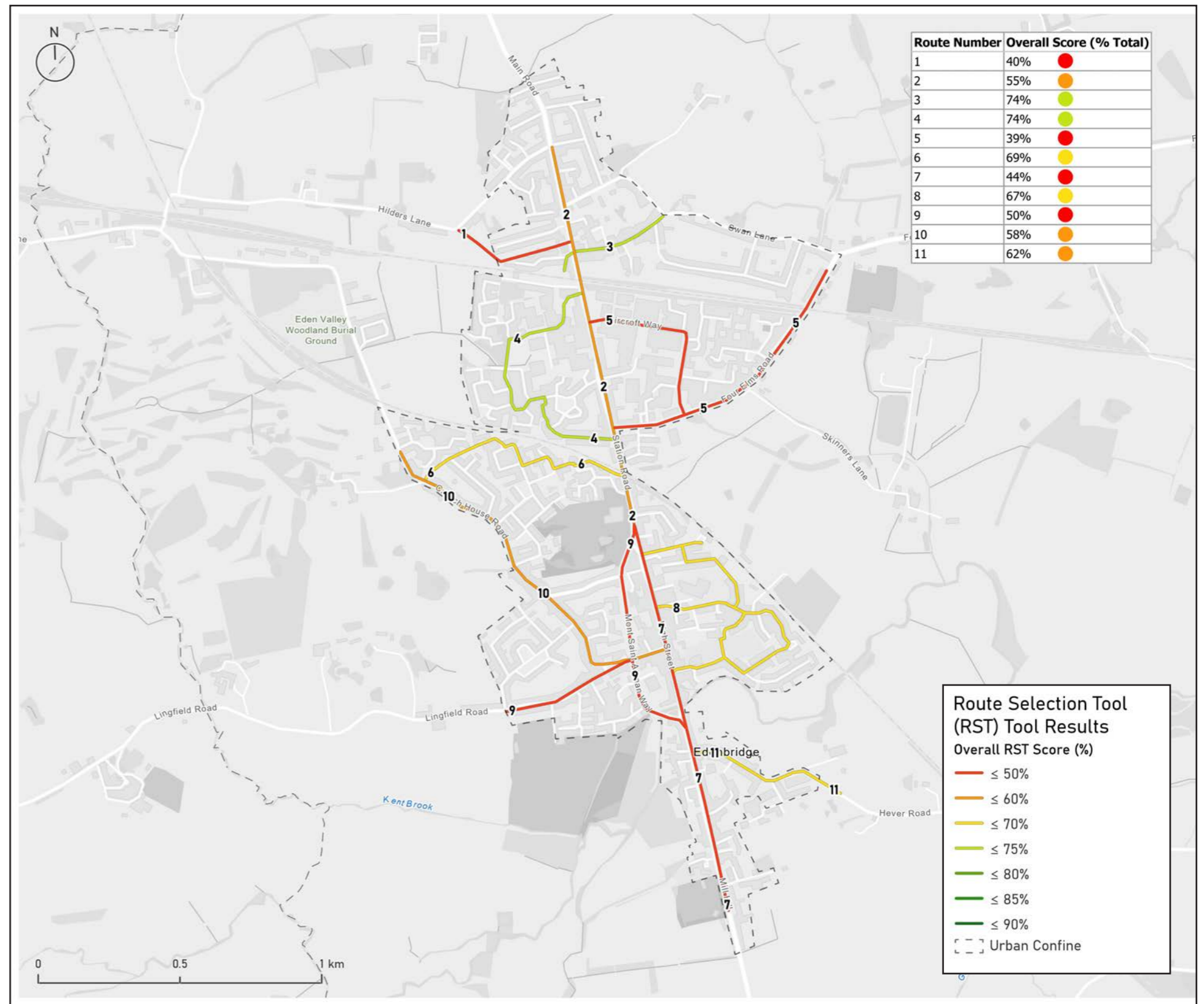


Figure 5.4. RST auditing scores per route

AUDITING RESULTS

RST RESULTS

As well as producing a score per route, the route audits also produce a score for each segment of route assessed, as shown on the opposite plan. This enables a more detailed review of which sections of Edenbridge's LCWIP network scored particularly poorly, or highly in the RST audits.

The plan shows a similar pattern to the previous plan, with sections with lighting provision and passive surveillance scoring more highly along Routes 4, 6, 8 and 11. The plan also highlights areas which scored particularly poorly on the network due to a combination of high traffic volumes and speeding, such as Four Elms Road (Route 5), Mont Saint Aignan Way (Route 9) and Mill Hill Road (Route 7)

The Route Selection Tool consists of five scoring criteria (Directness, Gradient, Comfort, Connectivity, Safety) and the Critical Junctions assessment. The average score across the LCWIP Cycling routes was 57.4% and the average scores for each of the five criteria are presented below, together with the respective highest and lowest scores.

Criteria	Highest Score (%)	Lowest Score (%)	Average Score (%)
Directness	100%	80%	98%
Gradient	94%	40%	73%
Safety	70%	11%	41%
Connectivity	85%	0%	28%
Comfort	100%	0%	47%

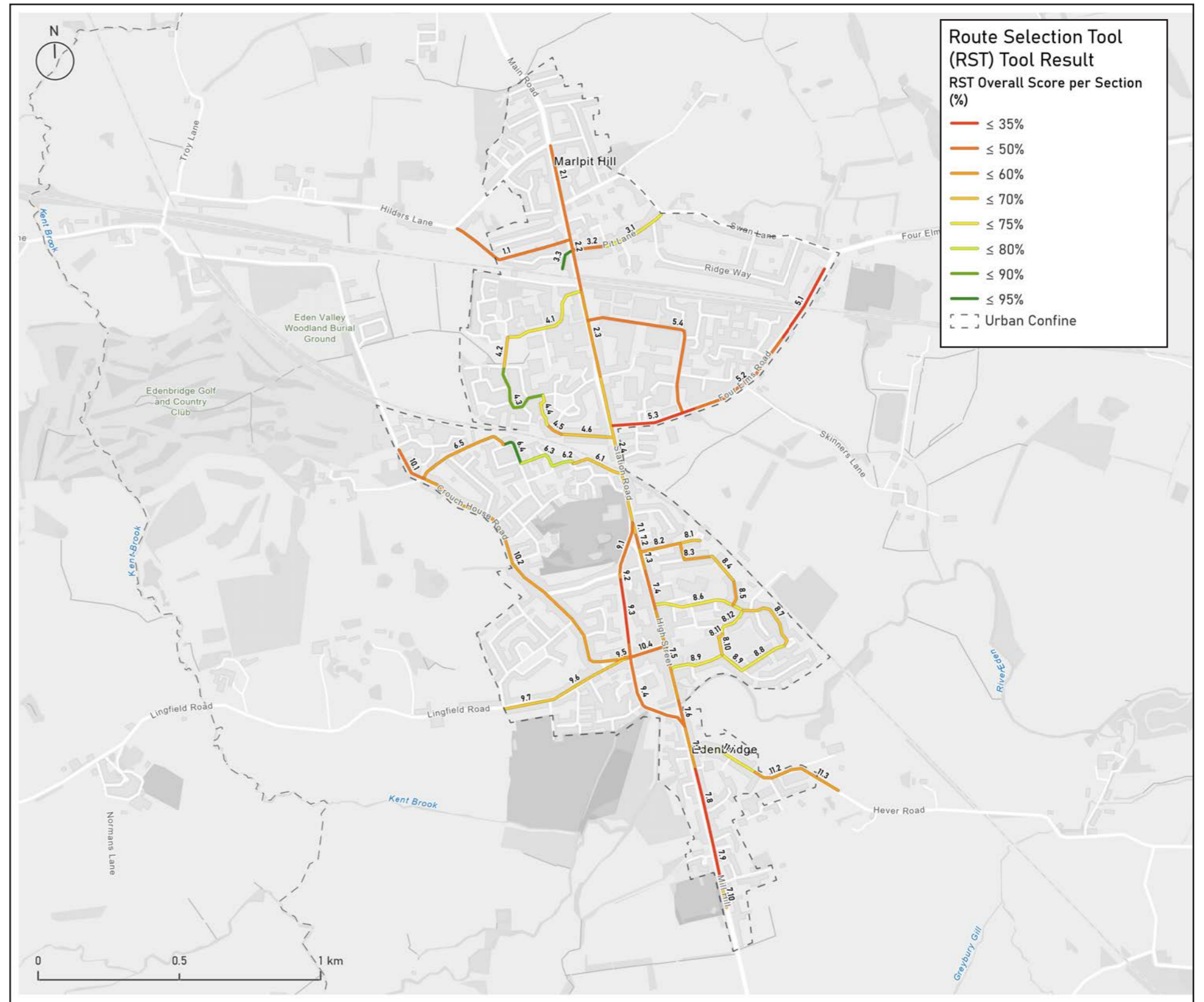


Figure 5.5. RST auditing scores per route section

AUDITING RESULTS

WRAT RESULTS

The WRAT results across the 11 routes ranged from 61% (Route 9) to 87% (Route 4), as shown in Figure 5.6,

Figure 5.6 summarises the results from the on-site assessments, focusing on the overall score of each route based on how it scored against the 20 WRAT scoring factors. This provides a useful indication of routes on the walking network where improvements are required, or conversely where there are existing examples of high-quality walking environments.

The Walking Route Audit Tool (WRAT) scores varied from 87% (highest) to 61% (lowest) with seven of the routes, namely Routes 1, 5, 9, 10 and 11, scoring below the threshold recommended within the WRAT guidance as the minimum level of provision to aim for (higher than 70%), as indicated by the yellow-coloured sections.

Route 9 scored the lowest out of the 14 routes assessed and this was primarily due to high traffic volumes and speeds, as well as a lack of dropped kerbs and tactile paving at side road junctions. On all other on-road low scoring routes (5, 10 and 11) there were multiple examples of busy junctions where there was inadequate crossing provision for pedestrians, such as the Stangrove Road / Mt St Aignan Way junction, which has no dedicated crossing points for pedestrians along desire lines and a confusing, wide layout.

Conversely, two routes in the study area scored highly in the WRAT audits, namely routes 4 and 6, all of which scored higher than 80% overall. The two routes run along a quiet residential area and a traffic-free route, therefore scored highly in terms of attractiveness, safety and comfort. Despite this, there are still multiple improvements that would be required to make routes such as these safe and comfortable for year-round use, for instance by removing access barriers to improve accessibility for mobility impaired users, lighting to enhance usability of the routes in the evening and wayfinding improvements.

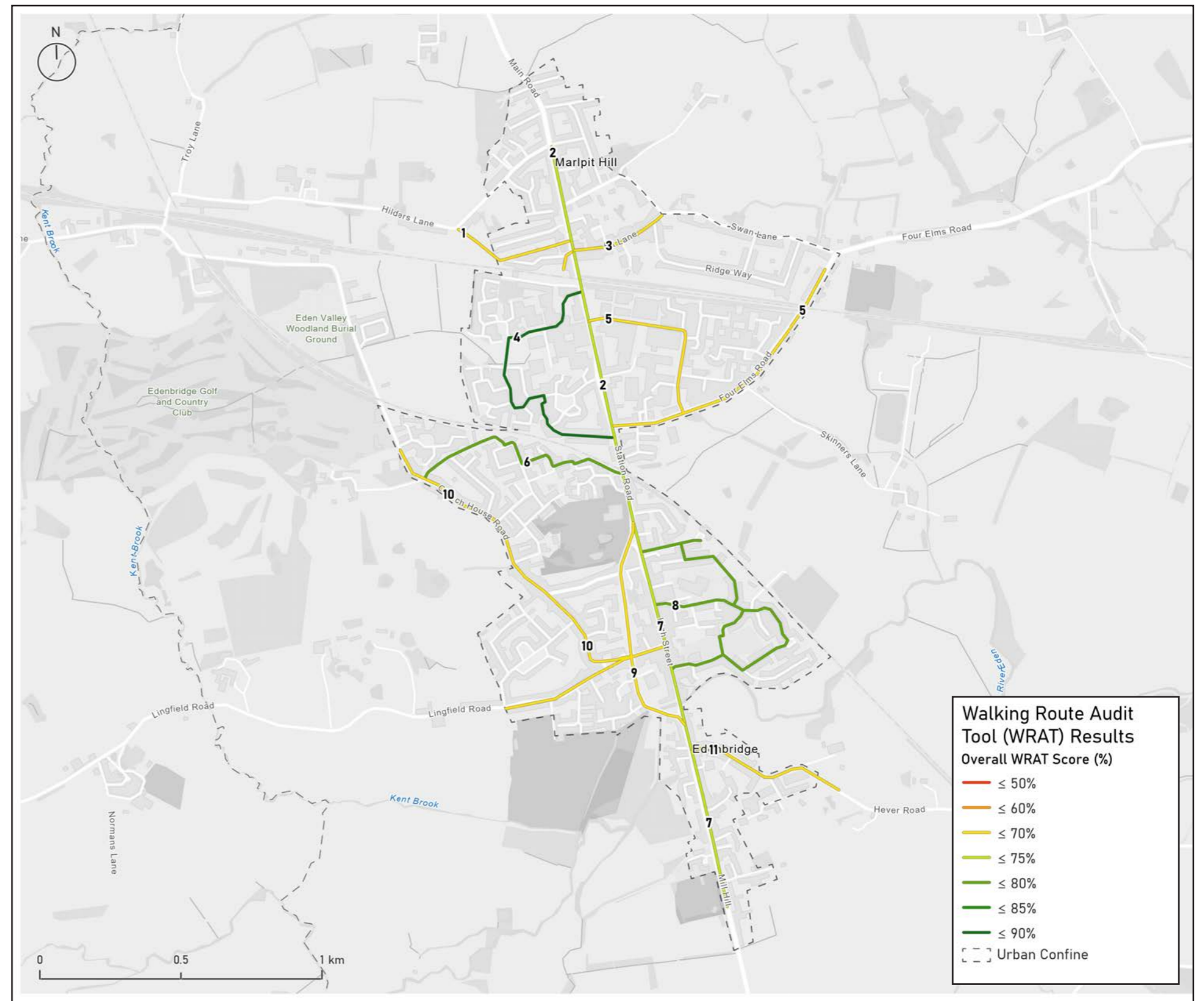


Figure 5.6. WRAT auditing results by route

AUDITING RESULTS

WRAT RESULTS

Figure 5.7 shows the WRAT score for each section of each walking route. This allows the identification of particular strong points of the walking network, or areas where there are localised issues. It demonstrates that the lowest scores were recorded along Route 2, Route 9 and Route 11, emphasising roads which are heavily trafficked, such as Main Road, or with speeding traffic, such as Hever Road and Lingfield Road. While many sections score higher in the WRAT audits compared to the RST audits due to the factoring of other extra criteria (i.e. maintenance, green man time etc.), sections of Route 9 along Lingfield Road score lower in the WRAT audits. These scored higher in the cycling audits due to low traffic volumes, however scored relatively poorly in the walking audits due to narrow footways, exacerbated by instances of missing dropped kerbs and tactile paving.

