
A26 TONBRIDGE ROAD, WATERINGBURY, PROPOSED 40MPH SPEED LIMIT

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

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

Classification: **Unrestricted**

Electoral division: **Malling Rural East**

Ward: **Wateringbury**

Date: **7th March 2022**

Summary: This report gives details of the proposed 40mph speed limit. The changes proposed on the A26 are located to the west of the village from Pizien Well Road. This report seeks approval to proceed to make the Traffic Regulation Order (TRO) following public consultation already completed.

For Decision

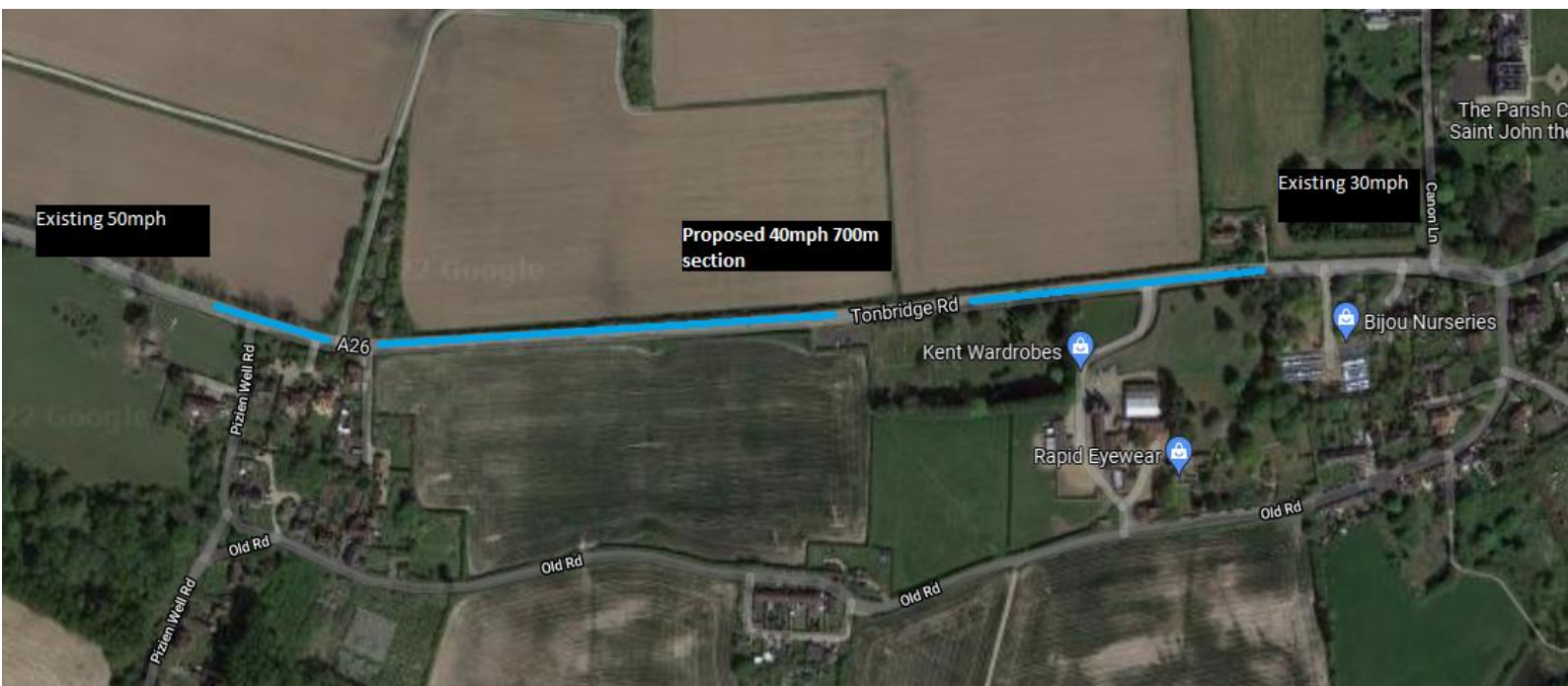
1. Introduction and background

1. The A26 Tonbridge Road is a primary route from Maidstone centre joining the A20 to Tonbridge, with junctions meeting the A228 Malling Road at Mereworth.

