

AGENDA

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 23 January 2013

Time: 5.00 p.m.

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Ash, Beerling, Bird, Mrs Blackmore,
Brown (KALC), Carter, Chell,
Chittenden, Cooke, Cuming, Daley,
English, Hotson, Moriarty, B Mortimer,
Moss, Mrs Stockell, Mrs Whittle and
J.A. Wilson

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

Continued Over/:

Issued on 15 January 2013

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

Alison Broom

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

4.	Disclosures by Members and Officers	
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6.	Minutes of the meeting held on 24 October 2012	1 - 3
7.	Petitions	
	Notice has been given pursuant to Council Procedure Rule 11 of the intention to present a petition asking that consideration be given to enforcing a speed limit of 30 mph from Sheals Crescent through to Hayle Road, Maidstone by either installing a speed camera and 30 mph signs, placing speed bumps or road narrowing in this area. Also that consideration be given to the provision of a pedestrian crossing at or near the Old Tovil/Hayle Road junction.	
8.	Questions/Statements by members of the public	
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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 24 OCTOBER 2012

Present: Councillor Cooke (Chairman), and
Councillors Ash, Beerling, Mrs Blackmore, Carter,
Chittenden, Cuming, Daley, English, Hotson, Moriarty,
B Mortimer, Moss, Mrs Stockell and J.A. Wilson

Also Present: Councillors Mrs Gooch

24. APOLOGIES FOR ABSENCE

An apology for absence was received from County Councillor Mrs Whittle.

25. NOTIFICATION OF SUBSTITUTE MEMBERS

There were no Substitute Members.

26. NOTIFICATION OF VISITING MEMBERS

Councillor Mrs Gooch indicated her wish to speak on Agenda Item 10 – Draft Joint Integrated Transport Strategy.

27. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

28. DISCLOSURES OF LOBBYING

29. MINUTES OF THE MEETING HELD ON 18 JULY 2012

RESOLVED: That the Minutes of the Meeting held on 18 July 2012 be approve as a correct record and signed.

30. PETITIONS (IF ANY)

There were no petitions.

31. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

Mr Ward addressed the Board regarding Agenda Item 10 – Draft Joint Integrated Transport Strategy in respect of the proposed alterations to St Andrews Road.

Mr Menart addressed the Board regarding Agenda Item 10 – Draft Joint Integrated Transport Strategy in respect of the proposed alterations to St Andrews Road.

32. ADDITIONAL SURFACING SITES FOR MAIDSTONE

The Board considered the report of the KCC Head of Programme Work regarding proposed additional surfacing sites for Maidstone in 2012/13.

RESOLVED: That the report be noted.

33. DRAFT JOINT INTEGRATED TRANSPORT STRATEGY

The Board considered the report of the KCC Head of Transportation regarding the Draft Joint Integrated Transport Strategy.

The Chairman informed the Board that the document was a draft and had not been approved by either Kent County Council ("KCC") or Maidstone Borough Council ("MBC"). It had been published for public consultation, which has now finished. The Chairman had circulated copies of this Board's minutes from the meeting on 5 October 2011 which set out the recommendations made. The Chairman informed the Board that most of the recommendations made at that time had not been incorporated within the draft Strategy.

The Board were informed that there was a discrepancy between MBC's target of 10,000 jobs and KCC's findings of 5,200. Also, that even without any increase in houses or employment, the traffic congestion problems will still increase. Reasonable steps need to be taken to mitigate the increase in congestion.

Members of the Board raised concerns about affordability, the proposals for St Andrews Road/Tonbridge Road, the intimated increase in congestion, the lack of Park & Ride for the south of the Town, the proposed bus lane on the A229, the level of social housing expected for new developments and the lack of air quality proposals.

Officers informed the Board that the draft ITS reflected the difficult balancing act that all planning and highway authorities had to strike between planning positively for the housing and employment growth proposed by the Core Strategy and the limited funding available for the compensatory transport infrastructure improvements.

Members were told by officers that the draft ITS was a direct response to the development proposed by the Core Strategy and that this is the first time the council has had a transport strategy for which to seek highway contributions for. Officers have not been able to ask for contributions towards highway improvements in the past because these requests cannot be supported by an agreed set of highways policies. It was stressed that over 4,200 residential units have already been built and permission has been granted for over 1,900. This is out of a total of 10,080 houses, the Core Strategy housing target, for which none have had secured a significant financial contribution to highway improvements in Maidstone. The council needs to be more decisive.

The Board was also informed that the estimated cost of the bus lane on the A229 could be revised to approximately £5m and that further ways to reduce that cost are being investigated.

The Board acknowledged the amount of work undertaken by KCC and MBC Officers.

RESOLVED: That the respective KCC and MBC Cabinet Members be recommended not to approve the draft Joint Integrated Transport Strategy as it is not fit for purpose and to ask Officers to reconsider the proposals.

34. UPDATE ON PETITIONS SUBMITTED TO KENT HIGHWAY SERVICES

The Board considered the report of the Head of Transportation regarding the update on Petitions submitted to Kent County Council.

RESOLVED: That the report be noted.

35. UPDATE ON 20MPH ZONES IN MAIDSTONE

This was an information only item.

RESOLVED: That the report be noted.

36. FREIGHT ACTION PLAN REPORT UPDATE

This was an information only item.

RESOLVED: That the report be noted.

37. MEMBER HIGHWAY FUND PROGRAMME UPDATE FOR MAIDSTONE BOROUGH

This was an information only item.

RESOLVED: That the report be noted.

38. GAS WORKS - MAIDSTONE TOWN CENTRE

This was an information only item.

RESOLVED: That the report be noted.

39. HIGHWAY IMPROVEMENT SCHEMES

This was an information only item.