Sections with the highest scores were located along low-traffic routes or completely off-road paths. These were most sections of Route 7, along the High Street; Routes 4, through residential streets; and all sections of Route 8, connecting a quiet residential neighbourhood east of the High Street. Along these routes, improvements could be explored to further enhance conditions for walking, including improving continuity of footways across driveways, side road crossings, wayfinding, improved lighting to increase the usability of routes outside of daylight hours, removal or reconfiguration of barriers and targeted improvements to the surfacing of routes to reduce trip hazards.

The table below provides a summary of the overall performance of the network against the five main criteria in the WRAT.

Criteria	Highest Score (%)	Lowest Score (%)	Average Score (%)
Attractiveness	86%	33%	57%
Comfort	79%	50%	66%
Directness	100%	60%	82%
Safety	100%	33%	76%
Coherence	63%	0%	40%

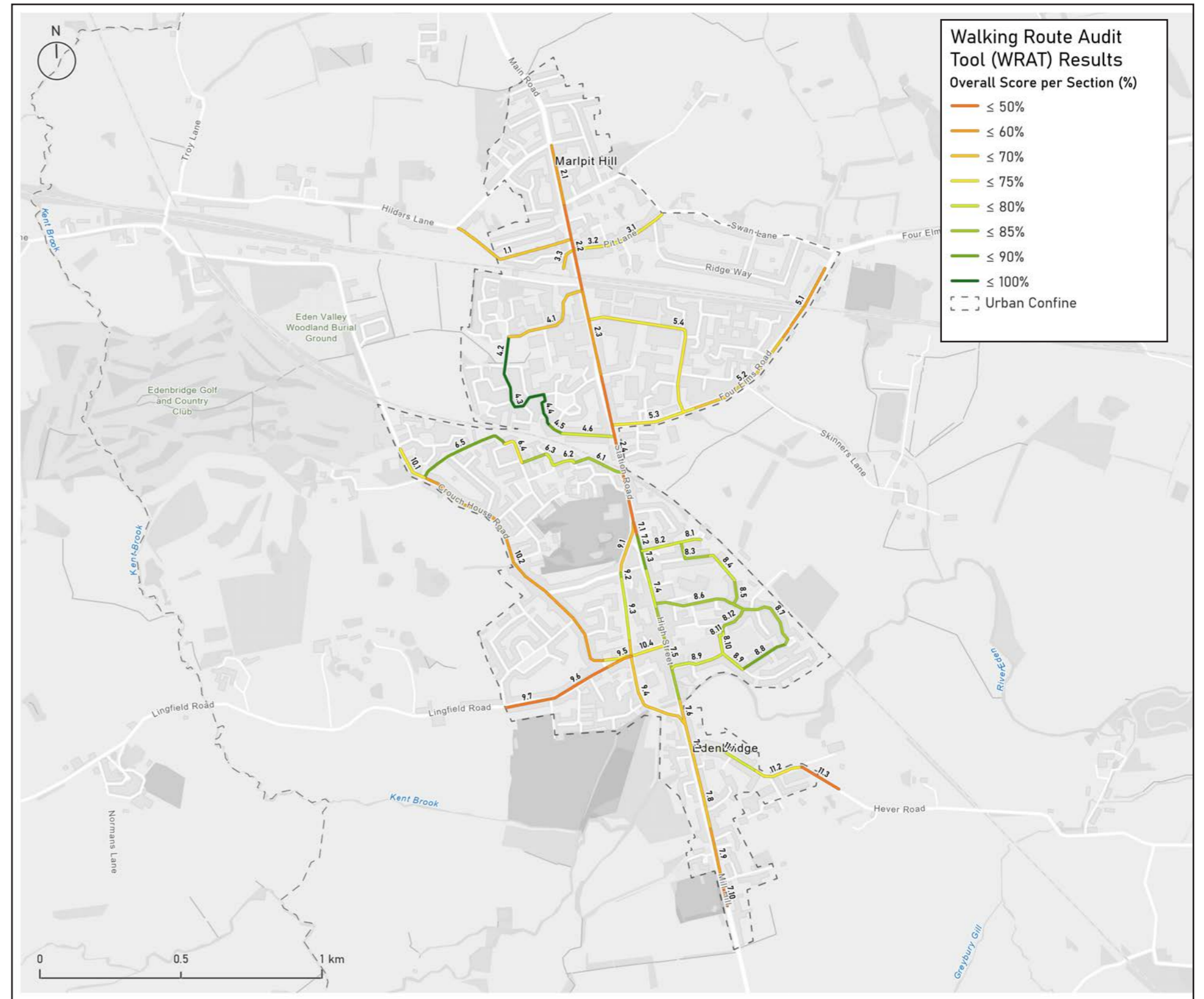


Figure 5.7. WRAT auditing results by route sections

DESIGN RESPONSE

This section reviews some of the key issues identified by the WRAT and RST audits and provides an overview of the design response that would be required to address these weaknesses in the town's walking and cycling network. A full suite of design interventions has also been developed, which identifies specific interventions along specific routes and at key locations. The full suite of design recommendations are included in Appendix A.

Comfort and Safety

Perceptions of safety are currently undermined by heavy traffic flows and speeding traffic, therefore this LCWIP recommends including the most heavily trafficked routes as part of a town-wide 20mph speed limit. Such routes include: Route 2 (Main Road/ Station Road/ Mt St Aignan Way), Route 5 (Four Elms Road) and Route 7 (Mill Hill). To further contribute to a less car-dominated environment and safer conditions for cycling, scope for provision of segregated cycling infrastructure should be reviewed for both busy routes, like Route 5 (Four Elms Road) and Route 9 (Mt St Aignan Way).

Where there is space constraints and cyclists are mixed with traffic, other type of interventions to improve safety conditions should be considered, like reviewing quality of carriageway surface and lighting provision (as recommended for Route 11, along Hever Road); as well as implementing traffic calming measures like road humps (as recommended for Route 9, along Lingfield Road).

To improve comfort for pedestrians, new sections of footway should be provided where these are missing, providing more direct and comfortable routes to key destinations (like Edenbridge Skatepark, Eden church and the housing estate adjacent to Fircroft Way). Conditions of existing footways should also be reviewed and enhanced by resurfacing where necessary (as recommended for Route 4, along Westways; Route 5, along Fircroft Way; Route 6, along Crouch House Road; Route 8, in residential area east of High Street) and providing continuity across driveways (an issue deserving particular attention along Routes 4 and 8).

Traffic restrictions should be also considered to further create safer environments for walking and cycling. A school street outside Edenbridge Primary School could be explored for instance. In addition, it should be explored whether traffic along the High Street could be reduced through implementation of a bus gate. This could be supported by further public realm measures enhancing the historic character of the town.

Junctions and Crossings

Critical junctions were identified as part of the auditing conducted for this LCWIP. These were highlighted due to their high traffic volumes, wide corner radii encouraging high turning speeds and increasing crossing distance; and lack of safe crossings. Therefore, major junction improvements involving tightening of junction geometry and improved crossing provision are recommended for Route 2 (junction with Commerce Way and St Johns Way; junction with Albion Way), Route 5 (junction with Station Road) and Route 7 (junctions with Hever Road and Mt St Aignan Way).

Issues with side road crossings were also identified as part of these routes, as well as Route 3 (Swan Lane), Route 8 (east of High Street), Route 9 (Lingfield Road), Route 10 (Crouch House Road) and Route 11 (Hever Road), requiring narrowing of corner radii to improve pedestrian safety when crossing.

Coherence and Footway Widths

Issues with narrow footways were prevalent along key movement corridors like Route 2 (Main Road and Station Road), Route 9 (Lingfield Road), Route 6 (Crouch House Road) and Route 7 (High Street) as well as quieter routes like Route 4 (along Westways and Enterprise Way). This LCWIP proposes reviewing scope to widen footways at critical locations along such routes. In some cases, such as the High Street, this would require footway decluttering and reallocation of on-street parking. In other instances, such as Route 2 (Station Road), this may require implementation of build outs at key locations like bus stop waiting areas.

Adequate tactile and dropped kerb provision is another important consideration of this LCWIP as it will ensure coherence along routes. This is formulated as a design priority for routes where dropped kerbs and/or tactile paving are missing, most commonly at side road crossings: along Route 7 (Mill Hill) and Route 11 (Hever Road).

Supporting Interventions

In addition to issues around comfort, safety, junctions and the coherence of the walking network, there are a number of supporting measures that could be considered within the LCWIP to improve the legibility of the network and contribute towards a higher quality public realm. The walking audits highlighted a number of opportunities to improve the environment around both railway stations, including improved seating, wider footways and waiting areas, improved signage and provision of information to guide visitors to the town to their destination. It is envisaged that these types of improvements could be delivered alongside accessibility enhancements and improved cycle parking provision as part of the Edenbridge Station and Edenbridge Town Station proposals highlighted in the KCC LTP5.

The town centre has a historic streetscape, with use of cobbled surfaces and period buildings lining the street. Alongside the traffic reduction measures suggested for the High Street, supporting public realm enhancements should be considered that enhance the High Street's visual identity. This could include use of surface materials, artwork, gateway treatments and creative use of lighting.

Finally, several comments from the public engagement highlighted the need for lighting along various routes within the town. It is recommended that LCWIP proposals consider the need for improved lighting, particular along isolated, traffic-free routes. Lighting should be considered alongside other enhancements that improve the perception of safety along these routes, such as maintenance of vegetation to improve sight lines, clear wayfinding and positive public realm features.



Figure 5.7. Example of narrow section of path under railway bridge (LCWIP Route 2)



Figure 5.9. Road closure at Grange Close (LCWIP Route 8)



Figure 5.8. Poor lighting and passive surveillance (LCWIP Route 6)



Figure 5.10. Shared use path intersecting with Mt St Aignan Way (LCWIP Route 9)



Figure 5.14. Littering issues along Four Elms Road (LCWIP Route 5).



Figure 5.15. Example of lack of continuous footways along Hever Road (LCWIP Route 11).



Figure 5.16. Staggered signalised pedestrian crossing at Mt St Aignan Way (LCWIP Route 9).



Figure 5.17. Example of poor crossing provision at side road at Mill Hill (LCWIP Route 7).

A teal-tinted photograph of a street scene. On the left, there are multi-story buildings with windows. A sign for 'TESCO' is visible. In the foreground, there is a bakery sign for 'Bakery' with a 'MEAL DEAL £6.85'. A white van and a dark car are parked on the street. The text '6 DESIGN RECOMMENDATIONS AND PRIORITISATION' is overlaid in white, bold, sans-serif font in the center of the image.

6 DESIGN RECOMMENDATIONS AND PRIORITISATION

DESIGN RECOMMENDATIONS

Summary

Based on the results from the site audits, design measures were prepared for each of the LCWIP routes following the design principles described in Chapter 5. While the recommendations are focussed on the LCWIP routes, many of them are applicable to the remaining streets within the study area. For example, providing adequate tactile paving at each side road would be a key issue to address across the majority of the urban area within Edenbridge.

The design recommendations have been split into the following categories:

- **Design priority** - shorter term recommendations, or quick wins, that address urgent barriers to active travel. An example would be providing a controlled crossing on a key pedestrian desire line, such as a walking route to school.
- **General recommendations** - these interventions could be delivered in the short to medium term to address barriers to active travel. Although these recommendations are not considered to be as urgent, they still address key barriers in the town's walking and cycling network. An example would be widening footways where they are narrower than the recommended 2m.
- **Design maximum** - these recommendations are more ambitious and therefore would require longer timescales to develop proposals and achieve buy-in from key stakeholders. An example would be traffic-reduction schemes on the High Street.

The full suite of design recommendations is summarised in this chapter.

To support the future development of the Edenbridge LCWIP, high-level cost estimates have been developed for each route and are presented in Appendix A. These estimates are intended to provide an initial indication of anticipated costs and have been calculated on a per-kilometre basis using the proposed interventions outlined on the following pages. These figures remain indicative and will require further development, particularly through detailed design stages, to refine quantities and specifications. The estimates have been derived from PJA's in-house costing spreadsheet, which draws on recent project data and publicly available sources. A contingency uplift of 40% has been applied to all estimates to reflect the early stage of design and to account for potential future changes.

