



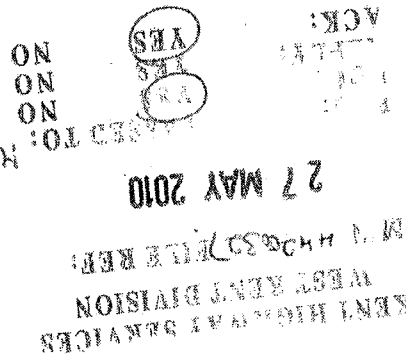
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Lantern House
The Priory
East Farleigh
Kent
ME15 0EX

Tel (01622) 729292

Kent Highway Services
Ashford Highway Depot
Javelin Way
Henwood Industrial Estate
Ashford
Kent
TN24 8AD



F.A.O. Transportation & Development Manager

14th May 2010

Copy by email: td.maidstone.tonbridgeandmalling@kent.gov.uk

Proposed Speed Limit Order Laddingford & Yalding

Dear Sirs,

Further to your public notice regarding the introduction of 30mph and 40mph speed limits on sections of:

Lees Road
Gravelly Way
Symonds Lane
Claygate Road
Clevesland
Darman Lane
St. Mary's Close

I should like to **object** to the introduction of lower than National Speed Limit restrictions on these roads, for the following reasons:

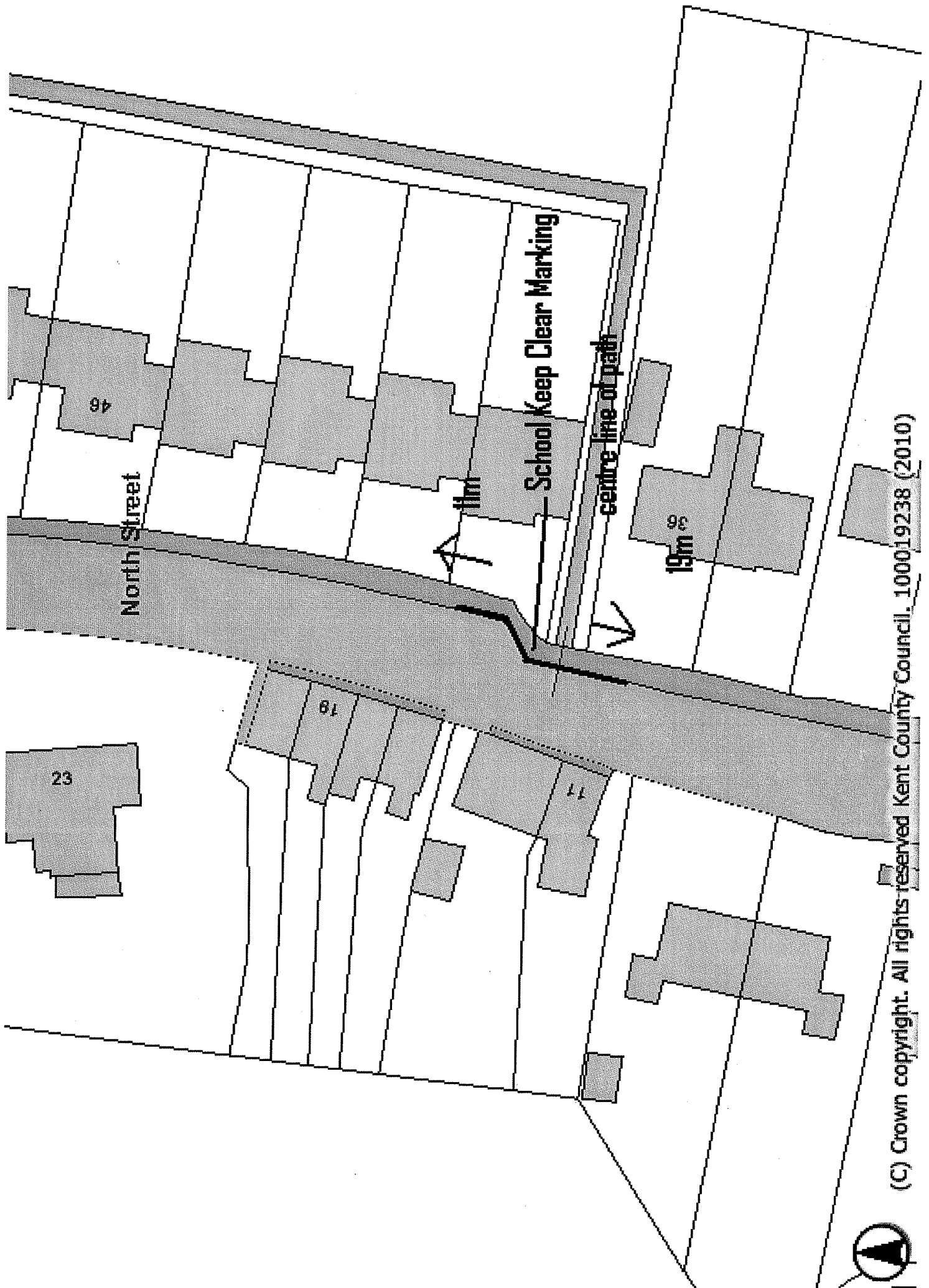
1. A competent driver can drive safely along many sections of these roads at speeds higher than those recommended, and in places up to the NSL, in appropriate conditions.
2. The application of an 'overall' limit that is too low in some sections will result in not only those sections being ignored, but other sections as well, where the limit may be more appropriate. It is not practical to vary the limit on rural roads according to each short section, nor mark every bend as a hazard. Drivers must be encouraged to take responsibility for their actions and concentrate on their surroundings, not on their speedometer.
3. Numerically posted speed limits encourage drivers to believe that it is safe to drive at the posted speed, along the whole length of the road, regardless of the conditions. Drivers should be warned of specific unforeseeable hazards with signage, allowing them to travel at an appropriate speed for the section of road they are using, and the prevailing conditions.

