
Report on Questionnaire Answers

Questionnaire: TMBC Local Plan - Regulation 18

Question: [Question 23] What are your reasons for selecting these partic...

User Response: Text

Bus services are infrequent and restrict accessibility

Without better bus services we all rely on cars. Our roads are at or above capacity and need to be upgraded and repaired, but by bringing back busses maybe, just maybe, some of us will ditch the car.

There are continuak road closures around here affecting virtually every journey. The infrastructure cannot cope with the current level of traffic/people.

There was a dedicated cycling lane along the A25 between Platt and Borough Green. This has been removed and should be reinstated to encourage commuters to cycle to the station.

Traffic pollution is unacceptable in villages along the A25 and could be remedied by building slip roads to Sevenoaks on the M26, at the junction with the A21 and M25.

Builds community, safer and is what the community of Tonbridge need

School bus routes should be massively improved and made affordable so that there is far less school traffic in mornings and afternoons in term time. Parents should be strongly discouraged from dropping off children at school by car

There has to be sensible thinking on this. Now the pavements have been divided into Pedestrian and Cycle but the Pedestrian is on the inside and overgrown hedges etc make them walk in the cycle paths. It is ridiculous. KCC does not maintain the edges of the pavements. Cyclists should have some sort of warning mechanism.

Junctions in the town centre are often congested and cycling markings are often unclear and therefore not always free from pedestrians (i.e Brook Street)

More needs to be done to encourage safe cycling

Bus services are vital for members of the community who do not drive. Improved access to stations is very important for connectivity to the rest of the country. The road network in Tonbridge is often at capacity and needs significant improvement; a new bypass to direct traffic out of the town centre would be welcome.

We need to encourage active travel and use of public transport. Upgrading roads leads to more car use.

They are all lacking in many areas.

Roads are a little different - the existing infrastructure local to the Medway Gap needs protecting from more traffic. Eg, limit local housing development and the Lower Thames Crossing,

More important to promote good public transport network to reduce traffic and pollution. Good pedestrian and cycling facilities to promote healthy living

User Response: Text

These will enhance the local plan so that people can live, work, shop locally.

Roads already very congested so need bus services and improved junctions

Better roads, better trains

Rail and road seems to be a matter for the UK as a whole not local but the other three can be supplied by local authorities at the planning level.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

The reality is most people drive outside of big cities.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Bus services are currently inadequate and expensive. A network of efficient bus routes, especially to schools, will reduce congestion, pollution and CO2 production.

Safe and attractive cycling and pedestrian routes will reduce congestion, pollution and CO2 production and be of benefit to public health and well-being.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Our roads are becoming more and more clogged with resultant adverse emissions and parking is at a premium everywhere in this area.

I believe these should be prioritised as these are the most widely used

Public transport is a joke. Congestion on the roads is horrendous. Any more housing causes greater pressure on both. Therefore housing needs to ensure minimal impact on infrastructure and/or improve roads, rail and buses along the commuter corridors.

Trying to squeeze a bigger junction into a small historic agricultural village like Wateringbury isn't going to work!

Safe transport and cycling

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

User Response: Text

Bus Services Plaxtol has no public transport other than infrequent buses.

Roads including junction improvements Lack of public transport increases the use of private cars adding to congestion and air pollution.

Rail access and carparking issues including lack of spaces and exorbitant parking fees.

Bus services are vitally important especially for the older
Roads and pavements need special treatment.

Non-drivers, particularly children and the elderly depend on buses. Elderly people cannot be expected to cycle. Some of us have long complained about the problem of providing level access to both platforms at various rural stations in TMBC. Most still don't have this. For a largely rural area, there are still too many traffic blockages on the roads at peak times, especially the A20, where it goes through areas where some people want most of the houses to be built

Age dictates I may soon lose my driving licence. I will need bus services to hospitals, doctor and dentist, plus safe routes to cycle and walk, free of electric scooters and other dangerous innovations.

Low cost public transport would avoid the use of many private cars

My transport Options are based on typical TMBC villages that are not on the main road system. All my local villages like many on the Borough are on unclassified rural roads.

It is essential that the plans and planners register that: THE MAIN MEANS OF TRANSPORT SUPPORTING LIFE IN THESE VILLAGES ARE CARS, LORRIES AND TRACTORS. So much so that parking is a major problem on narrow village roads. With any new development alleviating this is a benefit to old and new villages and this is much cheaper than building new adopted roads.

BUSES ARE THE OTHER KEY COMPONENT OF A COMPETENT VILLAGE TRANSPORT SYSTEM BUT NO LONGER RUN IN ANY OF THE 4 VILLAGES NEAR ME.

Bus services are essential to villagers who cannot drive or do not own a car. The elderly, the young and the poor are heavily discriminated against without a good bus service.

Bus policy must be changed if this is to be overcome. I support the services being run on a commercial basis but this must be heavily controlled and regulated by KCC. The bus service in my villages failed because they were so unreliable that they were impractical to use. So they were less and less used until they failed. In our case Arriva only wanted the profitable part of our service within the Medway Towns and particularly highly profitable main road services linking the major towns. We have evidence that if the village bus services had been reliable that they would have been profitable albeit not highly profitable. Thus a KCC policy should be in place to enable KCC to bundle highly profitable and less profitable services but critically to put a strong priority on the reliability of less frequent village service to ensure their viability.

Walking distances outside the safe pavements of villages are impractical.

Rural roads are typically the most dangerous in the country mile for mile. Cycling is not a safe option unless there is severe traffic calming is done across rural roads. That is not practical and restricts the proper use of the road.

User Response: Text

There may well be good options for safe long distant cycle routes to be established linking villages and towns but these must be totally independent from and not reliant on the use of narrow winding lanes often with speeding motorists on. Such cycle routes would be of great value in getting youngsters to school and in widening their horizons with access to youth groups and and sports facililites safely and for proper enjoyment of he wider public.

We don't need improvements to speed up traffic but measures to slow down traffic. The 'rural areas' are no longer tranquil because of the weight of traffic. The council's urban perspective ignores the problems in between urban centres which have become serious. We need to protect our green lanes, the tranquil spaces that improve the health of the more urban spaces. Pedestrians and residents in these areas are ignored. KCC concentrates on driving traffic faster and has nibbled away at the verges so that there is no safe place for pedestrians to go. They are driving up car use.

They make sense!!

The quantity of traffic on some of the local main roads and junctions is a significant concern. We should be looking to enhance local public transport to reduce pollution.

Public transport is not and will not be an option in rural areas.

Bus service - isn't fit for purpose currently.

Cycle routs for a healthy community and a green mode of transport

Roads are continuously breaking up causing potholes to be formed and their are currently some junctions that could be addressed for safety issues, visibility etc

Tonbridge needs an eastern bypass from the A21 to the A26.

Leybourne Way needs dualling now all the development has gone in at the Newsprint site

A228 around Kent Street, Kings Hill needs widening

Blue Bell Hill needs sorting out with Lower Thames Crossing coming onboard

A new slip road is needed off the M26 to link to the A21 (J5) in Sevenoaks to take traffic (and freight traffic) away from Borough Green

Roads because we are clogging up around all major centres, buses to try to reduce congestion and pedestrian

User Response: Text

infrastructure because it has the potential to reduce congestion while improving health outcomes.

These will be most used by me

Commuting communities are often the least happy. We should focus on having cycle walk networks between and within communities, and quick access to national roads eg motorways.

The lack of decent public transport or ability to cycle safely is a major contributor to so many vehicles on the road. Car numbers cannot reduce without proper services and safety measures in place.

The roads cannot support the volume of traffic around KH.

Our school children frequently need to walk from Mereworth (where the bus stops) up to KH along the A228. This is ridiculously dangerous due to the lack of sufficient pavement and very fast passing traffic.

Bus services being cut is impacting mainly on our school children and pensioners. The increased need to use a car isn't helping the borough's climate change strategy.

as detailed in Q21

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Because I walk, and cars park on the pavement

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Bus services seem to be constantly under threat but are often a lifeline for some people. Pedestrian infrastructure is important especially in areas where people will be walking to local shops/school/work. It will be important to avoid heavy traffic disruption and pollution from increases in traffic on roads so the road network must be developed in line with population increases.

In general I believe that rail connections are already good and so developments here are less of a priority

User Response: Text

Realism, and affordability , i.e. immediate need.

Clearly in future planning all are important with strong consideration for pollution.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Walking and cycling isn't always an option, particularly for the elderly population and disabled therefore good bus routes and roads are essential to maximise the benefits to all citizens of the borough in getting around without causing too much damage regarding climate change.

I have personally experienced the despair that the lack of public transport in my area has caused to my community.

If there were decent bus services running at convenient times it would enable people to make a choice between using public transport or their cars; currently the bus service does not enable this.

Pedestrian infrastructure - to enable people to access services, shops etc safely avoiding main artery roads.

Roads - the state of the roads in TMBC is absolutely appalling both in the state of roads and the amount of traffic using them. The proposed relief road for Borough Green is not a relief road, it will be a spinal road from which residential roads will spring. What is needed is a slip road at junction 5 of the M25 to take traffic away from the A25 through Wrotham, Borough Green, Ightham, Seal, Sevenoaks and Riverhead.

More, funded public transport option have to be an increased part of the mix.

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Most journeys are local. Encouraging these journals to be made by bus, bike or foot will improve health, reduce

User Response: Text

congestion, and decrease climate change emissions.

Making bus travel attractive will require a reduction in fares.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

All are important, but without maintaining and improving transport links, routes and access to transport hubs in all categories, not one of the NPPF 14 objectives will met.

Transport challenges of today the local plan recognises; 2 of 4 TM Borough congestion hotspots are located within the Medway Gap and Medway Valley (A229 and A298), without improved road infrastructure the additional development (domestic housing, mixed use and or industrial / employment opportunities) proposed will increase congestion and reduce other important objectives of NPPF objectives, for example environmental and social well being.

Within the local plan document there is no mention of the impact that the Lower Thames Crossing will have on major and minor roads within the Medway Gap and Valley. National Highways have already stated that A229 and A228 traffic volume will increase between the M2 and M20 junctions which are always congestion hot spots. Both motorways are the primary routes either side of the Medway Gap and Valley and are a key part of the transport plan and developer assumptions to keep local traffic moving without addition congestion.

I think it is incredibly important for our health as well as for mitigating climate change that we should reduce car dependency

If the Kings Hill Rail routes were improved and faster to destinations across Kent and regular bus transport from the station to Kings Hill to match the train timetable the %of people using cars to commute would reduce and the space needed for car parking would also improve.

The current road and rail network in Kent is not currently fit for purpose. Public transport is inadequate and as a result many people have to commute to work by car on already heavily congested roads. For example, if you live in Wateringbury and work in Chatham, the only realistic way to commute is by car. It is simply impossible to widen every road to cope with the current housing targets.

It is currently very dangerous to attempt to walk or cycle on the A228 close to our home, because the road is a single carriageway and the traffic is heavy with high numbers of large lorries heading to Paddock Wood. There are very few buses. Therefore the car becomes the only viable means of transport. Improving cycle routes and pavements would encourage more cycling and walking. The roads in the local area are severely congested during rush hours, meaning that it can take 5-10 minutes to exit our estate. Today (20th October) the roads were totally gridlocked for several hours in the morning.

