

SELLING CEP SCHOOL**Selling CEP School – Highway Safety Assessment and Evidence in Support of Time-Limited Waiting Restrictions, Church Lane, Selling**

Site context: Selling CEP School, Church Lane/Selling Road and the nearby Village Car Park.

Evidence Report and Initial Case for a Traffic Regulation Order

Prepared by: Selling Parish Council

Status: Draft for discussion and submission to Kent County Council

Date: 1 September 2026

Document control

Document	Selling CEP School - Highway Safety and Timed Waiting Restrictions Evidence Report
Commissioning body	Selling Parish Council
Intended recipient	Kent County Council Highways and Transportation
Status	Draft - evidence-based request for highway investigation and TRO consideration
Date	1 September 2026
Scope limitation	This report is not a formal road safety audit, highway design, legal opinion or traffic engineering assessment. It presents the Parish Council's evidence and requests KCC to undertake the statutory and technical assessment.

Executive summary

Selling Parish Council has sought to engage with Selling CEP School over approximately four years regarding persistent school-related parking on the narrow road network surrounding the school. The Parish Council's evidence indicates that informal engagement and voluntary measures have not produced a material or sustained improvement.

The March 2026 School Travel Plan itself records narrow roads, congestion, limited and poor-quality pedestrian provision, difficulties when larger vehicles pass, extensive reliance on private cars, and the availability of the nearby 65-space Village Car Park. It also states that responsible parking should be promoted. However, the documented action plan does not contain an effective measure to prevent or materially reduce long-duration staff parking on the surrounding highway.

The photographs supplied show repeated lines of parked vehicles reducing the usable carriageway, restricting intervisibility and creating a constrained single-lane environment. One photograph demonstrates a large tanker negotiating the road in the presence of parked vehicles. These conditions are particularly concerning near a primary school serving children aged 4 to 11.

Primary recommendation

Kent County Council should undertake a formal site assessment and consider introducing a time-limited waiting restriction, supported by a Traffic Regulation Order, appropriate road markings and signs, and a realistic enforcement plan. The precise extent and operating hours should be determined through KCC's surveys, consultation and design process rather than fixed solely by the Parish Council.

Requested decision

- Accept the matter as a highway safety and network management concern requiring formal investigation.
- Undertake parking, traffic, pedestrian and carriageway-width surveys during representative school days.
- Assess a timed single-yellow-line restriction or other proportionate waiting restriction on the affected length.
- Confirm the intended enforcement authority, frequency and operational arrangements before implementation.
- Engage the school, Parish Council, residents, emergency services and other statutory consultees through the TRO process.

Contents

1. Purpose and scope
2. Site and operational context
3. Evidence reviewed
4. Findings from the photographic evidence
5. Findings from the School Travel Plan
6. Engagement history and failure of voluntary measures
7. Legal and policy framework
8. Options appraisal
9. Recommended restriction and survey requirements
11. Requested actions from Kent County Council
12. Conclusions

Appendix A - Photographic schedule

Appendix B - Evidence survey template

Appendix C - Source and reference list

1. Purpose and scope

This report records the Parish Council's concerns regarding persistent on-street parking associated with Selling CEP School and presents an initial evidence-led case for Kent County Council to investigate enforceable timed waiting restrictions.

The report is intended to move the matter beyond repeated informal discussions. It does not ask KCC simply to endorse a predetermined line scheme. It asks the highway authority to assess the risk, verify the evidence, determine the appropriate restriction and, if justified, commence the statutory Traffic Regulation Order process.

The central issue is not the identity of any individual driver. It is the cumulative and recurring effect of long-duration parking on a narrow road used by children, families, residents, buses, taxis, service vehicles and larger commercial vehicles.

2. Site and operational context

Selling CEP School is located at The Street, Selling, Faversham, ME13 9RQ. Its March 2026 Travel Plan records 86 pupils aged 4 to 11 and 17 staff. Core school hours are 08:40 to 15:15, with overall operating hours from 08:00 to 17:00, or 16:15 on Fridays.

