

# AGENDA

## MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 27 July 2011

Time: 6.00 p.m.

Venue: Town Hall, High Street,  
Maidstone

Membership:

Councillors Beerling, Mrs Blackmore, Carter, Chell,  
Chittenden, Cooke, Cox, Cuming,  
Daley, English, Hinder, Hotson,  
Robertson, Mrs Stockell, Thick,  
Vizzard, Mrs Whittle and J.A. Wilson  
(Chairman)

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Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Notification of Visiting Members

**Continued Over/:**

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**Issued on 19 July 2011**

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact DEBBIE SNOOK on 01622 602030**. To find out more about the work of the Board, please visit [www.maidstone.gov.uk](http://www.maidstone.gov.uk)

*Alison Broom*

**Alison Broom, Chief Executive, Maidstone Borough Council,  
Maidstone House, King Street, Maidstone, Kent ME15 6JQ**

4. Disclosures by Members and Officers
5. Disclosures of lobbying
6. Minutes of the meeting held on 20 April 2011 1 - 5
7. Presentation of Petitions (if any)
8. Questions/Statements by members of the public
9. Report of the Head of Highway Transportation - Maidstone Transport Strategy 6 - 7
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14. Report of the Head of Transport and Development - Update on Petitions submitted to Kent Highway Services 22 - 27
15. Update on Yalding HGV Surveys
16. Update on Freight Transport Strategy

Registering for Public Speaking

In order to book a slot to speak at this meeting of the Joint Transportation Board please contact Debbie Snook on 01622 602030 by 3.30 p.m. on the day of the meeting. You will also need to inform us of the topic you wish to speak on. Please note that slots will be allocated on a first come, first served basis up to a maximum of ten speakers.

## **MAIDSTONE BOROUGH COUNCIL**

### **MAIDSTONE JOINT TRANSPORTATION BOARD**

#### **MINUTES OF THE MEETING HELD ON** **WEDNESDAY 20 APRIL 2011**

**PRESENT:**

**Maidstone Borough Council**

**Councillors Cooke (Chairman),  
Mrs Blackmore, English, Hinder, Marchant,  
Ross, J E Wilson and J.A. Wilson**

**Kent County Council**

**County Councillors Chittenden, Daley,  
Robertson and Mrs Stockell**

**Kent Association for Local Councils**

**Parish Councillor Butcher**

**ALSO PRESENT:**

**Councillors Ash and Mrs Gooch**

46. **APOLOGIES FOR ABSENCE**

An apology was received from Councillor Hotson.

47. **NOTIFICATION OF SUBSTITUTE MEMBERS**

There were no Substitute Members.

48. **NOTIFICATION OF VISITING MEMBERS**

Councillors Ash and Gooch were in attendance.

49. **DISCLOSURES BY MEMBERS AND OFFICERS**

Councillor Hinder declared a personal interest in Agenda Item 13 – Update on Petitions Submitted to Kent Highway Services, as he is a member of Boxley Parish Council.

50. **DISCLOSURES OF LOBBYING**

Councillors Hinder and Mrs Stockell declared they had been lobbied on Agenda Item 7, notice of petition regarding reducing the speed limit on Charlton Lane, West Farleigh and Councillors Mrs Blackmore, Chittenden,

English and Robertson declared they had been lobbied on petitions included in the update at Agenda Item 13.

51. MINUTES

RESOLVED: That the Minutes of the Meeting held on 19 January 2011 be approved as a correct record and signed.

52. PETITIONS

Mr Bruce Scott, the Chairman of West Farleigh Parish Council, presented a petition to the Board to reduce the speed limit on Charlton Lane, West Farleigh from 60 mph to 30 mph for the safety and protection of all residents and road users.

Mr Scott stated that the stretch of road concerned is 1,100 metres long, it services 83 properties, including houses, homes for the elderly and the Dandelion Trust who help young people, is on a bus route and pedestrians are required to walk on the road as there is only a small section with pavement. There is also a village green with a children's play area and an area for ball games.

Mr Scott also stated that the definition of a village is "20 houses, main length of road between 600 metres and 800 metres" and West Farleigh Parish Council feel strongly that Charlton Lane fits these criteria. The Parish Council is aware of the current financial climate and is willing to help pay towards the cost of implementing this scheme.

The Local Transport and Development Manager from Kent County Council informed the Board that Councillor Mrs Stockell has agreed to fund the cost of the reduced speed limit in Charlton Lane from her Member Highway Fund and that KCC will be proceeding on that basis. A Traffic Regulation Order to reduce the speed limit will be produced.

53. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

There were no questions/statements by members of the public.

54. WINTER DAMAGE REPAIRS - UPDATE INFORMATION

The Board considered the report of the Director of Kent Highway Services – Winter Damage Repairs – Update Information.

The Board were informed that the first phase was to find and fix the most severe pot holes. The next phase will be across the whole of the Borough and Officers believe the surfacing list has now been prepared and will circulate it to Members.

It was raised that Members should be kept informed of road re-surfacing work in their Wards and Officers were asked to note an area in Binbury Road, Stockbury that had about 20-30 pot holes that needed repairing.

RESOLVED:

1. That the report be noted.
2. That KCC Officers circulate the surfacing list to all Members of the Board.
3. That KCC Officers investigate the reported potholes in Binbury Road, Stockbury.
4. That KCC Officers keep Members informed of all proposed re-surfacing works in their Wards.

55. UPDATE ON MEMBER HIGHWAY FUNDS

The Board considered the report of the Head of Transport and Development – Update on Member Highway Funds.

Members raised concern on a number of schemes regarding the long length of time it is taking to fix a programme date once the costs have been agreed.

RESOLVED: That the report be noted.

56. OLD OAKWOOD HOSPITAL HOUSING SITE

The Board considered the report of the Head of Transport and Development – Old Oakwood Hospital Housing Site.

RESOLVED: That the Cabinet Member for Environment, Highways and Waste be recommended to use the current £100,000 held by Kent County Council to implement the bus only link controlled by a rising bollard while the developer be pursued for any outstanding payments.

57. MAIDSTONE TRANSPORT STRATEGY

The Board considered the report of the Head of Transport and Development regarding an update on the Maidstone Transport Strategy.

The Board were informed that the current intention is to go out to full consultation (including businesses) for 6-8 weeks in June and that firms who decide not to bring their business to Maidstone are asked to state the reasons why.

RESOLVED: That the report be noted.

58. UPDATE ON PETITIONS SUBMITTED TO KENT HIGHWAY SERVICES

The Board considered the report of the Head of Transport and Development regarding an update on petitions submitted to Kent Highway Services.

The Board was informed that the Freight Action Plan has now been finalised and is currently being reviewed internally with KHS and the Planning Department and will shortly be discussed by Cabinet Members.

The Plan will then be brought for discussion at Joint Transportation Boards before going to the relevant Policy Overview & Scrutiny Committee in July or September 2011.

With regard to Walderslade Woods Road, Tovil Green Court and Penenden Heath Pre-School, the Board were informed that none of these schemes acquired funding from the Integrated Transport Programme for 2011/12. Officers will now discuss these schemes with the community and relevant County and Ward Members to discuss other funding possibilities.

The Board were informed that the Sutton Road Service Road consultation closed on 12 April and the results were as follows:-

54% (21 responses) in favour of the closure  
46% (18 responses) against the closure

It was noted that 55 residents signed the petition, but only 39 responded to the consultation. The results have been passed to the KCC Cabinet Member for decision.

20mph speed limit around schools – The Board was informed that, as resolved at the previous meeting, the Chairman, together with KCC Officers, met with the Police to discuss this subject. It was agreed at the meeting that some pilot schemes could be set up on a County basis, with Maidstone leading the way.

The KCC Cabinet Member for Environment, Highways and Waste has agreed with this pilot scheme. The scheme will compare the benefits of advisory and fixed 20mph measures together with road safety education initiatives and will be reported to the next meeting of the E&E Policy, Overview and Scrutiny Committee.

The Chairman asked Members of the Board to inform the KCC Local Transport and Development Manager of any schools in their area that they would like to be considered for this scheme. It was thought that about 6 schools would be included in the pilot in Maidstone.

