

Tonbridge & Malling
cycling strategy
2014 -2019

A report prepared by Kent County Council with support from Sustrans and adopted by Tonbridge and Malling Borough Council as a material consideration in development management and spatial planning decisions

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1. Introduction

This Cycling Strategy is a collection of principles and related action plans that work together to promote cycling and the development of appropriate cycling facilities throughout Tonbridge and Malling Borough.

The Strategy was originally drafted by Sustrans, working in partnership with officers from Kent County Council and Tonbridge and Malling Borough Council, as well as local cyclists. It builds on the previous strategy "Putting the Wheels in Motion", published in September 1998.

It is recognised that there are many advantages associated with encouraging cycling as a viable form of transport, exercise and source of recreational enjoyment. Everyone should have the opportunity for independent mobility, and in order to achieve this it is vital that the street environment and infrastructure facilitates this. The vision of this strategy is to create an environment, particularly in the urban areas of the borough, where people of all ages and abilities feel able to cycle safely and easily and to enjoy the experience.

Over 40% of all journeys made are less than two miles, and almost 70% are less than 5 miles; of which 69% are made by car (Department for Transport, 2005). Cycling offers a truly door-to-door alternative transport solution. It is often quicker than motorised forms of transport for short journeys and provides an affordable means of travel for most.

Cycling is fun and an ideal activity for all the family. It provides an opportunity to enjoy sights and sounds during journeys that cannot be experienced in a motor vehicle. It offers access to areas that are often too far for many to walk. It also boosts local spending as cyclists tend to shop locally and spend more. Cycling is reported to be worth £2.9bn to the UK economy with the average cyclist spending £230 per annum (London School of Economics, 2011). Therefore an increase in cycling in the borough has the potential to improve the local economy.

This strategy aims to release some of the suppressed demand to cycle, particularly in urban areas. A third of students at secondary schools would like to cycle yet often the actual figure is just 2% (Sustrans, 2006). Continuity of route is the key to getting more people to cycle safely and this strategy seeks to join the many disparate cycle routes in the urban areas of the borough.

A relatively short but very attractive cycle route was opened in 2005 linking Tonbridge and Penshurst, which forms part of the National Cycle Network. Signed as Regional Route 12, it is proving very popular with over 60,000 users recorded in 2012. It has recently been voted one of the most scenic routes in Britain by Visit England. The route forms part of the Tudor Trail which will extend Regional Route 12 to Hever and Edenbridge. This strategy seeks to build on that success and to apply the lessons learned to other areas of the borough.

We need to improve conditions for cyclists, enhance the safety of cycling, provide more cycle parking, and integrate cycling within other relevant initiatives. This strategy unashamedly concentrates on routes in the urban areas of Tonbridge and the Medway Gap, as this is where population densities are highest and where most new development will take place in the coming years. Nevertheless, there is also merit in providing the missing links identified in the National Cycle Network to encourage inter-urban travel and cycle tourism.

In a challenging financial climate, funding for new transport infrastructure is limited. However, opportunities will continue to present themselves, particularly where new developments are proposed, and it is vital to have a robust cycling strategy in place to enable us to take full advantage of them.

2. National and local policy overview

This Strategy is influenced by and interacts with a range of national and local policies and strategies. This chapter briefly outlines the current policy context within which the Strategy has been prepared.

National Cycling Policy Overview

The Department for Transport and Department of Health jointly published the **Active Travel Strategy** in 2009, which aims to put walking and cycling at the heart of the local transport and public health agendas. The strategy emphasises the importance and benefits of active travel; in terms of health, the environment and the economy. Its guiding principle is that walking and cycling should be the mode of choice for most journeys. The National Institute for Clinical Excellence (NICE) produced guidance in November 2012 (PHG41); on **Local Measures to Promote Walking and Cycling as Forms of Travel or Recreation** which has been taken into account within this strategy.

Local Cycling Policy Overview

The third **Local Transport Plan for Kent (2011-16)** sets out Kent County Council (KCC)'s policies and delivery plans for the management and improvement of the local transport network. It has five principal themes, all of which include cycling as an aspect; 'Growth Without Gridlock', 'A Safer and Healthier County', 'Supporting Independence', 'Tackling A Changing Climate' and 'Enjoying Life in Kent'.

Growth Without Gridlock is based on measures in Kent's Growth Areas and Growth Points that support housing and employment as well as the management and maintenance of the countywide road network. This includes cycle routes as an important factor, in particular with regard to reducing traffic congestion.