The surrounding road network is rural in character and constrained. The Travel Plan records limited footway provision outside the school, no footway along parts of Church Lane, and no continuous footway beyond the nearby car park toward Winding Hill/Featherbed Lane. The road environment therefore places pedestrians and vehicles in close proximity.

The Village Car Park lies approximately 75 metres from the school and provides 65 spaces. Parish Council and Village Hall Committee evidence states that the facility was provided in 2000 in part to give pupils, parents and staff a safe off-street parking and drop-off option. The Village Hall Committee has responsibility for maintaining the car park. A purpose-built pedestrian route links the car park with the school. This provides a practical alternative to long-duration kerbside parking, subject to KCC verifying current capacity, pedestrian accessibility and route conditions.

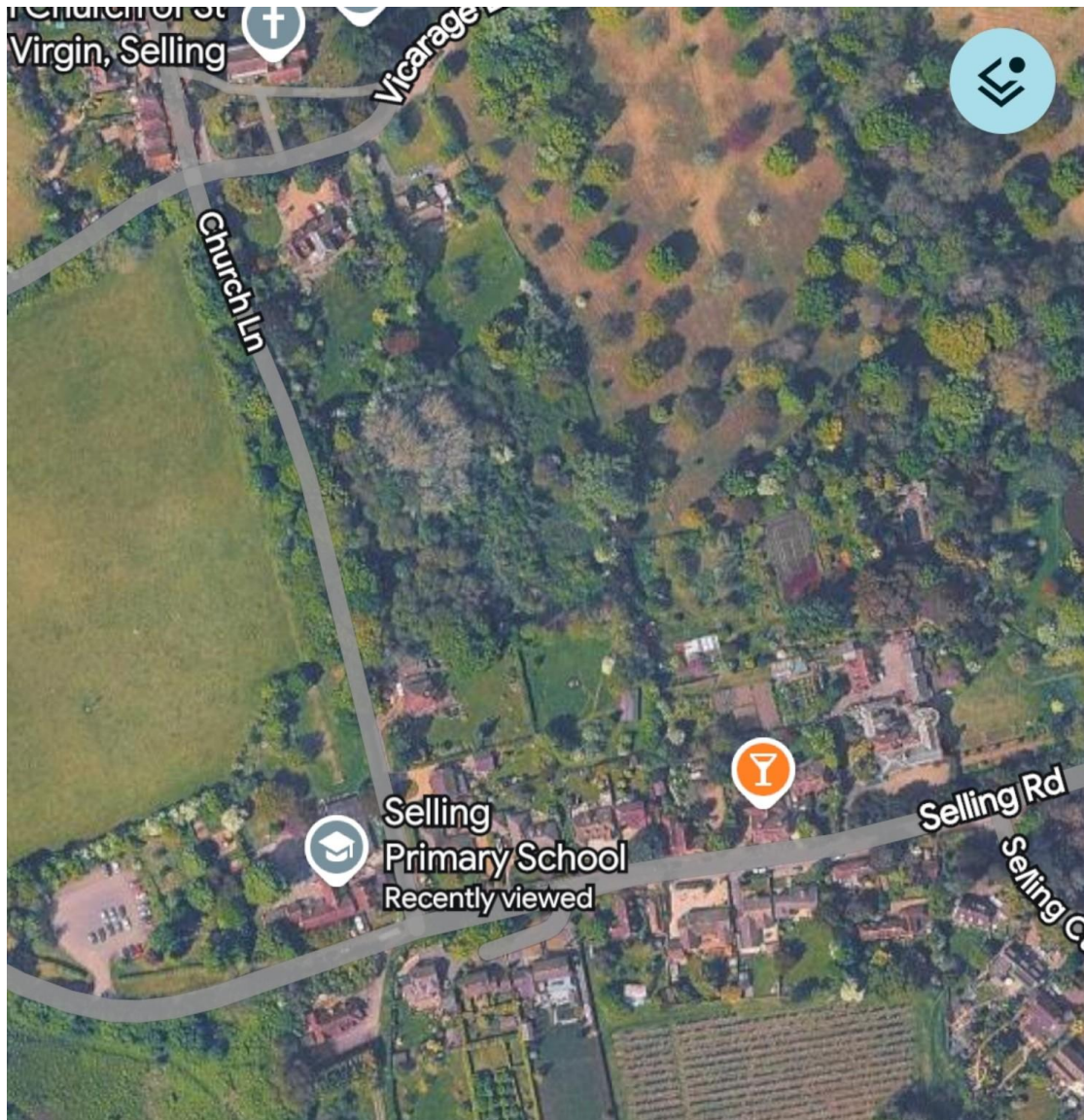
Figure 1A. Village Car Park showing substantial off-street parking capacity.