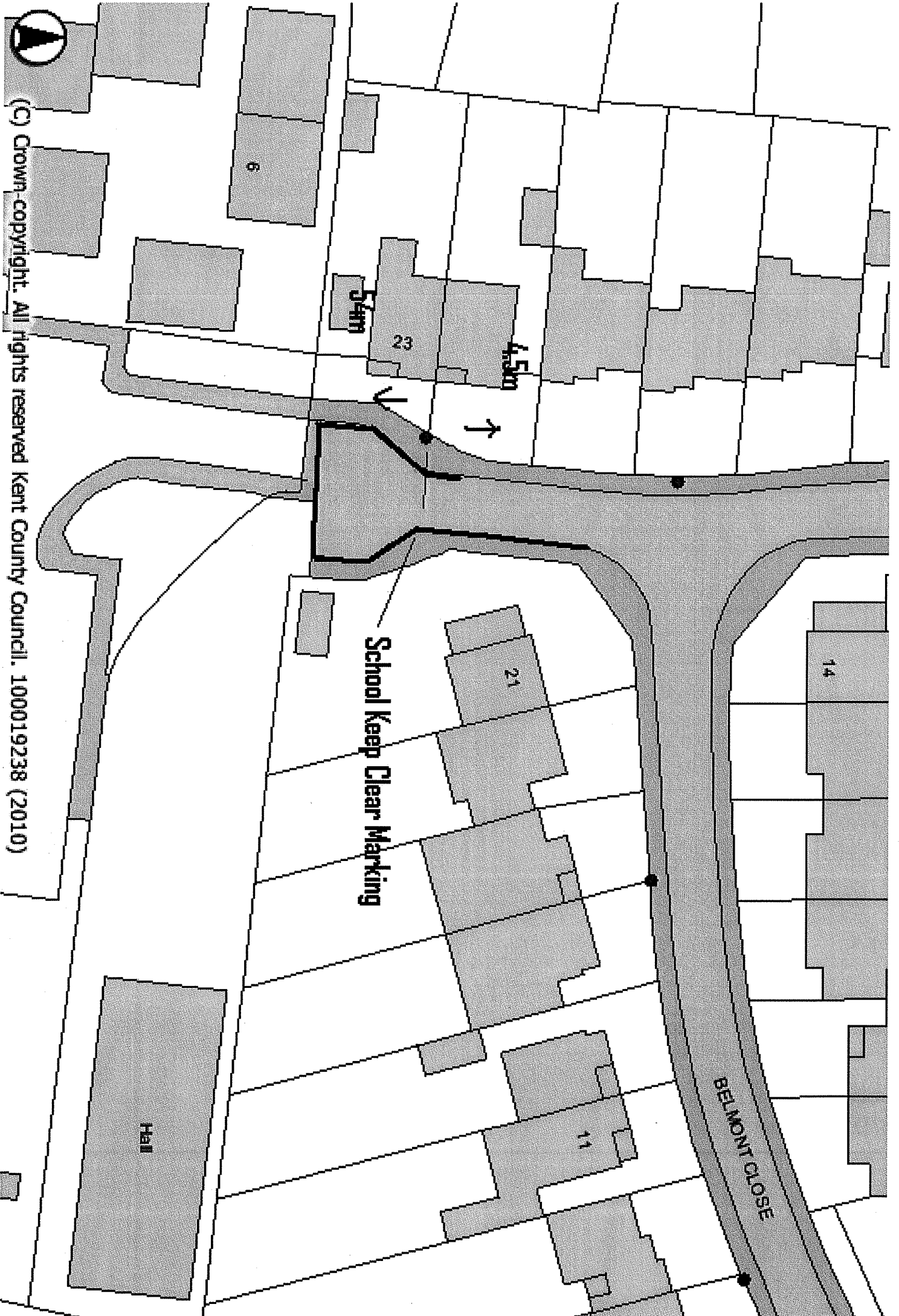
4. The increased use of varying NSL/50/40 limits reduces the effectiveness of the 30mph limits at village centre boundaries, where they are appropriate. Without a significant differential in speed limits, it is likely that the 30mph limits in the village centres will be exceeded more frequently.
5. The considerable cost of the numerous 'repeater' signs that would need to be installed would be better spent on improvements to road layouts, markings and hazard warnings where appropriate, together with driver education in hazard anticipation and perception.
6. The installation of the repeater signs causes an urbanisation of the rural landscape and detracts from the environment.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'Ian Bruce', written over a horizontal line.