RESOLVED: That the report be noted.

#### 59. WITHDRAWAL OF BUS SERVICES

A Member of the Board raised the issue of some bus services being withdrawn by Arriva and the fact that no notification was publicised to passengers.

Other Members of the Board said they had also received complaints from residents about this.

The Board were informed that this issue had been raised and discussed at a recent Neighbourhood Forum and that the Business Development Manager from Arriva had attended that meeting and apologised profusely for the lack of public notification on the changes to services.

RESOLVED: That the Democratic Services Officer circulates the contact details of the Business Development Manager at Arriva for Members to write to should they so wish.

60. RETIRING MEMBERS

The Chairman thanked those Members who had decided not to return next year for their contribution to the work of the Joint Transportation Board.

The Chairman informed the Board that the KCC Officers who had served the Board over the past few years were now moving on with KCC and the Board thanked them for their support and hard work.

61. DURATION OF MEETING

5.00 p.m. to 6.50 p.m.

# Agenda Item 9

**Report To:** Joint Transportation Board

**Date:** 27<sup>th</sup> July 2011

**Report Title:** Maidstone Transport Strategy

**Report Author:** Peter Rosevear

## **Summary:**

This report describes the current position with regard to the preparation of a Transport Strategy in support of the Core Strategy of the MBC Local Development Framework

**Decision:** Report for Information and Comment

**Affected Wards:** All

**Recommendations:** Members of this Board are invited to comment and contribute to the evolution of the Transport Strategy

## **Financial Implications:**

The measures that will emerge into the final version of the strategy will be funded from a variety of sources, mainly through new development, and including Kent County Council (via the Local Transport Plan), and Maidstone Borough Council.

## **Purpose of the Report**

1. Update Members on the Maidstone Transport Strategy

## **Background**

2. Kent Highway Services and Maidstone Borough Council have been working together on the evolution of a Transport Strategy that would support the expectations of growth identified in the LDF Core Strategy, and address existing and newly created transport issues.
3. MBC are taking their Core Strategy to Cabinet on 10th August. It will therefore be in the public domain soon after the date of this JTB meeting.
4. The Core Strategy will be accompanied by a Transport Strategy which will support the Core Strategy through the public participation process, which is due to start at the beginning of September.
5. Members of this Board participated in a Transport Workshop in March, and will be aware of the dilemmas at the heart of the transport issues.



If there is little or no attempt to address the current congestion, existing residents and businesses will be adversely affected, and future regeneration is likely to be inhibited by the reduced accessibility of potential development sites. However, the measures that might be used to promote sustainable transport and less reliance on the private car may also be a deterrent to the inward investment required to fulfil the LDF Core Strategy's growth aspirations.

### **Views of Local Members**

6. All members representing Maidstone wards will be invited to comment, both through this Board and the wider consultation in the autumn.

### **Views of Statutory Consultees**

7. All stakeholders and interested parties will have the opportunity to make representations through the public participation process.

### **Conclusion**

- 8 As previously reported, most of the issues on the highway and transport networks are not new, and many have been the subject of much discussion at this Board and elsewhere. The opportunity now exists to set these issues into the context of the Borough Council's long term spatial planning objectives, and seek to coordinate public and developer funding streams towards potential solutions. The next steps are imminent, being the publication by MBC of the full LDF Core Strategy proposals. In addition, a schedule of transport measures that will be implemented to mitigate the impact of growth will also be the subject of public participation, starting in September.

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**Contact:** Peter Rosevear – Kent Highway Services  
**Email:** [peterrosevear@maidstone.gov.uk](mailto:peterrosevear@maidstone.gov.uk) or [peter.rosevear@kent.gov.uk](mailto:peter.rosevear@kent.gov.uk)

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# Agenda Item 10

## **Proposed trial of 20mph speed limits outside Primary schools within 30mph Limits without self enforcing traffic calming measures.**

A report by the Head of Highway Transportation

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### **Summary**

1. Proposed trial of 20mph speed limits outside Primary schools within 30mph Limits without self enforcing traffic calming measures. These being, a TRO backed 20mph limit; an advisory 20mph limit; vehicle activated signs within the current speed limit . In addition a public engagement campaign within a wider catchment

### **Background**

2. This proposal is the outcome from recent and previous requests to review the County Council's Policy for implementing 20mph limits outside schools. This is documented in the Highway Advisory Board committee reports dated 14 November 2006 and 12 July 2008. (the board no longer is formed). At which time it was agreed that the Council would retain its existing policy of implementing 20mph limits or zones at locations where there is a clear and justifiable need for the scheme. This decision was based on three key issues that the crash savings would be minimal and unlikely to significantly contribute to any new crash reduction target, the cost is prohibitive and the speed limits would be unenforceable. This request has again been raised following a petition submitted to Maidstone Joint transportation Board. During discussions between Kent Police and Kent County Council Services the Police explained that they have very limited resources to proactively enforce traffic offences in Kent hence the requirement for new limits to be self enforcing
3. There was however still a strong desire to look at installing 20mph limits outside schools without the need for traffic calming. It was therefore proposed that a trial could be conducted, at specific locations in the Maidstone area and as agreed with Kent Police, to ascertain the impact of installing 20mph limits without the need for traffic calming

### **A Proposed Trial of 20mph Limits without Physical Traffic Calming Measures**

4. The proposed trial would be limited to primary schools within 30mph speed limits. The following trial methods and locations have been agreed with Kent Police :-
  - Experimental ( up to 18 months) TRO 20 mph at B2163 Leeds and Broomfield primary school ( from George PH to just north of bend by the churchyard)
  - Advisory 20mph during school hours (using static signs and flashing lights) combined with a campaign to publise this at Ham Lane Lenham (Malt house Lane to Cherry Close)
  - Advisory 20mph limit at school times using interactive VAS signs-Queens Road St Francis school
  - Minor signs and lines enhancements funded by KHS within current speed limit at, Hunton primary school, West lane
  - Vehicle activated signs with school warning and school plate (Diag. 545 and 546 plate) within existing 30mph limit at Postley Road Southborough

X.1

- Do- nothing although include in pre and post evaluation) at Allington School, Hildenborough Crescent).
5. The 20mph limit is an experimental Traffic Regulation Order which would operate for a minimum of a six month assessment period and would need to be either removed or made permanent after a maximum of 18 months in operation. This and the other trial methods are intended to be implemented by the early part of 2012 and evaluated over the subsequent 8 to 12month period. By no later than the Spring of 2013 the success of the trial, based on whether it had been successful in terms of reducing traffic speeds; improving road safety; and not being a burden on police enforcement resources, will be determined. The decision to make permanent or remove the trial methods would then need to be made by the Highway Authority in consultation with Kent Police. The success criteria would be :
    - Change perception of perceived road safety danger to children on roads adjacent to schools as perceived by various groups to include Members, general road users, residents, and school users
    - Change perception of perceived traffic speeds adjacent to schools as perceived by various groups to include Members, general road users, residents, and school users
    - Influence a modal shift of journeys to schools
    - A manageable impact on traffic speed and Police enforcement requirements
    - Increase in motorists' awareness to travel at appropriate speed outside schools
  6. The cost of the trial schemes would need to be funded via the Member Highway Fund. The cost per site is not expected to exceed £15,000. The assessment and evaluation costs would however be met by KHS. Should the trial prove to be unsuccessful the removal costs of the measures would also be met by KHS.
  7. A public engagement campaign focused on a separate catchment area from the trial described above is also proposed during the early part of 2012. This would target motorists, encouraging a change driving behaviour where a school sign is observed. The location and detail is however to be confirmed and is subject securing funding.
  8. It should also be noted that an urban speed road safety campaign is to be run in September 2011. This is to target drivers educating them about the dangers associated with driving at excessive or inappropriate speed, albeit within the signed speed limit, with a particular focus on 30mph areas. Promoting the need for drivers to make a conscious choice to drive at an appropriate speed for the prevailing conditions in order to minimise the vulnerability, and fears of other road users. This may have a secondary influence on road user behaviour outside schools.