RESOLVED: That the report be noted.

40. DURATION OF MEETING

5.00 p.m. to 6.56 p.m.

Agenda Item 9

To: Maidstone Joint Transportation Board

By: Jamie Hare KCC
John Foster, Maidstone Borough Council

Date: 23rd January 2013

Subject: Responses received to Maidstone High St, experimental Traffic Order.

Classification: Decision

Summary: This report sets out the responses received during the consultation period of the experimental Traffic Regulation Orders in Maidstone High Street. It details the responses received and the recommended actions. The report also details the required future Traffic Regulation Order procedures, subject to member agreement.

1 Background

- 1.1 In April 2012 experimental Traffic Regulation Orders were introduced into Maidstone High Street to control the accessibility and type of vehicles that could pass through its various entrance points in order to support the aims of the public realm redevelopment works that have taken place, as well as to improve traffic flows and road safety.
- 1.2 Experimental Traffic Orders can be extended up to 18 months, with an initial 6 month consultation period. It was concluded that this form of Traffic Order would best serve a scheme of this nature as it would allow for an extended public consultation period and enable the operational procedures of the scheme time to 'bed in' or be altered if required, especially as this area of the town centre is a key hub and subject to many differing demands and requirements including public transport, disabled, delivery and frontage access.
- 1.3 The experimental TRO introduced formed part of the overall scheme design, which was granted planning permission by Maidstone Borough Council on the 1st July 2010 following extensive public and stakeholder consultation.

2 Traffic order details and procedure

2.1 Following the statutory process, experimental Traffic Orders came into force on the 26th April 2012. The orders will last up until October 2013 unless they are removed or made permanent. The 18 month period also includes a 6 month consultation period which can be extended if the experiment is varied but cannot go beyond the initial 18 month period.

2.2 The experimental Traffic orders introduced were as follows:

- (Prohibition of Entry) Experimental order 2011
- (Prohibition of Driving) Experimental Order 2011
- (Prohibition of Loading) Experimental Order 2011
- (Prohibition of Waiting) Experimental Order 2011
- (Street Parking Places) Experimental Order 2011
- (No Right or Left Turn) Experimental Order 2011

There is also a diagrammatical plan showing the final scheme layout attached (please see appendix 1.0)

2.3 The initial statutory 6 month consultation period has now finished. KCC received a total of 26 responses during this period. There is now a need to review these responses and to determine their outcome.

2.4 Should any of these responses be upheld causing the scheme to be modified or abandoned, then a further 6 month consultation period will be activated and a notice of experimental variation will be required. However if none of the responses are deemed to be reasonable and are set aside and no modification of the scheme is required, then the experimental orders may be made in to permanent Traffic orders.

2.5 If the Traffic Regulation Orders are to be made permanent then the statutory process for completing a 'Has Made' traffic order will need to be undertaken.

3 Consultation responses

3.1 The Local Traffic Authority received 26 responses to the experimental Traffic Regulation Orders. These are detailed in the attached summary table (see appendix 2.0)

3.2 The responses fall into different categories but are broadly grouped in terms of access issues & signage issues, safety concerns, scheme design & operational concerns.

- 3.3 Each individual response has been given a recommended action against it in the table at Appendix 2.0, but the general response to the points raised is as follows:
- 3.4 **Access & Signage issues:** There were a number of responses concerning access to and from Mill Street and Bishops Terrace or the off street parking areas. These relate to increased distance to travel now that the routing is via Earl Street and Pudding Lane, rather than via High Street. During the initial part of the experimental period, the gas main replacement works on the gyratory system (which have now moved to Upper Stone Street) caused additional congestion. There was also some confusion as to whether the vehicles accessing these areas are permitted to enter and drive through the zone, as well as some signing concerns
- 3.5 The road works on the gyratory system have now moved but were creating extra pressures on the town, causing longer than usual delays and increasing the number of vehicles that deliberately did not comply with the signing through High Street and Mill Street.
- 3.6 This created additional confusion through the town at a time when new controls were being introduced; however now the situation has been resolved many of the issues in the responses have also been resolved. The additional journey distance to access via the correct entrance or to depart the zone for a minority of users is an inevitable down side to the scheme but is outweighed by the increased safety for pedestrians in High Street, as a result of the reduced traffic flow.
- 3.7 All vehicles wishing to enter the zone to gain access to premises must do so via Pudding Lane and any properties that fall within the zone limits are entitled to make this manoeuvre regardless of whether they need to travel right across the zone to do so. This was initially misunderstood by some road users and the local bus company who responded by saying the restrictions were being disregarded to an excessive level when in fact they weren't. Now the scheme has 'settled in' and been understood these responses are now less relevant.
- 3.8 Several responses requested changes to the entrance or internal signing in relation to access issues. The entrance signing is all standard and is clearly defined by the Traffic Signs Regulations and General Directions except for the entrance signing to Pudding lane where a non standard sign is used. This signing has been developed and approved through the Department For Transport's own approval process and so has had the parameters and variances clearly defined. These could not be changed to include some of the suggested alterations that are made in the responses. The sign positioning in a few of the locations is under review and may be altered slightly although that is beyond the remit of this report.