User Response: Text

Both TMBC and Kent CC have declared a climate emergency. The Local Plan has to respond to this through the allocation of sites for housing and economic development in the most sustainable locations, where connections to existing non-car transport is both possible and viable.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Because the last 2 are covered by the 1st 3. We have good rail facilities, so improving cycle routes & pedestrian infrastructure should improve access to these. For safe cycling & walking many road junctions should be improved, although, the improvements suggested here, are more directed to improve access to reduce congestion. We must improve the bus services, especially in rural areas; make the services affordable & frequent so encouraging residents to use them rather than a car journey. Somehow, we need to encourage the use of local bus services, it seems strange despite the cost of vehicles, fuel, maintenance and parking charges buses can be relatively expensive: - a family of 4 from Burham to Maidstone return @ £6.60 each is £26.40!

Would it be so wrong to allow congestion to the point it deters residents from using their vehicles & adopting the use of public transport? BUT affordable public transport has to be available 1st.

The current road network is already at capacity or beyond at peak periods in many places across the Borough

Not living in a major urban centre means travelling by the most efficient and safest transport currently available which is by car. Bus and rail services are currently too haphazard and don't necessarily serve my needs.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits

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The roads of West Malling are currently struggling with the volume of traffic. More housing in the wrong areas will put more pressure on established roads. Currently, West Street is a bottle neck and cannot be altered to accommodate more traffic. This street is en route to the local primary school and more houses would naturally contribute more traffic to said school.

Offham Road is a very busy link from Kings Hill and Offham into and through West Malling. Vehicles travel very fast at times - there are many parked cars on the road making it dangerous for pedestrians and cyclists.

Road safety, health issues. Only a very large increase in cover and frequency of bus services (hybrid buses or

User Response: Text

fully electric) will show demonstrable climate change benefits.

Using cars less. However building more houses results in more traffic which will make it more dangerous to walk/bike.

The main cause of the congestion is too many vehicles on small roads inappropriate for their use. For example, the congestion through tonbridge town centre is largely due to the quantity of oriole getting too and from south tonbridge where the secondary schools and train stations are located. There are only two small roads that lead from north to south tonbridge, if there were more the congestion would decrease. Bus routes are not an option for many of these commuters as they travel from rural, unconnected areas.

The roads will get busier and cycling is eco-friendly and affordable. Walking needs to be prioritised in high density neighbourhoods.

Road safety, health issues. Improved cycle routes would encourage kids to get to school by bike and adults to commute into town or to the station.

There needs to be public transport for communities. A lot of roads have no pavements and can be dangerous to walk along .

Improving bus services locally with road improvements will assist in reducing the demand for car movements and increased traffic.

It is not as if we manufacture the cars to the benefit of this country's economy, and the outdated model whereby every home needs several cars to support the manufacturing industry needs to change, so improve the local bus service and connectivity.

I rarely use public transport - good roads which are not being constantly dug up is what I want

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services (hybrid buses or fully electric) will show demonstrable climate change benefits.

User Response: Text

We should encourage greener modes of transport, whilst recognising that the appetite for car use is not going to diminish any time soon.

Public transport must be supported to encourage residents to leave their cars at home and for those with no private transport.

The current roads are in an appalling state of repair. There is no funding for a relief road for BG Garden City which will generate any thousands of vehicle movements a day. Plus, the effect on the air quality, which will be made much worse.

Children depend on buses to get to schools and elderly people depend on buses if they cannot drive. Better bus and trains will help relieve congestion on the roads and address climate change

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Because it's dangerous to walk where I live.

Because any short term work on the A25 the arterial road to transport links becomes a car park.

You will not improve air quality or contribute positively to climate change issues unless you get this right, Improve quality and reliability of these services and cycle routes if you want to reduce more road infrastructure, congestion, pollution etc to get cars off the road.

Once improved, the growth in popularity of public transport will look after itself

Buses are poor. East Peckham needs to be better connected to local towns.

There is no safe way to walk to the nearest station (Beltring). Need to be able to park.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

See answer to question 22

Living in Ightham, the pedestrian infrastructure is unsafe/non existent along many roads. Any housing

User Response: Text

development in Ightham would require significant improvements for pedestrian safety.

Roads to Sevenoaks, Borough Green and Tonbridge, struggle with existing vehicle capacity at peak times. Further housing development would create chaos.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

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All the transport issues are important

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

There is a huge opportunity to increase the number of cycle journeys locally if proper infrastructure is provided and existing cycle lanes are connected to enable journeys.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

At present there are no safe pedestrian/cycle routes linking the larger villages of Hadlow and East Peckham with Tonbridge.

More than two roads from the proposed site is required with Hadlow road made more free flowing.

These are our usual methods are transport. Sufficient and affordable car parks are also required at transport hubs.

Rail use is down by 25% post Covid. That means more people at home but also more road traffic.

User Response: Text

cheaper and more regular bus service MAY help reduce this

Dangerous junction Noble Tree Road and Ring Hill

No disabled access at Hildenborough Station

All important - have simply given higher priority to 3

Walking

Parking

Because I walk, and cars park on the b***y pavement, because IGN3 does not allow enough space on new developments

Roads because I drive, cycle routes because I would cycle more if I felt safe, and buses as I would use in preference to using the car if the service was in any way useable which it's not.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits

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I would also add roads, they are woefully inadequate in this area. Today (20/10/22) the whole area from the bypass /Wateringbury?Mereworth/Kings Hill were gridlocked for several hours because of an road accident in and around Mereworth area and then by the sudden onslaught of very heavy rain, causing amor flooding across this area, hence, stopping people trying to get to their work and children trying to get to school on time. It does not take much for this situation to happen and it is disastrous for everyone.

Roads are a joke in this area - no forward planning

User Response: Text

Eccles road and many surrounding areas roads have become much busier since the St Peters Bridge was built. The roads/lanes are just not sufficient for the traffic, which speeds along the roads. Further development will only cause further issues.

For a better environment and good mobility.

In the cost of living crisis people ineffective bus services cannot continue to be subsidised. I understand the climate implications. Villages need to grow from a environmental efficiently perspective. Noone cycles (we do, but girls think it's deemed "embarrassing") - cycle routes are expensive without much use. Rest is important

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

The roads tend to the very busy and fast and inherently unsafe for cyclists and pedestrians. This is compounded by there being no safe alternatives for cyclists and pedestrians. Thus roads and cycle & pedestrian infrastructure need to be completely re-thought to provide a network of ultra-safe routes for cyclists & pedestrians, with total segregation from vehicle traffic throughout the borough.

Roads are very limiting within West Malling. Any development in or close to it needs to be small so as not to overwhelm the roads, West Street being an example

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Encouraging people to leave their cars at home can only be good for the community and the environment. Improving bus services and pedestrian infrastructure is important. Improving roads/road junctions is of importance so that what traffic is on the roads can move freely. Standing traffic serves only to pollute the environment.

Improve road travel and health and climate change

A junction at M25 Junction 5 westbound is crucial for getting through traffic out of smaller A and B roads and onto more efficient larger roads and motorways. More through traffic must be taken off of smaller roads and onto

User Response: Text

larger roads. This will lead to a better environment for residents and fewer emissions as journeys are more efficient.

Bus services are poor, thus they do not encourage people out of their cars as the frequency of buses is too low.

Too many country roads lack safe pavement access.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Road safety, health and climate change issues

Focusing on safe routes for children whether by foot or by bike would have a major impact in relieving traffic congestion in peak travel hours. You just have to compare travelling in school holidays with term times to see the difference it would make.

Road safety and health issues

It is inappropriate to limit this to three options as all five are critical. Lack of investment in these areas, and allowing developments which do not meet design guidelines (e.g. in Kings Hill, shared pedestrian/cycle routes only two metres wide) is ridiculous.

Inappropriate to limit to three options when all are crucial and relevant. I wanted to tick all five not be limited to three. Up to now there has been inadequate investment in the area of Kings Hill for all of these

New developments should facilitate ease of movement for new occupants for work and recreation purposes. Focus should therefore be on areas where good transport facilities already exist or can be introduced without major upheaval. I would have ticked all 5 if allowed.

I select all of them as I believe they are all equally important!

Particular emphasis has to be given to the current severe limitations on all roads in the area to cope with the proposed development of up to 16,000 houses - most of which will be large (4-5 bedrooms) and thus have multiple vehicles.

User Response: Text

Ensuring adequate road infrastructure to support existing and natural development in the borough and surrounding boroughs and wider, to support pass through traffic, but importantly to ensure simple safe and accessible transport for an assumed increase in a modern population that desires these priorities, together with affordable housing and quick / easy access to local amenities, shopping, services and public transport.

These are the greenest and most sustainable.

Roads in West Malling are not equipped to deal with more traffic.

Offham road is largely residential and increased traffic would result in serious road safety issues for children who live on there.

Offham road connects to the high street via West Street, there are listed buildings there and the road cannot be widened to accommodate more traffic. Already, traffic backs up as two-way traffic tries to pass through an intersection that is only wide enough for one car.

Given that pedestrians are the most vulnerable road users, improved crossing points are needed.

When did it become okay for vehicles to be fully parked on pavements and at junctions?

Sustainable transport options need to be prioritised, we need to see a shift over time to moving people out of private cars and into high quality public transport and active transport. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits and behaviour change in the local population.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

I cycle to work and am aware of the difficulties I cause to motorists

buses should be replaced by shared service vehicles with out specified routes but using the internet to coordinate and deliver services efficiently and timely.

We need to reduce car use. Improving roads has historically given a limited advantage, and that only briefly: the easier it is to drive, the more and further people drive, very soon negating any improvement.

I think we already have good enough pedestrian and rail links in Tonbridge.

Living on the outskirts of Tonbridge and as a new, non-confident cyclist, I would love to have better cycling infrastructure. I was inspired to start cycling this year due to moving next to Brook Street which does have a good cycle path. But after that I have to get off and push the bike as the roads are intimidating. Also drivers are

User Response: Text

constantly flouting the highway code. I would like to be able to cycle to the supermarket by a direct route without getting off my bike.

Re buses, see my comments above. As a non-driver, I always think I should take the bus more. But there are barriers to entry in lack of information easily available to help you plan your journey, plus expense. There is a bus stop outside my house from which I could take a bus into town in a few minutes. However, I choose to walk for 20-25 mins as I can't justify the cost.

Bus services are extremely poor in semi rural areas like Borough Green. New developments also do not provide enough space for parking which results in roads crammed full of cars, often parked on the pavement. I understand the justification for this is to discourage people from having cars but this does not work because people need cars (due in part to poor public transport - but even with improved transport people will always need cars) and so just results in massively congested narrow streets (look at Kings Hill!). Walking primary school aged children to school can be a dangerous experience especially when you have to push a pushchair into the road because of cars parked on the pavement.

Car use only ever gets worse and more polluting. Any alternative to car use should be prioritised.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

All of the above

use all those services

Many roads West Malling are unsuitable for development because of access. West Street into the High Street cannot be widened and is place of constant manoeuvring for vehicles to pass. The flow of traffic is already high and further development on the suggested Fartherwell Road would make this junction an intolerable area of traffic congestion and danger for pedestrians and vehicles. Fartherwell Road is a single carriageway, Quiet Lane, which is also liable to flooding at various parts.

In assessing the feasibility of potential sites it is important that the local plan takes into consideration any development limitations due to road access. A good example of this is West Street in West Malling that cannot be widened to accommodate new infrastructure. In addition public transport access from West Malling to key shopping/entertainment areas both inside the borough (Tonbridge) and outside the borough (Sevenoaks, Tonbridge wells) are woefully poor.

