

## Draft Active Travel Strategy – Responses to consultation (March 2026)

### Question 117 – What do you think of our Active Travel Strategy?

| Total Number of responses received: 15 |       |         |          |                   |            |
|--|-------|---------|----------|-------------------|------------|
| Strongly agree                         | Agree | Neutral | Disagree | Strongly Disagree | Not stated |
| 0                                      | 1     | 2       | 3        | 3                 | 5          |

### Question 118 - Figure 4-5 in the Strategy shows the preferred cycling / wheeling routes at Tonbridge. If you have views about these please explain.

#### Summary of issues raised

Seven responses were received to this question of which three related directly to the question regarding Tonbridge. Views expressed about the preferred cycling / wheeling routes in Tonbridge include the following.

- Lack of cycle route provision in southwest Tonbridge.
- The current provision of cycle routes is considered to be dangerous for pedestrians and cyclists and requires improvement.
- The need to ensure that active travel schemes are delivered where secured through the planning process and that these are compliant with DfT LTN1/20.

Other comments received include:

- An acknowledgement that villages including Hadlow and East Peckham must link to main service centres.
- Criticism of the general cycle network across the borough.
- Concern about cycling safety generally.

No statutory consultee, district or borough council responses were received to this question.

#### Summary of feedback from Town and Parish Councils

**Aylesford Parish Council** responded suggesting that Tonbridge and Malling follow the example of Ashford which has better cycle / wheeling route provision that many other parts of Kent have.

#### Officer response to the consultation feedback

In response to the feedback received officers do not propose any amendments to the draft Strategy. The issues raised have been considered in preparing the Strategy. Given the distance between Tonbridge and surrounding villages, as well as known constraints including available highway land, it is not possible to provide high quality LTN 1/20 compliant routes between Tonbridge, Hadlow and East Peckham.

The cycling / wheeling routes assessed and included within the draft Strategy are considered to be deliverable, and officers will continue to work with KCC and site promoters to secure funding and to progress detailed proposals as opportunities allow. Comments received in relation to the Active Travel Strategy will be provided to our consultants for consideration and completeness.

**Question 119 - Improving cycle route infrastructure between Tonbridge town centre and Vauxhall Lane is a particular challenge given the constraints and opportunities in this area. To assist us in identifying the best route option, please consider the detail in the published cycle route audit for Tonbridge, and order the following based upon your preference.**

Summary of issues raised

Only a single response was received to this question which suggested the following routes in order of preference. 1 - Goldsmid Road and Priory Road (links 38 and 39), 2 - Pembury Road (link 1), and 3 - Woodgate Way, Vale Rise and Vale Road (links 40, 13 and 22)

No statutory consultee, district, borough or parish council responses were received to this question.

Officer response to the consultation feedback

Further public engagement is required regarding this matter, to support the delivery of cycling / wheeling route improvements between Tonbridge town centre and Vauxhall Lane. Comments received in relation to the Active Travel Strategy will be provided to our consultants for consideration and completeness.

**Question 120 - Figure 4-6 in the Strategy shows the preferred cycling / wheeling routes at Kings Hill and West Malling. If you have views about these please explain.**

Summary of issues raised

Six responses were received to this question. Views expressed about the preferred cycling / wheeling routes at Kings Hill and West Malling are summarised as follows.

- Include inter-urban 'quiet lanes' as part of cycle route network e.g. Golden Green to Wateringbury and links with longer distance PROW network.
- Route network remains incomplete and needs to be connected; there has been limited progress in recent years.
- On-street parking on residential roads is a hazard for cyclists and should be restricted where this conflicts with proposed route improvements.

- Route recommendations for Red Hill between North Pole Road and Teston Road are potentially sensitive in a rural context.

No statutory consultee, district or borough council responses were received to this question.

#### Summary of feedback from Town and Parish Councils

**Aylesford Parish Council** commented that there has been limited progress in delivering active travel routes in recent years and are hoping for better progress in the future.