A Safer and Healthier County brings together a variety of partners working towards a number of common aims, including promoting active travel.

Supporting Independence aims to improve access to services and opportunities, particularly for those who do not have access to a car. Part of this involves improvements to cycling infrastructure, enabling efficient and cost effective access to services without the use of vehicles.

Tackling a Changing Climate looks to reduce transport emissions, in conjunction with the Kent Environment Strategy, through the promotion of greener travel.

Finally, **Enjoying Life** in Kent recognises the wider role that transport can play in improving our quality of life. This includes improving cycling access within the countryside.

The Local Transport Plan notes that cycling strategies have already been developed and adopted in Ashford, Canterbury, Dover, Sevenoaks, Shepway and Thanet. KCC's objective is for each district in Kent to have a cycling strategy in place by 2015 and for these to be updated every five years thereafter.

The **Countryside Access Improvement Plan (2007-2017)** (CAIP) is KCC's strategy to increase usage and enjoyment of Public Rights of Way (PROW) and open green spaces in Kent. The county's vast network of paths should be a gateway for residents and visitors to explore Kent's wildlife, history, and landscapes. The CAIP seeks to develop the PROW network to increase sustainable access to these features.

Tonbridge and Malling Borough Council Local Development Framework

The Local Development Framework, (2007-2021)

LDF for Tonbridge and Malling is a key planning document setting out the Borough Council's vision, aims and objectives, which will determine the future pattern of development across the borough. The LDF identifies the principle locations for development during the plan period, which in turn assists with the planning of new and enhanced cycle routes. The extract below identifies these areas:

"New development will ... be concentrated at the main urban areas of the Medway Gap (including Kings Hill and Snodland), Tonbridge and the Walderslade part of the Medway Towns urban area and at those larger rural settlements that have a range of services or reasonable access to them. New development will be located within the built-up areas of these settlements mainly on previously developed land or by conversion of existing buildings. In addition, there are four major brownfield sites where development has already been permitted which will accommodate and ensure delivery of the major part of the Borough's strategic housing requirement up to 2021. Development elsewhere, in the countryside and at smaller rural settlements more remote from services, will be more restricted. No greenfield sites will be required for housing development to meet strategic needs up to 2021." The four major brownfield sites that have been identified are: Holborough Lakes, Kings Hill, Leybourne Chase, and Peters Pit.

3. Local priorities

Why Cycle?

The role of walking and cycling in helping to create liveable towns and cities and promoting health improvement and social inclusion has not always been fully acknowledged by government and the health authorities. Recently, however, the link between transport, physical activity and health has been highlighted in the Chief Medical Officer's Report (2009) and by the British Medical Association (BMA) in its report, Healthy Transport = Healthy Lives (2009). Warnings about the health consequences of an increasingly sedentary society are now widely reported and it has been estimated that the cost of transport-related physical inactivity in England costs the economy £9.8 million per year. This is in addition to the estimated £2.5 billion annual healthcare cost of treating obesity.

The BMA outlines the recognised health benefits associated with active travel, which include:

- improved mental health
- a reduced risk of premature death
- prevention of chronic diseases such as coronary heart disease, stroke, type 2 diabetes, osteoporosis, depression, dementia, and cancer

Furthermore, walking and cycling are effective ways of integrating, and increasing, levels of physical activity into everyday life. However, the BMA suggests that there has been underinvestment in walking and cycling infrastructure to date.

Cycling in urban areas can improve air quality through reducing congestion and the local air pollution that comes with it, as well as reducing the carbon emissions that can cause climate change. It has been reported that air pollution reduces life expectancy by 7-8 months, which has the equivalent economic impact of £20 billion per year, (Air Quality Strategy, 2007).

Cycling also benefits the local economy. The Viking Coastal Trail (VCT) Study has shown that this goes

beyond the purchase and maintenance of cycle equipment. The VCT is a 28 mile multi-purpose route within Thanet, which opened in 2001 and has been very popular with cyclists. The study looked into the economic benefits associated with the route and it was found that many cyclists stopped at local cafes and pubs. Other business that benefited from the route included local attractions such as museums, historic houses, and accommodation providers. The success of the trail has led to many businesses catering for the needs of cyclists, which confirms the positive impact that they continue to have on the local economy.

4. Improving the cycle network

New routes will be designed to provide safe, continuous links between communities and popular destinations such as shops, schools, leisure centres and work places.

To ensure the highest possible standards, Local Transport Note (LTN) 02/08 Cycle Infrastructure Design will be the standard guidance underpinning the design and construction of new cycle infrastructure. Additional guidance will include LTN 01/12, Shared Use Routes for Pedestrians and Cyclists, Manual for Streets 2 and the Kent Design Guide.

