

Tonbridge and Malling

Active Travel Strategy

Cycle routes consultation

March 2022

Tonbridge & Malling Borough Council is ambitious for the future. The council believes the borough is a great place to live and work, but we want it to be better. We want active travel to play a greater role in our daily lives, for walking and cycling to be a natural choice for local journeys. A new Active Travel Strategy will assist the council and its partners including Kent County Council, to deliver infrastructure and other improvements to achieve our ambition.



Image above: National Cycle Route 12 through Tonbridge Racecourse Sports Ground

We are also aiming for the borough to be carbon neutral by 2031, changing the way we travel for local and longer journeys is a significant factor in working towards this aim. We are too dependent upon private vehicles that have negative implications for congestion and air quality. Together we can change the way we travel for the benefit of our health, wellbeing, and prosperity.

This document sets out a suggested network of cycle routes which aim to encourage cycling for short journeys or as part of multi-mode journeys (e.g., cycle and rail) in the four 'urban' areas of Tonbridge, Kings Hill and West Malling, Borough Green, and the Medway Gap.

The cycle route proposals will be informed by the feedback to this consultation and will then be included in the Active Travel Strategy which is expected to be published in 2022. This will replace the council's current [Cycling Strategy](#).

We are keen to hear your views on the proposed cycle routes which are set out in this document. You can comment on any or all of the proposals below.

Your views must reach us by **18 April** and can be submitted easily by completing the consultation online.

For any queries please e-mail: activetravel@tmbc.gov.uk or contact the Policy Team on 01732 876266.

Next Steps

The following is inductive and may change.

30 May 2022	Final draft Active Travel Strategy presented to the TMBC Planning and Transportation Advisory Board
6 June 2022	Final Active Travel Strategy presented to KCC & TMBC Joint Transportation Board
Summer 2022	Final Active Travel Strategy adopted and published



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Background

In 2019 the council commenced the preparation of a new Active Travel Strategy that will support the delivery of measures that encourage cycling and walking, which are required to support both future growth and existing communities. Having an up-to-date Strategy allows the council to respond to government guidance and take advantage of funding opportunities as these become available.

We appointed consultants DHA Planning in December 2019, initially to undertake a programme of walking and cycling route audits. The focus of the audits was to review and seek to further develop:

- the borough's network of urban cycle routes.
- cycle routes connecting with the proposed strategic sites in the draft Local Plan.
- routes that are otherwise of benefit to the enhancement of the National Cycle Network, and
- walking infrastructure within Tonbridge, West Malling and Snodland town centres.

The audits were carried out in accordance with Stages 3 and 4 of the Department for Transport's (DfT) [Local Cycling and Walking Infrastructure Plans technical guidance](#), and have taken into account cycle route design criteria which include directness, gradient, safety, connectivity and comfort. The cycle route audits do not form part of this consultation but can be downloaded separately for reference.

Consideration has also been given to engineering and land ownership constraints in preparing the audits. This work has been overseen by a steering group of officers with representation from Kent County Council highways and countryside access, Tonbridge and Malling Borough Council planning and leisure services as well as neighbouring borough councils.

This consultation includes draft route proposals for cycle routes only, as achievable pedestrian improvements are relatively minor and, in many cases can be integrated with cycle route improvements. The final version of the Active Travel Strategy will include network plans for both walking and cycling, and a prioritised programme of infrastructure improvements. These proposals will be reviewed as required to support the progression of the council's Local Plan.