- 3.9 Considering all of the above points it is recommended that the responses concerning access issues be set aside and the Traffic order process be allowed to follow its statutory process.
- 3.10 **Safety concerns:** The largest number of responses received was regarding the perceived safety issues within the scheme, in particular the junction of Pudding Lane and High Street.
- 3.11 10 responses detailed that they felt that the alterations to this junction had reduced visibility and felt 'uncomfortable' with the new junction layout. This seems to have been particularly exacerbated if there is a bus parked immediately to the east as a vehicle emerges from Pudding Lane.
- 3.12 This junction has been designed to be 'non-conventional' to create a shift of balance from vehicular traffic to pedestrians, thus increasing awareness and reducing overall junction risk. The local bus company have also been involved and requested to avoid buses parking on lay-over time in the bay closest to the junction.
- 3.13 Safety concerns of this nature are a matter for the road safety audit process. However, no collisions have been recorded to date.
- 3.14 This report is drafted only to resolve issues relating to the experimental Traffic Order and cannot make recommendations relating to scheme safety concerns
- 3.15 Considering all of the above points it is recommended that the responses concerning safety issues be noted and passed on for further consideration but that the response for the purposes of this report be set aside and the Traffic order process be allowed to follow its statutory process.
- 3.16 **Scheme design & Operational concerns:** one of the responses raised the issue of the 'no loading' controls preventing the parking of vehicles by the disabled and the legal position of introducing a TRO which had this affect with the level of consultation provided.
- 3.17 The TRO was introduced experimentally for the purpose of giving an extended consultation, and the objection received is considered as part of the review process. All of the processes followed have complied fully with the statutory requirements and the number of disabled parking spaces provided within the scheme has increased. The disabled forum was consulted as part of the informal scheme design process prior to the scheme being introduced,

- 3.18 A further response raised concerns about access and usage of the zone by the Mayoral vehicle, stating that the Town Hall requires deliveries during office hours which do not tie in with the zone restrictions. They are also concerned about the distance from their premises to the nearby disabled parking bays.
- 3.19 The Mayoral vehicle is exempt from the entry restrictions whilst it is carrying out any Local Authority Duties, as are all Local Authority vehicles. It is permitted to stop anywhere that there are yellow line restrictions (outside of the town hall) to allow a person to enter or alight from the vehicle. However, it cannot wait or park there.
- 3.20 The arrangement for deliveries to the Town Hall is the same situation as all of the commercial properties in the area. The restriction times allied with the increased loading facilities can cater for the needs but unfortunately cannot be permitted during the operational portion of the day as requested as this would create a situation where large goods vehicles would be operating in potential conflict with heavy pedestrian flows, thus increasing safety hazards, which contradicts the stated aims of the scheme.
- 3.21 The location and number of disabled parking bays has been designed to maximise the amenity and to provide them in a position where they are most likely to be accessed. Unfortunately this means that they are further away from some premises than others.
- 3.22 Another response was regarding the possibility of introducing a short length of bus lane into the High St from the southern end to help further highlight the access restrictions to normal motor vehicles and thus improve compliance.
- 3.23 Whilst this suggestion does have some merit it is clear that now the road works on the gyratory system has been completed and the scheme better understood compliance levels are rising. Close working with the local police will also help to improve public knowledge of the scheme and improve compliance levels further without the need to undertake costly works and alterations to the scheme at this stage.
- 3.24 A further response requested changes to the usage of some of the disabled facilities to make facility terminate at a specific time and then be available for taxis to use after midnight.
- 3.25 The disabled parking facilities within the scheme are designed to give a suitable number of spaces for that particular sector of the community, ensuring that they can access all of the town centre facilities easily. This request would mean reducing accessibility to the town's night time economy and disadvantaging the disabled demographic.
- 3.26 Considering all of the above points it is recommended that the responses concerning scheme design & operational concerns be set

aside and the Traffic Regulation Order process be allowed to follow its statutory process.

Recommendations

- 1) Members are invited to consider and approve the recommended actions to the responses received as detailed in appendix 2.0
 - 2) Members are invited to approve the conversion of the experimental orders into permanent Traffic Orders.
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Background documents:

Appendices

1. Drawing Number GA010 Rev C06 scheme layout
2. Responses summary table and recommended actions

Contact officer:

Graham Cox, Senior Engineer, Jacobs

John Foster, Regeneration Maidstone Borough Council

Appendix 2:

Name	Address	Comments	TRO objection	Jacobs Recommended Action
Robert Patterson	Arriva	The bottom part of the High Street is marked blue (combined usage loading and disabled persons parking bay). The bus stop down here has been removed and this bus stop is needed and was previously agreed that we could have a bus stop here. This stop is known as T1. I have attached a document showing this.	Missing Bus Stop	
Roy Laming	Switch Youth Café, 34 High Street	<p>I am writing on behalf of "Switch Youth" Café, regarding the experimental TROs for Maidstone High Street. Switch is located at 34a High Street and we rent parking spaces in the "off street access" area to the north of the lower part of the High Street. I would like to make 3 comments about the proposals:-</p> <ol style="list-style-type: none"> 1. I would suggest the "off street parking" sign at the junction of Pudding Lane and High Street is unnecessary and even with the other signage could be misinterpreted by members of the public giving the impression parking is available when it isn't; leading to unauthorised parking. 2. The Pedestrian Zone signs in Pudding Lane should be changed to read "...and access to off street parking" 3. I note the exit from the off street parking will only be possible from a south west direction down the High Street. It is not currently possible for us exiting the off street parking to join the A229 in this direction so have to go all the way round the one way system, adding at least 10 minutes to journey times during peak traffic. I would suggest the no left turn at the bottom of the High Street be removed and phasing of the lights be changed accordingly. 	Private car park sign, access	The entrance signing is all standard and is clearly defined by the Traffic Signs Regulations and General Directions except for the entrance signing to Pudding lane where a non stand sign is used. This signing has gone through the Department For Transportations own approval process and so has had the parameters and variances clearly defined so could not be changed. The additional journey distance to access via the correct entrance or to depart the zone for a minority of users is an inevitable down side to the scheme but is outweighed by the increased safety a controlled directional flow introduces. It is therefore recommended that this response be set aside and the Traffic order progressed
Roy Laming	Switch Youth Café, 34 High Street	I am very disappointed to see that none of the suggestions I made regarding the proposed signage in the High Street have been taken on board. Last night when I exited towards the river from the off-street parking behind 35 high street, traffic was at a complete standstill all the way round the one way system over the bridges. Because I could not turn left at the bottom of the high street, it took a 12 minutes to	Signage	As above