There is also a role within land use planning to enable users of new developments to undertake more journeys on foot or by bike. A hierarchy of users has been developed, which can assist in prioritising the needs of different transport modes where there are conflicting demands on carriageway space, or there is incompatibility in the highway layouts suiting different modes. A set of minimum requirements must be met if the infrastructure is to be convenient, accessible, safe, comfortable and attractive for both pedestrians and cyclists.

Cycling England produced a report with the Department for Transport, based upon evidence from continental Europe and the English Cycling Demonstration Towns, suggesting that a £10 per head investment is required nationally to significantly increase cycling. Their results indicated that cycling levels rose by 10-50% after this level of investment coupled with a carefully considered strategy. The report also found that for every £1 invested in cycling, the value of decreased mortality is £2.59, which represents high value for money.

Principle 1: A network of high quality routes will be completed in the urban areas of Tonbridge and the Medway Gap providing convenient and safe access throughout those areas. The network will include routes to and from the surrounding countryside to facilitate leisure cycling. Where a desired route is currently designated as a public footpath, we will explore the opportunity to convert to a cycle track or bridleway to permit cycling. Detailed recommendations for new and improved routes in the urban areas can be found in chapter 9 of this report.

Principle 2: Wherever possible measures will be provided which give cyclists priority over motorised traffic in terms of accessibility and journey time.

Cycle Parking

Cycle parking needs to be convenient, safe and secure. A cycle locked in a shed at the end of a garden is less likely to be used than one stored close to the front door. Therefore, it is vital that there is a secure storage area close to the usual exit of a property and that new residential properties have sufficient storage for cycles. This should be managed through the development control process.

Cycling can form part of longer journeys if there is good integration with public transport. High quality, secure cycle parking at railway stations is essential to promote this. There is a good supply of parking at Tonbridge Station, which has recently been complemented by the introduction of a Brompton Dock cycle hire scheme, but this is often fully utilised and needs to be kept under regular review. Significantly increased provision is also proposed as part of the remodelling of the West Malling Station Forecourt. However, cycle parking at most other stations in the borough is very limited and should be improved.

5. Maintenance of the cycle network

Unless new and existing cycle facilities are maintained to an appropriate standard they will quickly fall into disrepair and will not be used.

Structural maintenance on a cycle track is generally not as demanding as for a carriageway but it requires more regular and frequent cleansing and cutting back of vegetation. This includes ensuring that roads frequented by cyclists are maintained, with whipping branches and vegetation kept cut back.

Principle 4: KCC will work with partners to ensure the regular maintenance of all cycle tracks within the borough.

A key component of all public cycle parking facilities is that they should complement and enhance the local environment while remaining functional and within cycle parking standards. Wherever possible, new cycle parking will be planned to meet these requirements and will ideally be sourced from local suppliers, designed by local artists making use of distinct yet functional designs.

A number of sites for improvement have been identified and are outlined within this strategy. In addition, Kent County Council (KCC) Highways and Transportation and Tonbridge and Malling Borough Council (TMBC) will continue to ensure that cycle parking is included in all new developments.

Principle 3: Cycle parking will be provided in all developments (both new build and change of use) that result in the employment of people and secure cycle storage will be provided in all new residential developments in the borough.

6. Safer cycling

National Standard Cycle Training (Bikeability) is now provided across Kent by both KCC and via School Games Host Organisations.

Bikeability comprises three levels of competency-based cycle training. Level 1 is aimed at the basic bicycle control skills that are required to cycle safely in any environment and is delivered in an off-road environment such as a playground. Level 2 is delivered on quiet roads and teaches participants the skills necessary to take a basic on-road journey and includes a variety of junctions. Level 3 tackles busy traffic situations and complex junctions. Importantly, participants must demonstrate competence at each level before they progress to the next.

Principle 5:

- All year 6 children will have the opportunity to participate in Level 1 and 2 Bikeability Training.
- All children in years 7 to 9 will have access to Level 3 training.
- Adult cycle training will be available through a range of initiatives including work place travel planning.



7. Promoting cycling in Tonbridge and Malling

Without the promotion of cycling in Tonbridge and Malling the uptake of cycling and the use of cycle routes are unlikely to increase.

