

Annex 1 - Cycle route priorities consultation feedback received online and by email, including summaries of comments submitted.

General Questions	Q1 - Are you a local resident?		
		Number of Respondents	% of Respondents
	Yes	70	92
	No	8	11
	Total number of respondents		
		77	
	Q2 - Do you represent a local business or organisation?		
		Number of Respondents	% of Respondents
	Yes	19	24%
	No	59	76%
	Q2a - If yes, please specify:		
		Number of Respondents	% of Respondents
	Councils Including Parishes	9	12
	Schools / Education	3	4
	Rail Sector	2	3
	Community Groups	1	1
	Developers	2	3
	Resident Groups	1	1
	Other	1	1
	Q3 - What is your gender?		
		Number of Respondents	% of Respondents
	Male	38	50
	Female	30	39
	Non binary / gender neutral	0	0
	Prefer not to say	10	13
	Q4 - On average how often do you cycle for local journeys? (Please select one)		
		Number of Respondents	% of Respondents
	I never cycle for local journeys	27	36
Less than once per month	10	13	
Once per month	6	8	
More than once per month	4	5	

	Once or more per week	31	41
	Q5 - What do you consider are the barriers to cycling? (Please select one or more)		
		Number of Responses	% of Responses to Question
	Perceptions of road safety	56	26
	Traffic volume and vehicle speeds	62	28
	Lack of dedicated or segregated infrastructure	59	27
	Lack of cycle parking	22	10
	Too hilly	15	7
	There are no barriers to cycling	5	2
	Q6 - Do the suggested cycle routes at Tonbridge align with the trips that you normally make or would like to make by bicycle?		
		Number of Respondents	% of Respondents
	Yes	26	34
	No	24	32
	Q7 - If no, please explain why?		
	<p>22 comments received, summarised as follows. 1. Provide a direct and continuous route from the north to the south of the town. 2. Too much consideration is being given to cyclists, they don't use the existing lanes provided and are a risk to pedestrians. 3. Shared use paths don't work for faster road cyclists. 4. Cycles can't be used for all journeys especially when trying to transport bulky items. 5. Provide more cycle parking. 6. Link up River Walk with the north end of the High Street / Bordyke. 7. Goldsmid Road is too steep to cycle, heavily parked and used as a rat run, hazardous. 8. No links provided via A26 to Hadlow or East Peckham or via A227 to Shipbourne. 9. Bordyke is too narrow to accommodate any segregated infrastructure. 10. Alternative route via Tonbridge School - use Watersfield Lane to Hawden Road footpath. 11. Waterloo Road not considered to be a desire line from Brook Street, which itself requires improvement. Potential conflicts with other pedestrians, make this a non-through road to reduce rat running. 12. Shared paths need to be wide enough to accommodate all potential users. 13. Concern regarding potential infrastructure on west side of Quarry Hill due to traffic speeds. 14. A full network planning exercise is suggested to engineer the traffic out of Tonbridge town centre and reallocate road space for cycling.</p>		
Tonbridge	Q8 - Additional routes or measures you would like to see in Tonbridge that would encourage you and others to cycle more?		

32 comments received, summarised as follows. 1. Provide direct routes for cycling along Hadlow Road (towards Higham), Pembury Road (towards A21 NMU) and improve infrastructure on Shipbourne Road A277, Quarry Hill Road A26 (towards Tunbridge Wells), and the B245 to Hildenborough. 2. Tonbridge station is a key destination provide routes to the cycle hub. 3. Direct and segregated routes through the town are needed, linking to schools. 4. Wider measures to deter traffic in the town centre may be required to make mode shift happen. 5. Link Waterloo Road to Avebury Avenue via the station. 6. Remove 20mph limits and revert to 30mph. 7. Segregation helps cyclists to feel safe and avoids conflicts, this should be prioritised over shared use. 8. The High Street is congested with poor air quality, need to provide an alternative. 9. White lines are not sufficient for on-carriageway lanes, use light segregation. 10. Good signage and wayfinding is needed, consider coloured surfacing for cycle lanes and paths. 11. Provide more cycle parking. 12. Provide better crossing facilities with priority for cyclist at side turnings and at junctions. 12. Make routes continuous and avoid dismount signs. 13. Provide cycle channels over footbridges between Douglas Road and Clare Avenue. 14. Make Douglas Road a low traffic neighbourhood. 15. Close the road tunnel at Strawberry Vale to motorised traffic, suggested LTN. 16. Put cycle infrastructure on Higham Lane and reduce running lane widths. 17. Consider alternative route from Hildenborough to Tonbridge via Leigh Road, Power Mills and the Tudor Trail. 18. Provide clearer signage and priority for cyclists on all routes. 19. Infrastructure on B245 is not continuous and crossings are dangerous, design these out. 20. PrOW maintenance is poor; vegetation encroachment restricts use of routes.