Design Toolkit

The images on the opposite page provide an overview of the types of design interventions that have been considered in Edenbridge, including:

- Side road junction improvements, such as correct provision of dropped kerbs and tactiles, tightening of junction geometry to reduce crossing distances and slow turning vehicles, continuous footway treatments and/or raised entry treatments.
- Footway improvements, such as footway widening, greening of footways through rain gardens and SuDs, decluttering of footways and resurfacing.
- Reducing traffic speeds through reducing speed limits and supporting traffic calming interventions such as build outs and visual narrowing.
- Protected space for cycling through provision of segregated cycle infrastructure achieved through the reallocation of road space.
- Reducing traffic volumes in areas with high footfall, such

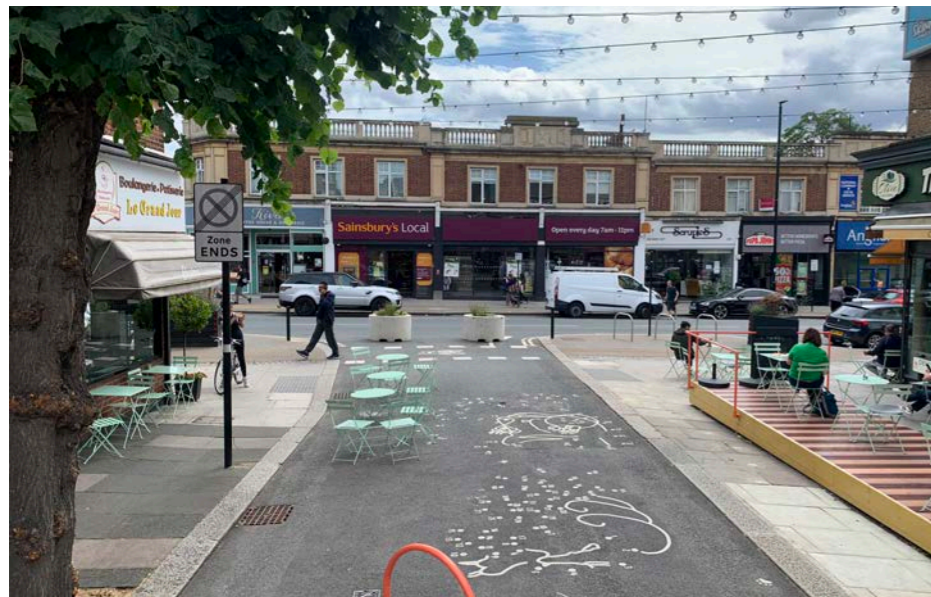
as along the High Street or outside primary schools. This could be achieved through School Streets and implementing temporary traffic restrictions, or through modal filters and/or bus gates.

- Upgrading junctions and crossings to ensure an appropriate level of provision, which could include provision of controlled crossing points at junctions or by providing zebra crossings or parallel crossings on key desire lines.
- Incorporating public realm enhancements, such as improved seating, greening, lighting and wayfinding.

From left to right: Side road junction treatment at Devon Gardens (London); footway with SuDs (Crossway, London); Stepped cycle tracks (Queensbridge Road, London)



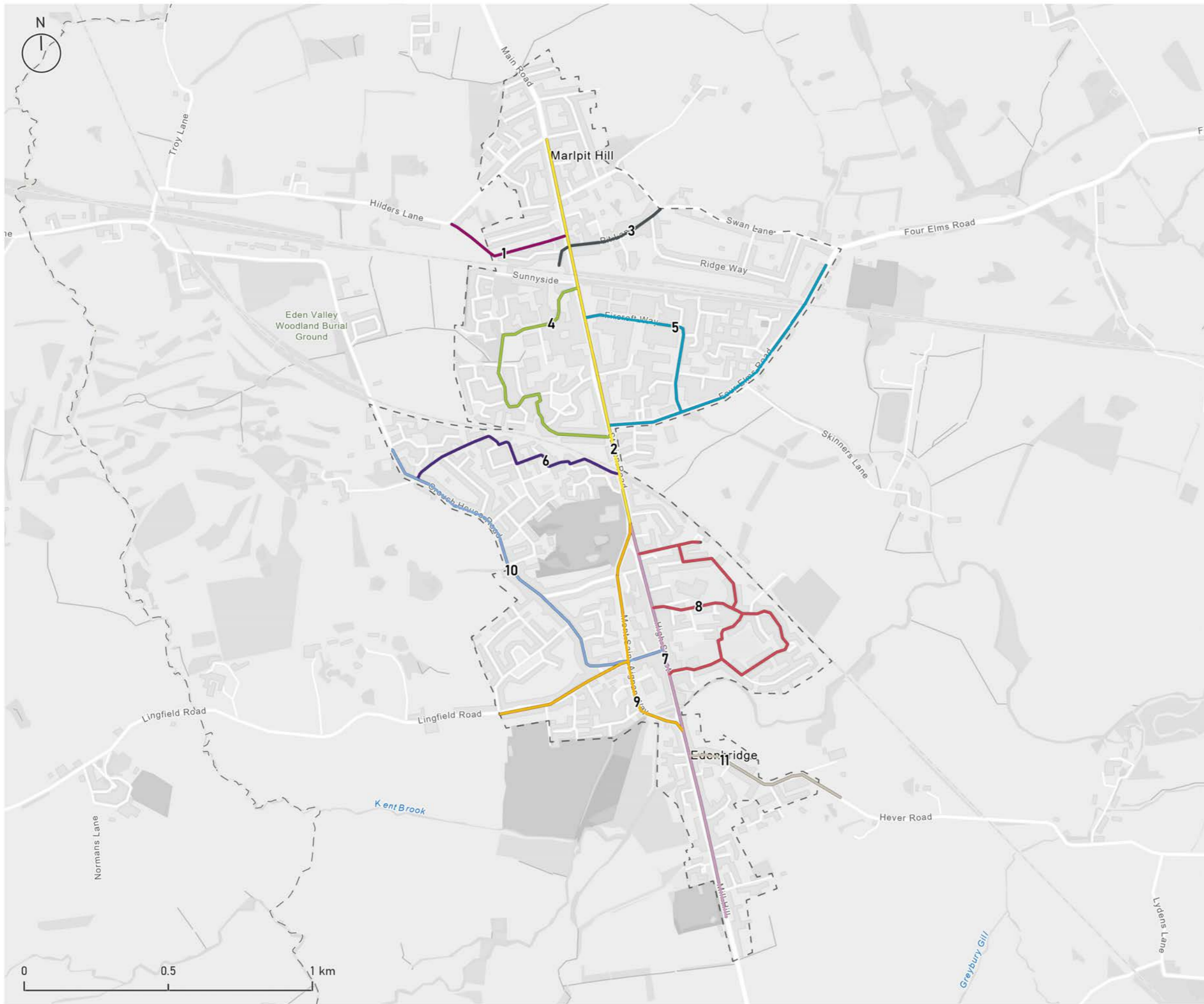
From left to right: temporary seating and play-space creating through road closure (Devonshire Road, Enfield); time closure of High Street to vehicular traffic (Broadway Market, London); controlled crossing point (Lea Bridge Road, London)



From left to right: School Street closure (Enfield); traffic-free walking and cycling path with cycle parking (Cardiff); temporary seating and greening through removal of parking (London)



Figure 6.1 Best practice design examples



- Urban Confine
- LCWIP Route Alignments**
- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7
- Route 8
- Route 9
- Route 10
- Route 11

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PJA 6.03, Wenlock Studios
50-52 Wharf Road
London N1 7EU

FIGURE NO. 36 REVISION - SCALE A3@1:12,000
DRAWN IM REVIEWED DB DATE 22/12/2025

Route #	Alignment	Length (km)	RST Links	WRAT Links	Design Priority	General Design Recommendations	Design Maximum
Route 1	Hilders Lane to Main Road via Footpath SR597	0.4	40%	62%	<p>Formalise the PRoW by providing an improved surface for walking and ensuring that the route is clear of debris.</p> <p>Trim back and clear vegetation to increase the width of the path, which is currently narrow and constrained.</p>	<p>Review scope to provide a section of footway between the northern end of the PRoW, westbound along Hilders Lane to link the dwellings on the southern side of the carriageway to the PRoW and improve access to the town on foot.</p> <p>Explore whether lighting could be provided along the route to improve its usability outside of daylight hours. Would require consideration of ecology given the rural setting of the route.</p> <p>Provide wayfinding to direct users of the footpath towards the town and the railway station.</p>	
Route 2	Main Road and Station Road	1.34	55%	72%	<p>Review scope for widening footways at critical locations (i.e. near junction with Fairmead Road, under railway bridge on Station Road and at bus stop waiting area near the railway bridge).</p> <p>Provide new controlled crossing points along route at key locations, including on Station Road north of Fircroft Way, linking bus stops, and at the crossroads between Hilders Lane and Hillcrest Road.</p>	<p>Provide improvements at side road junctions along the route (i.e. tightening corner radii, dropped kerbs, tactile paving, side road entry treatment) at junctions with Swan Lane, Enterprise Way, Commerce Way and Four Elms Road.</p> <p>Improve junction with Commerce Way and St Johns Way by providing controlled crossings on each arm of the junction and narrowing geometry.</p> <p>Improve lighting under southern railway bridge and consider other public realm enhancements, such as artwork, to improve perception of safety of the route at night.</p>	<p>Consider Station Road as part of a town-wide 20mph speed limit. It is likely given the geometry and strategic nature of Station Road that supporting traffic calming interventions would be required. This could include build outs, priority working and surface treatments at junctions and gateways.</p> <p>Along the southern section of Route 2, Station Road widens and there is a substantial section of central hatching. South of the Commerce Way roundabout, it could be explored whether there is scope to provide segregated cycling infrastructure through reallocation of carriageway space, working within constraints.</p>
Route 3	Pit Lane, Swan Lane and Albion Way	0.4	74%	70%	<p>Provide wayfinding along the route to direct people to Edenbridge Station, for instance at junction with Main Road, as well as wayfinding at the station to direct people towards key destinations such as the town centre.</p> <p>Widen footway on the eastern side of Albion Way to provide continuous route to the station and avoid people walking across the car park. As part of improvements provide a new crossing point on Albion Way to link the existing footway on the western side of the carriageway to the improved facility on the eastern side of the carriageway.</p> <p>Improve crossing provision over Swan Lane where existing footway ends near junction with Highfields Road. Consider providing a build out to reduce crossing distance, improve visibility and slow vehicle speeds on approach to the town.</p>	<p>Improve crossing provision at side road junction with Highfields Road by providing informal crossings with tactile paving and dropped kerbs.</p> <p>Working with Network Rail, explore opportunity for placemaking improvements outside Edenbridge station to better utilise the forecourt space and provide a more welcoming approach to the town (i.e. adding new seating, improved cycle parking and artwork/information points and greening).</p> <p>Tighten junction geometry and consider raised table at Main Road junction with Albion Way to reduce N-S crossing distance and reduce vehicle speeds turning into Albion Way.</p>	<p>Explore opportunity to reconfigure car parking area and drop off loop outside Edenbridge Station to reduce car-dominated environment and reduce potential for conflict between cars and people walking and cycling. This could be delivered alongside public realm improvements. Would require working with Network Rail.</p>
Route 4	Westways, Champions Drive, Brooklands Crescent, Enterprise Way	1.1	74%	87%	<p>Remove or reconfigure barriers at Westways to improve access for walking, wheeling and cycling between Westways and Hunters Way.</p> <p>Provide wayfinding along the route to direct users from the residential area to Route 2 (Station Road), Edenbridge Station and employment uses along Enterprise Way.</p> <p>Address accessibility issues at accesses to businesses along Enterprise Way by providing continuous footways to create a smooth, step-free surface across the side road junctions.</p>	<p>Resurface and widen footways and prevent footway parking by formalising parking - this should focus on Enterprise Way and Westways where there are footways with poor surfacing and issues with footway parking.</p> <p>Review parking restrictions at junctions, such as Enterprise Way/Surtees Drive to keep them clear of parking and improve visibility to people walking, wheeling and cycling.</p> <p>Include route and surrounding streets as part of a town-wide 20mph speed limit.</p>	<p>Ensure that walking and cycling connections are provided from the route into any future employment uses on the land to west.</p>

