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**PROPOSED 40MPH SPEED LIMIT – B2016 SEVEN MILE LANE, MEREWORTH,  
TONBRIDGE AND MALLING**

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

By: **Tim Read Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Ward: Mereworth

Date June 2022

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**Summary:**

**This report details the proposed 40mph speed limit restrictions on the B2016 Seven Mile Lane, Tonbridge and Malling. The Schemes, Planning and Delivery (SPD) Team are assisting with the writing and consultation of the traffic regulation order (TRO) for this scheme which is being funded and installed on behalf of KCC Member Sarah Hudson via the combined members grant (CMG).**

**This report seeks approval to proceed to make the Traffic Regulation Order following public consultation already completed.**

**For Decision**

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**1.0 Introduction and Background**

1.1 The B2016 Seven Mile Lane runs from the A26 Tonbridge Road, West Peckham to the A20 London Road, Wrotham Heath and is a secondary route to the M20 Motorway and A20 route.

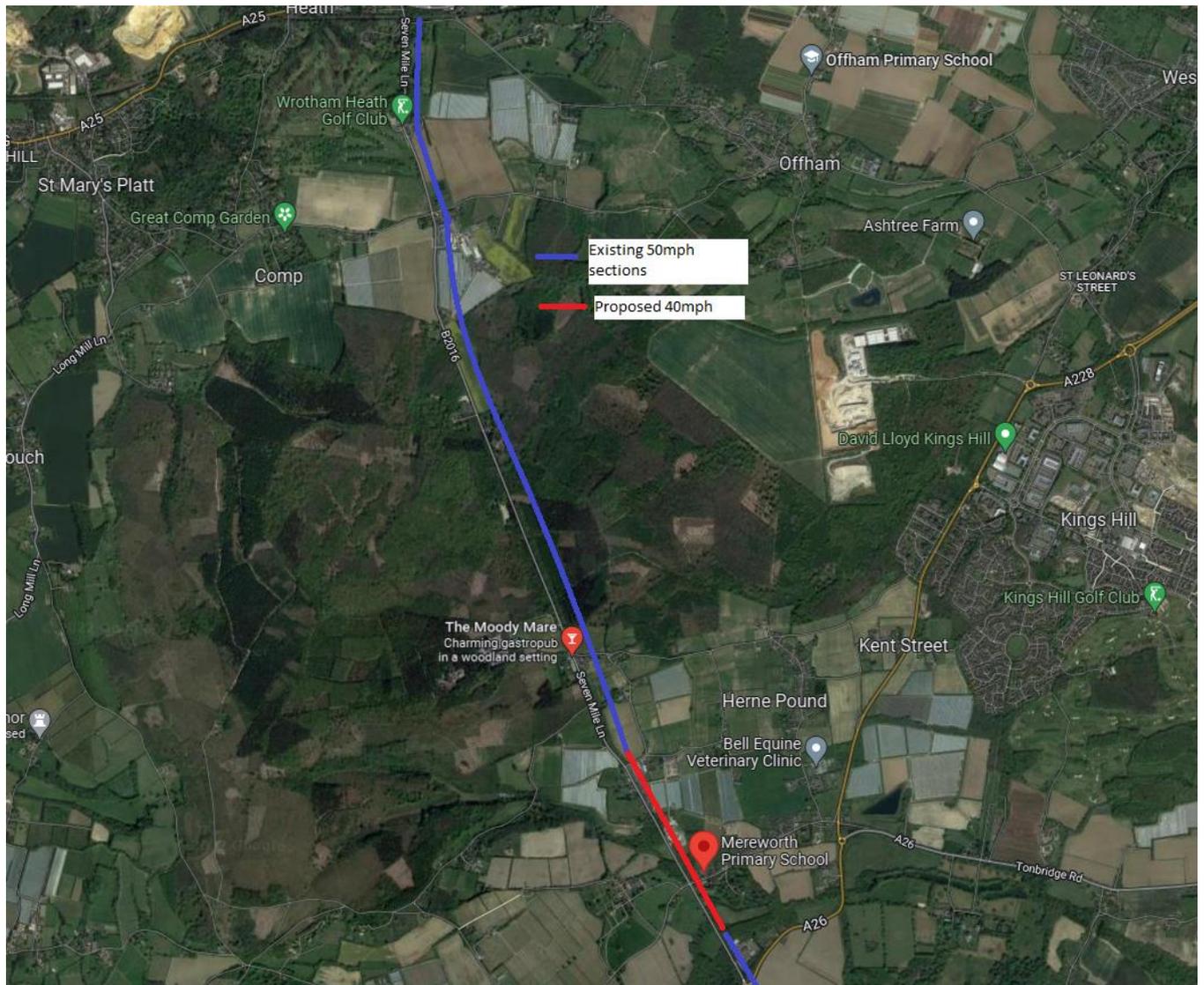
The route length is almost 6km which directly serves a number of surrounding villages, Mereworth School and Nursery, agricultural business and several acres of associated farmland.