About You

The questions in this section are **mandatory**, if you do not complete these your consultation response will not be accepted. *Please complete as appropriate.*

1. Please provide the following details.

Name:

Post code:

Email address:

2. Are you a local resident? Yes / No

3. Do you represent a local business or organisation? Yes / No

If yes, please specify:

4. What is your gender?

- a) Male
- b) Female
- c) Non-binary / gender neutral
- d) Prefer not to say

5. On average how often do you cycle for local journeys? (Please select one)

- a) I never cycle for local journeys
- b) Less than once per month
- c) Once per month
- d) More than once per month
- e) Once or more per week

6. What do you consider are the barriers to cycling? (Please select one or more)

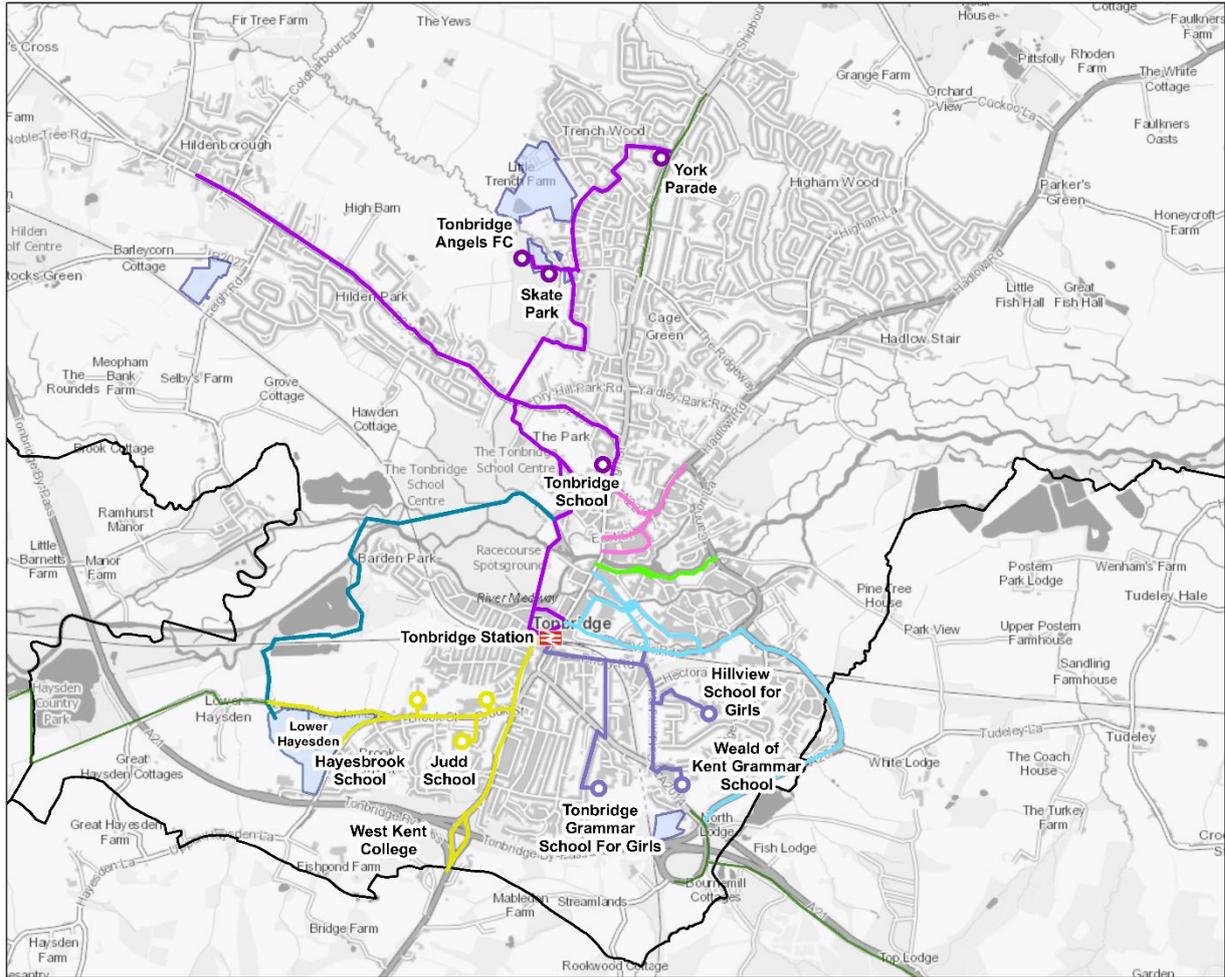
- a) Perceptions of road safety
- b) Traffic volume and vehicle speeds
- c) Lack of dedicated or segregated infrastructure
- d) Lack of cycle parking
- e) Too hilly
- f) There are no barriers to cycling

Tonbridge

The table below provides an overview of the proposed cycle routes in Tonbridge, which are shown in the plan on page 6.

