

TONBRIDGE & MALLING BOROUGH COUNCIL



EXECUTIVE SERVICES

Chief Executive

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NB - This agenda contains proposals, recommendations and options. These do not represent Council policy or decisions until they have received proper consideration through the full decision making process.

Contact: Democratic Services
committee.services@tmbc.gov.uk

27 May 2021

To: MEMBERS OF THE JOINT TRANSPORTATION BOARD
(Copies to all Members of the Council)

Dear Sir/Madam

Your attendance is requested at a meeting of the Joint Transportation Board to be held in the Council Chamber, Gibson Drive, Kings Hill on Monday, 7th June, 2021 commencing at 7.30 pm.

Members of the Committee are reminded that social distancing measures will be in place for this meeting. Other Members are required to participate online via MS Teams.

Information on how to observe the meeting will be published on the Council's website.

Yours faithfully

JULIE BEILBY

Chief Executive

A G E N D A

1. Guidance for the Conduct of Meetings - Coronavirus Regulations

5 - 6

PART 1 - PUBLIC

- | | | |
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| 2. | Apologies for absence | 7 - 8 |
| 3. | Declarations of interest | 9 - 10 |
| 4. | Minutes | 11 - 14 |

To confirm as a correct record the Notes of the meeting of the Joint Transportation Board held on 8 March 2021

Matters for Decision

- | | | |
|----|---|---------|
| 5. | Proposed Double Yellow Lines - Snodland | 15 - 28 |
|----|---|---------|

This report summarises the consultation outcomes of the developers proposed double yellow line (DYL) parking restrictions on the south-eastern phase (described by the developer as phases 8, 9 and 10) of the Holborough Lakes residential development.

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|----|---|----------|
| 6. | Proposed Speed Limit Amendments - Tonbridge | 29 - 100 |
|----|---|----------|

This report summarises the consultation outcomes of the developers (GEN2 Estates) proposed speed reduction measures on Upper Haysden Lane. This report explores 2 potential options - 1.) Extend the 40mph limit further south past the A21 Tonbridge bypass to help slow drivers on approach to the school or 2.) Extend the existing 30mph speed limit past Nexus School and remove the existing 40mph speed limit.

Matters submitted for Information

- | | | |
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| 7. | Highway Forward Works Programme 2021/22 and 2022/23 | 101 - 124 |
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This report updates Members on the identified schemes approved for construction

- | | | |
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| 8. | Urgent Items | 125 - 126 |
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Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

Matters for consideration in Private

- | | | |
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| 9. | Exclusion of Press and Public | 127 - 128 |
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The Chairman to move that the press and public be excluded from the remainder of the meeting during consideration of any items the publication of which would disclose exempt information.

PART 2 - PRIVATE

10. Urgent Items

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

MEMBERSHIP

Cllr D Lettington (Chairman)
To be advised (Vice-Chairman)

Cllr R P Betts
Cllr M D Boughton
Cllr V M C Branson
Cllr D A S Davis
Cllr N G Stapleton
Cllr M Taylor

County Cllr Mrs T Dean
County Cllr Mrs S Hohler
County Cllr M Hood
County Cllr A Kennedy
County Cllr H Rayner
County Cllr P Stepto

Measures under which all meetings of the Council will be conducted after 7 May 2021 to comply with coronavirus regulations and/or guidance in place at the time.

As it is necessary to maintain social distancing to limit the spread of infection the way meetings are conducted will change. This page summarises the process. If you have any questions, please contact Democratic Services via the contact details provided on the agenda.

Attending Meetings

- All meetings of the Council will be held in the Council Chamber, Gibson Drive, Kings Hill until social distancing requirements are no longer necessary.
- To help contain the virus, Members of the public (including anyone exercising a right to speak e.g. at an Area Planning Committee) are encouraged to participate remotely via MS Teams if possible.
- Meetings will also be live streamed via our [YouTube channel](#) to minimise the need for the public to attend in person.
- Any members of the public wishing to attend in person at the Gibson Building can view proceedings via video link in the Committee Room (maximum capacity of 10).
- Prior notification on a “first come first served” basis for entry to the Committee Room will be adopted. Anyone wishing to ‘reserve’ a place in the Committee Room should contact committee.service@tmbc.gov.uk
- Public speakers for planning committees will be hosted in a separate area and escorted into the Council Chamber for their allocated time. There will be a limit on the number of public speakers at planning committees due to capacity issues arising from social distancing guidelines.
- Public speakers are asked to remain standing to address the Committee to avoid having to clean or change seats between speakers.
- Staff will be available to escort public speakers into the meeting room and to manage any crowd control issues.
- Doors and windows will remain open throughout all meetings to ensure circulation of fresh air. Attendees are advised to dress appropriately.
- All participants are required to wear face coverings when not speaking at meetings.
- Hand sanitiser will be available at entrances.
- All attendees must have the NHS Test and Trace app and scan the QR code at the entrance to the building/meeting room if they wish to participate. Contact details will be requested on arrival for those who do not have the app.
- The toilet facilities at Gibson Building will be open but may be used by only one person at a time.
- Car parking: Attendees are asked to leave a parking space free between vehicles.
- Refreshments will not be available, and all participants are advised to bring their own water or other refreshments.

Anyone with covid symptoms should not come to the Council offices.

Thank you for your assistance.

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Apologies for absence

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Declarations of interest

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TONBRIDGE AND MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

Monday, 8th March, 2021

Present: Cllr D Lettington (Vice-Chairman - in the Chair), Cllr R P Betts, Cllr V M C Branson, Cllr D A S Davis, Cllr N G Stapleton and Cllr M Taylor and County Councillors Mrs T Dean, Mrs S Hohler, Mr R Long, Mr M Payne and Mr H Rayner

Borough Councillors Mrs J A Anderson, Mrs S Bell, M D Boughton, G C Bridge, C Brown, R I B Cannon, A E Clark, N J Heslop, M A J Hood, F A Hoskins, S A Hudson, J R S Lark, B J Luker, P J Montague, Mrs A S Oakley, M R Rhodes, H S Rogers, R V Roud, T B Shaw, K B Tanner and D Thornewell were also present pursuant to Council Procedure Rule No 15.21. Mrs S Barker and Mrs W Palmer were also present on behalf of the Kent Association of Local Councils (KALC)

Apologies for absence were received from County Councillor Mr M Balfour (Chairman) and from Borough Councillor A Kennedy

PART 1 - PUBLIC

JTB 21/1 DECLARATIONS OF INTEREST

There were no declarations of interest in accordance with the Code of Conduct. In the interest of transparency County Councillor T Dean advised that she had promoted the proposed reduction in speed limits to various roads in Larkfield and intended to use the local County Members Combined Member Grant to fund its implementation (Minute number JTB 21/6 refers).

JTB 21/2 MINUTES

RESOLVED: That the Minutes of the meeting of the Joint Transportation Board held on 21 September 2020 be approved as a correct record and signed by the Chairman.

JTB 21/3 CHANGES TO ON-STREET PARKING FEES AND CHARGES

The report of the Director of Street Scene, Leisure and Technical Services provided an update on the outcome of the formal consultation undertaken between 27 November and 21 December 2020 in respect of proposed changes to the Traffic Regulation Order regarding On-Street Parking Fees and Charges.

RECOMMENDED: That

- (1) in relation to the on-street Pay & Display charges, the Borough Cabinet note that there were no objections and agree to make the Traffic Regulation Order to facilitate the change to charges in line with the recommendation made by the Street Scene and Environment Services Advisory Board at its meeting held on 30 October 2019; and
- (2) in relation to the on-street permit charges, the Borough Cabinet note that there were a significant number of responses, set aside the objections and agree to make the Traffic Regulation Order to facilitate the change to charges in line with the recommendation made by the Street Scene and Environment Services Advisory Board at its meeting held on 30 October 2019.

Referred to Cabinet*JTB 21/4 PARKING ACTION PLAN - PHASE 12**

(Decision Notice D210034MEM)

The report of the Director of Street Scene, Leisure and Technical Services presented the outcome of the investigation and informal consultation stages of 19 parking restriction proposals contained in Phase 12 of the Parking Action Plan. The report sought approval to proceed to formal consultation in respect of 10 locations and invited consideration of whether the schemes at Wyvern Close, Snodland (Location Ref: 12-07) and Gorham Drive, Tonbridge (Location Ref: 12-08) should be abandoned or proceed to formal consultation.

RECOMMENDED: That, subject to the inclusion of the schemes at Wyvern Close, Snodland and Gorham Drive, Tonbridge in the formal consultation, the recommendations for each location in Phase 12 shown in Annex 1 to the report be adopted and, where appropriate, the proposals be taken forward to formal consultation.

JTB 21/5 PARKING ACTION PLAN - ACCESS GROUP 3 AND ACCESS GROUP 4

(Decision Notice D210035MEM)

The report of the Director of Street Scene, Leisure and Technical Services presented the outcome of the formal consultation on proposals contained in the Access Group 3 and Access Group 4 subsets of the Parking Action Plan where a streamlined process had been applied to the consideration and promotion of minor changes to the Traffic Regulation Order.

RECOMMENDED: That, subject to the removal of the proposal to provide double yellow lines across a dropped kerb at 37 West Street, Wrotham, the recommendations for each location in Access Group 4 shown in Annex 1 to the report be adopted and, where appropriate, the proposals be implemented.

JTB 21/6 LARKFIELD - PROPOSED SPEED LIMIT CHANGES TO VARIOUS ROADS IN THE DISTRICT OF TONBRIDGE AND MALLING

The report of the Head of Transportation, Kent County Council, provided details of a consultation undertaken between 8 January and 1 February 2021 in respect of the proposed reduction in current speed limits to 20mph on 84 roads within Larkfield to encourage driver compliance with lower speeds and, thereby, making the local road network safer for all methods of transport. It was noted that, due to the potential scale of the scheme and the availability of funding via the local County Member Combined Member Grant, a phased approach would be required to the implementation of the scheme. Details of the locations which required minimal signing and lining to provide a 20mph speed limit were set out in Appendix A to the report (identified as blue routes) and it was noted that any proposals for traffic calming features on red routes, apart from signage and road markings, should be subject to further consultation.

RESOLVED: That

- (1) the proposals set out in the report be taken forward to detailed design and implementation;
- (2) a phased approach to implementation be adopted, with the extent of the reduced speed limit dependent on the availability of funding; and
- (3) any proposals for traffic calming features on red routes, apart from signage and road markings, be subject to further consultation.

JTB 21/7 KENT STREET IMPROVEMENT SCHEME

The report of the Head of Transportation, Kent County Council, provided an update on the development of outline design options to improve the road and junction alignment at Kent Street, Mereworth. The Board was reminded that funds for 'Local Traffic Management and Calming' had been secured through a S106 agreement in respect of Kings Hill. Details of four options aimed at improving visibility at the Kent Street junction with the A228 were set out in the report and Members expressed a preference for Option 4. It was noted that this option, at an estimated scheme cost of between £1,000,000 to £1,200,000, exceeded the funding of £826,609 available for the design and construction of the Kent Street improvements. It was acknowledged that a phased approach could be adopted if further funding became available. The Board was

advised that negotiations with the landowner were at an early stage and would require further, detailed consideration. The Board requested that the local County and Borough Members and Parish Councils be consulted on the detailed design.

RESOLVED: That

- (1) the options outlined in the report be noted and approval be given to progress Option 4 as the preferred option to detailed design, pending land negotiations; and
- (2) a report on the detailed design be submitted to a future meeting of the Joint Transportation Board.

MATTERS SUBMITTED FOR INFORMATION

JTB 21/8 COLDHARBOUR ROUNDABOUT AND A20 LONDON ROAD

The Senior Project Manager for the Major Capital Programme Team, KCC, provided an update on the Coldharbour Roundabout scheme due to commence construction in May/June 2021. In addition, he outlined the proposals for the junction of the A20 with the Aylesford Retail Park, advised that the online consultation would close on 18 March 2021 and anticipated that construction would commence in the summer.

JTB 21/9 HIGHWAYS FORWARD WORK PROGRAMME 2021/22

The report of KCC Highways, Transportation and Waste summarised the schemes programmed for delivery in 2021/22 and provided updates on the Road, Footway and Cycleway Renewal and Preservation Schemes (Appendix A), Drainage Repairs and Improvements (Appendix B), Street Lighting (Appendix C), Transportation and Safety Schemes (Appendix D), Developer Funded Works (Appendix E), Bridge Works (Appendix F), Traffic Systems (Appendix G) and the Combined Member Grant programme (Appendix H). It was noted that the programme was subject to regular review. The Tonbridge and Malling District Manager offered to respond direct to Members on a number of matters identified at the meeting.

RESOLVED: That the report be received and noted.

MATTERS FOR CONSIDERATION IN PRIVATE

JTB 21/10 EXCLUSION OF PRESS AND PUBLIC

There were no items considered in private.

The meeting ended at 8.51 pm

AMISSE DRIVE, AND SURROUNDING ROADS, PROPOSED DOUBLE YELLOW LINES, SNODLAND

To: **Tonbridge and Malling Joint Transportation Board**

By: **Tim Read, Head of Transportation**

Classification: **Unrestricted**

Electoral division: **Malling North**

Ward: **Snodland West and Holborough Lakes**

Date: **7th June 2021**

Summary: This report summarises the consultation outcomes of the developers proposed double yellow line (DYL) parking restrictions on the south-eastern phase (described by the developer as phases 8, 9 and 10) of the Holborough Lakes residential development.

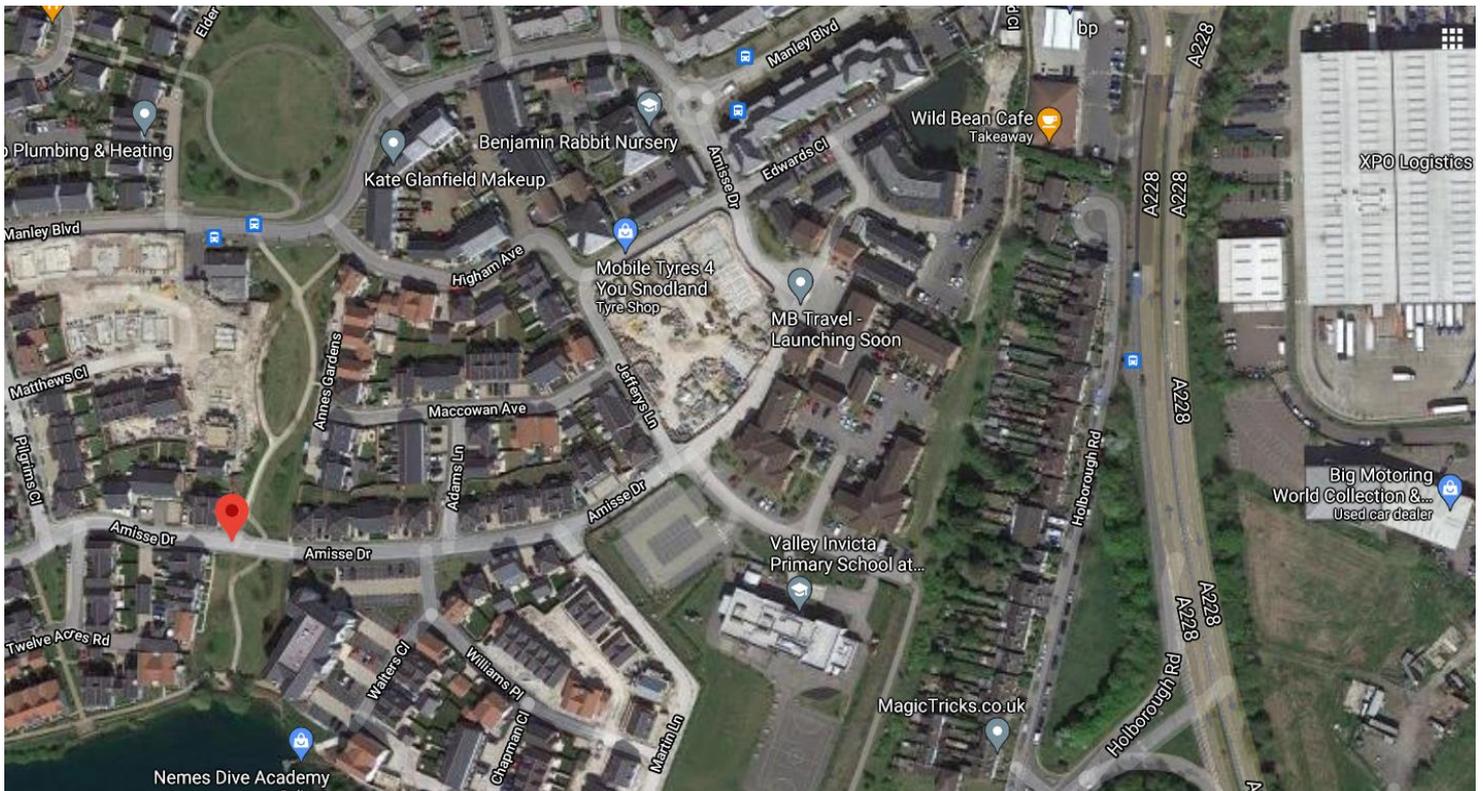
For Decision

1.0 Introduction and background

1.1 Holborough Lakes is a residential development being delivered by Berkeley Homes, and is located just north of Snodland town centre. The development has been progressed in various phases with each parcel being submitted as a separate reserved matters application to the planning authority, Tonbridge and Malling Borough Council (TMBC), as construction of the site progresses. Through the planning process matters such as on-site parking have been reviewed in detail. The overall outline application for the site was decided by the Secretary of State, who are representatives from central government, and they agreed that a blanket 1.5 parking space per unit/dwelling be applied to the earlier phases of development, this is below the current parking standards and has led to parking issues throughout the Holborough Lakes development. The roads being reviewed in this report (phase 8,9 and 10) do have sufficient parking to meet the current minimum requirements as set out in the Kent Residential Parking Standards IGN3 document, and in fact slightly exceed the minimum required standards. A copy of the IGN3 parking standards can be viewed in Appendix 1, this site was assessed as a suburban edge development requiring the minimum level of parking as outlined in the IGN3 document. Through the highway adoption process the developer has contacted the KCC Highway Agreements Team who are responsible for ensuring that all roads which KCC adopt are built to a suitable and safe standard. Within this process the applicants are required to commission an independent road safety audit (RSA) and action any problems identified

accordingly. The auditor for this site raised concerns about visibility at access, junctions, side roads and informal crossing points located throughout the development and as such proposed DYL parking restrictions be implemented.

- 1.2 The roads associated with this traffic regulation order (TRO) are all south of, but not including Higham Road, and East of the public open space from Anne's Gardens inclusive. The scheme also includes Pollyfield Close which is the access road into Valley Invicta Primary School. The main route through this parcel, Amisse Drive, is traffic calmed with build outs and priority give way signs at various intervals to help manage traffic flows. Please see below an aerial image of the site being discussed in this report.