Route #	Alignment	Length (km)	RST Links	WRAT Links	Design Priority	General Design Recommendations	Design Maximum
Route 5	Four Elms Road and Fircroft Way	1.6	39%	66%	<p>Implement 20mph speed limit along Four Elms Road, from the junction with Fircroft Way, to reduce vehicle speeds on the approach to the town.</p> <p>Provide new crossing points along Fircroft Way to link the residential area to the east to the existing footway provision on the western side of the carriageway.</p> <p>Resurface footways and formalise parking along Fircroft Way to keep footways clear and of a sufficient width for people walking or wheeling.</p>	<p>Extend 30mph speed limit on Four Elms Road up to the junction with Swan Lane and enhance junction as a gateway feature to the town.</p> <p>Provide new sections of footway along Four Elms Road section adjacent to Eden Church and Fircroft Way section adjacent to housing estate.</p> <p>Review location of bridge height signs on Four Elms Road to ensure that signage is clear and legible.</p> <p>Provide junction improvements (i.e. tighten corner radii, raised entry treatment) at junctions with Station Road and side road junctions along Fircroft Way, several of which lack dropped kerbs and tactile paving.</p> <p>Provide new zebra crossing linking Health Centre to Fircroft Way.</p> <p>Review scope for providing segregated cycling infrastructure along the western section of</p>	<p>Review land ownership and explore opportunity to provide section of footway along northern section of Four Elms Road.</p>
Route 6	Crouch House Road to Station Road	1.2	69%	80%	<p>Review footways along the route and resurface + widen at pinch points, such as on Cedar Drive.</p> <p>Provide uncontrolled crossings along desire lines and ensure dropped kerbs and tactile paving are provided at side road junctions.</p> <p>Reduce speed limits along route and within wider residential area west of Crouch House Road to 20mph, potentially as part of wider town-wide 20mph speed limit.</p>	<p>Improve lighting and maintenance along path, and maintain overgrown vegetation to improve the safety of the route.</p> <p>Explore scope for surfacing and widening of the sections of the route that follow traffic-free paths, so that they can be safely shared by people walking and cycling.</p> <p>Improve wayfinding along route to direct users to Station Road to the east and south towards Stangrove Park.</p> <p>Reconfigure barriers to improve access for bikes + wheelchair users at intersection with Crouch House Road.</p>	
Route 7	High Street and Mill Hill	1.4	44%	72%	<p>Declutter footways along the High Street by removing bollards reallocating street furniture like planters, maximising footway space available.</p> <p>Review scope to widen footways along the High Street, which would require removal or relocation of existing on-street parking.</p> <p>Provide new sections of footway adjacent to skate park. Provide new crossings over Mill Hill providing links to bus stops and skate park.</p> <p>Provide dropped kerbs and/or tactiles at side roads where missing along Mill Hill, and consider tightening junction geometry and providing raised entry treatments where feasible to reduce turning speeds and provide step-free crossings for N-S journeys.</p>	<p>Extend 20mph speed limit along Mill Hill as part of wider town-wide 20mph speed limit, supported by measures to reduce vehicle speeds such as visual narrowing.</p> <p>Review on-street parking and potentially widen footway outside Kent Heating Solutions.</p> <p>Provide junction improvements (i.e. tightened corner radii) at junctions with hospital and Hever Road. Place raised table at junction with Hever Road.</p> <p>Explore opportunities for footway build outs and additional priority working along the High Street to increase waiting space at bus stops and provide opportunities for seating + greening.</p> <p>Reconfigure High Street / Mont St Aignan Way roundabout to improve safety for pedestrians and cyclists. One approach could be to convert the junction to a priority junction and reverse the priority so that High Street is the main arm, which would reduce vehicle speeds and create space to widen footways, and provide new crossings for walking and cycling.</p>	<p>Explore opportunity to reduce traffic along the High Street by restricting through traffic, potentially by implementing a bus gate along High Street (between Croft Lane and Church Street) and a modal filter at junction with Lingfield Road.</p> <p>Explore potential to implement level surface along section between Croft Lane and Church Street with creative use of materials to enhance the historic character of the town centre. This could be delivered following a reduction in traffic levels as part of a wider town centre scheme.</p>
Route 8	Residential area east of High Street	1.8	67%	76%	<p>Explore opportunity to implement school street at Croft Lane outside Edenbridge Primary School, restricting vehicular access during school drop off and pick up periods.</p> <p>Address accessibility issues along route by providing continuous footways at driveways and resurfacing footways where there are defects.</p> <p>Improve side road junction crossings by narrowing junction geometry and providing informal crossings with dropped kerbs and tactile paving, particularly at Croft Lane and junction with Riverside.</p> <p>Reconfigure access barriers between Grange Close and Greenfield to provide LTN 1/20 compliant access barriers with sufficient space for people walking, wheeling and cycling.</p>	<p>Improve lighting along path adjacent to Edenbridge Cemetery and along Frantfields to enhance perceptions of safety outside daylight hours.</p> <p>Improve wayfinding along route to direct people to Edenbridge Town Station, for instance at junctions with Station Road and Grange Close.</p> <p>Improve accessibility to Edenbridge Town Station by increasing footway space outside the station and adding new section of footway to access train platform.</p> <p>Enhance public realm at waiting area outside the station by adding new greening and seating. Review lighting provision along Station Approach and outside Edenbridge Town Station.</p> <p>Improve connectivity to PRoW across the railway linking to new housing developments by reallocating carriageway space on Frantfields to widen footways, provide wayfinding features and seating.</p>	<p>Explore opportunity to reconfigure car parking area and drop off loop outside the station to reduce car-dominated environment and reduce potential for conflict between cars and people walking and cycling. This could be delivered alongside public realm improvements. Would require working with Network Rail.</p>

Route #	Alignment	Length (km)	RST Links	WRAT Links	Design Priority	General Design Recommendations	Design Maximum
Route 9	Mont St Aignan Way and Lingfield Road	1.3	50%	61%	<p>Provide safer, controlled crossing points to improve link to key destinations (i.e. outside care home at Mont St Aignan Way and crossing to Coomb Field/recreation ground access on Lingfield Road).</p> <p>Review scope for footway widening along Lingfield Road.</p>	<p>Review scope to provide segregated cycle facilities along Mont St Aignan Way utilising existing grass verge.</p> <p>Review scope for major junction improvements (i.e. narrow corner radii, transform roundabout to priority junction, signalised crossings, provision for cyclists) at junctions with High Street, Stangrove Road and Lingfield Road.</p> <p>Add new section of footway along northern side of the road on approach to Mt St Aignan Way to improve connectivity towards town centre.</p> <p>Narrow side road junction geometry where necessary and provide dropped kerbs and tactile paving at side roads along Lingfield Road, particularly at Skeynes Road, Coomb Fld and Crouch House Road.</p> <p>Explore opportunity to implement traffic calming measures along Lingfield Road (i.e. speed humps, chicanes)</p>	<p>Consider 20mph along Main Road/Station Road/Mt St Aignan Way as part of wider town-wide 20mph speed limit, which would potentially require supporting measures such as visual narrowing of the carriageway.</p>
Route 10	Crouch House Road	1.3	58%	69%	<p>Implement gateway features on the approach into the town as part of a wider set of traffic calming measures along corridor.</p> <p>Improve crossing provision at side roads along corridor by introducing dropped kerbs and tactile paving where missing, and considering further measures such as raised entry treatments where there are safety issues with turning vehicles</p>	<p>Review carriageway surface and repave where necessary to improve conditions for on-carriageway cycling along corridor.</p> <p>Explore opportunities to address high traffic speeds along Crouch House Road considering its semi-rural character (i.e. road centerline removal, chicanes, widened footways) and reduce turning speeds by narrowing junction geometry at side roads, particularly at junctions with Skeynes Road and Manor House Gardens.</p> <p>Improve footpath between ProW and Greshams Way by widening footway, reviewing lighting provision and improving maintenance (i.e. cut back vegetation).</p> <p>Explore opportunities to introduce new benches and seating on grass areas along Crouch House Road to promote more activity along the road. As part of improvements, explore additional measures to prevent and discourage parking on the grass verge areas.</p> <p>Reduce speed limit to 20mph along Crouch House Road, tied into traffic calming measures.</p>	
Route 11	Hever Road	0.6	62%	66%	<p>Provide dropped kerbs and tactile paving where missing at junctions with Mill Hill and Robyns Way.</p> <p>Address accessibility issues at driveways along industrial estate section by providing continuous footways.</p> <p>Improve connectivity to PRoW east to Hever Road by providing a new uncontrolled crossing. This could be supported by a build-out to reduce the crossing distance, improve visibility to pedestrians and create a new traffic calming feature.</p>	<p>Review carriageway surface and repave where necessary to improve conditions for on-carriageway cycling along corridor.</p> <p>Review on-street parking and potential to widen footway along residential section of Hever Road.</p> <p>Improve maintenance (litter/overgrown vegetation) and review lighting provision along section adjacent to industrial estate to improve perceptions of safety.</p> <p>Review lighting along wooded section of Hever Road to improve visibility and perceptions of safety for cyclists outside daylight hours.</p> <p>East of the town, Quiet Lane style interventions could be considered along Hever Lane to create a quiet inter-urban cycle route that connects Edenbridge to Hever and reduces vehicle speeds along the lane.</p>	

PRIORITISATION

Scoring Criteria

The purpose of Stage 5 is to establish a prioritised programme for the delivery of the walking and cycling measures identified in Stages 3 and 4 of the LCWIP. The prioritised list of measures should aid future network development by outlining the top priority schemes for delivery. The results can also be used as a mechanism for funding applications or seeking developer contributions towards new walking and cycling infrastructure.

As noted previously, LCWIPs are considered to be 'live' documents by the DfT and local authorities therefore should consider updating/revising the prioritisation table to reflect latest developments. The LCWIP methodology includes a suggested approach for prioritising measures however it also emphasises that the methodology should be tailored to the local context.

In order to prioritise the routes in the LCWIP, nine prioritisation factors were identified. Each prioritisation factor was scored on a scale of 0-3. These are summarised in the opposite table, alongside the scoring criteria that were applied.

Public Consultation

To support the prioritisation of the LCWIP routes, a public consultation exercise was undertaken in October 2025, receiving a total of 14 responses to the online consultation. As part of the questionnaire, members of the public were asked to rank the 11 LCWIP routes in order of priority for both walking and cycling improvements. The results of this exercise were then included as factor 8 and factor 9 in the table opposite.

Members of the public were also asked to provide suggestions for routes that could be included in future iterations of the Edenbridge LCWIP. A summary of the feedback is included in **Appendix B** of this report.

Factor	Scoring Criteria
1. Timescale	Short term (3): Routes requiring some minor engineering works (i.e. dropped kerbs, resurfacing of footways) and mostly light-touch measures (i.e. improved wayfinding, lighting, barrier reconfiguration) score higher as these can be delivered more quickly. Medium-term (2): Routes involving major engineering works (i.e. major junction improvements requiring tightening of corner radii or new controlled crossings) requiring medium to high urgency. Long term (1): Routes involving traffic management measures harder to gain public acceptability, or complex infrastructure improvements.
2. Design Complexity	Low (3): Routes requiring few interventions and little design complexity (i.e. dropped kerbs, improved lighting, maintenance improvements). Medium (2): Routes requiring many interventions with little design complexity. High(1): Routes requiring complex design interventions (i.e. junction improvements, controlled crossings, new sections of footway, segregated cycle provision)
3. Cost Estimate	Low (3): Routes requiring few low-cost interventions (i.e. reconfiguring barriers, improved lighting, resurfacing short sections of footway). Medium (2): Routes requiring interventions with some cost associated (i.e. dropped kerbs and tactile paving) and few costly interventions like narrowing corner radii and adding new crossings. High (1): Routes requiring many costly interventions (i.e. narrow corner radii, segregated cycle tracks, new crossing, raised table)
4. Design Urgency	High (3): Routes connecting multiple key town destinations. Medium (2): Routes connecting to key destinations. Low (1): Routes along quiet residential roads
5. Scale of benefit	Town-wide (3): Routes having a town-wide impact by providing improved connections to key destinations. Neighbourhood-wide (2): Routes providing benefits at a neighbourhood scale. Street-specific (1): Routes passing along one street and having less impact across the town
6. Links to Development Site	Yes (3): the route connects to a development site and would improve access by walking and/or cycling.
7. Funding Potential	High (3): There is a high potential for funding, either publicly such as through ATE, or privately such as through S106 contributions. Medium (2): There is some potential for funding, for instance the route is close to a development site, or has some aspects that are likely to attract public funding. Low (1): There is limited scope for funding, either due to the level of interventions proposed, or a lack of opportunities for developer funding.
8. Public Consultation - Priority for Cycling	Each participant ranked their top 5 routes for cycling in order of priority. This was summarised to provide a ranked list setting out which routes were ranked the highest across all public consultation responses. A score of 1-3 was then assigned, with the top third of highest ranked routes scoring a 3, the middle third scoring a 2, and the lowest third scoring a 1.
9. Public Consultation - Priority for Walking	Each participant ranked their top 5 routes for walking in order of priority. This was summarised to provide a ranked list setting out which routes were ranked the highest across all public consultation responses. A score of 1-3 was then assigned, with the top third of highest ranked routes scoring a 3, the middle third scoring a 2, and the lowest third scoring a 1.

Prioritisation Results

The prioritisation results are shown on the opposite plan. Routes in pink or purple scored higher on the prioritisation, whereas the routes in blue scored lower.

The results reflect the importance of key, high demand routes in the town, namely along Station Road and High Street. Similarly, routes connecting to railway stations score highly, in particular route 8 which was the highest ranked route and provides local connections to Edenbridge Station, as well as Edenbridge Primary School and improved connectivity to the High Street.

The lower ranked routes are generally the more peripheral routes in the town, including along Crouch House Road, Hever Road and the footpath connection towards Hilders Lane.

It should be stressed that this list be treated as an indicative guide and the prioritisation scoring/ranking will remain under review by SDC - therefore the order in which improvements are delivered may change if new funding or other opportunities become available to deliver the improvements sooner than planned.