Source: Parish Council photographic evidence.

The March 2026 School Travel Plan describes this facility as a Parish Council-owned public car park. The Parish Council's evidence is that this description is inaccurate: responsibility for maintaining the Village Car Park rests with the Village Hall Committee and the facility is available for general village use, including school-related parking. This distinction should be recorded accurately because the existence and availability of the facility are central to the proportionality of the proposed highway intervention.

Figure 1. Aerial context showing the school and nearby car park.



Source: Parish Council photographic evidence.

3. Evidence reviewed

- Photographic evidence supplied by the Parish Council, including an aerial location plan, repeated observations of long-duration kerbside parking, the Village Car Park, large-vehicle movements and vehicle interaction with the constrained highway environment.
- Selling CEP School Travel Plan, final version dated 10 March 2026.
- Parish Council account of approximately four years of attempted engagement with the school.
- Parish Council account that the school's recurring response has been that it cannot tell staff where to park.
- Current statutory and official guidance concerning Traffic Regulation Orders, waiting restrictions and civil enforcement.

Evidence caution

The images are strong contextual evidence but are not a substitute for dated, timed and repeated parking surveys. KCC should verify duration, frequency, residual carriageway width, pedestrian movements, vehicle conflict and car park occupancy.

4. Findings from the photographic evidence

4.1 Recurring line of parked vehicles

The photographs show multiple vehicles parked consecutively along one side of the road. The pattern appears consistent with long-duration parking rather than a short, isolated drop-off event. When combined, the vehicles remove a substantial length of kerbside and reduce the road to a constrained single running lane.

Figure 2. Consecutive parking materially narrows the usable carriageway.



Source: Parish Council photographic evidence.

Figure 3. Parking extends along the approach, reducing available passing space.



Source: Parish Council photographic evidence.

4.2 Restricted visibility and pedestrian interaction

Parked vehicles obstruct the view between pedestrians and moving traffic. Children may emerge from between vehicles, while drivers may have limited opportunity to see them. The concern is amplified by incomplete footway provision and the age of the pupils using the school.

Figure 4. Parked vehicles directly adjoin a narrow and uneven footway.



Source: Parish Council photographic evidence.

4.3 Access for larger vehicles

The tanker and articulated-HGV evidence demonstrates the practical effect of the narrowing. Larger vehicles require additional width and swept path, and opposing traffic may have limited refuge. The Travel Plan independently recognises that lorries passing during busy periods cause problems because the roads are narrow. Parish Council evidence also records regular HGV movements associated with local farms and use of Selling Road as a diversion route when surrounding roads are closed. These movements increase the importance of retaining adequate carriageway width and intervisibility.

Figure 5. Articulated HGV negotiating the constrained road environment and junction geometry.



Source: Parish Council photographic evidence.

4.4 Effect across the school day

Several photographs appear to have been taken outside the immediate arrival or collection peak yet still show extensive parking. That supports the need for a structured survey to distinguish parent drop-off activity from staff or other long-duration parking.

Figure 6. Extended parking line viewed from the opposite direction.



Source: Parish Council photographic evidence.

Figure 7. Vehicle positioned over the school KEEP CLEAR marking, illustrating the need for effective parking management and enforcement.



Source: Parish Council photographic evidence.