The section of the B2016 between Willow Wents and The Street is approximately 760m long and 7m wide and is currently a 50mph speed limited road. There is no on street lighting locally, and the road descends through Mereworth Woods to the crossroads at The Street. There is high friction buff coloured surfacing at the junction of Willow Wents and two traffic islands near to The Street junction.

There is a footway on one side and woodland on the other, with multiple public footpath intersections. As well as the business entrances, there are residential properties with private accesses leading onto the B2016.

The adjoining local roads are rural and mostly single-track with national speed limits. There is an existing 4.4m height restriction for the Network Rail Asset along this route and popular Public House. The road environment alters on the section between Willow Wents and Beech Road which is approximately 635m in length. It is relatively flat and covered with a tree canopy, and periods of solid centre line to restrict overtaking. There is one business on this stretch, The Moody Mare (PH), which directly fronts the B2016 and a small number of houses at the Beach Road junction.

1.2 Mereworth Primary School is located just 70m from the junction of the B2016 Seven Mile Lane in The Street, during peak times this crossroad experiences congestion outside the school and on Mereworth Road.



1.3 The proposed restrictions aim to reduce the danger to persons and road users by implementing measures and encouraging slower speeds to facilitate safer movements through this crossroads during peak times.

The speed reduction is a positive change for the safer vehicle and pedestrian movements during the Primary Schools 'drop off' which will encourage more environmentally friendly travel from local villages as the B2016 is also crossed by a number of public rights of way routes.

1.4A full site 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 to 40mph on the section associated with the proposals being considered in this report.

1.5 Survey location and results.

Northbound mean speed: 42.2mph  
Southbound mean speed: 42.7mph



## 2.0 Consultation

2.1 Kent County Council advertised their intention to reduce the speed limit on the B2016 Seven Mile Lane on the 3<sup>rd</sup> December 2021. A copy of the TRO is included in **Appendix A**

2.2 Notices we placed on the public highway, including outside the school, outlining the proposals and an advert was placed in the *Kent Messenger* on 17/09/2021. The proposals were also advertised on the KCC consultations webpage.

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; The local County Council member (Sarah Hudson) and Tonbridge and Malling Borough Council ward members were also issued a copy of the consultation notice.

2.4 The closing date for the consultation responses was on the 27<sup>th</sup> December 2021, there was a total of 41 responses. There were 12 responses of objections from

members of the public, and 29 in support of the proposal. The County Council had received written support from Kent Police. A summary of the messages of support and comments from the Borough and Parish Councils are included in **Appendix B**.

2.5 Many of the objectors' comments raise concerns with congestion along this route and some refer to visibility issues which will remain, some objectors to the proposals also mention that the current speed is suitable for this class of road.

2.6 Comments from both objectors and those in support raised concerns regarding the extents of the speed reduction. Many suggest that the proposed limits are too short and that the extents of the 40mph should be extended as far as Beech Road, others suggest that the proposed 40mph speed limit is excessive.