**East Malling and Larkfield Parish Council** provided a response. This expressed support for improving local walking and cycling routes, especially the improvement of PRow MR114 for shared use and better signage, and the route via Teston Road. Support is also expressed for lower speed limits and extending Quiet Lane designations to protect walkers, cyclists, and equestrians.

Concern is stated regarding safe onward cycling routes from The Heath, as nearby lanes are considered unsuitable. Furthermore, that the proposed shared footway at Red Hill / Barming Road would urbanise a rural area and may be unachievable due to land constraints. Wateringbury Road and Chapel Street are considered too busy for safe cycling, with limited improvement options.

#### Officer response to the consultation feedback

As set out in the Strategy, the selection of potential cycling and wheeling routes has been carried out in accordance with the DfT Guidance. The strategy has deliberately focused on 'urban utility cycling' to support local journeys between main origin and destination points as outlined at paragraph 4.1.2 of the Strategy. Longer distance inter-urban routes have not been included as these do not align with the approach set out.

On-street parking is a potential hazard for cycling and this will be reviewed where relevant as detailed route proposals are progressed in due course. It is recognised that some route elements may be sensitive for various reasons, this is a detailed design matter that would be considered in due course for each of the proposed routes. Further public consultation is anticipated in most cases to inform and support related scheme delivery. Comments received in relation to the Active Travel Strategy will be provided to our consultants for consideration.

**Question 121 - Figure 4-7 in the Strategy shows the preferred cycling / wheeling routes at Borough Green. If you have views about these please explain.**

Summary of issues raised

Four responses were received to this question. Views expressed about the preferred cycling / wheeling routes at Borough Green, that are directly relevant to the question are summarised as follows.

- Support was expressed for the Active Travel Strategy by the promoters of site BG1 and the promoted links to the site from Borough Green village.
- Support was expressed for the improvement of the A25 between Platt and Borough Green to improve provision for cycling and wheeling, suggesting that there is room to make a safe cycle/path route at little cost.

No statutory consultee, district or borough council responses were received to this question.

Summary of feedback from Town and Parish Councils

**Aylesford Parish Council** indicated scepticism that the routes proposed may not encourage more people to commit to active journeys.

Officer response to the consultation feedback

The support expressed is noted, no further changes to the route proposals identified at Borough Green are required. Comments received in relation to the Active Travel Strategy will be provided to our consultants for consideration.

**Question 122 - Figure 4-8 in the Strategy shows the preferred cycling / wheeling routes in the Medway Gap area. If you have views about these please explain.**

Summary of issues raised

No specific comments of feedback on this question were received from residents or other stakeholders.

Summary of feedback from Town and Parish Councils

**Aylesford Parish Council** expressed concern that the route proposals don't refer to improvements required at Burham, Wouldham, Eccles and north Aylesford, where housing growth is proposed.

**East Malling and Larkfield Parish Council** comments are summarised as follows:

- Public rights of way MR119 and MR120 across the Forty Acre Field site need to be better signed with destinations to encourage their use.

- Traffic calming / a 20 mph limit should be considered for Clare Lane, a narrow road with no footpath provision, to support safer use by cyclists. KCC undertook a consultation which closed on 17 November 2025, on a [proposed Order to implement a 20mph speeds on various roads in East Malling](#). The outcome of this consultation is awaited.
- New Road between Chapman Way and A20. Could the existing segregated path be improved for shared use between these junctions?
- Church Walk and PROW MR102 this should be better signposted to include destinations, lighting in vicinity of the churchyard would not be supported.
- Chapel Street through East Malling Research, this route is supported and signage should be improved to support use.
- MR100 to Ditton Edge the majority of this path is wide and could be redesignated as a bridleway to permit cycling but. PROW MR102 by the Churchyard cannot be widened. Cycles should not be encouraged to use the section of MR102 westwards of MR100. Related signage should be improved.

No other statutory consultee, district or borough council responses were received to this question.

#### Officer response to the consultation feedback

The route proposals do provide connectivity to existing and proposed communities along the east bank of the Medway within Tonbridge and Malling. Comments received in relation to the Active Travel Strategy will be provided to our consultants for consideration.

