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**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: **7<sup>th</sup> June 2021**

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**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**

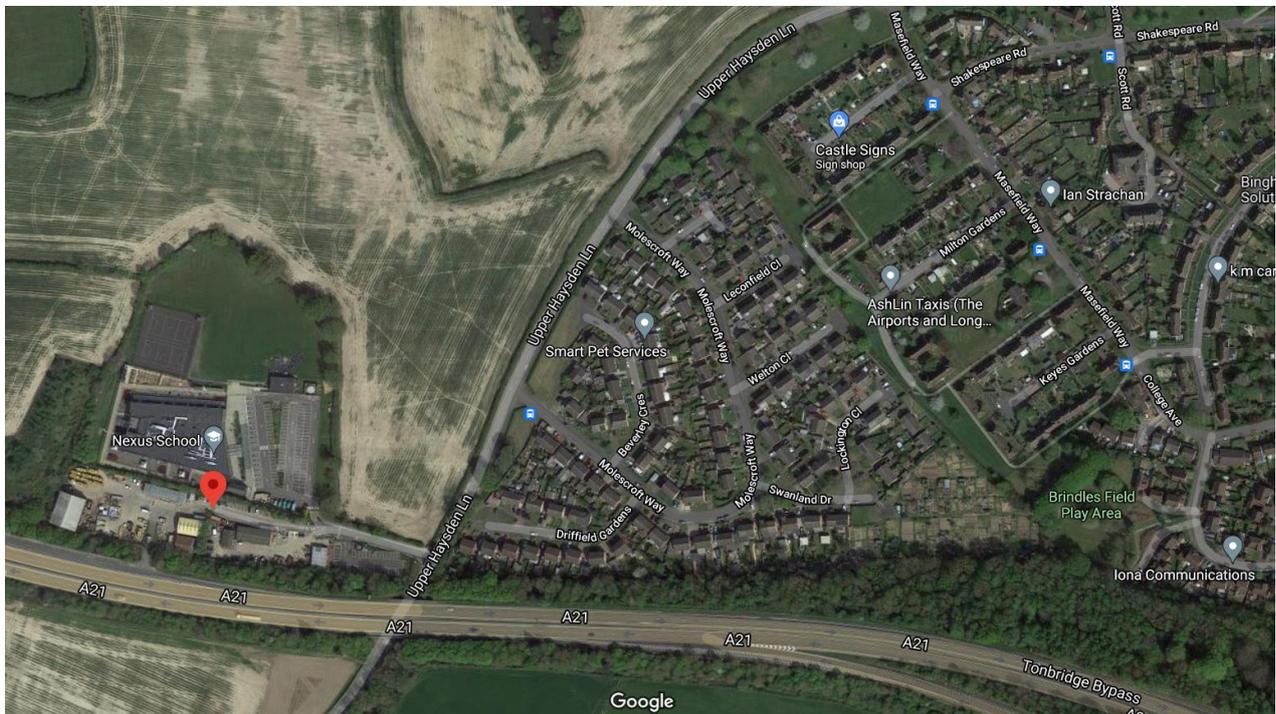
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**1.0 Introduction and background**

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](http://www.crashmap.co.uk)