5. Findings from the School Travel Plan

5.1 Relevant admissions and data

Travel Plan evidence	Recorded position
School population	86 pupils and 17 staff.
Staff travel	82.4% travel by car alone; 17.6% car share.
Pupil travel	76.2% travel by car alone; 13.1% use the school bus.
Road conditions	The plan records narrow roads, congestion and

Travel Plan evidence	Recorded position
	issues when lorries pass during busy periods.
Pedestrian conditions	The plan records limited, incomplete and poor-quality footway provision.
Safety	It states that roads are not considered safe enough for children to walk, cycle or scooter.
Alternative parking	It identifies a Parish Council-owned public car park used during school arrival and collection.
Action	It includes responsible parking and speed-limit messages in newsletters, but no enforceable or operational staff-parking measure.

5.2 Internal inconsistency

The Travel Plan states that staff do not have to park on the surrounding road network. The photographic evidence nevertheless shows a recurring pattern of vehicles parked for extended periods. The report does not rely on proving ownership of individual vehicles; the relevant issue is whether school-related long-duration parking is materially contributing to the highway risk.

The School Travel Plan indicates that staff do not routinely park on the surrounding road network. However, the photographic and observational evidence contained within this report demonstrates recurring long-duration parking during the school day which is associated with school staff. This represents a material discrepancy between the position described within the Travel Plan and the conditions currently observed on Church Lane. The Parish Council considers this particularly relevant because the Travel Plan recognises the wider problems of congestion, restricted highway width and pedestrian safety, yet contains no effective measure for managing long-duration staff parking.

The Travel Plan identifies parking and access problems, but its actions are limited principally to surveys, assemblies, road-safety education, newsletters and gate supervision. Those measures may support behaviour change but do not control lawful long-duration parking on the public highway.

6. Engagement history and failure of voluntary measures

The Parish Council reports that it has attempted to engage constructively with the school for approximately four years. The substantive response has been that the school cannot tell staff where to park. No effective solution has followed, and the observed conditions remain.

That response is only partly complete. A school does not control the public highway and cannot itself create a parking offence where parking is otherwise lawful. However, as an employer and occupier it can establish travel expectations, promote or require use of designated parking arrangements where reasonable, manage staff conduct connected with work, support car sharing, monitor compliance and work with the highway authority. Employment, disability and individual circumstances would need to be considered.

Key governance point

The Parish Council is not asking the school to exercise highway powers it does not possess. It is asking KCC, as highway and traffic authority, to consider a lawful, proportionate and enforceable restriction

because voluntary engagement has failed.

7. Legal and policy framework

The following framework provides the lawful route for timed waiting restrictions. It does not create an automatic entitlement to yellow lines; KCC must exercise judgment, balance competing considerations and follow the statutory procedure.

Authority	Relevance to this proposal
Road Traffic Regulation Act 1984, sections 1 and 2	Permits a traffic authority to make orders restricting or prohibiting waiting where statutory purposes are met, including avoiding danger, facilitating traffic movement and preserving access.
Road Traffic Regulation Act 1984, section 122	Requires local authorities exercising road traffic functions to secure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians, while having regard to matters such as access, amenities and the effect on communities.
Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996	Sets the procedural framework for consultation, publication, objections, consideration and making of permanent traffic orders.
Traffic Signs Regulations and General Directions 2016	Provides the prescribed system of road markings and upright signs used to convey waiting restrictions. A restriction must be correctly signed and marked.
Traffic Signs Manual, Chapters 3 and 5	Official technical guidance on regulatory signs and road markings, including waiting restrictions and the relationship between yellow lines and time plates or controlled-zone entry signs.
Traffic Management Act 2004, Part 6	Provides the civil enforcement framework for parking contraventions where the relevant area and authority have civil enforcement powers.
DfT statutory guidance on civil parking enforcement	Requires enforcement authorities to have regard to statutory guidance and promotes clear, lawful, fair and effective controls linked to transport objectives.