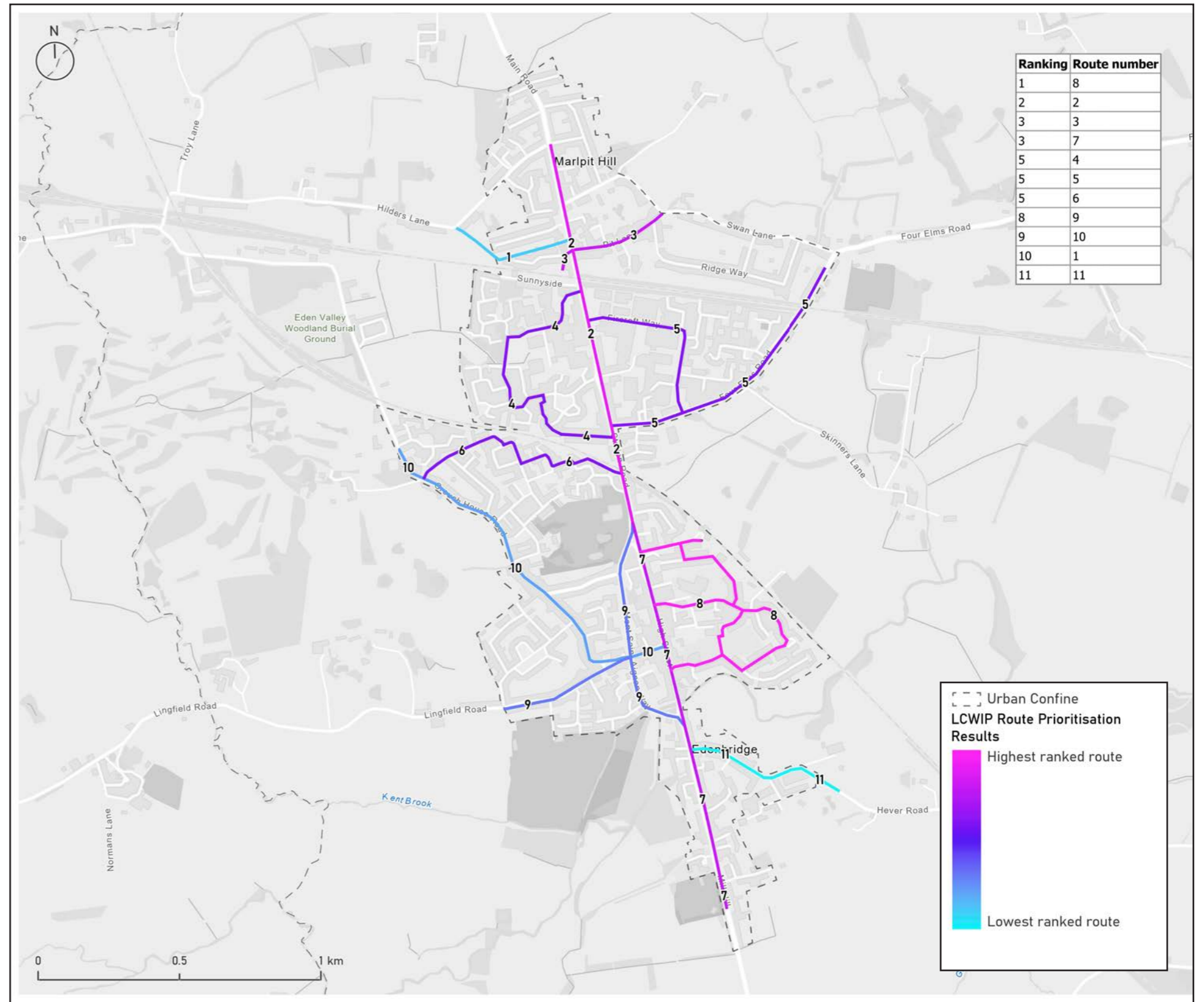


Figure 6.2 Prioritisation Results





7 INTEGRATION

INTEGRATION

Summary

This report has provided a summary of the Edenbridge LCWIP.

The report has demonstrated how the proposed walking, wheeling and cycling network would combine with existing infrastructure to provide a comprehensive walking and cycling network. This would provide connections between key origins and destinations in Edenbridge and enable regular everyday trips to be made by walking, cycling and wheeling, as well as routes which would enable safe and enjoyable leisure journeys to be undertaken by all users.

The LCWIP methodology has been followed and a series of interventions to improve conditions for walking, wheeling and cycling in the town has been developed. These interventions were then prioritised against nine different factors as part of a multi-criteria prioritisation process.

Integration

It is recommended that the LCWIP is considered in all future developments and applications in the study area which either directly impact upon the LCWIP networks or are likely to affect conditions for walking and cycling in general. Whilst the LCWIP has developed measures only for the LCWIP network, a majority of these recommendations could be adopted and applied to sites across the town to further improve the walking and cycling conditions.

It is also recommended that the LCWIP is integrated with ongoing strategies and policies in the county, as well as the delivery of planned walking and cycling infrastructure through KCC. It will be important to ensure that the LCWIP is integrated with county-wide projects such as any future iterations of the KCWIP, as well as projects in neighbouring areas, including Surrey given the proximity of the town to the county boundary.

Funding

This LCWIP is an important tool that will enable SDC and KCC to secure funding on walking and cycling schemes across the study area. Although not formally required by Active Travel England, the development of an LCWIP will help SDC and KCC to make a strong case for future investment in active travel infrastructure in the town, as well as the wider district.

The identified routes and the design recommendations included within provide a list of active travel schemes to which sources of funding can be applied for. Potential sources of funding for these routes include:

- Funding from central government, obtained through funding applications by KCC to Active Travel England
- Planning obligations from new development
- Internal Council funds

Any new developments in the town that are within or near to the geographical scope of this LCWIP should be reviewed for opportunities to make funding contributions towards the delivery of, or help to deliver the proposals contained within this LCWIP.



Figure 7.1 High Street / Church Street - Edensbridge Town Centre

APPENDIX A PRIORITISATION RESULTS

Route #	Alignment	Length (km)	RST Links	WRAT Links	High Level Cost Estimate	Timescale	Design Complexity	£ Estimate	Design Urgency	Scale of Benefit	Links to development sites	Funding potential	Priority for Walking from Public Consultation Feedback	Priority for Cycling from Consultation Feedback	TOTAL	%	Route Ranking
Route 8	Residential area east of High Street	1.8	67%	76%	£500-£750k	3	3	2	2	3	3	3	2	2	23	85%	1
Route 2	Main Road and Station Road	1.34	55%	72%	£1-£1.5m	2	1	1	3	3	3	3	3	3	22	81%	2
Route 3	Pit Lane, Swan Lane and Albion Way	0.4	74%	70%	£250k-£500k	3	3	3	2	3	0	1	2	2	19	70%	3
Route 7	High Street and Mill Hill	1.4	44%	72%	£2.5-£3m	1	2	1	3	3	0	3	3	3	19	70%	3
Route 4	Westways, Champions Drive, Brooklands Crescent, Enterprise Way	1.1	74%	87%	£250k-£500k	3	3	3	1	1	3	2	1	1	18	67%	5
Route 5	Four Elms Road and Fircroft Way	1.6	39%	66%	£750k-£1m	2	1	1	3	1	3	3	2	2	18	67%	5
Route 6	Crouch House Road to Station Road	1.2	69%	80%	£100k-£250k	3	3	3	1	1	3	2	1	1	18	67%	5
Route 9	Mont St Aignan Way and Lingfield Road	1.3	50%	61%	£1.5-£2m	1	1	1	3	3	0	2	3	3	17	63%	8
Route 10	Crouch House Road	1.3	58%	69%	£500-£750k	2	2	2	2	1	3	2	1	1	16	59%	9
Route 1	Hilders Lane to Main Road via Footpath SR597	0.4	40%	62%	£100k-£250k	3	3	3	1	1	0	1	1	2	15	56%	10
Route 11	Hever Road	0.6	62%	66%	£250k-£500k	2	2	3	2	1	0	1	1	1	13	48%	11

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APPENDIX B
PUBLIC
CONSULTATION
FEEDBACK

Edenbridge LCWIP - Prioritising Routes: Summary report

This report was created on Wednesday 05 November 2025 at 10:57 and includes **14** responses.

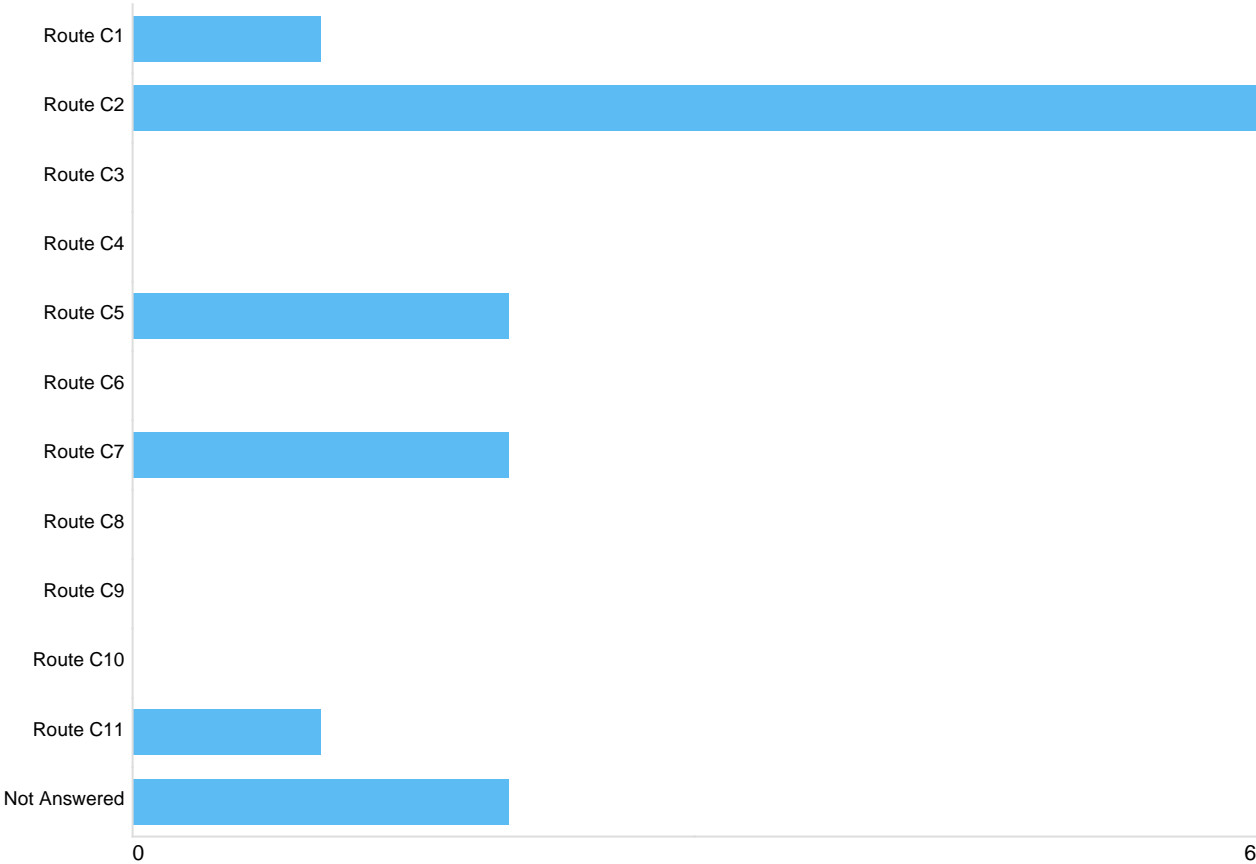
The activity ran from 07/10/2025 to 28/10/2025.

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Question 5: If you have any further comments on the draft cycling and walking network, please let us know in the text box below.	13
If you have any further comments on the draft cycling and walking network, please let us know in the text box below.	13

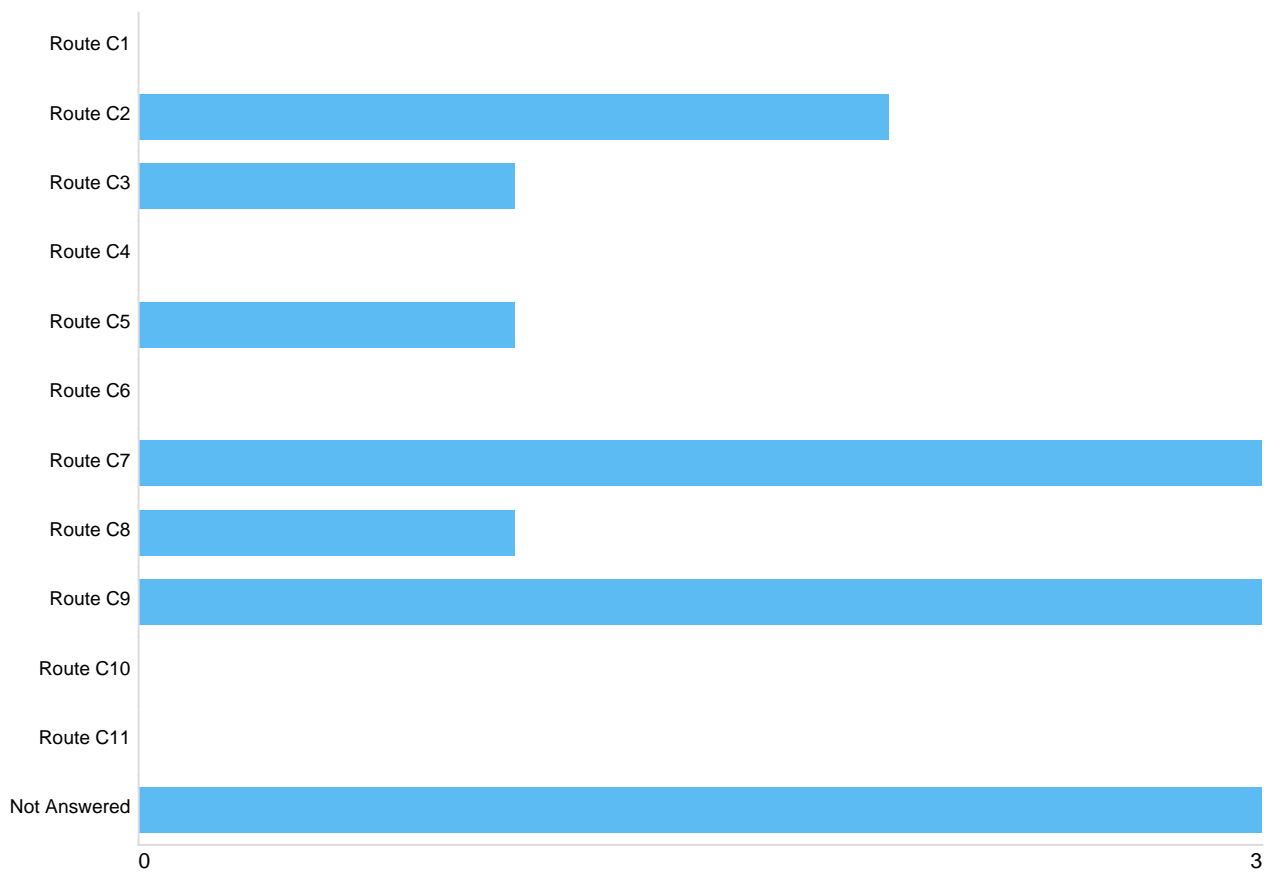
Question 1: Could you please select your top 5 proposed cycling routes, with 1 being the one you would use most frequently?