Ref	Route	Description	Type of Facility
	Lower Haysden	Route from Quarry Hill, Haysden and local schools/college to the train station via Brook Street and Waterloo Road and Douglas Road.	New shared footway link to strategic site connecting into existing cycle routes serving the local schools/college. Would form part of proposed Tonbridge to Tunbridge Wells route via the A26.
	Haysden Country Park/ Barden Park	Alternative off-road route from Haysden to the town centre through the country park and Barden Park.	Existing shared paths through the green space following the Tudor Trail.
	Hildenborough	Route from Hildenborough to the town centre along the B245, Havelock Road and Lansdowne Road with links to the skate park and the football ground.	Existing shared cycle path along London Road and then quiet roads and existing path through the sports ground.
	Hadlow	Connection to the town centre from the Hadlow Road/Cannon Lane junction.	Existing quiet streets.
	Riverside	Riverside route connecting retail parks with the town centre.	Utilising existing riverside paths.
	Industrial/ Retail Area	Route connections from the main industrial and commercial areas to the town centre.	Widening of footways to enable shared use and cycle lanes on quieter sections of road.
	Vauxhall	Routes from local schools to the train station.	Existing streets and controlled pedestrian/cycle crossing on Pembury Road.

Suggested Cycle Routes - Tonbridge



Key

- Hadlow
- Riverside
- Industrial/Retail Area
- Vauxhall
- Lower Haysden
- Haysden Country Park/Barden Park
- Hildenborough
- Existing Cycle Routes
- Potential Future Development Site
- Borough Boundary
- Train Station
- Key Destinations

Do you have any views on the Tonbridge cycle route proposals? If so, please answer the following questions. *Please complete as appropriate.*

7. Do the suggested cycle routes at Tonbridge align with the trips that you normally make or would like to make by bicycle? Yes / No

8. If no, please explain why?

9. Are there any additional measures you would like to see in Tonbridge that would encourage you and others to cycle more?