2.7 Further consideration was made regarding the speed data held and given the road geometry and change in environment from the Willow Wents junction to Beech Road, it has been agreed that KCC will look to install junction warning signage with additional lining to highlight Beech Road junction on both approaches. This can then be monitored for future improvements if needed.

2.8 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 and officers investigations have not identified any safety or operational issues with the proposed 40mph speed limit.

3.2 There is clearly local demand for a speed limit reduction and full support from the local Member.

3.3 This is a deliverable scheme that has the support of the Member and local Parish Councils. The scheme proposals should assist in improving crossing and access visibility, congestion and pedestrian safety, it is requested that the proposed 40mph speed limit be agreed, and the TRO made.

### **4.0 Recommendation**

4.1 It is recommended that the 40mph speed limit on B2016 Seven Mile Lane be implemented as shown on the plan provided at **Appendix D**.

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



# **DOCUMENTS on DEPOSIT**

**These documents should remain  
available for public inspection  
until Monday 27 December 2021**

**THE KENT COUNTY COUNCIL  
(VARIOUS ROADS, THE BOROUGH OF  
TONBRIDGE AND MALLING)  
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS  
AND DERESTRICTED ROADS)  
AMENDMENT NO.45 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.45 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.

**REVOCATION, 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 5 of the Order of 2012 the following entry in the Table below shall be deleted from the Schedule.

<b>Item No</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description</b>
<b>12</b>	SEVEN MILE LANE	MEREWORTH	From the roundabout at its junction with Tonbridge Road to its junction with Teston Road.

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

<b>Item No</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description</b>
<b>117</b>	SEVEN MILE LANE	MEREWORTH	From a point 246 metres northwest of the roundabout at its junction with Tonbridge Road to a point 10 metres northwest of its junction with Willow Wents.

In Schedule 5 of the Order of 2012 the following entry in the Table below shall be added to the Schedule.

<b>Item No</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description</b>
<b>12</b>	SEVEN MILE LANE	MEREWORTH	From the roundabout at its junction with Tonbridge Road for a distance of 246 metres in a north westerly direction.
<b>35</b>	SEVEN MILE LANE	MEREWORTH	From a point 10 metres northwest of its junction with Willow Wents to its junction with Teston Road.



# 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.45 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 and Delivery Manager  
Highways, Transportation & Waste



**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.45 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 part of the existing 50MPH speed limit to 40MPH speed limit on the following length of road, in Tonbridge:

**SEVEN MILE LANE, MEREWORTH** – From a point 246 meters northwest of its roundabout junction with Tonbridge Road to a point 10 metres northwest of its junction with Willow Wents.

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](mailto:tro@kent.gov.uk) or viewed online from 3 December 2021 at [www.kent.gov.uk/highwaysconsultations](http://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 27 December 2021.

**Simon Jones**  
Corporate Director Growth, Environment & Transport

## APPENDIX B

**Q1 (<p>Please tell us if you wish to support or object to this Traffic Regulation Order to change part of the existing 50MPH speed limit to 40MPH on Seven Mile Lane in Mereworth.</p>)**

Object

**Q2 (Please tell us, in the box below, the reason for your support or objection.)**

This is absolutely pointless. As a straight road to monitor this will need speed cameras all the way along. It is not dangerous now. You make it more dangerous slowing everything down.

Object

People will overtake whether 40 or 50 due to farm vehicles and lorries going up the hill. However I think that it should come down to 40 by the bend of the golf club and by the Mereworth west Peckham junction. At 49 people are more likely to overtake

Object

I object to the stupid idea to cut the speed limit, as I object to all stupid speed limit cuts. I know KCC hates cars and drivers.

If you want to solve the problem with that road you have two choices.

- 1) A roundabout at the junction of the Street at 7 Mile Lane. There is room to put a roundabout in.
- 2) Improved visibility at junctions.