## **Recommendation**

9. Members are asked to support and endorse a proposed trail of 20mph speeds limits outside Primary Schools in Maidstone on the basis contained within this report.

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Accountable Officer: Andy Corcoran 01233 648302

# Agenda Item 11

**By:** Director of Kent Highway Services

**To:** **Maidstone Joint Transportation Board**

**Subject:** **Results from the Highway Tracker Survey 2010**

**Classification:** Unrestricted

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**Summary:** Inform Joint Transportation Boards of the key results of the 2010 Resident, County Member, District Member and Parish/Town Council Highway Tracker Survey. The full survey report is over 100 pages long and available on the KCC website

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## Introduction

1. Satisfaction surveys, to gauge perception of the highway service have been carried out since 1987. The 2010 survey was carried out between November 2010 and January 2011 (fieldwork was affected by the severe winter weather) and sought views from residents, County Members, Parish/Town Councils and District Members.
2. The survey is conducted by an independent market research company called BMG and a summary of the results are presented in this report. This information will be used by the Director and Senior Management team to identify actions to help improve service delivery.
3. A total of 1,207 face to face interviews were carried out on a representative sample of Kent residents with approximately 100 interviews in each of the twelve Districts, reflecting the age, gender and economic status. This sample size gives a +/- 2.8% accuracy for results at a County level and +/- 10% accuracy at a District level.
4. In addition to residents views the same survey questions were asked of all County and District Members and Parish/Town Councils. A total of 41 County Members responded (a response rate of 49%), 190 District Members replied (a response rate of 33%) whilst for Parish/Town Councils a total of 134 completed the survey (a response rate of 44%)
5. The questionnaire comprised around 25 questions, ranging from satisfaction with the condition of roads, pavements, streetlights and local bus and train service through to views on congestion and safety cameras.
6. Results are reported by 'Net-Satisfaction'. This is a figure calculated by subtracting the % of people who are dis-satisfied with the service from the % who are satisfied. This gives a truer picture of the service and a balance between those happy, those un-happy and those who are not sure.

## The 2010 survey results

7. The independent market research company BMG identified three key findings;
  - a) Residents are less satisfied with the condition of roads than last year (Figure 1), particularly country lanes (Figure 2). The accumulative effects of successive poor winters have hit road perceptions but this is the same across the national arena. Satisfaction with streetlighting has improved and pavements show a slight drop but the clear priority for residents is road maintenance. Views of County Members and Parish/Town Councils are generally continuing to improve, and this is now matched with improvement amongst District Members.
  - b) There is a need to engage, inform and liaise with the community more. For example the work of the Customer Liaison Teams over the last two years as the contact point for County Members and Parishes has helped increase year on year satisfaction with the highway service. Although there is still much to be done, better information, easier reporting of faults and delivering services when promised is the key to improve satisfaction.
  - c) Public transport (mainly serving unprofitable rural routes, the punctuality of service, and the cost) is an increasing concern, and negatively impacts on any attempts to address congestion. The recent rerouting of some train services in the past 12 months has detrimentally affected journey times to London from certain parts of the county. Whilst public transport is in the hands of the private sector, KCC does have a planning role, and the provision of more extensive, integrated, public transport services (including park & ride) does seem necessary.
8. Some examples of the results included in the full report are set out in Appendix 1. Figures 1 to 4 set out resident satisfaction results with roads, pavements and streetlights. Figures 5 -7 show the results from District Members.

## Further Information

9. The tracker survey report is very large and contains much more detailed information along with an executive summary of the issues identified from the results by BMG. A full copy of the report will be available on the KCC website.

**Background Documents:** None

**Other Useful Information:** None.

## Author Contact Details

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☎ 01622 696863

Results from the Highway Tracker Survey 2009

Figure 1 -Residents - Satisfaction with the condition of roads in the local area – year-on-year comparison

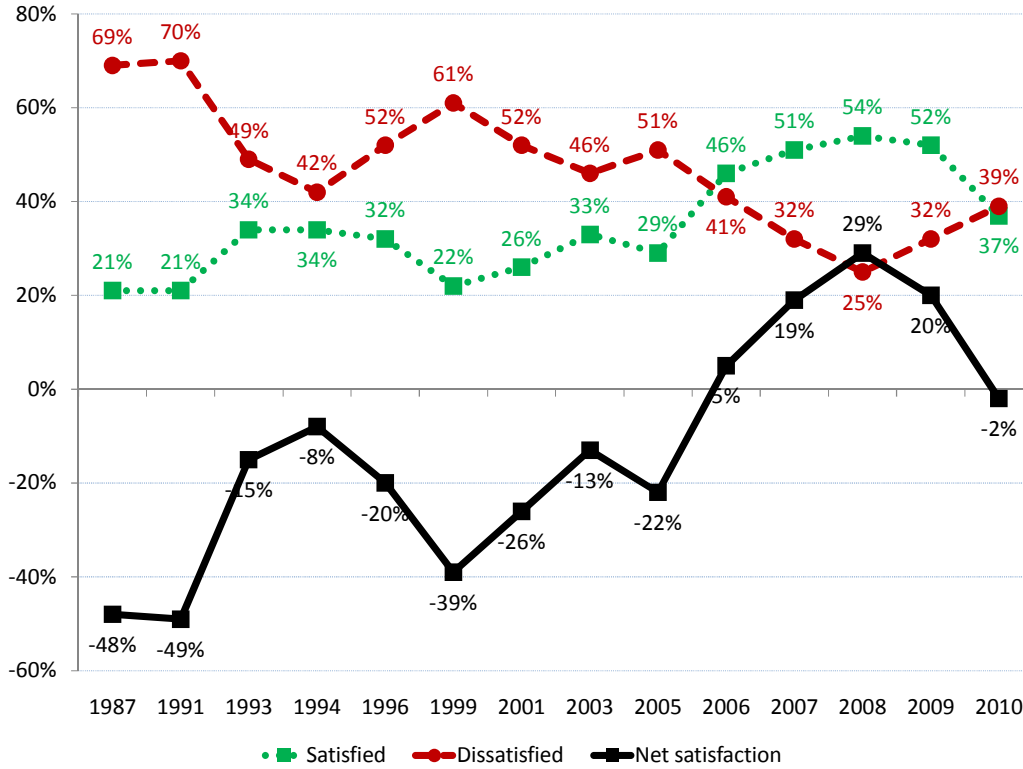
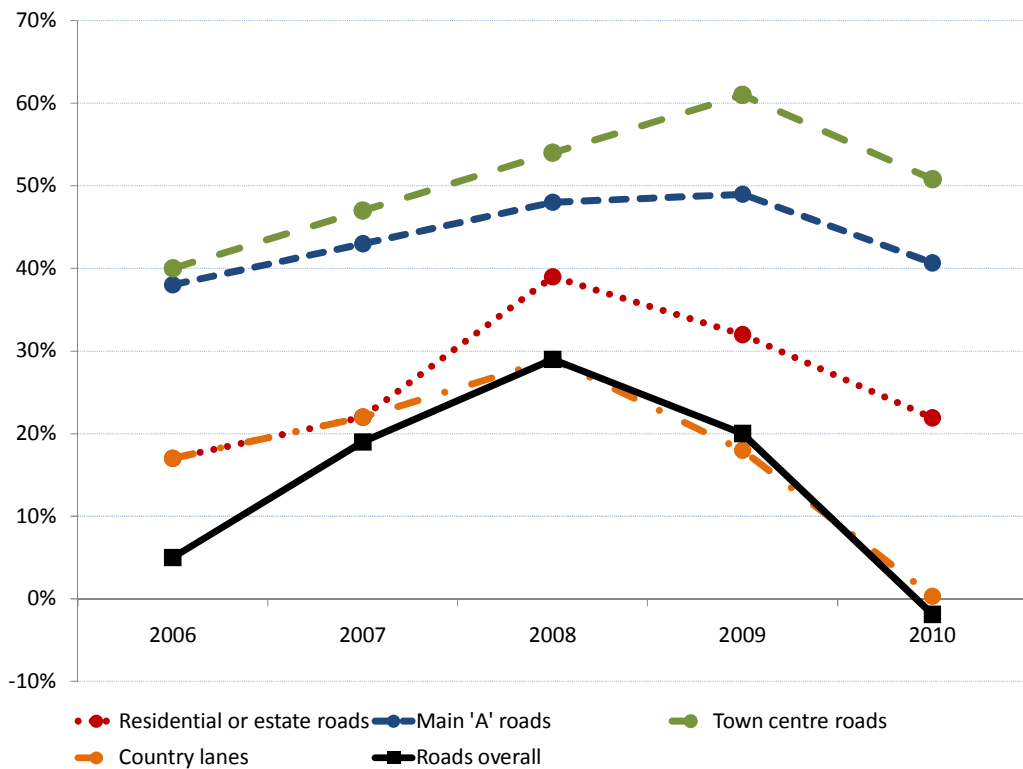
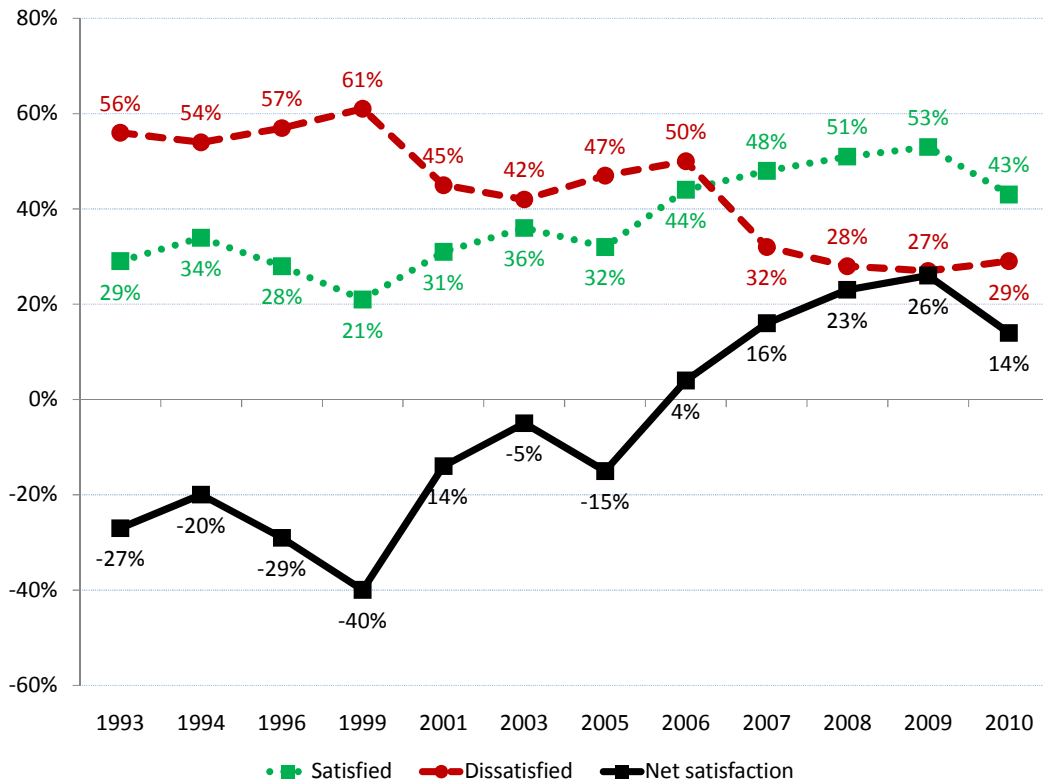