cycling ranking - 1



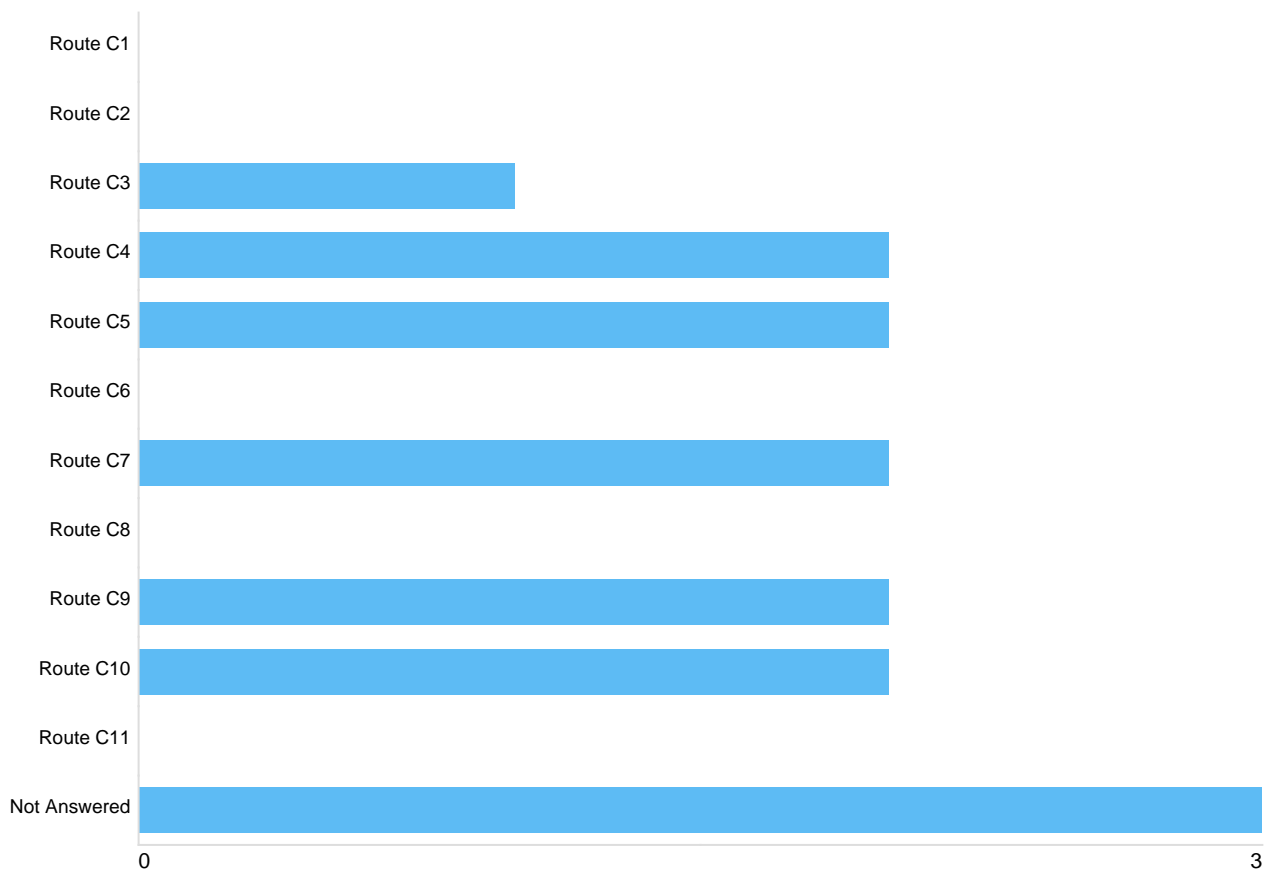
Option	Total	Percent
Route C1	1	7.14%
Route C2	6	42.86%
Route C3	0	0.00%
Route C4	0	0.00%
Route C5	2	14.29%
Route C6	0	0.00%
Route C7	2	14.29%
Route C8	0	0.00%
Route C9	0	0.00%
Route C10	0	0.00%
Route C11	1	7.14%
Not Answered	2	14.29%

cycling ranking - 2



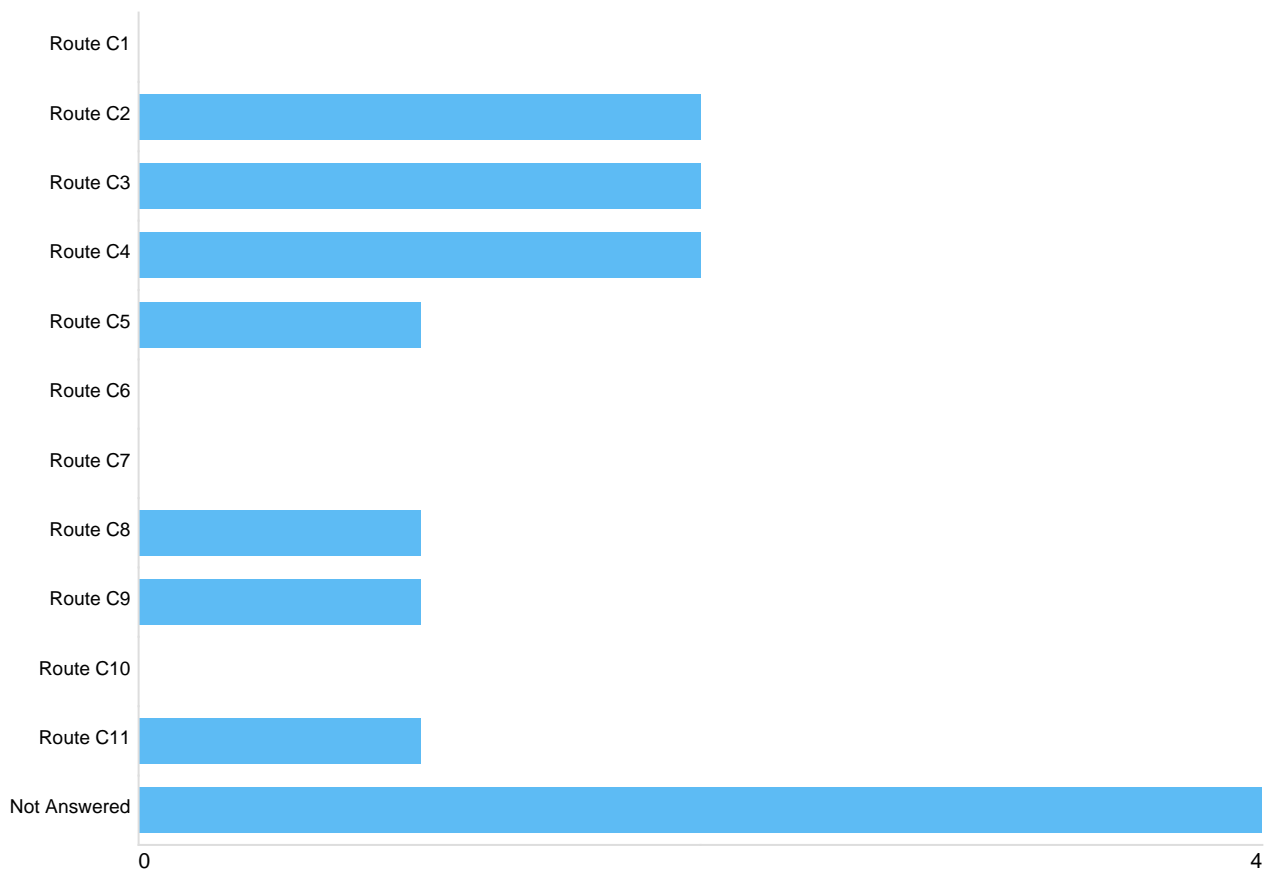
Option	Total	Percent
Route C1	0	0.00%
Route C2	2	14.29%
Route C3	1	7.14%
Route C4	0	0.00%
Route C5	1	7.14%
Route C6	0	0.00%
Route C7	3	21.43%
Route C8	1	7.14%
Route C9	3	21.43%
Route C10	0	0.00%
Route C11	0	0.00%
Not Answered	3	21.43%

cycling ranking - 3



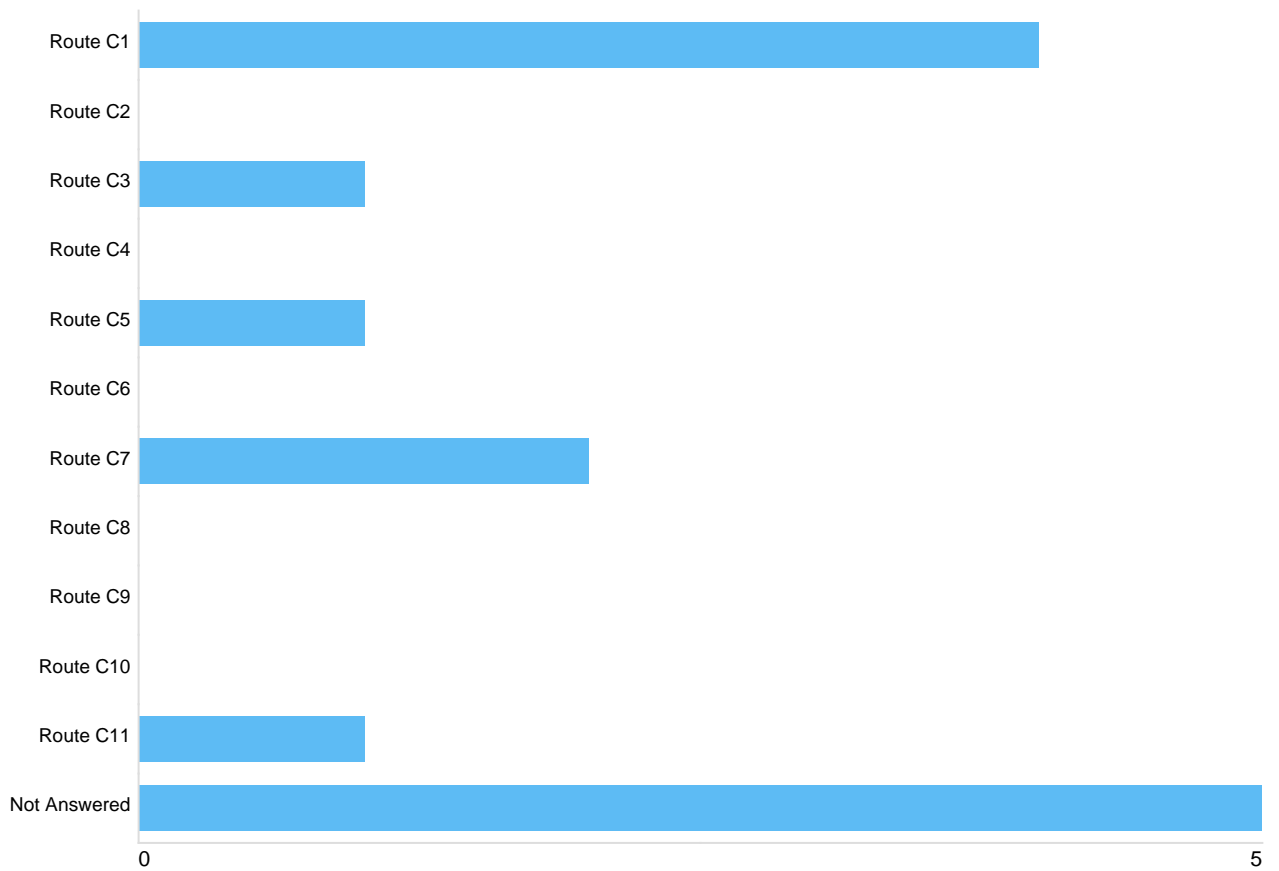
Option	Total	Percent
Route C1	0	0.00%
Route C2	0	0.00%
Route C3	1	7.14%
Route C4	2	14.29%
Route C5	2	14.29%
Route C6	0	0.00%
Route C7	2	14.29%
Route C8	0	0.00%
Route C9	2	14.29%
Route C10	2	14.29%
Route C11	0	0.00%
Not Answered	3	21.43%

cycling ranking - 4



Option	Total	Percent
Route C1	0	0.00%
Route C2	2	14.29%
Route C3	2	14.29%
Route C4	2	14.29%
Route C5	1	7.14%
Route C6	0	0.00%
Route C7	0	0.00%
Route C8	1	7.14%
Route C9	1	7.14%
Route C10	0	0.00%
Route C11	1	7.14%
Not Answered	4	28.57%