Therefore, to make this strategy successful, cycling must be promoted in a variety of ways to a range of different audiences. First and foremost, KCC and TMBC's websites need to be kept updated to enable local residents and visitors to access the latest information on cycle routes and facilities. All cycle routes should be fully signposted for the benefit of new cyclists and those who are unfamiliar with the area. Cycling should form a key component of School Travel Plans and local clubs and cycle shops could help to promote cycling within the borough through active promotion and use of the local network. KCC will continue to develop and maintain a range of publications that will cover both the local and county cycle network and successful recent initiatives, such as Sky Ride Local and TMBC's Bike Event during National Bike Week, will be repeated wherever possible.

Principle 6: Ensure cycle routes are fully advertised and signposted within the borough and that cycle maps are available for all routes.

8. Monitoring the cycling strategy

Monitoring should take several forms including continuous automatic counters on cycle tracks and detailed route user surveys.

This will enable a detailed database to be established which in turn can inform economic appraisals and health impact assessments in the borough.

Principle 7: Automatic counters will be installed throughout the cycle network to enable a detailed analysis of usage. Each new proposal will be assessed to see if an additional counter should be added to augment the data gathering process.

9. Proposed development of the cycle network:

If we are to achieve the aims set out in this strategy then the schemes chosen must create a network that appeals to both existing and potential cyclists.

Numerous consultations around the county have highlighted a number of key areas that have to be tackled to enable more people to cycle safely, more often. Therefore, in order to plan and prioritise the development of the cycle network in Tonbridge and Malling, the following criteria have been applied:

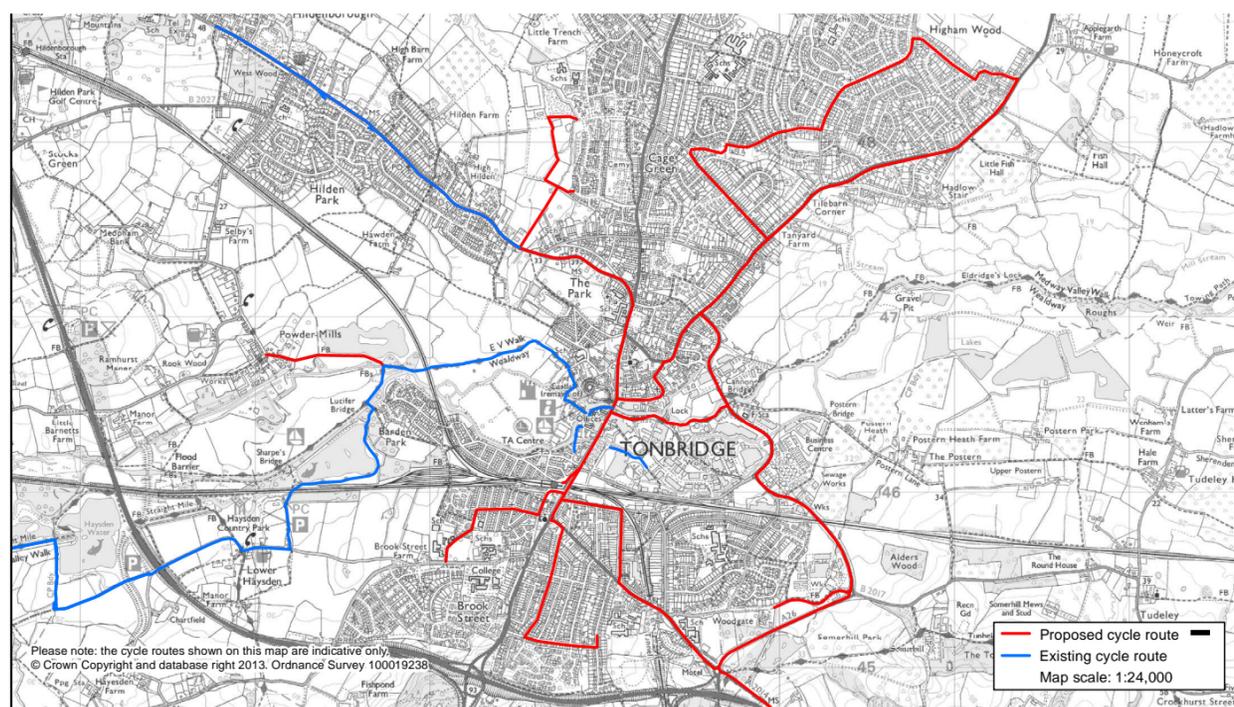
- Inexperienced cyclists prefer routes away from heavy traffic largely due to perceived and actual safety concerns related to cycling on busy and/or high speed roads.
- Separate, designated cycle lanes are preferred (whether on or off road), with inexperienced and infrequent cyclists preferring off-road routes.
- Existing routes need to join up and be continuous; therefore gaps in the network must be addressed.
- Barriers need to be addressed to improve cycle accessibility e.g. busy and/or high speed roads, rivers and railway lines as well as gates and railings.
- A high proportion of people cycle for leisure and this is a good way to enable people to be active, get fit and acquire cycling skills.
- Fear of crime needs to be addressed by increasing secure cycle parking provision at key locations.

