
**UPPER HAYSDEN LANE, TONBRIDGE - PROPOSED TRAFFIC CALMING
SCHEME AND GENERAL UPDATE**

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

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

Classification: **Unrestricted**

Electoral division: **Tonbridge and Malling**

Ward: **Judd Ward**

Date: **6th June 2022**

Summary: This report outlines the outcomes of the public consultation in relation to the proposed traffic calming on Upper Haysden Lane outside The Nexus School and heading north east towards Brook Street. The report also refers to discussions and previous reports in relation to the request for a reduction in speed limit to 30mph on Upper Haysden Lane. Previous reports were presented to the JTB on 7th June 2021 and 22nd November 2021.

For Decision

1.0 Introduction and background

1.1 Following a development application at the Nexus School there were conditions applied during the planning stages which required the site owners to carry out non-specified highway improvements on Upper Haysden Lane. Now that the development at the school has progressed the applicants are seeking to fulfil the conditions and planning requirements associated with this site. Works associated with the planning application are being delivered by KCC Education (formerly GEN2 Estates), with input and assistance from KCC Highways.

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 At the end of 2020 an initial proposal was designed and advertised to extend the existing 40mph speed limit further south and enhance the existing signage and road markings in the area. A public consultation 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 were detailed in the June JTB report (attached in appendix 2).
- 1.5 Surveys and investigations were carried out on Upper Haysden Lane which highlighted existing driver speeds were too high to safely install a speed limit of less than 40mph with signage alone. Kent Police advised that a 30mph speed limit would be unenforceable and unsafe without physical engineering methods in place to ensure driver compliance.
- 1.6 At the JTB meeting on 7th June 2021 members recommended that KCC Highways officers go back to KCC Education and agree a physical traffic calming scheme to ensure that a 30mph speed limit scheme could be safely implemented on Upper Haysden Lane incorporating the access into The Nexus School. A budget has now been allocated by KCC Education to allow for the introduction of a traffic calming scheme and the Schemes, Planning and Delivery (SPD) team have resourced officers to design, survey and audit the scheme. Physical traffic calming (humps/bumps/chicanes) is often very controversial, so the proposed scheme was subject to a full public consultation.



2.0 Design of traffic calming scheme.

- 2.1 We are proposing to install speed cushions and wig-wag signals (flashing amber warning lights) to assist the school crossing patrol. The current speed limit on this section of Upper Haysden Lane is 40 mph. This speed limit is to be changed to 30mph and speed cushions are to be installed for the section of Upper Haysden Lane from the A21 Tonbridge bypass bridge (just south of the access into Nexus School) for a distance of approximately 500 metres north up to the junction with Masefield Way.
- 2.2 The cushions are proposed at approximately 100 metre intervals. Following the outcomes of the road safety audit, and public consultation, officers have made some minor changes to the proposed extent and positioning of the concrete cushions. The cushions have been extended slightly further to incorporate the access/junction into Lower Haysden Lane which is where many pedestrians and cyclists currently cross. The number of cushions has been reduced following the proposed consultation and road safety audit. This is mainly due to concerns that the spacing was too close, particularly to some of the side road junctions where vehicles will need to turn in and out onto Upper Haysden Lane. The location of the proposed speed cushions is shown in Appendix A. Due to current transport and fuel costs (caused by global influences) the scheme budget for this project is extremely tight, but officers believe that the proposed scheme should be achievable based on current materials costs.
- 2.3 We considered various methods of traffic calming options including speed cushions, road tables and chicanes. Upper Haysden Lane is a bus route so we have avoided using raised tables and have instead proposed the use of speed cushions. Raised tables are difficult for buses to navigate as they can cause

buses and vehicles with wider wheelbases to 'ground' on the raised section. Cushions can be safely overrun by buses which means that bus passengers will be more comfortable when the buses go over them.

- 2.4 Due to the long straight nature of Upper Haysden Lane chicanes and build outs were also not suitable. On long straight roads, when drivers have clear forward visibility at chicanes it encourages motorists to speed up in an attempt to get passed the chicanes first before oncoming traffic which can have a negative impact leading to increased driver speeds.
- 2.5 The proposed traffic calming cushions have been spaced at approximately 80-100 metre intervals in accordance with Kent design standards for traffic calming. This is to ensure that drivers maintain a consistent speed along the route and to reduce the likelihood of speeding between traffic calming features. Care would be taken to ensure that the cushions will not be placed directly opposite junctions and side roads so that turning movements will not be impacted.
- 2.6 The scheme would also include the installation of flashing wig-wag signals which will highlight busy school start and finish periods and / or when the school crossing patrol (lolly-pop person) is in operation. Motorists would be required to stop when directed by the school crossing patrol for pedestrians using the existing informal crossing which consists of dropped kerbs.

3.0 Discussion with Working Group and elected members / councillors

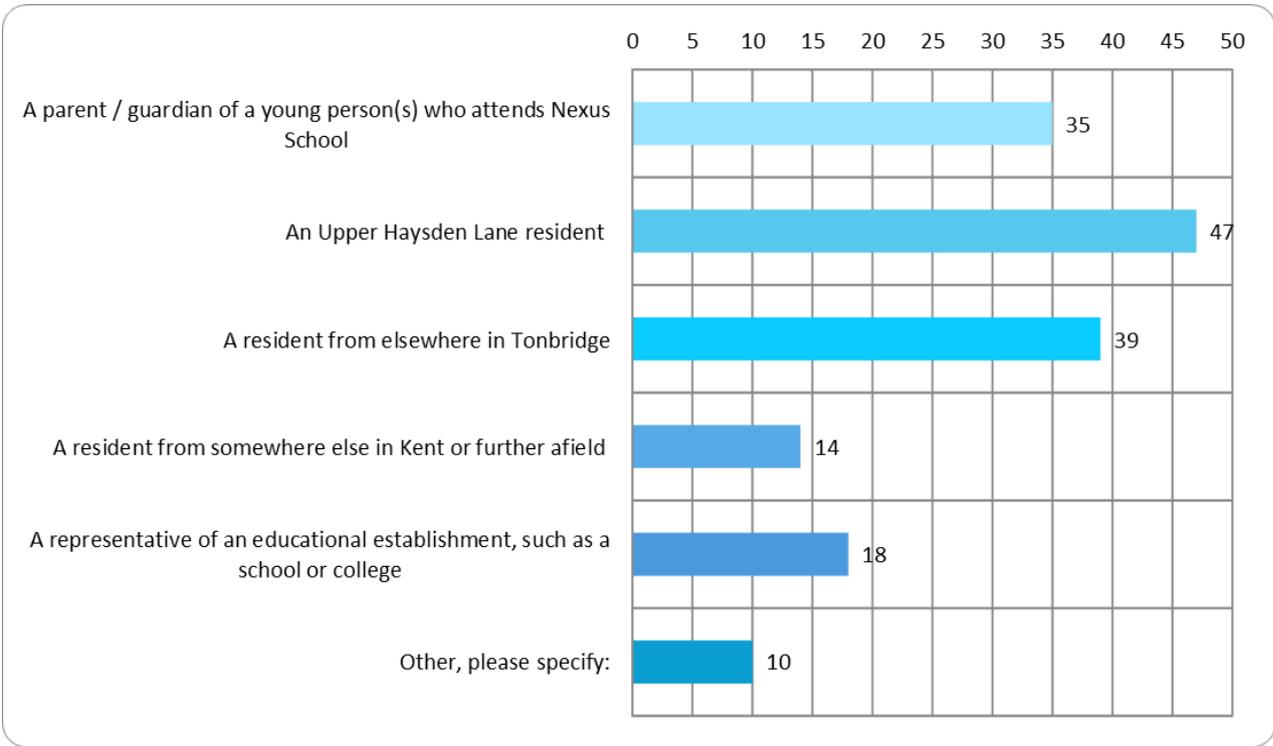
- 3.1 Following the JTB recommendation in June, officers formed a working group to discuss possible ways forward. The working group included the county members for the area, Mark Hood and Paul Stepto, the local TMBC Cllr, April Clark, officers from KCC Education and KCC Highways. An outline scheme proposal was produced during the summer period, and this was presented to the working group on 27th September. The outline scheme proposed a series of physical 'cushions' along Upper Haysden Lane for the length of the new speed limit from the A21 bridge. The exact type of cushions has now been agreed with red concrete cushions as these are a longer lasting product which will require less maintenance going forward. A stage 1 road safety audit (RSA) was carried out in October and some minor amendments were made to some of the signing and lining shown on the plans following this.
- 3.2 Officers met with the working group again on 5th November to present the proposals to representatives at the school and also invited the leader of TMBC. The meeting was productive and well received, the school reiterated at the meeting that they were concerned that the highway changes have taken so long to progress following the planning permission for the site. KCC as the local highway authority were only notified of the highway changes that were proposed at planning being progressed last year, so have worked at speed to design, cost, audit and carry out detailed review of this traffic calming scheme. Such schemes typically take 18 months to progress from conception to construction. In the shorter term the SPD team have installed some warning signs on Upper Haysden Lane notifying drivers of the presence of the school and that children may be crossing in the area.