Living in Ightham the pedestrian infrastructure is unsafe/non existent along many roads. Any housing

User Response: Text

development in Ightham would require significant improvements for pedestrian safety.

Roads to Sevenoaks, Borough Green and Tonbridge, struggle with existing vehicle capacity at peak times. Further housing development would create chaos.

Encourage cars off the roads with better local transport in the first place, it will help with congestion which is a nightmare in Tonbridge at peak times and help with the environment too.

Efficient bus services are a must for climate change reasons. Road safety and benefits to health for pedestrians are also very important. Cars will be with us for ever so improvements in road repair and junctions are also needed.

Specifically for our area i.e. Offham Road, West Malling (sites 59645, 59699, 59714, 59716) access is extremely restricted at the town centre end i.e. West Street which is a single carriageway, Norman Road is always restricted to one lane due to the parking and although the Teston Road end of the Offham Road has two lanes the sight lines are restricted and there is no pavement. In addition, there are stables adjacent to and bridle ways off the Offham Road so there are horses frequently using this section. Much of the Offham Road is de-restricted and is extremely dangerous at present without additional vehicles. The adjacent road (Fartherwell Road) is not only a Quiet Lane but is single carriageway for its entire length so totally unsuitable for additional traffic.

Bus service are inadequate at the moment. Where they get too intermittent, people stop using them altogether. Cycling should be encouraged especially now there are e-bikes to add to the options and its vital that cycling is safe as they are very vulnerable on roads from vehicles. Congestion on roads needs to be improved to deal with the existing hotspots and new ones arising from the new housing now and in the future.

A good bus service that links rural areas to larger towns and railway stations for onward travel would help reduce the number of cars on our already busy roads.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

North Kent is already a brutal network of busy roads and motorways - think of peoples walks in the countryside and commutes to local train stations.

The proposed sites at Snodland and Aylesford North, Burham, Peters Village and Wouldham are served by a

User Response: Text

substandard Trainline called The Medway Valley Line... it is not fit for purpose now, let alone for the future.

Road safety, health issues.

A large increase in cover and frequency of bus services is needed and will show a demonstrable benefit for climate change.

The ethos of sustainability is underpinned by the need to travel by modes other than the motor car. Enhancing the provision of public transport and improving walking and cycling routes must be a priority for the Council in order to provide the opportunities for this to be a natural choice for people. If not, people will continue to rely on the motor car which goes against the grain of sustainable development.

To reduce use of cars

For the older generation a safe walking environment is essential. Increased traffic is not welcomed.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

The provision of an exit slip road from the M26 in Sevenoaks is long overdue and would take a lot of rush-hour traffic off the A25 through Borough Green, Ightham and Seal.

Many of the country roads lack safe pavements. A junction at M25 Junction 5 westbound will make journeys more efficient and less polluting and get traffic off of the roads in the local areas. Too many huge HGVs go on small back roads and through little villages.

We don't have a railway station and the roads are a joke.

These would help remove cars from the roads, helping with global warming.

Bus services are for many the only realistic alternative to the car. Quicker car journeys mean less pollution. Walking particularly important for schools.

User Response: Text

These issues currently impact on Village residents access including the vulnerable such as the elderly, disabled and children's safety.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

We need cycle routes in the area. We need roads with good wide cycle lanes. In towns and railway stations we need safe lock ups for our bikes. We need to improve station access and links with cycling and walking routes. We need cheap bus services that link up with services and places. IE Train Stations and sporting facilities.

They are all low-carbon means of travel. I would add rail to the list. We must move away from car-dominated communities. Look at any residential road: Cars everywhere. We must link the use of public transport to incentives, subsidies and undertake social marketing of green travel modes. School children living within 10k of the school should be able to cycle on dedicated, seamless paths.

repeated from 22 0 buses are key with experimental funding models and shuttle bus type options (eg to get to stations) hilly borough means cycling to get to local amenities is not always practical. Good safe places to leave bikes if on train (eg electric bikes could avoid car use in hilly areas but need safe place to leave them) - shared ownership systems (eg for electric bikes)

Transport must meet the needs of all users and age groups and economic status

Motorway junctions need to be improved

To encourage residents to keep cars off the roads

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

User Response: Text

Improve road travel. Buses have now been cut by KCC.

Rail travel-8 coaches only from Borough Green

Improving bus and cycle routes are positive for green transport. I would like to add pedestrian infrastructure but I have to be realistic and prioritise road improvements first as some junctions are already causing major problems which the Local Plan will only exacerbate.

The road in Wateringbury is a prime example of pollution and the councils inability to do anything about a major health hazard.

They are mostly all important rather than nice to have.

We need to try, as far as possible, to move drivers towards their legs and bikes.

We also need to get Ebbsfleet and Ashford up and running again.

Better Pathways along main and semi-rural roads would enable to people to be more independent, e.g getting to and from school and colleges, particularly Hadlow, reducing car traffic.

Safer cycle routes to encourage more people to cycle and reduce car traffic congestion

Bus services to include accessibilty to people with disabilities.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

I have highlighted trains but not for the reason you outline. I consider trains expensive and frankly, the service no better than it was when the government owned them. The dividends paid to shareholders should be used to reduce the cost of travel to encourage more people to use them.

User Response: Text

Roads as we are all clogged up around all major centres. Buses help but also gets clogged up and they tend only to be on main roads for economic reasons. Pedestrian infrastructure has potential to improve health (but not on main roads because of exhaust fumes).

Increased Pollution has to be a serious consideration on any developments within Hadlow where close to A26.

Many roads completely clogged up, bus services expensive and not regular to warrant using over car. Public transport key factor in reducing global warming

5.5.22 mentions traffic hotspot “around Tonbridge town centre”. This presumably refers to the main feeder roads into town, like A26 Hadlow Road, Shipbourne Road. Further additions of significant numbers of homes in Tonbridge will exacerbate these existing traffic problems.

The likely effects of the Tunbridge Wells BC development plan for Capel/Tudely have been omitted. Should this plan proceed a further very heavy traffic burden will be placed on Three Elm Lane/Hadlow Road junction and the A26 into Tonbridge as residents on the new development cut across country using this route.

Our principal methods of travel are walking, private car and bus - no longer cycle and do not use rail services frequently.

Health issues pollution

No response

Safety and health

Road safety, health issues. Only a very large increase in cover and frequency of bus service will show demonstrable climate change benefits.

WE need to get away from the car for many reasons not least pollution.

They are the areas most frequently used, but bus services and train services are very important to many living in the area.

If the aim is to minimise car journeys, then alternatives to car transport are required and new housing needs to be

User Response: Text

located where these options are available. Experience shows buses are not a viable alternative. Their routes are too limited, operational hours too restricted, operation too costly without subsidy and they are net polluters compared even with cars. Safe cycle routes are a green alternative, but narrow lanes and busy A roads have too high traffic flows to make cycling safe. A trunk network of purpose designed designated cycle routes is required to link the key rail heads for commuting. Improved pedestrian links are key, especially within 400m of new housing developments. New housing needs to be within 400m of services and transport hubs, with safe footways and crossings, if it is to enable people to leave behind their cars. Too many proposed sites are isolated from established centres, up narrow lanes without separate footway access.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Answered under question 22

Bus services are expensive and do not run on time. The buses are old stock, dirty and not environmentally friendly. The drivers could be a bit happier too! Also why does London give free fares at 60 but we have to wait until we are 66 down here? We need Oyster cards please with a daily cap. And a bus service from Larkfield to West Malling Station and a proper bus service to Maidstone Hospital which runs more than once an hour

Walking and Parking are the most important issues.

Parking is already an issue for the residents in the area. Cars therefore park on the pavement. This in turn creates an issue for those walking, especially disabled, young mothers with prams and families with children who must therefore go into the road to pass as the pavement is obstructed.

This was highlighted recently when the A25 was closed for emergency repair. All traffic was diverted down Western Road, upon which cars had parked. There was no room for two lanes of traffic, plus parked cars, and the result was gridlock most mornings for many weeks.

Bus services should be protected and enhanced not cut as we so often hear. Local roads are already congested at peak times of the day so this should be a major consideration when choosing sites. Roads may need improving but not at the expense of the landscape.

Children and the elderly depend on the busses for school and shopping also better buses and trains would reduce congestion helping the climate

Smaller frequent buses could encourage more usage. Linked with the good rail service in this area this could be a powerful solution.

User Response: Text

I do not believe you will stop people using their cars and I know you all think cycle usage is the answer to the transport issues. I disagree as I have said many times

bus important for children and is poor at the moment, roads for safety improvements needed and safer zones for walking needed

If we want to realistically encourage more people to get out of the cars and use public transport, walk and cycle more, then these facilities must be developed properly.

Improve road travel, health, climate change

No response

As set out in our response to question 11 CPRE Kent is of the view that the right housing should be provided in the right places – it should be sustainably located. And in terms of sustainability (and the issues of addressing climate change) that road-building is failing to provide the congestion relief and economic boost promised while devastating the environment as set out in research commissioned by CPRE (<https://www.cpre.org.uk/resources/the-end-of-the-road-challenging-the-road-building-consensus/>)

The housing requirement should be reduced – in accordance with paragraph 11(b) of the NPPF – to reflect the fact that the borough has the enhanced status of having land designated as green belt and AONB.

The Council should be aiming for 20% biodiversity. The State of Nature in Kent report (July 2022) <https://kentnature.org.uk/state-of-nature/> (funded by LWT, KCC and KPOG) sets out how we need to recognise that nature is vital for a happy, healthy society. How it reduces pollution and flooding and supports adaptation to climate change – including locking up carbon. How every effort needs to be taken to ensure no further loss or deterioration of key habitats. How bigger landscape-scale projects need to be delivered to join-up fragmented habitats and secure more land in conservation management - in order to help deliver an ambitious Nature Recovery Network, as enshrined in the new Environment Act.

I am visually impaired and rarely venture out after dark. Virtually no bus service and one train an hour. Pavements cluttered with various signs from cafes and shops plus tables and chairs on pavements

I live in Borough Green so there is a lot of passing through traffic from the motorway due to the mistake with junctions

If new developments include new services and are located in proximity to existing urban areas with such services, then there is little need for additional bus or rail services to accommodate transport demand. More urban development will require improved cycle and pedestrian infrastructure as it should be a priority to reduce the need

User Response: Text

for car use for journeys to local shops and services and schools. Inevitably there will be pressure on roads and therefore perfecting road networks and junctions to ensure a smooth flow of traffic through urban centres will be a priority.

They are already lacking in some areas so need to be looked at as a priority.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Best support sustainability/net zero.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

to reduce carbon emissions

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Borough green is already contested at certain times of day and the traffic going through Borough Green on the main road is dangerous. Even more traffic will make it a nightmare.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

There is a huge opportunity to increase the number of cycle journeys locally if proper infrastructure is provided and existing cycle lanes are connected to enable journeys.

These are the methods of transport I use the most. Rail and pedestrian infrastructure need improvement with more accessible stations and increased train journeys and links. It wouldn't let me tick a 4th box, but bus services are in dire need of improvement as well, since the last time I got on a bus in Kent to school, there was a good chance it wouldn't turn up at all. Compared to the buses in Colchester (somehow First buses are better than Arriva) the bus services in and around the Maidstone/Tonbridge and Malling areas are a disgrace.

User Response: Text

None of the questions above have ever bothered tmbc before so what will change their way of dealing with issues raised about new proposed areas

need to reduce reliance on car traffic

Rail use is down 25% post Covid. That equates to potentially more localised traffic during the day.