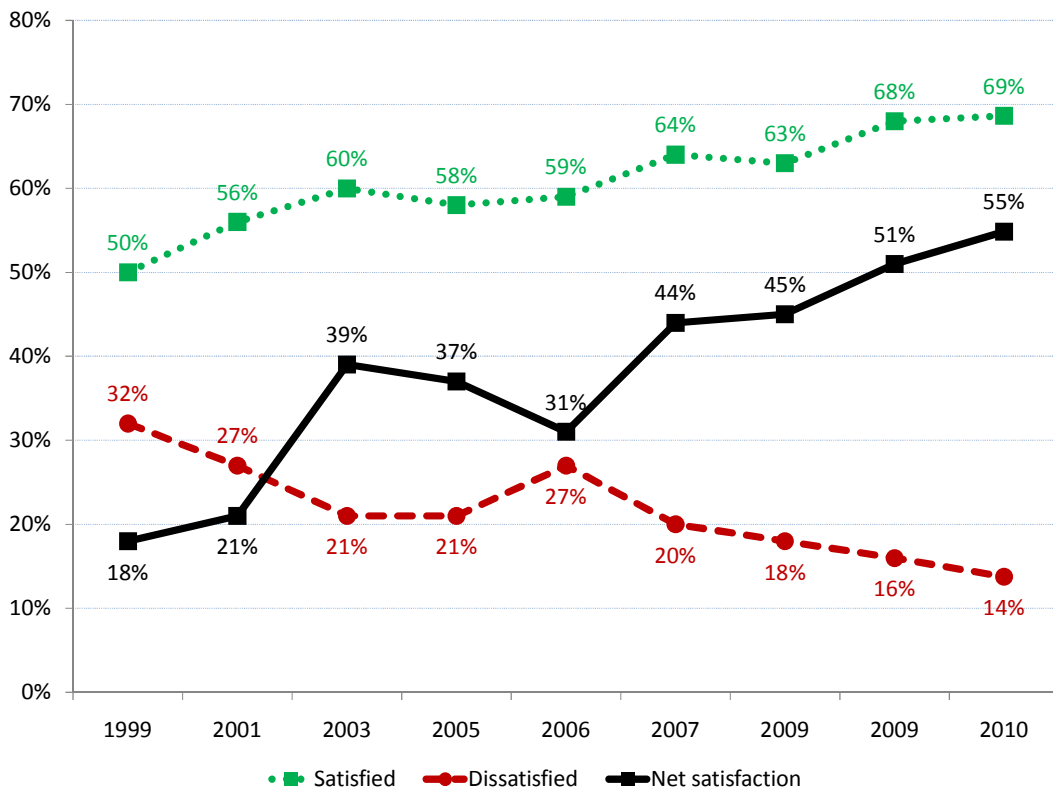
Figure 2 –Residents - Satisfaction with specific types of road in the local area, year-on-year comparison (showing biggest fall in Country lanes)



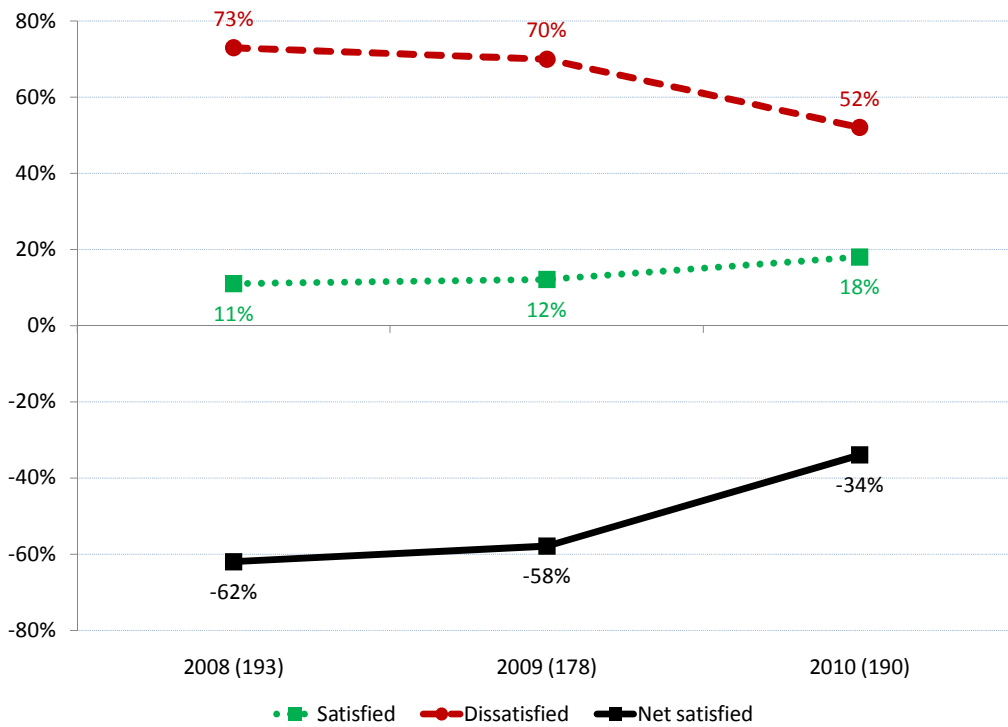
**Figure 3 - Residents - Satisfaction with the condition of pavements in the local area – year-on-year comparison**