4.0 Consultation outcomes

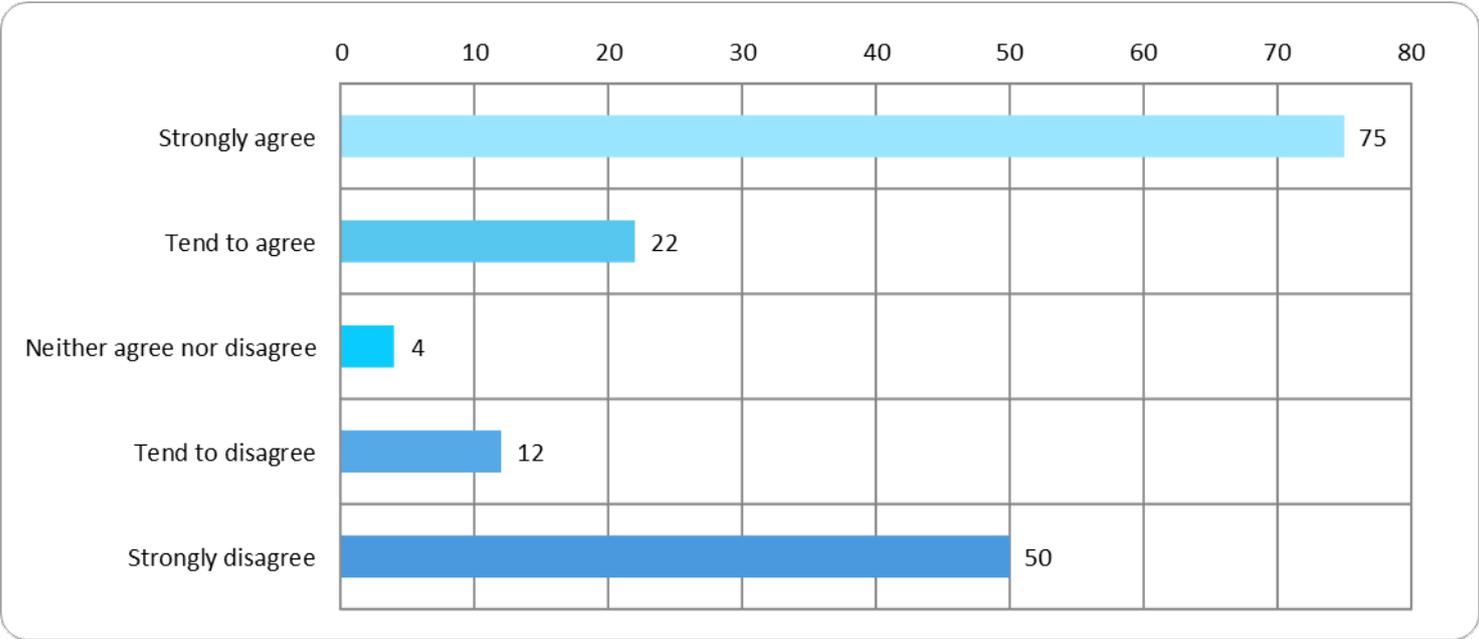
4.1 The public consultation ran between 19th January and 22nd February 2022. As outlined above KCC carried out a consultation on proposals to install the traffic calming scheme, consisting of a series of concrete cushions, along Upper Haysden Lane in the vicinity of Nexus school.

4.2 The consultation was promoted in various ways. The documents and link to the consultation webpage were emailed directly to all elected officials for the area, and to the working group. There was a detailed press release, targeted social media advertising and consultation posters were placed on lamp columns on Upper Haysden Lane. Paper copies were also made available at Tonbridge Library and the local Tonbridge and Malling KCC Members also canvassed nearby residents and issued paper copies of the consultation to residents who requested them. A webpage was created on the KCC website which is still available for the public to access: <https://letstalk.kent.gov.uk/upperhaysdenlane> . A copy of the draft consultation report can be viewed in appendix B, at the time of writing this JTB report the consultation report is still being reviewed so there may be some minor changes. A breakdown of some of the consultation outcomes is shown below, all other questions and response figures can be viewed in the consultation report.

4.3 163 people responded to the consultation, and a breakdown of the respondents is shown in the table below. As shown in the table, the highest proportion of those who responded (47) were residents in the area in and around Upper Haysden Lane. There were also 35 people who responded as a parent / guardian of a young person who attends The Nexus School.



4.4 We asked respondents - To what extent do you agree or disagree with the proposed Upper Haysden Lane Traffic Calming scheme? 75 of those who responded to this question strongly agreed with the proposals and 22 stated that they tend to agree. This meant that 59% of people agreed with the proposals overall. As is often the case with traffic calming schemes, there is generally a strong view for or against which is why the second most popular response to this question, from 50 of those who replied, stated that they strongly disagree with the proposals. A more detailed breakdown of the responses can be seen in the table below:



5.0 Conclusion and next steps

5.1 KCC have already conducted the formal consultation process in relation to the legal order (Traffic Regulation Order – TRO) required to change the speed limit on Upper Haysden Lane. The 30mph speed limit proposal has to be installed within 2 years of when the consultation was carried out, so by February 2023, otherwise the proposals will have to be advertised again and the TRO process started over from scratch. As outlined above officers have now completed the public consultation and the early-stage road safety audits. Officers are currently producing detailed designs for the scheme implementing minor changes requested during the audit. Based on the outcomes of the public consultation for the traffic calming scheme, and the support for the 30mph speed limit on Upper Haysden Lane it is recommended that the scheme proceed. If the JTB are supportive of this recommendation officers will aim to have our contractors install the scheme in summer 2022. All construction works will need to be carried out during school holidays to minimise traffic disruption, and to ensure access to the school is maintained during term time. Works will likely take 1-2 weeks to complete.

6.0 Recommendations

6.1 It is recommended that the full scheme, as shown in appendix A, be installed. The complete scheme will include the 30mph speed limit, concrete cushions (traffic calming), and the flashing (wig-wags) school warning signs in the vicinity of the school access.