		get all the way round from high street onto the A229 southbound at Bishops Terrace and my vehicle and others exiting from the high street simply added to the congestion that was already there.		
Jan Wood		Access to Banks Street	Access	
Lisa Swanson	59 High Street	Access to parking at rear of 59 High Street. Currently access to the car park is via the Fairmeadow roundabout and along the High Street, turning right into Mill Street. However, we recently understand that the requirement is to be via Pudding Lane. The current access out of the car park is to turn right onto Mill street and join the Bishops Way one way system. We are concerned that the intended routes in fact not only increases the amount of congestion around the Pudding Lane area but also increases the environmental impact of the cars that have to travel further around the town just to gain vehicular access into the car parking facilities.	Access to private car park	The additional journey distance to access via the correct entrance or to depart the zone for a minority of users is an inevitable down side to the scheme but is outweighed by the increased safety a controlled directional flow introduces. It is therefore recommended that this response be set aside and the Traffic order progressed
Pat Wallace	Bishops Way	Just to keep you updated my self and several other staff have been told by bus drivers that we shouldn't be using Pudding Lane, High Street etc. I have explained to them that we have to get into work.	Access to Pudding Lane	All vehicles wishing to enter the zone to gain access to premises must do so via pudding lane and any properties that fall within the zone limits are entitled to make this manoeuvre regardless of whether they need to travel right across the zone to do so. This was initially misunderstood by some road users and the local bus company who responded by saying the restrictions were being disregarded to an excessive level when in fact they weren't. It is therefore recommended that this response be noted and the Traffic order progressed
Pat Wallace	Bishops Way	Just want to complain about the number of cars that are still using the High Street entrance - we are still going round the correct way to get into Mill Street. Now with the roadworks people are short cutting up the High Street and down Mill Street which makes it really difficult for us to get out of our car park at night. Can something be done about this as no one seems to be enforcing.	Access to Mill Street	The road works on the gyratory which have now been completed were creating extra pressures on the town, causing longer than usual delays and increasing the number of vehicles that deliberately did not comply with the desired controls through the High Street. It is therefore recommended that this response be noted and the Traffic order progressed
Pat Wallace	Bishops Way	This morning along Pudding Lane there was a lorry turning left to go up the High Street - he could not	Congestion	The road works on the gyratory which have now been completed were

		turn because buses were parked plus buses were coming down the road which were wanting to turn into Pudding Lane - there was also a queue of buses wanting to come up the High Street.		creating extra pressures on the town, causing longer than usual delays and increasing the number of vehicles that deliberately did not comply with the desired controls through the High Street. It is therefore recommended that this response be set aside and the Traffic order progressed
Julie Webb	Town Hall, High Street	<p>With reference to your letter and consultation drawings re the above please would you take into consideration the comments below:-</p> <p>1)The proposed TROs do affect the Town Hall which is situated in Middle Row in the High Street in that there is no provision for the Mayoral car to drop off and escort the Mayor and Mayoress into the Town Hall during proposed loading bay restrictions of 5.30-10.30 a.m. The Mayor's chain of office is valuable and requires the Mayor to be assisted by his driver when entering or exiting the Town Hall.</p> <p>2) The loading bays are situated at the bottom of the High Street which make it difficult for deliveries to the Town Hall which not only hosts Civic and Mayoral functions throughout the year but is a meeting venue for up to 100 people during the day and evening and requires deliveries during office hours.</p> <p>3) The limited disabled parking bays are also not situated within easy access for visitors to the Town Hall who have varying degrees of disability.</p> <p>4)Recently we have had members of the public come into the Town Hall to bring to our attention that they have fallen of the kerb to the loading bays as they do not appear to be easily distinguishable from the pavement and they have hurt themselves with grazes, bruises and sprained ankles.</p>	Loading bay restrictions, disabled bays	<p>The Mayoral vehicle is exempt from the entry restrictions whilst it is carrying out any Local Authority Duties as are all Local Authority vehicles. In terms of it needing to be close to the Town Hall to drop off and Pick up the Mayor it is allowed to stop anywhere that there are yellow line restrictions (outside of the town hall) to allow a person to enter or alight from the vehicle. It cannot however wait or park there.</p> <p>The deliveries that the Town Hall require is the same situation as all of the other commercial properties in the area. The restriction times allied with the increased loading facilities can cater for the needs but unfortunately cannot be permitted during the operational portion of the day as requested as this would create a situation where large goods vehicles would be operating in a possible conflict with pedestrians thus increasing the safety hazards which is against the stated aims of the scheme. The location a number or disabled parking bays has been designed to maximise the amenity and to site them in a position where they are most likely to be accessed. Unfortunately this means that they are further away from some premises than others.</p>