Q9 - Do you have any other comments about the proposed cycle routes in Tonbridge?

36 comments received, summarised as follows. 1. Insufficient routes proposed to facilitate meaningful mode shift from cars. 2. The cycle route along the B245 is inadequate, easier to cycle on the road. 3. Provide a route along the River Medway from Tonbridge to Maidstone and Rochester. 4. Don't make driving around the town more difficult, some people need to use their cars, disrupting traffic flow could worsen pollution. 5. Consider the needs of horse riders where possible, including the potential extension of a cycle path / bridleway to Haysden Country Park. 6. Route via Town Lock requires lighting for this to be safe. 7. Police need to enforce speed limits including 20mph. 8. Follow the Dutch model, separate cyclists from motorists and pedestrians. 9. More ambition is needed if we are to achieve climate change and air quality goals. 10. Review infrastructure along Brook Street, paths are busy at times with students, it's easier to cycle on-carriageway. 11. Woodgate Way is not a direct route into the town centre, comply with LTN 1/20 and remove on-street parking to provide a route on Pembury Road to link schools, the alternatives proposed a not desirable. 12. Cyclists don't use Waterloo Road to access Tonbridge Station, us ethe A26 instead. 13. The safer you make cycle routes the more people will use them. 14. Diverting cycle paths down narrow and steep side roads should be avoided, keep them direct. 15. Improve the route across the Racecourse Sports Ground to link The Slade and Tonbridge School to the station. 16. Provide high quality routes or nothing at all, learn the lesson from the temporary Quarry Hill scheme. 17. Remove central reserves and right turn lanes on arterial roads to create space for segregated cycle lanes. 18. Provide a route connecting to Hildenborough Station. 19. Segregated paths are preferred by some users so that dedicated pedestrian routes are maintained, this can result in less conflicts however segregation is not always respected.

Q10 - Do the suggested cycle routes at Kings Hill & West Malling align with the trips that you normally make or would like to make by bicycle?

	Number of Respondents	% of Respondents
Yes	15	20
No	7	9

Q11 - If no, please explain why?

7 comments received, summarised as follows. 1. Some of the proposed routes are too heavily used by traffic. 2. Improve connections between West Malling and Kings Hill. 3. Provide more direct routes that are convenient for cyclists. 4. Cycling between Kings Hill, Mereworth, West Peckham and Hadlow is perceived as dangerous if using A228 and A26, dedicated/segregated routes are required for less confident and fit cyclists. 5. Suggested route via North Pole Road will require measures on Watringbury Road to slow traffic and/or provide segregation for cyclists.

Kings Hill

Q.12 - Are there any additional routes or measures you would like to see in Kings Hill & West Malling that would encourage you and others to cycle more?

14 responses received; these are summarised as follows. 1. KCC need to do more to fill potholes. 2. Link Kings Hill to East Malling. 3. Provide better cycle routes around Kings Hill linking to the Sports Park. 4. Provide better cycle infrastructure between Kings Hill and West Malling including via King Hill. 5. Make cycle routes direct and provide full segregation alongside main roads. 6. Stations are key destinations, ensure links are provided to West Malling and Watlingbury stations. 7. Consider quieter alternative to Hadlow Road A26 via West Peckham. 8. Integrate Broadwater Farm with Kings Hill to support walking and cycling. 9. Provide bridleways where possible to improve routes for horse riders. 10. Provide safe links to all schools including proposed secondary school at Broadwater Farm. 11. Provide more cycle parking at stations. 12. Proposed link to Mereworth appears dangerous, link to and improve existing PrOWs including MR260.