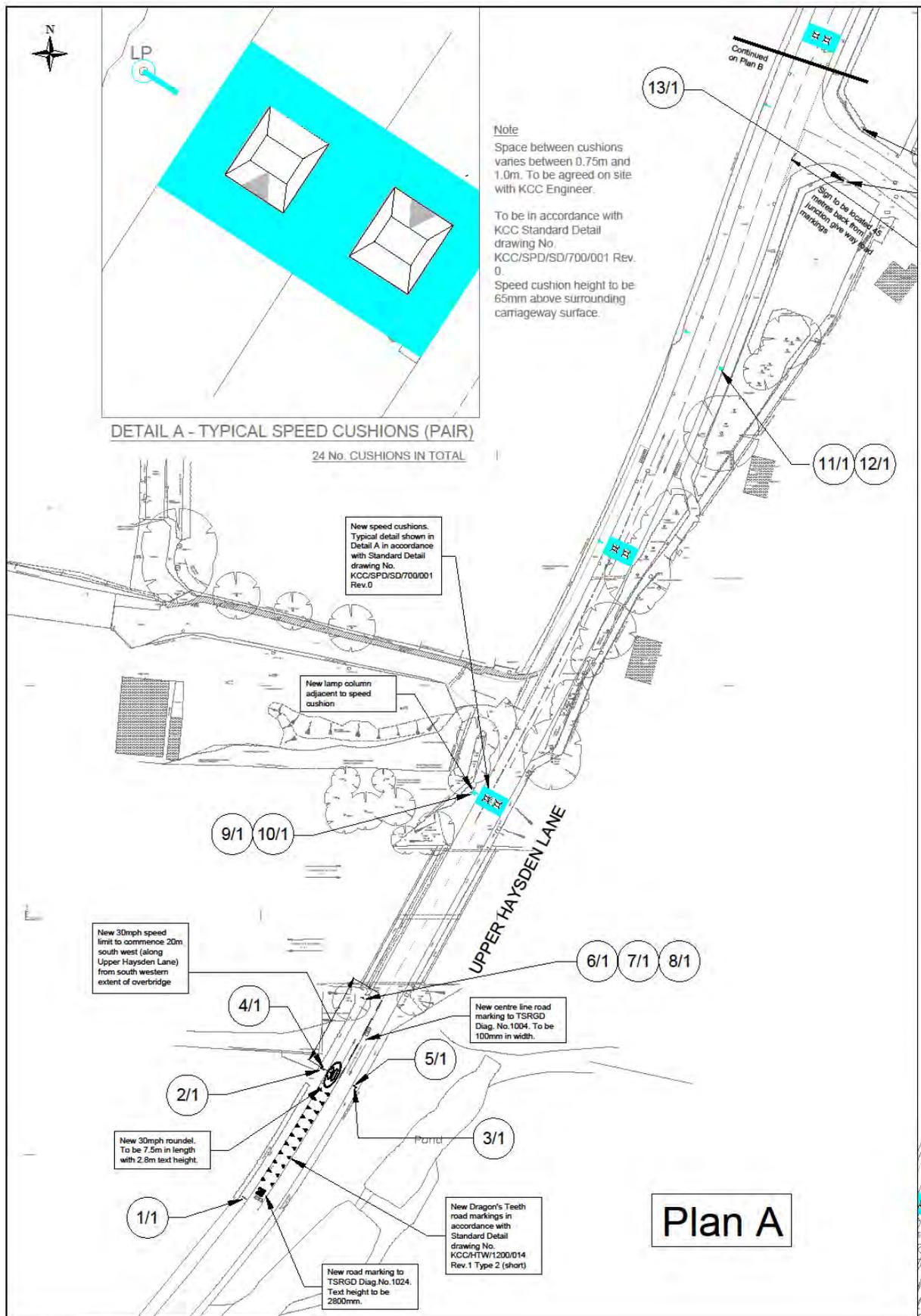
Contact Officer:	Ryan Shiel – West Kent Highway Improvements Manager
Reporting to:	Tim Read – Head of Transportation

Appendices

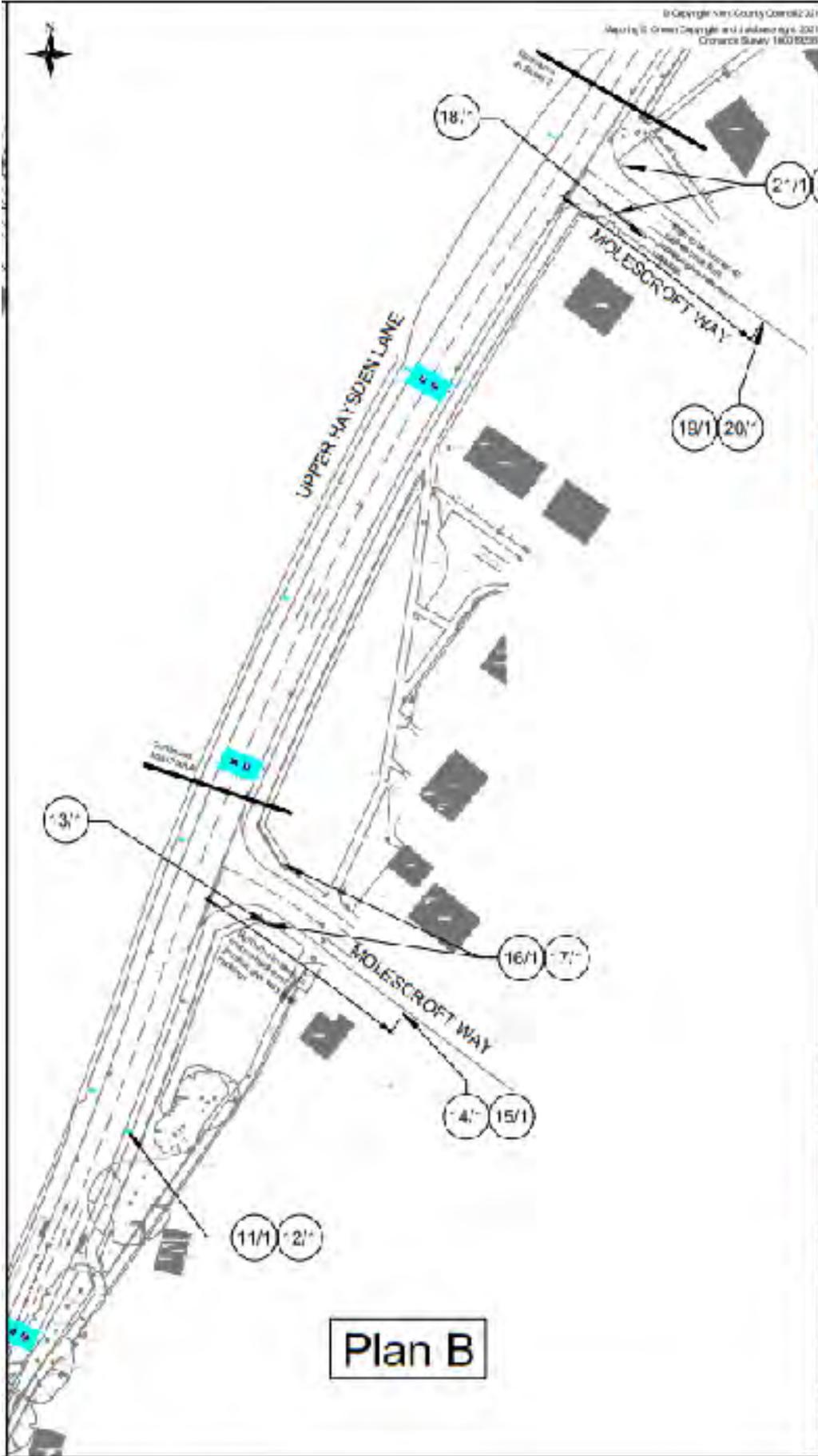
Appendix A – Scheme Plan / Drawing

Appendix B – Consultation Report (Draft)

Appendix A – Scheme Plan



6:\OT SPD\Drawings\MCD - LTP Scheme\222\Upper Haysden Lane\Design\Scheme Drawings\General Arrangement - Sheet 1 and Sheet 2_Rev C.dwg



Plan B

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 Register of Green Designation and Landmark No. 2021
 Ordinance Number 18032021

1. All services are to be provided at all times in accordance with the provisions of the relevant legislation.
 2. All services are to be provided in accordance with the provisions of the relevant legislation.
 3. The proposed development shall be in accordance with the provisions of the relevant legislation.
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 11. The proposed development shall be in accordance with the provisions of the relevant legislation.