Ian Bruce





Heath, Michael - EHW KHS

From: e-mail susan.cooke [susan.cooke@blueyonder.co.uk]
Sent: 26 May 2010 16:31
To: Heath, Michael - EHW KHS
Subject: Re: prohibition of parking application, barming

Further to my original email I wish to point out an additional reason for an objection to the plan. When our house was built in 1973 a lay-by was created to ease the parking on the road. The existence of this lay-by provides a clear line of sight up North Street from the schools back entrance, even when a car is parked outside number 38. There is no such lay-by on the other side of the entrance outside number 36.

Our argument is that the lay-by has always fulfilled your object of creating a safer crossing point for the children and therefore a parking restriction outside number 38 is not needed.

We suggest that another survey should be done to examine whether the proposed cost to the council and the resulting inconvenience to the residents would actually make any difference to the safety of the children.

Sue and Jerry Cooke

On 25 May 2010 11:15, <Michael.Heath@kent.gov.uk> wrote:

Dear Mr and Mrs Cooke

**THE KENT COUNTY COUNCIL
(BOROUGH OF MAIDSTONE)
PROHIBITION OF PARKING OUTSIDE SCHOOLS (VARIATION No 1) ORDER 2010**

This email is to acknowledge receipt of your objection in respect of the above proposed Traffic Regulation Order.

Michael Heath

Transportation and Development Engineer

Doubleday House

Aylesford

Kent ME20 7BU

From: e-mail susan.cooke [mailto:susan.cooke@blueyonder.co.uk]
Sent: 21 May 2010 20:09
To: Kent Thameside Consultations- EHW
Subject: prohibition of parking application, barming

27/05/2010

I wish to object to the proposed application to prohibit parking outside 36 and 38 North Street. I live at 40 North Street and I feel that such a prohibition, all be it only in school hours, will place a further strain on the parking in the street.

I assume the reasoning behind this application is to do with child safety. A more effective method would be to restrict the speed at which vehicles pass the school exit to 20 mph. Also, the street is used as a "rat run" by traffic in order to avoid the lights on the Tonbridge Road. Perhaps a plan could be devised to prevent this from happening, so as to improve road safety for the school children and local residents alike.

If it had not been for my neighbours eagle eyed son your notice would have gone unseen! Why were we not notified individually of this application? Was this a deliberate ploy to sneak the application through?

Sue and Jerry Cooke

Mr J N Easdown
38 North Street
Barming
Maidstone
Kent
ME16 9HF

28th May 2010

The Transport and Development Manager
(Maidstone and Tonbridge & Malling)
Kent Highway Services
Double Day House
St Michaels Close
Aylesford
ME20 7BU

Dear Sirs,

Notice attached to post outside Barming School entrance in North Street, Barming

Re. The Kent County Council (Borough of Maidstone) Prohibition of Parking outside schools
(Variation No 1) Order 2010
Consultation ending 31st May 2010

We are writing to register that we object to zig-zag lines being placed across the frontage of 38 North Street, Barming.