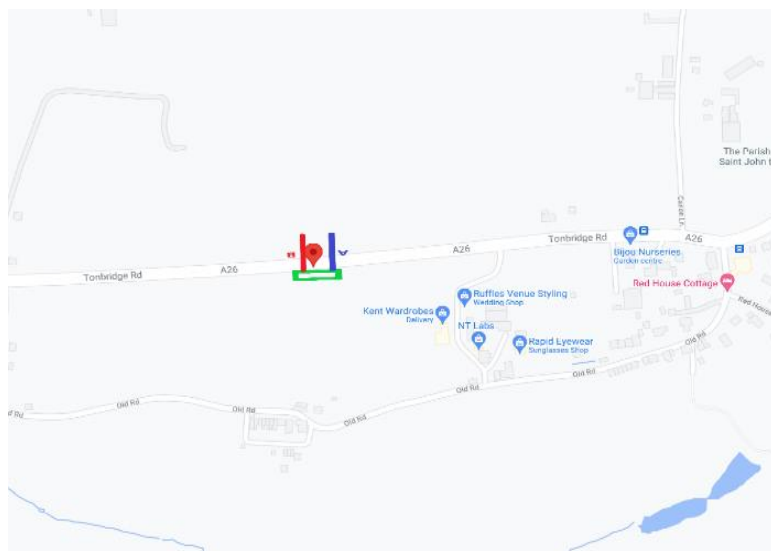
This section of the A26 Tonbridge Road from Pizen Well Road to the existing 30mph speed limit gateway, just west of Canon Lane, is 6m wide and currently has a 50mph speed limit. The length of the section of road in question is approximately 700m. The 30mph speed limit then starts 140m west of Canon Lane junction.

The A26 is the main route into the semi-rural village of Wateringbury which has a growing number of local businesses which directly serves the local/wider community and commuters. This is a scenic rural hedge lined road with a standard width footpath on one side. Frequent bus services with direct links to Tunbridge Wells and Tonbridge West Malling and Maidstone the area, with links to Wateringbury rail station which is popular with commuters serving links to London and Ramsgate.

The only road associated with this traffic regulation order (TRO) is the A26 Tonbridge Road between Pizen Well Road and Canon Lane (no side roads are affected by this proposal).



- 1.1 Following discussions with elected officials in 2020 officers successfully bid for funding from the local transport plan (LTP) budget for a package of measures to help improve pedestrian access and highway safety in Watringbury. Kent County Council (KCC) Member, Sarah Hudson, approached the Schemes Planning and Delivery (SPD) team in 2020 stating that local residents would like to see changes to increase safety along this section on the A26 which should include a speed limit reduction and pedestrian facilities such as informal crossings and safer footpaths within the junctions of Canon Lane and Upper Mill.
- 1.2 The pedestrian crossing and footway improvements are in design stages and are fully supported by Watringbury Parish and the local County Member. The entire scheme, including the pedestrian improvements, are due to be completed by Autumn 2022. The proposed speed reduction on the A26 will help support these footway improvement schemes.
- 1.3 A full feasibility study and Automatic Traffic Counts (ATC's) were undertaken in July 2021 and were reviewed by KCC. The results of the traffic counts confirmed that the existing vehicle speeds are within the parameters for a reduction on the section associated with the proposals being considered in this report. A copy of the TRO is included in **Appendix A**.



This map image shows the ATC location taken over 24hrs 2 weekdays 1 weekend. Results found that at this site the recorded mean / average speeds:

Westbound 41.99mph
Eastbound 42.77mph

Available Telematic modelled speed at the same location outputs mirror the ATC results:

Summary Speed Data - All available data			
Direction	Average Speed (mph)	85th Percentile Speed (mph)	Enforcement Threshold
East Bound	40.2	48.3	57
West Bound	41.0	47.7	57
Both Directions Combined	40.6	48.0	57
Does this data indicate drivers are exceeding the enforcement threshold, and if so, by how much?	No	No	

2. Consultation

- 2.1 The County Council advertised its intention to reduce the existing 50mph speed limit on the A26 Tonbridge to a 40mph limit on the 17th September to the 11th October 2021 and the order was advertised as shown in **Appendix A**.
- 2.2 Notices were placed on the public highway along this route outlining the proposals and an advert was placed in the *Kent Messenger* on 10/09/2021.
- 2.3 Various statutory consultees were contacted directly about the proposals including Kent Police, South East Coast Ambulance Service, Kent Fire and Rescue Service, The Road Haulage Association and The Freight Transport Association;
- 2.4 The local County Council member and Tunbridge and Malling Borough Council ward members were also issued a copy of the consultation notice.

There was a total of 70 comments.

Support	Object
57	13

- 2.1 The consultation received mixed views with objections from various members of the public and Kent Police. A copy of the anonymised consultation responses can be viewed in **Appendix B**.
- 2.2 The most common reason for objection was that it was felt that there was insufficient justification with regards to road traffic collisions and that the road was rural, straight and relatively wide. Some felt that the flow out of Watringbury village would be slowed unnecessarily. It is thought that the objectors may not be within the local community.

- 2.3 It is clear that many of those in support are residents or regular visitors. Many outlined that the speed limit is needed for safety reasons for those approaching at a lower speed it is hoped that this will then make drivers more compliant with the 30mph through the village. Many mention the safety of pedestrians walking to business and dwellings locally.
- 2.4 The Parish Council, Local Member, Head Teacher at Wateringbury School and co-ordinator of the village speed watch confirmed that they support the proposed 40mph speed limit.
- 2.5 Following a thorough review of the objectors' comments a response was produced providing more detail about the purpose of the proposed restrictions, suggested amendments, and answers to some of the questions which had been raised. A copy of this response to the objectors can be viewed in **Appendix C**.