- Legend**
- Proposed development
 - Existing development
 - ▭ Proposed development
 - Existing development

NOTES

1. This plan is for the proposed development.

2. The proposed development shall be in accordance with the provisions of the relevant legislation.

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	15/05/2021	...	...
2	...	...	...	...
3	...	...	...	...
4	...	...	...	...

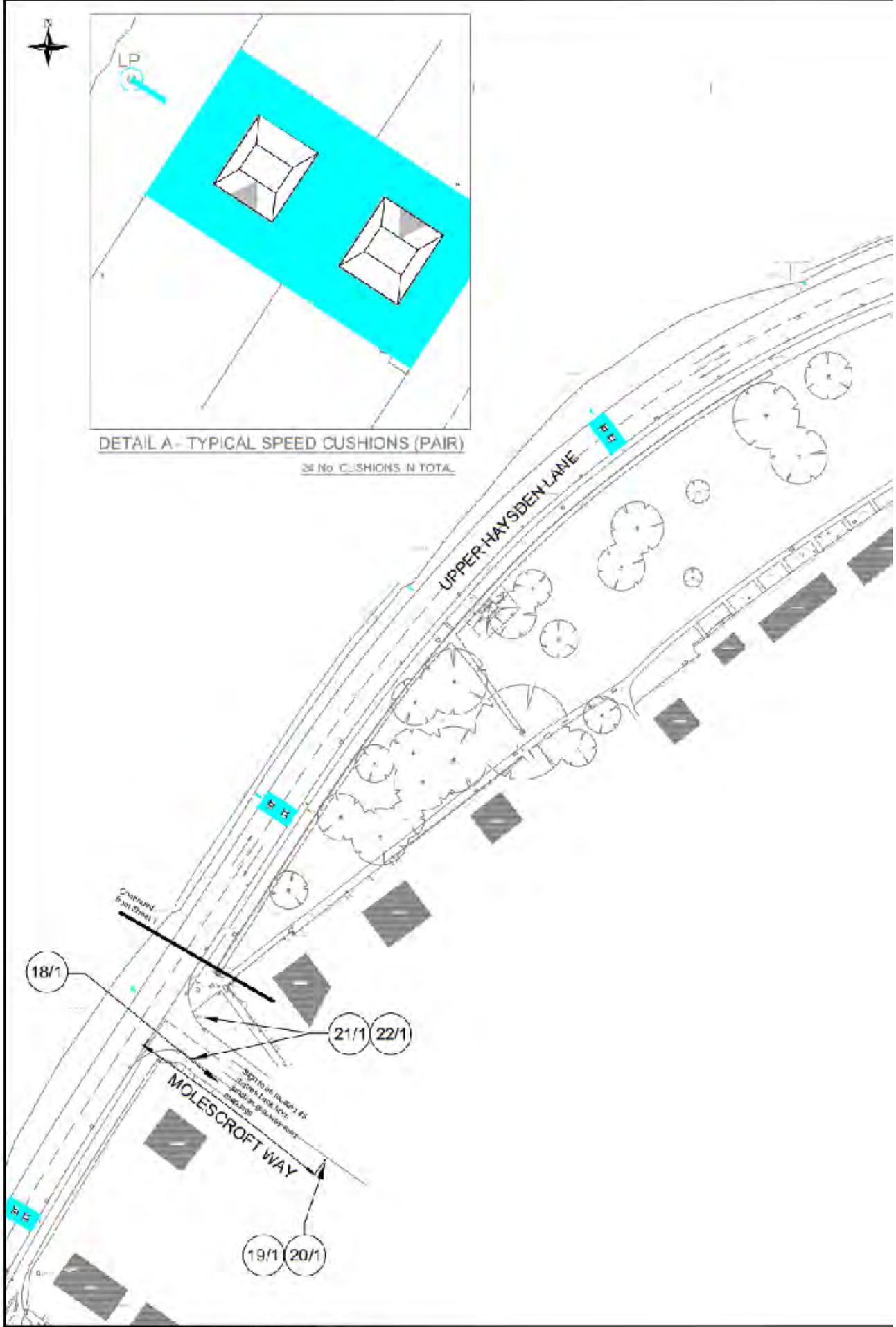
Kent County Council
 Kent County Council
 A Local Council
 The Council Offices
 Tonbridge
 Kent
 TN11 1AB
 Tel: 01892 540000

Upper Haysuen Lane - NERLS school - Tonbridge

General Arrangement Sheet 1 of 2

Preliminary Design

21-S-05-IM-1-001





Consultation Report

Alternative Formats: This document can be made available in other formats or languages, please email alternativeformats@kent.gov.uk or telephone 03000 421553 (text relay service 18001 03000 421553). This number goes to an answer machine, which is monitored during office hours.

Contents

- 1. Introduction 3
- 2. Consultation process 3
- 3. Equality and accessibility 4
- 4. Summary of response 6
- 5. Conclusions and next steps 12

1. Introduction

From 19th January to 22 February 2022, Kent County Council (KCC) carried out a consultation on proposals to install a traffic calming scheme involving a series of raised cushions along Upper Haysden Lane in the vicinity of the Nexus School.

In 2021 we were asked to investigate an extension to the existing 40mph speed limit on Upper Haysden Lane to provide a 'buffer zone' on the approach to access Nexus School. This would have involved moving the start of the existing 40mph speed limit approximately 50 metres further south of the Tonbridge bypass bridge with upgraded signage and lining.

During the consultation period, which ran between 6 and 30 November 2020, there were a large number of objections to this proposal particularly from the school and parents / guardians of pupils. They stated that this was insufficient and that Upper Haysden Lane outside the school grounds should be made 30mph.

A second consultation took place between 29 January and 22 February 2021 which proposed a 30mph speed limit to start just south of the Tonbridge bypass bridge and to extend north along Upper Haysden Lane to the junction of Masefield Way. However, to safely install a 30mph speed limit some form of road engineering (traffic calming) is required.

Since the speed limit consultation, detailed discussions have taken place with Nexus School, local elected officials and the Tonbridge and Malling Joint Transportation Board (JTB). Reports were taken to the JTB on 7 June and 22 November 2021. During the various discussions it was agreed that a traffic calming scheme should be explored.

We would now like your views on the traffic calming proposals within this scheme for the length of the proposed 30mph speed limit area.

The consultation was held to understand if there was support from the local community for the traffic calming scheme.

This report provides information on the consultation process and summarises the responses received. It also provides information on the next steps for the project.

2. Consultation process

The following promotional activities were undertaken to support the delivery of the public consultation:

- promotion through Nexus School and Tonbridge library
- email to stakeholder organisations
- press release
- consultation posters displayed in local area
- Facebook adverts

- invite sent to XXX people registered with KCC's engagement platform, who had expressed an interest in transport and road consultation in the Tonbridge and Malling Borough.
- The local Kent County Council members also canvassed nearby residents and distributed some paper copy of the consultation leaflet.

A webpage <https://letstalk.kent.gov.uk/upperhaysdenlane> was created for the consultation on [Let's talk Kent](#). Copies of the consultation material could be downloaded from this webpage or posted on request.

During the consultation there were:

- 394 unique visitors to the consultation webpage
- 177 downloads of the consultation leaflet
- 10 downloads of the Equality Impact Assessment (EqIA)
- 21 downloads of the Word version of the consultation questionnaire.

People were asked to provide feedback via a consultation questionnaire, which was available online and in a paper version on request.

3. Equality and accessibility

To help ensure that we are meeting our obligations under the Equality Act 2010 we prepared an initial Equality Impact Assessment (EqIA) for the proposed scheme. An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, sex, gender identity, sexual orientation, race, religion, and carer's responsibilities.

We asked for comments on our equality analysis and if there was anything else we should consider relating to equality and diversity. The responses to this question are summarised in section 4.