7.1 Practical legal effect of a single yellow line

A single yellow line normally prohibits waiting during the times stated on a nearby upright sign, or during the times applying to a signed controlled parking zone. Outside those times, waiting may be lawful unless another restriction applies.

A waiting restriction does not automatically prohibit loading or unloading. If KCC identifies a loading-related safety issue, separate kerb markings and signing may be required. Statutory exemptions, including certain disabled-person badge provisions and operational exemptions, must also be considered in the Order.

The restriction would only be meaningful if supported by a valid TRO, compliant signs and markings, and credible civil enforcement. A line without enforcement is unlikely to change established all-day parking behaviour.

7.2 Proportionality

KCC must balance child and pedestrian safety, traffic flow, access for residents and services, school operations, legitimate parking demand, disabled access, amenity and displacement risk. The proposal should therefore target the minimum length and hours necessary to address the evidenced problem.

8. Options appraisal

Option	Assessment	Position
A. Continue voluntary engagement only	Low cost but already tried over approximately four years without material improvement.	Not recommended
B. School-led staff parking policy only	Could help but remains dependent on cooperation and cannot itself create an enforceable highway prohibition.	Insufficient alone
C. Timed single yellow line	Directly addresses long-duration waiting during defined school-related periods while retaining parking outside those times.	Preferred for KCC assessment
D. Double yellow lines	Strongest restriction but may be disproportionate if the risk is mainly school-day and time-specific.	Reserve for locations requiring continuous protection
E. School Keep Clear extension or stopping restriction	Stronger than a waiting restriction at critical access points, but should be limited to specific gate/crossing visibility needs.	Consider locally
F. Physical highway changes	Build-outs, footway improvements, crossings or one-way control may offer benefits but require design, funding and wider assessment.	Longer-term option

9. Recommended restriction and survey requirements

9.1 Initial restriction

The Parish Council's preferred action is a single yellow line operating during defined school-day periods and covering the section where long-duration parking narrows the road and impairs visibility. The final length, side of road and hours should be determined by KCC.

Two operational models should be tested:

- Peak-period model: restrictions covering staff arrival/pupil arrival and pupil collection/staff departure.
- School-day model: a continuous restriction across the central school day where evidence confirms that staff vehicles remain parked throughout the day and create continuing access or visibility problems.

A school-day restriction may be more effective at moving staff vehicles to the car park. A peak-only restriction could simply cause vehicles to arrive before the restriction begins or return between peaks. KCC should select the model using observed parking duration and displacement evidence.

9.2 Surveys required

- Seven-day baseline parking occupancy survey, including at least three ordinary school days.
- Timed observations at approximately 07:30, 08:00, 08:30, 09:15, 12:00, 14:30, 15:15, 16:00 and 17:00.
- Vehicle duration/turnover survey using anonymised identifiers.
- Measured carriageway width and residual width alongside parked vehicles.
- Pedestrian and child movement observations, including crossing locations and visibility.
- Large-vehicle observations covering school buses, taxis, refuse vehicles, deliveries, agricultural/HGV traffic, tankers and emergency access.
- Village Car Park capacity, occupancy and accessible-bay survey.
- Displacement assessment for nearby residential roads and junctions.
- Collision and reported-incident history, while recognising that preventive action need not await a recorded injury collision.

9.3 Enforcement requirement

Before implementation, KCC should identify which authority will enforce the restriction, expected patrol arrangements and how initial compliance will be supported. The Parish Council's objective is behaviour change and risk reduction, not income generation.

10. Foreseeable Highway Risk Assessment

10.1 Purpose of the Assessment

This assessment considers whether the conditions identified outside Selling CEP School create a foreseeable and reasonably identifiable highway risk that justifies proportionate intervention. It is not necessary for a serious injury collision to have already occurred before preventive action is considered. The relevant question is whether the circumstances are sufficiently clear, recurring and capable of causing harm.

The assessment therefore considers the cumulative interaction of road layout, parking behaviour, visibility, pedestrian movement, vehicle type and the presence of young children. It also considers whether the risk can be reduced without causing a disproportionate loss of parking or access.