The reasons for this objection are contained in the three points attached.

Yours sincerely,



Mr J N Easdown C Eng



Mrs J E Easdown

1. Lack of Justification

- A. There have been no reported incidents at the North Street entrance of Barming School, which is on a straight wide road. The school entrance is for pedestrians only and has by estimation, less than 10% of pupils using it.

This is compared to the main entrance in Belmont Close which has a driveway, is at the end of a cul-de-sac with narrow approach roads and bends. The vast majority of pupils use this entrance.

Considering the differences of the two entrances, any proposed approach at Belmont Close should be automatically applied to North Street. The case for each entrance should be treated on its own merits.

For comparison, the two entrances are shown as Plate 1 and Plate 2.



Plate 1 : Barming Primary School, Belmont Close entrance

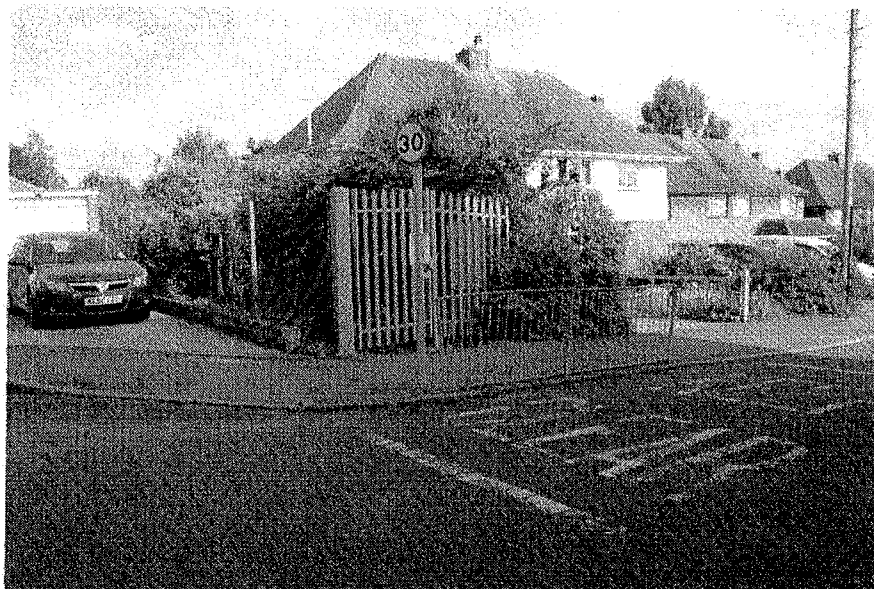


Plate 2 : Barming Primary School, North Street Entrance

- B. It is believed that the addition of a zig-zag line across the frontage of 38 North Street will not significantly improve visibility there.

The roadway in front of the house is a lay-by for residents' parking that was purpose built at the time of constructing the houses (in accordance with Council requirements at the time). It is set back from the lower line of the road by at least a car width, making the school entrance a promontory

Hence, a parked car still gives full visibility of the school entrance when approaching from the North or looking Northwards from the gate. See Plates 3 and 4.

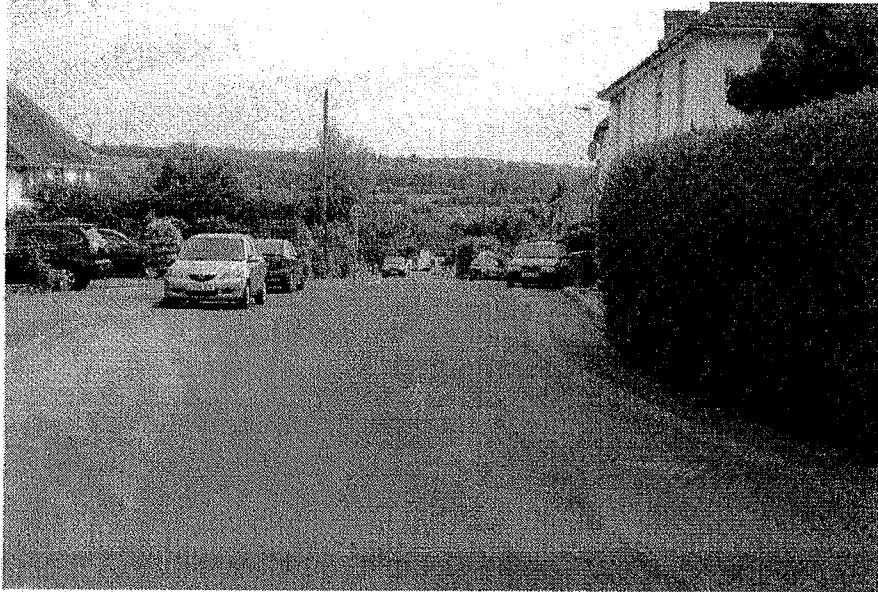


Plate 3 : Approaching the school gate from the North



Plate 4 : Looking Northwards from the school gate

2. Loss of Amenity for Residents

Restricting the parking in front of 38 North Street will be a loss of amenity for residents there.