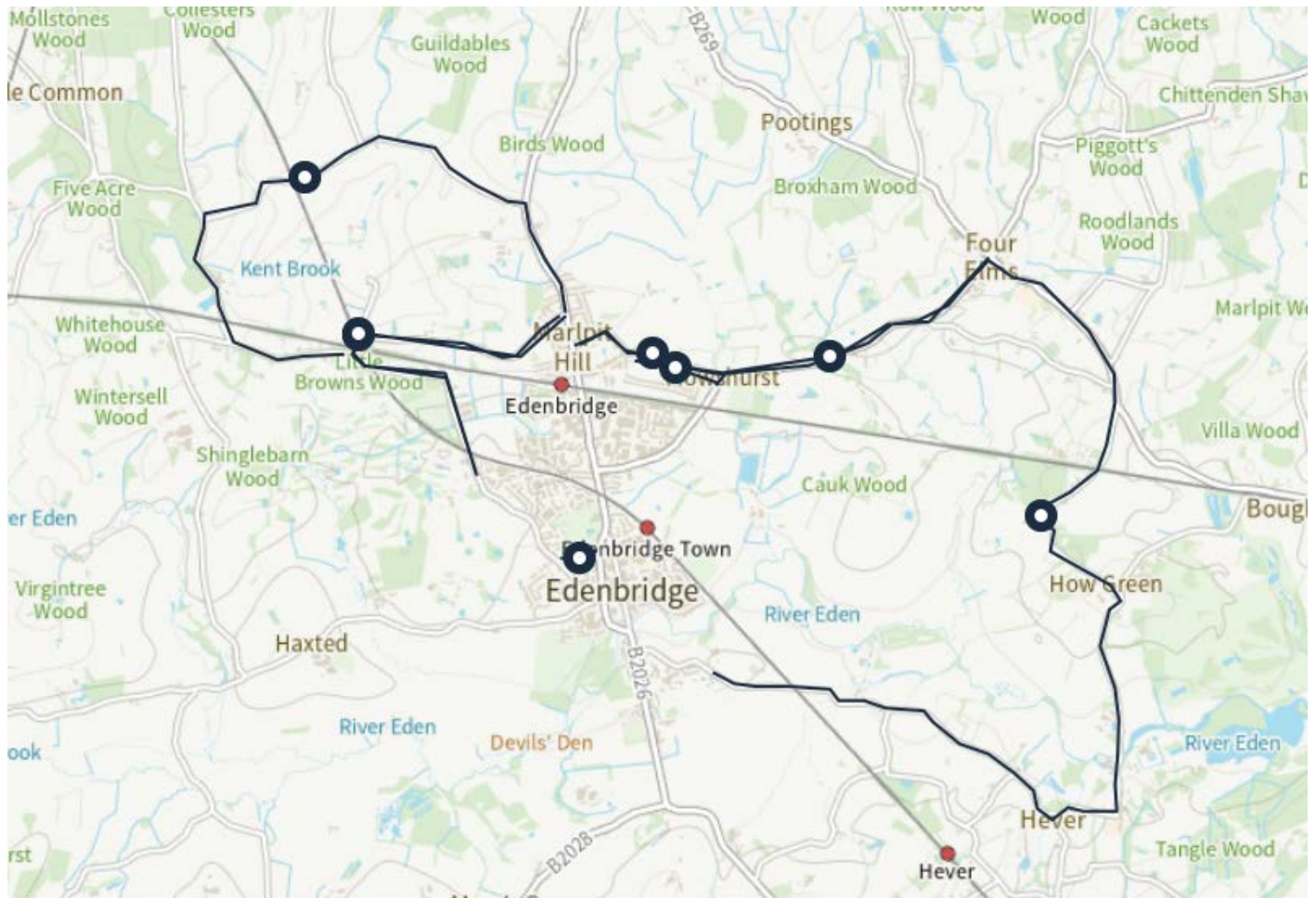
cycling ranking - 5



Option	Total	Percent
Route C1	4	28.57%
Route C2	0	0.00%
Route C3	1	7.14%
Route C4	0	0.00%
Route C5	1	7.14%
Route C6	0	0.00%
Route C7	2	14.29%
Route C8	0	0.00%
Route C9	0	0.00%
Route C10	0	0.00%
Route C11	1	7.14%
Not Answered	5	35.71%

Question 2: If you think it's needed, click on the map to draw additional cycling routes through Edenbridge built up area and connected countryside

Desired routes

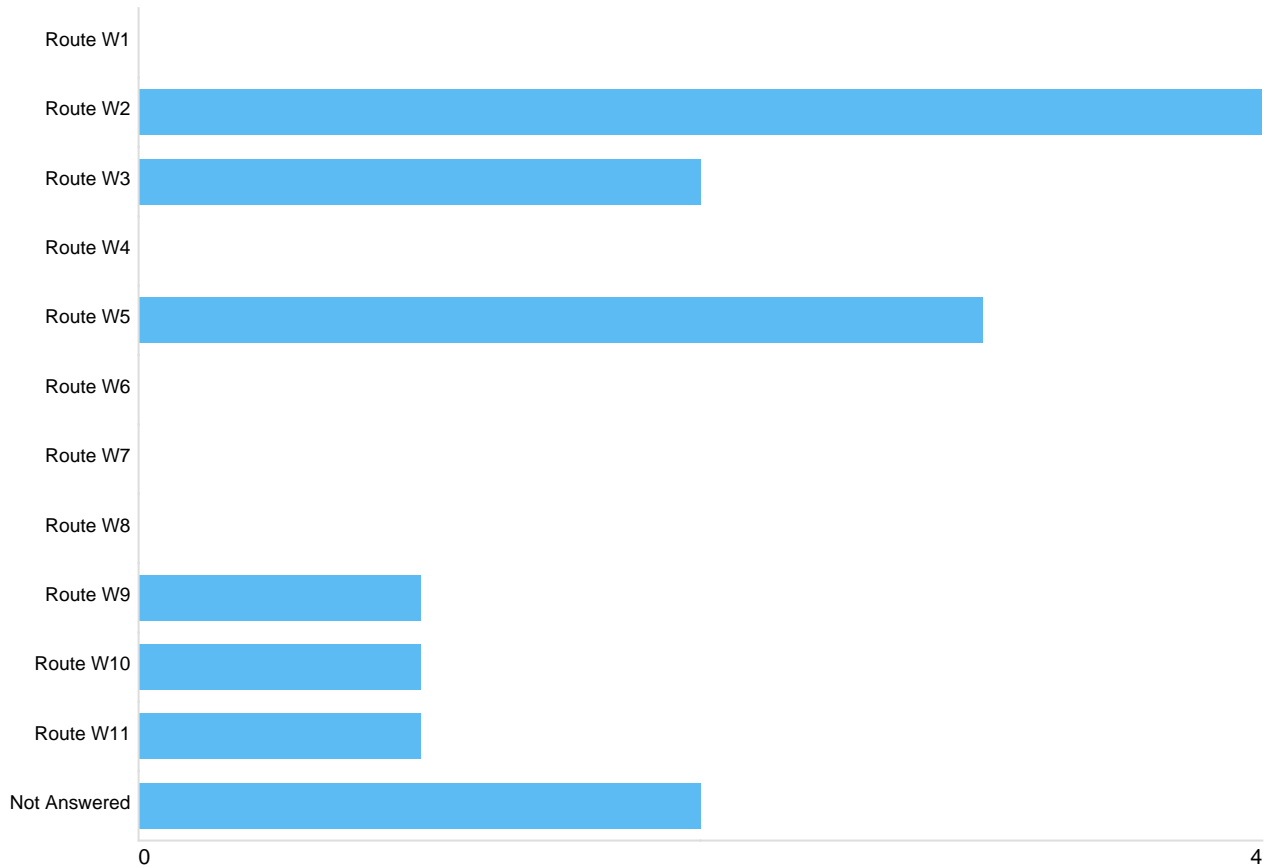


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There were 6 responses to this part of the question.

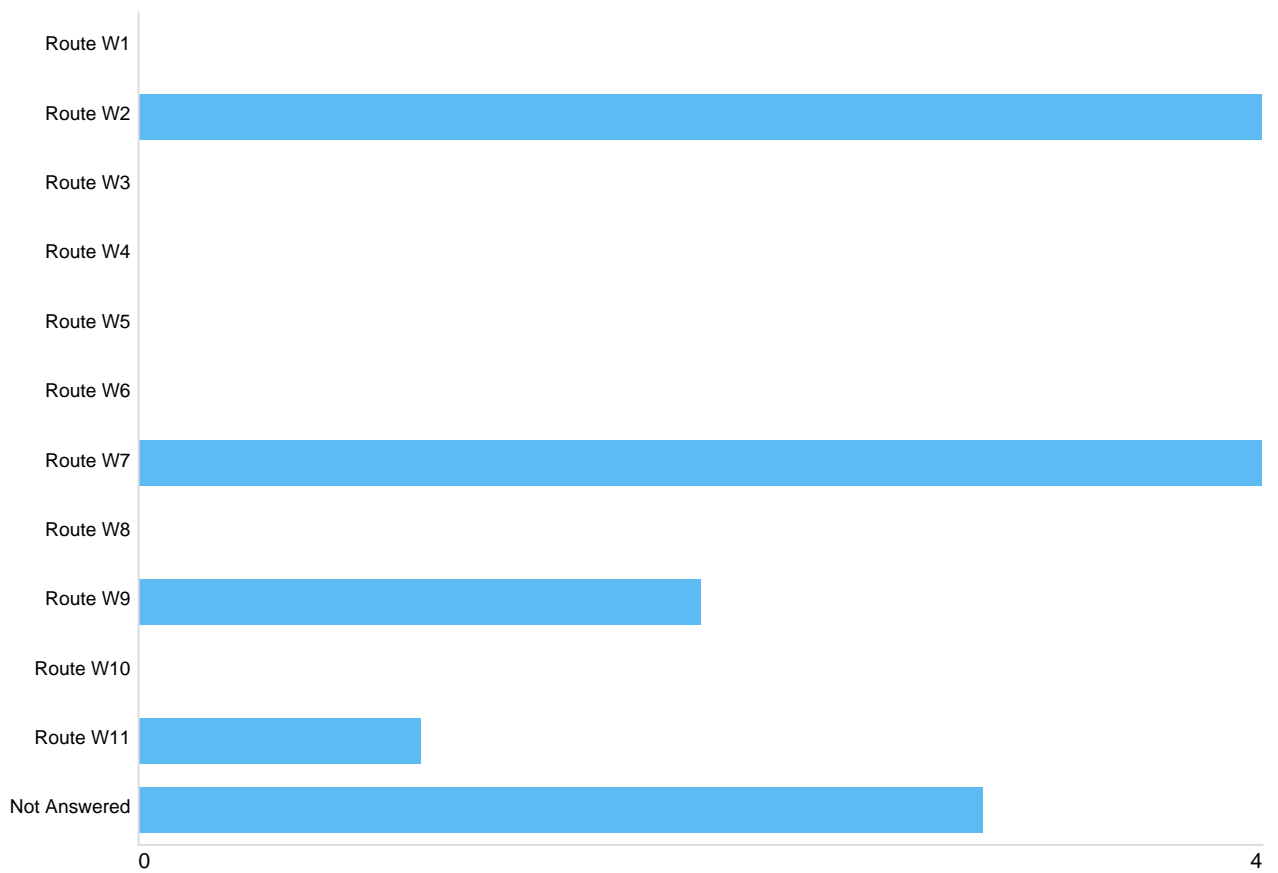
Question 3: Could you please select your top 5 proposed walking routes, with 1 being the one you would use most frequently?

walking ranking - 1



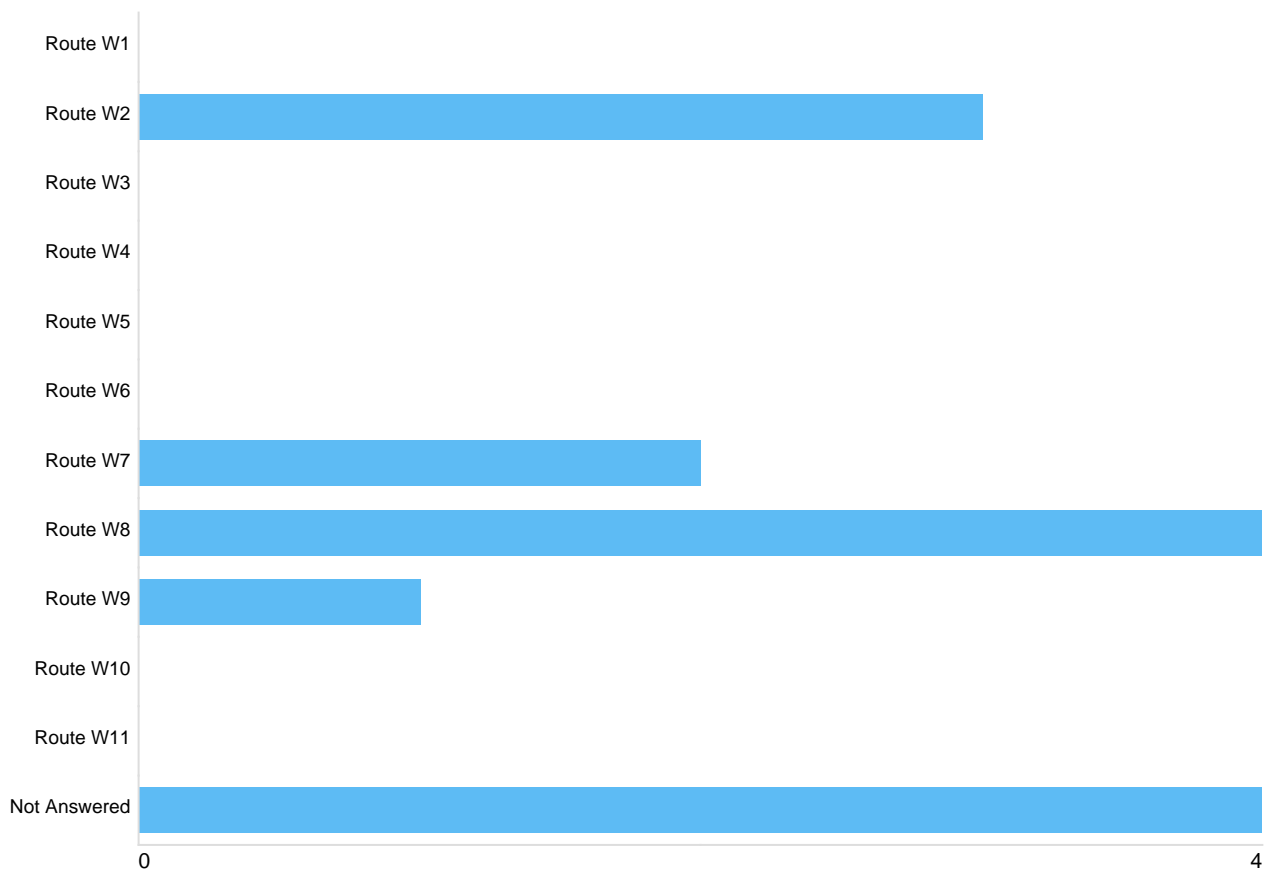
Option	Total	Percent
Route W1	0	0.00%
Route W2	4	28.57%
Route W3	2	14.29%
Route W4	0	0.00%
Route W5	3	21.43%
Route W6	0	0.00%
Route W7	0	0.00%
Route W8	0	0.00%
Route W9	1	7.14%
Route W10	1	7.14%
Route W11	1	7.14%
Not Answered	2	14.29%