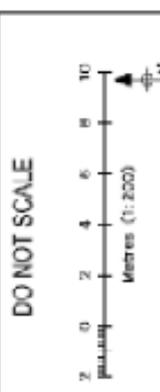
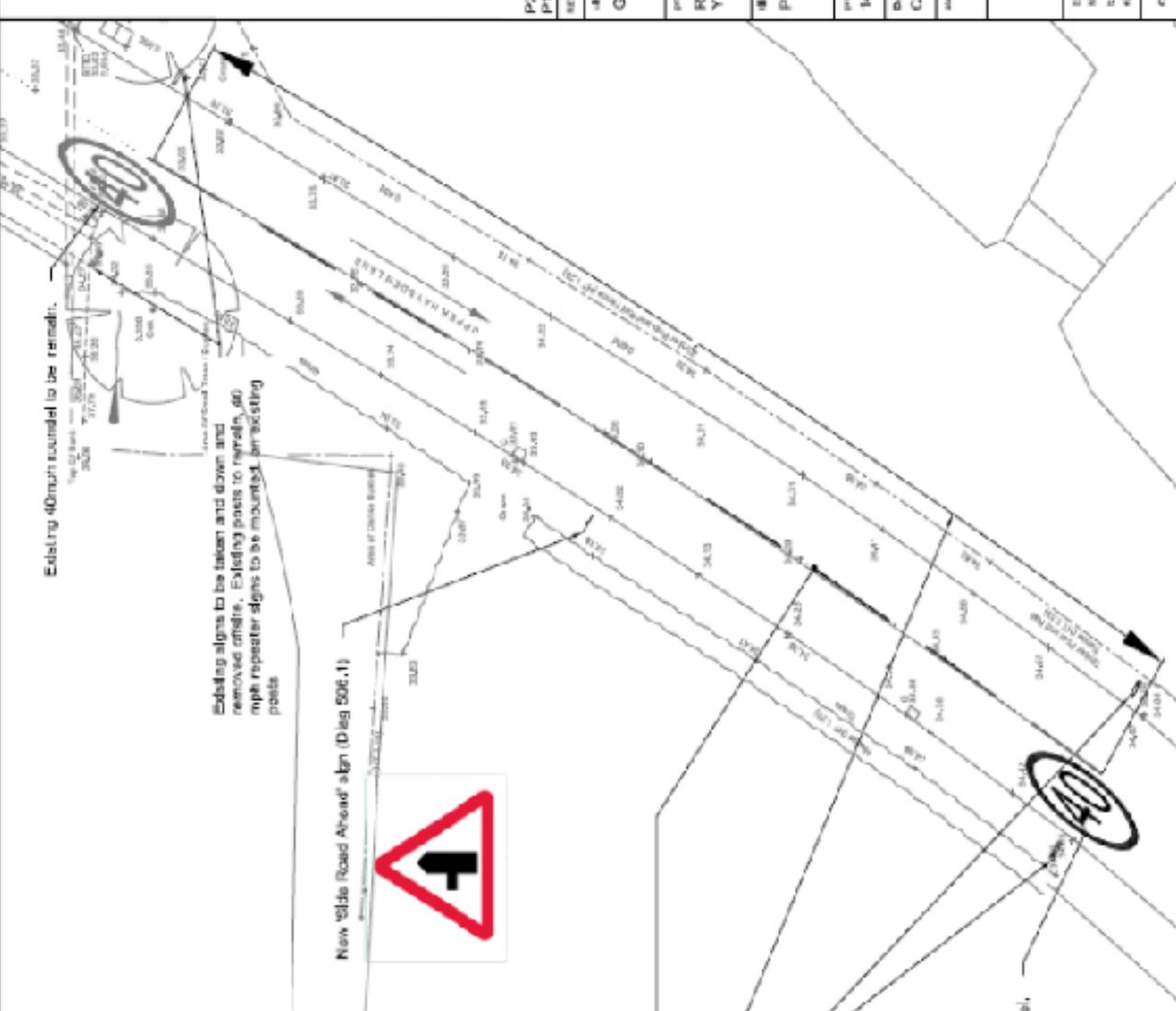
## 2.0 Consultation

### 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 6<sup>th</sup> November 2020 and 30<sup>th</sup> 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](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.



REV	DATE	BY	DESCRIPTION	CHK	APP
P2	09.10.20	CS	Issue accepted	CS	CS
P1	13.07.20	CS	Final Issue	CS	CS

Client: **GC&Z PROPERTIES**

Project: **RIDGE VIEW SEN SCHOOL, YECMANS FIELD, TONBRIDGE**

Plan: **PROPOSED TRO PLAN**

Project	14428	Drawn	CS	Checked	CS	Approved	CS	Scale	1:200	Date	13.07.2020
Client	TR031	Site	P2	FOR INFORMATION							

oho

10 Stone House, 10 Stone Park, Stoneham Lane  
 WIMBORNE, Dorset, BH14 2EN  
 T 01502 75027  
 F 01502 75028  
 E info@ohodrawings.co.uk  
 W www.ohodrawings.co.uk

Client Reference: **A3**

### 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 29<sup>th</sup> January and 22<sup>nd</sup> 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](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.