2.0 Consultation

- 2.1 The proposed restrictions shown in the plan below were in response to the concerns raised during the road safety audit, but also to ensure that adequate access and turning space is maintained for refuse collection and emergency services vehicles. An informal consultation letter was issued to residents by Berkeley Homes w/c 3rd March 2020 outlining their intention to progress parking restrictions on this site. A formal public consultation based on these proposals was then carried out by KCC, which took place between 10th July and 3rd August 2020. A copy of the consultation documentation can be viewed in Appendix 2. The consultation was sent to all statutory consultees including emergency service providers, Snodland Town Council and the elected TMBC and KCC councillors for the area. Notices were erected on site and all consultation documents uploaded to the KCC website, at the following link: <https://kccconsultations.inconsult.uk/consult.ti/Adams Lane double yellows/consultationHome>

2.2 The consultation received mixed views with objections from various members of the public and Snodland Town Council. A copy of the anonymised consultation responses can be viewed in Appendix 3. The table below highlights the number of responses received overall:

Support	Object
7	9

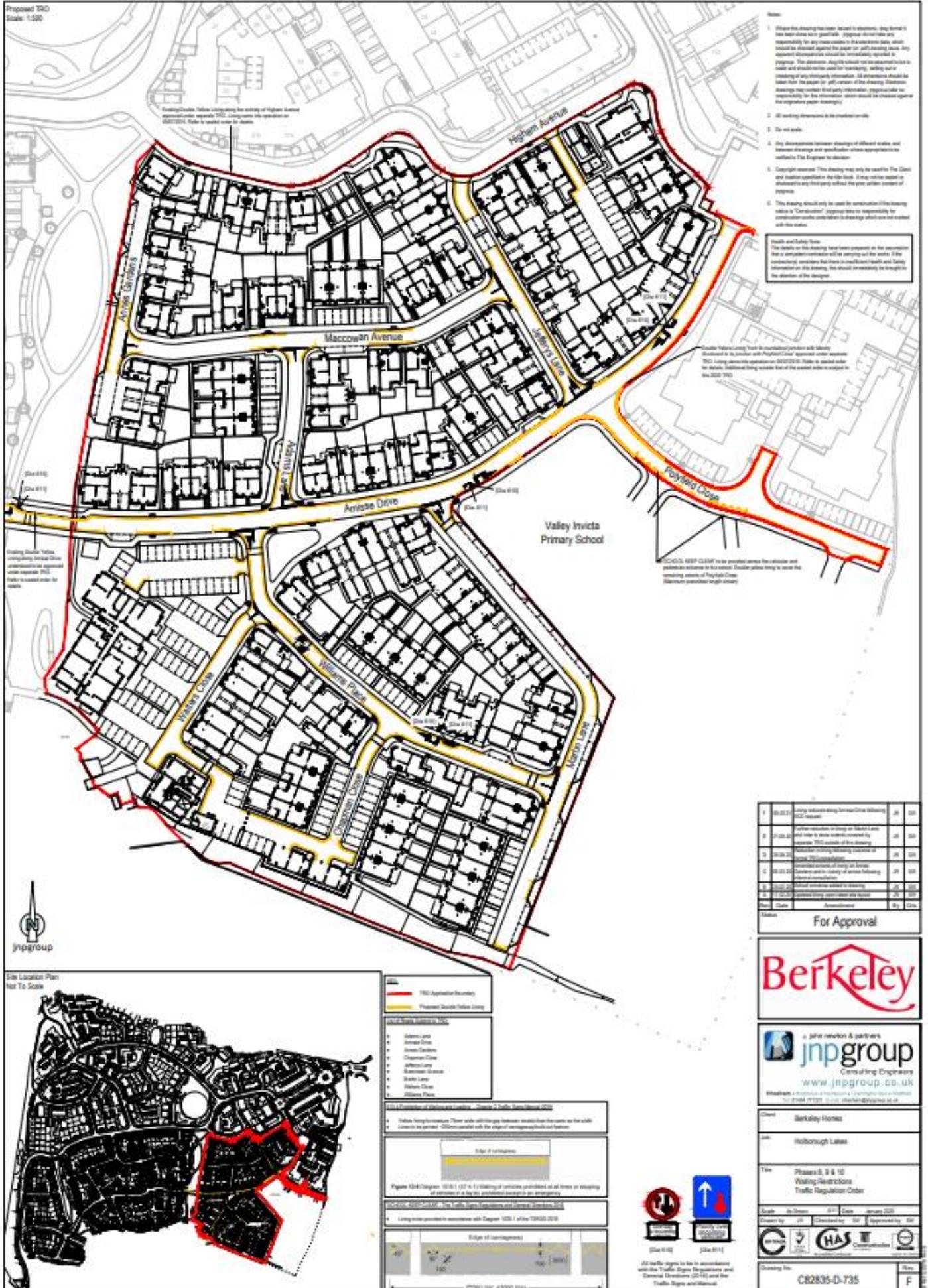
2.3 The most common reason for objection was that it was felt that there is insufficient parking on the Holborough Lakes site overall, and that these proposed restrictions will exacerbate the problem. Many also felt that the amount of parking restrictions proposed were excessive. Concerns have been raised that the removal of on street parking will lead to an increase in traffic speeds. One of those who objected felt that the plans and information were not clear enough to understand but said that they did not object to parking restrictions in principle.

2.4 Those in support outlined that the restrictions are needed for safety reasons to protect visibility, others mentioned that the restrictions will help improve traffic flow and enhance the aesthetics of the area by reducing the amount of parking within the street scene. Both objectors and supporters raised concerns about enforcement of the new restrictions and questioned how much enforcement would take place. To confirm the introduction of yellow lines would allow both Kent Police and TMBC parking team to enforce parking in this area.

2.5 Kent Police confirmed that they support the proposals and that they would require TMBC to assist with enforcement of any double yellow lines in this area.

3.0 Discussion and member comments

3.1 The elected officials for the area responded to the consultation with concerns about the amount of double yellow lining being proposed, and Snodland Town Council formally objected to the proposals as they too had strong reservations in this regard. In response to this KCC officers met with the elected representatives in February 2021 to discuss the proposals in more detail and identify if there was a suitable compromise to be made. KCC member Sarah Hohler, and a representative from Snodland Town Council met with KCC officers and the cabinet member for Highways and Transportation, Michael Payne, and it was agreed that a revised scheme should be considered. TMBC Cllr David Lettington was unable to attend the meeting but has also been involved in the ongoing discussions in relation to this scheme. Based on these productive discussions an amended plan was produced by the developer which ensured that on street parking be maintained in as many locations as possible. Please see below a plan of the revised scheme which has subsequently been agreed in principle by elected representatives for the area.



- 3.2 The updated scheme maintains 6 on street parking spaces on Amisse Drive above what was proposed in the original consultation, in addition to the 4 visitor parking spaces already provided out of the main running lanes. The revised plan also proposes far less restrictions on the various side roads including those on Maccowan Avenue, Williams Place, Martin Lane, Adams Lane, Jeffery's Lane and their connecting cul-de-sacs. Overall this equates to over 20 on street parking spaces being maintained above what was proposed in the original consultation for this parcel of the Holborough Lakes site.
- 3.3 KCC officers from the Schemes, Planning and Delivery (SPD) Team reviewed the proposals in detail and agree that the restrictions proposed in the updated plan are the minimum recommended for highway safety and to address the concerns raised during the road safety audit. The developers have worked proactively with KCC officers to address the changes recommended on this phase of the development.
- 3.4 It is worth noting that the parking courts and some of the smaller cul-de-sacs will not be adopted by KCC, and on these roads it will be the responsibility of the police and appointed management company to enforce and monitor parking. KCC only adopts main through routes on new developments and roads which are required for refuse vehicle access and turning. This means that sections of Annes Gardens, Walters Close, Chapman Close and Martin Lane will remain private.
- 3.5 During discussions with Snodland Town Council parking on the overall Holborough Lakes site was raised. Many of the roads are still unadopted on the site, but officers from the SPD team have committed to meeting with representatives from the town council later this year to review the wider parking concerns on the Holborough Lakes development.

4.0 Conclusion

- 4.1 As outlined above these proposals are being promoted by the developer in response to highway safety concerns which have been raised in the road safety audit and during KCC inspections for this site. KCC have conducted the formal consultation process and gathered the details for this report in accordance with the KCC TRO process. Berkeley Homes have funded all costs associated with this scheme, including the design and officer time for KCC to carry out the consultation and produce this report. Parking restrictions are needed for the purpose of maintaining highway safety and access on Amisse Drive and surrounding roads, and the applicants have revised their proposals following feedback from the consultation and elected officials. With the support for the amended plan from Snodland Town Council and the KCC Member Sarah Hohler the number of objections to this scheme has now reduced from 9 to 7.

5.0 Recommendation

- 5.1 That the proposed double yellow line parking restrictions, as shown in the revised plan on page 5 of this report, be accepted and the TRO be made. All

costs associated with the placement of the lining are to be borne by the developer.

Contact Officer:	Ryan Shiel – Mid Kent Programme Manager
Reporting to:	Tim Read – Head of Transportation

Appendices

Appendix 1 – Kent Residential Parking Standards IGN3

Appendix 2 – Consultation documents

Appendix 3 – Anonymised consultation responses

GUIDANCE TABLE FOR RESIDENTIAL PARKING

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/VILLAGE/RURAL
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 6)	MINIMUM (Note 6)
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 BED HOUSES	1 space per unit	1 space per unit	1.5 spaces per unit	2 Independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
4+ BED HOUSES	1 space per unit	1.5 spaces per unit	2 Independently accessible spaces per unit	2 Independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation of one space per unit possible	Allocation of both spaces possible (Note 7)	Allocation of both spaces possible (Note 7)
ALIVE GARAGES ACCEPTABLE? (Note 4)	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
ADDITIONAL VISITOR PARKING (Note 5)	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

NOTES

1. Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.
2. Parking/garage courts, probably with controlled entry.
3. Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.
4. Open car ports or car barns acceptable at all locations, subject to good design.
5. May be reduced where main provision is not allocated. Not always needed for flats.
6. Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable travel plan.
7. Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.

Appendix 2 – Consultation documents

Appendix 3 – Anonymised consultation responses

<p>Question: Q1. Please tell us if you wish to support or object to this Traffic Regulation to introduce or...</p>	<p>Question: Q2. Please tell us, in the box below, the reason for your support or objection.</p>
<p>Object</p>	<p>Snodland Town Council have strong reservations regarding the excessive use of double yellow lines on this development. There is insufficient parking per household and very little parking for visitors. The lack of parking on the development is already causing significant knock-on effects to the areas surrounding the development, including Cemetery Road, Constitution Hill, St Benedicts Road and Holborough Road. The Council cannot see why this estate should be treated any differently from other roads in Snodland (if every estate in Snodland had double yellow lines along the entire length of the roads, there would be nowhere for anyone to park). The statement of reasons states “that it is to avoid the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.” We have received a number of complaints regarding the use of excessive speed on the development which by leaving all the roads clear of cars will only exasperate the problem.</p>
<p>Object</p>	<p>Holborough Lakes is a residential development. Having lived here for many years the development has experienced so many issues with parking, and unfortunately the developer does little to help the situation.</p> <p>There is absolutely no need for yellow lines in every single stretch of road which is what Berkeleys wish for - essential lines yes but not everywhere. We have many two bed properties that have only one parking space and they make no exception to allow commercial vehicles to park on the estate.</p> <p>People need their vehicles to get by and to work and they should not be ticketed for parking on their own residential road. If this was a busy high street I would accept it is necessary but it isn't. You don't have yellow lines on all the residential only roads in the rest of the borough so why do Berkeleys feel it is necessary here. They employ UKPC to ticket cars which is also unfair considering most are parked safely.</p> <p>Please review this and inform Berkeleys that they need to review this so as to only have essential lines like on tight bends or corners of roads. Along most stretches of roads they do not need yellow lines. It's an extremely unfair situation to live on and makes selling our properties even harder.</p> <p>Given the current circumstances we also need to bear in mind people have lost their regular jobs and having to take on jobs they'd never do before like delivery drivers which means they might need vans to be able to pay their bills etc.</p> <p>I trust KCC will do the right thing.</p>
<p>Object</p>	<p>Parking has been so restricted before adoption that the 1.2 spaces allocated has not been adhered too. By enforcing the proposed TRO would cause a severe lack of necessary parking for residents. The whole development has banned commercial vehicles which is absolute nonsense and enforcing these TRO's will make visiting and general day to day parking a nightmare. I believe only corners of road entrances and exits should have monitored enforcment for safety reasons.</p>
<p>Object</p>	<p>Holborough lakes and the surrounding area and roads already have unreasonable issues with parking. There are not and never have been enough visitor parking bays or on road parking for vehicles. There is no parking for vans and the putting down and keeping of yellow lines will just add to the aggravation that is rife on this estate. This is a place where houses have families and as families increase and children have cars the need for space for parking will increase. It is a private residential estate with a 20 mile speed limit. Parking on the road in mAny ways slows traffic and there is nowhere else to park in the vicinity. If more yellow lines are enforced it will drive residents to start parking in Snodland which will bring a whole new set of problems. People need to be guided to</p>

	<p>park considerately but it does not have a need for more yellow lines which look unsightly and put off prospective property owners</p>
Object	<p>There is literally nowhere for a visitor to park when they come to see me. There are now yellow lines everywhere. It's utterly ridiculous.</p>
Object	<p>I live on Amisse Drive and there is already limited visitor parking. We have 2 spaces for personal use but then if you have family and friends, delivery drivers or repair men over they may need to park outside these spaces.</p> <p>If you restrict the roads with double yellow that will impact the wellbeing of many of the residents, who will not have an option to park off-road. It will make living in the area very restrictive.</p> <p>In relation to the open access, having cars and speed restrictions forces people to be more careful. If the roads are totally open, then people tend to zoom down the roads as they're unrestricted. There's already issues with people racing down the roads late at night and this open access will increase that.</p> <p>Forcing people to slow down and not rev their engines will reduce the pollution and toxicity in the air, which the council should be mindful of in a residential area that includes local schools and nurseries.</p> <p>On a related note and the following is not the reason for my objection, in case you try to throw the above out because of it. I'm not particularly happy that there will be increased traffic on the roads but it will feel as though the roads are an additional extension to the highway, which all of the residents didn't move here to live by. There is also a local nursery and a school nearby, so increasing the traffic in this way will possibly increase the likelihood of hazards in the community.</p>
Object	<p>We live at Holborough lakes, where parking is already insufficient for the needs of the community. This will create huge problems, with people being forced to park cars dangerously in any free space they can find.</p>
Object	<p>I write to support the strongly held objection of Snodland Town Council to the introduction of double yellow lines and parking restrictions at Holborough Lakes. Residents have been very concerned at the lack of parking for residents and their visitors at this development. These TRO's will mean that most of the roads in the development will be restricted which will cause residents to park elsewhere in Snodland. This has already caused a problem in Holborough Road and its side roads.</p> <p>In addition residents are very worried about speeding vehicles in Holborough Lakes - with continuous no parking as opposed to parking limited to specific lengths of a road causing a traffic calming effect, vehicles will have a clean run between continuous double yellow lines. The roads in the development will have no parking so no deterrent at all to vehicles in a hurry. Some roads will have parking restrictions all day.</p> <p>I wish to lend my full support to Snodland Town Council's objection to these TRO's and brought to the attention of Michael Payne KCC Cabinet Member.</p>
Object	<p>I would like to strongly object to the TRO placed by Berkeley homes. Berkeley's have made a big mistake at Holborough lakes with not providing enough parking for residents. Another issue is not allowing individuals working as tradesmen to park in their own designated spaces or driveways, what should they do? They need a van to earn a living, and we all need a plumber/ electrician to visit us from time to time, if they are unable to park they will be forced to either the either area of Holborough lakes or Snodland town where parking is already a premium.</p> <p>Double yellow lines were not welcome on other areas of the estate therefore i would suggest to keep it streamline and make it possible for people to live their lives with a bit more ease. I would suggest yellow lines on corners and dangerous places but to blanket</p>

	<p>yellow line an estate is ludicrous when there are no shops or amenities here, therefore Only really residents parking here. And midwives, tradesmen and visitors for example.</p>
Support	<p>In principle I support keep roadways clear. But its disappointing the documentation provided doesn't provide anything more</p>
Support	<p>I support this for the reasons of safety but the major question here is: Has adequate parking been provided for *all* residents of this area?</p>
Support	<p>Kent Police have no specific observations to make regarding the waiting restriction proposals, however in general terms we would expect the following:</p> <ul style="list-style-type: none"> • The application meets the necessary criteria • The introduction or removal of Parking restrictions complies in all respect with the Traffic Signs Regulations and General Directions 2016 • The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues • The safety of other road users is not compromised by the introduction of these measures <p>Civil Parking Enforcement will require Local Authority to ensure resources are available to enforce these proposals.</p> <p>Our reference for your proposals is 189/20</p>
Support	<p>I think it is a safer option, especially as I am Jefferys Lane and the foot fall is high. Parked cars make it morning dangerous, especially as I'm near to the school. I also believe it makes the estate more aesthetically pleasing to the eye.</p> <p>I just wished that they were actually adhered to. There are DYL through the rest of the established estate and no one adheres to the DYL and it is common knowledge that people refuse to pay/ignore the tickets given.</p> <p>I just wished that if they parked on DYL the tickets given were on a regular basis and actually had to pay the fine, and if they failed the legal action taken.</p>
Support	<p>I totally support the introduction of the proposed DYL, as they will provide safety to residents living in Holborough Lakes, and it will assist with the traffic flow.</p>
Support	<p>We have had incidents where cars have parked for extended periods in front of houses, sometimes even blocking access to their garages.</p> <p>We would like to ensure that the roads allow for free flowing traffic. With the school close by, allowing parking on these roads can block free flowing traffic during school pick up and drop off times.</p> <p>Finally and not the least, allowing parking may allow random strangers to park in front of houses, and potentially be a safety and security issue.</p>
Support	<p>I believe that yellow lines in all areas of Holborough Lakes would be worthwhile IF they were enforced.</p> <p>Unfortunately, on walking in the area in any given day, I regularly see up to 50 vehicles parked on the existing double yellow lines, also some with two wheels on the pavement making it impassable.</p> <p>I have spoken to the management company RGM on several occasions about this but nothing is ever done.</p> <p>So to summarise, if the the double yellow lines will be enforced with parking penalties (of which there would be many) then great. If not why waste the time and money.</p> <p>Thanks for reading, a reply would be much appreciated.</p>

UPPER HAYSDEN LANE, PROPOSED SPEED LIMIT AMENDMENTS, TONBRIDGE

To: **Tonbridge and Malling Joint Transportation Board**

By: **Tim Read, Head of Transportation**

Classification: **Unrestricted**

Electoral division: **Tonbridge and Malling**

Ward: **Judd Ward**

Date: **7th June 2021**

Summary: This report summarises the consultation outcomes of the developers (GEN2 Estates) proposed speed reduction measures on Upper Haysden Lane. This report explores 2 potential options - 1.) Extend the 40mph limit further south past the A21 Tonbridge bypass to help slow drivers on approach to the school or 2.) Extend the existing 30mph speed limit past Nexus School and remove the existing 40mph speed limit.