In order to develop this strategy, Sustrans has undertaken an audit of the existing cycling facilities throughout the urban areas of Tonbridge, the Medway Gap, Snodland, Kings Hill, Borough Green and Wrotham and Medway Valley East. Some of the routes in Tonbridge and Malling are amongst the oldest dedicated facilities in Kent and were built to specifications that have long since been superseded.

Detailed recommendations for each area have been prepared and are outlined below. It should be noted, however, that the proposals are indicative only and that their implementation will be dependent upon securing the necessary funding and the completion of satisfactory detailed design and public consultation exercises at the appropriate stage.

A. Tonbridge area

The map below provides a representation of what the Tonbridge cycle network could look like with the recommended improvements in place. The map shows a continuous, linked network allowing cyclists to get to a variety of destinations within the area easily and safely. The map is followed by the detailed recommendations.



1. Create a link from the centre of Tonbridge and the railway station to the schools and colleges to the south. Two routes are proposed, the first via Waterloo Road, Douglas Road, Sussex Road and the Public Footpath skirting The Judd School to Brook Street. The second would connect to Tonbridge Grammar School for Girls via Quarry Hill Road, Pembury Road, St. Mary's Road and Baltic Road.

2. Provide a safe on-road route through Railway Approach and the High Street. Railway Approach links the south of Tonbridge and the railway station to the town centre and is a key gateway to the town for residents and visitors alike. However, much of the traffic travelling through Tonbridge is currently funnelled

across this bridge over the railway line and the volume and size of many vehicles is intimidating to all but the most experienced cyclist. It is therefore vital that improved facilities are provided for non-motorised users, which could be achieved by rearranging the highway space to provide a standard width foot/cycleway whilst maintaining sufficient lane-width for vehicles. Initial investigations suggest that there is adequate space between the bridge parapets to undertake this improvement.

KCC and TMBC are currently preparing a programme of public realm and traffic management improvements for the Lower High Street area following the cancellation of the London Road / Hadlow Road Link scheme. The proposed measures include:

- Footway widening, to provide a safer and more pleasant pedestrian environment, create spaces for street furniture, cycle parking and public art and opportunities for activities and events.
- The provision of appropriately located, part-time loading bays at footway level, to reduce disruption to through traffic without hindering pedestrian movement.
- The rationalisation of bus stops and controlled pedestrian crossing facilities, to smooth the flow of vehicular traffic in areas of poor air quality and better cater for pedestrian desire lines, with a view to the forthcoming redevelopment of the Botany area.
- The installation of footway surfacing across the side road bellmouth junctions, to further ease pedestrian movement on the High Street and raise driver awareness of their presence.

Collectively, these measures will create a more accessible and attractive urban environment, balancing the needs of all road users, which will act to encourage and facilitate walking and cycling.

3. Create a route from the centre of Tonbridge to the north east housing area. The provision of a route along Lyons Crescent, East Street and Hadlow Road is critical to linking the large residential area in the north east with the town centre and the station. This route would also provide an important link to schools in the area. A secondary route would continue along The Ridgeway, Royal West Kent Avenue, Salisbury Road, Romney Way, Higham Lane and Barchester Way.

4. Create a link from the B245 London Road to Welland Road and Darenth Avenue. This includes the continuation of the existing cycle route on London Road to link to the North West housing area. This largely traffic free route alongside Hilden Brook would provide an important connection between the town centre, the North West housing area and local sports facilities by bypassing Shipbourne Road, which is insufficiently wide to provide for safe cycling. It would

also provide useful links with the existing cycle network in Hildenborough.

5. Extend the facilities on London Road to Half Moon Lane in Hildenborough. This short missing link will complete the network in Hildenborough to permit good access for all residents to and from Tonbridge town centre.