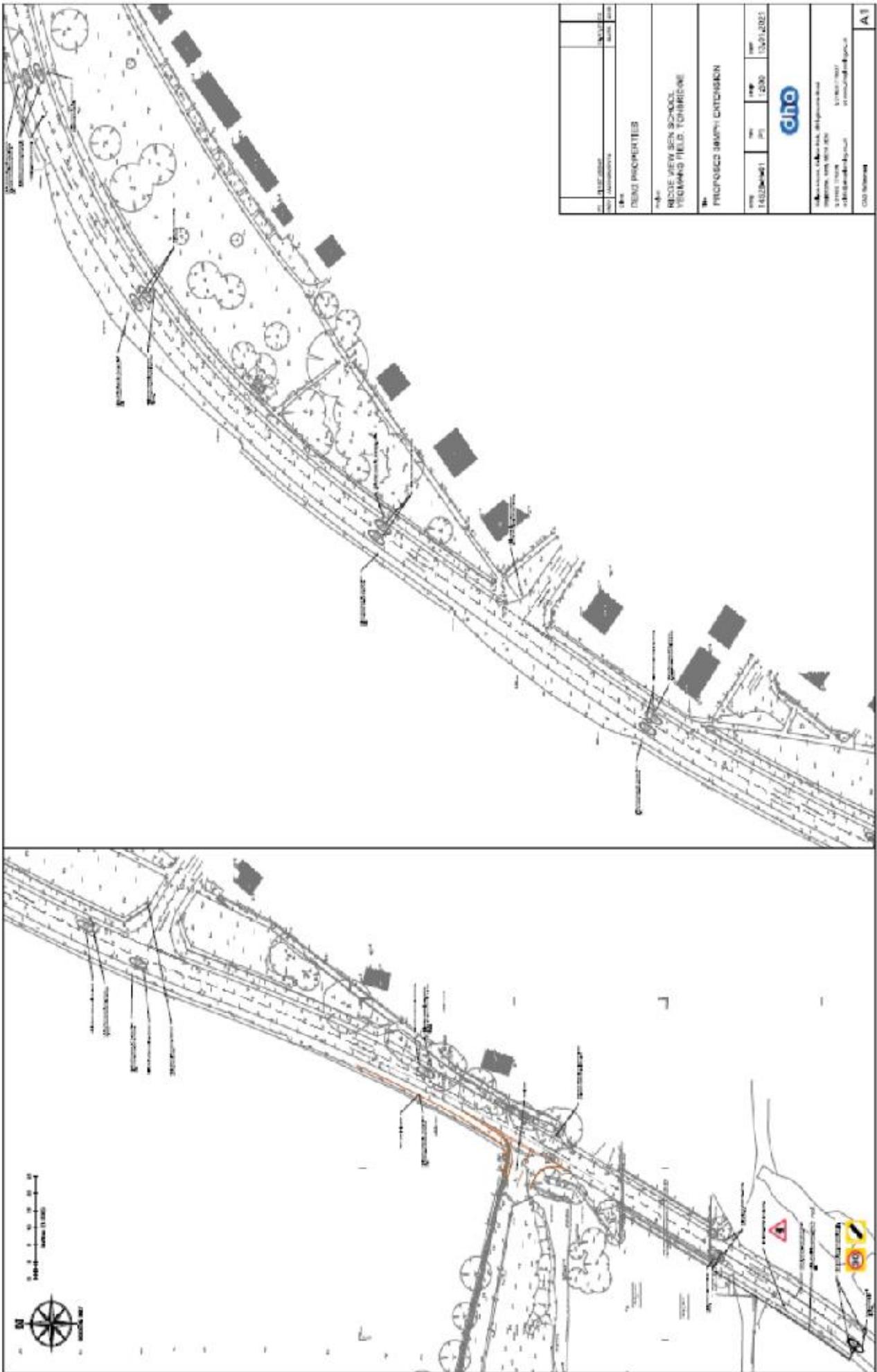
Support	Object	Standard response	Total
81	23	22 of those in support	104

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 11<sup>th</sup> March to Wednesday 17<sup>th</sup> 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 3<sup>rd</sup> 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

<b>Question: Q1. Please tell us if you wish to support or object to this Traffic Regulation Order for...</b>	<b>Question: Q2. Please tell us, in the box below, the reason for your support or objection.</b>
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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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>
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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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	<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"> <li>• 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.</li> <li>• 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.</li> </ul> <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

<p><b>Question: Q1. Please tell us if you wish to support or object to this Traffic Regulation to reduce the speed limit to 30mph.</b></p>	<p><b>Question: Q2. Please tell us, in the box below, the reason for your support or objection.</b></p>
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"> <li>• 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.</li> <li>• 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.</li> </ul> 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	<p>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.</p>

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>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	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

<b>PROJECT</b>	26380 Upper Haysden Lane, Tonbridge
<b>LOCATION</b>	26380 001 Upper Haysden Lane, Tonbridge, Kent
<b>LOC. DESC.</b>	Upper Haysden Lane, Tonbridge, Kent
<b>START DATE</b>	Thu 11 Mar, 2021
<b>END DATE</b>	Wed 17 Mar, 2021
<b>SPEED LIMIT</b>	40mph
<b>SURVEY TYPE</b>	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**

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

<b>Total recorded volume</b>	<b>12,426</b>
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%
<b>Avg weekday volume (Mon-Fri, 24hrs)</b>	<b>2,039.0</b>
<b>Avg weekday speed (Mon-Fri, 24hrs)</b>	<b>36.6 mph</b>
<b>Avg 12hr weekday volume (Mon-Fri, 0700-1900)</b>	<b>1,959.8</b>
<b>Avg 12hr weekday speed (Mon-Fri, 0700-1900)</b>	<b>36.2 mph</b>
<b>Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)</b>	<b>41.2 mph</b>

**SOUTHBOUND**

<b>Total recorded volume</b>	<b>12,419</b>
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%
<b>Avg weekday volume (Mon-Fri, 24hrs)</b>	<b>2,034.4</b>
<b>Avg weekday speed (Mon-Fri, 24hrs)</b>	<b>36.4 mph</b>
<b>Avg 12hr weekday volume (Mon-Fri, 0700-1900)</b>	<b>1,931.0</b>
<b>Avg 12hr weekday speed (Mon-Fri, 0700-1900)</b>	<b>35.0 mph</b>
<b>Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)</b>	<b>42.5 mph</b>

**SITE LOCATION**



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