Cheaper and more regular local public transport MAY alleviate this issue.

Affordable local transport and safe cycle routes are among the most effective means of reducing road traffic and climate change impact.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

These will have health and climate advantages.

Need to get people out of cars and onto public transport and walking and cycling more. But to do this public transport has to be improved and train service capacity particularly in the NE of the borough.

TMBC have classed Kings Hill as a urban area but has very poor public transport links, the station is just too far to walk on a regular basis. There are too few bike lockers and the buses are infrequent and expensive. It is perfect for an electric bike hire scheme between West Malling station and Kings Hill.

no comment

Roads because we are clogging up around all major centres, pedestrian and cycling infrastructure because they have the potential to reduce congestion while improving health outcomes.

The environment.

User Response: Text

All the above are necessary for a modern integrated transport strategy that addresses the need to lower CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behavioural change in the local population.

Pedestrian infrastructure - safety should always be a priority. Speeding through Wateringbury (particularly down Bow Road and the A26 from Maidstone) is terrible and therefore additional pedestrian / safety infrastructure would be of benefit.

Roads - pot holes, parking issues, speeding, traffic light control could all be improved could help with traffic flow and safety of all road users and pedestrians.

Road safety and health issues. However, only a substantial increase in cover and frequency and reduction in cost will persuade less car usage and therefore lead to demonstrable climate change benefits.

Road safety, health issues.

With the increase in inhabitants, trains and buses will be getting more and more overcrowded.

We need better bus routes so people don't use their cars so much, but better roads too. Safe walking routes are beneficial to health and wellbeing.

Bus services are essential in serving those who cannot drive, cycle or walk extended distances. Bus, cycle and footpaths reduce parking demand at rail stations. Pedestrian paths, cycling, mobility scooters are most effective where travel distances are relatively short and the Highway Code gives priority over cars. Rural areas / Lanes attract cycling and walking enthusiasts and for safety development should mitigate against increasing motorised traffic flows in rural areas.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

These seem to be the most heavily utilised methods of transport and should therefore be prioritised

Roads need improving to account for the increased capacity. They cannot cope now - let alone with more housing.

User Response: Text

Bus services are essential for children to get to school and for reducing car dependence. It can improve air quality and reduce CO2 emissions by reducing individual car use. 2. At present we do not have good public transport but we do have massive queuing at road junctions around Wrotham. Idling vehicles causes pollution and poor air quality.

Children and the elderly depend on the busses for school and shopping also better buses and trains would reduce congestion helping the climate.

Children and the elderly depend on the busses for school and shopping also better buses and trains would reduce congestion helping the climate

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Buses don't run at the right times, or frequency, for schools or commuters from rural settlements.

Rural lanes without pavements or streetlights are dangerous for pedestrians.

Junctions from 'A' Roads onto side roads / lanes are notoriously dangerous and often result in accidents.

For health and well being of individuals and the planet

The reality of country life is that it is dominated by the car, so any improvements to alleviate road congestion, either by improving buses or road infrastructure in needed.

The roads including junctions do need improving where necessary but cycling, pedestrians and bus services matter more and should be strong priorities as they are more specific and relevant to climate change.

User Response: Text

Bus/Roads - The A26 crossroads & narrow roads at Watlingbury connecting Nettlestead, Yalding, Mereworth, Pizen Well Teston & East Malling is already problematic & cannot easily be resolved without significantly detrimentally affecting these villages some of which contain Conservation areas.

Any development along the A26 in & adjacent these villages is inappropriate when specifically considering this narrow A26 corridor & historical individual nature, character & Grade 1 Agricultural land within this areas of the beautiful Medway Valley.

Buses need to be regular & predictable to ensure people get to School/appointments/work on time - which is not possible if roads become congested.

There are other pinchpoints that should be prioritised such as the Cannon Lane area of Tonbridge from the A26 traffic lights to the Royal Mail Building & roads towards the A21 from the centre of Tonbridge - when these snarl up these become disincentives to travel to Tonbridge.

Cycling - There are many opportunities within the along the A26 within the Medway Valley to cycle on relatively quiet roads and off road areas to get between villages & Kings Hill. Additional development will increase traffic on these routes affecting safe use & pollution as less people then choose not to cycle.

The green corridors between these villages is important to maintain the identity, community & character of these individual villages.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Rural buses do not run at viable times or frequency for commuters or school children.

Rural lanes without pavements and street lights are dangerous for pedestrians. Electric cars being quieter will increase the danger.

junctions from A roads into side roads which are country lanes are notoriously dangerous and often result in accidents

Improved bus services and pedestrian routes will encourage walking and use of public transport, which would both reduce congestion.

It is inevitable that many of us, including my household, will continue to need to travel by car/work van for journeys which would be impossible or excessively time consuming to take on public transport. Tonbridge has good access to the road network, part of our reason for living here, and that should remain a consideration.

I think we need to look at the most sustainable methods of transport, ideally reducing the distance that people have to travel in order to work and gain access to services

User Response: Text

I am not a bus user. Roads are difficult especially rural ones. e.g. Wateringbury Road which is a rat run and oer used a danger to all. pedestrians use the roads at their peril.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change beneSts, and behaviour change in the local population.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change beneSts, and behaviour change in the local population.

Cycling is the least developed with poor interconnecting routes. For instance there is not a safe (by Dutch standards) cycle route along the Medway valley from Tonbridge to Maidstone connecting the communities. We built the footpath but not the adjacent cycleway. The link from Kings Hill to Maidstone has stalled. In many cases there are large verges which could have cycle ways provided. This needs a radical investment. A Borough cycling strategy would facilitate growth, health and school access.

A strategic approach to a county wide bus provision under a single elected official should be tabled and considered. At present, the private provision is not working. We need to learn from the London mayor effect on transport there. Affordable bus access for children, the elderly and low paid workers would assist growth

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change beneSts, and behaviour change in the local population.

I use the 3 above most

Buses are a lifeline for older residents within our more rural areas and whilst the bus services may not be of a required financial level they are never the less essential to the welfare of older residents and this matter should be taken into consideration when appraising new sites.

Parking is also a problem even on the new sites which have been recently, and still are, being built due to a lack of design of the building sites ie garages/car ports being not built adjacent to the respective properties. This also affects pedestrian infrastructure where pedestrians some with pushchairs and children are forced into the road by cars parking on the pavement.

User Response: Text

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

The road infrastructure along the A26 and between the A26 A20 and M20 are poor, they are often struggling to cope with the current demands let alone those imposed by the proposed applications particularly along the A26 between Maidstone and Tonbridge

For obvious reasons.

Limited bus, rail and taxi services in the area make it difficult to access without a car.

Bus services are completely limited and improvement should be made a priority.

The services highlighted are all essential to health and wellbeing as well as achieving a zero carbon environment. Accessibility to rail services is important but secondary to the others. However, the quality and efficiency of those services is important albeit outside the local plan remit

A good bus and rail service is essential for rural communities and will reduce road traffic which in turn will reduce pollution and therefore climate change. There needs to be a new slip road built at Junction 5 of the M25 as this will reduce the traffic and therefore the pollution and road traffic noise that currently blights Borough Green and surrounding area. The pavements are very limited and in Borough Green village the pavements are very narrow and many times I've come close to being hit by cars and lorries driving far to close the pavement. In addition we have problems of people parking on pavements making it impossible or very difficult to walk past especially for those with disabilities or with children.

Again, all matter and more houses will make all of those things even more stretched. As a commuter to London, the trains cannot cope with more.

Bus services are essential for children to get to school and for reducing car dependence. It can improve air quality and reduce CO2 emissions by reducing individual car use.

At present we do not have good public transport but we do have massive queuing at road junctions around Wrotham. Idling vehicles causes pollution and poor air quality.

User Response: Text

Transport must meet the needs of all age groups and those of different economic levels.

If the motorway junctions in TMBC are not improved, then there will be more chaos on the roads and communities will be subjected to rat running.

Area I live in is dominated by roads which are difficult/impossible to use as pedestrians or cyclists because the traffic is too fast and the road too narrow (e.g. B2016 Seven Mile Lane and A228 Malling Road). There is already far too much traffic on these two roads and if one is blocked with an accident or breakdown there is congestion back to the M20.

I am concerned about the Potential impact of the development within Tunbridge Wells Borough Council, in particular the proposed development at CAPEL ,as to the extra traffic this would generate in the surrounding Neighbourhoods including East Peckham.

East Peckham needs better bus services.

the local roads cannot cope with an increase of traffic

A better safer pedestrian access to the railway would help to minimise traffic on the road , although no station is of a walkable distance for

many east peckham residents.

- East Peckham needs better bus services
- Roads locally cannot cope with increased traffic
- Better pedestrian access to railways would hopefully help minimise traffic on road, although no station is walkable for most residents in East Peckham.

I am concerned about the potential impact of development within Tunbridge Wells Borough Council, in particular the proposed development at Capel, on traffic generation for neighbouring areas including East Peckham.

Road safety ,health issues . Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits .

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road

User Response: Text

safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Bus services will become more flexible accommodating shared ownership of vehicles and interaction with taxi services.

bus services are vital for children getting to school and not needing parents to add to the rush hour commuting their children to and from school.

the roads are in a poor condition and are frequently undergoing repairs which causes more problems.

Unfortunately given the greenbelt and flooding issues historically the roads have not been designed for the current level of traffic

See previous response regarding the train line. Potholes galore in this Borough.

you don't have a good track record of active travel infrastructure, yet. Maybe this is the catalyst for you to put some solid schemes in place

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and attitudinal and behaviour change in the local population. A huge amount of additional traffic is caused in Tonbridge & Malling by the Grammar School system, that means that children are more likely to travel long distances to their desired school - sustainable methods of transport that are safe and accessible to children from a young age will result in a significant reduction in unnecessary car journeys in and around the Borough.

I do not use bus facilities therefore not so important to me personally. I would have chosen cycling but ran out of options!

If we are to ever going to cut down on our reliance on the car to make even the shortest journeys and, by doing so, cut down on harmful emissions there must be improvement in bus services and the provision of dedicated cycle routes to the nearest retail / recreational hubs and train stations.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

User Response: Text

East Peckham needs better bus services.

Roads locally cannot cope with increased traffic.

Better pedestrian access to railways would hopefully help minimise traffic on road, although no station is walkable for most residents in East Peckham.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

? Bus services.

? Roads including junction improvements.

? Rail – improving station access and links with cycling and walking routes.

I am concerned about the potential impact of development within Tunbridge Wells Borough Council, in particular the proposed development at Capel, on traffic generation for neighbouring areas including East Peckham.

? East Peckham needs better bus services.

? Roads locally cannot cope with increased traffic.

? Better pedestrian access to railways would hopefully help minimise traffic on road, although no station is walkable for most residents in East Peckham.

Important to prioritise affordable public transport to reduce traffic on roads

minimise car usage

See above

This is the one and only area that needs to be seriously addressed.

Pedestrian and cycle routes are already well catered for.

User Response: Text

Walking can be dangerous as there are large lorries using the local roads and cars park on the already narrow pavements because new developments do not allow enough space for parking cars.

We have to make meaningful change to how we live if we are going to tackle climate change before it is too late.

Bus services are the life blood for rural communities - otherwise they stagnate and die.

Pedestrian infrastructure and Roads are key safety issues.