**Figure 4 - Residents - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison**

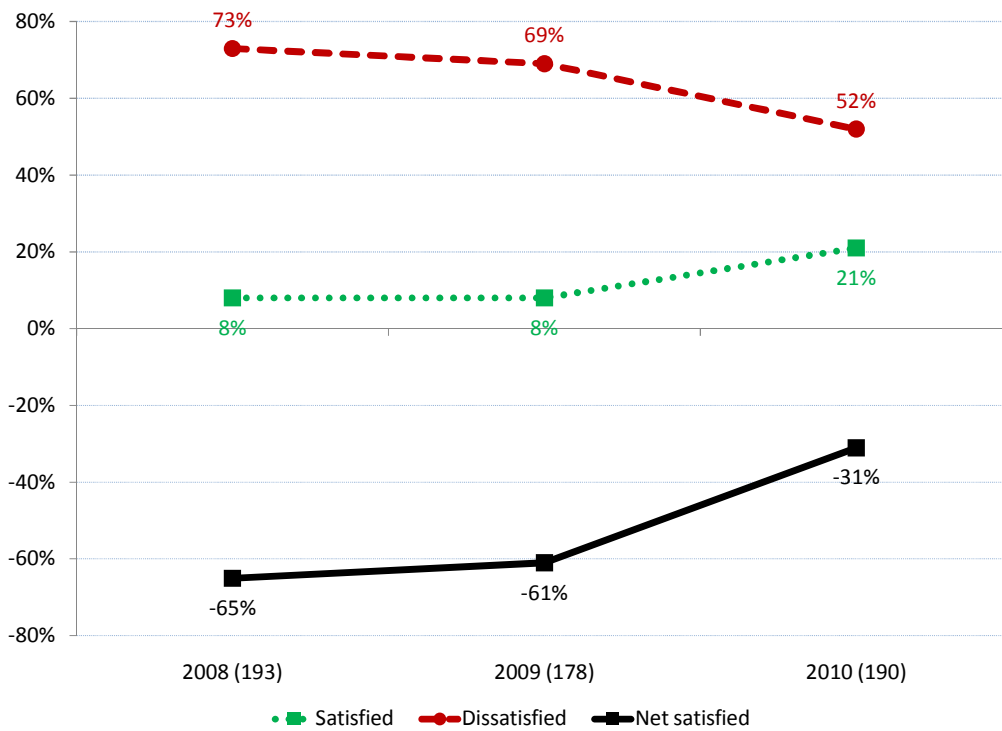


**Figure 5 – District Members - overall satisfaction with the condition of roads in the local area – year-on-year comparison**



Figures in parentheses denote unweighted sample bases

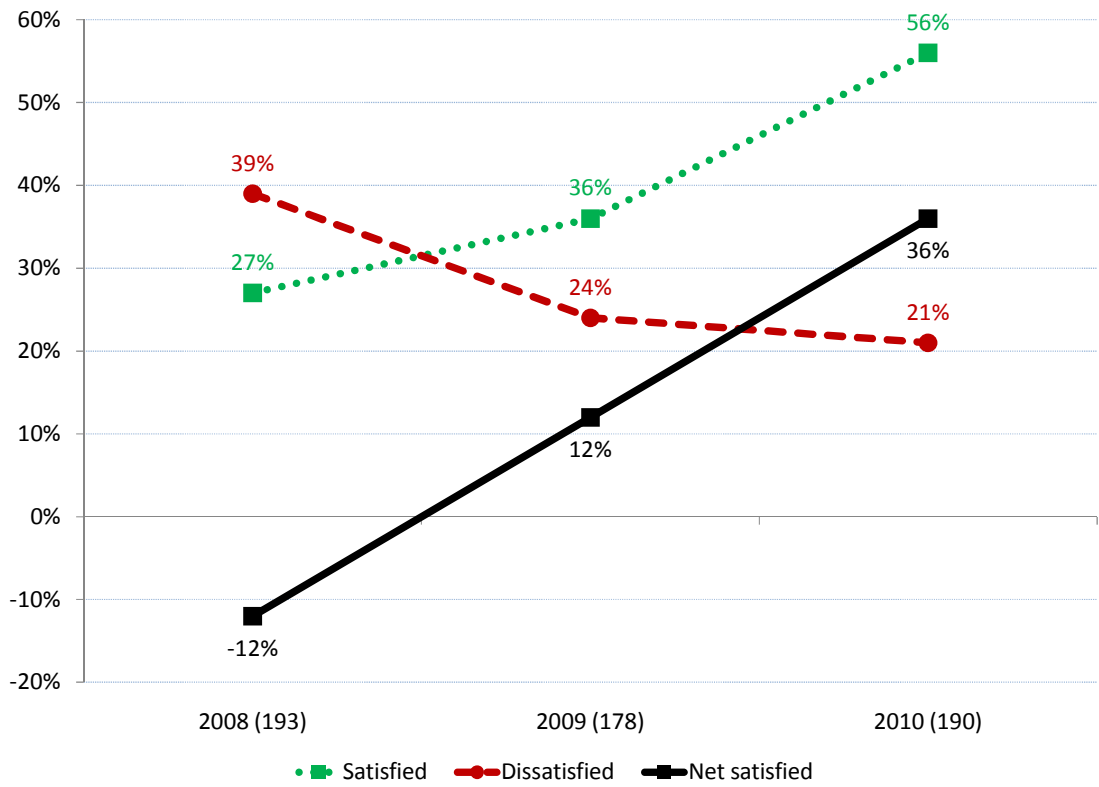
**Figure 6 – District Members - overall satisfaction with the condition of pavements in the local area – year-on-year comparison**



Figures in parentheses denote unweighted sample bases



**Figure 7 – District Members - overall satisfaction with the condition of streetlights in the local area – year-on-year comparison**



Figures in parentheses denote unweighted sample bases

# Agenda Item 12

## Additional Funding – Surfacing Sites - Update Information

A report by the Director of Kent Highway Services to the Joint Transportation Board.

### 1.1 Summary

1.1.1 As part of the Government settlement following the weather damage, KHS has identified an additional £4,500,000.00 of funding for surface treatments across the County. Roads have been identified where there was a need to seal the surface following patching works, previous find & fix or local knowledge of specific areas in need of attention.

1.1.2 The roads originally identified for Maidstone are listed below with the surface treatment, for the Board's information.

