

DOCUMENTS on DEPOSIT



**These documents should remain
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until 08th June 2014**

THE KENT COUNTY COUNCIL

**(VARIOUS ROADS YALDING, COLLIER STREET &
HUNTON)**

(7.5 TONNE WEIGHT RESTRICTION) ORDER 2014

Please return to:

**Traffic Schemes & MHF Team
Ashford Highway Depot
4 Javelin Way
Henwood Industrial Estate
Ashford, Kent
TN24 8AD**

At expiry of deposit period

In the Borough of Maidstone
KENT COUNTY COUNCIL
 (VARIOUS ROADS YALDING, COLLIER STREET & HUNTON)
 (7.5 TONNE WEIGHT RESTRICTION) ORDER 2014
 ROAD TRAFFIC REGULATION ACT 1984

NOTICE is hereby given that The Kent County Council, acting as the Local Traffic Authority and in exercise of its powers under sections 1, 2, 3, 4, 5, 10(2) and 124 and Schedule 9 of the Road Traffic Regulation Act 1984, 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 said Act of 1984, proposes to make the above named Order.

The general effect of this order is to prevent any goods vehicles with a maximum permissible laden weight of which exceeds 7.5 tonne to proceed in those lengths of road specified in the Schedule of the Order. Exemptions are provided in the Order for; access to land & properties, permit holders, vehicles engaged agricultural activities, emergency services, authorities in pursuance of statutory powers and vehicles engaged in such building operations as maintenance, improvement or demolition. Full details of the exemptions are provided in the articles of the Order. Roads effected by the Order are:-

Lees Road, YALDING	From its junction with B2162 Hampstead Lane, southwards, to its junction with Laddingford
Laddingford, YALDING	From its junction with Lees Road, southwards, to its junction with Claygate Road
Claygate Road, YALDING	from its junction with Laddingford, eastwards, to its junction with Emmet Hill Lane
Claygate Road, COLLIER STREET	from its junction with Emmet Hill Lane, south-eastwards, to its junction with Spenny Lane
Spenny Lane, COLLIER STREET	from its junction with Claygate, southwards, to its junction with Claygate
East Street, HUNTON	from its junction with Hunton Road, northwards, to its junction with West Street
George Street, HUNTON	from its junction with East Street, northwards, to its junction Redwall Lane
Redwall Lane, HUNTON	from its junction with East Street, eastwards, to its junction with George Street

A copy of the proposed Order, an explanatory statement and a map showing the lengths of roads concerned may be inspected during normal office hours Monday to Fridays at Kent County Council Offices, Sessions House, Maidstone, ME14 1XQ and Ashford Highways Depot, 4 Javelin Way, Henwood Industrial Estate, Ashford, Kent TN24 8AD.

Any person wishing to support or object to the proposal must do so in writing quoting the name of the Order to Andy Corcoran, The Traffic Schemes and Member Highway Fund Manager, Kent County Council Highways, 4 Javelin Way, Henwood Industrial Estate, Ashford, TN24 8AD or by email to TRO@kent.gov.uk stating their reasons, by no later than 8th June 2014.

County Hall
 Maidstone
 Kent, ME14 1XQ

John Burr
 Director Highways, Transportation &
 Waste

KENT COUNTY COUNCIL
(VARIOUS ROADS YALDING, COLLIER STREET & HUNTON)
(7.5 TONNE WEIGHT RESTRICTION) ORDER 2014
ROAD TRAFFIC REGULATION ACT 1984

THE KENT COUNTY COUNCIL, acting as the local traffic authority and in exercise of its powers under Sections 1, 2, 3, 4, 5, 10(2) and 124 and Schedule 9 to the Road Traffic Regulation Act 1984 (hereinafter referred to as the Act of 1984) 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 said Act of 1984, hereby makes the following Order:-

