

Tonbridge and Malling Cycling Strategy

Consultation Report

Are the aims of the strategy clearly laid out?

Comment	Response
The Tonbridge/Hildenborough map is not detailed enough, specifically in the areas of north Hildenborough and St Marys Road, Tonbridge.	Detailed route maps have been included in the final version of the strategy.
The strategy builds a strong case for cycling but this is not translated into firm proposals, particularly in the Tonbridge area.	Detailed route maps have been included in the final version of the strategy. Firm scheme proposals will be developed when funding becomes available and further consultation will be undertaken with affected stakeholders.

Are you broadly in favour of the actions proposed?

Comment	Response
Not supportive of proposed route outside my property.	The route proposals included in the strategy have been

	<p>identified by Kent County Council (KCC) and Sustrans based on feedback from local cyclists and analysis of local desire lines.</p> <p>Firm scheme proposals will be developed when funding becomes available and further consultation will be undertaken with affected stakeholders.</p>
<p>Proposals in the Snodland area appear to give priority to cyclists over pedestrians and local residents. Of particular concern are the proposals to create through routes where there are currently barriers in place to prevent anti-social behaviour by motorcyclists.</p> <p>Suggested contra-flow cycle lane in Queens Avenue would be dangerous and unnecessary.</p> <p>Several proposals do not reflect local desire lines.</p>	<p>Officers from KCC and Tonbridge and Malling Borough Council (TMBC) have met with Councillor Anne Maloney to discuss the concerns of Snodland Town Council and local residents regarding the proposals. The strategy has been amended accordingly.</p>
<p>New routes should be as direct as possible to encourage uptake.</p> <p>Cycle parking should not be negotiated with developers; convenient and secure parking and storage should be mandatory in all new developments.</p>	<p>The strategy seeks to provide direct routes between key trip attractors wherever this can be achieved safely and cost effectively.</p> <p>The cycle parking standards set out in the Kent Design Guide Interim Guidance Note 3 (for residential developments) and the Kent and Medway Structure Plan Supplementary Planning Guidance 4 (for non-residential developments) are sought by KCC Highways and Transportation in all new developments.</p>

Do you think that existing cycle routes within the borough are adequate?

Comment	Response
There is a lack of clearly marked routes.	The strategy seeks to increase the number of routes in the borough where funding allows. These will be signed according to the standards prescribed by the Department for Transport.
<p>The pinch points on the railway bridge and at the southern end of Shipbourne Road in Tonbridge are dangerous for cyclists.</p> <p>The cycle network in the Portman Park area of Tonbridge is incomplete.</p> <p>There is poor signage where the cycle route to Hildenborough is diverted by the filling station.</p>	<p>The strategy proposes to improve the standard and safety of the cycle network around Tonbridge Station, in partnership with Network Rail, which owns the railway bridge. There are limited options available to address the pinch point on Shipbourne Road and hence the strategy focuses on developing parallel traffic free routes between the town centre and the north west housing area.</p> <p>The strategy proposes to create a new route along the A26 corridor to link the town centre with the north east housing area.</p> <p>KCC will review the signage at the filling station in Hildenborough.</p>
Gaps in the existing cycle network can be dangerous.	The creation of continuous routes between key trip attractors is a priority for the strategy.
Cycle routes should be safer to encourage children and young people to cycle independently to schools and leisure facilities.	All new cycle route proposals are subject to independent Road Safety Audits and National Standard Cycle Training (Bikeability) is offered to all school children in Years 6 to 9.

<p>A cycle route should be provided on Hadlow Road to provide a link in to Tonbridge town centre.</p>	<p>The final version of the strategy includes a route proposal on Hadlow Road.</p>
<p>Cycle routes away from roads are more desirable.</p>	<p>The final version of the strategy includes an increased number of proposals for traffic-free routes; however these are often less direct than on-road routes and they are not always feasible in built up areas.</p>
<p>Cyclists are not sufficiently protected from traffic on Tonbridge High Street.</p>	<p>KCC and TMBC are preparing a scheme of improvements for Tonbridge High Street which aim to reduce traffic speeds and provide a safer environment for cyclists. This is referenced in the final version of the strategy.</p>
<p>A cycle route should be provided on London Road in Hildenborough between its junctions with Mill Lane and Foxbush and motorists should be made aware of cyclists at junctions and bends.</p>	<p>The strategy proposes to extend the existing cycle route on London Road to Half Moon Lane to provide a direct link between Tonbridge town centre and the majority of residential areas within Hildenborough. KCC will investigate the feasibility of a further route extension along London Road as funding allows; however the presence of on-street parking bays to the west of the Half Moon public house may prohibit this.</p>
<p>The cycle route on London Road in Hildenborough frequently conflicts with side roads, vehicle crossovers, pedestrians and signage. This presents a number of hazards to cyclists.</p>	<p>KCC is aware of these issues and has conducted a high-level review of potential alternative cycle routes between Tonbridge and Hildenborough. Unfortunately, there are no parallel routes available that would provide a continuous and direct alternative to the London Road route at this time.</p>

