**Otford to Bat & Ball Walking, Wheeling & Cycling Route FAQs**

**Q1. How long is the route?**

A1. The route is approximately 1.8 miles long.

**Q2. Can the funding be used for other transport improvements, for example, improving roads or subsidising school buses?**

A2. The funding has been granted by Active Travel England specifically for the planning of the route so cannot be used on other transport improvement works. Active Travel England is the government’s executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England.

**Q3. Who are you expecting to use this route?**

A3. The route provides something for everyone—whether you're walking, using a wheelchair or mobility aid, or riding a bike. It makes it easier, safer and more attractive to get to places like shops, train stations, schools, and other everyday spots.

**Q4. Why does the route stop at the Bat and Ball junction?**

A4. The route is part of a wider aim to link Otford to Sevenoaks town centre. But, there are significant constraints and challenges along the section from Bat and Ball to Sevenoaks town centre, so we have concentrated on linking Otford to Bat and Ball first.  
  
There is also a real opportunity at Bat and Ball to improve the existing junction with the addition of a new roundabout, replacing the current traffic lights. This improvement will come forward as part of the Sevenoaks Quarry development, which already benefits from outline planning permission. We will continue to engage with the site developer to ensure provision for pedestrians and cyclists are fully integrated into these works.   
  
The route is part of the Council’s wider plan to create a network of safe walking and cycling routes across the District and will complement the Sevenoaks East to West route, which is currently being constructed.

**Q5. On the bridge over the M26, why have you suggested one cycle lane where people can ride in both directions, separated from traffic?**

A5. There’s a 750-metre section of Sevenoaks Road (A225) which is a dual carriageway, whilst the rest of the corridor has one lane in each direction. This section of Sevenoaks Road was originally meant to serve slip roads accessing the M26. However, these were never built. As a result, this short section of dual carriageway no longer serves its original purpose and doesn’t match the rest of the road, which is mostly single-lane in each direction.Two options were considered for this short section of the A225:

**1) One cycle lane where people can ride in both directions, separated from traffic**

* After discussions with Kent County Council, Sevenoaks District Council agreed that removing one southbound lane on the A225 bridge over the M26 won’t cause traffic problems.
* This design was chosen because it allows a two-way cycle path to run the full length of the project, from Otford to the Bat & Ball junction. The cycle path is suggested for the eastern side of the A225, since most key places people want to reach are on that side, making it easier for cyclists to access them.
* **Proposal:**
* We propose dedicating one southbound lane of the existing dual carriageway to a new bi-directional cycle track, whilst retaining the existing footway for pedestrians. This would create a high-quality cycle route which would be a safer, and more comfortable environment by reducing conflict between road users and enhancing overall accessibility and well-being.
* **2) Separate north/southbound cycle lanes**
* Designers looked at the idea of having separate cycle lanes for northbound and southbound travel, each going in the same direction as traffic. But this idea was not progressed.
* The northbound lane would have been on the west side of the A225, while most key places people want to reach are on the east side. That would have made the northbound lane less useful. This issue applies along the whole route, not just the dual carriageway section. Instead, a single two-way cycle lane on the east side of the road is a more practical and accessible option.

**Q6.** **Will the route result in the loss of on-street car parking?**

A6. There are no proposed losses of on-street car parking.

**Q7. Is the route safe for pedestrians?**

A7. According to Cycling UK ([Cycling and Pedestrians](https://www.cyclinguk.org/briefing/cycling-and-pedestrians" \l ":~:text=Yet%2C%20although%20people%20who%20cycle,are%20hit%20by%20motor%20vehicles)) the percentage risk to pedestrians killed or seriously injured (KSI) is as low as 2%.   
  
In Sevenoaks specifically, there has been one fatality of this nature in the last ten years (which occurred in 2013), and three in the entire record of collisions (1980, 1981 and 1984).   
  
During the period 1980-2022 there have been a total of 987 cycle fatalities in Kent meaning pedal cycles have caused fatalities injuries to pedestrians in less than 0.5% of cases.

**Q8.** **When will construction begin?**

A8. We will work in partnership with KCC as the local transport authority to submit a funding bid to Central Government for construction. We anticipate doing this in Winter 2026. The route is anticipated to come forward in phases, with the timing and sequence of delivery to be confirmed as the project develops.