The problem along that road isn't speed, it's visibility at the junctions where the minor roads join it. Get the hedges cut RIGHT back to allow good visibility in both directions. KCC could do this, it IS within their power.

Object

Not needed, not enforced.

Object

Putting a 40mph area on that route will cause congestion on the surrounding, faster, roads because the egress of traffic from that section will be fewer cars per minute than the ingress. This is typical of a stretch where the supply to the section is at 50+mph, but traffic can only move through and leave the section at a slower speed.

Object

The difference will just cause congestion. Have there been accidents? If not just another pointless exercise in slowing down traffic.

Object

Is this a residential road no so it is just a cut through are there crossings no are there lights no why

Object

The area is rural enough to maintain the existing speed

Object	<ol style="list-style-type: none"> <li>1. The so-called reasons stated are of no validity or substance</li> <li>2. There is no logical reason why the limit should be lower on this stretch than on the rest of Seven Mile Lane.</li> <li>3. The proposal will have no positive effect whatsoever on safety.</li> <li>4. It will, moreover, have a negative effect, particularly on vulnerable road users.</li> <li>5. The proposal fails to comply with the Authority's own policy.</li> <li>6. The proposal fails to comply with DfT Guidance Note 01/2013.</li> <li>7. The proposal is unlikely to receive the support of Kent Police's Roads Policing Unit.</li> <li>8. For the above reasons the new limit is unlikely to be heeded by a majority of drivers.</li> <li>9. The proposal will continue to lower the standard of driving on Kent roads, making them more dangerous for all users (see 4. above).</li> <li>10. The proposal represents a criminal waste of hard-pressed public funds.</li> <li>11. The speed limit on the whole of Seven Mile Lane should be returned to the National Speed Limit.</li> </ol>
Object	<p>The road is an A road and is heavily used and the speed limit along most of the road is 50 mph. Changing a small section to 40 mph through Mereworth is unlikely to be successful and if anything could result in further accidents as vehicles coming out of the side roads may assume that oncoming cars will only be travelling at 40 mph. I appreciate that turning onto Seven Mile Lane is not easy but surely that should lead to road enhancements to make it safer for all road users, not simply the imposition of further speed limits</p>
Object	<p>The online map resolution, even when enlarged, is too poor to be certain what is proposed.</p> <p>This is a straight road through a rural area with good visibility and wide enough for vehicles to pass unimpeded. There can be no adequate justification for further reducing the speed limit on this road.</p>
Object	<p>There would have no positive impact on Mereworth. This is a main road which is should not be restricted.</p>
Support	<p>Comment from Kent Police is as follows, -</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p>
Support	<p>Our reference is 338/21 safety at the busy crossroads near the school . needs flashing lights for school entry and exit times too.</p>
Support	<p>For the reasons stated above Reducing traffic speed on any rural road increases the safety of all users and encourages non-motorised travel</p>
Support	<p>Reducing the speed on Seven Mile Lane in the areas indicated will be a great improvement to the safety on this road. It has been required for a long time and I am fully supportive of the proposed change.</p>