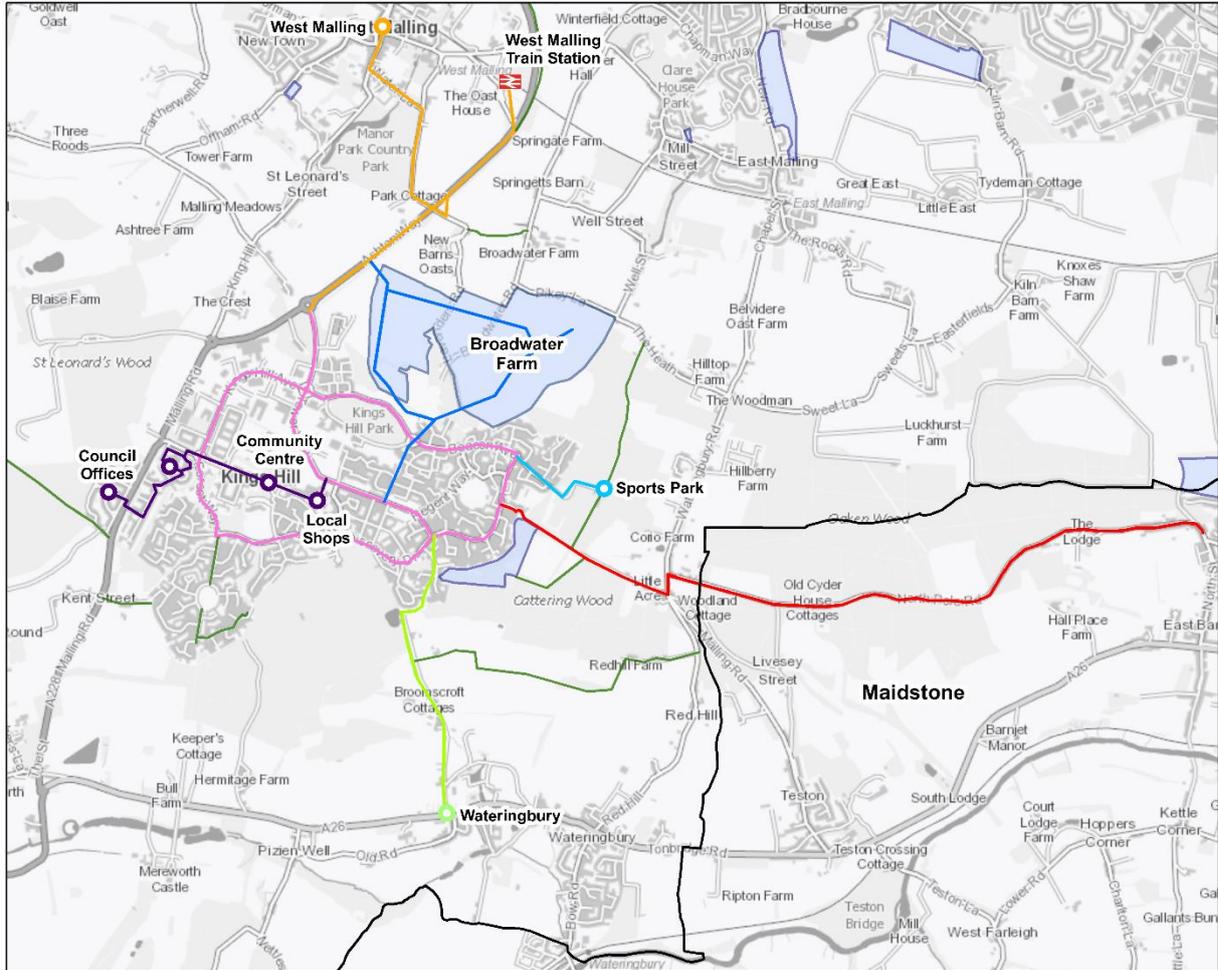
10. Do you have any other comments about the proposed cycle routes in Tonbridge?

Kings Hill & West Malling

The table below provides an overview of the proposed cycle routes in Kings Hill and West Malling, which are shown in the plan on page 9.

Ref	Route	Description	Type of Facility
	Lysander Road to Kings Hill Centre	Route from the residential area west of the A228 Malling Road to the local centre via the council offices and the community centre.	Mainly on-road with a safe crossing of the A228 Malling Road.
	Kings Hill Network	Existing cycle routes alongside the main distributor roads.	Existing shared footways.
	West Malling to Kings Hill	Route from Broadwater Farm strategic site and the existing Kings Hill network to West Malling and the train station.	Existing shared footway alongside the A228 Ashton Way with connection to the station. On-road route along Lavenders Road and Water Lane to the High Street.
	Broadwater Farm	Route from the Broadwater Farm strategic site into the local centre.	The precise route through Broadwater Farm is yet to be agreed.
	Sports Park	Short link from the local network to Kings Hill sports park.	On-road along Beacon Avenue and access road.
	North Pole Road	Strategic route from Kings Hill to Barming Heath.	On-road with a short stretch of off-road track into Kings Hill from Teston Road.
	Wateringbury to Kings Hill	Route along Cannon Lane from the western edge of Wateringbury.	On-road along Cannon Lane then existing permissive bridleway to Hollandbury Park.