3.0 Discussion and Councillor comments

- 3.1 The consultation has not identified any safety or operational issues with the proposed 40mph speed limit on the section on the A26 Tonbridge Road.
- 3.2 There is clear local support on review of the comments from the community of Wateringbury, the village school and from the local Parish Council.
- 3.3 This is a deliverable scheme that has the support of the County Member and the Parish Council, for the proposed 40mph speed limit. The scheme proposals should assist in safer village movements for pedestrians and motor vehicles.

4.0 Conclusion

- 4.1 As outlined above these proposals are being promoted by KCC member Sarah Hudson and Wateringbury Parish Council in response to highway safety concerns which have been raised during discussions with KCC. KCC have conducted the formal consultation process and gathered the details for this report in accordance with the KCC TRO process.

5.0 Recommendation

- 5.1 That the proposed 40mph speed limit order be accepted, and the TRO be made.

Contact Officer:	Claire Venner – Project Manager
Reporting to:	Ryan Shiel – Programme Manager

Appendices

Appendix A – AMENDMENT NO.43 ORDER 20

Appendix B – Anonymised consultation responses

Appendix C – KCC email to objectors.



DOCUMENTS on DEPOSIT

**These documents should remain
available for public inspection
until Monday 11 October 2021**

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE BOROUGH OF
TONBRIDGE AND MALLING)
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS
AND DERESTRICTED ROADS)
AMENDMENT NO.43 ORDER 2021**

Please return to:

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

THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING)
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS)
AMENDMENT NO.43 ORDER 2021

ROAD TRAFFIC REGULATION ACT 1984

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

REVOCAATION, MODIFICATION AND AMENDMENTS

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

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

1. Item No	2. Road Name	3. Parish	4. Description
5. 6. 116	7. 8. TONBRIDGE ROAD	9. WATERINGBURY	10. From a point in line with the western boundary of 448 Tonbridge Road to a point 18 metres west of Pizien Well Road.

CITATION AND COMMENCEMENT

This Order may be cited as "The Kent County Council (Various Roads, The Borough of Tonbridge & Malling) (20mph, 30mph, 40mph, 50mph Speed Limits and Derestricted Roads) Amendment No.43 Order 2021" ('the Order of 2012') and shall come into operation on the day of 2021.

GIVEN under the Common Seal of the Kent County Council

This day of 2021

**THE COMMON SEAL OF THE
KENT COUNTY COUNCIL was
hereunto affixed in the
presence of:-**

Authorised Signatory

STATEMENT of REASON

**Kent
County
Council**
kent.gov.uk



In the Borough of Tonbridge & Malling

THE KENT COUNTY COUNCIL (VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING) (20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS) AMENDMENT NO.43 ORDER 2021

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

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

Nikola Floodgate

Schemes Planning & Delivery Manager
Highways, Transportation and Waste

PUBLIC NOTICE

**Kent
County
Council**
kent.gov.uk



**In the Borough of Tonbridge & Malling
THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING) (20MPH,
30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS)
AMENDMENT NO.43 ORDER 2021**

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

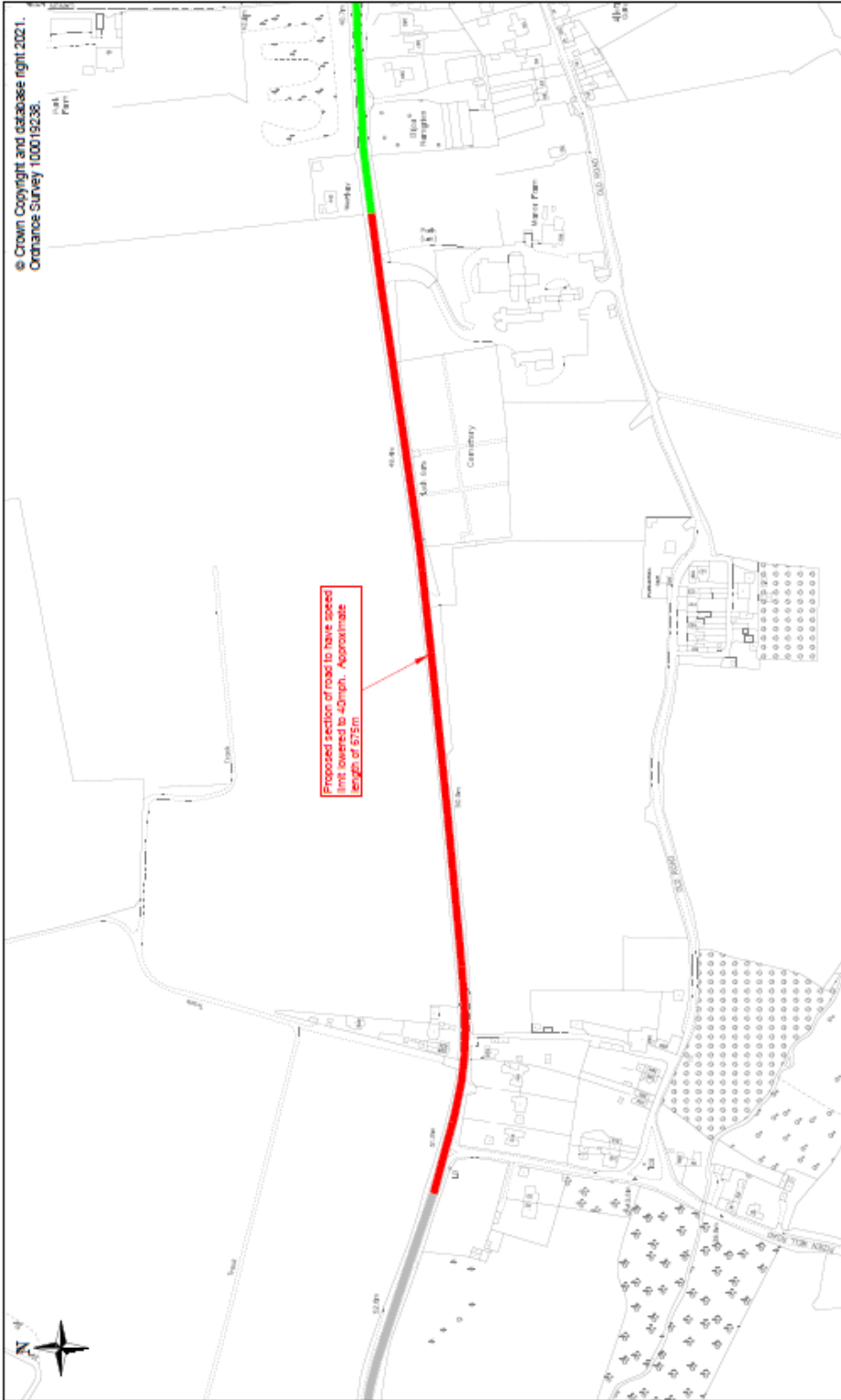
The effect of the Order would be to change the national speed limit to 40MPH speed limit on the following length of road, in Tonbridge:

A26 TONBRIDGE ROAD, WATERINGBURY – From a point in line with the western boundary of 448 Tonbridge Road to a point in 18 metres west of Pizien Well Road.


A full statement of the Council's reasons for making the proposed Order, a plan indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined at Kent Highways, Transportation & Waste, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD by appointment booked through tro@kent.gov.uk or viewed online from 17 September 2021 at www.kent.gov.uk/highwaysconsultations

Representations for supporting or objecting to the proposed Order can be made via our website using the above link or alternatively you can write to The TRO Co-ordinator, Schemes Planning & Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD by 12 noon on Monday 11 October 2021.

Simon Jones
Corporate Director Growth, Environment & Transport



© Crown Copyright and database right 2021.
Ordnance Survey 100019238.

 <p>Kent County Council Austrey Highway Depot Austrey 112 0JL Ashford Tel: 03030 418181</p>		<p>Wateringbury Speed Reduction</p> <p>Traffic Regulation Order Sheet 1 of 1</p>		<p>The drawing is not to be used in whole or part other than for the intended purpose and project as defined on the drawing. Refer to the contract for full terms and conditions.</p> <p>Drawing status: For consultation</p>	
<p>Project: Wateringbury Speed Reduction</p> <p>Drawing title: Traffic Regulation Order Sheet 1 of 1</p>		<p>Scale: 1:2500</p> <p>Do not scale</p>		<p>Drawing number: 2122-LTP-TM-1001</p> <p>Sheet: 0</p>	
<p>Extent of road to be considered for reduction to 40mph.</p> <p>Existing 30mph to remain.</p> <p>Existing national speed limit to stay</p>		<p>Revised date: A 12/06/2021</p> <p>CV: JGG</p> <p>RB: JGG</p> <p>Checked: JGG</p> <p>Drawn: JGG</p>		<p>Project of 21222</p>	

APPENDIX B

Q1 (<p>Please tell us if you wish to support or object to this Traffic Regulation Order to reduce the speed limit on Tonbridge Road</p>)

Q2 (<p>Please tell us, in the box below, the reason for your support or objection.</p>)

Objection

This speed limit has been fine for years. Cars are getting safer so there is no need to keep reducing speed limits

Objection

No need for a 40mph limit on this stretch of road, 3 off 100metre countdown markers will be sufficient to warn drivers of the upcoming 30mph limit.
I very much doubt that many drivers will observe the new 40 mph limit, as most go through the village in excess of the current 30mph limit.
A speed camera is required to bring some control on the 30mph stretch, if you cannot control the speed of traffic here reducing the proposed stretch of road will be pointless.