Bus services are poor or non-existent in most places and providing better, regular services may encourage people to use them. Most journeys are quite short and it should be easier for people to make those journeys by bike or on foot.

The least obtrusive.

because these are problems we have in our village

In and around West Malling all the surrounding roads and lanes are totally inadequate to cope with any more traffic. Swan Street, Luck's Hill, Fartherwell Avenue, Offham Road, Norman Road and West Street are heavily parked and exceptionally busy as they are used by school and village hall traffic. Teston Road is used extensively by traffic from King's Hill as a cut-through, avoiding WM High Street. Fartherwell Lane is a one track country road that is regularly flooded. Sandy Lane has a blind corner under the railway bridge. None of these road networks are suitable for more traffic. To do so would create gridlocks around West Malling and pose a danger to pedestrians, especially to families walking children to school. Cars already mount the pavement in Offham Road, rather than waiting for a gap in traffic.

Getting people out of their cars for every single journey is essential. Walking cycling infrastructure has to be part of this, in particular focussing this on the end destination such as railway station or schools.

Roads need to be safe for all to travel on as most households own more than 1 car, many people also use the roads for cycling too. Improvements for cycle pathways and shared footpaths will ensure everyone has safe environment when travelling.

? East Peckham needs better bus services. ? Roads locally cannot cope with increased traffic. ? Better pedestrian access to railways would hopefully help minimise traffic on road, although no station is walkable for most residents in East Peckham.

User Response: Text

West Malling Station is now the transport hub for Kings Hill with no improvements in service at all.

Why is this station not upgraded with a more frequent service to work places to accommodate the immense increase in population in this area?

By ignoring this aspect the council are encouraging more and more private cars on the road with the associated pollution etc everyone is so anxious about.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Safe cycle routes and pedestrian infrastructure will provide a route to allow people to improve their fitness and improve their mental health.

Trains are too linear to ever be effective in rural boroughs like ours; we will never have the equivalent of a tube network or large overground rail infrastructure. Buses, roads and cycle routes allow more options for travelling to required destinations.

More opportunities for safe cycle paths and well maintained pedestrian infrastructure.

Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

These because I would like to use my cycle more and would feel safer on segregated cycle ways. I would like to see an encouragement for young people to walk to and from school rather than the motor drop-off that characterises the trip to school for many today. Finally I would like to see an improvement to the junctions around Wrotham that are choked with traffic at peak times today. (It would help if we did not have continuing proposals for traffic intense development proposals in the locality!!)

so people can travel safely, some places have not pavement so walking is not an option,

new access road need to be built not make our already busy roads even more busy - changing junction will not make the roads less busy

rail links into London are essential as this is a main commuter route providing salaries that cannot be found locally.

Local busses as crucial as many smaller villages have nor rail links and people without the use of private cars need affordable means to move around and reach local amenities

User Response: Text

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will demonstrate climate change benefits.

East Peckham needs better bus routes - the current timings of the buses make taking the bus to Paddock Wood, the closest mainline station with links to London, impossible. The buses from Paddock Wood to East Peckham end too early so travelling by car to Paddock Wood is the only option.

With no secondary school in or near East Peckham, school bus routes are vital and at threat from funding and service cuts.

To help tackle climate change and health issues it is important to make it easier for people to make active and greener travel choices that are safe.

Promote more exercise.

Again, I think you should rank these rather than ask to choose 3 out of 5. Each is of importance but I'd choose these three over the other two but still feel that I'd like a say over buses and cycle routes too. From what I've seen thousands get spent on projects that actually don't do what they are supposed to. Cyclists are still on the road in Hildenborough not on the designated cycle paths and this sort of problem. I just don't see any benefit from these things - it is joined up, it isn't enforced and it makes things worse not better. We need transport that makes things easier not slow things up and isn't thought through.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

User Response: Text

You need to create bypasses around villages and stop busy A roads going right through. There needs to be a bypass on the A25 around borough Green to reduce the number of lorries passing through this village. This should not be contingent on more housing being built. It is needed now to reduce the traffic, make the roads safer for cyclists and pedestrians and improve air quality for the houses near to the road.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

I think having to select only three is disappointing as railway and bus travel along with good provision for pedestrians and cyclists are all of utmost importance.

an example where I feel current planning is lacking is Cycling infrastructure not only needs to be provided but needs to be of high quality and continuous from planned origin to destination. Current facilities in the Tonbridge area are scattergun and split with little in the way of coherent implementation with an origin and a destination. An example would be an unbroken marked route from a new development to either a local train station or shopping site.

Road conditions in the borough are generally poor with broken surfaces, mis graded utilities covers and regular flooding, these all need consideration when increasing the numbers of cars in an area with a development. Additionally some major routes in the borough appear to run at or beyond capacity and adding additional cars causes problems with usability, condition and pollution which all affect health for people in the borough.

All the above issues are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits and behaviour change in the local population.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

All the above are necessary for a modern integrated transport strategy; only a very large increase in cover and frequency of bus services plus any new housing being built as near to the town centre as possible will change the behaviour of the local population.

Cycling is healthy and less polluting.

User Response: Text

Buses are good for our predominantly rural community, but they need to be smaller and run more regularly and be electric powered, not diesel.

Frequent bus services would help to relieve congestion on the roads.

The three options chosen should be strong priorities as they are more specific and relevant to climate change. These issues are even more important for rural/village communities.

Offham's only bus service other than for school students is to cease completely in February 2023 following KCC's withdrawal of funding support. The only option is a once a week link by Kent Karrier for those on a very restricted group. This is entirely insufficient for many more elderly residents, but if in place would assist us to discourage use or ownership of private transport.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Providing safe access for families within the borough.

Roads are already too busy and too narrow for cyclists.

To encourage more people to use public transport and in so doing take cars off the road.

Bus routes supported by a good service, safe and well-designed cycle and pedestrian routes with good air quality are crucial for reducing carbon emissions, congestion and for health and safety. The most important element of use of rail services is the service itself, which is beyond the scope of the Local Plan.

See answer to Q21.

These are already inadequate and need improvement even if no new housing is built

Road safety for cyclists and pedestrians is important and these activities should be encouraged as an alternative to reliance upon motor vehicles. The roads are congested and unsafe.

User Response: Text

Pedestrian infrastructure - safety should always be a priority. Speeding through Wateringbury (particularly down Bow Road and the A26 from Maidstone) is terrible and therefore additional pedestrian / safety infrastructure would be of benefit.

Roads - pot holes, parking issues, speeding, traffic light control could all be improved could help with traffic flow and safety of all road users and pedestrians.

Young family with children using the majority of these services.

These issues most benefit from the strategic overview of the Local Plan. Roads (and adequate parking) are very hard to assess in isolation of the wider impact across the Borough and therefore seems most appropriate here. Same with rail where the provision of services is actually determined by SouthEastern so even if there is more parking at a station - the trains may remain crowded - the local plan gives SouthEastern a strong evidence base rather than piecemeal plans. Pedestrian influence has to be a priority.

The existing rural bus routes are inadequate. More cycling routes should be put in place - follow the example of London in this regard.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Buses and railways are key matters for the borough especially in Hildenborough as a commuter area. The B245 also needs to be carefully considered as without these 2 facilities, pressure from vehicular movements will increase the congestion on this main artery from Sevenoaks to Tonbridge.

Young family with children using the majority of these services.

Young family with children using the majority of these services.

Improving cycle and pedestrian infrastructure will help reduce climate impact and congestion.

I am concerned about the potential impacts of development within Tunbridge wells Borough Council, in particular, the proposed development at Capel, on traffic generation for neighbouring areas, including East Peckham.

User Response: Text

East Peckham needs better bus services.

East Peckham needs better bus services.

The roads locally cannot cope with the increased traffic.

better pedestrian access to railways will hopefully help minimise traffic on the roads, although no station is walkable from most residents in East Peckham.

1, A good bus service can potentially take some cars off the road,.

2, SAFE Cycle routes can reduce vehicles on the roads and provide for healthy exercise when off road! Open up footpaths to cycles.

3, Improve upkeep of rural road surfaces for both cars and cycles.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Road safety and health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

I would have chosen the first 4 given the option just NOT improving roads

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Coordinated transport approach is needed focusing on key deliverables.

Motor cars will remain primary modes of transport - there is no viable alternative. INvestment should be made to reduce congestion and major bottlenecks

User Response: Text

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

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Need to prevent the increase in traffic through villages and on country lanes.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.
There is a huge opportunity to increase the number of cycle journeys locally if proper infrastructure is provided and existing cycle lanes are connected to enable journeys.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Wateringbury has clear infrastructure constraint and this is easily proven by the number of times per year we have road closures near the village crossroads. It also has a large amount of roads without pedestrian access. The bus service is very good but has no reasonable links between points, for example Wateringbury to West Malling.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Smooth flow of traffic would result in lower vehicular pollution. Good public services will do likewise.

User Response: Text

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population and accessible to all to get from A to B safely. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

In Hildenborough, the space given to pedestrians alongside cycle tracks is too little, sometimes derisory and not infrequently overgrown by vegetation which is insufficiently kept in check by the relevant local authority. More of this would not be welcome, nor would a continuation of inadequate signage telling cyclists not to use the paths they should not.

The B245 should have been regarded by Jacobs as a major route, because that is what it is. The frequent congestion at its junction with the A227 (and often for a long way towards it) is a major adverse feature of life in Hildenborough, which further development in and around the Village would make severely worse.

All provide a healthier, environmentally more secure alternative to road improvement. We're a semi-rural community so roads are inevitably a necessity, but that does not mean they have to be a priority

Rail is a vital step to enabling the other three though!

See above answer to question 22. There is currently a minimal bus service in the area with many bus routes being reduced.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Bus services are the only way to reach most secondary schools.

Car dependance needs to reduce.

Major junctions in the locality are congested. Traffic M20-M26 and using local roads with pedestrians and no pavements.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in

User Response: Text

cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Public transport lowers energy uses and well planned and well laid out roads make for efficient journeys.

All can help to reduce climate change in the long term.

The bus service to allow ease of access for Hildenborough residents to the services of Tonbridge requires improvement. Many people find it more convenient to get into their own vehicle to make the short trip.

The road junctions at Leigh Road and the B245 opposite The Flying Dutchman requires review as does that from the Brookmead estate. The impact of the Powdermills development in Leigh can be seen now due to the increase in traffic naturally coming to use the services of Tonbridge rather than Sevenoaks due to their proximity to it.

In Hildenborough, the space given to pedestrians alongside cycle tracks is too little, sometimes derisory and not infrequently overgrown by vegetation which is insufficiently kept in check by the relevant local authority. More of this would not be welcome, nor would a continuation of inadequate signage telling cyclists not to use the paths they should not.

The B245 should have been regarded by Jacobs as a major route, because that is what it is. The frequent congestion at its junction with the A227 (and often for a long way towards it) is a major adverse feature of life in Hildenborough, which further development in and around the Village would make severely worse.

Public transport e.g. bus, rail, etc. helps to reduce individual car use and thus reduce pollution levels.

New homes lead to higher density areas, thus the pedestrian infrastructure is needed.

The roads in West Malling are unable to cope with the further traffic, particularly west street/high street, these roads cannot be widened

Roads are currently heavily congested leading to rat running through smaller rural settlements such as East Malling

Cycle routes and pedestrian infrastructure need improving

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

User Response: Text

It's what I believe is required

Encourage the majority of local trips to be taken by more sustainable transport options e.g. walking, bikes and bus.