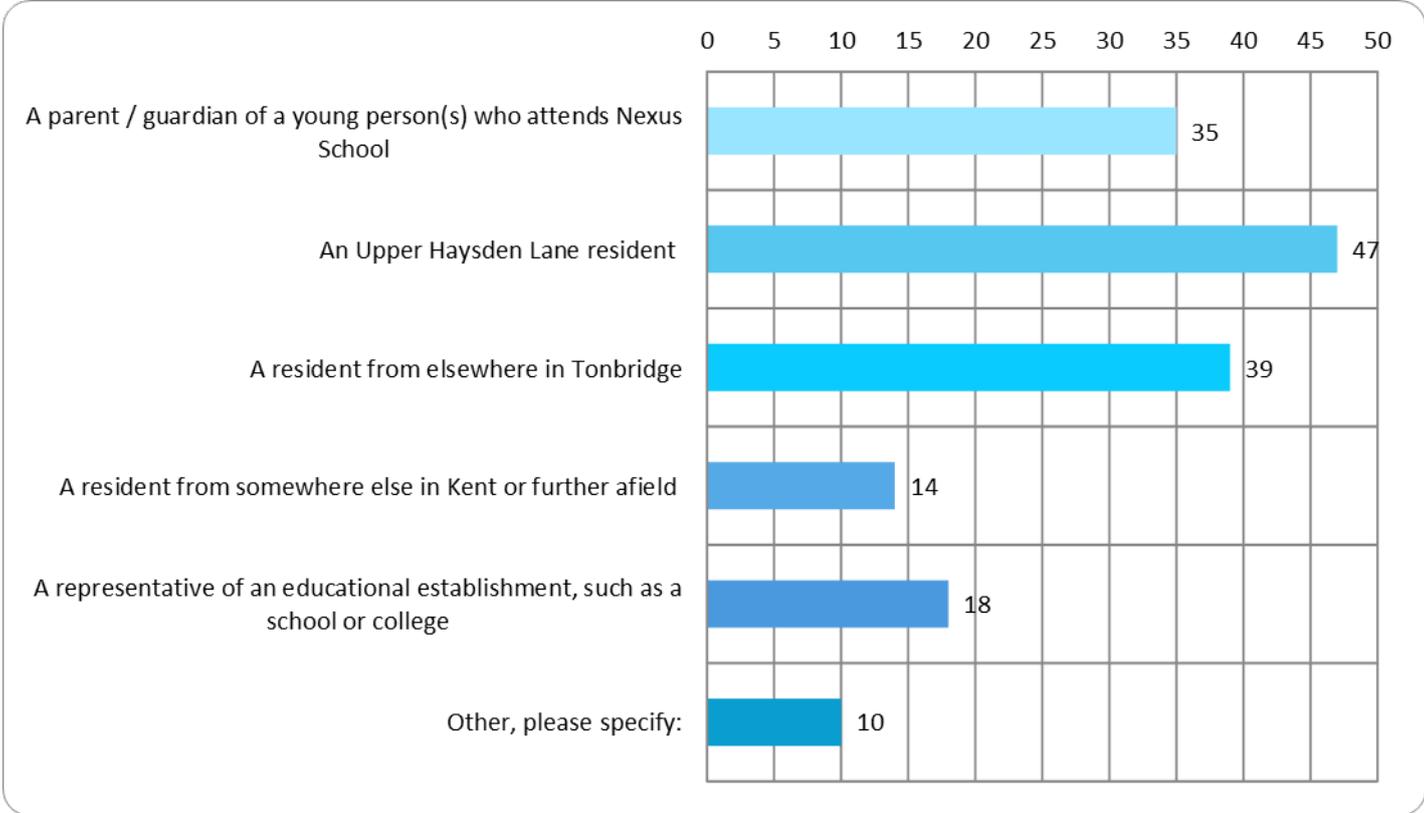
The following steps were taken to help ensure that the consultation was accessible:

- in addition to the consultation being available online, paper copies of the consultation leaflet were made available at the Tonbridge library and were hand delivered and posted to residents upon request and by the local KCC members.
- all publicity and consultation material included a phone number and email address for people to request hard copies, alternative formats and languages.
- a telephone number and email address were provided for queries regarding the consultation.
- a Word version of the consultation questionnaire was available for anyone who could not or did not want to complete the online questionnaire. Emails and letters received during the consultation were also accepted.
- the consultation webpage and documents were fully accessible for people using audio transcription software.

4. Summary of responses

There was a total of 163 responses to the consultation. All 163 respondents completed the online questionnaire. Below is a breakdown of some of the responses.

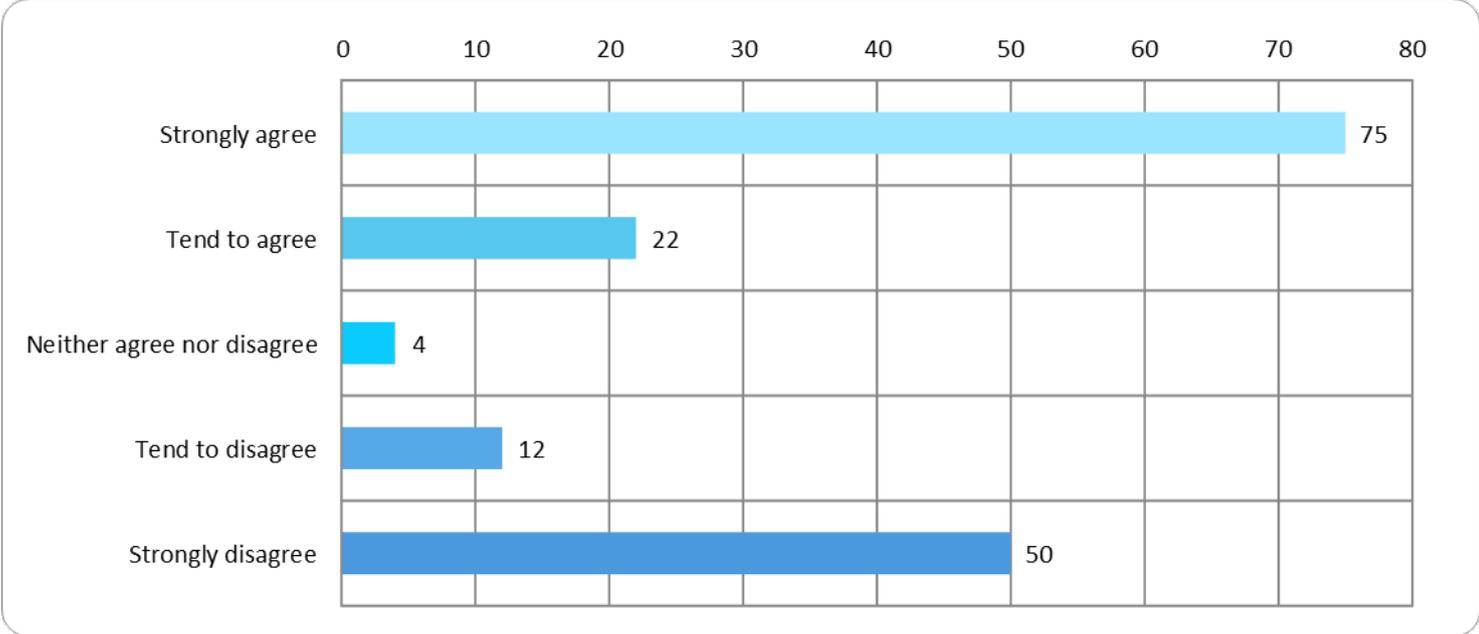
Please tell us in what capacity you are completing this questionnaire:



Many of the respondents were parents / guardians of children attending the Nexus School (35 in total) and there were another 18 respondents from another nearby educational institution. There are various other educational establishments in the nearby area including The Judd School and the Hayesbrook Academy.

47 people responded to the consultation as residents of Upper Haysden Lane and nearby areas, and 39 residents from elsewhere in Tonbridge.

To what extent do you agree or disagree with the proposed Upper Haysden Lane Traffic Calming scheme?