- Objection Following on from site visits and conversations with Ian it is most disappointing to see that KCC are progressing this unnecessary speed reduction. I am unsure as to what has changed and have not seen any further evidence produced to warrant this reduction. The last email I received dated 24/05/2021 stated that KCC were looking at installing 30mph countdowns and a gateway leaving posted speeds as they were? As you know we had supported a 50mph buffer at this location prior to the 30mph starting but with the knowledge that KCC would enhance signage as a way of gaining compliance because we had no suitable locations to conduct speed enforcement. We cannot support a speed reduction that we can't hope to enforce and nothing has changed.
- We will now carry an enforcement legacy for years to come again with no suitable locations to carry out enforcement activity. Clearly this stretch of road lends itself to being national speed limit and it is the wider travelling public who will be subject to a 40mph for no good reasons. I can't imagine that KCC themselves support such a move so can only assume that the move to reduce has come from political pressure. Please see my standard comments below.
- Comment from Kent Police is as follows, -
- All aspects of DfT Circular 01/2013 to be adhered to. Any limit introduced outside of this guidance may not only be ineffective but it may leave the Police with the task of carrying out enforcement, where previously an issue of excess speed did not exist.
 - Kent Police would seek that the legislation and advice from Traffic Signs Manual Chapters 3 and 5, and the Traffic Signs Regulations and General Directions 2016, is complied with.
- In line with the above comments, we would look for this limit to be appropriate and in the main self-enforcing. Speed enforcement competes with other issues of public concern, therefore the deployment of resources must be prioritised and this may mean that the enforcement of this speed limit receives a low priority.
- Our reference is 110/21
- Objection I notice that the 'reason' the council gives is the usual mealy-mouthed generic reason for squeezing speed limits ever lower. If the council had provided evidence of serious risk or a large number of KSI my view might be different. I drove up this road on Friday. It is a wide, clear road designed for 60mph and the council's endless vicious attempts to cut the speed limits around the county fail to show any regard for the needs of motorists.
- Objection Seems pointless given it's a clear road with good visibility in a non residential area, let the traffic flow.
- Objection I see no good reason why you should add further speed restrictions upon the motoring public.
- Objection This is yet another spurious speed limit regulation unsupported by evidence of any need other than fatuous improvement of amenities and prevention of danger neither of which is supported by any information as to how amenities will improve or evidence of any actual danger. The road appears to be straight and not especially built up. Yet another waste of tax payers money to satisfy fake eco based agendas. Tonbridge and Maidstone is riddled with poor traffic control measures, unsuitable cycle lane schemes and little a tualimprovementbtobtraffic flows. Quite the reverse!
- Objection The road is not near houses or driveways. Drivers who break the speed limit and cause accidents will do so whatever the speed. It takes long enough to get to Maidstone as it is without slowing traffic further
- Objection Not needed. Largely straight bit of road without any safety issues that can easily be seen.

Objection	<p>There is no data related to injury or accident rates in the documentation so no evidence for a safety need.</p> <p>This plan would further slow traffic unnecessarily.</p>
Objection	<p>This is wholly unnecessary. This is a straight rural section of road with little or no housing and no significant junctions which should retain its National speed limit. There is no need to slow traffic approaching Wateringbury because the 30 mph signage together with the bend/wall is more than sufficient to slow traffic. Travelling away from Wateringbury it is important to get traffic up to speed to make the best use of the road.</p>
Objection	<p>This stretch of road is predominantly rural in nature and the state reason "for preserving or improving the amenities of the area through which the road runs." is no more justified here than every rural road in the county.</p> <p>There is no crash record that justifies this change.</p> <p>This a main road used by vehicles as part of long journeys for which there is no practical alternative and will lead to frustrated behaviour when there is no visual justification for an unreasonable speed limit causing added journey time.</p>
Objection	<p>The reasons given are totally invalid, specifically:-</p> <ol style="list-style-type: none"> 1. the proposal will detract from amenity 2. the proposal will not avoid danger but will increase it, particularly for vulnerable road users. <p>More importantly:-</p> <ol style="list-style-type: none"> 3. the proposal does not comply with KCC's own policy 4. the proposal does not comply with DfT Circular 01/2013 5. there is no evidence of any accidents such as might merit a reduction in the speed limit here 6. there is no evidence that Kent Constabulary's Roads Policing Unit supports the proposed limit 7. the proposal will arbitrarily criminalise the best and safest drivers for no good reason whilst leaving the worst and most dangerous unaffected, thus detracting from the overall level of road safety, especially of vulnerable road users 8. there is documentary evidence that this proposal is entirely motivated by individual political gain rather than any considerations of road safety or legality. 9. The cost of implementation represents a wholly unnecessary and unjustified drain upon the public purse. 10. for the above reasons the proposal is ultra-vires the Authority's own policy and unlawful.
Support	<p>This is a dangerous stretch of road, and cars travel too fast and continue to do so upon entering the village of Wateringbury</p>
Support	<p>Worried about the speed cars travel on that road especially when I walk along there with my two small children on narrow pavements.</p>
Support	<p>To improve the safety of the road.</p>
Support	<p>I fully support this TRO because it will improve the safety of residents in a village in which residents face daily hazards from traffic.</p>
Support	<p>The current speed limit on this stretch of road is far too high considering the number of dwellings! The bend just east of Pizien Well is a dangerous spot for pedestrians trying to cross the road.</p>