There are currently many routes that our family take and others in the local area which are unsafe to walk with young children and so, even only down the road, we use our car. For example, Lower Haysden Lane.

We need to address the need for low CO2 emissions and reverse climate change, road safety and promote being active and healthy.

Walking, Parking.

Because I walk, and cars park on the b***y pavement, because IGN3 does not allow enough space on new developments

So that people can walk and cycle (evironmentally-friendly and health-friendly options) safely to and from school or work. Roads need continual improvement to accommodate the ever increasing numbers of cars on them. This happens even without news homes being built.

Cycling has benefits for the environment and health. We cannot increase the population without improving already congested road junctions. We need to encourage people to use public transport more and people without cars need to be able to travel to local facilities.

- People should be given better travel options to those currently in place ie, poor bus services to major centres, protected cycle infrastructure and to encourage people to use cars less. Whole infrastructure is car based and should not be.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

We need safe pedestrian and cycle access to station and if belt ring station is to become useful it needs parking and cycle storage.

we also need a proper bus service that is reliable, more frequent and runs later in the evening.

User Response: Text

In the interests of Climate Change, Health, (both physical & mental) Cleaner Air.

Access and safety are key elements to public transport.

Footpaths, off road and direct through key areas of housing are always safer.

These are the modes of transport I am most likely to use.

To help tackle climate change and health issues it is important to make it easier for people to make active and greener travel choices that are safe.

We should not be encouraging car use

Although I am a motorist I do use buses where convenient. Having been a commuter to London I consider it important to have good train services which are easily accessible and again for some long journeys it is still my preferred mode of transport.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

N/a

Safe and accessible transport options for disabled people should be one of the issues included in all considerations.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

All the services highlighted are important to try and get to zero carbon.

User Response: Text

The train route into London is already over crowded during rush hour but also very over crowded at the weekends too. We need more trains to handle any new housing in Borough Green. The bus services are practically non existent.

Young family and friends are using it majority of time when traveling to school and other places.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

We all agree that there is a need to encourage people to cycle and walk more, both for their own health but also for the health of the planet. Some of the road junctions in the area are in need of improvement in order to make them safer and we see this as a priority, especially if residents are to be encouraged to walk and cycling more. To achieve this they will want to be assured that the roads and junctions are as safe as possible. We appreciate much of this depends on Kent County Council and their plans.

Would reduce car use within our rural community.

i think we need to move away from reliance on cars but make it safer for people to use bikes.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

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Make it safe and easy for people to travel without using the car (just imposing 20mph limit does not decrease traffic!). Current cycle routes are too fragmented and therefore not used properly and deter people, including myself and my family, from cycling.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover

User Response: Text

and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Not enough space is allowed by developers for parking or cycle lanes. The rail companies do not provide the service needed at present without building vast amounts more.

All are important but the bus network desperately needs to be improved so that people are not obliged to use cars.

I use road, rail and walking, and do not have an issue with any (perhaps because I have the luxury of choosing when I move about).

I do not cycle much, and I think I would be persuaded with more bespoke routes. It is, I believe, the way forward.

Buses are essential for elderly access to services. School runs as well. I'm a walker, so improved walking routes would be great

Again, the transport infrastructure is so fragmented in West Kent.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Buses are needed to get children to school and thereby reducing car journeys. Buses get people to the stations, again reducing car journeys. Road junctions around Wrotham (and other local areas) are choked and the delays mean cars are idling and making air pollution.

Our daughter only lives a mile or so from her secondary school, but because of a lack of adequate footpath, she cannot walk and has to use the (very expensive) bus service.

User Response: Text

Road as it's the most used and gives the most flexibility. Less congestion equals less emissions which improves environmental impact. Cycle route to improve safety and the convenience of cycling in lieu of a car. Rail as the network is good its just how much it costs and how people are getting there.

Where possible, residents should be encouraged away from using their cars to reduce the environmental impact they have if we are to progress towards meeting climate change targets. With the reduction in rural bus routes that have been implemented over the years, I do not see bus services being a viable option. By improving the cycle and pedestrian infrastructure, the Local Plan can encourage more residents to become active whilst also benefiting their well-being.

Bus services are the most important for enabling people to get to work and services within the district; a significant improvement will be required to support extra housing development anywhere outside Tonbridge that does not have a railway station.

Safe pedestrian routes between home and school, and to public transport are essential.

Rail has significant potential for enabling housing and economic development; it is a shame that there are no plans to try to improve services or the number of stations in the district.

Bus services - with the closure of the West Malling surgery it is difficult for older people to get to the other sites (Leybourne and Kings Hill) if they do not have a car. My understanding is that the bus service is limited and the community transport scheme was recently reviewed as it was not profit making. There is a large older community in West Malling and getting out and about is a life line to them and their physical and mental health.

Pedestrian infrastructure - it is important for the environment and people's health that they are able to walk to places safely, rather than risk their safety and/or damage the environment by jumping in their cars to travel short distances.

Road - junction improvements will help to improve the flow of traffic and avoid unnecessary blockages and delays.

There are severe limitations of roads in West Malling to cope with more development, especially West Street which cannot be widened to accommodate new infrastructure to support housing.

Buses are a lifeline for older residents within rural areas and these services should be looked at from a service point of view, not a financial point of view.

Parking is also a problem even on the recently built sites due to a lack of design where garages are not built adjacent to the properties. This means cars park on the pavement in front of their properties and are forcing pedestrians, some with pushchairs and children, into the road by cars parking on the pavement.

Low carbon transport choices must be prioritised. However, we would expect supporting infrastructure for

User Response: Text

electric and ultra-low emission vehicles to be recognised as a priority (provision of spaces for charging plug-in and other ultra-low emission vehicles).

See response to Q2

These are the biggest factors that will help achieve net zero given an expansion of housing. They are also two areas that really poorly catered for in Hildenborough.

Safer use of non-motorised travel will improve the air quality for local residents as well as helping TMBC meet climate change priorities. Even where provision has been made (eg A20 from West Malling to Larkfield) this is not safe for children to use to get to school.

It is not economically viable to provide bus services to most rural villages. More imagination is needed and is not reflected in the options above eg encouragement for private enterprise in transport on an affordable level

None of these are important to me. I am more concerned with keeping our villages safe from increased traffic. If the number of houses proposed are not built it will not be a problem.

We need a massive reduction in car usage for the sake of climate change, pollution and congestion

The above choices reduce pressure on roads, reduce climate impact, make spaces more pleasant for population.

Cycle routes **must** be independent of roads and pedestrians - it is not acceptable to develop cycling to the detriment and safety compromises of others

Encourage use of public transport to reduce road congestion.

In a rural area buses provide a vital link for people, both young and old, that cannot drive. In addition, they are a more carbon-efficient alternative to private cars. However, to be viable they must have an extensive network.

There are many routes throughout the borough which can be utilised for local transport by bike. Additional consideration and development of cycle routes, both on and off road, and changing current pedestrian routes to multi-use should be pursued.

Road improvements and measures to reduce road traffic, including the two above, are important to reduce

User Response: Text

congestion, air pollution and associated health impacts.

Roads are already strained, in many cases without the ability to widen at pinch points, such as parts of the A228, (nor would unsightly dual carriageways through the countryside be an improvement) due to putting all development in large pocketed areas rather than spread out. Driving into London and parking is now cheaper than rail, placing more strain on the network, yet little is being done with it.

Rail, Kent has a large commuter community but infrastructure is creaking, insufficient, and pricier than competitor counties. Much of this is, again, largely due to concentrating development in pockets which this plan looks to be continuing.

Pedestrian infrastructure, many of the sites in Kings Hill look to be removing the green space and character of the area that makes being a pedestrian a pleasant option, removal of this will increase car use. Open and green spaces need to be preserved or planned in to developments

more cycling and walking lanes

The existing bus service from Hildenborough into Tonbridge does not adequately cater for the residents of the Village needs. This results in private cars being used to make short journeys into Tonbridge. Improved public transport would overcome this and also have a benefit with regards to environmental pollution.

We need to get away from private cars which would require realistic alternatives to road transport.

Residents in Tonbridge and Malling who chose not to, or cannot, drive, are frequently treated as second class citizens. A lot of retailers and jobs are virtually inaccessible by public transport. This is socially indefensible. Unfortunately there has been significant funding for highway improvements while pavements are under-maintained, cycle paths are often worse than useless and bus services get cut. Tonbridge, Snodland , Aylesford and the Mallings are all urban centres close to much larger urban centres and should enjoy Continental quality public transport.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Sorry, I thought the answers to the question were obvious

Ironic that KCC is cutting bus funding right now which will lead to axing of services!

User Response: Text

The present bus service is inadequate. If the borough intends to build as many homes as proposed, this has to be greatly improved. This many new homes will bring so much more traffic to our roads that will have a very detrimental effect.

Rail services will be put under even more strain than at present with the proposed developments and will need to be improved.

No Response

Buses - improves use of public transport

Walking - good for health, wellbeing

Roads - for those who need to use a car

All these are important although improving roads can in some instances lead to induced demand making traffic worse.

These are the most obvious areas of weakness in this area which would be further impacted by the significant increase in population resulting from the increased housing proposed.

No response

Local transportation is pretty abismal. An innovative new strategy is required - eg driverless cars/taxis. Find ways to reduce personal vehicle ownership.

Bus services have been slashed. This leads to more private vehicles on the road which require road improvements to support and improve traffic flow. Rail access includes providing cheap and sufficient parking.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show

User Response: Text

demonstrable climate change benefits.

There is a huge opportunity to increase the number of cycle journeys locally if proper infrastructure is provided and existing cycle lanes are connected to enable journeys.

Roads are hitting diminishing returns. Other methods need to be improved

Concerns about the increase of traffic due to the proposed developments at Capel and the effect it will have on the surrounding villages such as East Peckham as people already use the back lanes to cut through from Tonbridge to Paddock Wood.

East Peckham needs better bus services.

Improving safety of local way of life.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population.

We need to get cars off of the road. As such investment in these areas is key for quality of life and health, congestion and environment. All developments should have these elements as priorities and be built into the plans.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Tonbridge traffic congestion is already appalling in rush hour most notably at junction of B245 & A227 and the general vicinity of Tonbridge Rail station

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Parking is already an issue for the residents in the Borough Green and Ightham area. Cars therefore park on the pavement. This in turn creates an issue for those walking, especially disabled, young mothers with prams and families with children who must therefore go into the road to pass as the pavement is obstructed. I have on many occasions been almost run over with my baby and dog walking around Ightham due to the lack of pavements and

User Response: Text

drivers not respecting the speed limit. It is very dangerous even now.

This was highlighted recently when the A25 was closed for emergency repair. All traffic was diverted down Western Road, upon which cars had parked. There was no room for two lanes of traffic, plus parked cars, and the result was gridlock most mornings for many weeks.

I would have put (bus services - ie I mean public transport - not necessarily buses as we know them.) before roads but reality is that if the roads don't work then nothing does

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Currently bus services are very limited especially during peak hours for workers and school aged children. Trains are reaching full capacity and so are the car parks. In addition many of the places to park near to stations are also being developed impeding the tax payers for getting to work.

Ditton is on the main Maidstone bus routes but have seen the local area facing bus cuts so does not encourage people not to use cars. In fact it has become the opposite.

We have seen new developments built without considering pedestrian access and have seen housing cut off from facilities due to no clear walking paths for schools etc.