<p>Traffic speeds, highway geometry and car parking on the local road network between London Road and Hildenborough Station are hazardous to cyclists.</p>	<p>It is acknowledged that the local highway network between London Road and Hildenborough Station is not conducive to cycling. Unfortunately, there are few opportunities to radically improve the situation without significant investment. As such, the strategy focuses on improving cycle connectivity between Hildenborough and Tonbridge Station, which is considered a more cost effective and deliverable approach in the medium term.</p>
<p>Many footpaths in rural areas are suitable for cyclists and would provide attractive, traffic-free routes between villages and towns.</p>	<p>KCC will review the borough's Public Rights of Way network with a view to converting footpaths to cycle tracks or bridleways where appropriate.</p>
<p>There is a lack of cycle routes between Kings Hill and the quiet lanes to the south and east.</p>	<p>The final version of the strategy includes proposed cycle routes between Kings Hill and Wateringbury via Teston Road and Canon Lane.</p>

Do you broadly agree with the route proposals suggested?

Comment	Response
<p>Improve cycle safety on the railway bridge at Quarry Hill Road, Tonbridge.</p>	<p>The strategy proposes to improve the standard and safety of the cycle network around Tonbridge Station, in partnership with Network Rail, which owns the railway bridge.</p>

<p>Pleased with the suggested routes in north Tonbridge which would avoid the need to cycle along the narrow section of Shipbourne Road.</p>	<p>Noted.</p>
<p>Lack of cycle infrastructure on Tonbridge High Street.</p>	<p>KCC and TMBC are preparing a scheme of improvements for Tonbridge High Street which aim to reduce traffic speeds and provide a safer environment for cyclists. This is referenced in the final version of the strategy.</p>
<p>Inter-urban routes (e.g. Sevenoaks-Tonbridge-Tunbridge Wells) should be developed as a priority.</p>	<p>The strategy proposes new and improved inter-urban links, further details of which are provided in the final version of the document.</p>
<p>The strategy is urban-centric.</p>	<p>The strategy openly concentrates on opportunities in the urban areas of the borough, as this is where existing and potential cycling activity is highest and where opportunities for new routes arising from future development are greatest. Nevertheless, the benefits of rural cycle routes are fully acknowledged and KCC will review the borough's Public Rights of Way network with a view to converting footpaths to cycle tracks or bridleways where appropriate.</p>
<p>Further route proposals should be included in the strategy.</p>	<p>The strategy is considered to be sufficiently ambitious in the current funding climate. It does not preclude the development of further cycle routes should the opportunity arise and KCC intends to review the strategy on a regular basis following its adoption.</p>

<p>The proposed route along Shipbourne Road in north Tonbridge should be extended to Delarue Close.</p>	<p>The final version of the strategy does not include this proposal, as it is not considered to be cost-effective in relation to the expected level of usage. However, this position can be reviewed if conditions change.</p>
<p>The strategy will hopefully encourage those new to cycling.</p>	<p>Noted.</p>
<p>The route map for the Tonbridge area is insufficiently clear and does not correspond with the supporting text in all cases.</p>	<p>Detailed, accurate route maps have been included in the final version of the strategy.</p>

Do you have any other route suggestions?

<p>Comment</p>	<p>Response</p>
<p>Cycle lanes should be provided on Cannon Lane, Vale Road and Woodgate Way in Tonbridge.</p>	<p>The final version of the strategy does not include this proposal, as it is not considered to be cost-effective in relation to the expected level of usage. However, this position can be reviewed if conditions change.</p>
<p>Upgrade the pedestrian bridge over the railway between Clare Avenue and Douglas Road in Tonbridge. This would provide a useful route to K College and Hayesbrook School from the town centre.</p>	<p>As above. However, the final version of the strategy includes a proposed route between Brook Street and Tonbridge Station via Public Right of Way MU43, Sussex Road and Douglas Road.</p>