Residents on the North-East side of North Street currently enjoy non-restricted parking in the lay-by and this is used by residents with non-standard working hours.

For the residents of number 38, they have two cars which cannot be accommodated safely on the driveway at the same time without one jutting onto the footpath.

Furthermore, when Mrs Easdown senior stays (aged 79 and registered disabled) the parking in front of number 38 provides easiest access.

If a disabled parking place outside of number 38 was to be requested in future, how could this be accommodated ?

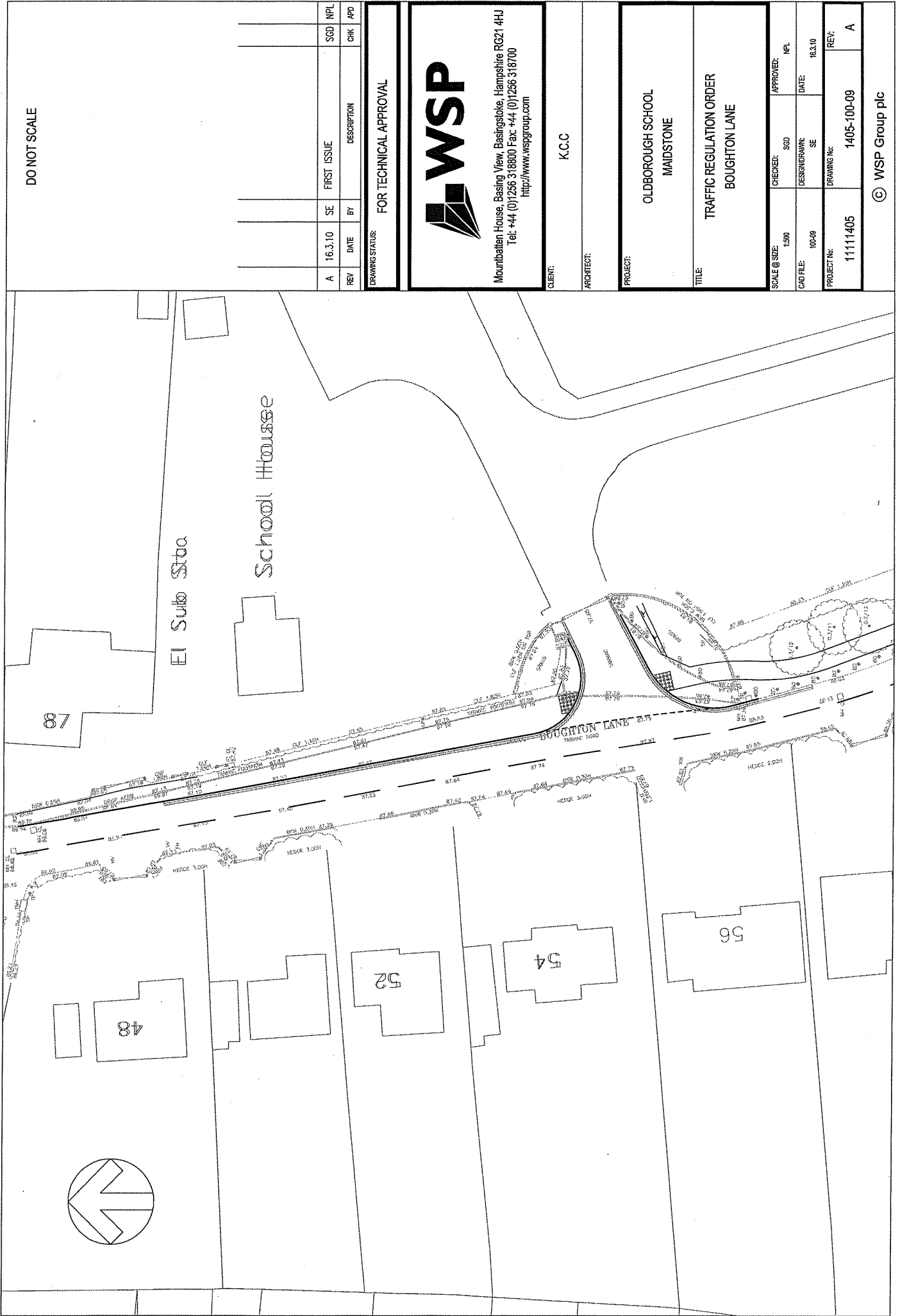
The loss of one parking space will aggravate an already difficult parking situation. As residents who live in the cottages on the opposite side (ie North-West side) have space for only one vehicle in front of their property and they tend to use the lay-by also. Non-standard working hours makes the restricted space unusable.