All roads in the area have been hit with poor planning and the failure for KCC to consider all requirements. The pollution in the area is the highest in Kent but this is ignored in the development of further housing.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

TMBC is an area which relies heavily on the private car. Therefore improving the existing road network where necessary to support the additional development through the plan is supported. In addition, improvements to bus services and cycle routes are important, to provide real choice to future residents.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in

User Response: Text

cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

We need places to walk our dogs. And exercise.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

no comment

Trying to get to borough green from Stansted in rush hour sometimes takes an hour!

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population.

Council should work proactively with landowners to attempt to open new bridleways for cyclists

These are the most critical to get right, and I know from experience that if you get the roads & pedestrian infrastructure right that bus services & cycle routes usually come good too.

Too many developments provide insufficient main road improvements

I do not Cycle or Walk to shops etc. at present as I live in Shipbourne and would be worried about my safety.

I do however think I would use buses if they were more regular plus I am a rail commuter and a driver.

There is already way too many cars on these small rural roads. Anything to discourage car use is good.

Whilst I think that they are all important, these three probably need the most focus.

For any development to meet its sustainability objectives it needs to recognise the environment in which it is being proposed: to achieve SA 2. it needs to be recognised that any development between East Malling into

User Response: Text

West Malling from Mill Street along Claire Lane would require new pavements and lighting so that any new housing would have access to existing community facilities without encouraging additional motor vehicle use (SA10); additional pavements and lighting along Claire Lane would cause damage to a distinct countryside environment impacting wildlife habitat (SA 5 and SA 6) through disruption of wildlife habitats and interruption of "darksies" environments; the scale of the developments will materially impact what has been described in the "East Malling Conservation Study" as an areas of "Unspoilt beauty" and would disturb the distinct, historic characters of East Malling and West Malling villages

Road capacity, particularly in and around historic towns such as West Malling is limited. It is unable to cope with extensive development.

Improve road travel and safety for both pedestrians and vehicles. Improve rail links for commuters.

Road safety, health issues

Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits

Road safety, health issues.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

We need to set challenging walking and cycling targets. Car dependency will not reduce without introducing suitable segregated infrastructure. Improved and new routes to LTN1/20 standard will deliver the modal shift we need to see to reduce the numbers of cars on arterial roads which are likely to be further congested by the Capel development in the Tunbridge Wells Local Plan.

User Response: Text

We need to improve the extent of bus services so that they meet demand by beginning early enough to take people to work and also running into the evening to encourage people to leave their cars at home and catch a bus in the knowledge that a later bus will be there to facilitate a return journey and to assist the night-time economy. We need to encourage cheap and reliable public transport so it makes economic sense to use a bus, and the roads are used by people, and small businesses, who make deliveries or need to carry equipment for work and need a vehicle.

All the above are necessary for a modern integrated transport strategy that addresses the need for low Co2 emissions to reverse climate change, road safety and creating a healthier population.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits. The Borough is severely lagging behind others when it comes to safe cycle lanes. Alongside providing significant health benefits, the creation of SAFE cycle lanes on prominent routes (Hadlow Road and Shipbourne Road) would also help to reduce emissions. Our school children are currently unable to cycle from north Tonbridge to school in south Tonbridge due to the busy roads and lack of safe cycling infrastructure.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

Not enough parking in the village as it is, when you want to walk anywhere you have to dodge the parked car

No comment

User Response: Text

Rydon does not have a view at this time.

- Bus services – linking developments to services and places
- Cycle routes – safe links between homes and schools, other service, places and public transport
- Pedestrian infrastructure – safe links between homes and schools, other services, places and public transport
- Rail – improving station access and links with cycling and walking routes

Roads including junction improvements

Bus services

Roads including junction improvements where needed.

Rail -improve links to the station.

Develop cycling and walking routes.

The potential development at Capel could have a devastating impact on East Peckham and surrounding roads.

East Peckham needs a better Bus service.

Roads locally cannot cope with increased traffic.

Bus routes supported by a good service, safe and well-designed cycle and pedestrian routes with good air quality are crucial for reducing carbon emissions, congestion and for health and safety. The most important element of use of rail services is the service itself, which is beyond the scope of the Local Plan.

- Bus services.
- Roads including junction improvements and state of repair
- Rail – improving station access and links with cycling and walking routes.

I am concerned about the potential impact of development within Tunbridge Wells Borough Council, in particular the proposed development at Capel, on traffic generation for neighbouring areas including East Peckham.

- East Peckham needs better bus services.
- Roads locally cannot cope with increased traffic.

Better pedestrian access to railways would hopefully help minimise traffic on road, although no station is

User Response: Text

walkable for most residents in East Peckham.

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Bus routes supported by a good service, safe and well-designed cycle and pedestrian routes with good air quality are crucial for reducing carbon emissions, congestion and for health and safety. The most important element of use of rail services is the service itself, which is beyond the scope of the Local Plan.

The parish council is concerned about the potential impact of development within Tunbridge Wells borough in particular the proposed relevant cable on traffic generation for neighbouring areas including E Peckham.

- roads locally cannot cope with increased traffic
- East Peckham these better services
- better pedestrian access to railways would hopefully help minimise traffic on roads although no stations will perform S presence in east Peckham

To meet climate crisis there is a strong need to get people out of their cars and to use public transport and green alternatives such as cycling and pedestrian travel. The Local Plan should therefore seek to promote such means of transport above private car usage, both within new developments and within the existing communities. WMPC notes with alarm the reduction in local bus services due to KCC cutting subsidies to local services and also notes substantial government funding to KCC to provide new and innovative public transport services. Schemes such as car sharing, renting cars as and when have proved popular in cities and could be rolled out, perhaps with subsidy from 106 Agreements in TMBC. Most private cars spend most of their time parked, taking up road space, involving huge personal cost to achieve very little. This is outdated thinking and the Local Plan could seek to address this.

Safety is a major impediment to both cycle use and to pedestrian travel. So better segregation between such travel and motorised transport is key to increasing the use of noncarbon-based transport. New developments must prioritise the encouragement of cycle and pedestrian travel by providing safe dedicated cycle and pedestrian avenues to places people will wish to visit. This is difficult on rural roads where speed reduction may increase a sense of safety.

User Response: Text

All of the issues identified in Question 22 are relevant. Site refs. 59764 & 59765 are in an accessible location – with good access to rail, pedestrian, cycle and bus service facilities. Users and occupiers of the site will therefore have excellent access to these facilities without the need for private car use for everyday needs and travel. However only 3 can be selected above.

With regards to road improvements, these are important when providing new development to ensure that existing infrastructure can accommodate or be changed to accommodate growth. However, with the focus on creating sustainable development and communities, and reducing the reliance on private cars for travel, it is essential that footpath and cycle routes are provided, enhanced and maintained to encourage these alternative transport options. The position of the site near to the town centre and railway station also means that future occupiers can walk or cycle to the station. This can be encouraged through signage within the developed and as part of a green travel plan.

Quality of life for residents.

There has been inadequate investment in the Kings Hill area for all of these, and all should be considered as priorities.

Quality of life for residents.

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43. Bus services : Trenport considers more needs to be done in the Borough with KCC and bus operators to ensure long term provision of bus services, particularly where these link emerging or proposed developments. Trenport have proposed significant contributions to bus services relating to Peters Village, only to find that services have been unilaterally withdrawn. Trenport is working with KCC and the bus operator to reverse this decision. However it is highly relevant that a large proportion of bus services in the Borough are subsidised and therefore subject to future uncertainty. Decisions on the location of new development need to be made with an understanding of the long term viability of services.

The roads in West Malling and generally narrow and already many are clogged with parked cars making them difficult to navigate. West Street, through with all traffic from Offham Road, Normal Road and the estate area accessed via Fatherwell Avenue passes in single lane at the junction with High Street and is already problematic to navigate. More housing will significantly increase traffic having to use the roads and increase the problems at the West Street high Street junction, which is already very dangerous and congested.

This question requests that 3no. transport issues are selected as priorities for investment from the above list. We consider that in order to deliver strategic growth across the Borough, improvement of the road infrastructure is key to ensuring sustainable development and growth within the Borough. Furthermore, investment into bus services is key to ensure that services are viable, particularly in more rural areas. Providing a network of cycle routes will also improve accessibility and promote more sustainable forms of transport.

User Response: Text

Question 22 sets out a number of transport matters and asks ‘which matter most of you?’, whilst Question 23 asks for an explanation of the respondent’s reasoning.

Vistry consider that improving access to railway stations will promote sustainable patterns of development. Key to this will be identifying and securing opportunities to promote new pedestrian and cycle linkages.

In the case of Hildenborough Railway Station, the proposed development of Land South of Noble Tree Road could facilitate such investment, as part of a package of Section 106 / Section 278 enhancements. These would be in addition to connectivity achieved through the site, within a permeable site layout. The provision of new homes at the site would also promote patronage of the rail services available from the station and facilitate sustainable travel.

Linked to the above, the provision of enhanced pedestrian and cycle routes generally is a clear priority for achieving sustainable development. Upgrades and enhancements to existing routes and the provision of new connections will provide new opportunities for active travel. Such upgrades should aim to facilitate safe routes to key destinations, like local shops or transport nodes.

Improving bus services is a further priority, with frequent services being demonstrated to promote sustainable travel behaviours. A future development to the South of Noble Tree Road would facilitate investment in local routes, potentially allowing for (already good) service frequencies to be further improved. This is in addition to the additional patronage which will be generated from future residents living at the site.

Road safety, health issues. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits.

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Walking and Parking are the most important issues.

Parking is already an issue for the residents in the area. Cars therefore park on the pavement. This in turn creates an issue for those walking, especially disabled, young mothers with prams and families with children who must therefore go into the road to pass as the pavement is obstructed.

This was highlighted recently when the A25 was closed for emergency repair. All traffic was diverted down Western Road, upon which cars had parked. There was no room for two lanes of traffic, plus parked cars, and the

User Response: Text

result was gridlock most mornings for many weeks.

Because I walk, and cars park on the pavement, because IGN3 does not allow enough space on new developments

There are limitations in certain areas such as West Malling - where West Street and the protected nature of this street would prevent suitable road links being developed, as this street could not be widened. Development in West Malling could potentially cause grid lock in the town due to West Street seeing an increase in traffic

Dangerous walking

Rail encourages outside commuting.

Cyclists should be banned, not encouraged.

- **Roads locally cannot cope with increased traffic.**
- **Any development would lead to increased traffic on small country lanes**

Arriva buses are unreliable and badly run (drivers discourteous and rude) railways are disruptive and erratic & both need to be vastly improved. Roads are in a terrible condition (potholes, subsidence & breaking tar mac surfaces) all due to extreme traffic which the village cannot sustain.

Because I walk, and cars park on the b***y pavement, because IGN3 does not allow enough space on new developments

Bus walking parking.

Local government have slashed bus services and so if you haven't a car you need to rely on other forms of transport.

Walking to take in the AONB we live in

Parking the IGN3 do not provide sufficient parking for new developments

User Response: Text

1. Bus services.

2. Junction improvements on the Whitehill, Nepicar and Gravesend Road Roundabouts plus the limited slip roads at M25 junction 5

1. Bus services are essential for children to get to school and for reducing car dependence. It can improve air quality and reduce CO2 emissions by reducing individual car use.

2. At present we do not have good public transport but we do have massive queuing at road junctions around Wrotham. Idling vehicles causes pollution and poor air quality.

I am concerned about the potential impact of development within Tunbridge Wells borough council, in particular the proposed development at Capel, on traffic generation for the neighboring areas including East Peckham.