- Support The speed at which vehicles travel along this stretch is excessive, dropping from 60mph to 30mph causes people to enter the village at speed, on a blind bend. Equally, running parallel to a footpath, connecting public rights of way and the church yard, vehicles travelling this fast is unnecessary and dangerous.
- Support A buffer is needed between the 30mph and national speed limit sections of the road to reduce the number of speeding vehicles on entry to the village
- Support I live in Wateringbury and have to cross the A26, often with my children and dog. The speed of the traffic coming into the village that end is excessive and dangerous and I am hoping that by making that section 40 it will create a buffer between the 60/30 and help prevent accidents.
- Support Increased road safety by helping to reduce speed of traffic through village.
- Support Safety for all.
- Support To cut speed on this dangerous country lane, too many vehicles going much too fast approaching a narrow bend
- Support We wish to fully support the above planned speed reduction on the A26 Tonbridge Road, Wateringbury as proposed. Having lived on this road for over 25 years we have witnessed the changes and the necessity now, of a 40mph speed limit. We would like to add our grateful thanks to Sarah Hudson who has worked tirelessly in trying to achieve this most sensible proposal.
- Support Sensible restriction on a road I use frequently
- Support It will make the road safer, especially for cyclists and pedestrians, and more pleasant for those living there.
- Support Traffic speed is often too fast for this rural road, and there have been several collisions, often due to excessive speed
- Support The speed reduction will hopefully mean that traffic will be travelling at a lower speed when reaching the 30 mph area and therefore be more likely to drive at below 30 through the village. At the present time when walking along the very narrow footpaths in the village I feel very vulnerable when vehicles pass. It is also difficult to pull out of side roads and driveways safely at the present time
- Support Graduated speed reduction.
- Support Traffic surveys provide evidence of what we know - Wateringbury has a massive problem with speeding vehicles. Anything to reduce the speed of vehicles in the village is welcome.
- The roads are too dangerous for pedestrians to cross safely and the pavements are so narrow it is inevitable that people have to step into the road.
- I regularly have to cross the Tonbridge Road at the junction with Old Road and Canon Lane and it is frightening as visibility is very restricted and vehicles are travelling fast.
- The current reduction from the national speed limit to 30 is too late and, as the road is downhill from there, it is hard to stay within the limit. Many vehicles don't even attempt to stay within the speed limit.
- Support the current speed limit into the village of Wateringbury of 60mph reducing to 30mph is too great. Reducing to 40mph into the village should slow driver down entering the village
- Support Wateringbury Parish Council fully supports the Traffic Regulation to reduce the speed limit to 40MPH on the A26 Tonbridge Road
- Support It will improve road safety - especially for cyclists
- Support The traffic is currently too fast for the surrounding residents etc.

- Support The speed of traffic entering the village from the West is far too high and needs reducing. To go from 60 down to 30, is too big a leap, bearing in mind that traffic is then faced with a dangerous double bend, with a very narrow pavement at the side. When I walk up this pavement, I feel very exposed and at risk from speeding traffic, especially large lorries. Wateringbury suffers from speeding traffic on all approaches. As co-ordinator for the village community speedwatch campaign, I see it on a daily basis; people think nothing of driving at 40, 50, even 60 mph within the village, so ANY measures that can be introduced to try and make drivers aware that they are entering an area where pedestrians are constantly exposed to danger, will help.
- Support Goes past the cemetery, narrow footpath too. Driving at the speed limit this will add 10? seconds to a trip.
- Support a) This is a deceptively dangerous stretch of road (especially at the bend either side of Pizien Well Road.) There have already been fatalities, serious accidents, alarming near-misses and damage to property nearby due to vehicles of all shapes & size driving at excessive speeds. b) The efficacy of measures planned to improve safety on the threshold of the village and at its centre will be diluted if the speeds approaching the village are not reduced. i.e. vehicles travelling at speeds greater than 40 MPH will just not slow down quickly enough from high speeds to decelerate to the level of 30 MPH. c) Other similar village locations around the county facing similar road safety risks have for some time had 40MPH 'buffer' zones leading into their 30MPH village centres (Hadlow, Teston, Barming, Staplehurst). A mandatory 40MPH limit on this stretch of the A26 seems like a very straightforward, relatively low cost 'quick win' for all concerned which will lower risk to life & limb on the roads locally.
- Support That part of road vehicles go to fast
- Support It will improve the traffic safety in the village and particularly at the junction of Old Road with the Tonbridge Road and along near the church
- Support Fully Support - for the reasons already stated.
This should have been implemented many years ago and the comments supporting it are on record.
- Support As someone who has moved to Wateringbury in recent months, it is clear that other drivers are travelling too quickly through the village. I feel that speed restrictions when entering the village would help the roads feel safe for pedestrians, cyclists and motorists.
- I think it would also be helpful to consider speed restrictions such as a speed camera or speed bumps along Bow Road as parked cars are known to have wingmirrors damaged by road users and the road feels unsafe. If further speed restrictions were to be considered in the future, I would be in support of this.
- Support Should reduce the speed at which vehicles travel through Wateringbury too as lower speeds limit along this stretch will make it easier to reduce speed to 30 on arriving in the village.
- Support The speed limit is too high currently, reducing suddenly from 60mph to 30 mph at the village gateway. The road is open to HGV's, who have to pass on the very narrow road at that point. Most drivers ignore the 30 mph speed limit anyway, maybe this would reduce that a bit
I was hospitalised last year following a hit and run whilst cycling on that stretch of road - the cause was a lorry wing mirror hitting me on the back of the head Had I not been wearing a crash helmet I would not be here now ! I think the speed reduction should be taken further with speed cameras at the 40 mph and 30 mph zones. The current speed watch programme is totally ineffective, drivers know it is just a paperwork exercise, and speed anyway. It is vital this reduction is done before someone dies (could have been me !)