Road	Location		Treatment
New Barn Road / Hawkenbury Road	From A274 to Hawkenbury PH		Surface Dressing
Forge Lane East Farleigh	Whole Length		Surface Dressing
Headingley Road, Allington	Part near Junction with Allington Way		Micro Asphalt
Eastwood Road, Ulcombe	Whole Length	FF2	Surface Dressing
Hardy Street, Maidstone	Whole Length	Com Ops - Priority	Micro Asphalt
Groveswood Drive North, Boxley	Whole Length	FF1	Micro Asphalt
Church Road, Harrietsham	Whole Length	Com Ops - Priority	Micro Asphalt
Church Road, Detling	From A249 to The Street	Com Ops - Priority	Micro Asphalt
Kemsley Street Road Breadhurst	Whole Length	FF1	Surface Dressing
Greenway Court Road, Hollingbourne	Whole Length	FF1	Surface Dressing
East Street, Hunton	Whole Length	FF1	Surface Dressing
Westfield Sole Road, Boxley	Whole Length	FF1	Surface Dressing
Middlesex Road, Maidstone	Whole Length		Micro Asphalt
Forge Lane East Farleigh	Whole Length		Surface Dressing
Pagehurst Road, Staplehurst	Whole Length	Gateway - Economic	Surface Dressing
Longend Lane,	Whole Length	Gateway -	Surface Dressing

Yalding		Economic	
Headcorn Road, Ulcombe	Whole Length	FF1	Surface Dressing
Green Hill, Otham	Whole Length	FF1	Surface Dressing
The Landway, Bearsted	Whole Length	FF1	Micro Asphalt
Highland Road, Maidstone	Whole Length	FF1	Surface Dressing
Norfolk Road, Maidstone	Whole Length	FF1	Micro Asphalt
Westerhill Road, Coxheath	Whole Length	FF1	Surface Dressing
Ware Street	Whole Length	FF1	Surface Dressing
Hackney Road	Whole Length	FF1	Micro Asphalt
Nottingham Avenue	Whole Length	FF1	Micro Asphalt
Alexandra Street	Whole Length	FF1	Micro Asphalt
Boughton Lane	Whole Length	FF1	Surface Dressing
Moncktons Lane	Whole Length	FF1	Micro Asphalt
Headcorn Road	Whole Length	FF1	Surface Dressing
The Street Ulcombe	Whole Length	FF2	Surface Dressing
Avery Lane Langley	Whole Length	FF2	Surface Dressing
Church Road, Otham	Whole Length	Gateway - Economic	Micro Asphalt

1.1.3 Having identified the locations, each road was looked at in terms of whether we would be able to achieve the works in the time scales for the relevant surface treatments and by the end of the current contract with Ringway Infrastructure Services. For the Board's information, the roads listed below are the roads which made the programme for Surface Dressing and have been completed.

<u>Maidstone Additional Surface Dressing Programme</u>					
		<i>Length</i>	<i>Width</i>	<i>Area</i>	<i>Traffic Management</i>
<i>New Barn Road</i>	<i>Sutton Valence</i>	<i>2151</i>	<i>6.5</i>	<i>13981</i>	<i>R/C</i>
<i>Forge Lane</i>	<i>East Farleigh</i>	<i>1208</i>	<i>6.5</i>	<i>7852</i>	<i>R/C</i>
<i>Eastwood Road</i>	<i>Ulcolombe</i>	<i>1691</i>	<i>6</i>	<i>10146</i>	<i>R/C</i>
<i>Headcorn Road</i>	<i>Ulcolombe/</i>	<i>7462</i>	<i>6</i>	<i>44772</i>	<i>R/C</i>
<i>Kemsley Street Road</i>	<i>Bredhurst</i>	<i>972</i>	<i>5</i>	<i>4860</i>	<i>R/C</i>

<i>Westfield Sole Road</i>	<i>Boxley</i>	<i>1405</i>	<i>7</i>	<i>9835</i>	<i>R/C</i>
<i>Pagehurst Road</i>	<i>Staplehurst</i>	<i>1766</i>	<i>5.5</i>	<i>9713</i>	<i>R/C</i>
<i>Longend Lane</i>	<i>Yalding</i>	<i>1603</i>	<i>5</i>	<i>8015</i>	<i>R/C</i>
<i>Boughton Lane</i>	<i>Loose</i>	<i>1907</i>	<i>7</i>	<i>13349</i>	<i>R/C</i>
<i>Avery Lane</i>	<i>Langley</i>	<i>1288</i>	<i>5</i>	<i>6440</i>	<i>R/C</i>
<i>The Street</i>	<i>Ulcolombe</i>	<i>513</i>	<i>5</i>	<i>2565</i>	<i>R/C</i>

- 1.1.4 The gripfibre programme is listed below for the Board's information. The programme commenced on 19<sup>th</sup> July and will be completed by 31<sup>st</sup> July 2011.

<u><i>Maidstone Additional Gripfibre Programme</i></u>		<u><i>Length</i></u>	<u><i>Width</i></u>	<u><i>Area</i></u>
<i>Nottingham Avenue</i>	<i>Maidstone</i>	<i>600</i>	<i>6</i>	<i>3600</i>
<i>Norfolk Road</i>	<i>Maidstone</i>	<i>256</i>	<i>6</i>	<i>1536</i>
<i>Middlesex Road</i>	<i>Maidstone</i>	<i>340</i>	<i>6</i>	<i>2040</i>
<i>Hardy Street</i>	<i>Maidstone</i>	<i>233</i>	<i>6</i>	<i>1398</i>
<i>Groewood Drive North</i>	<i>Boxley</i>	<i>973</i>	<i>6</i>	<i>5838</i>
<i>Moncktons Lane</i>	<i>Maidstone</i>	<i>414</i>	<i>6</i>	<i>2484</i>

## **1.2 Legal Implications**

- 1.2.1 Nil

## **1.3 Financial and Value for Money Considerations**

- 1.3.1 The programme is being financed within the additional funding budgets available.

## **1.4 Risk Assessment**

- 1.4.1 N/A

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Accountable Officer:

Richard Emmett 08458 247 800

## Winter Damage Repairs – Find & Fix Update Information

**A report by the Director of Kent Highway Services to the Joint Transportation Board.**

### 1.1 Summary

- 1.1.1 The ‘find and fix’ works programme commenced in May 2011 following the award of contract to Mason Civil Engineering for the Maidstone area. The operation is similar to last year where by external contractors are employed to permanently repair potholes and carry out patching works in nominated roads.
- 1.1.2 With the programme this year we have given greater responsibility to the KHS Maidstone team for identification and prioritising works. This has enabled the teams to target specific area and drive productivity.
- 1.1.3 During the Period from 1st May until 19th July, 107 roads were identified for repairs with 420 potholes and 4,415m<sup>2</sup> of patching completed. Additional roads are being added daily with a rolling programme. The completed locations are listed below for the Board’s information.

Street Name	Parish	Potholes Repaired	Area of Patching
AMSBURY ROAD	COXHEATH	0	46.04
BELL LANE	BOXLEY	12	32.21
BICKNOR LANE	BICKNOR	17	55.26
BIRCH TREE WAY	MAIDSTONE	0	253.48
BOUGHTON LANE	MAIDSTONE	7	46.5975
BOXLEY ROAD	MAIDSTONE	0	12.015
BRACKEN HILL	BOXLEY	7	4.7
BROADER LANE	DETLING	6	27.89
BROCKENHURST AVENUE	MAIDSTONE	1	27.36
BUNCE COURT ROAD	OTTERDEN	10	6.975
CHALKY ROAD	STOCKBURY	3	21.4
PETT LANE	STOCKBURY	6	4.805
CHURCH LANE	BICKNOR	7	36.745
CHURCH LANE	DETLING	3	106.33
CHURCH LANE	STOCKBURY	5	119.965
CHURCH ROAD	HARRIETSHAM	18	133.905
CLAYGATE	MAIDSTONE	3	149.82
COLDBLOW LANE	THURNHAM	17	60.809
COX STREET	DETLING	0	10
CRANBORNE AVENUE	MAIDSTONE	1	0
CULPEPER CLOSE	HOLLINGBOURNE	9	33.91
CUMBERLAND AVENUE	MAIDSTONE	0	55.95