Q.13 - Do you have any other comments about the proposed cycle routes in Kings Hill & West Malling?

12 responses received; these are summarised as follows. 1. Provide secure cycle storage including at Tonbridge and Larkfield leisure centres. 2. Cycling infrastructure needs to be well designed with Segregation, plan for middle distance trips too. 3. Plan for house riders too where possible. 4. The proposed route from Victory Drive via Old Teston Road and North Pole Road should be improved, as it provides a direct link to Maidstone. 5. Consider a link to Watlingbury via Bancroft Lane and Canon Lane. 6. Support for better infrastructure in Kings Hill to improve access to Liberty Square. 7. Concern expressed about the proposed link between West Malling Station and West Malling via Swan Street. This road is too narrow to accommodate any dedicated infrastructure for cyclists. 8. Cycle routes should be LTN 1/20 compliant and a minimum of 2.5m wide for shared use. 9. Route 13 Tower View to A228 to be widened. 10. The quiet lanes at East Malling are not shown on the route map. 11. The Lavenders Road proposal is not considered safe for high numbers of cyclists, use route via Ashton Way instead. 12. Provide more cycle parking in West Malling.

Q14 - Do the suggested cycle routes at Borough Green align with the trips that you normally make or would like to make by bicycle?

Borough Green		Number of Respondents	% of Respondents
	Yes	4	5
No	5	7	

Q15 - If no, please explain why?

	5 comments received; these are summarised as follows. 1. A waste of time and money, not everyone wishes to cycle so leave things as they are. 2. The proposed routes are better than at present. 3. Cycle routes should be along the A25 as this is busy and some might switch to bicycles. 4. Routes to serve Borough Green Gardens are not supported as the development is not wanted.		
	Q16 - Are there any additional routes or measures you would like to see in Borough Green that would encourage you and others to cycle more?		
	4 comments received; these are summarised as follows. 1. Provide more fully segregated routes along main roads with well-designed junctions. 2. Public right of way MR251 needs to be upgraded to a bridleway to provide a north/south link. 3. Consider a 20mph zone in the centre of the village.		
	Q17 - Do you have any other comments about the proposed cycle routes in Borough Green?		
	3 comments received. 1. Routes should be provided for horse riders too. 2. The proposed routes are inadequate. 3. Design of infrastructure should take account of DfT Gear Change document.		
Medway Gap	Q18 - Do the suggested cycle routes in the Medway Gap area align with the trips that you normally make or would like to make by bicycle?		
		Number of Respondents	% of Respondents
	Yes	11	14
	No	2	3
	Q19 - If no, please explain why?		
	1 comment received - 'The plan does not show the existing footway cycleway along New Court Road which provides a connection between Peters Village and Burham'.		
	Q20 - Are there any additional routes or measures you would like to see in the Medway Gap area that would encourage you and others to cycle more?		
	10 comments received; these are summarised as follows. 1. Provide a better link between Aylesford and Burham via Eccles. 2. Existing NCN network should be extended all the way along the Medway between Rochester/Strood, Maidstone and Tonbridge to provide a mostly traffic free route. 3. Show all stations on route proposal maps, and work with operators to provide better information at stations. 4. Better links between New Hythe and Aylesford stations connecting with Aylesford Village and Eccles. 5. Better connectivity across the Medway River which is a barrier to movement. 6. Bridleways to be considered where possible when designing routes in the Medway Valley so that the needs of horse riders are integrated too. 7. Provide a cycle path between Snodland and Larkfield/Leybourne via Castle		

Way. 8. Provide a link between East Malling and West Malling. 9. Provide a link to Walderslade Woods.

Q21 - Do you have any other comments about the proposed cycle routes the Medway Gap area?

6 comments received; these are summarised as follows. 1. Improve connectivity from Aylesford village to the business park along Forstal Road and from the A228 to Snodland Station. 2. Improve the proposed route from Aylesford to Larkfield. 3. Enforce 20mph speed limits. 4. Route designs should take account of the DfT Gear Change document.