- Support A number of near misses on this road by oncoming overtaking traffic. Limit should be further extended to 40mph limit in Mereworth
- Support This will make the top of the village safer for our pupils to cross the road and walk to school. Currently, several parents drive from that end of the village because that road is too dangerous to negotiate on foot.
- Support The 30 mile an hour speed limit in the village is not often adhered to, and in consequence the road through the village is unsafe. I believe that a 40 limit approaching the village would warn traffic to slow down before reaching the 30 limit.
- Support Traffic speeds through Wateringbury village at excessive and dangerous speeds. I support the 40mph limit as it may encourage some drivers to slow down and even take notice of the legal 30mph limit in the village.
- Support Traffic approaching Wateringbury from the Mereworth direction can travel at 50mph. The speed limit is reduced from that down to 30mph. A reduction to 40mph before the 30mph restriction will, I hope, encourage motorists to reduce their speed earlier and so make the transition to 30mph easier. Even though I have no trouble going from 50mph to 30mph it seems some people do! We need to do all we can to facilitate the speed reduction.
- Support It is a nonsense to have vehicles travelling at 60mph suddenly required to slow to half that speed, there is a crying need for a step down and the most logical new restriction should be 40mph. The Police are not supportive - " we cannot support a speed reduction that we can't hope to enforce"... Their preferred reduction is to 50mph, can they enforce that then? If the answer is in the negative then why their objection to 40mph?
 Luckily the sharp corner just within the present 30mph zone does the job of slowing most (but certainly not all) otherwise I do not doubt the folk who must speed would continue the 60mph well into the village. Wateringbury needs sensible speed reduction measures not unhelpful objections.
- Support Because of the selfish racers using this road a speed limit is urgently required, it must be policed
- Support The A26 on the West side of Wateringbury is increasingly dangerous to cross on foot due to the ever increasing performance of vehicles and short sight lines for both drivers and pedestrians. Reducing speed as far West as Pizien Well makes sense for all parties using the road. The speed reduction will need periodic policing to ensure compliance.
- Support I attend Wateringbury Church on Sundays & Thursday evening, and frequently witness vehicles/motorbikes travelling at way above 30MPH. I would also move the 30MPH sign further back towards Pizien Well. The Speedwatch volunteers report the same vehicles exceeding 30MPH, but all that seems to happen is a warning letter from the police. WE have had a paperboy killed at the junction with Canon Lane, Wateringbury. Traffic does not slow down before reaching the 30MPH sign.
- Support Because the traffic comes into the village far too fast and to go from a 60mph to a 30mph is too much of a drop so the cars are still going well over the 30mph speed by the time they come round the corner past the church.
- Support As an active member of Speed Watch I am well aware of the speeding problem in Wateringbury on the A26 and any action to help reduce the problem should be welcomed.
- Support I support the proposal to reduce the speed limit on the A26 east of the village to 40MPH. Residents have to suffer the risks of speeding cars every day and any attempt to reduce speed through the village is welcome.
- Support Road users already exceed the current limit. The road has blind bends. Pedestrians have to use a narrow footpath and it is unnerving having traffic thundering past. 40 mph is a more suitable limit for this stretch of road