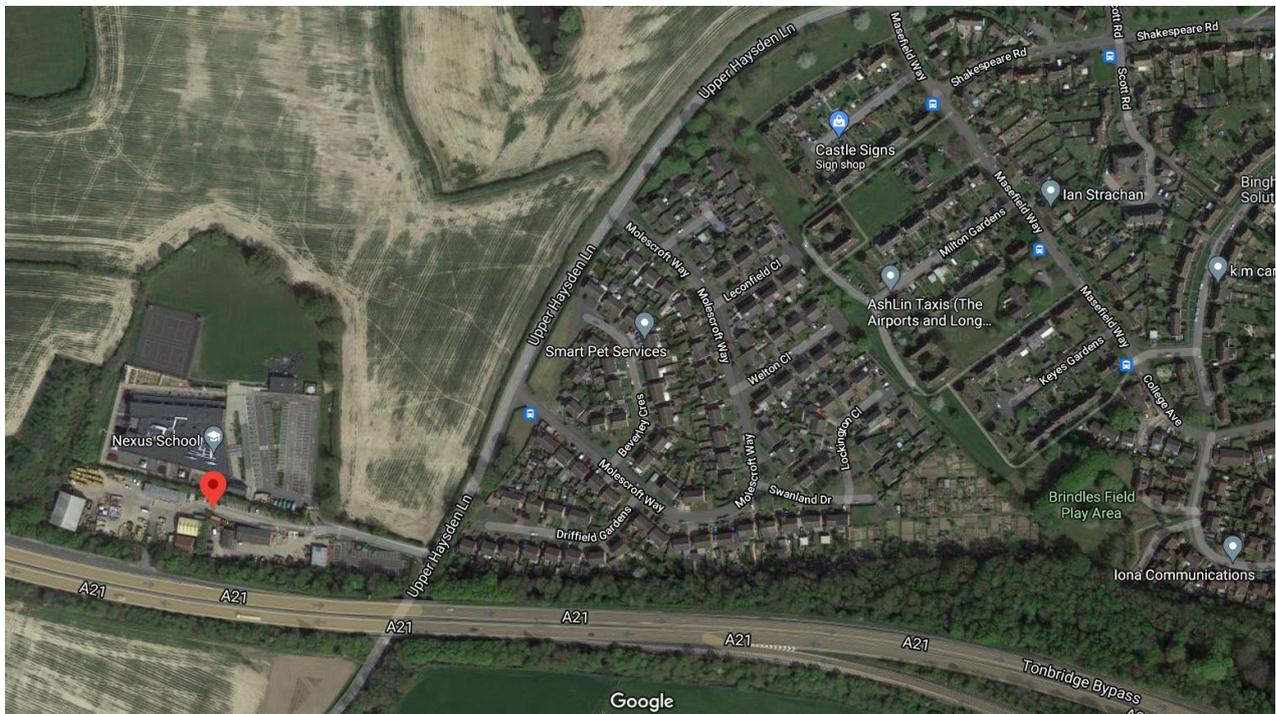
For Decision

1.0 Introduction and background

1.1 Following a development application at the Nexus School there were conditions applied during the planning stages which required the site owners to carry out non-specified highway improvements on Upper Haysden Lane. Now that the development at the school has progressed the applicants are seeking to fulfil the conditions and planning requirements associated with this site. Works associated with the planning application and any agreed outcomes of this report are being delivered by GEN2 Properties, the body responsible for KCC property in Kent.

1.2 Upper Haysden Lane north of the A21 is a predominantly rural road with no direct property frontages or accesses on either side. The area is formed of open fields and countryside to the west, and housing set back from the carriageway by several metres to the East. There are 3 side road junctions leading to the residential estate (Masefield Way, and 2 entrances to Molescroft Way), and the access to the Nexus school near the A21 Tonbridge Bypass. The road is a consistent width of more than 7 metres with very good forward visibility north of the bypass which incorporates all of the existing junctions and access points described above.

- 1.3 Nexus is a special school for children and young people with profound, severe and complex needs, many of whom are on the Autistic Spectrum. Following a review of the highway, and road safety audit (RSA), at Upper Haysden Lane KCC Agreements Team have recommended that measures be introduced to ensure drivers are aware of the presence of the school, which is set back from the public highway, and to encourage drivers to slow down in this area.
- 1.4 The initial proposal was to extend the existing 40mph speed limit further south and enhance the existing signage and road markings in the area. A public consultation then took place to advertise the change in speed limit which involved the writing and advertisement of a traffic regulation order (TRO). During the consultation process there was a notable number of responses asking that the 30mph speed limit instead be extended from where it currently starts near the junction with Masefield Way approximately 600 metres (650 yards) further south to include the access into Nexus School. Both proposals received a notable number of objections which will be detailed in the consultation section of this report. It is worth noting that Brook Street which connects to Upper Haysden Lane is currently part of the Tonbridge 20mph experimental order.



Crash Data

- 1.5 The crash data for this site has been analysed in detail and was reviewed again in April 2021 in preparation of this report. There have been no injury related crashes reported on Upper Haysden Lane between the junction of Lower Haysden Lane and the A21 Tonbridge Bypass in the last 5 years. As such this site would not appear on the crash analysis carried out annually by KCC highways, and there is no crash data to be reviewed to support highway changes in this location. However, the changes proposed in this report, if

approved, are to be delivered by development contributions. Figures relating to crash data in Kent can be reviewed using the crashmap website: www.crashmap.co.uk

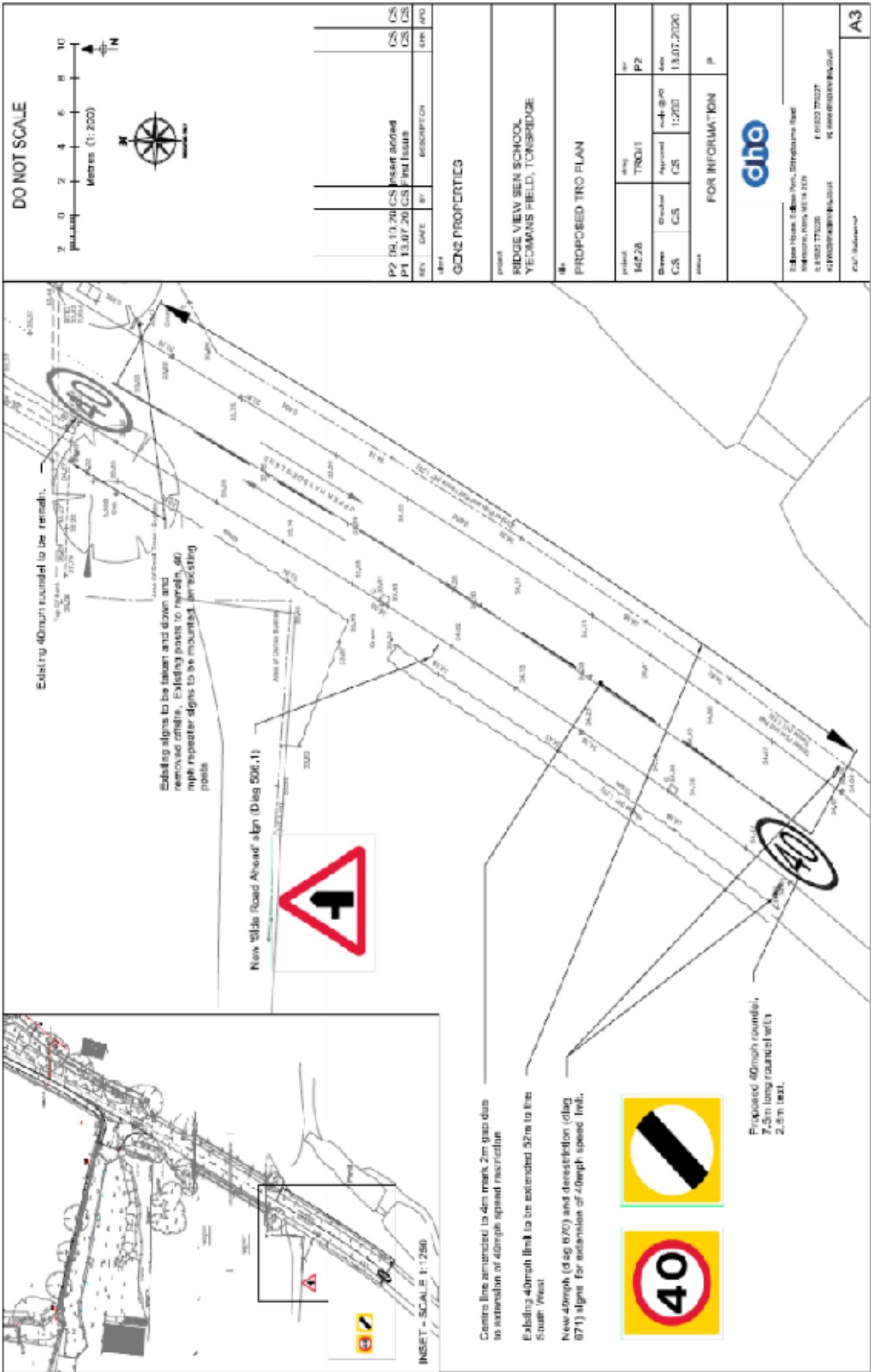
2.0 Consultation

40mph extension

- 2.1 Option 1: The initial scheme proposed was to extend the 40mph speed limit from its current location near the A21 overbridge approximately 50 metres further south to create a longer 40mph speed limit buffer zone on approach to Nexus School. The scheme also proposed additional warning signs to make drivers aware of the school access and enhance the 40mph signage in the vicinity of the school. A formal public consultation based on these proposals was carried out by KCC, which took place between 6th November 2020 and 30th November 2020. A copy of the consultation documentation can be viewed in Appendix 1. The consultation was sent to all statutory consultees including emergency service providers and the elected TMBC and KCC councillors for the area. Notices were erected on site and all consultation documents uploaded to the KCC website, at the following link: https://kccconsultations.inconsult.uk/Upper_Haysden_Lane_Speed_Limit/consultationHome
- 2.2 There was a total of 42 responses to the consultation, with 36 of those objecting to the proposals, and 6 in support. The vast majority of the objectors, 30, submitted a standard response which had been issued via the school with a request that the speed limit instead be reduced to 30mph along the length of Upper Haysden Lane from Brook Street, heading just south past the A21 Tonbridge Bypass where the 40mph speed limit currently starts. The standard response reads: *“The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its “Public sector equality duty objectives (2016-2020) and annual progress report” that it’s ambition is about “Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services.” Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely”.*

Support	Object	Standard response	Total
6	36	30	42

- 2.3 Reasons for objecting included concerns that the existing 40mph speed limit is too fast and that drivers currently exceed this speed limit. Concerns were raised that a 40mph speed limit is not suitable to encourage active travel and crossing of this road.
- 2.4 Supporters of the scheme have mentioned that the extension of the 40mph speed limit will encourage drivers to obey the existing restrictions, and any improvements will encourage more walking and cycling in the area.
- 2.5 Other comments stated that there is a lack of signage on Upper Haysden Lane to advise drivers of the presence of the school. Separate from the speed limit scheme being discussed in this report the KCC Schemes, Planning and Delivery (SPD) Team have agreed to fund the installation of warning signs (children crossing signs) on each approach to the school access to advise drivers that children may be crossing in this area.
- 2.6 A copy of the anonymised consultation responses can be viewed in appendix 2, and the scheme proposals are shown in the plan below. See below a plan of the proposals for Option 1: 40mph speed limit extension.



30mph extension

2.7 Option 2: A second formal public consultation based on the 30mph speed limit extension was carried out by KCC, which took place between 29th January and 22nd February 2021. A copy of the consultation documentation can be viewed in Appendix 3. The consultation was sent to all statutory consultees including emergency service providers and the elected TMBC and KCC councillors for the area. Notices were erected on site and all consultation documents uploaded to the KCC website, at the following link: https://kccconsultations.inconsult.uk/Upper_Haysden_Lane_Speed/consultationHome

2.8 There was a total of 104 responses to the second consultation, with 23 of those objecting to the proposals, and 81 in support. 22 of the responses consisted of the same standard response which was submitted in reply to the first consultation.

Support	Object	Standard response	Total
81	23	22 of those in support	104

2.9 Reasons for objecting included concerns that these changes are being proposed without any crash data to support such changes, about the scheme being a waste of public money, and there were also concerns that the artificially low speed limit would not be enforced. Some of the respondents mention anti-driver ideologies and referred to their negative views on the blanket reduction in speed limits throughout the borough. Complaints have been raised that there is no numerical evidence to support the reduction in speed limit to 30mph.

2.10 Comments in support of the scheme were that the lower speed limit would encourage walking and active forms of travel, helping drivers to slow down on approach to the built-up area of Brook Street and to help reduce air pollution. There were requests / suggestions that the experimental 20mph speed limit should be extended further to where the existing 40mph limit currently starts.

2.11 Enforcement of the speed limit was raised as a concern during both consultations. Kent Police stated that any speed limit would need to be in the main self-enforcing. For a 30mph speed limit this would require traffic calming (e.g. cushions/chicanes) to be installed in this location which would not be possible within the scope of this development funded scheme, and would not be in keeping with a predominantly rural location such as this.

2.12 A copy of the anonymised consultation responses can be viewed in appendix 4, and the scheme proposals are shown in the plan below. See below a plan of the proposals for Option 2: 30mph speed limit extension.

3.0 Discussion and member comments

- 3.1 The KCC Cabinet Member for Highways and Transportation, who is also one of the local elected members for the area, was made aware of the scheme proposals and the number of responses to the first consultation, and as such agreed with officers that an additional consultation and further assessment and investigation should be carried out.
- 3.2 As with all roads there is often a perception that some drivers do not adhere to speed limits and in such cases the highway authority encourage residents and members of the public to report such concerns to Kent Police or Speedwatch to request vehicle speeds be reviewed and enforcement be carried out. KCC often carry out automated traffic surveys (ATC's) to ascertain actual driven speeds to evidence if there is a notable speeding issue. KCC commissioned a weeklong ATC survey, from Thursday 11th March to Wednesday 17th March, to ascertain actual speeds on Upper Haysden Lane in the vicinity of Nexus School. The survey data summary can be viewed in Appendix 5. The results show that average driver speeds are 37.4mph (37.5mph northbound and 37.4mph southbound), this demonstrates that the current speed limit generally appears to be adhered to. This data also shows that Upper Haysden Lane would not be a suitable candidate for a speed limit reduction to 30mph without a substantial traffic calming scheme being implemented. It is worth noting that all costs associated with this scheme are being funded via development contributions from the application to expand Nexus School, and a traffic calming scheme would be beyond the scope of funds available in that funding pot. During the planning application process discussing the expansion of the school, the suggested improvements were to extend the existing 40mph speed limit further south to create a buffer zone on approach to the school access.
- 3.3 The developers funding the works have agreed to progress the speed limit amendments if they are approved by KCC as the local highway authority, however they have confirmed that they will not be able to finance a traffic calming scheme. The planning condition relating to this scheme specified a sum of money for highway improvements associated with the development of the Nexus School and there is no additional funding source to bolster this. As such only the signing and lining improvements detailed in this report will be possible within the scope of this developer led scheme.
- 3.4 Some of the consultees have made reference to further proposed expansion of Nexus School in future which will likely lead to an increase in pupil numbers. It is recommended that when/if any further planning applications are submitted that additional planning conditions be investigated to help with the delivery of traffic calming and crossing improvements on Upper Haysden Lane in the future.
- 3.5 KCC officers from the Schemes, Planning and Delivery (SPD) Team have reviewed the proposals in detail and feel that the proposed 40mph extension, with additional highways signage and road markings, will help to enhance highway safety in the area whilst still maintaining a speed limit which is enforceable and within the current national standards for setting local speed limits in England (Setting Local Speed Limits DfT circular-01-2013). The

provision of warning signs on approach to be provided by SPD team will also highlight the presence of the school.

- 3.6 Officers in the KCC Development Planning team have advised that there is a draft allocation in the TMBC local plan for new homes in the vicinity of the Nexus School, which may require access from Upper Haysden Lane. If / when this development occurs this will alter the road environment and at that time officers will ask for further contributions towards highway improvements which would likely include a reduction in speed limit to 30mph.

4.0 Conclusion

- 4.1 As outlined above these proposals are being promoted by the developer, GEN2 Estates, in response to a planning recommendation by KCC Highways Officers which was applied during review of the expansion of Nexus School. The comments from the KCC Highways Officer in relation to the planning application were as follows:

I write to confirm on behalf of the highway authority that I have no objection to this application subject to the following additional measures:-

- *Engagement with this authority to extend the 40mph speed limit, including implementation of an interactive speed limit sign and a side road ahead sign as advised in the Stage 1 Road Safety Audit. This work should be undertaken in accordance with the County's adopted 3rd party Traffic Regulation Order procedure and carried out in parallel to construction of the development, should it be approved.*
- *Implementation of the footway and bollards adjacent to Upper Haysden Lane as proposed.*
- *It is also considered that give way markings should be included at the junction to the main car park to give priority to traffic on the access road from beyond this point.*

KCC have conducted the formal consultation process and gathered the details for this report in accordance with the KCC TRO process. GEN 2 Estates have funded all costs associated with the schemes outlined, including the design and officer time for KCC to carry out the consultation and produce this report. There is a limited, and already specified budget, which was agreed at planning in relation to the developer funded highway improvements outside Nexus School. SPD officers have carried out surveys and additional investigations to help support the decision-making process from KCC internal budgets. Based on the views raised by Kent Police, the results of the survey data and the high number of individual objections to the 30mph speed limit extension officers do not recommend that the 30mph speed limit be progressed.

5.0 Recommendation

- 5.1 That the proposed 30mph speed limit proposal be abandoned, and be reviewed at a later date following any subsequent planning applications. The amendments to the 40mph extension proceed along with the additional

signage and other measures outlined in the scheme plan shown on page 5 along with the additional warning signage detailed in this report. All costs associated with the delivery of the speed limit change are to be borne by the developer.