3. Established Right to Park in the Lay-by

When moving to 38 North Street in April 2003, the Land Registry documents were scrutinised by the Solicitors providing legal advice at the time and it was established that the residents of number 38 had a right to park in front of the property in the lay-by. A copy of those documents was retained.

The schedule of H.M. Land Registry document reference K416030 clearly defines the rights of residents of number 38 to park in the lay-by and also clearly indicates the lay-by on a plan. These rights have now been exercised for more than seven years and are believed to be established and in force. We do not waive those rights and have seen no legal order removing them.

It is believed that to remove those rights a legal judgement and order would be required and legal advice may be sought if the Council seeks to place restrictions on the parking there.



Mr and Mrs S Atkins

54 Boughton Lane, Loose, Maidstone, ME15 9QS

01622 743332

~~Transport and Development Team Leader~~

Maidstone and Tonbridge & Malling area

Doubleday House

Aylesford

Kent ME20 7BU

19 May 2010

Dear Sirs

Prohibition of Waiting (Double Yellow Lines) – Oldborough School, Boughton Lane

We support these proposals in full.

We need the yellow lines to ensure unrestricted access to our house which does not have the benefit of a pavement outside.

Yours faithfully



Stephen and Sandra Atkins

KENT HIGHWAY
WEST KENT
M/N 44200318

21 MAY 2010

FAO
LOG:
REPLY:
ACK:

YES
YES

NO
NO

only

52, BOUGHTON LANE
MAIDSTONE
KENT

ME15 9QS

25 April 2010

Dear Sirs

PROHIBITION OF WAITING (DOUBLE YELLOW LINES)
OLD BOROUGH SCHOOL BOUGHTON LANE

With reference to the above we fully support the proposal to provide double yellow lines on the approach to and at the access to the school. We would suggest that you also include the road between the two gates and a short distance beyond the second gate.

Removal of the deceleration lane has made exiting the drives opposite the school an extremely hazardous operation, if people are allowed to park it will make the situation worse. Double yellow lines will at least keep both lanes open to traffic.

Yours faithfully

J.M. Webb

JOHN M. WEBB

Heather Webb

HEATHER WEBB

KENT HIGHWAY SERVICES
WEST KENT DIVISION
MIN 4420328

27 MAY 2010

FILE
LOG

(468)

Heather

Mr Peter Craven & Mrs Elaine Craven
Orchard House
87 Boughton Lane
Maidstone
Kent.
ME15 9QP

Transport and Development Team Leader
Maidstone and Tonbridge & Malling Area
Doubleday House
Aylesford
Kent.
ME20 7BU

21 May 2010

**RE: Prohibition of Waiting (Double Yellow Lines) – Oldborough School,
Boughton Lane**

Dear Sir

I refer to your letter of the 18th May concerning the above proposal.

Your drawing attached to the letter indicates that the restrictions on parking will commence to the south side of my driveway at 87 Boughton Lane. I feel that I must object to these proposals which are the outcome of poor planning with regards to traffic flow in Boughton Lane in so far as:

1. The conversion of the existing lay-by/parking area in the lane to a wider than really necessary footpath.
2. My wife and I hold various committee meetings at our house to do with our social and business interests; where are the committee members going to park?
3. If the parking is to be restricted to one side of the road there is a real danger that residents of Boughton Lane from number 48 down and 85 down will have their driveways blocked or there will be parking on the existing pavement further decreasing the lane's width.

To conclude I do not think that the alterations to the pavement and the road width have been well planned and I would like to register my objections to the proposals regarding the double yellow lines which in my opinion will be another disaster for the residents of Boughton Lane.

Yours Faithfully


Peter Craven

KENT DISTRICT COUNCIL
WEST KENT DIVISION
M/N 144200324

26 MAY 2010

FAQ
LOG
REPLY
ACK:

489
Y68

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