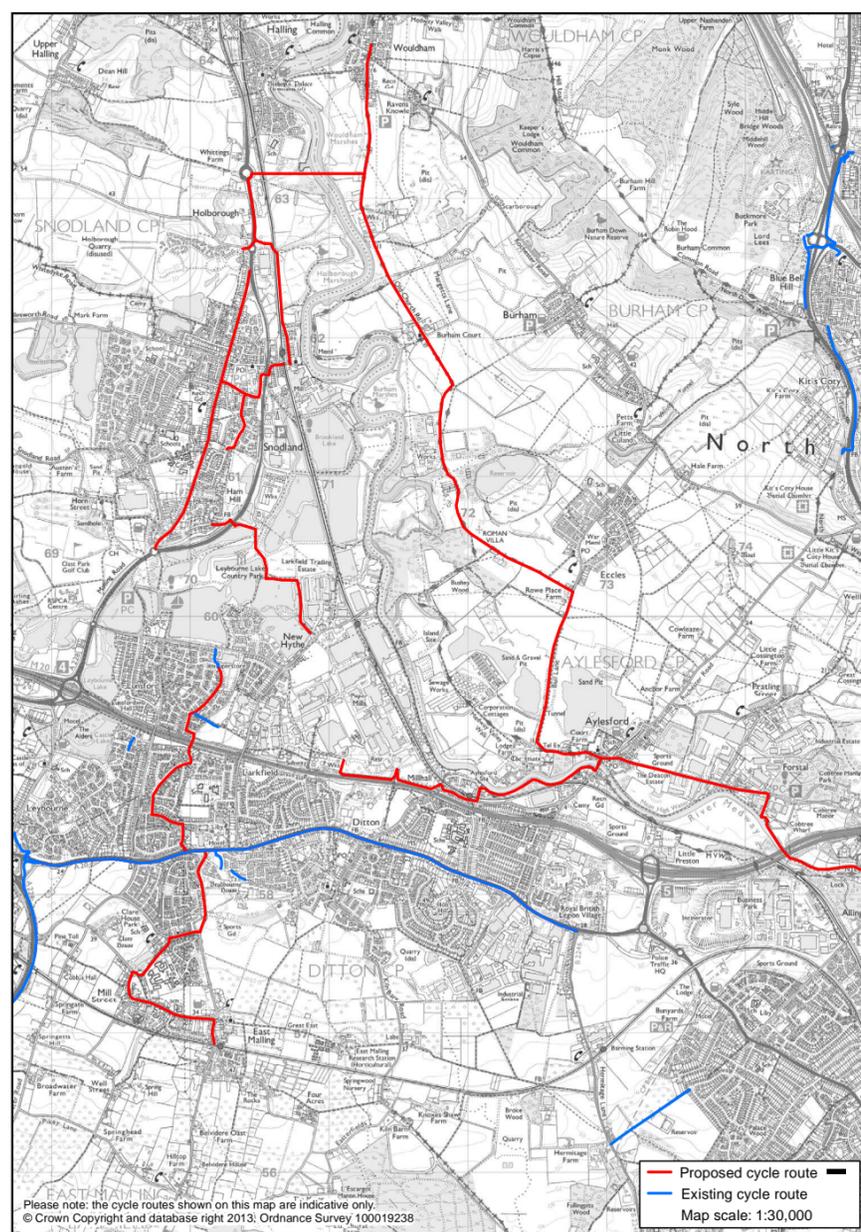
6. Extend the existing facilities on the Medway Valley Walk to include cycling facilities and signage. A short section of this route, near Tonbridge Lock, has been built as part of the new development in the area and it is now accepted as a multi-user path (designated MU33). The rest of the path is also designated MU33, but is not of such high quality. If this path was widened and a few minor improvements were made to the surface of the route, it could become an important new cycling link between Cannon Lane and the High Street.

7. Create a link between the Tonbridge to Penshurst cycle route (Regional Route 12) and Powder Mills. This would provide a traffic-free route between a proposed residential development at Powder Mills and Tonbridge town centre and facilitate longer-distance cycle journeys into the Weald.

8. Create new routes between the A21, Tonbridge Station and Cannon Lane. The proposed A21 Tonbridge to Pembury Dualling scheme includes the provision of a non-motorised user route, which would run parallel to the new road. If this scheme is delivered, it is vital that onward cycle links are provided to key trip attractors within Tonbridge, including the railway station and the commercial and employment sites along Cannon Lane.

B. Medway Gap

The map below provides a representation of what the Medway Gap cycle network could look like with the recommended improvements in place. The map shows a continuous, linked network allowing cyclists to get to a variety of destinations within the area easily and safely. The map is followed by the detailed recommendations.



9. Create a link between Aylesford station and Aylesford village. The Medway Valley Walk provides the most direct link between the station and the village and, if improved, would encourage commuters to cycle to and from Aylesford station. This would also require adequate secure cycle storage at Aylesford station.