10.2 Existing Highway Conditions

The following conditions have been identified during school operating periods:

- Primary school children, including younger pupils with limited ability to judge vehicle speed, distance and visibility.
- A narrow rural carriageway with limited space for two-way vehicle movement where kerbside parking is present.
- Incomplete or restricted footway provision, increasing the likelihood of pedestrians moving close to or within the carriageway.
- Recurring long-duration kerbside parking which narrows the available running width and interrupts forward visibility.
- Regular movements by service vehicles, delivery vehicles, refuse vehicles and articulated or other large commercial vehicles.
- A nearby Village Car Park approximately 75 metres from the school, connected by a purpose-built pedestrian route and capable of providing a realistic off-street alternative.

Each factor may appear manageable in isolation. The risk arises from their combined and repeated occurrence at the same location and during periods when children, parents, staff, residents and larger vehicles may all be present.

10.3 Foreseeability of Harm

The potential harm is foreseeable because the contributing circumstances are visible, repeatable and supported by direct observation. The following event sequences do not depend upon an exceptional or unlikely occurrence:

- A child or accompanying adult emerging from between parked vehicles into the path of an approaching vehicle.
- An approaching driver having insufficient forward visibility due to a continuous line of parked vehicles.
- Opposing vehicles meeting within a narrowed section of carriageway and undertaking reversing, mounting or close-passing manoeuvres.
- A large vehicle requiring additional swept path and road width while pedestrians are present at the carriageway edge.
- A pedestrian entering the carriageway because the available footway is incomplete, obstructed or does not provide a continuous safe route.
- Driver attention being divided between negotiating parked vehicles, oncoming traffic and pedestrians emerging from concealed positions.

These scenarios reflect normal and foreseeable road-user behaviour within a constrained environment. The absence of a recorded serious collision does not remove the underlying risk; it may simply indicate that the hazard has not yet resulted in its most serious potential consequence.

10.4 RAG Risk Assessment

The following qualitative assessment uses a Red-Amber-Green approach. Red identifies risks requiring active consideration and mitigation; Amber identifies risks requiring management and monitoring; Green identifies low or adequately controlled risks.

Hazard / Event	Likelihood	Potential Consequence	RAG	Assessment Rationale
Child emerging between parked vehicles	Likely	Major injury or fatality	RED	Young children may be concealed by parked vehicles and have limited ability to assess approaching traffic.
Loss of forward visibility for approaching drivers	Likely	Serious collision	RED	Long-duration parking creates repeated visual obstruction and reduces reaction time.
Two-way vehicle conflict within narrowed carriageway	Likely	Vehicle collision or evasive manoeuvre	RED	Available running width is reduced where vehicles park along the carriageway.
HGV or large vehicle passing parked vehicles and pedestrians	Possible	Major injury	RED	Large vehicles require greater swept path, wider clearance and increased driver concentration.
Pedestrian forced into or close to live carriageway	Possible	Major injury	RED	Incomplete or restricted footway provision can cause pedestrians to share carriageway space.
Driver frustration leading to reversing or close passing	Possible	Moderate to serious injury	AMBER	Constrained movement can encourage impatient or improvised manoeuvres, particularly at busy periods.
Restricted emergency or service vehicle access	Possible	Delayed response / operational impact	AMBER	The narrowed route may impede larger vehicles or require additional manoeuvring.
Short-duration school drop-off within controlled period	Possible	Low to moderate	AMBER	Risk remains but may be more manageable if long-duration parking is removed and visibility improves.
Use of nearby Village Car Park and pedestrian route	Likely control	Risk reduction	GREEN	Provides a practical alternative for longer-duration parking approximately 75 metres from the school.

10.5 Risk Matrix and Overall Rating

The overall rating is based on the credible worst-case consequence and the frequency with which the contributing conditions are observed. Where young children and moving vehicles interact, the potential consequence must be treated as major even if the probability of a collision on any individual day is uncertain.