- **East Peckham needs better bus services.**
- **The roads locally cannot cope with increased traffic.**
- **Better pedestrian access to railways would hopefully help minimize traffic on the roads, although no station is walkable for most residents in East Peckham.**

Roads in and around West Malling have limitations bad bends and junctions particularly the pinch point at the junction of West St + High St.

Bus Services are also very limited.

Parking is already an issue for the residents in the Borough Green and Ightham area. Cars therefore park on the pavement. This in turn creates an issue for those walking, especially disabled, young mothers with prams and families with children who must therefore go into the road to pass as the pavement is obstructed.

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This question requests that 3no. transport issues are selected as priorities for investment from the above list. We consider that improvement of the road infrastructure is key to the delivery of strategic growth across the Borough. Furthermore, to ensure that services are viable, particularly in more rural areas, investment into bus services is key. New developments also have the potential to fund the upgrading/provision of new cycle networks/ routes, which will improve accessibility and promote more sustainable forms of transport.

Roads as infrastructure requires improvement, transport requirements are in a state of change.

User Response: Text

All are important to support the existing community never mind an expanding one.

Bus services need to be comprehensive - they are often not at present. For most people, certainly outside the major centres, cars are essential. Building more houses will of course make everything worse.

Public transport needs to be improved together with access on foot.

Work is interlinked with transport. In a rural environment you cannot hope to achieve coverage with bus services and distances are significant so that cycling is not a practical option.

- **Roads locally cannot cope with increased traffic.**
- **East Peckham needs better bus services.**
- **Better pedestrian access to railways would hopefully help minimise traffic on road, although no station is walkable for most residents in East Peckham.**

Walking and parking.

Because I walk, and cars park on the b***y pavement, because IGN3 does not allow enough space on new developments.

The roads in West Malling are already at capacity. West Street which is the main way through to the village is single lane with no opportunity to widen it due to the layout. Offham Road is also terrible, with cars park on both sides of the road which at times creates gridlock and is no way fit to carry more traffic.

Both of these routes are also next to the only school that we have.

Pavements often inaccessible to pedestrians/disabled/people with buggies because cars park on them as there are insufficient parking spaces;

Public transport needs to be a viable option.

West Malling cannot cope with more housing or development as the roads are not wide enough. There are already problem areas.

Road congestion and pollution already exists in the area, adding large developments will just add to an

User Response: Text

unacceptable position. Also not enough parking space is allowed on new developments

Parking is already an issue for the residents in the area. Cars therefore park on the pavement. This in turn creates an issue for those walking, especially the disabled, young mothers with prams, and families with children, who must therefore go into the road to pass as the pavement is obstructed, putting lives at risk. An increase in the number of cars, commensurate with an increase in the number of residents in the area would exacerbate this yet further. This is unacceptable for the safety of people.

Road safety issues

Roads which are part of the essential character of the village limit development e.g. beyond the pinch point of West Street.

Walking and Parking are the most important issues.

Parking is already an issue for the residents in the area. Cars therefore park on the pavement. This in turn creates an issue for those walking, especially the disabled, young mothers with prams, and families with children, who must therefore go into the road to pass as the pavement is obstructed, putting lives at risk. An increase in the number of cars, commensurate with an increase in the number of residents in the area would exacerbate this yet further. This is unacceptable for the safety of people.

- **Bus services.**
- **Roads including junction improvements.**
- **Rail – improving station access and links with cycling and walking routes.**

I am concerned about the potential impact of development within Tunbridge Wells Borough Council, in particular the proposed development at Capel, on traffic generation for neighbouring areas including East Peckham.

- **East Peckham needs better bus services.**
- **Roads locally cannot cope with increased traffic.**

Better pedestrian access to railways would hopefully help minimise traffic on road, although no station is walkable for most residents in East Peckham.

Bus, walking, parking.

Rail connections are good but do not take me everywhere that I need to go. Pavements are too narrow in many places and used as parking spots. Provision of adequate parking would prevent parking on the pavement.

User Response: Text

The limitations of roads in West Malling to cope with more development, especially West Street which cannot be widened to accommodate new infrastructure to support housing.

Congestion on roads leading down to Mereworth from West Malling.

Narrow and limited footpath along the bottom of Offham Road and Swan Street.

We have briefly outlined some of our main reasons, as follows:

? Bus services – to provide people with more sustainable transport options, plus cater for those who do not have access or private car and where walking/cycling is not practical.

? Pedestrian infrastructure – new developments in the Green Belt should have link paths to existing Public Rights of Ways, to provide better access and benefit from the Green Belt.

? Roads including junction improvements – any development policies for our town must take account of existing infrastructure constraints (inc. highways capacity), in order to achieve sustainable development. We have further discussed this above (incl. Q.11 & 21).

I am concerned about the potential impact of development within Tunbridge Wells Borough Council, in particular the proposed development at Capel, on traffic generation for neighbouring areas including East Peckham.

- **East Peckham needs better bus services.**
- **Roads locally cannot cope with increased traffic.**

Better pedestrian access to railways would hopefully help minimise traffic on road, although no station is walkable for most residents in East Peckham.

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

Local government have slashed bus services and so if you haven't a car you need to rely on other forms of transport.

Walking to take in the AONB we live in

Parking the IGN3 do not provide sufficient parking for new developments

All the above are necessary for a modern integrated transport strategy that addresses the need for low CO2 emissions to reverse climate change, road safety and creating a healthier population. Only a very large increase in cover and frequency of bus services will show demonstrable climate change benefits, and behaviour change in the local population.

User Response: Text

A228 often becomes a bottleneck when it goes down to one lane. Improve frequency of trains to London. Safe cycle routes to encourage people to leave cars at home.

Bus, walking, parking

Rail connections are good but do not take me everywhere that I need to go. Pavements are too narrow in many places and used as parking spots. Provision of adequate parking would prevent parking on the pavement.

Only a small proportion of people cycle and rail services serve limited parts of the borough.

Train – A link to Sevenoaks

A rail link to Sevenoaks would hugely reduce traffic on the roads. Businesses in the area would see an increase in footfall.

Pavements in the area are shockingly small and with the amount of lorries coming through it won't be long until somebody dies. This warning seems to fall on deaf ears.

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- Roads locally cannot cope with increased traffic.
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- Better pedestrian access to railways would hopefully help minimise traffic on road, although no station is walkable for most residents in East Peckham.

Common sense

Not enough parking in the village as it is, when you want to walk anywhere you have to dodge the parked car

Walking and Parking

Because I walk, and cars park on the b***y pavement, because IGN3 does not allow enough space on new developments

User Response: Text

Road Safety! Health issues - as already mentioned. Only very large increase in cover and frequency of bus services will show demonstrative climate change benefits.

I am concerned about the potential impact of development within Tunbridge Wells Borough Council, in particular the proposed development at Capel, on traffic generation for neighbouring areas including East Peckham.

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- Better pedestrian access to railways would hopefully help minimise traffic on road, although no station is walkable for most residents in East Peckham.

Pavements often inaccessible to pedestrians/disabled/people with buggies because cars park on them as there are insufficient parking spaces;

Public transport needs to be a viable option

Most people walk to some extent, have never been able to balance on a bike, quite aside from the distances involved to reach Maidstone, London, etc. I try to use rail where feasible (though public transport options being as they are, the necessity of parking is used to supplement impractical routes via other means)

Roads and walking are the most important issues.

Parking is already an issue for the residents in the Borough Green and Ightham area. Cars therefore park on the pavement. This in turn creates an issue for those walking, especially disabled, young mothers with prams and families with children who must therefore go into the road to pass as the pavement is obstructed.

This was highlighted recently when the A25 was closed for emergency repair. All traffic was diverted down Western Road, upon which cars had parked. There was no room for two lanes of traffic, plus parked cars, and the result was gridlock most mornings for many weeks.

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West Malling cannot cope with more housing or development as the roads are not wide enough. There are already problem areas.

The limitations of roads in West Malling to cope with more development, especially West Street which cannot be widened to accommodate new infrastructure to support housing.

Congestion on roads leading down to Mereworth from West Malling.

Narrow and limited footpath along the bottom of Offham Road and Swan Street.

Walking and parking. Because I walk and am sick of cars parking on pavements as developers do not provide adequate parking on new developments. Expecting people to use non-existent public transport is laughable.

not enough parking in the village as it is, when you want to walk anywhere you have to dodge the parked car

I have 3 teenagers who need buses /trains to get to school college etc. I drive so need roads and parking. We also like to walk in our beautiful surrounding countryside without having to drive first. It was the one thing that kept us all mentally sane during lockdown. The thought of losing our green space makes me sick to my stomach

We need to have a lot better public transport to reduce the need for car journeys

Because I walk, and cars park on the b***y pavement, because IGN3 does not allow enough space on new developments

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User Response: Text

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This was highlighted recently when the A25 was closed for emergency repair. All traffic was diverted down Western Road, upon which cars had parked. There was no room for two lanes of traffic, plus parked cars, and the result was gridlock most mornings for many weeks.

They are the most relevant to my family and also the most important in maintaining the character of the village and surrounds.

Bus services need to be regular and frequent. Safe cycle routes would reduce pollution and provide exercise. Pedestrian infrastructure to give safety to walkers, mums with prams and people with mobility issues.

I am concerned about the potential impact of development within Tunbridge Wells Borough Council, in particular the proposed development at Capel, on traffic generation for neighbouring areas including East Peckham.

- East Peckham needs better bus services.
- Roads locally cannot cope with increased traffic.
- Better pedestrian access to railways would hopefully help minimise traffic on road, although no station is walkable for most residents in East Peckham.

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Road improvement required prior to any new development; pavements and footpaths should be well maintained and safe to use; Bus services must be retained to rural communities; parking must be adequate for new development.

Because I walk, and cars park on the b***y pavement, because IGN3 does not allow enough space on new developments

Because I walk, and cars park on the b***y pavement, because IGN3 does not allow enough space on new developments

User Response: Text

There is limited space for roads and pathways accessing in and around the area local to West Malling for new developments, especially West Street which cannot be widened to accommodate new infrastructure to support housing.

I live in a part of Ightham with no roadside footpaths. It's very dangerous competing with cars.

All. I like to cycle and walk.

Bus, Walking, Parking.

Rail connections are good but do not take me everywhere that I need to go. Pavements are too narrow in many places and used as parking spots. Provision of adequate parking would prevent parking on the pavement.

I am already concerned about the potential impact of development within Tunbridge Wells Borough Council, in particular the proposed development at Capel, on traffic generation for neighbouring areas including East Peckham. As it is today, Rush hour is extended due to the amount of traffic on the roads and further housing without adequate road improvement will further impact the issue

- **East Peckham needs better bus services.**
- **Roads locally cannot cope with increased traffic.**
- **Better pedestrian access to railways would hopefully help minimise traffic on road, although no station is walkable for most residents in East Peckham.**

Road safety & health issues plus frequency of bus services.

As cars become more expensive to own and bus transport links are vital means of people getting about especially the elderly.

1. Bus services.
2. Junction improvements on the Whitehill, Nepicar and Gravesend Road Roundabouts

Answer

1. Bus services are essential for children to get to school and for reducing car dependence. It can improve air quality and reduce CO2 emissions by reducing individual car use.
2. At present we do not have good public transport but we do have massive queuing at road junctions around Wrotham. Idling vehicles causes pollution and poor air quality.

User Response: Text

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