DARMAN LANE	YALDING	25	49.41
DURHAM CLOSE	MAIDSTONE	0	86.2763
FOORD ROAD	LENHAM	2	1.21
FORSTAL LANE	COXHEATH	2	36.16
GLEAMINGWOOD DRIVE	BOXLEY	3	3.6
GROVE ROAD	MAIDSTONE	0	104.8281
HAMPTON ROAD	MAIDSTONE	1	0
HASTINGS ROAD	MAIDSTONE	13	1.2
HERMITAGE LANE	DETLING	25	107.1525
HIGH BANKS	LOOSE	0	33.96
HIGH STREET	LENHAM	1	87.43
HILL GREEN ROAD	STOCKBURY	9	18.85
HOCKERS LANE	DETLING	0	72.20275
HOLTYE CRESCENT	MAIDSTONE	2	30.5
HONEY LANE	OTHAM	4	0
KETTLE LANE	EAST FARLEIGH	4	4.41
LANCET LANE	MAIDSTONE	0	178.48
LAVERSTOKE ROAD	MAIDSTONE	1	2.5
LEES ROAD	YALDING	4	1.08
LENHAM ROAD	ULCOMBE	0	186.9
LINCOLN ROAD	MAIDSTONE	3	5.72
LIPHOOK WAY	MAIDSTONE	1	5.82
LONGEND LANE	COLLIER STREET	10	21.84
LOWER ROAD	EAST FARLEIGH	2	0
LOWER ROAD	MAIDSTONE	0	56.92
MARION CRESCENT	MAIDSTONE	0	170.415
MELROSE CLOSE	MAIDSTONE	0	132.5352
MIDDLESEX ROAD	MAIDSTONE	25	12.77
MOTE AVENUE	MAIDSTONE	6	53.17
NORTHFLEET CLOSE	MAIDSTONE	5	0
NORTHUMBERLAND ROAD	MAIDSTONE	1	123.2
NOTTINGHAM AVENUE	MAIDSTONE	12	6.58
PARK WAY	MAIDSTONE	0	13.79
RUMSTEAD LANE	HUCKING	1	7.5
RUSHMEAD DRIVE	MAIDSTONE	0	2.88
RUTLAND WAY	MAIDSTONE	0	5.28
SCHOOL LANE	MAIDSTONE	0	241.546
SOUTH GREEN	STOCKBURY	5	11.88
SOUTH PARK ROAD	MAIDSTONE	0	264.575
SPENNY LANE	COLLIER STREET	0	1.21
TREVOR DRIVE	MAIDSTONE	0	3
TUDOR AVENUE	MAIDSTONE	8	13
ULCOMBE ROAD	LANGLEY	27	6.46
UPPER ROAD	MAIDSTONE	0	209.64
WALDRON DRIVE	LOOSE	0	38.04
WEST PARK ROAD	MAIDSTONE	0	125.65
WESTERHILL ROAD	COXHEATH	0	17.92
WESTWOOD ROAD	MAIDSTONE	1	160.099

WILLOW LANE	YALDING	3	3.07
WOODSIDE ROAD	MAIDSTONE	0	10.5
YELSTED LANE	BOXLEY	1	35
YELSTED LANE	STOCKBURY	0	6.5
YORK ROAD	MAIDSTONE	2	1.56
ASHFORD DRIVE	BROOMFIELD AND KINGSWOOD	3	0
GRAVELLY BOTTOM ROAD	BROOMFIELD AND KINGSWOOD	36	75.51
GROVEWOOD DRIVE NORTH	BOXLEY	9	66.22
LENHAM ROAD	BROOMFIELD AND KINGSWOOD	1	133.89
PARK BARN ROAD	BROOMFIELD AND KINGSWOOD	10	40.75
THE STREET	STOCKBURY	20	78.29

1.1.4 This was in addition to the day to day, routine work undertaken by KHS such as:

- Works identified by the Highway Inspectors / Stewards during their routine inspections / site visits.
- Programmed repairs on carriageways and footways.
- Gully cleansing
- Additional funding for surfacing site around the Borough.
- Works identified on our Jet Patching Programme.

## 1.2 Legal Implications

1.2.1 Nil

## 1.3 Financial and Value for Money Considerations

1.3.1 The financial value for Maidstone is set at £200k for this project and with the competitive rates we are currently able to run for another two months at our current spend rate.

## 1.4 Risk Assessment

1.4.1 N/A

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Accountable Officer:

Richard Emmett 08458 247 800

# Agenda Item 14

## **Update on Petitions 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 the current status of petitions received by Kent Highway Services (KHS).

### **Traffic Calming Measures, Heath Road, Coxheath**

2. A petition was submitted in April 2008 by 59 residents, lead by Mr A R Monk of Westerhill Road, Coxheath. It sought action to improve the traffic calming measures installed along Heath Road, Coxheath as the petitioners felt these were dangerous.
3. A number of changes have been carried out to the traffic calming since the submission of this petition and as previously reported KHS had agreed to carry out a review of the safety record in Coxheath, further speed checks and complete the safety audit of the current scheme. This work has been completed and sent to the both the County Councillor and Parish Council. The Parish Council have recently held an exhibition to consult the community of Coxheath on alternative proposals put forward by their independent consultants prior to further discussions with Kent County Council.
4. Arrangements are currently being undertaken by the Cabinet Member in organising a meeting with Coxheath Parish Council to discuss a way forward.

### **Request for the Implementation of a Weight Restriction through Yalding**

5. A petition was submitted in September 2008 by Yalding Parish Council with over 570 signatures supporting a previous request for a weight restriction through Yalding and that surveys of lorry movements through Yalding and East Farleigh be undertaken.
6. It was reported at the last meeting of this Board that surveys, paid for by the local County Councillor and Parish Council, had been carried out in November 2010. KHS received the results of these surveys in February 2011 and have subsequently circulated these to the relevant Councillors and Parish Councils. Once the Councillors and Parish Councils have had opportunity to consider these results further discussions will be held with the local community on the way forward. A verbal update on the Freight Action Plan for Kent will be given at the meeting.

### **Closure of Pheasant Lane, Maidstone South**

7. A petition was submitted in August 2008 by some 120 residents, lead by Mr David Fraiss of Osborne House, Loose Road of the Pheasant Lane Action Group which sought the closure of Pheasant Lane to vehicles other than for residential access. The petitioners felt the lane was being used as a rat run, was too narrow for the volume of traffic has too many blind bends with drivers driving too fast and pedestrians are at great risk.
8. At the last meeting of this Board the permanent closure of Pheasant Lane to all through traffic was approved. The process to make the initial Experimental Traffic Regulation Order permanent has been initiated. The existing arrangement of preventing through traffic by removable plastic bollards has not proved durable and has now become a maintenance problem. KHS have investigated more robust options and are working with manufacturers on a design which should restrict motor vehicles, but remains accessible

X.1



for disabled users and cyclists and importantly, can be removed quickly should emergency access be required.

9. Kent Highway Services are in the process of installing fixed restrictions together with connecting electricity supply to existing signage at each end of Pheasant Lane. Works are ready to be passed over to new contractor for implementation.

### **Road Safety Measures along Walderslade Woods Road**

10. Kent Highway Services received a petition from Mrs Gillian Tatnell from Walderslade Woods with 212 signatures requesting a reduction in speed limit with traffic islands and hatching. The petition received the support of Boxley Parish Council although Walderslade Woods Road falls within both Maidstone and Tonbridge and Malling and has been reported to both Joint Transportation Boards.
11. At previous meetings of this Board it has been reported that KHS had submitted a bid for funding through the Local Transport Plans Integrated Transport Programme for 2011/12 for a scheme consisting of gateway signage improvements, improvements to the side road junction warning signs and also to provide traffic islands to protect right turning traffic. A verbal update on the Integrated Transport Programme for 2011/12 will be given at the meeting.
12. As confirmed at the previous Joint Transportation Board, this scheme did not receive funding from the Integrated Transport programme and therefore officers are seeking alternative funding such as the Member Highway Fund. No further updates will be provided unless any funding is secured.

### **Residents of Tovil Green Court**

13. At previous meetings of meeting of this Board it was reported that a petition, containing 31 signatures, had been received from the residents of Tovil Green Court, Maidstone requesting the provision of pedestrian facilities along Burial Ground Lane and Farleigh Hill to enable better pedestrian access to Tesco's and Lidl's.
14. A scheme consisting of a new footway together with an enhancement of the crossing facilities along Tovil Hill had been submitted for funding through the through the Local Transport Plans Integrated Transport Programme for 2011/12. A verbal update on the Integrated Transport Programme for 2011/12 will be given at the meeting.
15. As confirmed at the previous Joint Transportation Board, this scheme did not receive funding from the Integrated Transport programme and therefore officers are seeking alternative funding such as the Member Highway Fund. No further updates will be provided unless any funding is secured.