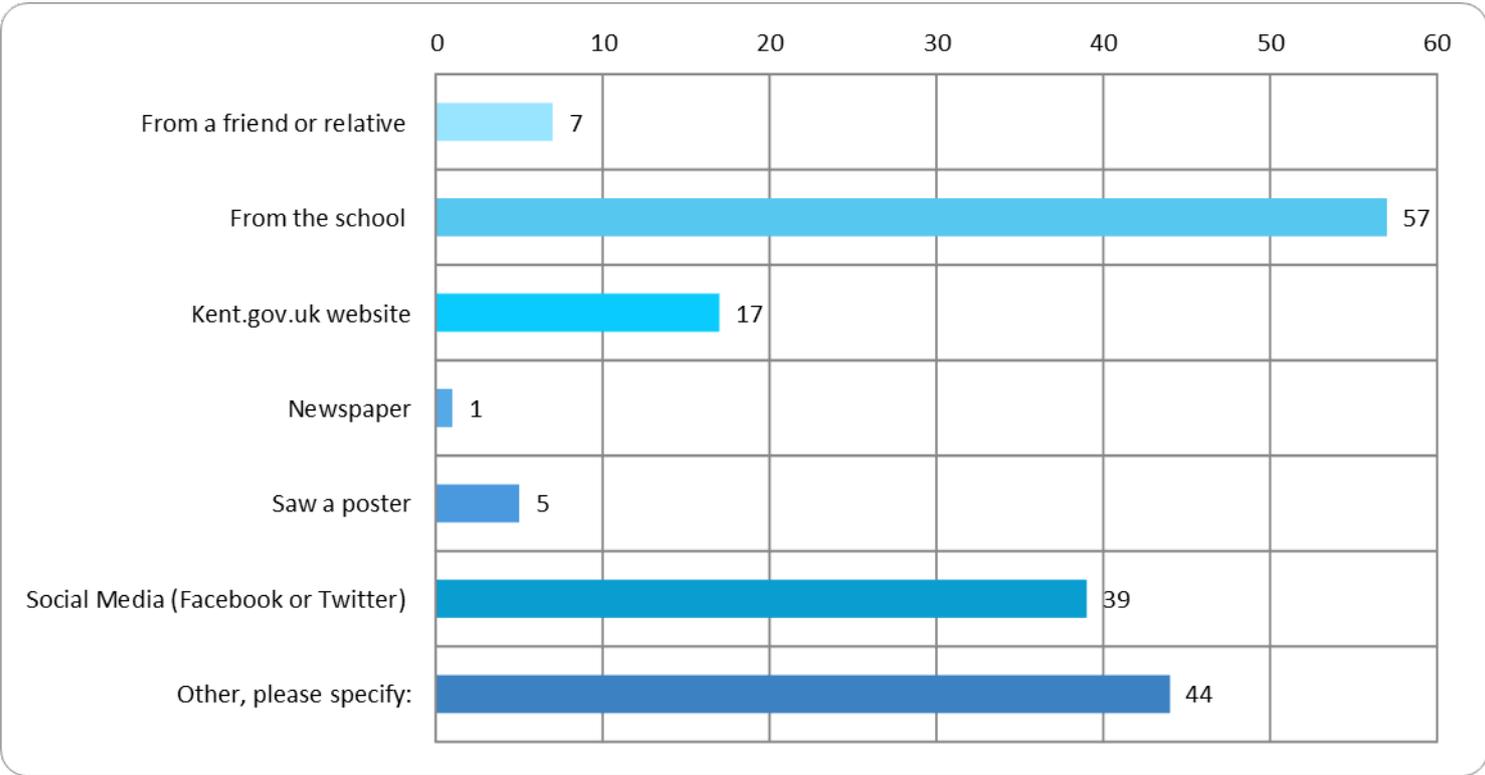


- 75 respondents strongly agree to the proposed traffic calming, and a total of 97 respondents (59%) agree overall.
- 50 respondents (31%) strongly disagree with the proposed traffic calming, and a total of 62 respondents (38%) disagree overall.
- 4 people said that they neither agreed or disagreed with the proposed scheme.

From the feedback received there were some residents who raised concerns about noise and potential damage to vehicles which may occur through the introduction of humps / cushions on Upper Haysden Lane.

Supporters of the scheme mentioned that measures to reduce the speed of vehicles is vital to improve highway safety and encourage active travel (walking and cycling) in the area.

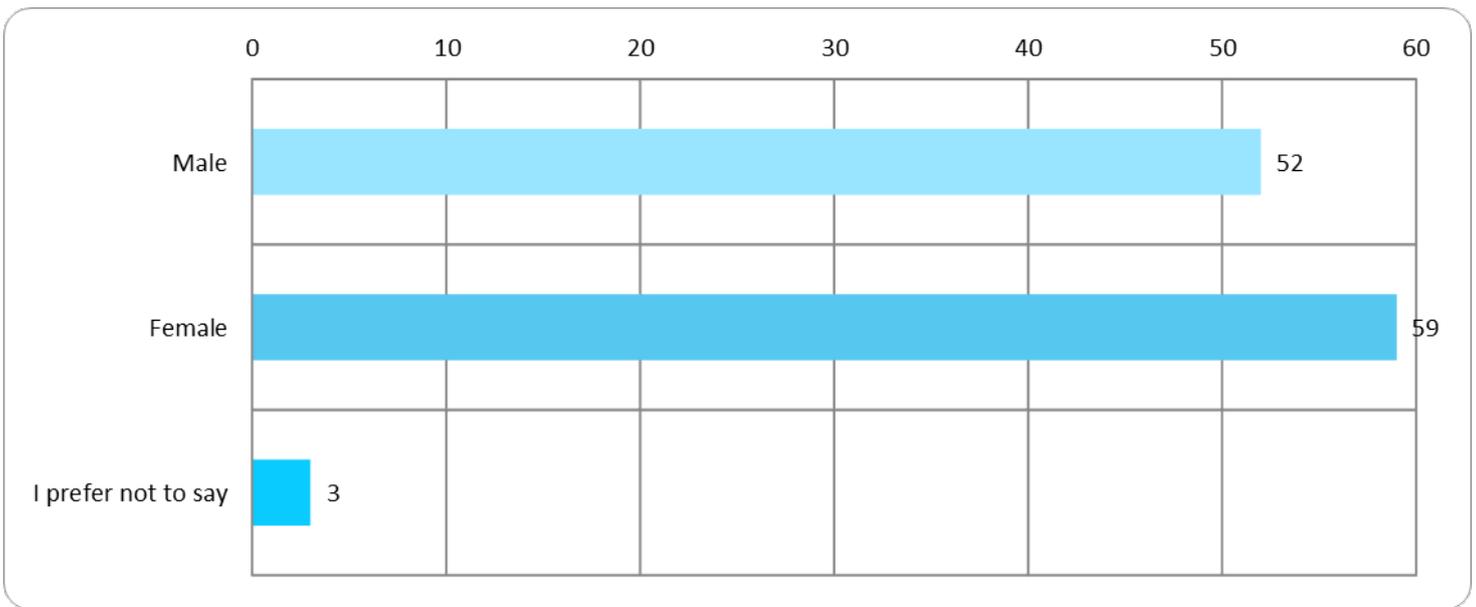
How did you find out about this consultation?



- Most respondents heard about the consultation from the school – a total of 57
- Social media accounted for 44 of the respondents who responded to the questionnaire.
- 44 people responded to the consultation after hearing about it from other sources not listed above. This included a large number of people who received a direct email from KCC as they are registered to receive consultation notifications for their local area on the KCC website. Other respondents advised that they had also been notified of the proposals by their MP or from communications (door to door and leaflets) from their local KCC members.

The school have been campaigning for a reduced speed limit and highway safety improvements on Upper Haysden Lane for some time. This is where the proposed scheme was initially raised. The school has promoted the consultation through various methods which is why there has been a high number of people made aware of the scheme via The Nexus School. Targeted social media has also helped highlight the proposals to a number of individuals.