				It is therefore recommended that this response be set aside and the Traffic order progressed
Ron Avery		This is one of the last double yellow lined roads in Maidstone not to have no loading at anytime yellow curb lines, meant for emergency access, abused by mbc.the overspill for thousands of us with their 100 bays full end up in pudding lane.i spot the notice on the lamppost. Asked the shop owners and other disabled if they knew it was there, nobody had a clue. This is how they got the yellow curb lines through.we weren't informed, just woke up to their criminal actions and their discrimination.ron avery,disabled	Loading at anytime bays	The TRO was introduced experimentally for the purpose of giving an extended consultation of which the objection received now forms part of. All of the processes followed have complied fully with the statutory processes and there has been an increased number of disabled parking provision within the scheme. The disabled forum were also consulted as part of the informal scheme design process prior to the scheme being introduced, It is therefore recommended that this response be set aside and the Traffic order progressed
Caroline Dipple	Bishops Terrace	This morning I was turning right from Pudding Lane into the High Street and very narrowly avoided being hit by a double decker bus who was also turning right into Pudding Lane from the High Street. He apologised to me but this left me feeling shaky and sick because every day turning right out of that lane into the high street is difficult and potentially dangerous. Inevitably a bus is parked at the bus stop which blocks any view of traffic coming down so you have to inch out hoping that nothing is coming down or, as this morning is suddenly going to swing into the road you are coming out of. Also buses coming up the high street do not give you lea way to go down and the whole piece of that journey is stressful.	Turning movements in and out of Pudding Lane. Visibility	This junction has been designed to be non 'conventional' to create a feeling of discomfort to all users thus increasing awareness and reducing overall junction risk. The local bus company have also been engaged to ensure a slight change in timetabling prevents any busses spending any longer than is required in the bay closest to the junction. Any safety concerns will be incorporated into the final safety audit process but no issues have been raised in the earlier safety audits and the fact that people are flagging up the discomfort with the junction demonstrates its unorthodox approach whilst no collisions have been recorded to date. Considering all of the above points it is recommended that this response concerning safety issues be set aside

				and the Traffic order process be allowed to follow its statutory process.
Lesley Fox	Bishops Terrace	I work at Bishops Terrace and am finding the new access route via Pudding Lane an absolute nightmare. Turning right out of Pudding Lane is really hazardous, as there are always buses blocking the view of the traffic and you have to pull out so far in to the road before you can see that you are actually pulling out in front of on coming buses	Turning movements in and out of Pudding Lane. Visibility	This junction has been designed to be non 'conventional' to create a feeling of discomfort to all users thus increasing awareness and reducing overall junction risk. The local bus company have also been engaged to ensure a slight change in timetabling prevents any busses spending any longer than is required in the bay closest to the junction. Any safety concerns will be incorporated into the final safety audit process but no issues have been raised in the earlier safety audits and the fact that people are flagging up the discomfort with the junction demonstrates its unorthodox approach whilst no collisions have been recorded to date. Considering all of the above points it is recommended that this response concerning safety issues be set aside and the Traffic order process be allowed to follow its statutory process.
Gary Chittenden	Pudding Lane	This means that it now takes longer to pull out due to the traffic of buses waiting in line. Also there is now a bus stop to the immediate left of the turning onto the High Street so when we are pulling out it is impossible to see anything coming down the road unless the nose of the car is already half way across, this makes it highly dangerous to get to work every morning with the possibility that we could be crashed into by a bus, taxi or lorry who are unable to stop in time. With the new paths that have now been put in along the High Street it also means that the buses which use the route along Pudding Lane cannot turn onto it from the High Street if there are cars there, this is because the paths are so wide that the buses	Turning movements in and out of Pudding Lane. Bus congestion	This junction has been designed to be non 'conventional' to create a feeling of discomfort to all users thus increasing awareness and reducing overall junction risk. The local bus company have also been engaged to ensure a slight change in timetabling prevents any busses spending any longer than is required in the bay closest to the junction. Any safety concerns will be incorporated into the final safety audit process but no issues have been raised in the earlier safety audits and the fact that people are flagging up the

		<p>have to cut off the whole corner just to be able to turn, So if there are cars waiting to turn right buses have to wait to let them out meaning that even more unnecessary traffic is created.</p> <p>There is even a narrow part of the road after the turning where only one vehicle can drive through at a time so even if we are lucky enough to pull out onto the High Street there can still be traffic blocking this part of the road, more often than not it is a bus trying to drive up the road but cannot due to one at a stop. All of these highly dangerous and traffic causing situations are completely unnecessary and there is no logical reason for this to be a restriction. The route that is now forbidden never caused traffic and the main users were the workers trying to get to the car park which now have to block up the High Street by coming down the road. The old route didn't cause congestion like this restriction does because it didn't block every single bus route that goes through the centre of Maidstone. With the many complaints that the new High Street has had this one is stupid and easily reverted back</p> <p>There is also traffic created along Pudding Lane itself with the increased number of cars travelling along it. With the delivery vans parked in the loading bays outside of Star House there is increased difficulty pulling around them onto the other side of the road with danger that cars can come around the tight bend from Medway Street. There are also normally parked cars further along Pudding Lane on the double yellow lines including the vans of a company which I believe is called Maidstone Glass, several disabled cars and cars which belong to people who live in the flats opposite. This means at times the whole left side of the road can be blocked so if a bus is coming onto Pudding Lane from the High Street and stops for passengers there is no where to go and we have to</p>		<p>discomfort with the junction demonstrates its unorthodox approach whilst no collisions have been recorded to date. Considering all of the above points it is recommended that this response concerning safety issues be set aside and the Traffic order process be allowed to follow its statutory process.</p>
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		<p>wait.</p> <p>There are even still cars driving up the restricted way everyday so it shows that many are ignoring it, the only reason us workers are is because we've been threatened with being fined if we are caught. What makes it even more absurd is that we are allowed to leave the car park any way we want so the only part of the High Street that we are restricted from using is the 50m or less that is before the car park which has 2 bus stops and enough room to manoeuvre around if there are any there. So altogether the new restriction which means that the turning onto the High Street from Fairmeadow just creates more hard ship than without it, and although it is only experimental (I hope) at the moment if nobody tells you the problems that it has caused you will still think that it was a good idea.</p> <p>I hope you have taken your time to read my email because I took time out of my leisure time to write this and take on anything that I have written because at the moment in my opinion and several others of whom I know Maidstone town centre is just getting worse.</p>		
Susan George		<p>I would totally concur with her comments that the route through Pudding Lane in order to access our car park in Mill Street is very dangerous. When there is a bus parked to the left of Pudding Lane it is impossible to see if any vehicles are coming from the left; bus drivers do obstruct the exit from Pudding Lane and at times it is very difficult to see what traffic is coming from either direction. In relation to her points about exiting our Car Park (which is opposite the Peugeot Dealer) it is not unusual for us to wait ten or fifteen minutes to exit either into the traffic exiting Mill Street or out of Mill Street itself.</p> <p>I suspect this has been made worse by the lane reduction/restrictions in place further along in Stone Street while the gas main work is being carried</p>	<p>Turning movements in and out of Pudding Lane. Bus congestion</p>	<p>This junction has been designed to be non 'conventional' to create a feeling of discomfort to all users thus increasing awareness and reducing overall junction risk. The local bus company have also been engaged to ensure a slight change in timetabling prevents any busses spending any longer than is required in the bay closest to the junction.</p> <p>Any safety concerns will be incorporated into the final safety audit process but no issues have been raised in the earlier safety audits and the fact that people are flagging up the discomfort with the junction demonstrates its unorthodox approach</p>