Contact Officer:	Ryan Shiel – Mid Kent Programme Manager
Reporting to:	Tim Read – Head of Transportation

Appendices

Appendix 1 – 40mph scheme consultation documents

Appendix 2 – 40mph scheme anonymised consultation responses

Appendix 3 – 30mph scheme consultation documents

Appendix 4 – 30mph scheme anonymised consultation responses

Appendix 5 – ATC survey data

Appendix 1 – 40mph scheme consultation documents

Appendix 2 – 40mph scheme anonymised consultation responses

Question: Q1. Please tell us if you wish to support or object to this Traffic Regulation Order for...	Question: Q2. Please tell us, in the box below, the reason for your support or objection.
Object	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely.</p>
Object	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely.</p>
Object	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely.</p>

Object	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely.</p>
Object	<p>There is a Special Needs School in this zone!!!! Highways have failed to signpost this large school. Large numbers of Drivers already exceed this speed limit many driving at 60 mph. Large numbers of vehicles for the 220 pupils and 100+ staff turn into this side road twice a day. Many near misses occur already. Special Needs pupils are being discriminated against by KCC Highways as they have no safe way of crossing the road to walk to school. lower pay staff at the school without cars cannot safely cross from the adjacent housing estate. KCC are failing in giving special need children equal opportunity to walk to school in there local area. that is enshrined in the equalities act. KCC should be making this area school zone 20mph and 30 mph outside school hours. A Scandal is occurring and public servants will be held to account in the press if action is not taken.</p>
Object	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely. What is needed is also a crossing or a set of traffic lights by the school so our students and children can cross the road safely as this is not safe at the moment.</p>

Object	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely.</p>
Object	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely.</p>
Object	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely. Please think again and all of the special needs children that attend this school, I currently have a child at this school and I do believe this would be better and so much safer for my child, all other children that attend here.</p>
Object	<p>Need to reduce speed along the road near the entrance to the Nexus school for special needs children. The traffic travels at a dangerous speed accelerating into the 60 miles an hour zone in this area. Lower down near the other schools there is a new restricted 20 mph zone and this should also cover the entrance to Nexus school where more vulnerable and less traffic aware children attend</p>

Object	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane so 30 mph limit needs to be extended past the bridge along with some sign posting about the special school. This will also help the school teach their special children how to cross the road safely.</p>
Object	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely.</p>
Object	<p>I am a Parent and a Governor of NEXUS SEN School which is sited on Upper Haysden Lane by the bridge of the A21, in Tonbridge.</p> <p>I would like to object to this proposal and strongly recommend that the speed limit is extended as per the plan but with a maximum speed limit of 30mph, and with the addition of traffic calming measures in some way.</p> <p>One of the school's main priorities is to enable our students to become independent, and part of that is to be able to travel independently - an essential life skill. As part of the Equalities Act 2010, and The Public Sector General Equality Duty, KCC has a responsibility to enable students to do that in the same way as those without disability.</p> <p>Students that should be able to travel independently cannot; they require supervision to cross the road.</p> <p>There is NO signage anywhere along the highway to indicate a school entrance or people with disabilities may be crossing.</p> <p>There is no footpath on the school side of the road, so crossing is essential to leave the school on foot, for any reason.</p> <p>When opened initially the request for a zebra crossing was rejected. The reason given was lack of footfall, but the school has doubled in size in 3 years, with further expansion planned.</p> <p>Students, groups of students and staff, need to cross the road in order to catch a bus, walk to other education settings locally that they access for learning life and vocational skills, and to access the local community in general.</p> <p>Not only that, many employees, students and parents have to cross that road to access the school each morning and afternoon, some of which have wheelchairs and buggies.</p> <p>Since the school opened in September 2017 there has been a complete lack of consideration towards pedestrians. There is in excess of 200 students plus more</p>

	<p>than100 staff. We are also a training site for other schools, so have many visitors.</p> <p>Cars speed under the bridge towards Brook Street constantly and vice versa as soon as the limit changes to 40mph. They do not adhere to the 40mph limit in any way, and I do not consider the proposed changes will affect this in any way.</p> <p>If you are a parent, how would you feel if your child could not independently access their school safely, yet several schools 400yards away are protected by signage, pedestrian crossings and a 20mph limit?</p> <p>Please re-consider your proposal and make it safe for our students. Please ensure our students are treated fairly and with the respect that they deserve, rather than invisible as seems to be the case within this consultation.</p> <p>I did forward this to our MP Tom Tugendhat to ask for his comments, and he has replied in support and has written to Cllr Michael Payne, Cabinet Member for Highways and Transport for comment and input. The letter is copied below:</p> <p>Our Ref: TT47141</p> <p>Dear Michael,</p> <p>Please find enclosed a copy of the consultation response submitted by Ms Angela Iraggi to the ongoing consultation by Kent County Council for an amendment to the speed limit in Upper Hayesden Lane, Tonbridge. Ms Iraggi has responded as a Governor and Parent of a child attending Nexus SEN School which is located along Upper Hayesden Lane. As you can see, Ms Iraggi is concerned that the proposal to extend the 40mph speed limit along Upper Hayesden Lane doesn't take into consideration that the school entrance is situated along this stretch of road, which means a significant amount of pedestrian traffic. Furthermore Ms Iraggi has expressed concerns that there is no signage from either direction warning of a school along the road, and consequently this will reduce compliance with the extended 40mph limit. Representing Tonbridge I know that you will look carefully at this, and I would be grateful if you could answer Ms Iraggi's concerns and let me know whether each of the concerns raised in her consultation response can be addressed before any changes are implemented.</p> <p>I look forward to hearing back from you.</p> <p>Best wishes, TOM TUGENDHAT</p>
Object	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely.</p>

Object	<p>I believe the existing 30mph speed limit along the Upper Haysden Lane needs to be urgently extended to beyond the A21 bridge. The turning to Nexus special school which is Kent school for 221 children with complex special educational needs and disabilities with well over 100 staff is situated just before the bridge.</p> <p>Our new school opened on this site in September 2017. We understand that much awaited road signage indicating that a special school for children with disabilities is close to the Upper Haysden Lane is progressing following lengthy but affirmative discussions with the council.</p> <p>Our pupils include children and young people with the most complex of needs and the school is less than 300 metres from Upper Haysden Lane in the new road immediately adjacent to the A21 bridge. We has anticipated that new road signage would make drivers aware of the school and would encourage them to slow down. I maybe naively thought that this would include a significantly reduced speed limit proposal?</p> <p>I do not think the current proposal goes far enough. Whilst considering and progressing the necessary risk assessments with council officers representatives from Nexus school have observed a significant number of drivers accelerating up to 50/60mph in the 40mph zone and we feel concerned that drivers will continue to ignore the proposed extension of the 40mph speed limit and not slow down at all. Many employees and visitors also cross Upper Haysden Lane to access the school.</p> <p>An important area of the curriculum for our special needs pupils is life and independence skills which include travel training and learning how to cross the road safely. Our pupils are unable to do this to come in or out of Nexus school grounds and into their local community safely when the speed limit on the Upper Haysden Lane where our pupils would cross the road remains at 40 mph. Also many drivers are already speeding along this stretch of the road possibly because they do not realise there is a special schools nearby as the new road signage is not yet in place.</p> <p>I do not know of a special school that has such a high speed limit so close to a school admitting children with such complex needs. The proposal does not seem to be aligned with our school road signage discussions with the council and is adversely affecting our pupils.</p> <p>Many pupils due to their learning disabilities are not aware of danger and travel training including the ability to cross the road safely is of paramount importance. The current consultation proposal will have direct negative implications and may well lead to increased costs to the council. For example pupils will not be able to progress their travel training or learn how to cross the road safely from the school site potentially placing further long term pressure on the school transport budget and denying our pupils the ability to practice with supervision to begin with this important life skill in a 'real life' context next to the school as part of our local community.</p> <p>In presenting this proposal for consultation were different departments in the council aware of the signage discussions with Nexus school and the complex nature of the special needs and disabilities of our pupils? I strongly object to this proposal and would recommend that the speed limit is extended as per the plan but with a maximum of 30mph as well as appropriate road signage and traffic calming measures to ensure our pupils safety. It seems extraordinary that in presenting this proposal given the complex needs of our pupils that the recommendation out for consultation is not 30mph to be maintained along Upper Haysden Lane from the Hayesbrook School end until well past the A21 bridge?</p> <p>Has an Equality Impact Assessment analysed the proposed change to assess whether it has a disproportionate impact on persons who share a protected characteristic (disability) under the Equality Act and the Public Sector Equality Duty? This should advance equality of opportunity for our disabled pupils (along with their parents and carers) allowing safe access from our school into the local community and ensuring the council puts its Equality Policy into practice?</p>
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Object	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. My daughter attends this school and they would like to be able to teach their special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of Nexus School's 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely.</p>
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Object	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely.</p>
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	<p>and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely. Please can we have some road markings to indicate that there is a school here.</p>
Object	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely.</p> <p>The speed limit for all of upper and lower Haysden Lane should be reduced to 30 miles per hour.</p>
Object	<p>We currently do not have signage or road markings to advise drivers we are a school and to slow down. Turning out is difficult enough without oncoming traffic speeding up to the new 40 MPH limit.</p>
Object	<p>Whilst signifying an objection, this is NOT a rejection of a reduced speed limit on the section of Upper Haysden Lane, but a request to lower the speed limit to 30mph on the section currently detailed as 40mph limit.</p> <p>The 30mph currently in Brook Street should be extended to the SW of the A21 bridge, then revert to either 40mph for a distance or to National Speed Limit.</p> <p>Traffic currently travelling towards Tonbridge on Upper Haysden Lane rarely reduces speed to match the current 40mph when passing the first official signage. With a special needs school located on the north side of the A21 bridge, protection of the traffic and pedestrians emerging from that road requires a 30mph limit not 40mph.</p> <p>Please review this current amendment and reduce the speed further to 30mph. Traffic on Upper Haysden Lane has increased a lot over the last year as more and more vehicles try to circumvent the ridiculous traffic amendments put into place in Tonbridge near the Station that result in extensive jams and a grid-locking of the adjacent roads.</p>
Object	<p>The road is very fast with many motorists already exceeding the speed limit as they approach the a21 flyover (driving away from Tonbridge). I cycle to work at Nexus school and many of my colleagues walk from town. My students and their families turn into the school at drop off and collection times, making the junction fairly busy. In addition, many young families live in the nearby estate, meaning there are frequently many pedestrians, who are often children, around. Extending the speed limit to the a21 flyover would make that stretch of road safer for all traffic to and from the school and the estate along Brook Street - motorists, cyclists and pedestrians alike.</p>

<p>Object</p>	<p>I am a Parent and a Governor of NEXUS SEN School which is sited on Upper Haysden Lane by the bridge of the A21, in Tonbridge.</p> <p>I would like to object to this proposal and strongly recommend that the speed limit is extended as per the plan but with a maximum speed limit of 30mph, and with the addition of traffic calming measures in some way. One of the school's main priorities is to enable our students to become independent, and part of that is to be able to travel independently - an essential life skill. As part of the Equalities Act 2010, and The Public Sector General Equality Duty, KCC has a responsibility to enable students to do that in the same way as those without disability. Students that should be able to travel independently cannot; they require supervision to cross the road. There is NO signage anywhere along the highway to indicate a school entrance or people with disabilities may be crossing. There is no footpath on the school side of the road, so crossing is essential to leave the school on foot, for any reason. When opened initially the request for a zebra crossing was rejected. The reason given was lack of footfall, but the school has doubled in size in 3 years, with further expansion planned.</p> <p>Students, groups of students and staff, need to cross the road in order to catch a bus, walk to other education settings locally that they access for learning life and vocational skills, and to access the local community in general. Not only that, many employees, students and parents have to cross that road to access the school each morning and afternoon, some of which have wheelchairs and buggies.</p> <p>Since the school opened in September 2017 there has been a complete lack of consideration towards pedestrians. There is in excess of 200 students plus more than 100 staff. We are also a training site for other schools, so have many visitors.</p> <p>Cars speed under the bridge towards Brook Street constantly and vice versa as soon as the limit changes to 40mph. They do not adhere to the 40mph limit in any way, and I do not consider the proposed changes will affect this in any way. If you are a parent, how would you feel if your child could not independently access their school safely, yet several schools 400 yards away are protected by signage, pedestrian crossings and a 20mph limit?</p> <p>Please re-consider your proposal and make it safe for our students. Please ensure our students are treated fairly and with the respect that they deserve, rather than invisible as seems to be the case within this consultation. I am also forwarding this to our MP Tom Tugendhat to ask for his comments.</p>
<p>Support</p>	<p>Comment from Kent Police is as follows, -</p> <ul style="list-style-type: none"> • All aspects of DfT Circular 01/2013 to be adhered to. Any limit introduced outside of this guidance may not only be ineffective but it may leave the Police with the task of carrying out enforcement, where previously an issue of excess speed did not exist. • Kent Police would seek that the legislation and advice from Traffic Signs Manual Chapters 3 and 5, and the Traffic Signs Regulations and General Directions 2016, is complied with. <p>In line with the above comments, we would look for this limit to be appropriate and in the main self-enforcing. Speed enforcement competes with other issues of public concern, therefore the deployment of resources must be prioritised and this may mean that the enforcement of this speed limit receives a low priority.</p> <p>Our reference is 319/20</p>

Support	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely</p>
Support	<p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is currently ignored by a significant number of drivers who already accelerate up to 50/60mph in the 40mph zone. These drivers will simply ignore the extension of the 40mph speed limit. The existing 30mph speed limit along Upper Haysden Lane needs to be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. We would like to be able to teach our special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. Highways England states in its "Public sector equality duty objectives (2016-2020) and annual progress report" that it's ambition is about "Demonstrably putting people at the heart of what we do and how we do it by understanding and considering the different needs of customers and communities in delivering services." Please can you take into consideration the needs of our 221 students with special needs before you implement a speed limit that will prevent them from learning the valuable life skill of crossing a road safely.</p>
Support	<p>Whilst I support the proposal, as some action would be better than nothing, I believe it would be better generally, and certainly better for the pupils, staff, parents and carers of Nexus Foundation Special School, which is in the affected area, for an alternative arrangement to be put in place.</p> <p>The current 40mph speed limit up to the A21 bridge travelling from Brook Street towards Leigh is ignored by a significant number of drivers who accelerate up to 50/60mph in the 40mph zone in anticipation of the change in limit. Given this behaviour, it must be likely that many drivers will similarly ignore the extension of the 40mph speed limit. Instead, the existing 30mph speed limit along Upper Haysden Lane should be extended to past the A21 bridge. The turning to Nexus Foundation Special School is just before the A21 bridge but has no sign posting that there is a school down this lane. The school would like to be able to teach its special needs students how to cross a road safely but cannot do so when the speed limit on the main Upper Haysden Lane where they would cross is 40mph with drivers travelling along that stretch at up to 60mph. It would also be much safer for the many drivers turning into and out of the school turning every working day in term time to have a 30 mph limit on the main road.</p>
Support	<p>I support this because there is a school there with children with special needs and disabilities children that walk to school and walk home and the speed limit is too high it needs to be dropped to 30 or someone was somebody's going to get hurt</p>
Support	<p>I support the 40mph speed limit, I have a child at nexus school and on exiting the site, many cars travel in excess of 40 mph already, particularly from the A21 bridge heading towards Tonbridge. Having a uniform speed limit would be safer and better for cars, vans and minibuses which exit the site continuously throughout the day carrying vulnerable and in many cases disabled children to and fro school. Ideally the speed limit should be less than 40 mph, but any change needs to be monitored and speed cameras, devices need to be installed to ensure the limit is being adhered to</p>

Appendix 3 – 30mph scheme consultation documents

Appendix 4 – 30mph scheme anonymised consultation responses

Question: Q1. Please tell us if you wish to support or object to this Traffic Regulation to reduce the speed limit to 30mph.	Question: Q2. Please tell us, in the box below, the reason for your support or objection.
Object	There is no need to reduce the existing speed limit. It is a waste of public money.
Object	No KSI in the last 10 years on this stretch of road. No conceivable gains to reducing speed limit except in heads of car-hating ideologues
Object	I believe it would be better to make that stretch 40mph, not 30 mph. The road has a good pavement and pedestrians are very visible from a driver's point of view.
Object	<p>No adequate reason for this change quoted. What is the problem?</p> <p>Is the next order to move again to the ridiculous blanket 20MPH limits that have made no difference to the other parts of Tonbridge with no increased bicycle or pedestrian traffic. Another unnecessary change with a cost.</p> <p>Soon be issuing horses for travel around Tonbridge although they can go faster.</p>
Object	I object because this alteration is so minor and would cost so much. It would not be enforced and would not be followed. Is there a department with nothing to do but think up minor alterations?
Object	<p>There doesn't seem to be any measurable reason for making this change nor is there any evidence accompanying the proposal.</p> <p>The given reasons below: (for preserving or improving the amenities of the area through which the road runs.) How exactly are amenities to be improved? What amenities are included, what amenities would disappear were the speed limits to remain the same? If part of the reason is to preserve, it follows that without this proposal some amenities would go. (avoid the danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.) How is this to be accomplished, measured? How does the proposal prevent the likelihood of any danger? How can any measure prevent unconditionally? What evidence is there of excess (compared to national accident statistics) danger at present?</p>
Object	<p>Upper Haysden Lane is wide at this point, with good visibility. The current 40mph speed limit is fine.</p> <p>It is LOWER Haysden Lane that needs a (much) lower speed limit (20 mph)!</p>
Object	government bodies are obsessed with rules and regulations <quick fix> not. we asked for signs warning of horses and deer. you weren't prepared to spend money because there wasn't history of accidents or death. education is the long term answer. very few drivers pay attention to 20 or even 30mph signs
Object	Only objecting as there is no option to just submit comments, but the plans are so unclear that it is not possible to identify Masefield Way or Molescroft Way and thus the order should not be made until this is rectified.
Object	<p>Totally unnecessary. I can't see exactly how far the proposal extends as the map included is too low a resolution to be any use, but looking at Crashmap data for the last 10 years it would appear that this area is hardly an accident blackspot. The cynic in me suspects that the reason this scheme is being implemented is so that this stretch of road being designated 30mph would make it classed as more of a residential part of the town and therefore help to 'green-light' planning proposals for the fields opposite the Molescroft Estate.</p> <p>The one road in the area that is in desperate need of safety improvements is Lower Haysden Lane. 40MPH speed limit, narrow road, no footpath and currently used each</p>

	day by hundreds of walkers, runners, cyclists and motorists getting to Hayesden Country Park and beyond.
Object	I travel this route frequently and have never seen or had an issue with the current speed limits. If it ain't broke, don't fix it!
Object	The alteration to the speed limit is unnecessary and a waste of public funds. The road is wide, with clear visibility and rarely sees any accidents. Pavements are set well back and the road is rarely crossed by pedestrians at the point beyond which the change is proposed. There would be little, if any, benefit to the public in terms of safety or anything else.
Object	I am unable to find when I research these Roads adequate information that warrants a lowering of the Speed Limit in this area. Therefore object.
Object	It's not necessary. It's perfectly safe to drive at 40 mph. Cars do not have the long stopping times they used to have and it's not an area with pedestrians.
Object	The current speed limits on Upper Haysden Lane seem perfectly reasonable and safe, and I see no logical reason for reducing them. The problematic speed limits are not on Upper Haysden Lane, but on LOWER Haysden Lane. The latter currently has a limit of 40mph, but is a narrow lane that leads to Haysden Country Park and to the playing fields of the Judd School. It is therefore used by many pedestrians, as well as by cars carrying visitors to the park. Having a 40 mph limit on such a narrow and comparatively busy country lane could be said to be an accident waiting to happen. In my view, the limit on Lower Haysden Lane should be reduced to 20mph as a matter of urgency.
Object	The statement provides no evidence whatsoever of the benefits of this speed limit reduction. However, is likely to interrupt traffic flows and thereby cause air pollution. Also, unnecessary speed limit reductions create frustration, create friction between drivers and introduce harmful stress into people's lives.
Object	The 40MPH limit is appropriate along this stretch of road. Why waste council taxpayers money which you are short of on this pointless policy? The road is wide with good sight lines, few houses and a path set back from the road.
Object	I work at Nexus and turning out and in is so dangerous as people are going too fast.
Object	Its just too dangers to go any faster, I've had a couple of times when I've gone into the wrong gear and stalled the car and can not imagine if someone coming up behind me at high speed would be able to stop in time. I intend to be here a long time for my disabled son I don't want to be wiped out taking or picking him up from school just because someone thinks its a good idea to up the speed limit especially as a lot of schools are being put down to a 20 miles limit for safety
Object	This is a road that leads to a special needs school. Many vulnerable children and adults and their careers use this road. It is totally inappropriate to increase the speed limit in such an area. It would be like upping the speed limit near a mainstream primary school!
Object	Cannot see why this should be amended especially as it could make development easier to pass. In my opinion it should be left as is it dont see how it protects or makes amenities any less or more safe . The turning to the farm is a slow corner maybe a speed camera might be a better idea . Why do I have the feeling this is to aid the developments on green belt land along brook street that as a resident I dont want . Leave speeds alone . No building on green belt . Flood warnings in area dont make my home worthless with greed .
Object	This area despite having a school entrance on has not got a large number of pedestrian using it. There is no need to reduce the speed limit at this point.
Object	To my knowledge there have been hardly any accidents over the years, to warrant a slower speed limit on this road.