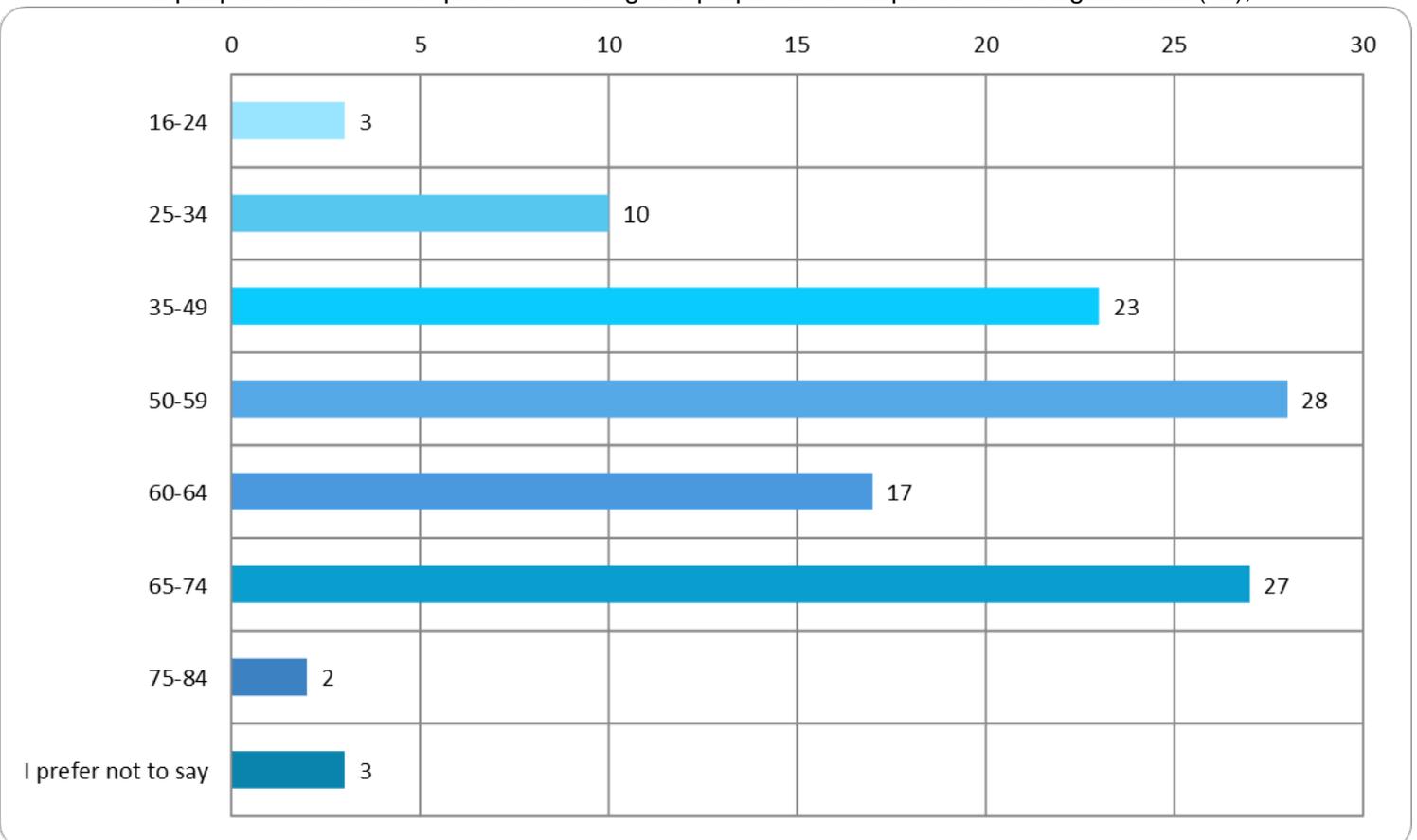
Are you....?



114 people answered this question. 59 of respondents are female and 52 are male.

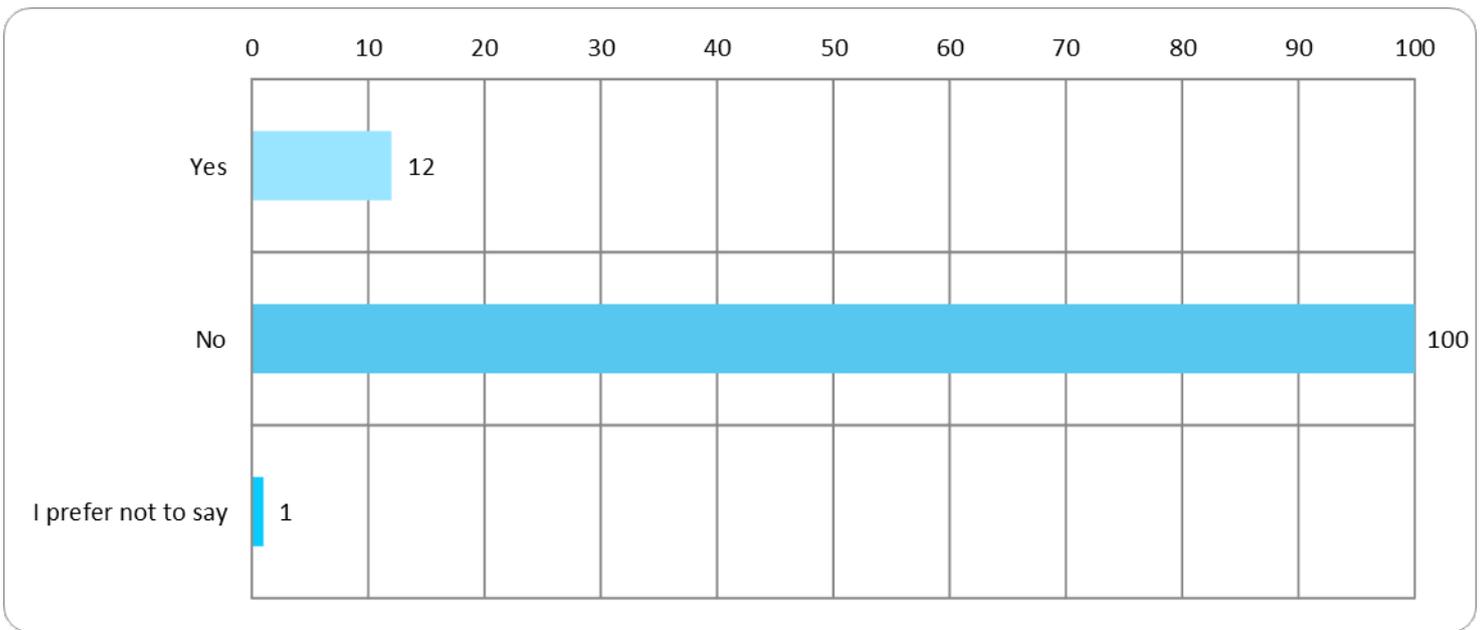
Which of these age groups applies to you?