- Support The reduction in the speed limit on this stretch of road is essential to safeguard the safety of persons and other traffic users. It will also mean that drivers have a gradual slowing down process from 60 to 40 to 30 m.p.h. unlike the ridiculous and dangerous system at present. This change has been needed for years.
- Support
Support To reduce the traffic speed before the bend into the village traffic speed through wateringbury village is high and it feels unsafe to walk on the pavements. any way of reducing the traffic speed would help. i would like to see further traffic calming measures on the A26 through wateringbury village to force traffic to slow down to 20 mph.
- Support
Support It will make walking through Wateringbury and crossing the road here much safer. I live in Pizienwell Road and have witnessed fatal accidents and near misses on the Tonbridge Road due to excess speed. 40 miles an hour will help reduce these in my view. reduction in speed is also in keeping with roads in the surrounding area
- Support Too many drivers drive far too fast along the Tonbridge Road and particularly through Wateringbury Village. Reducing the speed limit to 40mph hopefully will slow drivers down before they hit the 30mph sign.
- Support I have lived on Pizien well road for 24 years throughout my childhood and now have returned as an adult. In this time the speed of traffic has dramatically increased. It is no longer possible to walk down the road without meeting fast traffic. The pavement on tonbridge road is not sufficiently wide so the safety of pedestrians is at risk, a measure to reduce speed would encourage more walkers and reduce motor vehicle traffic for short journeys into the village. Any measure to reduce the speed along Tonbridge Road would have a positive and significant impact on the mentality of drivers and improve safety concurrently on the adjoining roads. It will serve as a positive reminder to motorists to consider the safety of residents, children and walkers enjoying the countryside.
- Support Drivers routinely speed along the road. There have been several serious accidents along the road. Turning across the traffic to enter Pizien Well Road is problematic because of the speed drivers travelling out of Wateringbury and the location of the junction on the only bend in the road.
- Support My children wait at the bus stop on Tonbridge Road opposite Old Road in the mornings and have to cross back over the A26 when they get off the bus in the evenings. The bus stop is just within the 30 mile an hour zone but traffic go much quicker than this at the moment as they only slow down as they approach the corner. The pavement is very narrow and vehicles pass very close - I worry that they will get clipped by a wing mirror, particularly as the days draw in. Hopefully having vehicles approaching the corner more slowly may make is safer for them when crossing the A26 in the evenings.

- Support I am writing on behalf of the governing body of Wateringbury CE Primary School to support this Traffic Regulation Order to reduce the speed limit on Tonbridge Road.
- Whilst this is on the other side of the village to the school, it does impact on the school community. To cross the A26 from Old Road is treacherous so anyone coming from the west end of the village to the school has to drive for safety reasons.
- In addition, the school walks the children to or from our local church, St John the Baptist Church, three times a year. To walk the shorter route - down Mill Lane - means we have to cross the Tonbridge Road (A26) just opposite the church. However, cars regularly enter the village at speeds in excess of 30mph - the actual speed limit for this stretch of road. This is in a large part due to the 60mph limit immediately before entry to the village. Therefore, even though cars may be slowing down they are often travelling at speed round the bend and on the approach to the spot where we would cross the road.
- If this new reduced speed limit of 40mph is approved, along with the proposal to narrow the road at our crossing point to church, the roads will be much safer and make walking to school from the west end of the village to our village school a safe and healthy option.
- Thank you for taking our school's support of this order into consideration.
- Support Cars tend to speed along this stretch of road making the bus stops on either end of Old road very dangerous.
It is difficult to cross the road to both of them as they are also on blind corners. So when a car is speeding , it increases the risk of getting knocked over.
- Support I am a Wateringbury resident living fairly close to the section of road in question and would fully support a reduction in the speed limit to 40mph, and do not think it would cause any inconvenience to road users.
- This section of road between Pizien Well Road and Canon Lane which is a long straight with blind bends either end is a bit of a race track. It also only has a narrow footpath on one side, which is even narrower when the hedges are over grown in the summer months and can be very intimidating for anyone walking along it. There is also a pedestrian and vehicle access to the village cemetery about halfway along it's length.
- I therefore fully support the proposed change.
- Support We reside along this road and feel the traffic speed too excessive in both directions. More often than not drivers do not slow down until they approach the bend by Old Road. Also coming out of Wateringbury village vehicles come round the bend at Old Road and immediately speed up out of the village.
There is no easy way to cross the road from Canon Lane to Old road as the traffic speed is too excessive and sooner or later there will be a nasty accident.

APPENDIX C

Dear Sir / Madam,

Thank you for your email and comments regarding the proposed speed limit reduction on the 26 Tonbridge Road, Wateringbury.

These restrictions were requested as a safety measure to encourage drivers to reduce their speed acting as a buffer to the approach of the existing 30mph speed limit through the village, this will mirror the opposite village approach. KCC has undertaken the necessary traffic speed counts and the proposed 40mph sits within the design criteria and enforcement parameters to support the 50mph reduction. *Mean speed captured from 7days of data 42.99mph*. This speed limit reduction is part of a wider scheme to install crossing facilities at two locations along the A26 and by reducing the speed along this corridor it creates an environment that's more conducive to walking and cycling and assists with pedestrian crossing movements. These proposals are being fully funded by KCC but has full support for the local Member and Parish Council.

Whenever we receive responses to speed limit consultations and traffic regulation orders (TRO's) the first stage of the process is to contact each of the respondents. The period for consultation responses for this TRO closed on the 11th October 2021, and you were listed as providing comments and a response to the consultation. Based on the additional details above do you wish to *maintain* your objection to the proposals? If so, then please let us know by response to this email by 12th November 2021. If more than 5 objections are maintained in regard to these proposals then the scheme will need to be presented to the Tonbridge and Malling Joint Transportation Board (JTB) to request a recommendation as to whether or not the proposals should be abandoned, or proceed and be made permanent. The next JTB will take place on 8th March 2022.

Details and plans of the consultation can still be viewed if required using the following link: www.kent.gov.uk/highwaysconsultations

Kind Regards