Support	This stretch of road runs past the Nexus school which has many pedestrians, generally parents/carers with children, visiting on a regular basis.
Support	This section of road runs through a residential area, those residents should be offered the same protection of a lower limit as enjoyed by their neighbours. During the pandemic the number of cyclists, young and old, have increased in Tonbridge and as vulnerable road users the limit should be lowered for their benefit. Personally I would have preferred a 20 mph limit.
Support	This area has had a significant increase in foot/cycle traffic and slowing traffic speeds will make it a safer place. This road leads to three educational establishments and reducing the approach speed will contribute to better road safety. One significant point. If you are thinking of reducing the speed on this area you MUST reduce the speed limit on Lower Haysden Lane. This leads to the Barden and Haysden Lakes. This area has has a major increase in foot/cycle traffic. It is unbelievably, a 40mph on a single track road. At the moment it is a major accident waiting to happen.
Support	Comment from Kent Police is as follows, - <ul style="list-style-type: none"> • All aspects of DfT Circular 01/2013 to be adhered to. Any limit introduced outside of this guidance may not only be ineffective but it may leave the Police with the task of carrying out enforcement, where previously an issue of excess speed did not exist. • Kent Police would seek that the legislation and advice from Traffic Signs Manual Chapters 3 and 5, and the Traffic Signs Regulations and General Directions 2016, is complied with. In line with the above comments, we would look for this limit to be appropriate and in the main self-enforcing. Speed enforcement competes with other issues of public concern, therefore the deployment of resources must be prioritised and this may mean that the enforcement of this speed limit receives a low priority. Our reference is 35/21
Support	I am in favour of reducing the speed limit gradually as traffic approaches the built up area of Tonbridge. There are schools on Brook Street, and so I feel it necessary to maintain the 20 mph speed limit there. In summary, YES, for safety reasons I think the reduction of speed limit to 30mph is a great idea. Thank you.
Support	Assist with pedestrian safety on way to Hayesden & Barden Lakes. However please do not put up loads of 30 mph signs. Use repeaters on the road one entering and exiting at each end.
Support	This is entirely reasonable as the road is not wide and has many bends.
Support	This makes complete sense as at the moment there is the silly situation of speed going from 20mph, then 30mph for a very short distance, to 40mph. It would also seem to make sense to extend the 20mph limit further, at least to the junction with Masefield and possibly to the junction with Molescroft way and revised start point of 40mph.
Support	Brook St is currently 20mph and under Consultation. It should stay at 20mph due to the proximity of the Judd School, Hayesbrook School and West Kent College. It makes sense for the next stretch of road to be 30mph to have a graduated slowing. I also believe that Lower Haysden Lane should have lower speed limits. Lower Haysden Lane should be 20mph limit until after Haysden Country Park.
Support	The road is narrow and there are a lot of pedestrians and cyclists, including children who use it. It is imperative that the safety of all users is prioritised and the speed limit reduced to reflect the nature and usage of this stretch of road
Support	Public safety, pollution control, encourage outdoor exercise / walking

Support	The reduction in speed limit from 40 to 30mph would improve road safety for all users along this busy residential road that also has schools and college. However, any reduction will require monitoring and enforcement as necessary as many drivers do not appear to adhere to existing speed limits.
Support	There are lots of cyclists and pedestrians using this area and a lower speed limit would make it much safer for them. In addition there are areas of this road that do not seem to meet the usual standards for 40mph.
Support	I cycle along this road, and as it's narrow, I find close-passing by cars and vans going (too) fast is frightening. I have also emerged from fields (footpaths) onto this road, and, again, cars and vans going quite fast are potentially dangerous.
Support	the road is entering an area which has schools and has a bend there are lots of people walking in that area and it also would serve to bring down the speed of traffic in preparation for the 20mph further down which would make drivers more likely to slow down. 30 to 20 is far more likely to be achieved than going from 40 to 20
Support	From the perspective of road safety I support this proposal.
Support	Currently there is a legacy 30mph stretch of about 100yds left over from where the current 40mph stops and the 20mph starts (why not start the 20mph earlier?) However, pulling the 30mph limit back to the beginning of the old 40mph limit seems perfectly sensible. Of course it's completely unenforceable and 35-40 mph will remain the average speed as far as the Judd School crossing at least ...
Support	Lots of school kids and families walking. Runners and cyclists too. Would add a few seconds to journey times.
Support	Seems a good idea, especially with the school now there.
Support	A reduction in the speed limit would have no effect to normal careful drivers and so should be supported.
Support	I support this traffic regulation in the interests of public safety.
Support	Many families use this unpaved road to get to Haysden Park, the road is narrow with blind corners and I have seen many dangerous situations with cars speeding down there. I would recommend a 20 mile per hour limit on this short stretch of road for maximum public safety.
Support	Seems sensible but do also adjust the 20mph limit before this if necessary to just school entry exit times. The continual changing of speed limits in Tonbridge often on the same stretch of road is confusing and distracting to drivers.
Support	Makes absolute sense to provide improved safety to Pedestrians and other road users.
Support	This is a better and safer speed reducing option for this road due to the special school being joined to this road and I do feel this is a lot better and safer for my child that attends this school. Thank you.
Support	Any reduction of speed makes rural roads more pleasant and safer for both motorised and non-motorised traffic
Support	To reduce speeds along this section, past the school and leads to fields (just west of A21 overbridge) with a permissive (foot-)path.
Support	I actually believe it should be reduced to 20mph because I drive this route to walk our dog around Haysden and Barden Lakes regularly. There are always either pedestrians, walkers, joggers, dogwalkers and cyclists using this narrow road, in addition to cars, vans and larger vehicles. Not all pedestrians walk on the side of oncoming traffic only, they use both sides. I feel 40 or 30mph is too fast for this busy narrow road. Could a path that runs alongside the road also be made available for pedestrians/cyclists/joggers, to keep them off the road? There is already a path that runs to Judd School football club and wouldn't take much to extend the path beyond, to the entrance of Haysden Country Park.
Support	When the 20 limit was introduced this proposal should have been implemented then and save extra expense now. A few yards of a 30 limit was always nonsense. What I can't understand is why, what is the potentially the most dangerous road in Tonbridge, remains at 40. I refer of course to Lower Hayesden Lane. This narrow, twisting lane is used to access Hayesden Country Park. There are numerous people using this lane, cyclists, walkers with pushchairs, young children and dogs and also children walking to school. Whilst you are making changes it surely makes sense to make change this lane to a 30 limit if not 20.

Support	I support this proposal because it is in line with the current 20mph speed limit in place from where Brook Street meets Upper Haysden Lane. I believe it will be safer for pedestrians and cyclists to have this adjoining section of highway even though the limit will be 30mph (and not 20mph).
Support	There is no public footpath and no cycle path on this road. Provision for a footpath and cycle path is ESSENTIAL and since TMBC monetised the car parks at Haysden (which used to be free.) You should have already addressed this. But wait a minute.. these IS ALREADY A FOOTPATH that could be used. It is behind the hedge on land belonging to Judd School so that their children can walk in safety to their sports grounds. They do not want the locals to use this because of 'child safety' concerns - BUT WHAT ABOUT THE SAFETY OF MY CHILDREN WHO HAVE TO WALK ALONG A ROAD WITH NO FOOTPATH WHEN THERE IS ONE LOCKED UP BEHIND THE HEDGE!!! Judd School is a KCC publicly funded school (albeit with a top up from The Skinners' Company.) Judd School MUST be ordered to open this footpath up to the public and take their padlocks off the gates. or reduce their funding. The lock down has caused a MASSIVE increase in use of Hayden Park and it is incumbent on KCC to take immediate and prompt action on this, not just play around the edges with speed limits. TIME FOR YOUR ACTION IS URGENT. Have you done a pedestrian survey? Pedestrian movements down this lane would be peak in over 50 per hour and probably over 100 per hour at weekends when not raining. Several of my neighbours walk it daily for sure and we use the park almost daily ourselves, so speak with on the ground experience. Your parking meters will give you an under count of traffic unless you put together with season parking tickets.
Support	40mph has always been too fast for this stretch of road.
Support	There is private housing and schools all aalong this road. Cars tend to speed up as they see the 40mph sign. Currently the 20mph signs are being broadly ignored. I would suggest flashing signs with 20mph shoyl'd be used instead during schol hours. Further, traffic along Lower Haysden lane needs to be slowed down to 20mph or an off road pathway for pedestrians and cyslists supplied to the park entrance at least.
Support	The road is within a residential area and close to several schools/colleges and during peak times is a route used by pedestrians of all ages
Support	Current speed limits do not feel safe when you are on the road
Support	I support this action because I believe the slower the traffic moves the safer the environment is for pedestrians & cyclists. I am however concerned about enforcement, or lack of, regarding these speed restrictions. I have been overtaken on several occasions whilst observing the limit & it concerns me that there has been very little enforcement. I would be interested to know how many speeding prosecutions there have been in Tonbridge since the experiment began.
Support	I reluctantly support this change and only because the existing 20mph speed restrictions in Brook Street and other major roads are a farce. The limit is almost wholly ignored and NEVER policed. Presumably the same situation will occur with this change. The 20mph limit must be removed from major roads as they do not do anything to improve air quality or stop drivers from speeding on the contrary. 30mph on the major through routes in Tonbridge and keep 20mph on minor and estate roads.
Support	A reduction in the speed limits will make it less likely for serious road traffic accidents to occur.

Support	<p>Currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.</p>
Support	<p>Currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.</p>
Support	<p>I work with students (some of whom are 17 years old) and they can walk home on their own, however we need to walk them out of the school gates and cross the road with them as they do not feel safe to do so. This was the same situation with Hadlow college and traffic lights were eventually put in. Yes, lower speed limits irritate people but its a school zone, nursery, primary, secondary and college students. If a parent had a child there, Im sure they feel the same. Furthermore, there is a KCC yard next to the school site so many of the vans and trucks go quite fast around this area.</p>
Support	<p>Currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.</p>

Support	<p>Currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.</p>
Support	<p>Currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.</p>
Support	<p>I have copied this from a friend, however I agree with the points made, other than to add the current hazard to both students and staff walking to and from school is concerning, given the number of vehicles exceeding the current speed limit at this location. Additionally, would it be considered appropriate to add the usual warning signage for school locations?</p> <p>Currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.</p>

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Support	Because there is a special needs school there on that road which my son goes to he is one of the students that has decided to his bike to school and Crossing that road is a challenge for him with children with special needs so I think the speed limit should be reduced.

Support	Currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.
Support	I support the reduction to 30 mph as my son attends Nexus Foundation Special School and I feel it is necessary for the safety of the students, parents/carers and staff arriving and departing the school site that speed is reduced.
Support	Currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.
Support	It's a school and should really be 20 like the rest of Tonbridge is but 30 is safer than 40
Support	Currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.
Support	By Nexus school it should be a pelican crossing. It is extremely dangerous for kids and families who have to cross everyday in order to attend the school. Not only the speed limit

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Support	<p>Currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.</p>

Support	<p>This response is a joint response from the Headteacher and Chair of governors at Nexus Special School .</p> <p>The turning to Nexus special school for 221 children aged 2 to 19 with highly complex special needs and disabilities is situated just before the bridge on the Upper Haysden Lane. Our new school opened on this site in September 2017. We are still awaiting road signage to indicate that a special school for children with disabilities is so close to the Upper Haysden Lane and are VERY concerned that the speed limit currently remains at 40 mph. There is also still a complete absence of signage indicating that a special school is less than 300 metres from Upper Haysden Lane. We feel this presents a significant health and safety concern for our special children, their families, our staff and visitors.</p> <p>Whilst considering and progressing necessary risk assessments with council officers representatives from Nexus School have observed a significant number of drivers accelerating up to 50/60mph in the current 40mph zone. We would like the proposed 30 mph speed limit to be extended urgently and AS FAR AS NECESSARY to ensure the full safety of our staff, pupils and the whole school community.</p> <p>Many employees and visitors also cross the busy road to access the school. An important area of our curriculum is life skills which includes travel training and learning how to cross the road safely. We are very concerned that our pupils are unable to do this or to come in and out of Nexus school grounds and into our local community safely when the speed limit on the Upper Haysden Lane where our pupils would cross remains at 40 mph. Also many drivers are already speeding along this stretch of road because they do not realise a special school is nearby as no road signage is yet in place.</p> <p>We do not know of a special school anywhere in the country that has such a high speed limit so close to a school admitting children with such complex special needs and disabilities. We believe this is a huge oversight. This proposal also does not seem to be aligned with any school road signage discussions with the council and is adversely affecting our pupils (Equality Impact Assessment - disproportionate impact on persons who share a protected characteristic (disability) and Public Sector Equality Duty). We need a safe speed limit reflecting our school and special pupils which allows safe access into the local community and ensures the council puts its Equality Policy into practice. We wonder if the speed limit should be 20 mph?</p> <p>Recently in January 21 an ambulance had difficulty finding the school to respond to an emergency of a child who had an epileptic fit. This was compounded by the lack of signage on the Upper Haysden Lane in both directions indicating that Nexus school was adjacent to the lane. We feel the outstanding changes to speed limit and signage are really urgent and feel exasperated and concerned about the delays.</p> <p>Our children due to their learning disabilities are not aware of danger and travel training including the ability to cross the road safely is paramount. It is very sad that our pupils are unable to progress their travel training or learn how to cross the road safely in a 'real life' context next to the school as part of the local community due to the speed limit on the Upper Haysden Lane. This will also probably cost the council more as children will have to come on school transport for longer as travel training cannot progress safely.</p> <p>As a new chair of governors and new headteacher we were not in post when the school opened on the new site. We are surprised that the school was allowed to open without the necessary speed adjustments and full signage indicating that the school was adjacent to the Upper Haysden Lane being in place.</p> <p>We met with Tom Tugendhat MP for Tonbridge and Malling and raised this issue on Friday 5th February. He is fully supportive of our concerns and is to correspond again with Michael Payne .</p>
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Support	Currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.
Support	The kids, and families, who go to Nexus special needs school deserve the same protection as those that go to the rest of the schools in this street!
Support	The stretch of road is in a residential area and parents / children and staff need to cross the road to get to school and to houses in the vicinity. The special needs school children particularly find it dangerous crossing to get to school, as do staff members. As a resident and a staff member of the school I believe the speed limit should be reduced.
Support	Currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.
Support	30 mph is a safer speed bearing mind there is a school very nearby with constant traffic entering and leaving the entrance.
Support	Cars speed on that area of road and reducing the speed limit to 30 MPH will be a move forward to ensure the safety of everyone, including all who access Nexus School.