10. Create a link between Aylesford village and Maidstone. This route would provide a continuation of Route 9 (above), following the High Street and Forstal Road before re-joining the Medway Valley Walk and continuing to Allington Lock and onwards towards Maidstone town centre.

11. Create a link between Station Road and Bellingham Way. By upgrading the existing public footpath alongside the M20 into a multi-user path, a valuable cycle route could be provided between Aylesford, Leybourne Park, Leybourne Lakes and the New Hythe industrial area.

12. Link existing fragmented cycle facilities on the A20 London Road. There are several missing links in the A20 cycle route between Leybourne and Allington. These include the stretches between Hermitage Lane and Mills Road and between Ditton Place and Bradbourne Lane. The provision of these links would complete a safe and continuous cycle route between Maidstone and West Malling, thereby encouraging students and commuters to cycle to schools and workplaces in the area.

13. Create a link between the A20 London Road and Thackeray Road. This proposal would provide a much-needed, lightly-trafficked link from London Road to the residential areas to the north of the A20/M20 corridor. This could be achieved by upgrading the footbridge over the M20, increasing railing height and widening the footpath. This route would greatly improve cycle access to local schools, shops and Larkfield Leisure Centre.

14. Create a link from the A20 London Road / New Road Junction into the Larkspur Road housing area. This is another important link from the A20 to a residential area – in this case the Larkspur Road area of East Malling. Widening the existing footway on New Road could provide sufficient shared use facilities. The route would then continue along Chapman Way, Blacklands, Mill Street and High Street to East Malling Station. Blacklands may need to be upgraded to a bridleway to allow safe formal access for cyclists and would provide a safe link between the housing area to the north and the schools and railway station in East Malling village.

15. Create a north-south spine route through Snodland. There are already good cycle links through Leybourne Lakes Country Park between Lunsford and Snodland and a toucan crossing on the A228. The north-south spine route would provide an onward connection to the centre of Snodland via Malling Road.

16. Create a two way link between Malling Road and Snodland Station. This should incorporate a traffic-free link around the corner on Rocfort Road,

which is a busy junction with many HGVs to negotiate. This would provide a much safer route to the station for cyclists.

17. Sign the northern section of Saltings Road as an on-carriageway link. This is a simple scheme to alert drivers to the presence of cyclists and would provide an alternative to the narrower section of Malling Road, where on-street parking can present a hazard.

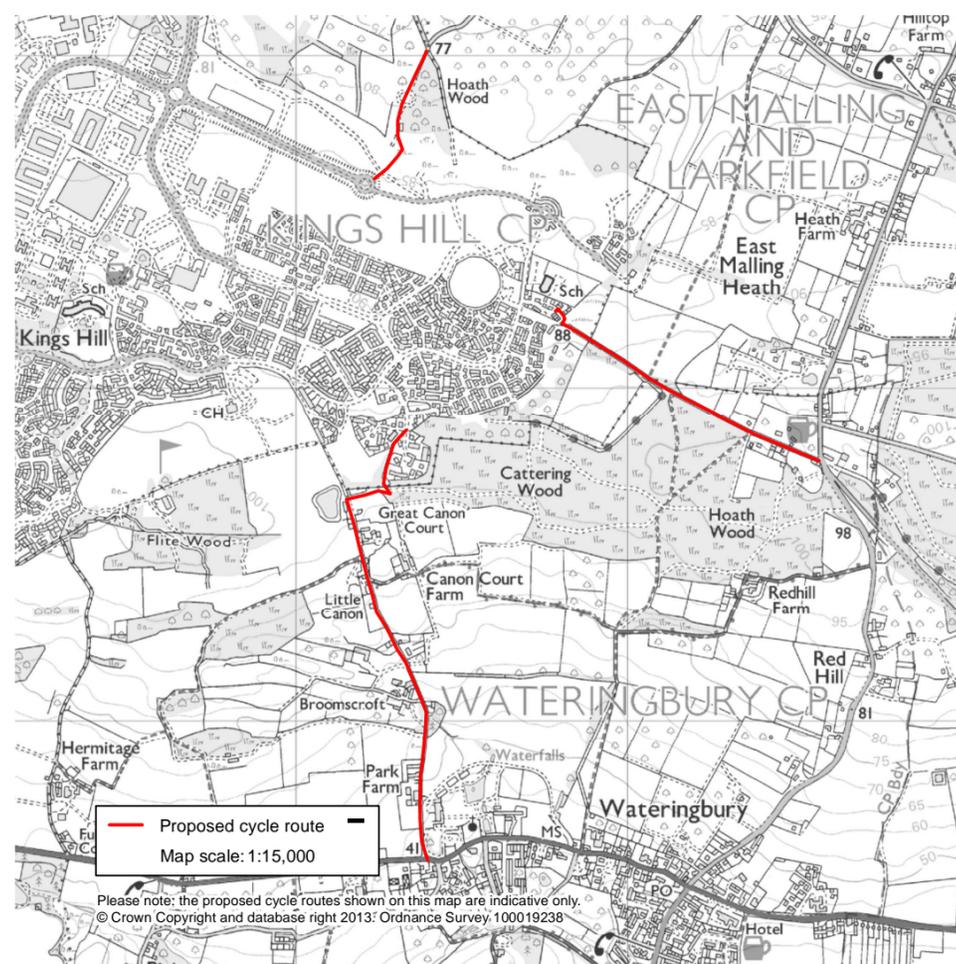
18. Create a link between the Holborough Lakes development and Snodland Station. A multi-agency project to deliver a shared use route between Holborough Marshes and Snodland Station is currently underway. The project is funded by developer contributions and the Local Sustainable Transport Fund. It is being delivered in 3 phases:-