		<p>out. I would however agree with her that it would be much more helpful to us if our turn at the lights was made a little longer (with buses coming from the left and right and car transporters often parked directly opposite our car park, getting out is made even harder). Finally, I would like to comment that traffic still seems to be using Mill Street as a 'rat run' to 'avoid' the traffic along Bishops Way (although I myself am not convinced it would be any quicker for them) because when I leave work at night there is often traffic backing up from the lights to the other end of Mill Street.</p>		<p>whilst no collisions have been recorded to date. Considering all of the above points it is recommended that this response concerning safety issues be set aside and the Traffic order process be allowed to follow its statutory process.</p>
Marie Holdaway		<p>We've been advised to notify you both of any issues we encounter with the new road priorities. I work at the Social Services Building whose car park is accessed from Mill Street and therefore have no choice but to use Pudding Lane and the High Street now the road priorities have been changed. However, on several occasions I have encountered other motorists (particularly buses) who seem to object to us using this route and have seemingly deliberately blocked Pudding Lane whilst dropping passengers off (even though there was space for him to pull forward to the bus stop) and on another occasion, when a bus was stationary at the bus stop, another bus came down the High Street and wanted to turn right but was unable to because I was trying to turn right out of Pudding Lane. On this occasion, the bus driver did not appear happy at having to let me pull out first as there wasn't enough space for both of us. I've also noticed this morning that there are white lines painted at the end of Pudding Lane before turning into the High Street.</p> <p>Could I ask if traffic lights will be re-stationed here? If not, the lines are not very helpful because they are too far away from the junction to be able to see if anyone is coming up or down the High Street (particularly if buses are parked at</p>	<p>Turning movements in and out of Pudding Lane. Visibility</p>	<p>This junction has been designed to be non 'conventional' to create a feeling of discomfort to all users thus increasing awareness and reducing overall junction risk. The local bus company have also been engaged to ensure a slight change in timetabling prevents any busses spending any longer than is required in the bay closest to the junction. Any safety concerns will be incorporated into the final safety audit process but no issues have been raised in the earlier safety audits and the fact that people are flagging up the discomfort with the junction demonstrates its unorthodox approach whilst no collisions have been recorded to date. Considering all of the above points it is recommended that the responses concerning safety issues be set aside and the Traffic order process be allowed to follow its statutory process.</p>

		<p>the bus stop). Will the road priorities revert to coming up from the bottom of the High Street when the road repairs etc are complete? That route is much safer both for drivers and pedestrians. A pedestrian colleague pointed out to me this morning that on a number of occasions she has witnessed near accidents with people trying to cross Mill Street from Bank Street and not being able to see what traffic is coming round the corner from the High Street - there is no longer a pedestrian crossing there.</p> <p>Also, over the last couple of weeks the traffic seems to be stacking back at the Mill Street traffic lights (onto the one way system) because only 2 or 3 cars are allowed through at any one time. This makes it very difficult for workers coming out of the SSD car park (and Peugeot garage) because we are not allowed to turn up Mill Street. Is there any chance of altering the timing on the traffic lights to enable another couple of cars to get through? I sat there for 15 minutes last night before having to force my way out and upsetting a few fellow motorists!! It never seemed to happen before the road priorities were changed.</p>		
Geoff Dunstall	Bishops Terrace	<p>I am writing to you with concerns over access arrangements for the Bishops Terrace / KCC car park. Currently, we are required to enter via Earl Street, right onto Pudding Lane, right onto the High Street, then left onto Mill Street. The right turn onto the High Street from Pudding Lane is a terribly dangerous turning! We are crossing a busy bus route; visibility is significantly reduced as there is usually a bus at the stop to the left. Buses are trying to turn into Pudding Lane, and therefore their manoeuvring circle includes the space where one needs to be to enable to see whether a bus is coming!</p> <p>As it is a busy bus stop the embarking and disembarking passengers, and lots of pedestrians in the High Street</p>	Turning movements in and out of Pudding Lane. Visibility	<p>This junction has been designed to be non 'conventional' to create a feeling of discomfort to all users thus increasing awareness and reducing overall junction risk. The local bus company have also been engaged to ensure a slight change in timetabling prevents any busses spending any longer than is required in the bay closest to the junction.</p> <p>Any safety concerns will be incorporated into the final safety audit process but no issues have been raised in the earlier safety audits and the fact that people are flagging up the discomfort with the junction</p>