Support	<p>Nexus School is a special school for children and young people with complex special needs and disabilities. The school is located just before the bridge on Upper Haysden Lane and opened on the site in September 2017. I am a new Governor and on my first visit to the school, there were two areas of concern during my journey. Firstly the fact that the speed limit in the area around the school is 40mph and secondly that there is a lack of signage to warn road users that there is a school for pupils with such complex needs in the vicinity. I understand the pursuit of appropriate signage is ongoing.</p> <p>The speed limit and lack of signage present an ongoing risk to children, staff, school transport, parents/carers or anyone needing to access the school site. There has recently been an incident where an ambulance had difficulty responding to a medical emergency for a child at the school because of a lack of signage.</p> <p>An important part of the curriculum for the young people attending Nexus is to take part in community activities and to learn to become as independent as possible. This includes travel training and learning how to cross the road safely. Currently, these important life skills cannot be safely offered to these young people, therefore effectively excluding them disproportionately.</p> <p>I am aware that there are a number of educational establishments along Brook Street, which joins Upper Haysden Lane, from the direction of Tonbridge Town Centre. Brook Street is subject to a 20mph limit. Unfortunately the current 40mph in the Upper Haysden Lane area results in a very vulnerable school population having to negotiate a speed limit which is double that.</p> <p>I have frequently visited special schools across the country and find this situation unique in my experience. As a School Governor I am very concerned that the current situation for Nexus School has been ongoing since the school opened. It seems to be a risky planning oversight and together with the lack of supporting signage must impact on the Council's effective discharge of its duty to Public Sector Equality for a vulnerable group.</p> <p>I earnestly support the proposal to reduce the speed limit in Upper Haysden Lane.</p>
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Support	<p>The entrance to Nexus special school for 221 children aged 2 to 19 with highly complex special needs and disabilities is situated next to the A21 bridge on Upper Haysden Lane. This District Special School opened in September 2017, yet STILL there is NO road signage, or any formalised pedestrian crossing, to indicate that a special school for children with disabilities is at this location.</p> <p>I would like the proposed 30 mph speed limit to be extended immediately and well beyond the A21 bridge to ensure the full safety of our staff, pupils and school community.</p> <p>As a parent, and a Governor of Nexus, it is VERY concerning and quite unbelievable that the speed limit currently remains at 40mph, and there is no signage to warn drivers of a school or pedestrians.</p> <p>Surely, this presents a significant health and safety concern for our special children, their families, our staff and any other visitors? Many of our community walk to the school site, some in wheelchairs and some have buggies with young children.</p> <p>Our school leadership team and Governors have addressed this issue consistently with KCC and, sadly, the lack of response and resolution is recorded at every governing meeting.</p> <p>From a driver's perspective, there is no signage indicating a school of any type, and drivers tend to accelerate around the school entrance in both directions - either because they are impatient from driving slowly past the other schools or having a last hurrah before hitting the 20mph zone.</p> <p>I have been overtaken whilst slowing and indicating to turn right into the school on more than one occasion. Last year there was an accident at the bridge due to speeding and, even though the police attended, the chaos around the school entrance was awful - there was no recognition by the police or drivers that a school existed.</p> <p>Over the last 3 years, Nexus have met with council officers to carry out risk assessments and have observed a significant number of drivers accelerating up to 50/60mph in the current 40mph zone, in both directions - yet despite this, the Council have not taken any action.</p> <p>A key directive of our curriculum is to promote and encourage the independence of our students - and this includes travel training. Travel training includes learning about spatial awareness, traffic and how to cross the road to continue a journey. In order for our students to access public transport they also have to cross Upper Haysden Lane.</p> <p>Currently, and in normal times, our pupils are unable to cross the road independently and fully accessing their education is prevented by this.</p> <p>No matter the size of our school, surely we should be treated and considered in the same manner as all of the other schools that we are surrounded by? How can our students, who face so many life challenges, have no protective measures in place, yet mainstream schools and colleges within 300 metres have a 20mph zone?</p> <p>In fact, given this, plus the Public Sector Equality Duty should we not be putting a 20mph zone around the school???</p> <p>Disappointingly, Cllr Michael Payne was contacted on my behalf by Tom Tugendhat MP on this issue in November 2020, yet I have still not received any correspondence from him.</p> <p>Please APPROVE this consultation and put the measures our students and community deserves into place URGENTLY.</p>
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Support	Currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.
Support	I work at Nexus School and I have to turn right into Upper Haysden Lane towards Leigh for my journey home. The cars drive both ways on that road under the A21 far too fast and do not realise that there is a turning into the school and the KCC works depot! It is quite dangerous sometimes!
Support	The road is used by many cyclist, pedestrians and school children. The speed limit is too high to be safe. It should be 20mph.
Support	As a Tonbridge resident that lives in the Judd ward, who walks a lot, cycles and drives a car when needed; I believe that 30mph is a practical and safe speed, for the bigger arterial roads into and out of the area. They are wide enough, with good visibility, large pavements and support a safe environment for all. It keeps the traffic flowing, but also not to fast. I would also support other means, to keep people at this speed. Smaller roads that have residents, lack pavements, are winding, and/or lack visibility I believe should be 20mph. Due to the safety of pedestrians and cyclists.
Support	Upper Hayesden Lane is busy in the morning and evening rush hours, with a lot of commuter and school traffic. Reducing the speed limit will make it safer for road users leaving and entering the Brook Street estate and the Nexus school.
Support	Currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.
Support	I agree that the speed limit needs to be changed to 30mph as suggested.
Support	This is a straight section of road running immediately alongside several schools and a college. There is also the road access/entrance to the popular Haysden park with walkers, cyclists and runners either on the road or crossing it so reducing the speed of the traffic must be of prime importance for safety reasons as well as helping reduce pollution levels. I would suggest adding speed awareness signs which flash to show the drivers speed to help with compliance and awareness of ones speed
Support	It improves safety for road users and pedestrians along that length of road.

Support	<p>The entrance to Nexus special school for 221 children aged 2 to 19 with highly complex special needs and disabilities is situated next to the A21 bridge on Upper Haysden Lane. This District Special School opened in September 2017, yet STILL there is NO road signage, or any formalised pedestrian crossing, to indicate that a special school for children with disabilities is at this location.</p> <p>I would like the proposed 30 mph speed limit to be extended immediately and well beyond the A21 bridge to ensure the full safety of our staff, pupils and school community.</p> <p>As a Governor of Nexus, it is VERY concerning and quite unbelievable that the speed limit currently remains at 40mph, and there is no signage to warn drivers of a school or pedestrians.</p> <p>Surely, this presents a significant health and safety concern for our special children, their families, our staff and any other visitors? Many of our community walk to the school site, some in wheelchairs and some have buggies with young children.</p> <p>Our school leadership team and Governors have addressed this issue consistently with KCC and, sadly, the lack of response and resolution is recorded at every governing meeting.</p> <p>From a driver's perspective, there is no signage indicating a school of any type, and drivers tend to accelerate around the school entrance in both directions - either because they are impatient from driving slowly past the other schools or having a last hurrah before hitting the 20mph zone.</p> <p>I have been overtaken whilst slowing and indicating to turn right into the school on more than one occasion. Last year there was an accident at the bridge due to speeding and, even though the police attended, the chaos around the school entrance was awful - there was no recognition by the police or drivers that a school existed.</p> <p>Over the last 3 years, Nexus have met with council officers to carry out risk assessments and have observed a significant number of drivers accelerating up to 50/60mph in the current 40mph zone, in both directions - yet despite this, the Council have not taken any action.</p> <p>A key directive of our curriculum is to promote and encourage the independence of our students - and this includes travel training. Travel training includes learning about spatial awareness, traffic and how to cross the road to continue a journey. In order for our students to access public transport they also have to cross Upper Haysden Lane.</p> <p>Currently, and in normal times, our pupils are unable to cross the road independently and fully accessing their education is prevented by this.</p> <p>No matter the size of our school, surely we should be treated and considered in the same manner as all of the other schools that we are surrounded by? How can our students, who face so many life challenges, have no protective measures in place, yet mainstream schools and colleges within 300 metres have a 20mph zone?</p> <p>In fact, given this, plus the Public Sector Equality Duty should we not be putting a 20mph zone around the school???</p> <p>Please APPROVE this consultation and put the measures our students and community deserves into place URGENTLY.</p> <p>Thank you</p>
Support	<p>I use this road on an occasional basis when travelling between Tonbridge and Bidborough. During peak times traffic on this road increases considerably over and above normal expectation and drivers anticipate the higher speed limit as they approach. Any extension of the reduced limit will increase safety.</p>

Support	<p>As a teacher and governor at nexus school I am very concerned that currently, the speed limit at Brook Street which then turns into Upper Haysden Lane is 20mph and then it increases to 30 mph past The Hayes Brook School and then it increases to 40mph before the turning to Nexus Foundation Special School. The reality is that drivers ignore the 40mph limit and accelerate to 50 or 60mph in the 40mph stretch which makes traffic turning off Upper Haysden Lane into the side road that leads not only to Nexus School but also to Landscape Services and KCC Highways depot unnecessarily risky. As the school has approximately 70 vehicles accessing its site twice a day where students are brought to school either on KCC transport or by parents as they are unable to travel independently, there is a considerable amount of traffic turning off from Upper Haysden Lane in the 40mph speed limit where many motorists are travelling at 50-60mph. By extending the 30mph, this will reduce the risk of potential accidents when vehicles are turning from the main road onto the side road. It would also remove the confusion of having 4 different speed limits on a one mile stretch of road. The reduction of 40mph to 30mph before the A21 bridge will also mean that Nexus School will have the opportunity to teach its students road safety skills when crossing Upper Haysden Lane, which it cannot do at present due to the speed of vehicles in the 40mph section where the pavement ends and people need to cross to the other side of the road.</p>
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ATC SUMMARY REPORT

PROJECT	26380 Upper Haysden Lane, Tonbridge
LOCATION	26380 001 Upper Haysden Lane, Tonbridge, Kent
LOC. DESC.	Upper Haysden Lane, Tonbridge, Kent
START DATE	Thu 11 Mar, 2021
END DATE	Wed 17 Mar, 2021
SPEED LIMIT	40mph
SURVEY TYPE	7 day ATC, 15min periods, 6 vch. classes

OVERVIEW

A 7-day automatic traffic count on Upper Haysden Lane, Tonbridge, Kent, commencing Thu 11 Mar 2021, recorded a total of 24,845 vehicles. The posted speed limit of 40mph was exceeded by 34.4% of vehicles, and the seasonally adjusted combined AADT value is 4,199 (see Equipment & Methodology below).

COMBINED

Total recorded volume	24,845
Avg daily volume (based on 7 days)	3,549.3
Average daily speed (7 days)	37.4 mph
Average daily 85%ile (7 days)	44.1 mph
AADT (annual average daily traffic)	4,199
Avg weekday volume (Mon-Fri, 24hrs)	4,183.4
Avg weekday speed (Mon-Fri, 24hrs)	36.5 mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	3,900.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	36.1 mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 41mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND

Total recorded volume	12,426
Avg daily volume (based on 7 days)	1,775.1
Average daily speed (7 days)	37.5 mph
Average daily 85%ile (7 days)	44.2 mph
% of vehicles exceeding 40mph	33.1%
Avg weekday volume (Mon-Fri, 24hrs)	2,039.0
Avg weekday speed (Mon-Fri, 24hrs)	36.6 mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,959.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	36.2 mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	41.2 mph

SOUTHBOUND

Total recorded volume	12,419
Avg daily volume (based on 7 days)	1,774.1
Average daily speed (7 days)	37.4 mph
Average daily 85%ile (7 days)	43.5 mph
% of vehicles exceeding 40mph	32.7%
Avg weekday volume (Mon-Fri, 24hrs)	2,034.4
Avg weekday speed (Mon-Fri, 24hrs)	36.4 mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,931.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	35.0 mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	42.5 mph

SITE LOCATION



Location	Upper Haysden Lane, Tonbridge, Kent
Desc.	Upper Haysden Lane, Tonbridge, Kent
Lat. lng.	51°11'2.93"N 0°15'0.72"E
Project & site PSL	Upper Hay 40mpn
Bus route	Yes
Direction 1	Northbound
Direction 2	Southbound

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**DOCUMENTS
on DEPOSIT**



**These documents
should remain available
for public inspection until
3 August 2020**

In the Borough of Tonbridge & Malling
THE KENT COUNTY COUNCIL
(VARIOUS ROADS, TONBRIDGE AND MALLING)
(WAITING RESTRICTIONS AND ON-STREET PARKINGS PLACES)
AMENDMENT No.33 ORDER 2020
Road Traffic Regulation Act 1984

PUBLIC NOTICE



In the Borough of Tonbridge & Malling

THE KENT COUNTY COUNCIL (VARIOUS ROADS, TONBRIDGE AND MALLING) (WAITING RESTRICTIONS AND ON-STREET PARKINGS PLACES) AMENDMENT No.33 ORDER 2020

Road Traffic Regulation Act 1984

NOTICE is hereby given that the Kent County Council acting as the Local Traffic Authority and in exercise of its powers under Sections 1, 2, 5, 32, 45, 46, 47 and 124 of the Road Traffic Regulation Act 1984, and of all other powers and after consultation with the Chief of Police in accordance with Part III of Schedule 9 to said Act, proposes to make the following Order:

The effect of the proposed named Order will introduce or amend existing waiting restrictions in the following lengths of roads in Snodland (in this part of the notice DYL means double yellow lines) – No waiting at any time and On-Street parking places – all days.

Adams Lane – DYL - (1) On the east side for its entire length. (2) On the west side from its junction with Amisse Drive for a distance of 12 metres in a northerly direction. (3) On the west side from a point 22 metres north of its junction with Amisse Drive to its junction with Maccowan Avenue. **Annes Gardens – DYL** - (1) On the east side from its junction with Maccowan Avenue to a point 5.7 metres north and 2.5 metres south. (2) On the western side from a point 2.5 metres south its junction with Maccowan Avenue in a northerly direction for 22 metres. **Amisse Drive – DYL** - (1) On the south eastern side from its junction with Amisse Drive Square to a point 27 metres west of its junction with Williams Place. (2) On the south side from a point 37 metres west of its junction with Williams Place for a distance of 10 metres in a westerly direction. (3) On the north side from a point 52 metres west of its junction with Adams Lane to a point 12.8 metres south west of its junction with Jefferys Lane. (4) On the north side from a point 4.5 metres south west of Jefferys Lane to a point 23.6 metres south of its junction with Amisse Drive Square. (5) On the north west side from its junction with Amisse Drive Square to a point 7.6 metres south west. **Chapmans Close – DYL** - (1) Both sides of its junction with Williams Place for a distance of 16 metres in a south westerly direction. (2) On the eastern side from a point 39 metres south of its junction with Williams Place for a distance of 31 metres in a south easterly direction around the turning head then in a westerly direction. (3) On the south side from its junction with Walters Close for a distance of 28 metres in a westerly then southerly direction. (4) On the northern side from a point 39 metres south of its junction with Williams Place for a distance of 21 metres in a north westerly direction. (5) On the north side from its junction with Walters Close for a distance of 28 metres in a westerly direction. **Higham Avenue south east side entrance to parking court – DYL** - (1) On the east side from its junction with Higham Avenue for a distance of 20 metres in a southerly direction or up to the first parking space. (2) On the west side from its junction with Higham Avenue for a distance of 26 metres in a southerly direction or up to the first parking space. **Jefferys Lane – DYL** - On both sides for its entire length. **Maccowan Avenue – DYL** - (1) On the north side for its entire length. (2) On the south side from its junction with Jefferys Lane to a point 46 metres west of that junction. (3) On the south side from a point 62.5 metres west of its junction with Jefferys Lane to its junction with Annes Gardens. **Martin Lane – DYL** - (1) On the west side for its entire length (including the turning head). (2) On the east side from its junction with Amisse Drive for a distance of 8 metres in a south easterly direction. (3) On the east side from a point 36 metres south east of its junction with Amisse Drive for a distance of 2.8 metres in a south easterly direction. (4) On the east side from a point 73 metres south of its junction with Amisse Drive for a distance of 10.6 metres in a southerly direction. (5) On the east side from a point 106 metres south of its junction with Amisse Drive for a distance of 10.6 metres in south westerly direction. (6) On the east side from a point 139 metres south of its junction with Amisse

Drive for a distance of 6 metres in a south westerly direction. **Polyfield Close** – School Keep Clears markings Monday – Friday between 8am – 5pm on the south western side from a point 20 metres south of its junction with Amisse Drive for a distance of 39 metres in a south easterly direction. **Walters Close – DYL** - On both sides for its entire length (including the turning head). **Williams Place – DYL** - (1) On the west side for its entire length. (2) On the east side from its junction with Amisse Drive to a point 24 metres west of its junction with Martin Lane. (3) On the north west side from its junction with Martin Lane for a distance of 14 metres in a north westerly direction.

A copy of the proposed Order, statement of the Council's reasons for making the proposed Order, a map indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined on Monday to Friday at The Kent County Council, Highways Depot, Javelin Way, Ashford, TN24 8AD or at The Kent County Council, County Hall Reception, Maidstone, ME14 1XQ and at Tonbridge & Malling Borough Council, Gibson Building, Gibson Drive, Kings Hill, West Malling, Kent ME19 4LZ or view online at www.kent.gov.uk/highwaysconsultations

Representations for supporting or objecting to the proposed Order can be made via our website using the above link or alternatively you can write to The TRO Co-ordinator, Schemes Planning & Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD by 12 noon on Monday 3 August 2020.

Simon Jones

Director of Highways, Transportation & Waste

STATEMENT OF REASONS



In the Borough of Tonbridge & Malling

THE KENT COUNTY COUNCIL

(VARIOUS ROADS, TONBRIDGE AND MALLING)

(WAITING RESTRICTIONS AND ON-STREET PARKINGS PLACES)

AMENDMENT No.33 ORDER 2020

Road Traffic Regulation Act 1984

STATEMENT OF REASONS

The Kent County Council as traffic authority intends to make the Order referred to above and as shown on the drawing accompanying this document for the following reasons: -

The proposed order is to improve access and allow the free flow of traffic to maintain safety for highway users and

- to avoid the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.

Nikola Floodgate

Schemes Planning & Delivery Manager
Highways, Transportation and Waste

APPENDICES

The attached Appendices are to be substituted in to “The Kent County Council (Various Roads, Tonbridge and Malling) (Waiting Restrictions & On-Street Parking Places) (Consolidation) Order 2011” (“Consolidation Order”) and into all subsequent amendment Orders.

Appendix 19 (Snodland)

The attached additions are to be made to “The Kent County Council (Various Roads, Tonbridge & Malling) Waiting Restrictions & On-Street Parking Place (Consolidation) Order 2011” and into all subsequent amendment Orders.

To be deleted from “**Appendix 19 Snodland**” in the Consolidation Order and all subsequent amendments

Appendix 19 – Snodland

Sch. No	Road	Sub name / number	Side	Location	Type	Days	Times	Max stay	No return	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 33
1	Amisse Drive	n/a	North	From its junction with Manley Boulevard to its junction with Polyfield Close	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0001

APPENDIX 19 -Snodland

Sch. No	Road	Sub name / number	Side	Location	Type	Days	Times	Max stay	No return	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 33
1	Adams Lane	n/a	East	for its entire length.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0001
1	Adams Lane	n/a	West	from its junction with Amisse Drive for a distance of 12m in a northerly direction.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0002
1	Adams Lane	n/a	West	from a point 22m north of its junction with Amisse Drive to its junction with Maccowan Avenue.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0003
1	Annes Gardens	n/a	East	from its junction with Maccowan Avenue to a point 5.7m north and 2.5m south.	No waiting	all days	8am - 6pm	n/a	n/a	n/a	n/a	n/a		App33-0004
1	Annes Gardens	n/a	West	from a point 2.5m south of its junction with Maccowan Avenue in a northerly direction for 22m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0005
1	Amisse Drive	n/a	Southeast	from its junction with Amisse Drive Square to a point 27m west of its junction with Williams Place.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0006
1	Amisse Drive	n/a	South	from a point 37m west of its junction with Williams Place for a distance of 10m in a westerly direction.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0007
1	Amisse Drive	n/a	North	from a point 52m west of its junction with Adams Lane to a point 12.8 metres southwest of its junction with Jefferys Lane.	No waiting	all days	8am - 6pm	n/a	n/a	n/a	n/a	n/a		App33-0008
1	Amisse Drive	n/a	North	from a point 4.5m southwest of Jefferys Lane to a point 23.6m south of its junction with Amisse Drive Square.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0009
1	Amisse Drive	n/a	Northwest	from its junction with Amisse Drive Square to a point 7.6 metres south west.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0010
1	Chapmans Close	n/a	Both	of its junction with Williams Place for a distance of 16m in a south westerly direction.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0011
1	Chapmans Close	n/a	East	from a point 39m south of its junction with Williams Place for a distance of 31m in a south easterly around the turning head then in a westerly direction.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0012
1	Chapmans Close	n/a	South	from its junction with Walters Close for a distance of 28m in a westerly then southerly direction.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0013
1	Chapmans Close	n/a	North	from a point 39m south of its junction with Williams Place for a distance of 21m in a north westerly direction.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0014

Sch. No	Road	Sub name / number	Side	Location	Type	Days	Times	Max stay	No return	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 33
4	Polyfield Close	Valley Invitca Primary School	Southwest	from a point 20m south of its junction with Amisse Drive for a distance of 39m in a south easterly direction.	Prohibition of stopping outside schools	School days	8am-5pm	n/a	n/a	n/a	n/a	n/a	n/a	App33-0027
1	Walters Close	n/a	Both	for its entire length including the turning head.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0028
1	Williams Place	n/a	West	for its entire length.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0029
1	Williams Place	n/a	East	from its junction with Amisse Drive to a point 24m west of its junction with Martin Lane.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0030
	Williams Place	n/a	Northwest	From its junction with Martin Lane for a distance of 14m in a north westerly direction.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App33-0031

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DOCUMENTS on DEPOSIT

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**These documents should remain
available for public inspection
until Monday 30 November 2020**

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE BOROUGH OF
TONBRIDGE AND MALLING)
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS
AND DERESTRICTED ROADS)
(AMENDMENT NO.38) ORDER 2020**

Please return to:

Schemes Planning and Delivery Manager
Kent County Council Highways, Transportation & Waste
Ashford Highway Depot
Javelin Way
Ashford
TN24 8AD

THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING)
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS)
AMENDMENT NO.38
ORDER 2020

ROAD TRAFFIC REGULATION ACT 1984

THE KENT COUNTY COUNCIL, acting as Local Traffic Authority and in exercise of its powers under Sections 81, 82, 83 and 84 of the Road Traffic Regulation Act 1984 (hereinafter referred to as 'the Act') as amended, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, proposes to make the following Order.