Likelihood / Consequence	Minor	Moderate	Major	Severe / Fatal
Rare	GREEN	GREEN	AMBER	AMBER
Unlikely	GREEN	AMBER	AMBER	RED
Possible	AMBER	AMBER	RED	RED
Likely	AMBER	RED	RED	RED

Applied assessment: Likely occurrence of hazardous interaction × Major potential consequence = RED / HIGH RISK.

10.6 Existing Controls and Their Limitations

Existing controls have principally relied upon voluntary measures, including school communications, travel awareness, informal requests and parental cooperation. These measures are constructive but do not prevent lawful all-day parking on the public highway and cannot ensure that carriageway width or visibility will remain available when most needed.

The reported period of engagement indicates that the issue has persisted despite awareness activity. This suggests that voluntary controls alone have not reduced the risk to a level that can reasonably be regarded as adequately controlled.

10.7 Additional Mitigation Available

A practical mitigation is available because a Village Car Park is located approximately 75 metres from the school and is connected by a purpose-built pedestrian route. Observed spare capacity indicates that longer-duration parking can be relocated without removing access to the school or preventing short-duration activity where this can be safely accommodated.

Time-limited waiting restrictions would therefore operate as a targeted control rather than a blanket prohibition. Their purpose would be to discourage extended kerbside occupation during defined periods, improve forward visibility, preserve carriageway width and encourage use of the existing off-street facility.

Control	Current Position	Effectiveness	Recommended Status
School communications and voluntary requests	Already used	Limited	Continue as supporting measure
Travel awareness and behavioural messaging	Already used	Limited to moderate	Continue and monitor

Control	Current Position	Effectiveness	Recommended Status
Use of Village Car Park	Available but underused	Moderate to high	Actively promote
Time-limited waiting restrictions	Not currently in place	High	Progress to formal KCC assessment / TRO process
Post-implementation monitoring	Not applicable	High for assurance	Include within scheme review

10.8 Residual Risk Following Recommended Mitigation

No highway intervention can remove all risk. However, the proposed restriction is expected to reduce the frequency and duration of kerbside obstruction, improve visibility and increase the usable carriageway width during the controlled periods.

Assessment Stage	Likelihood	Consequence	Overall RAG
Current condition	Likely	Major	RED - High
Following timed waiting restrictions and active car park promotion	Possible	Major	AMBER - Medium
Following monitoring and enforcement review	Unlikely to Possible	Major	AMBER - Medium

10.9 Professional Conclusion

Based on the evidence reviewed, the Parish Council considers that the current highway environment presents a foreseeable and preventable risk. The risk does not arise from one isolated act or one individual vehicle. It results from the cumulative interaction of vulnerable road users, constrained highway geometry, recurring long-duration parking, restricted visibility and regular larger vehicle movements.

The risk is identifiable, repeated and capable of reduction. A practical off-street alternative exists nearby, meaning that proportionate waiting restrictions can improve highway conditions without removing reasonable parking provision.

The overall current risk is therefore assessed as RED / HIGH. It is recommended that Kent County Council progresses a formal highway assessment and considers time-limited waiting restrictions through the Traffic Regulation Order process, together with appropriate consultation, enforcement and post-implementation review.

Recommended decision

KCC is requested to undertake the necessary technical review and consultation to determine the appropriate form, extent and operating period of timed waiting restrictions in Church Lane.

11. Requested actions from Kent County Council

1. Register the submission as a formal request for investigation of waiting restrictions near Selling CEP School.
2. Arrange a joint site meeting with KCC Highways, the Parish Council, the school and the relevant parking enforcement authority.
3. Undertake or commission the surveys listed in section 9.
4. Assess the proposal against the purposes and duties in the Road Traffic Regulation Act 1984.
5. Prepare an outline restriction plan showing the proposed lengths, times, signs, markings and exemptions.
6. Confirm whether a single yellow line, school entrance clearway, limited double yellow lines or a combined scheme is most appropriate.
7. Commence the TRO consultation process if the technical assessment supports intervention.
8. Provide written reasons if KCC decides not to progress the scheme, including what alternative safety measures will be considered.