### **Penenden Heath Pre-School, Maidstone**

16. It has been reported to previous meetings of this Board that a petition, containing 99 signatures, had been received from the local residents and parents of children at Penenden Heath Pre-School, Maidstone requesting safety improvements along the road approaching Penenden Heath Roundabout from Boxley Village.
17. A scheme consisting of a crossing on the Boxley Road (between The Bull and the mini-roundabout) had been submitted for funding through the through the Local

Transport Plans Integrated Transport Programme for 2011/12. A verbal update on the Integrated Transport Programme for 2011/12 will be given at the meeting.

18. Cllr Chittenden is however funding, via the Member Highway Fund, a scheme to install 30 mph repeater roundels on Boxley Road in the 30mph section without street lighting from the mini roundabout heading west together with a junction warning sign, SLOW road markings and red surfacing at the Boxley Road / Neville Close junction. These improvements should help to reduce traffic speeds in the area and is with our contractor for programming.
19. As confirmed at the previous Joint Transportation Board, this scheme did not receive funding from the Integrated Transport programme and therefore officers are seeking alternative funding such as the Member Highway Fund. No further updates will be provided unless any funding is secured.

### **Parking Issues Tudor Avenue**

20. It has been reported to previous meetings of this Board that KHS had been passed a petition with 54 signatures from the residents of Tudor Avenue, Maidstone requesting parking restrictions be implemented to deal with commuter parking that the residents feel is causing potential road safety problems.
21. It was proposed that KHS would advertise a Traffic Regulation Order giving notice of the intention to install double yellow lines at certain points along Tudor Avenue to improve road safety on the 26<sup>th</sup> January 2011. However, due to staff sickness and shortages it has not been possible to progress this Order and KHS are now procuring additional resources and expertise to overcome this problem. Once these resources are in place this Order will be progressed as a priority.
22. Kent Highway Services are now in a position to progress the Order. However, due to limited funding being allocated to safety related parking restrictions, officers are batching requests with the view to advertise different locations within Maidstone under a single Traffic Order. This is to provide efficiency and a more cost effective way of managing funds.

### **Sutton Road Service Road**

23. KHS received a petition supported by 55 out of the 66 residents in Sutton Road service road raising concerns over the volume and speed of traffic using the service road to avoid the traffic signals on the A274. At the last meeting of this board it was reported that the local County Councillor, if supported by local residents, would look to use their Member Highway Fund to turn the service road into a cul-de-sac by the use of removable bollards at one end of the road.
24. KHS have consulted the residents of Sutton Road service road seeking their views on whether they support a formal closure and if so at which location. The consultation closes on the 12<sup>th</sup> April and a verbal update of the results will be given at the meeting.
25. Due to the results of the consultation, Cllr Cooke has chosen not to progress with the works through the Member Highway Fund process at the present time.

### **Speed Limit Review on the A20 through Harrietsham & Lenham**

26. As previously reported to this Board KHS had received a petition from residents of Harrietsham and Lenham in response to the review of speed limit on A20. 48 Pages of

signatures were received highlighting residents' extreme disappointment of the review carried out by the County Council on the speed limit on the A20 through Harrietsham and Lenham. The petition requested that a new review is carried out which looks at implementing speed reduction measures along the route. The petition was passed to the speed limit review team to respond to the issues raised in the petition.

27. As reported to this Board the Speed Limit Review was suspended due to Government reductions in grant funding. In August 2010 the Cabinet Member for Environment, Highways & Waste wrote to all Members and Parish Councils updating them on the County Councils position with regards to the review of speed limits outlining that in cases where a speed limit demonstrates a quantifiable injury crash saving a funding bid will be made accordingly.
28. The safety record along the A20 Harrietsham has been investigated as part of our annual Casualty Reduction Programme. The analysis of the personal injury crashes through Harrietsham and Lenham does not demonstrate that a lower speed limit would provide a quantifiable crash saving and does not meet with the intervention level set by the County Council therefore, funding would not be available via the Casualty Reduction Programme. KHS will discuss these findings with the local Member to see whether any alternative measures could be provided via the Member Highway Fund.
29. As confirmed at the previous Joint Transportation Board, this scheme did not receive funding from the Integrated Transport programme and therefore officers are seeking alternative funding such as the Member Highway Fund. No further updates will be provided unless any funding is secured.

#### **The withdrawal of the Arriva 101 Service from Bus Stops at Cobtree Golf Course and Salisbury Road, Kits Coty**

30. It has been previously reported to this Board that a petition had been received calling for the reinstatement of the 101 bus service to the Cobtree Golf Course Bus Stop and a report was submitted proposing a number of options and seeking Members views.
31. It was agreed that further quotes be obtained for Option 2 in an attempt to reduce the costs of this preferred option. These quotes were returned to KHS and passed to Paul Carter, the local County Councillor, for consideration for funding. Cllr Carter has now approved funding for the scheme from his Member Highway Fund budget and the works are now being programmed with the contractor.

#### **Postley Road, Maidstone**

32. A petition has been received from the residents of Postley Road, Maidstone which raises concern over the dangerous and increasingly unacceptable use of the road by buses including speeding. Kent Highway Services have met with the lead petitioner and are investigating the issues raised by the petitioners. KHS are currently arranging a meeting with the local Councillors to discuss a way forward with respect to this petition.
33. The above meeting was held between local Councillors and it has been agreed that Postley Road will be proposed as part of the Speed Reduction pilot project with measures to be implemented to reduce vehicular speed on Postley Road.

### **Boxley Road and Beechen Bank Road**

34. At the a previous meeting of this Board a petition was received requesting a reduction in the speed limit along Boxley Road and Beechen Bank Road. KHS commissioned a speed survey and have now received the results from its consultants and have reviewed the personal injury crash records along Boxley & Beechen Bank Road. KHS are currently arranging a meeting with the local Councillors and Parish Council to discuss a way forward with respect to this petition.
35. A meeting was held between Officers, Boxley Parish Council and Cllr Carter regarding speed limits along the above-mentioned roads. The results of the surveys showed that the existing speed limit could be reduced and Boxley Parish Council are liaising with officers regarding funding for these works.

### **Footpath along Lenham Road to Sports Field, Kingswood**

36. At the last meeting of this board a petition was submitted by Broomfield & Kingswood Parish Council signed by 101 residents requesting a footpath be constructed along the Lenham Road, Kingswood to ensure the safety and well being of pedestrians accessing the Sports Field and its facilities.
37. Early investigations revealed that third party land not in the control of the Highway Authority will be required to construct the footway and excluding land costs the footway could cost in the region of £40,000 to £50,000. KHS have written to the land owners in control of the land to ascertain, if funding was available, whether they would be willing to agree in principle to transfer the land to KHS.
38. Kent Highway Services decided to undertake a formal consultation with residents of Lenham Road seeking views of dedicating private land into the publicly maintainable highway in order to safely install the new footway. Due to objections from residents subsequent to the consultation, Kent Highway Services are not pursuing with the scheme at the present time.

### **Speed limit Reduction - Charlton Lane, West Farleigh**

39. At the previous meeting of this Board, the Chairman of West Farleigh Parish Council, presented a petition requesting a reduction in the speed limit on Charlton Lane, West Farleigh from 60 mph to 30 mph for the safety and protection of all residents and road users.
40. At the meeting it was confirmed that Cllr Stockell had agreed to fund the cost of the reduced speed limit in Charlton Lane from her Member Highway Fund and that KCC will be proceeding on that basis. A Traffic Regulation Order to reduce the speed limit will be produced and future updates will be included in the Member Highway Fund Update report.

### **New Petitions**

#### **Speed Limit Reduction in Sheephurst Lane, Collier Street**

41. Kent Highway Services have received a petition from residents of Sheephurst Lane requesting that the current speed limit is reduced. The petition has 68 signatures supporting a change in the existing speed limit. There have been no reported personal injury crashes over the last 3 year period as a resultant of speeding.

42. Kent Highway Services will investigate the request from the lead petitioner with the view to provide an update at the next Joint Transportation Board.

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Accountable Officer: Andy Corcoran 01233 648302