REVOCAION, MODIFICATION AND AMENDMENTS

The "Kent County Council (Various Roads, The Borough of Tonbridge & Malling) (20mph, 30mph, 40mph, 50mph Speed Limits and Derestricted Roads) Consolidation Order 2012" ('the Order of 2010') be amended as follows.

In Schedule 4 of the Order of 2012 the following entry in the Table below shall be deleted from the Schedule.

Item No	Road Name	Parish	Description
106	UPPER HAYSDEN LANE	TONBRIDGE	From a point 36 metres west of its junction with Masefield Way to a point 208 metres southwest of its junction with Molescroft Way.

In Schedule 4 of the Order of 2012 the following entry in the Table below shall be added to the Schedule.

Item No	Road Name	Parish	Description
106	UPPER HAYSDEN LANE	TONBRIDGE	From a point 36 metres west of its junction with Masefield Way to a point 260 metres southwest of its junction with Molescroft Way.

CITATION AND COMMENCEMENT

This Order may be cited as "The Kent County Council (Various Roads, The Borough of Tonbridge & Malling) (20mph, 30mph, 40mph, 50mph Speed Limits and Derestricted Roads) Amendment No.38 Order 2020" ('the Order') and shall come into operation on the day of 2020.

STATEMENT of REASON



THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING)
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS)
AMENDMENT NO.38 ORDER 2020

The Kent County Council as traffic authority intends to make the Order referred to above and as shown on the drawing accompanying this document for the following reasons: -

- for preserving or improving the amenities of the area through which the road runs.
- avoid the danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

Simon Jones
Director of Highways, Transportation and Waste

PUBLIC NOTICE

**Kent
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Council**
kent.gov.uk



THE KENT COUNTY COUNCIL (VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING) (20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS) AMENDMENT NO.38 ORDER 2020

THE KENT COUNTY COUNCIL, acting as Local Traffic Authority and in exercise of its powers under Sections 81, 82, 83 and 84 of the Road Traffic Regulation Act 1984 (hereinafter referred to as 'the Act') as amended, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, proposes to make the following Order.

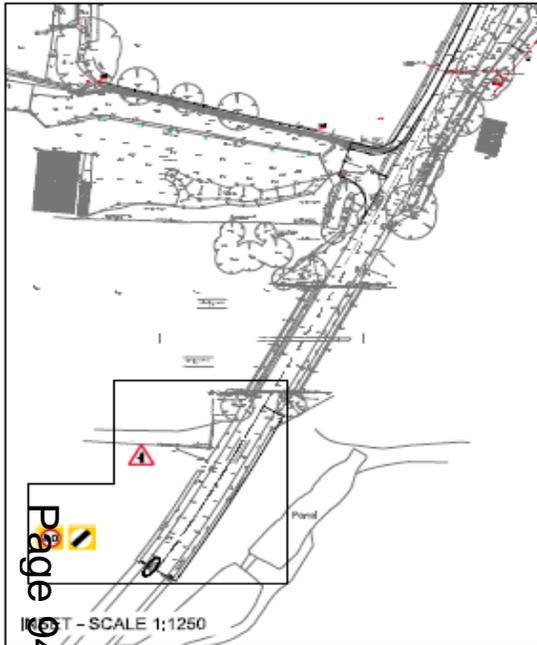
The effect of the Order would be to reduce the national speed limit and extend the 40 MPH speed limit on the following length of road:-

UPPER HAYSDEN LANE – To extend the restriction from the junction with Molescroft Way by 52 metres in a south westerly direction.

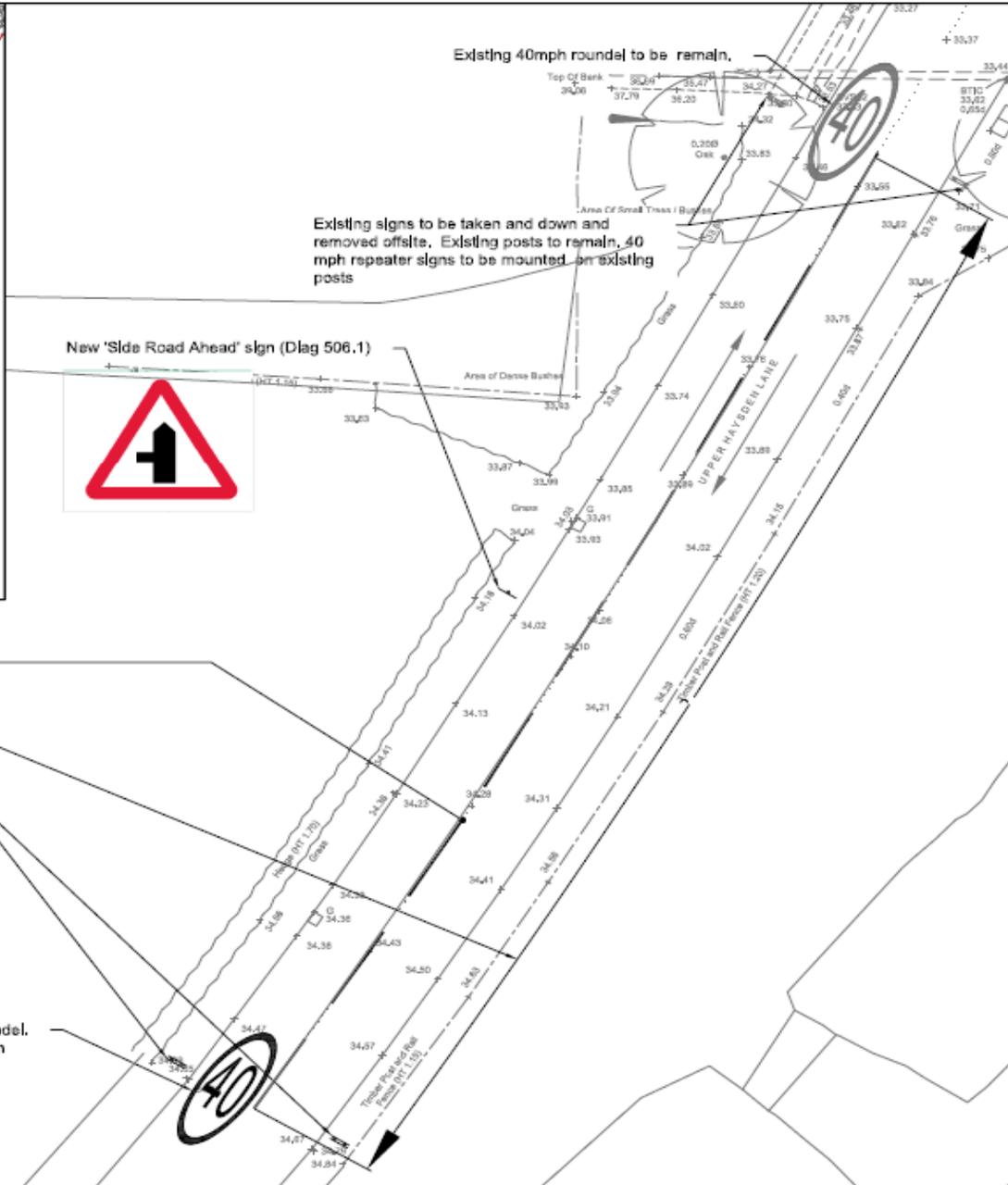
A full statement of the Council's reasons for making the proposed Order, a plan indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined Monday to Friday at The Kent County Council, Sessions House, Maidstone, ME14 1XQ, and at Kent Highways, Transportation & Waste, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD during normal office hours or viewed online from 6 November at www.kent.gov.uk/highwaysconsultations

Representations supporting or objecting to the proposed Order can be made via our website using the above link or alternatively you can write to The TRO Co-ordinator, Schemes Planning & Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD by 12 noon on Monday 30 November 2020.

Simon Jones
Director of Highways, Transportation and Waste



Page 04



Centre line amended to 4m mark 2m gap due to extension of 40mph speed restriction

Existing 40mph limit to be extended 52m to the South West

New 40mph (d1ag 670) and derestriction (d1ag 671) signs for extension of 40mph speed limit.



Proposed 40mph roundel. 7.5m long roundel with 2.8m text.

REV	DATE	BY	DESCRIPTION	CHK	APP
P2	09.10.20	CS	Insert added	CS	CS
P1	13.07.20	CS	First Issue	CS	CS

client
GEN2 PROPERTIES

project
RIDGE VIEW SEN SCHOOL
YEOMANS FIELD, TONBRIDGE

title
PROPOSED TRO PLAN

project 14528	drawn TRO/1	rev P2
Drawn CS	Checked CS	Approved CS
scale @ A3 1:200	date 13.07.2020	

status
FOR INFORMATION P



Design House, Eclipse Park, Stibbington Road
Mildenhall, Kent, ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@thedesigning.co.uk w: www.thedesigning.co.uk

CAD Reference: A3

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**These documents should remain
available for public inspection
until Monday 22 February 2021**

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE BOROUGH OF
TONBRIDGE AND MALLING)
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS
AND DERESTRICTED ROADS)
(AMENDMENT NO.38) ORDER 2021**

Please return to:

Schemes Planning and Delivery Manager
Kent County Council Highways, Transportation & Waste
Ashford Highway Depot
Javelin Way
Ashford
TN24 8AD

THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING)
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS)
AMENDMENT NO.38
ORDER 2021

ROAD TRAFFIC REGULATION ACT 1984

THE KENT COUNTY COUNCIL, acting as Local Traffic Authority and in exercise of its powers under Sections 81, 82, 83 and 84 of the Road Traffic Regulation Act 1984 (hereinafter referred to as 'the Act') as amended, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, proposes to make the following Order.

REVOCAION, MODIFICATION AND AMENDMENTS

The "Kent County Council (Various Roads, The Borough of Tonbridge & Malling) (20mph, 30mph, 40mph, 50mph Speed Limits and Derestricted Roads) Consolidation Order 2012" ('the Order of 2010') be amended as follows.

In Schedule 4 of the Order of 2012 the following entry in the Table below shall be deleted from the Schedule.

Item No	Road Name	Parish	Description
106	UPPER HAYSDEN LANE	TONBRIDGE	From a point 36 metres west of its junction with Masfield Way to a point 208 metres southwest of its junction with Molescroft Way.

In Schedule 3 of the Order of 2012 the following entry in the Table below shall be added to the Schedule.

Item No	Road Name	Parish	Description
116	UPPER HAYSDEN LANE	TONBRIDGE	From a point 36 metres west of its junction with Masfield Way to a point 260 metres southwest of its junction with Molescroft Way.

CITATION AND COMMENCEMENT

This Order may be cited as "The Kent County Council (Various Roads, The Borough of Tonbridge & Malling) (20mph, 30mph, 40mph, 50mph Speed Limits and Derestricted Roads) Amendment No.38 Order 2021" ('the Order') and shall come into operation on the day of 2021.

STATEMENT of REASON



THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING)
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS)
AMENDMENT NO.38 ORDER 2021

The Kent County Council as traffic authority intends to make the Order referred to above and as shown on the drawing accompanying this document for the following reasons: -

- for preserving or improving the amenities of the area through which the road runs.
- avoid the danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

Simon Jones
Director of Highways, Transportation and Waste

PUBLIC NOTICE

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THE KENT COUNTY COUNCIL (VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING) (20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS) AMENDMENT NO.38 ORDER 2021

THE KENT COUNTY COUNCIL, acting as Local Traffic Authority and in exercise of its powers under Sections 81, 82, 83 and 84 of the Road Traffic Regulation Act 1984 (hereinafter referred to as 'the Act') as amended, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, proposes to make the following Order.

The effect of the Order would be to reduce the 40MPH and National Speed limit to 30MPH on the following length of road:-

UPPER HAYSDEN LANE – From a point 36 metres west of its junction with Masefield Way to a point 208 metres southwest of its junction with Molescroft Way and to extend the limit by 52 metres south westerly direction.

A full statement of the Council's reasons for making the proposed Order, a plan indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined at Kent Highways, Transportation & Waste, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD by appointment booked through tro@kent.gov.uk or viewed online from 29 January 2021 at www.kent.gov.uk/highwaysconsultations

Representations supporting or objecting to the proposed Order can be made via our website using the above link or alternatively you can write to The TRO Co-ordinator, Schemes Planning & Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD by 12 noon on Monday 22 February 2021.

Simon Jones
Director of Highways, Transportation and Waste

To: Tonbridge and Malling Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 7th June 2021
Subject: Highways Forward Works Programme: 2021/22 and 2022/23
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2021/22 and 2022/23.

Kent County Council has recently published a forward works programme for the next five years covering planned maintenance of our highway assets. It is in two parts: the first concerns the next two years (2021/22 - 2022/23), and most of the sites included have already been verified by our engineers. The second part relates to years three to five of our five-year programme (2023/24 - 2025/26), and is largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react in order to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:
<https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

Road, Footway & Cycleway Renewal and Preservation Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

- **Casualty Reduction Measures**
- **Externally funded schemes**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Members Grant – Member Highway Fund – see Appendix H

Conclusion

1. This report is for Members' information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Richard Emmett	Highway Manager Mid Kent
Mark Simmons	Tonbridge and Malling District Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage Asset Manager
Neill Coppin	Structures Operations Team Leader
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Jamie Hare	Development Agreements Manager
Jamie Watson	Schemes Programme Manager

Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

Surface Treatments - Contact Officer Jonathan Dean			
Micro Surfacing			
Road Name	Parish	Extent of Works	Current Status
A26 Tonbridge Road	Wateringbury	From Pizen Well Lane to Canon Lane	Programmed 14 th July 2021
Common Road (inc Back Lane)	Ightham	Whole Road	Programmed 17 th July 2021
Exedown Road	Wrotham	From Kensing Road to Old Terry's Lodge Road	Programmed 16 th July 2021
Hatham Green Lane	Stansted	Whole length	Programmed 15 th July 2021
Mill Lane	Hildenborough	B245 Tonbridge Road to Vines Lane	Programmed 17 th July 2021
Park Road	West Peckham	Hamptons Road to Oxenhoath	Programmed 20 th July 2021
Robin Hood Lane	Walderslade	Fostington Road to Taddington Wood	Programmed 13 th July 2021
Rochester Road	Burham	Between Scarborough terrace and Whitehouse Crescent	Programmed 12 th July 2021
Royal West Kent Avenue	Tonbridge	Whole length	Programmed 21 st July 2021

Salisbury Road (inc Romney Way)	Tonbridge	Between Royal West Kent Avenue and Higham Lane	Programmed 21 st July 2021
Snodland Road	Birling	Bull Road to Stangate Road	Programmed 12 th July 2021
St Benedict Road	Snodland	Whole length	Completed
The Street (Inc Long Mill Lane)	Plaxtol	Church Hill to Dux Hill	Programmed 19 th July 2021
Surface Dressing			
Road Name	Parish	Extent of Works	Current Status
A25 Ightham bypass	Ightham	Styants Bottom to Dark Hill Rdbt	Programmed 14 th July 2021
A26 Tonbridge Road	Wateringbury	Danns Lane to Pizen Well Lane	Programmed 16 th July 2021
A228 Seven Mile Lane	East Peckham	A26 Tonbridge Road to B2015 Maidstone Road	Programmed 17 th July 2021
Church Lane	East Peckham	Hale Street to Pound Road	Programmed 16 th July 2021
Old Church Road	East Peckham	From A228 to A228 (Sealing previous works)	Programmed 16 th July 2021
Retread (Road Recycling)			
White Horse Road	Birling	From Junction Harvel Road (Gravesham) to Holly Hill	Programmed 10 th May 2021
Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A26 Vale Rise (Roundabout)	Tonbridge	Roundabout and approaches	Completed

High Street	Tonbridge	Between River Walk and Dry Hill Park Road	Completed
A227 Bordyke	Tonbridge	Bourne Lane to A227 High Street	Completed
A20 Wrotham Heath/Nepicar roundabout	Wrotham	Retexturing Full extents of roundabout plus exits to A20	Completed
A227 Shipbourne Road	Tonbridge	Oaks Close to White Cottage Road	To be programmed late 2021
A227 Shipbourne Road	Hadlow	HFS approaches to Higham Lane junction	To be programmed late 2021
A20 London Road	Wrotham	Between Whitehill roundabout and A227 roundabout	To be programmed late 2021
Footway Improvements – Contact Officer Mr Neil Tree			
Pembury Road (Phase 1)	Tonbridge	<u>Footway Protection Treatment</u> From the junction of Tudeley Lane to near the entrance to Fish Lodge (near A21)	Designed and to be programmed
Larkfield Road	Larkfield	<u>Footway Protection Treatment</u> Full extent	Designed and to be programmed
Larkfield Close	Larkfield	<u>Footway Protection Treatment</u> Full extent	Designed and to be programmed
Tunbury Avenue	Aylesford	<u>Footway Protection Treatment</u> From the Medway boundary to the junction with Robin Hood Lane	Designed and to be programmed

Rochester Road	Burham	<u>Footway Protection Treatment</u> From o/s No. 402 to approximately outside No. 484	Designed and to be programmed
Fairfield Way	Hildenborough	<u>Footway Protection Treatment</u> Full Extents	Designed and to be programmed

Appendix B - Drainage

Drainage Repairs & Improvements - <i>Contact Officer Earl Bourner</i>			
Road Name	Parish	Description of Works	Current Status
London Road	Aylesford	Flooding Issues for A20 outside of Quarry Wood Industrial Estate	Ongoing - Drainage Improvements are to be incorporated into the proposed roundabout scheme.
Lucks Hill	West Malling	Drainage improvements near More Park School. Investigations have determined existing drainage system has been severed and needs replacement.	Ongoing investigations. Site is on forward works programme.
Lakeside	Snodland	Investigations for works to alleviate flooding in heavy rainfall events	Ongoing – outline design has been completed. Detailed designs to be progressed next.
Brookfield Avenue	Larkfield	Drainage scheme to resolve flooding issue between River Way and Marsh Way	Ground investigations completed. Site added to forward works programme.
Church Walk	East Malling	Flooding of Church Walk and New Road during high flows within watercourse. Some repairs to the culverts have already been completed. Further work required, mainly in the area outside King and Queen PH. Section of culvert liable to blockage with limescale despite cleansing and jetting being undertaken.	Site surveys have been undertaken to determine the extent of work required. To be assessed by Schemes Engineers now surveys recently completed.
New Road	East Malling	Flooding local to Chapman Way. Gully pipe repairs were undertaken several years ago due to damage from gas main installation but issue occasional reoccurs. Main issue is the water is unable to escape efficiently when there are high flows through culvert from Church Walk, which is difficult to resolve.	Site surveys have been undertaken. With schemes engineers to determine extent of work required together with that near Church Walk.
Pembury Road	Tonbridge	Flooding issue next to Police Station. System appears liable to blockage	Further assessment required. Flooding appears to be due to regular blockages with litter rather than problems with the drains or pipes themselves.