<p>Routes to local schools (especially secondary schools) should be given greater prominence.</p>	<p>This point was raised by several respondents to the consultation. It is considered that the greatest potential for cycling to secondary schools currently exists in south Tonbridge. In addition to the proposed routes in the draft cycling strategy, KCC has therefore identified a further potential link between K College, Hayesbrook School and The Judd School in Brook Street and Tonbridge Station (see above).</p>
<p>Provide cycle tracks alongside the local road network within the Poets Estate in Larkfield.</p>	<p>The strategy includes several route proposals in the Poets Estate area.</p>
<p>There is potential for a north-westbound route from Tonbridge to Reigate/Redhill.</p>	<p>The final version of the strategy includes a proposal for a route between Tonbridge and Powdermill Lane, Leigh which has the potential to form part of a longer-distance route into Surrey.</p>
<p>A route should be provided from Tonbridge to Pembury.</p>	<p>A Non-Motorised User Route is proposed as part of the A21 Tonbridge to Pembury dualling scheme. KCC and TMBC will continue to work with the Highways Agency to ensure that the route links in to the existing and proposed cycling networks in Tonbridge and Tunbridge Wells.</p>
<p>A route should be provided between Kings Hill and Wateringbury via Canon Lane.</p>	<p>This route proposal is included in the final version of the strategy.</p>

<p>A cycle track should be provided along the north bank of the River Medway from Cannon Lane to Hartlake Road.</p>	<p>KCC has a long-standing objective to improve pedestrian and cycle links along the River Medway between Tonbridge and Rochester. This will be progressed in stages as funding allows.</p>
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Do you think that there is adequate provision of secure cycle parking in the borough?

<p>Comment</p>	<p>Response</p>
<p>There is a good supply of cycle parking but it is often full, especially outside Lidl in Tonbridge. Secure parking in the B&Q and Homebase car parks would also be welcome.</p>	<p>KCC and TMBC will provide additional cycle parking in Tonbridge town centre as part of the High Street improvement scheme. Cycle parking can also be sought at the B&Q and Homebase stores as part of the forthcoming redevelopment of these premises.</p>
<p>Secure cycle parking in Hildenborough would be useful.</p>	<p>KCC will identify opportunities to provide cycle parking in Hildenborough, in consultation with the Parish Council, as funding allows.</p>
<p>The cycle parking on Platform 3 of Tonbridge Station is convenient and secure but additional capacity should be provided.</p>	<p>KCC will work with Southeastern to provide additional capacity as funding allows.</p>
<p>The cycle parking at Tonbridge Library, the Angel Centre and the swimming pool should be covered.</p>	<p>The forthcoming redevelopment of the Angel Centre will provide the opportunity to install covered cycle parking. KCC and TMBC will also identify opportunities to provide covered facilities in the</p>

	vicinity of Tonbridge Library and the swimming pool as part of the High Street improvement scheme.
The provision of lockable cage type cycle parking in town centre car parks would allow far greater use of bikes on shopping trips.	TMBC will investigate the potential to provide lockable facilities in its car parks as funding and capacity allows.
Cycle parking should be covered by CCTV cameras, especially at Tonbridge Station and the Angel Centre, where a number of bikes have been stolen.	Noted.

Do you have any other comments on the strategy?

Comment	Response
Pleased that KCC/TMBC are proposing to make cycling safer in Tonbridge.	Noted.
Good news – hope that the proposals are delivered.	Noted.
Teach young drivers to understand and respect cyclists.	KCC's delivers high-profile road safety campaigns, including those related to cycling, on a frequent basis.

<p>Encourage local schools to promote cycling.</p>	<p>All KCC schools have a School Travel Plan, which promotes cycling, and is regularly updated with assistance from the County Council's School Travel Planner. National Standard Cycle Training (Bikeability) is offered to all school children in Years 6 to 9.</p>
<p>Please provide more advanced stop lines for cyclists.</p>	<p>Policy 2 of the strategy commits KCC to providing priority measures for cyclists in traffic management schemes wherever possible.</p>
<p>Will any of the proposals actually be delivered? Could a phased programme of cycling schemes be produced?</p>	<p>The strategy sets out a limited programme of schemes which are considered to be deliverable within a five-year period, given current funding constraints. Its adoption will enable KCC Highways and Transportation to bid internally for capital funding, as well as for external initiatives, such as the Government's Local Sustainable Transport Fund. It will also strengthen the ability of KCC and TMBC to negotiate funding contributions from local developers.</p>
<p>Improving cycling infrastructure is important but it is also expensive and should be combined with engagement programmes to encourage people to cycle.</p>	<p>Both KCC and TMBC have organised and promoted engagement activities, such as Sky Ride Local and events to mark National Bike Week. These will be repeated wherever possible, although it should be noted that KCC currently employs only one full time Cycling Officer due to resource constraints.</p>