7.5 TONNE WEIGHT RESTRICTION

1. Save as provided in Article 2 of this Order no person shall, except upon the direction or with permission of a police constable in uniform or of a traffic warden, cause any goods vehicle with a maximum permissible laden weight of which exceeds 7.5 tonne to proceed in those lengths specified in the Schedule to this Order.
2. The maximum permissible laden weight of a motor vehicle is the gross weight indicated on the plate displayed on that motor vehicle as required by Regulation 70 and Schedule 10, Motor Vehicle (Construction and Use) Regulations 1986 (Ministry Plate) or in the event such a plate is not displayed the gross weight for Great Britain, displayed on the vehicle as required by Regulation 66 and Schedule 8, Motor Vehicle (Construction and Use) Regulations 1986.
3. Nothing in Article 1 of this Order shall apply so as to prevent any person from causing or permitting a vehicle to proceed in the lengths of roads referred to in that Article if the vehicle is being used:-
 - (a) in connection with any building operation; any maintenance, improvement or demolition in or adjacent to that length of road, the removal of any obstruction to traffic in that length of road, the maintenance, improvement or reconstruction of the length of road; or the laying, erection, alteration or repair in or adjacent to that length of road of any sewer, or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telegraphic line as defined in the Telegraph Act 1878.
 - (b) is being used in connection with police, fire brigade, ambulance or civil defence purposes;
 - (c) is being, used as a bus within the meaning, Traffic Signs Regulation and General Directions 2002 Regulation 22;
 - (d) is being used in the service of a local authority in pursuance of statutory powers or duties
 - (e) is being used for the conveyance of persons, goods or merchandise to or from any premises situated on or adjacent to that road or length of road;

- (f) is being used for the purposes of agriculture or for the conveyance or haulage of timber;
- (g) is displaying in a conspicuous position on the vehicle a certificate issued by the County Council stating that the vehicle is exempt from the restriction contained in that Article.
4. The restrictions imposed by this Order shall be in addition to and not in derogation of any restrictions or requirements imposed by any regulations made or having effect as if made under the Road Traffic Regulation Act 1984 or by or under any other enactment.

CITATION AND COMMENCEMENT

5. This Order may be cited as “The Kent County Council (Various Roads, Yalding, Collier Street & Hunton) (7.5 tonne Weight Restriction) Order 2014” and shall come into operation on the day of 2014.

SCHEDULE (Roads subject to a 7.5 tonne Weight Restriction)

Lees Road, YALDING	From its junction with B2162 Hampstead Lane, southwards, to its junction with Laddingford
Laddingford, YALDING	From its junction with Lees Road, southwards, to its junction with Claygate Road
Claygate Road, YALDING	from its junction with Laddingford, eastwards, to its junction with Emmet Hill Lane
Claygate Road, COLLIER STREET	from its junction with Emmet Hill Lane, south-eastwards, to its junction with Spenny Lane
Spenny Lane, COLLIER STREET	from its junction with Claygate, southwards, to its junction with Claygate
East Street, HUNTON	from its junction with Hunton Road, northwards, to its junction with West Street
George Street, HUNTON	from its junction with East Street, northwards, to its junction Redwall Lane
Redwall Lane, HUNTON	from its junction with East Street, eastwards, to its junction with George Street

GIVEN under the Common Seal of the Kent County Council this day of in the year two thousand and fourteen.

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

Authorised Signatory

KENT COUNTY COUNCIL
(VARIOUS ROADS YALDING, COLLIER STREET & HUNTON)

(7.5 TONNE WEIGHT RESTRICTION) ORDER 2014

ROAD TRAFFIC REGULATION ACT 1984

STATEMENT OF REASONS

Kent County Council as the local traffic authority made an Experimental Order in 2012 for a period of no more than 18 months to prohibit any goods vehicle with a maximum gross weight capable of exceeding 7.5 tonnes to proceed in the various roads described in the Order in the south west of the Borough of Maidstone.

The reasons for introducing the restriction was to reduce the amount of unnecessary through traffic by large vehicles to prevent danger to persons especially pedestrians, prevent damage to the roads and buildings and preserving the amenities of the area.

The scheme and its objectives meet with one of the central themes in Kent's Local Transport Plan 3 Enjoying Life in Kent (Improve Quality of Life) and Objective 3 of Kent's Freight Action Plan "To effectively manage the routing of HGV traffic to ensure that such movements remain on the Strategic Road Network for as much of their journey as possible" and Objective 4 "To take steps to address problems caused by freight traffic to communities".

Following full consideration of all the representations made and following the recommendation of the Maidstone Joint Transportation the experimental order is now to be made permanent. As part of the recommendation to make the experimental order permanent and to avoid the potential of large vehicles attempting to avoid the restriction by using even less suitable routes it was agreed to include additional roads in to the restricted area. The additional roads affected can be seen on the attached plan and in the proposed Order.

Andrew Corcoran
Traffic Schemes and Member Highway Fund Manager

Dated May 2014