London Road	Larkfield	Flooding at junction with New Road. Defects in pipework have already been addressed, existing soakaways likely to require further work as they can be overwhelmed in heavy or prolonged rainfall	Site included within Forward Works Programme. Further assessment required by schemes engineers to determine extent of works required.
Long Mill Lane	Plaxtol	Drainage improvement and repair works to resolve pipe defects and blocked ditch	Works Completed
Hatham Green Lane	Stansted	Replace 32m of Chestnut fencing between carriageway and pond.	Works Completed
Long Mill Lane	Platt	Dredge pond and dispose of any waste taken out, pond approx. 12m long and 5m wide (Outside Maddox House)	Job passed to contractor, awaiting start date
Wateringbury Road	East Malling	Dig down and replace 1.5m of collapsed section of pipework (Outside No.161 Ivy Farm)	Works Completed
Stocks Green Road	Hildenborough	Required to install 9m of 300mm pipework between 2 gullies, approx. 35m from property called Alpha and to install kerbed apron around gully.	Works Completed
Addlestead Road	East Peckham	Required to replace gully cover with new gully grating. Replace 6m of pipework between gully and ditch. Dig out 30m of ditch. Dig out/spoil to be taken away from site and disposed of. (Between Pumping Station and No.50)	Completed
Medway Wharf Road	Tonbridge	Required to dig down and investigate collapsed pipework 0.5m from gully into footway, unsure extent of collapse until excavation is open. (Outside Tonbridge Chiropody and Podiatry Practice)	Job passed to contractor. Start date 07/06/2021
New Hythe Lane	Larkfield	Replace collapsed section of pipework 2.5m from gully (Outside East Malling Parish Council Office)	Works Completed

Bow Road	Wateringbury	Install 35m of new 150mm pipework between 2 gullies approx. 40m from Leney Road (opposite Electricity Sub Station)	Works Completed
Teston Road	Offham	Required to replace gully grate and frame and adjust traffic calming bricks between gully and carriageway to allow water to enter - bricks are restricting water from entering gully. (Opposite No.4 Manor Cottages)	Works Completed
Pratling Street	Aylesford	Drainage improvement works to replace section of pipe suffering from tree root intrusion, together with associated works. This should prevent future blockages of the pipe at this location.	Job passed to contractor, awaiting start date.
Pierce Mill Lane	Hadlow	Clear ditch between Three Elm Lane and Pierce Mill Cottages. And cut grips to allow water to flow into ditches. Investigate collapsed pipework on junction with Three Elm Lane in verge and undertake repairs.	Completed
Workhouse Road	Ryarsh	Dig out 32m of ditch. Dig out/spoil to be taken away from site and disposed of. Crew to cut 5 grips into the ditch to help divert surface water off the road.	Completed
Shipbourne Road	Tonbridge	Drainage improvement works to install new manhole and replace existing pipework between road gullies. 15m section of ditch also to be cleared. (Junction with Higham Lane)	Completed

Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Parish	Description of Works	Status
Simpson Road JSBS020	Snodland	Removal of the redundant concrete column	Completed
Waveney Road JWAR014	Tonbridge	Removal of the redundant column	Completion by end September 2021
Colin Blythe Road JCCX008	Tonbridge	Replacement of Lamp Column	Completed
London Road JLCA028	Ditton	Replacement of Lamp Column	Completed
Lunsford Lane JLDD032	Larkfield	Replacement of Lamp Column	Completion by end of June 2021
Shipbourne Road JSBO006	Cage Green	Replacement of Lamp Column	Completion by end of September 2021
Shipbourne Road JSBO008	Cage Green	Replacement of Lamp Column	Completion by end of September 2021
Maidstone Road JMAH004	Walderslade	Replacement of Lamp Column	Completion by end of September 2021
Dry Hill Park Road JDAW301	Castle	Replacement of Lamp Column	Completed by end of June 2021
Pembury Road JPAT015	Medway	Replacement of Lamp Column	Completion by end of September 2021
Borough Green Rd JBCK002	Borough Green	Replacement of Lamp Column	Completed
Robin Hood Lane JRBB104	Bluebell Hill - Walderslade	Replacement of Lamp Column	Completion by end of September 2021
Bow Road JBCO001	Wateringbury	Replacement of Lamp Column	Completed
Russet Way JRDF003	Kings Hill	Replacement of Lamp Column	Completion by end September 2021

Russet Way JRDF009	Kings Hill	Replacement of Lamp Column	Completed
Pippin Way JPDO007	Kings Hill	Replacement of Lamp Column	Completion by end September 2021
Pippin Way JPDO008	Kings Hill	Replacement of Lamp Column	Completed
Pippin Way JPDO018	Kings Hill	Replacement of Lamp Column	Completion by end September 2021
Dry Hill Park Road JDAW013	Castle Tonbridge	Replacement of Lamp Column	Completed
Dry Hill Park Road JDAW001	Castle Tonbridge	Replacement of Lamp Column	Completion by end September 2021
Alexander Grove JACE006	Kings Hill	Replacement of Lamp Column	Completed
Alexander Grove JACE020	Kings Hill	Replacement of Lamp Column	Completed
Tonbridge Road JTDB024	Wateringbury	Replacement of Lamp Column	Completed
Lambourne Drive JLEJ101	Kings Hill	Replacement of Lamp Column	Completed
Lambourne Drive JLEJ102	Kings Hill	Replacement of Lamp Column	Completed
Lambourne Drive JLEJ103	Kings Hill	Replacement of Lamp Column	Completed
Ightham By-pass JIAD007	Ightham	Replacement of Lamp Column	Completion by end September 2021

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Tonbridge and Malling District, in order to meet Kent County Council's strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 18/05/2021.

Location	Parish	Description of Works	Lead officer	Current Status
A20 London Road junction with Hawley Drive	Ryarsh	Speed limit reduction and introduction of pedestrian refuge on the A20	Ian Grigor	Scheme completed
A20 Coldharbour Lane roundabout to M20 slip	Aylesford	Vision reduction blades on northern approach to the roundabout	Ian Grigor	Handed over to contractor
Tonbridge Road	Hadlow	Speed limit reductions, improved signing and lining on the bends either side of Faulkners, potential placement of safety cameras	Ian Grigor	Phase 1 - Speed limit reductions completed. Phase 2 - Placement of safety cameras in design for delivery in 2021/22
Exedown Road / Kemsing Road	Wrotham	Road markings and additional warning signage	Ian Grigor	Handed over to contractor
A20 London Road (outside the Nepicar Shell Garage)	Wrotham	Road markings and additional warning signage	Ian Grigor	Handed over to contractor

INTEGRATED TRANSPORT SCHEMES – all other LTP funded non-casualty reduction schemes

Location	Parish	Description of Works	Lead officer	Current Status
Priory Grove / Station Road	Ditton	Footway extension scheme	Ian Grigor	Handed over to contractor to programme the work

Location	Parish	Description of Works	Lead officer	Current Status
A26 Tonbridge Road	Wateringbury	Speed limit reduction and traffic calming measures	Ian Grigor	In outline design TRO consultation completed

LOCAL GROWTH FUND (LGF)

Location	Parish	Description of Works	Lead officer	Current Status
A26 from the borough boundary to its junction with Brook Street	Tonbridge and Tunbridge Wells	Installation of a cycle route either as a whole route or parts of a route on the A26 from Grosvenor Road, Tunbridge Wells to Brook Street, Tonbridge.	Jamie Watson	Tunbridge Wells Borough Council are seeking approval from South East Local Enterprise Partnership (SELEP) for the remaining LGF funds to be transferred to them so they can take forward any proposals rather than KCC. To date this has not been confirmed. KCC does not have a viable scheme in design.

Active Travel Funded schemes – Tranche 1

Location	Parish	Description of Works	Lead officer	Current Status
Tonbridge Town	Tonbridge	Town wide 20mph limit	Jamie Watson	The trial continues with a view to be discussed at either the September or November JTB depending on survey information and reports being completed. The consultation was closed in March with feedback being analysed.

Developer Contributions – S106

Location	Parish	Description of Works	Lead officer	Current Status
Kent Street and A228 between A26 and Typhoon Road	Mereworth and Kings Hill	Localised widening of A228	Jamie Watson	An option report was discussed at the March 2021 JTB with a recommendation to proceed with Option 4 which required the most amount of land and funding. At present land negotiations are slow with no agreement in place. Detailed designs will commence on agreement in principle being confirmed between the landowner and KCC which will then allow more detailed costs. At present the option preferred does not have sufficient funding but until further designs are available the shortfall in funding is unknown.

Location	Parish	Description of Works	Lead officer	Current Status
Hermitage Lane	Aylesford	Provision of a cycle facility between Barming rail station and Maidstone Hospital	Jamie Watson	The designs are progressing on a shared footway/cycleway. The narrow widths of available highway space mean in places the facility may be sub standard. KCC are working with local developers to see what they can provide through their agreements and a decision will then be made to see what KCC will provide to complete the link between A20 and Maidstone hospital.
M20 jct 5	Aylesford	Provision of white road markings to provide lane markings on the gyratory	Jamie Watson	KCC is liaising with Highways England to provide lane markings on the gyratory.

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) – Contact Officer: Natalie Peach				
Scheme Name	Mastergov File Ref No	Parish	Description of Works	Current Status
Land East of Clare Park, New Road, East Malling	TO004010	East Malling	New bellmouth access	Undergoing technical review
Carpenters Lane, Hadlow	TO004009	Hadlow	New bellmouth access and footway link	Undergoing Technical Review
Nepicar Oast, A20 London Road, Wrotham	TO004008	Wrotham	New Bellmouth Access	Undergoing Technical Review
The Old Coal Yard, Leybourne Way/New Hythe Lane, Larkfield	TO004007	Larkfield	New bellmouth access and footway link	Undergoing Technical Review
Land fronting Vale Rise and Vale Road	TO004006	Tonbridge	New access to industrial site and closing of existing access	Undergoing Technical Review
Lidl, A20 London Road, Ditton	TO004005	Ditton	Access to new Lidl Store	Technical Acceptance Issued
Oakdene Business Park, London Road, Wrotham	TO004003	Wrotham	Access to Trade Park	Undergoing technical review
Co-Op Store, Holborough Road/High Street, Snodland	TO004002	Snodland	Vehicle crossover to car park, loading bay and bus stop amendments	Undergoing technical review
Sportsmans Farm, King Hill, West Malling	TO003427	West Malling	Access to residential development	Technical Acceptance Issued

Judd School Access, Mabledon Road, Tonbridge	TO003426	Tonbridge	Access to rear of Judd School	Technical Acceptance Issued – Awaiting details of new contractor
Retirement Village, Rear of 237-259 London Road, West Malling	TO003420	West Malling	Access to Retirement Village development	Undergoing technical Review
Aylesford Quarry	TO003339	Aylesford	Access to Aylesford Quarry from Rochester Road	First Certificate issued - Site on maintenance
Centenary Village, Hermitage Lane	TO003338	Aylesford	Access to RBLI development on west side or hermitage lane	Undergoing Technical Review
Vantage Point	TO003314	Snodland	Access to proposed warehouse and drive-thru units from A228 Holborough Road	Works in Progress
Hazen Road	TO003181	Kings Hill	Alteration of existing turning facility to form new access to assisted living development	Agreement Signed
Station Road, Aylesford Phase 1	TO003161	Aylesford	New bellmouth access	Works substantially complete – awaiting remedials
Peters Village – Keepers Cottage Lane and Worrall Drive	TO003147	Wouldham	Letter of Agreement for short term construction vehicle access, long term crossovers	Agreement Signed
The Orpines, Watringbury	TO003128	Watringbury	Construction of residential care home – relocation of highway soakaway	Technical Acceptance Issued
Former Teen & Twenty Site, River Lawn Road, Tonbridge	TO003126	Tonbridge	Construction of new Medical Centre with associated footway works inc. Ambulance bay	Works substantially complete, remedials to be agreed
Pelican View, Rochester Road, Rochester	TO003124	Aylesford	Installation of new bellmouth and associated verge works	First certificate issued – site on maintenance
Sheldon Way, Larkfield	TO003116	Larkfield & Aylesford	Vehicle crossover access and footway	Works substantially complete – awaiting remedials

			resurfacing	
Platt Industrial Estate, A25 Maidstone Road, Platt	TO003114	St Marys Platt	Junction improvement works	First certificate issued – site on maintenance
Woodgate Way/Tudeley Lane, Tonbridge	TO003113	Tonbridge	Two new accesses to car showroom	Awaiting as-built plans
Quarry Hill Road (31-36), Tonbridge	TO003111	Tonbridge	Access to residential care home	First certificate issued – site on maintenance
Upper Hayesden Lane, Tonbridge – Ridgeview SEN School	TO003099	Tonbridge	New Access	Works substantially complete – awaiting remedials and agreement of TRO.
Barden Road and Avebury Avenue, Tonbridge	TO003097	Tonbridge	Two new accesses into residential development	1 st Certificate Issued – Site on Maintenance
Cannon Lane Tonbridge	TO003089	Tonbridge	Alteration of entrance to new McDonald site	Awaiting confirmation of S104
Snodland Railway Station Forecourt	TO003079	Snodland	Layout Improvement	Awaiting remedials
Ryarsh Park, Roughetts Road	TO003077	Ryarsh	Entrance Improvement	1 st Certificate Issued – Site on Maintenance
Mercedes Site Vale Road Tonbridge	TO003050	Tonbridge	New Entrance and seal off old entrance	On maintenance
Quarry Hill Road, Borough Green	TO003034	Borough Green	Splitter island and footway improvements at roundabout	Works substantially completed – awaiting as built

Carnation Close	TO003024	East Malling	Alteration of turning head and creation of parking bays	Awaiting as built plans and commuted sums
The Pinnacles, Darenth Avenue	TO003021	Tonbridge	Creation of bellmouth	On maintenance

Developer Funded Works (Section 106 Works)			
Road Name	Parish	Description of Works	Current Status
A20	East Malling & Larkfield, Ditton and Aylesford	A20 between A228 and Coldharbour	A20/New Hythe Lane improvement scheme completed. Works to improve Coldharbour Roundabout and A20/Mills Road/Hall Road were planned to commence Spring 2021 but have been delayed due to Covid and the high number of consultation responses received. An information report will be provided for the September 2021 JTB but it is likely that works will take place from Spring 2022.
Tower View and A228	Kings Hill	Improvements to A228/Tower View roundabout	Condition 15 of approval to TM/13/01535/OAEA (phase 3), requires a scheme for this junction to be completed prior to occupation of the 200th dwelling. Revised scheme drawings and capacity analysis are expected from Prologis in due course.
A228 Malling Road	Mereworth	Visibility improvements at A228 / Kent Street junction	A report was presented to the March 2021 meeting of the JTB providing an update on the four outline design options being considered to improve the road and junction alignment. Members expressed a preference for Option 4 which has at an estimated scheme cost of between £1,000,000 to £1,200,000, exceeded the available funding of £826,609. Further negotiations are taking place with the landowner. The Board requested that the local County and Borough Members and Parish Councils be consulted on the detailed design.
Various	Various	Enhancement of 155 bus service and new east bank service associated with Peters Village	Changes to the service are currently on hold due to the Coronavirus Pandemic. A review is required to determine whether the solution can be delivered as previously envisioned given reduced usage and service revenue.

		development	
Various	Various	Enhancement of Ryarsh bus services	<p>The Rural Bus Scheme Pilot in West Malling, the 58 Feeder Service, commenced operation on 15th July 2019. The pilot has now been extended for a further year to allow further assessment of performance given the Covid Pandemic. The extension has been funded through a successful bid to DfT as part of their rural mobility funding announced in February 2020.</p> <p>For more information on the pilot bus service please contact ruralbusschemepilots</p>

Appendix F – Bridge Works

Bridge Works – Contact Officer Earl Bourner			
Road Name	Parish	Description of Works	Current Status
Old Hadlow Road	Tonbridge	Stair No.212 3T weight restriction Deck Strengthening Road closure required.	Start date will be available in near future. Likely to be late Summer / Autumn 21.
East of Mill Lane	Tonbridge	Mill Cottage No.3125 3T weight restriction Deck replacement	Start date will be available in near future. Likely to be late Summer 21.

Appendix G – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
A2014 Pembury Road near St Marys Road, Tonbridge	Renewal and upgrade of signal controlled crossing	To be programmed
A26 Quarry Hill Road near St Stevens Church, Tonbridge	Renewal and upgrade of signal controlled crossing	To be programmed

Appendix H - Combined Members Grant programme update

Member Highway Fund programme update for the Tonbridge and Malling District.

The following schemes are those, which have been approved for funding by both the relevant Member and by Simon Jones, Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design
- at consultation stage
- about to be programmed
- recently completed on site.

The list is up to date as of 18/05/2021.

The details given below are for highway projects only. This report does not detail

- contributions Members have made to other groups such as parish councils
- highway studies
- traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the Lead Officer.

Trudy Dean

Details of Scheme	Lead Officer	Status
20 mph schemes	Jamie Watson	Extents agreed and in consultation process at present

Harry Rayner

Details of Scheme	Lead Officer	Status
7.5 tonne Weight Limit Quarry Hill Road, Borough Green	Ian Grigor	Handed over to contractor

Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Richard Emmett/ Mark Simmons 03000 418181

Agenda Item 8

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

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Agenda Item 9

The Chairman to move that the press and public be excluded from the remainder of the meeting during consideration of any items the publication of which would disclose exempt information.

**ANY REPORTS APPEARING AFTER THIS PAGE CONTAIN EXEMPT
INFORMATION**

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