Support	Improve road safety following significant number of incidents especially with fatalities
Support	There is a desperate needs for some sort of crossing on this section of road as schoolchildren and others have a need to cross.
Support	I regularly use this stretch of Seven Mile Lane and differing speed limits lead to some motorists engaging in unsafe overtaking to take advantage of the higher speed limit. Although not part of this consultation, I consider that no section of road from Paddock Wood to the A21 should exceed 40mph.
Support	Bad crash history
Support	The reasons given in the document. Safety and environmental also.
Support	It will improve road safety
Support	This is a long and winding road, which is narrow at several points and is used by many HGVs. It makes sense to reduce the speed limit to try and reduce accidents.
Support	Seven Mile Lane is and extremely busy and dangerous road for all road users especially drivers, cyclists, walkers, horse riders and Mereworth schoolchildren. This road has juggernauts and heavy traffic thundering along it which does not adhere to the 50 mile an hour speed restriction. Many accidents have occurred on this road. The change from 50MPH to 40MPH MUST BE ENFORCED by installing speed cameras or by providing an alternative suitable method for monitoring the speed of traffic otherwise this change will be a complete waste of time.
Support	It would make getting in and out of Mereworth easier.
Support	The reduction in the speed limit here will help to make the crossing from Mereworth Road to the Street a safer one. It is a great shame the speed limit could not be reduced for a further half a mile to the north west as this would then make the crossing from Beech Road to the bridleway opposite safer for equestrians as well as making that junction safer for other users.
Support	At school drop off and pick up time the Mereworth junction get particularly busy. Reducing the speed limit will make pulling out on to Seven Mile Lane easier. Could the speed limit be in place during the pick up and drop off times with signage and lights during school times?
Support	As a motorist and a local resident I am in favour of careful and measured reductions in speed limits to increase safety and reduce environmental damage.
Support	This is an extremely busy and therefore dangerous stretch of road, used by many heavy vehicles despite its 'B' category, with a number of junctions with minor roads to and from Mereworth and West Peckham plus various other access/egress points. It is also crossed by a number of public rights of way and using these can be a daunting experience. Whilst supporting the proposal, I feel it would have been more sensible to extend the speed reduction both southwards (to the roundabout with the A26 so the entrance to the Allders Industrial Estate is included within it) and northwards (so that the junctions with Swanton Lane and Beech Road plus the entrance to the Moody Mare and Weald Granary plus, possibly, those to the MoD training area and the properties to the east of the road such as Mereworth Lawn could be included, especially given the application to convert the latter into an hotel). It appears that the proposal does not cover the section immediately north of the junction with Willow Wents, the site of a serious accident a few months ago. Otherwise, I hope it will be possible for compliance with the revised speed limit to be enforced in some way, as I feel many motorists fail to comply with the existing limit, particularly on the downhill section..
Support	Vital need due to safety concerns. Accident blackspot

- Support
- We live in Willow Wents Mereworth which has an entrance/exit on/off Seven Mile Lane. We have been involved in numerous near misses whereby vehicles speed around the corner north of Willow Wents junction and don't account for a temporary slower moving vehicle that has exited Willow Wents; also, when slowing to turn into Willow Wents off Seven Mile Lane it is particularly terrifying when vehicles travelling behind you (especially HGVs) aren't slowing down with you as many road users are unfamiliar with the Willow Wents junction which does have a tight turn into it if travelling from north. Have witnessed a red BMW fly into Willow Wents and misjudged and mounted the wide grass verge area. Luckily they didn't hit the road sign or electric power substation. Also avoided me who was just trying to cross the road to continue my walk using the footpath route on opposite side of road towards Swanton Valley. It is paramount that the road signage along this stretch of Seven Mile Lane is kept clear of trees, kept clean and illuminated. It is a dangerous stretch and KCC need to ensure the reduced speed limit is enforced. Thank you
- Support
- I live on the junction of beech road and seven mile lane and my son attends mereworth school. We have had a car in our garden as well as been witness to many accidents and even had the air ambulance land in the field opposite. The car was going at speed and ended up going thru two fences and a concrete flower bed and parked on top of my sons play tent luckily we were away for the weekend of it could have been very bad.
- Support
- We support the plan but would prefer the change should start further north (by the Moody Mare pub). Traffic speeds have become increasingly dangerous. The challenge will be to enforce these limits.
- Support
- I am in general support, but would like the limit extended further north. I live on Beech Rd, and heading south, slowing and turning into Beech Rd from seven mile lane is particularly hazardous. Fast moving vehicles, often HGV's, don't realise that I am turning into a single track road, and there may be a vehicle already in Beech rd meaning I may have to come to a complete stop on Seven mile lane as my exit is blocked. They assume I will be leaving seven mile lane at a relatively high speed. Moving the limit further North [by Granary, and north of Beech rd would help address this] It would also mean vehicles would be slowing for the lower limit on a straight section rather than the adverse cambered bends just north of Willow wents. Moving the limit further north will also improve safety at the entry/exit to both Swanton Rd and The Moody Mare which are also Hazardous. It is also critical that this new limit is enforced, ideally with speed cameras.
- Support
- It is a very dangerous road, with cars and HGVs regularly exceeding 50mph. There is an active farm and a school and lorries slingshot down the hill and have caused several accidents. Many walkers cross from willow wents to the footpath across the road and it is dangerous. Therefore i do not think the proposal to end it at willow wents is correct. This could make it more dangerous for using the junction or walkers crossing as lorries will not have time to react to the new speed coming down the hill and cars going up will be looking at the signs rather than the junction.
- Support
- It is so dangerous crossing Seven Mile lane at The Moody Mare by Beech Road, as well as by Willow Wents. It's also dangerous to enter and exit Beech Road by car, multiple serious accidents have already occurred.
- 40MPH ZONE SHOULD START FROM BEFORE BEECH ROAD (moody mare) THOUGH!
- Support
- We live in Mereworth and support the reduction In the speed limit from 50 to 40 mph which is well overdue. It is a very dangerous junction reflected by the number of accidents which I expect are mostly caused by excessive speed. I would of hoped the new limit would be from the roundabout to the Moody Mare Junction, but I expect this could be extended at a later date.