walking ranking - 2



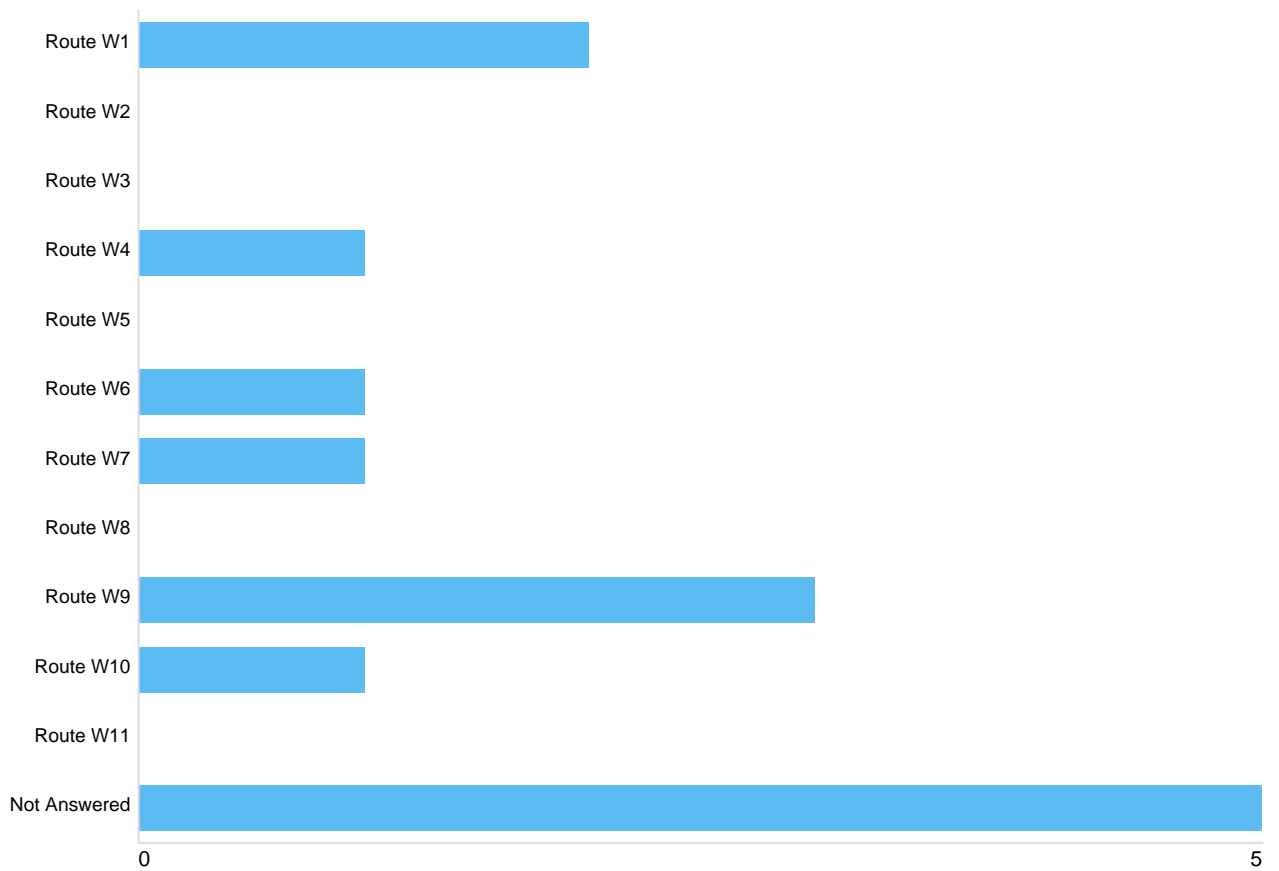
Option	Total	Percent
Route W1	0	0.00%
Route W2	4	28.57%
Route W3	0	0.00%
Route W4	0	0.00%
Route W5	0	0.00%
Route W6	0	0.00%
Route W7	4	28.57%
Route W8	0	0.00%
Route W9	2	14.29%
Route W10	0	0.00%
Route W11	1	7.14%
Not Answered	3	21.43%

walking ranking - 3



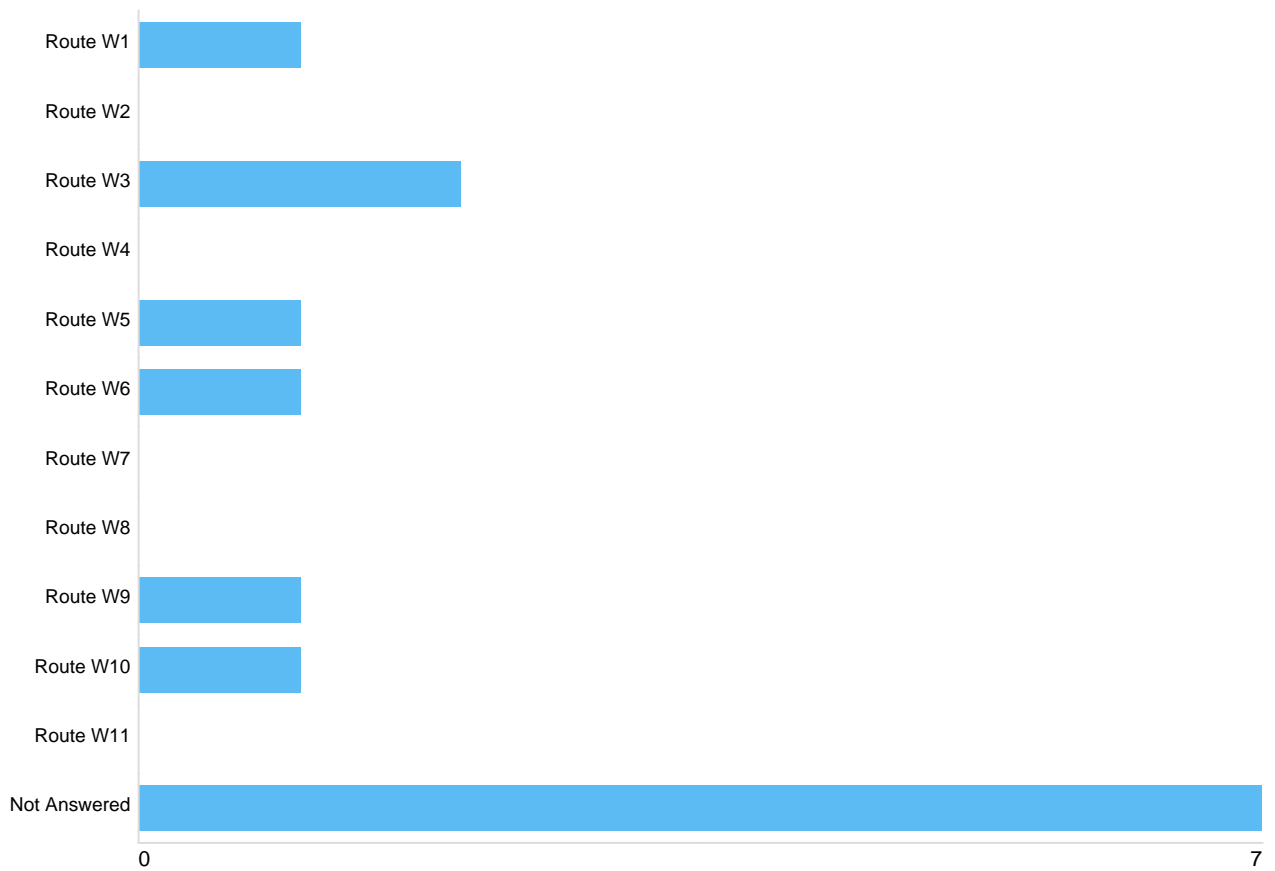
Option	Total	Percent
Route W1	0	0.00%
Route W2	3	21.43%
Route W3	0	0.00%
Route W4	0	0.00%
Route W5	0	0.00%
Route W6	0	0.00%
Route W7	2	14.29%
Route W8	4	28.57%
Route W9	1	7.14%
Route W10	0	0.00%
Route W11	0	0.00%
Not Answered	4	28.57%

walking ranking - 4



Option	Total	Percent
Route W1	2	14.29%
Route W2	0	0.00%
Route W3	0	0.00%
Route W4	1	7.14%
Route W5	0	0.00%
Route W6	1	7.14%
Route W7	1	7.14%
Route W8	0	0.00%
Route W9	3	21.43%
Route W10	1	7.14%
Route W11	0	0.00%
Not Answered	5	35.71%

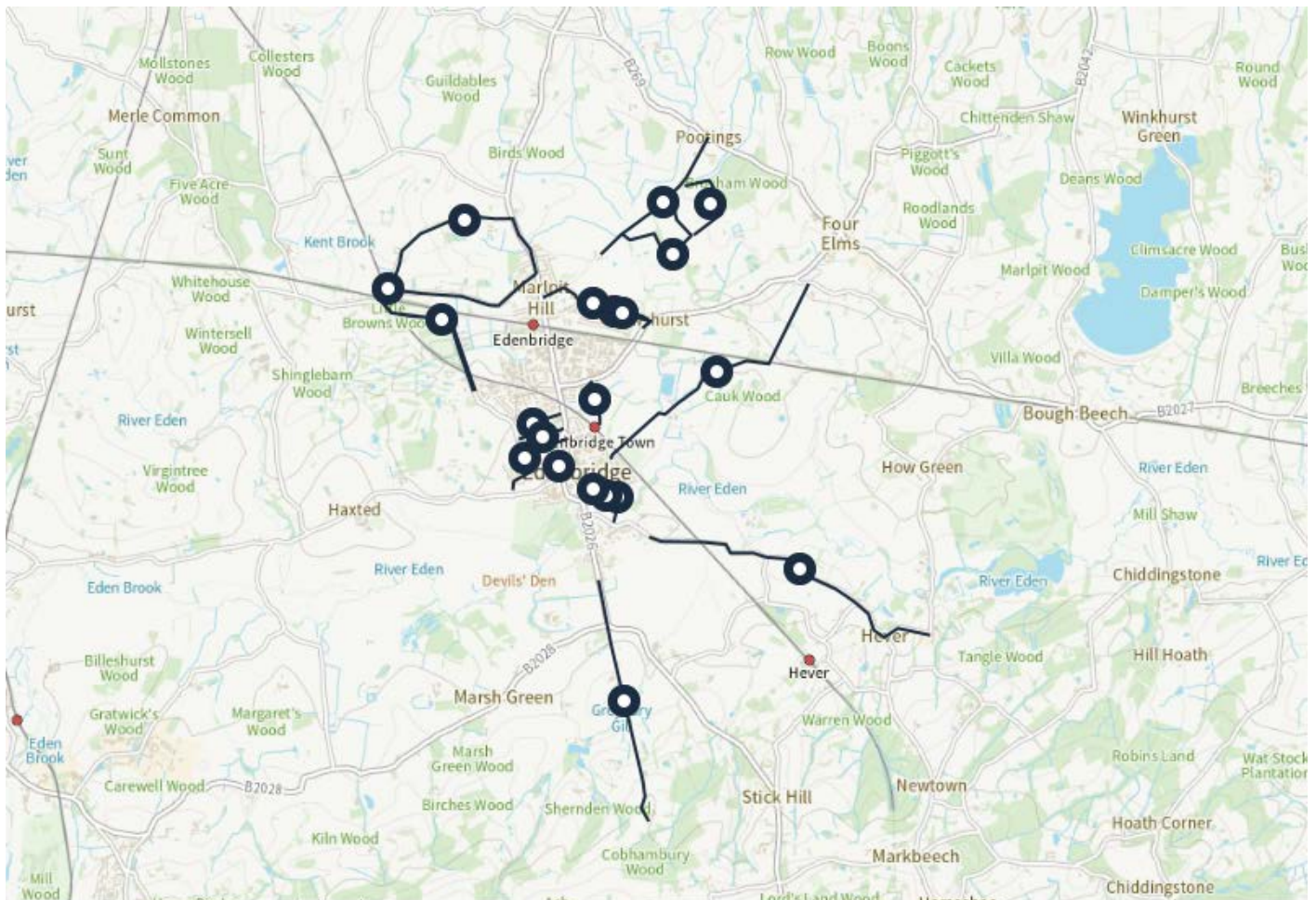
walking ranking - 5



Option	Total	Percent
Route W1	1	7.14%
Route W2	0	0.00%
Route W3	2	14.29%
Route W4	0	0.00%
Route W5	1	7.14%
Route W6	1	7.14%
Route W7	0	0.00%
Route W8	0	0.00%
Route W9	1	7.14%
Route W10	1	7.14%
Route W11	0	0.00%
Not Answered	7	50.00%

Question 4: If you think it's needed, click on the map to draw additional walking routes through Edenbridge built up area and connected countryside.

Desired routes



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There were 8 responses to this part of the question.

Question 5: If you have any further comments on the draft cycling and walking network, please let us know in the text box below.

If you have any further comments on the draft cycling and walking network, please let us know in the text box below.

There were 10 responses to this part of the question.



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