		<p>(which is the whole goal of the change) means that there is too much happening to safely navigate the junction. In addition, it still appears that delivery vans are entering the fray from the A229 up the High Street which causes even more mayhem! The narrowing of the crossing does mean easier for pedestrians, but the proximity of the crossing to the junction just means another hazard. The stone blocks are so large that a child could easily be concealed behind one and could easily cross without looking for traffic and could easily be missed by motorists who are already trying to avoid buses and other traffic!</p> <p>My suggested solutions are as follows: Either, return to the original access arrangements (A229, High Street, Mill Street) which would be better visibility and a shorter route or: Amend the right-of-way from the A229 directly onto Mill Street.</p> <p>Allow left turns for ACCESS ONLY into the car park from the A229 via Mill Street. Amend the Bus Lane to Bus Lane AND Access. This would mean that the 150-250 vehicles / possible road-traffic-incidents PER DAY would be resolved.</p>		<p>demonstrates its unorthodox approach whilst no collisions have been recorded to date. Considering all of the above points it is recommended that this response concerning safety issues be set aside and the Traffic order process be allowed to follow its statutory process.</p>
Natalie Kirby	Bishops Terrace	<p>I am writing to you with concerns over access arrangements for the Bishops Terrace / KCC car park. Currently, we are required to enter via Earl Street, right onto Pudding Lane, right onto the High Street, then left onto Mill Street. The right turn onto the High Street from Pudding Lane is a terribly dangerous turning! We are crossing a busy bus route, visibility is significantly reduced as there is usually a bus at the stop to the left. Buses are trying to turn into Pudding Lane, and therefore their manoeuvring circle includes the space where one needs to be to enable to see whether a bus is coming!</p> <p>As it is a busy bus stop the embarking and disembarking passengers, and lots of pedestrians in the High Street (which is the whole goal of the change) means that there is too</p>	Turning movements in and out of Pudding Lane. Visibility	<p>This junction has been designed to be non 'conventional' to create a feeling of discomfort to all users thus increasing awareness and reducing overall junction risk. The local bus company have also been engaged to ensure a slight change in timetabling prevents any busses spending any longer than is required in the bay closest to the junction.</p> <p>Any safety concerns will be incorporated into the final safety audit process but no issues have been raised in the earlier safety audits and the fact that people are flagging up the discomfort with the junction demonstrates its unorthodox approach</p>

		<p>much happening to safely navigate the junction. In addition, it still appears that delivery vans are entering the fray from the A229 up the High Street which causes even more mayhem! The narrowing of the crossing does mean easier for pedestrians, but the proximity of the crossing to the junction just means another hazard. The stone blocks are so large that a child could easily be concealed behind one and could easily cross without looking for traffic and could easily be missed by motorists who are already trying to avoid buses and other traffic!</p> <p>My suggested solutions are as follows: Either, return to the original access arrangements (A229, High Street, Mill Street) which would be better visibility and a shorter route or: Amend the right-of-way from the A229 directly onto Mill Street.</p> <p>Allow left turns for ACCESS ONLY into the car park from the A229 via Mill Street. Amend the Bus Lane to Bus Lane AND Access. This would mean that the 150-250 vehicles / possible road-traffic-incidents PER DAY would be resolved.</p>		<p>whilst no collisions have been recorded to date. Considering all of the above points it is recommended that the responses concerning safety issues be set aside and the Traffic order process be allowed to follow its statutory process.</p>
Dan Bruce		<p>I hope you are well. I was in Maidstone Town Centre with our inspector at the end of last week and noticed the new traffic access restriction signs on Pudding Lane. It was good to see these, however we have concerns over their placement. The signs have been installed between the High Street and the turning for Medway Street meaning that by the time traffic has reached them there is no alternative route to take other than right on to the High Street. Would it be possible for the signs to be re-sited before the junction with Medway Street to try and help ease this problem? There was a significant amount of traffic entering the High Street from Pudding Lane whilst we were in Maidstone, some of which was causing problems to buses.</p>	Sign locations	<p>The entrance signing is all standard and is clearly defined by the Traffic Signs Regulations and General Directions except for the entrance signing to Pudding lane where a non stand sign is used. This signing has gone through the Department For Transportations own approval process and so has had the parameters and variances clearly defined so could not be changed to include some of the suggested alterations that are made in the responses. The sign positioning in a few of the locations is under review and maybe altered slightly although that is beyond the remit of this report.it is recommended that this response concerning signing issues be set aside</p>

				and the Traffic order process be allowed to follow its statutory process.
Geoff Bineham	Kent Police	<p>Pedestrian Zone. Drawing number (GA) 010 Rev C07 shows a sign to diagram 618.3 to be installed in Pudding Lane. The exemption panel of this sign shows an exemption of "except for access to off street premises at any time". This is not a permitted variant of this Sign and special authorisation would be required from the Department for Transport to use this exemption. Kent Police understands that although special sign authorisation has been applied for by KCC, the application has not yet been authorised and therefore Kent Police would not agree to the use of this sign unless special sign authorisation is granted. Without authorisation for this sign Kent Police will encounter difficulties with enforcement. It is also our view that the sign is too complex and may be confusing or difficult to read for drivers. This may attract too many vehicles to the pedestrian zone and could compromise pedestrian safety. The bottom panel of this sign also shows a prohibition of waiting at any time. Kent Police would expect that all aspects of the Traffic Signs Manual Chapter 3 are complied with in relation to this restriction. Advance Warning Signs. The consultation letter and drawings did not contain any details of advanced signing on the approach roads to Maidstone, warning drivers that there is no access to the High Street or King Street apart from exempted vehicles. Kent Police would like the opportunity to view any signing schedules, showing advanced warning signs of the restricted entry to these roads on the approaches to the town centre.</p>	Not authorised Exemption sign. No advance warning signs prior to High Street	The entrance signing is all standard and is clearly defined by the Traffic Signs Regulations and General Directions except for the entrance signing to Pudding lane where a non stand sign is used. This signing has gone through the Department For Transportations own approval process and so has had the parameters and variances clearly defined so could not be changed It is therefore recommended that this response be set aside and the Traffic order progressed.