Suggested Cycle Routes - Kings Hill & West Malling



Key

- North Pole Road
- Watingbury to Kings Hill
- West Malling to Kings Hill
- Broadwater Farm
- Sports Park
- Lysander Road to Kings Hill Centre
- Kings Hill Network
- Existing Cycle Routes
- Potential Future Development Sites
- M Train Station
- Key Destinations

Do you have any views on the Kings Hill & West Malling cycle route proposals? If so, please answer the following questions. *Please complete as appropriate.*

11. Do the suggested cycle routes at Kings Hill & West Malling align with the trips that you normally make or would like to make by bicycle? Yes / No

12. If no, please explain why?

13. Are there any additional measures you would like to see in Kings Hill & West Malling that would encourage you and others to cycle more?

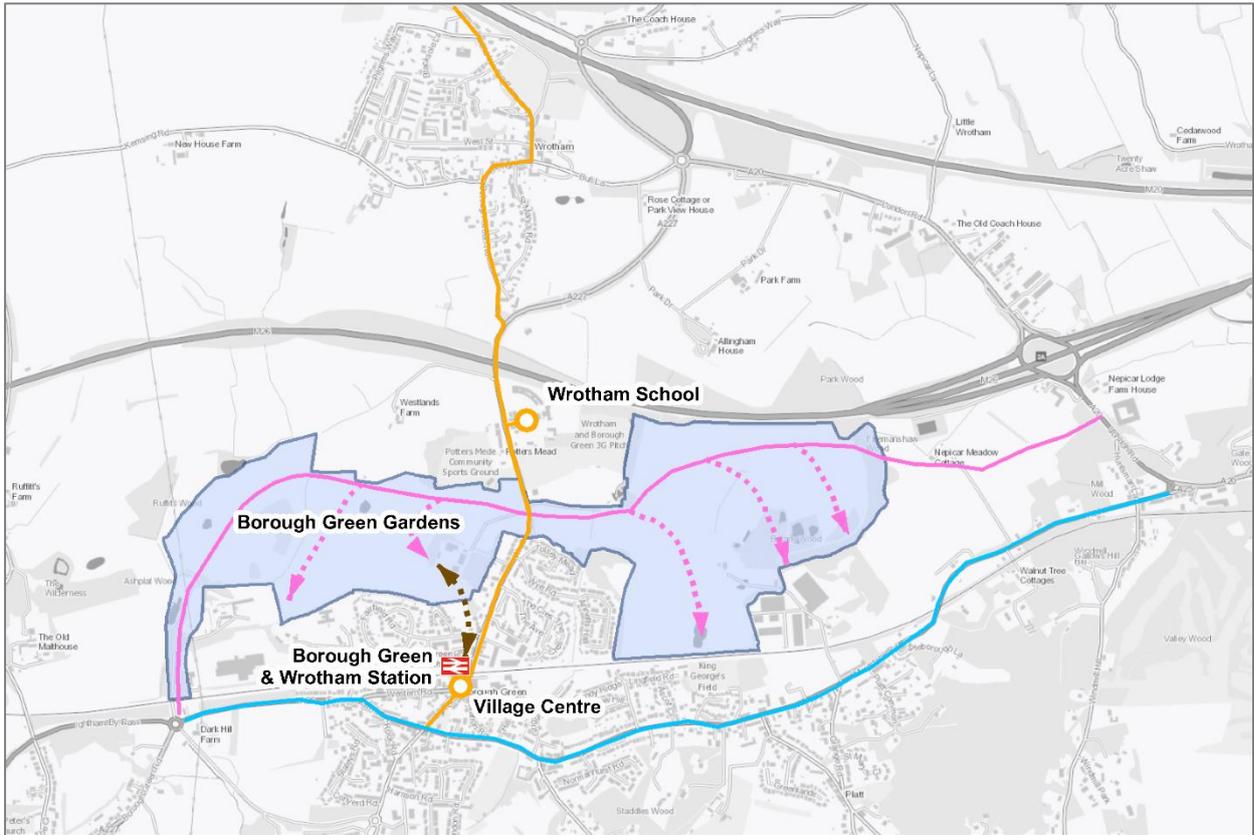
14. Do you have any other comments about the proposed cycle routes in Kings Hill & West Malling?

Borough Green

The table below provides an overview of the proposed cycle routes for Borough Green, which are shown in the plan on page 12.