Support

I have lived on The Street, Mereworth for nearly 20 years and have witnessed numerous near misses and been aware of a number of accidents at its junction with Seven Mile Lane. Traffic coming down the hill on Seven Mile Lane travelling towards the junction with the A26 is often clearly speeding, as it is very easy to gather pace, especially for the many lorries that use the route. There is a primary school located very close to the junction, which increases danger of an accident around school pickup and drop off. I agree that reducing the speed limit as proposed will help to lower risks for all road users and improve the environment for local community.

Support

Walk across the road regularly and have had a few near misses

Support

I live in seven mile lane mereworth I have all my life. And my family have lived in the same house that I do for over 40 years. Seven mile lane is a fast road all ways was all ways will be.

I have no problem with the speed being dropped but I really don't see it making any difference. I've seen many car accidents on the road including right outside my house. And every time the roads just gets cleaned up and then left on its own for everyone to drive as fast as they wish. We don't have any police officers on the road any more. I remember back in the day when I was a kid the police would be in the pub carpark right opposite my house with a speed camera. And you would see the police some times sitting down at the school or in the lay-by with a speed camera. Seven mile lane does not get any attention paid to it the road is in poor shape the noise is just ridiculous. The white lines are poor. We have too reverse of our drive right in to seven mile lane with not one slowing down.

If you think it's a good idea to lower the speed crack on. But I think it will not make any difference. Just crossing the road to walk the dog is getting worse. You don't even have signs to say that there are houses on the roads and that cars are turning right in to are drive way so when we slow down to come to a stop to turn you get a driver coming up the hill in full speed slamming on there brakes because there are not enough signs to say slow down

## Appendix C

Dear Sir / Madam,

Thank you for your email and comments regarding the proposed speed limit reduction on the B2016 Seven Mile Lane.

These restrictions were requested as a safety measure to encourage drivers to reduce their speed from the junction of Beech Road to Maidstone Road roundabout. Following a full review of the site conditions, collision records and speed data held, KCC reduced the extents of the speed limit reduction to start from the junction with Willow Wents to The Alders. Further justifications were the vehicle and pedestrian movements for Mereworth Primary School and local villages at the busy crossroads - The Street and Mereworth Road. KCC has followed necessary guidance for the proposed 40mph which sits within the design criteria to support the reduction.

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 27<sup>th</sup> December 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 could you let us know by response to this email no later than the 28<sup>th</sup> January. 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 8<sup>th</sup> March 2022.

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

Many thanks for your time and consideration.