- Surface improvements to the existing public footpath across Holborough Marshes and the re-siting of fencing to provide greater width at pinch points.
- A toucan Crossing on the A228 to the north of the Holborough Services Roundabout.
- An on-carriageway link from the new toucan crossing to the shared use route across the marshes.

19. Create a link between the Peter's Pit development, Snodland and Aylesford. A major new residential development is planned for the disused quarry at Peter's Village near Wouldham, which would be connected to the A228 at Holborough by a new bridge over the River Medway. The bridge represents a significant infrastructure enhancement and will open up walking and cycling routes on both sides of the river. The most important strategic opportunity is an improved route on the east bank linking Maidstone and the Medway Towns via Aylesford and Wouldham; a new alignment of National Route 17 between Rochester and Maidstone. This route would serve the villages of Wouldham, Eccles, and Aylesford and would be attractive for both commuting and leisure purposes.

C. Kings Hill

Cycle provision within Kings Hill is generally good and will improve further as the development progresses. Many of the footpaths within the residential areas are shared use and the access roads all have dedicated cycle lanes. The recently constructed link to West Malling Station along the A228 Ashton Way is well used and makes cycle access to and from the station attractive, safe and convenient for many commuters. This link will shortly be complemented by the delivery of the West Malling Station Forecourt Improvement Scheme, which includes the provision of additional secure cycle storage. The map below provides a representation of what the Kings Hill cycle network could look like with the recommended improvements in place. The map is followed by the detailed recommendations.



20. Create links between Kings Hill and the quiet lanes surrounding the development. The provision of lightly trafficked links between Kings Hill, Wateringbury and onwards towards Maidstone via Canon Lane/Teston Road and North Pole Road would provide a pleasant short cut to Maidstone Hospital and other workplaces in the town.

D. Borough Green and Wrotham



21. Create a link between Borough Green and Wrotham Station and Wrotham village. There are currently no dedicated cycle facilities in the Borough Green and Wrotham area and the provision of an on-road link between Wrotham village and the railway station is considered to represent a valuable first step in the development of a more comprehensive local network.

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2. Local Road Safety Statistics

In 2012, the number of cyclists killed on roads in Kent increased from the 2011 figure of 1 to 4. The number of crashes resulting in killed or seriously injured casualties also rose from 52 to 60. The number of slight crashes decreased however, from 313 to 267.

It is important to note that these statistics do not take into account the number of cyclists using Kent's roads. Nevertheless, the figures in each category clearly need to be reduced if people are to feel safe when cycling and others are to be encouraged to cycle.

Some 83% of cycle casualties were male and 16 year olds were the most vulnerable age group, followed by 13, 14 and 22 year olds.

Within Tonbridge and Malling, there were 143 crashes involving cyclists over the period 2008 to 2012. The Times Cycle Safety Campaign highlighted a number of locations in Kent that KCC is investigating further, including the following sites in Tonbridge and Malling:

- A228/M20 Junction 4 to Ham Hill, Snodland
- A228 / Tower View junction, Kings Hill
- Lucks Hill / Winterfield Lane junction, East Malling
- New Hythe Lane, Larkfield
- Teapot Lane / Millhall junction, Aylesford
- Hall Road / Station Road junction, Aylesford