Ref	Route	Description	Type of Facility
	Borough Green Gardens	Route alongside the proposed bypass road with links into the strategic site.	Shared footways alongside the bypass road with on-road traffic calmed routes within the site and off-road connections for improved permeability.
	North Downs Link	Recreational route to Wrotham and the North Downs.	Along quiet lanes and the A227 Borough Green Road (following the building of the bypass).
	A25	Route along A25 Borough Green Road/Maidstone Road (following the building of the bypass).	On-road along the A25 with traffic calming, gateways and other features to discourage through-traffic and reduce vehicle speeds.
	Borough Green Gardens to Station Link	Link into the Borough Green Gardens strategic site from the train station.	Possible new walking/cycling link into Fairfield Road from the site with off-road connection to the station.

Suggested Routes for Borough Green



Key

- A25
- North Downs Link
- Borough Green Gardens
- ⋯ (Alignment tbd)
- ⋯ Borough Green Gardens To Station Link (Alignment tbd)
- Potential Future Development Sites
- Train Station
- Key Destinations

Do you have any views on the Borough Green cycle route proposals? If so, please answer the following questions. *Please complete as appropriate.*

15. Do the suggested cycle routes at Borough Green align with the trips that you normally make or would like to make by bicycle? Yes / No

16. If no, please explain why?

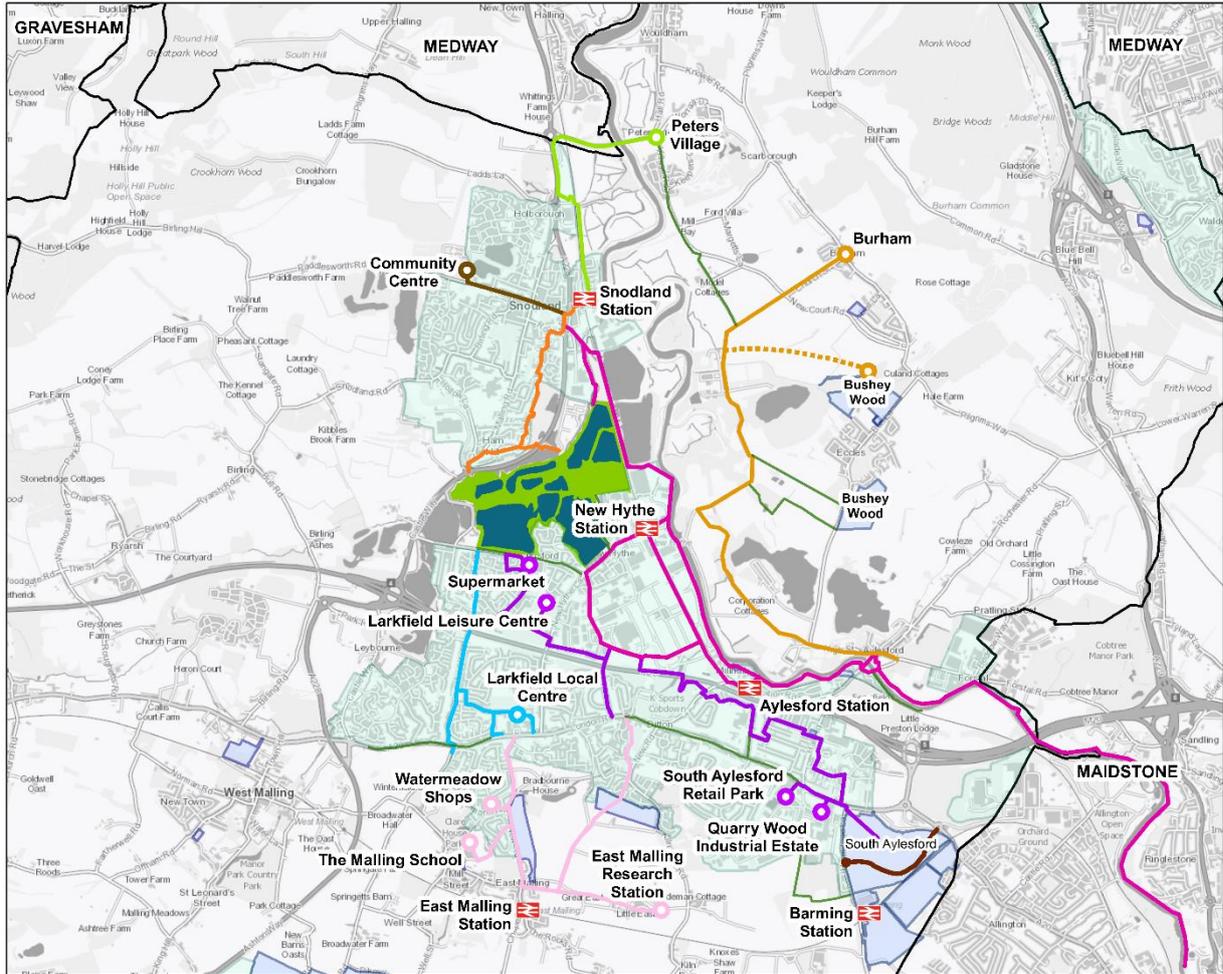
17. Are there any additional measures you would like to see in Borough Green that would encourage you and others to cycle more?