#### **Question 123 - The strategy seeks to prioritise the improvement of identified cycling / wheeling routes. Do you agree with the prioritisation of the routes as set out at table 6-3 in the Strategy?**

Two respondents said yes and one said no to this question.

#### **Question Q123 Continuation – If no, please explain your answer and provide any related suggestions.**

#### Summary of issues raised

Two responses were received which are summarised below. The comments received don't all relate to the prioritisation of routes set out at table 6-3 in the Strategy.

- More focus is required upon implementation.

- The routes prioritised should be changed to focus first upon inter-urban journeys.

No statutory consultee, district or borough council responses were received to this question.

#### Summary of feedback from Town and Parish Council's

**Aylesford Parish Council** comment that the prioritisation will not achieve the active travel objective to get people to be less reliant on using cars for short journeys.

#### Officer response to the consultation feedback

The rationale for the prioritisation of cycling / wheeling routes is set out at section 6 of the Strategy, this follows the DfT guidance for the preparation of Local Walking and Cycling Infrastructure Plans. As drafted, this is considered to be appropriate.

Comments received in relation to the Active Travel Strategy will be provided to our consultants for consideration.

**If you have any other comments on the Active Travel Strategy, please provide these.**

#### Summary of issues raised

Five responses were received which are summarised as follows.

- Better cycle routes are needed, these must be linked to bus stops and rail stations, with improved arrangements for on-board storage of cycles on both.
- Better signposting is needed to guide cyclists and walkers away from unsafe roads (e.g., Wateringbury Road, Clare Lane, Winterfield Lane) and toward appropriate public rights of way.
- Speed limit reductions and expansion of quiet lanes are requested to improve safety for pedestrians, cyclists, and horse riders.
- Concerns are raised about proposals for filtered permeability on North Pole Road, as any closure could sever vehicular access for certain Teston Parish properties.
- Public rights of way around Pippins Place and East Malling should be better signposted, but some routes (e.g. Church Walk/MR102) cannot be widened or upgraded for cycling due to physical and environmental constraints.
- Some path upgrades (e.g. Chapman Way to A20) are considered feasible, and others (e.g. MR100 to Ditton Edge) would be isolated due to lack of connecting rights of way.
- The Strategy is considered complex and expensive to implement. The illegal use of pavements for cycling should be enforced in accordance with The Highway Code.

- Safe walking and cycling throughout the borough will encourage more people to travel actively, more focus is required to provide routes alongside A roads and where there is currently no route provision.
- For many residents, daily journeys involve taking children to school before continuing to work, often with time constraints and multiple destinations. Active travel can't replace all journeys which are currently made by car. Many workplaces do not provide showers, changing facilities or secure storage, without complementary infrastructure the Strategy risks being aspirational rather than deliverable.

No statutory consultee, district or borough council responses were received to this question.

#### Summary of feedback from Town and Parish Councils

**Aylesford Parish Council** suggest that the Active Travel Strategy contradicts other policies in the Local Plan but does not provide any further explanation about this.

**East Malling and Larkfield Parish Council** provided a response, which is a continuation of earlier comments re the route through East Malling Research. The Parish Council indicate that the route eastwards from East Malling through EMR is a public footpath and therefore requires upgrade to secure this as a cycle track or bridleway. There are currently barriers on the footpath to the rear of the Church to deter cycle use.

#### Officer response to the consultation feedback

Officers agree that an opportunity to improve active travel provision should be progressed and the Strategy seeks to identify and deliver this. Key origin and destination points have been considered as shown on the included route maps, including urban centres, stations and schools.

It remains illegal to cycle on pavements, but enforcement is not within the Council's control. Moving traffic offenses are the responsibility of the police but this remains discretionary.

All route specific comments will be shared with consultants DHA and consideration will be given to related amendments to the route audits and recommendations which support the Strategy. The Strategy will be progressed further to align with the Regulation 19 Local Plan and will be published alongside this.