

# **Report of objections received for Traffic Regulation Orders submitted to Kent Highway Services**

A report by the Head of Transport & Development to the Joint Transportation Board

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## **Summary**

1. A report to update the Board on objections to advertised Traffic Regulation Orders received by Kent Highway Services (KHS).

## **Laddingford Speed Limit**

2. Following a long running request from Yalding Parish Council to reduce the speed limit in Laddingford which resulted from a review of the existing speed limit, a Traffic Regulation Order was advertised.
3. One objection has been received from Mr Ian Bruce of East Farleigh, regarding the introduction of a reduction to the existing speed limit at Laddingford. Mr Bruce has objected to the reduction in speed limit on various grounds cited in his attached correspondence.
4. The review team undertook the study in Laddingford following national guidance from the relevant document Circular Roads 01/2006. This states that 30mph should be the norm in villages and that 40mph should be considered where there is a lesser degree of development.

## **Recommendation**

5. That the 30mph and 40mph Traffic Regulation Orders advertised should be implemented as they accord with national guidance.

## **Request for School Keep Clear Markings, Barming School**

6. A request to improve road safety at Barming Primary School was received in September 2008. Following a site meeting at that time it was agreed that School Keep Clear entrance markings should be applied to improve safety at both school entrances.
7. Kent Highway Services were unable to action the request at that time due to staffing and funding resources not being available.
8. In December 2009 Cllr Stockell indicated that she would be willing to fund this work from her Member Highway Fund budget and the Traffic Regulation Order was subsequently advertised.
9. Two objections have been received. Mr and Mrs J Cooke and Mr J Easdown, both of North Street Barming, have objected to the marking in North Street at the pedestrian entrance, but not to the Belmont Close main entrance. Their letters of objection are attached.
10. One comment of support for the Belmont Close entrance site has been received from Mrs Ellen, who lives adjacent to the school entrance in Belmont Close.

11. Site observations have revealed that both school entrances are busy and parents who drive to the school have to park on either North Street or Belmont Close and then escort their child into the school. There is not a footway on the Western side of North Street and consequently there are fewer crossing movements at this vicinity. Instead most parents tend to park on the eastern side of the road in order to use the footway

### **Recommendations**

12. It is recommended that the Belmont Close School Keep Clear entrance marking be implemented whilst the North Lane site is abandoned as few children tend to cross at this location.

### **Boughton Lane Waiting Restrictions (Double Yellow Lines)**

13. Following works to improve pedestrian facilities on the approach to the new Oldborough School site it was considered necessary to implement double yellow lines, to deter drivers from parking in the area which previously had been an entrance taper but was now footway. Parking at this location now presented a hazard to residents trying access or exit their properties in Boughton Lane
14. It was considered that a double yellow lines marking, on the approach to the shared entrance to Five Acre Wood School and Oldborough School would deter drivers from parking. The Lines would extend 67m northwards and 22m to the south of the access.
15. A Traffic Regulation Order was advertised and one letter of objection was received from Mr Peter Craven of 87 Boughton Lane, whose letter is attached. Two Letters were received in support of the proposal from Mr and Mrs S Atkins of 54 Boughton Lane and Mr and Mrs Webb of 52 Boughton Lane. Their correspondence is also attached.

### **Recommendations**

16. These waiting restrictions are considered necessary on safety grounds, and therefore it is recommended they be implemented.

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