18. Do you have any other comments about the proposed cycle routes in Borough Green?

The table below provides an overview of the proposed cycle routes for the Medway Gap area, which are shown in the plan on page 15.

Ref	Route	Description	Type of Facility
	East Malling	Network of routes linking East Malling train station, the Malling School, the research station and the A20 corridor.	On-road in and around East Malling and following existing field paths and existing residential roads to Ditton.
	Larkfield West	Connecting route from the A20 corridor to Leybourne Lakes along Lunsford Lane with a link to Larkfield centre and B&Q.	On-road route along Lunsford Lane and the existing shared footway, with the links along existing residential streets and paths.
	Snodland to Leybourne Lakes	Route linking Snodland centre with Leybourne Lakes.	Following residential roads and open space with connections into Leybourne Lakes via existing crossing points of the A228.
	Community Centre	Link into Snodland town centre from the community centre.	On-road route along Constitution Hill.
	Peters Village to Snodland	Route giving access from Peters Village to Snodland train station.	Existing shared cycle route on footway over the Medway and proposed shared route alongside the A228 to connect in with public rights of way and residential streets
	Burham to Aylesford	Connection from Aylesford to the strategic sites north of the village including Bushey Wood.	On-road route through Aylesford village and then along public rights of way and quiet roads between the priory and Burham.
	Medway River	Strategic route alongside the River Medway offering access to local train stations, Leybourne Lakes and Maidstone.	Mainly off-road route along existing riverside paths and other paths through open spaces to the east of the railway line before connecting into Snodland town centre.
	South Aylesford	Route from South Aylesford to Leybourne Lakes connecting local shops, the retail park and the leisure centre.	Following a mixture of quiet residential streets, shared footways alongside busy roads, links over/under the M20 and routes through green spaces.

Suggested Routes for the Medway Gap



Key

- Peters Village to Snodland
- East Malling
- Larkfield West
- Snodland to Leybourne Lakes
- Snodland Community Centre
- Burham to Aylesford
- - - (Alignment tbd)
- Medway River
- South Aylesford
- Existing Cycle Routes
- Proposed Access Road
- CP11 Urban Areas
- Potential Future Development Sites
- Train Station
- Key Destinations

Do you have any views on the Medway Gap area cycle route proposals? If so, please answer the following questions. *Please complete as appropriate.*

19. Do the suggested cycle routes in the Medway Gap area align with the trips that you normally make or would like to make by bicycle? Yes / No

20. If no, please explain why?

21. Are there any additional measures you would like to see in the Medway Gap area that would encourage you and others to cycle more?

22. Do you have any other comments about the proposed cycle routes the Medway Gap area?