12. Conclusions

The evidence establishes a reasonable and serious case for KCC investigation. The combination of a primary school, narrow carriageway, incomplete footways, recurring long-duration parking, limited visibility and demonstrated large-vehicle constraint creates a foreseeable highway safety concern.

The school's own Travel Plan supports many of the Parish Council's factual concerns, but its current actions do not provide a mechanism capable of controlling all-day parking on the public highway. Approximately four years of attempted informal engagement have not resolved the issue.

Timed waiting restrictions are legally available through a Traffic Regulation Order under the Road Traffic Regulation Act 1984. They would need to be proportionate, correctly signed, consulted upon and credibly enforced. On the present evidence, it is reasonable for KCC to progress to formal survey and option design.

Final Parish Council position

The Parish Council seeks preventive action before a child, pedestrian or road user is injured. It requests a formal KCC assessment based on safe movement, access and evidence, rather than waiting for a recorded collision to establish that the risk was real.

Appendix A - Photographic schedule

A1. Large vehicle constrained by parked vehicles on the school approach.



A2. Line of parked vehicles substantially reducing usable carriageway width.



A3. View of parked vehicles and narrow footway.



A4. Repeated kerbside parking extending along the road.



A5. Alternative direction showing continued parking and constrained passing.



A6. Long line of vehicles outside immediate gate frontage.



A7. Footway condition and parked vehicle interface.



A8. Vehicle line and road geometry near the wider village approach.



A9. Wider view showing the cumulative extent of parking.



A10. Articulated HGV swept-path constraint at the junction.



A11. Village Car Park demonstrating available off-street parking provision.**Appendix B - Evidence survey template**

This template may be used by the Parish Council pending KCC's formal survey.

Date	Time	Weather	Vehicles parked	Residual width	Pedestrians/children	Large-vehicle conflict	Notes/photo ref.

[illegible]

Evidence collection principles:

- Use the same observation points and times across several ordinary school days.
- Record facts rather than assumptions about vehicle ownership.
- Use anonymised vehicle references in the written log.
- Record car park occupancy at the same time as roadside occupancy.
- Retain original photographs with date/time metadata where available.

Appendix C - Source and reference list

1. Selling CEP School, Travel Plan, final version dated 10 March 2026, particularly pages 2-4, 9-13 and 15-18.
2. Road Traffic Regulation Act 1984, sections 1, 2 and 122, [legislation.gov.uk](https://www.legislation.gov.uk/ukpga/1984/276).

3. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, SI 1996/2489, [legislation.gov.uk](https://www.legislation.gov.uk).
4. The Traffic Signs Regulations and General Directions 2016, SI 2016/362, [legislation.gov.uk](https://www.legislation.gov.uk).
5. Department for Transport, Traffic Signs Manual, Chapter 3: Regulatory Signs.
6. Department for Transport, Traffic Signs Manual, Chapter 5: Road Markings.
7. Traffic Management Act 2004, Part 6, [legislation.gov.uk](https://www.legislation.gov.uk).
8. Department for Transport, Statutory guidance for local authorities in England on civil enforcement of parking contraventions, 20 October 2022.
9. Kent County Council, Permanent traffic orders: information explaining that a TRO is required for yellow lines and waiting restrictions.
10. Parish Council / Village Hall Committee evidence concerning the Village Car Park, including its 65-space capacity, maintenance responsibility, historic provision and school-related use; and correspondence cited by the Parish Council dated 19 November 2024.

Source-derived statements

Statements about pupil/staff numbers, travel modes, road conditions, footways, congestion, larger vehicles and the existing Travel Plan actions are drawn from the School Travel Plan. Statements concerning the four-year engagement history and the school's response are based on information supplied by Selling Parish Council and should be supported by correspondence or meeting records when submitted.

Legal disclaimer

This report provides an evidence and policy framework for referral to the highway authority. It is not legal advice. KCC should obtain its own legal and traffic-engineering advice when drafting, consulting upon and making any Traffic Regulation Order.