113 people answered this question. The highest proportion of respondents are aged 50-59 (28),



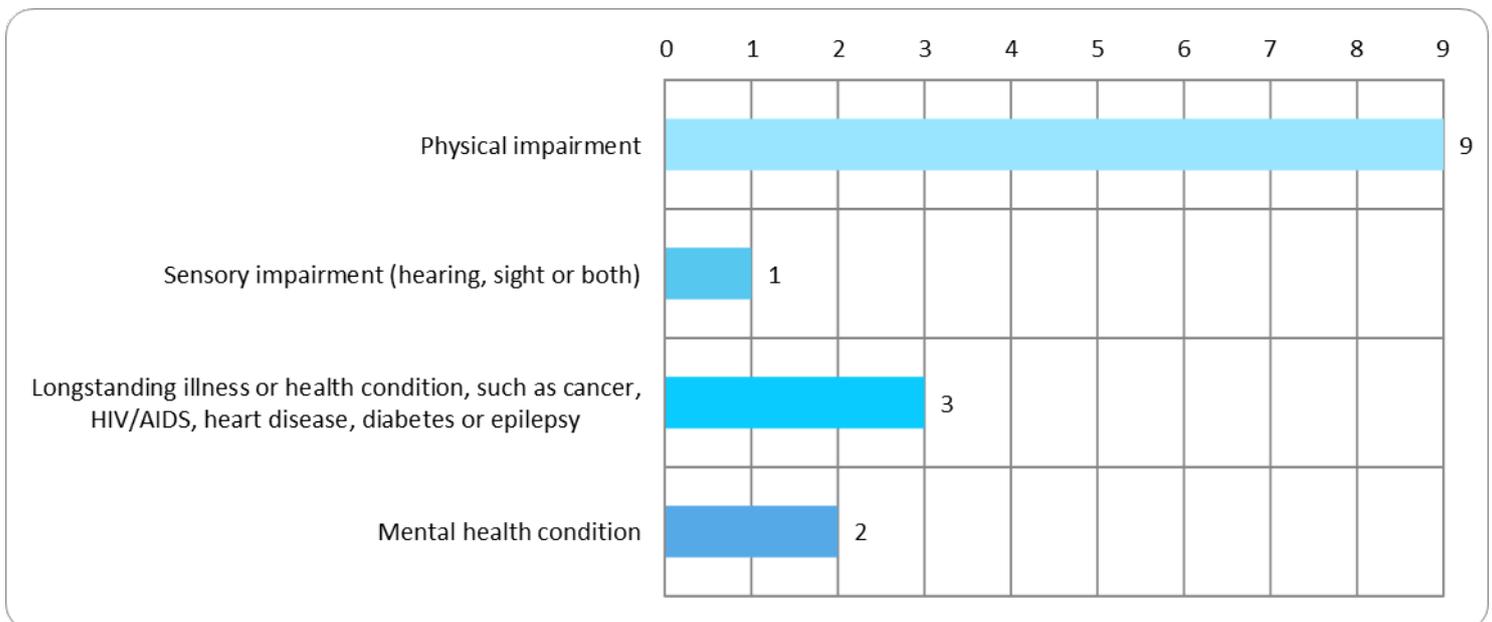
followed by 65-74 (27), 65-74 (18) and 35-49 (23).

Do you consider yourself to be disabled as set out in the Equality Act 2010?



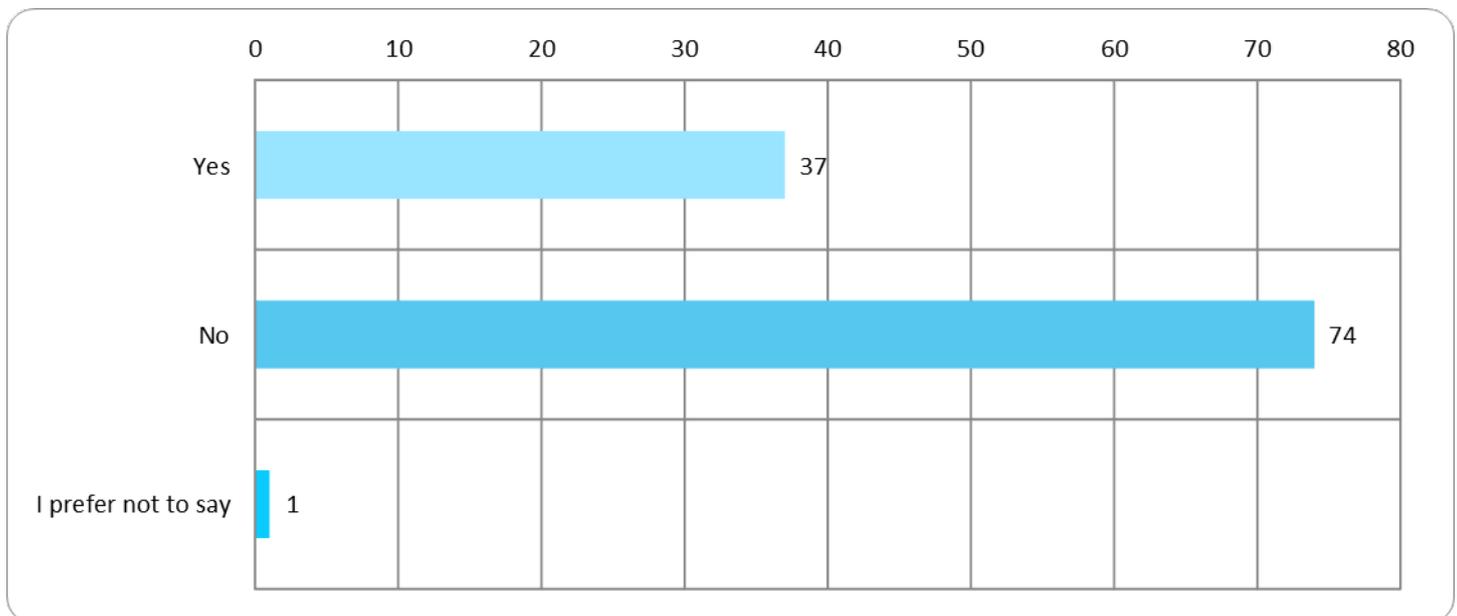
113 people answered this question. 100 said that they do not consider themselves to be disabled. 12 said they did.

Please tell us the type of impairment that applies to you? You may have more than one type of impairment, so please select all that apply.



Of the 15 people who said they have some form of impairment, 9 said they had a physical impairment, 3 have a longstanding illness or health condition, 2 have a mental health condition and 1 has a sensory impairment.

A Carer is anyone who cares, unpaid, for a friend or family member who due to illness, disability, a mental health problem or an addiction cannot cope without their support. Both children and adults can be carers. Are you a Carer?



There were a high number of respondents who are carers, 37 in total, which is likely due to the presence of the Nexus school which specialises in catering for young people with impairments.

5. Conclusions and next steps

Pedestrian and vehicle surveys along with a road safety audit were carried out on Upper Haysden Lane in addition to the public consultation. Automated traffic counts (ATC's) were undertaken to ascertain actual driven speeds to evidence if there is a notable speeding issue. KCC commissioned a weeklong ATC survey, from Thursday 11th March 2021 to Wednesday 17th March 2021, to ascertain actual speeds on Upper Haysden Lane in the vicinity of Nexus School. The results show that average driver speeds are 37.4mph (37.5mph northbound and 37.4mph southbound), this demonstrates that the current speed limit of 40mph 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. All speed limit changes in the UK must be installed within the current national standards for setting local speed limits in England (Setting Local Speed Limits DfT circular-01-2013). Without physical measures in place to support a speed limit reduction drivers would become desensitised and confused by the artificially low speed limit which could then lead to more driver frustration and dangerous overtaking and other manoeuvres.

Road safety audits involve a review by an independent highways professional to analyse the safety implications of highways improvements and new road schemes. Through site inspections and reviews of proposed scheme plans auditors identify potential road safety problems from the perspective of all highway users. The Upper Haysden Lane audit identified some concerns with the location of some of the proposed cushions due to the proximity of side roads and accesses, these concerns could be easily overcome by slightly altering the positioning of some of the cushions.

Based on the feedback during the consultation there appears to be a majority of respondents who want the traffic calming scheme to proceed, and an even greater number of people who have said that they would support a speed limit reduction. From reviewing some of the detail in the responses many people did not understand why physical traffic calming measures were needed and why the speed limit could not just be reduced to 30mph; hopefully the additional information above will help to answer that question. The next stage in the process is for this scheme proposal and the outcomes of the public consultation to be discussed in a report to the Tonbridge and Malling Joint Transportation Board (JTB), at that meeting members of the board will make a recommendation as to whether or not the scheme should proceed and if any amendments need to be made. This report will be available on the Tonbridge and Malling Borough Councils website nearer the meeting date in June 2022 - <https://democracy.tmbc.gov.uk/ieListDocuments.aspx?CId=164&MId=4923>