		<p>In general Kent Police would like to point out that as with all new Traffic Regulation Orders we would look for their introduction to be in the main self-enforcing. This fact needs to be taken into account when making new orders and methods to ensure self enforcement must be provided to maintain credibility of the order. The demands on Kent Police are such that deployment of resources must be prioritised and it is likely that enforcement of these regulations will receive a low priority.</p>		
Nikki Webster	Bishops Terrace	<p>I have been using the new route via Pudding Lane to get to the office at Bishops Terrace and just wish to log how dangerous this route is as we are having to negotiate the Maidstone Glass vans and Arriva buses particularly the one that parks to the left on the High Street junction - this means we have to pull half way out into the High Street in order to see if anything is coming and this morning I narrowly missed a Police Car, the other morning a bus. That is without the pedestrians who just walk out as they seem unaware that vehicles are coming round this way. I really feel this route is so hazardous and there will be a serious accident before too long. The route up the High Street is not only more direct I feel it safer for all concerned and hope that this can be rectified.</p>	<p>Turning movements in and out of Pudding Lane. Visibility</p>	<p>This junction has been designed to be non 'conventional' to create a feeling of discomfort to all users thus increasing awareness and reducing overall junction risk. The local bus company have also been engaged to ensure a slight change in timetabling prevents any busses spending any longer than is required in the bay closest to the junction. Any safety concerns will be incorporated into the final safety audit process but no issues have been raised in the earlier safety audits and the fact that people are flagging up the discomfort with the junction demonstrates its unorthodox approach whilst no collisions have been recorded to date. Considering all of the above points it is recommended that this response concerning safety issues be set aside and the Traffic order process be allowed to follow its statutory process.</p>
Elaine Simcock	Bishops Terrace	<p>Hello John, I am told that you are the person to contact re any problems with the change of traffic direction from High st to Pudding lane. I didn't bother before as I thought I would test the new route</p>	<p>Turning movements in and out of Pudding Lane. Bus congestion. Visibility</p>	<p>This junction has been designed to be non 'conventional' to create a feeling of discomfort to all users thus increasing awareness and reducing</p>

		<p>out. However I have to say that not only does it take longer and involve even more traffic jams to now get to my office at Bishops terrace off Mill Street but it is also more dangerous. Every morning I attempt to get out of Pudding lane, with no traffic lights. Inevitably there is a bus parked to my left outside the Muggleton Arms and I nearly always face other buses trying to make it round the corner or through the new huge Bollards. It is certainly more dangerous for cars and pedestrians. I have been working at Bishops Terrace for 6 years and have never had such difficulty in getting in to work.</p>		<p>overall junction risk. The local bus company have also been engaged to ensure a slight change in timetabling prevents any busses spending any longer than is required in the bay closest to the junction. Any safety concerns will be incorporated into the final safety audit process but no issues have been raised in the earlier safety audits and the fact that people are flagging up the discomfort with the junction demonstrates its unorthodox approach whilst no collisions have been recorded to date. Considering all of the above points it is recommended that the responses concerning safety issues be set aside and the Traffic order process be allowed to follow its statutory process.</p>
Nigel Cox	Social Services	<p>Entry for all motorised vehicles into the area will be via Pudding Lane, whilst access will be maintained into the High Street and King Street for buses, taxis and cycles only and into Mill Street from its junction with Palace Avenue for buses only. Exit from the area is permitted via any of the routes.</p> <p>Hi Diane</p> <p>The above is taken from a copy of the letter received at Bishops Terrace. I refer in particular to the last sentence which I have interpreted as allowing me to exit from my car park in Mill St and turn left in order to use the small section of the High St and then Pudding Lane to head towards the Spine Rd at Fairmeadow with the aim of reaching London Rd/Tonbridge Rd.</p> <p>Until now I have had to turn right out of mill St and enter Palace Ave and the whole one-way system to reach London Rd/Tonbridge Rd. Can you please confirm my interpretation and that these changes are now in place (18/5/12)</p>	Direction of travel on Mill Street	<p>There were a number of responses concerning access to and from Mill Street and Bishops Terrace or the off street parking areas. These relate to increased distance to travel now that the correct routing is via Pudding lane and that due to the large road works on the gyratory system (which have now completed) causing additional congestion. There was also some confusion as to whether the vehicles accessing these areas are permitted to enter and drive through the zone as well as some signing concerns. All vehicles wishing to enter the zone to gain access to premises must do so via pudding lane and any properties that fall within the zone limits are entitled to make this manoeuvre regardless of whether they need to travel right across the zone</p>

				<p>to do so. This was initially misunderstood by some road users and the local bus company who responded by saying the restrictions were being disregarded to an excessive level when in fact they weren't. Now the scheme has 'settled in' and been understood these responses are now not relevant</p> <p>It is recommended that the responses concerning access issues be set aside and the Traffic order process be allowed to follow its statutory process.</p>
Lorraine Longley		<p>Good afternoon</p> <p>I am contacting you regarding the new road restrictions imposed on the bottom of the high street. I am based at Bishops Terrace and would previously drive into the bottom of the high street, in order to get to Mill Street to enter the staff car park at the rear of my work place. I am told that this is no longer possible due to the new restrictions put into place. As I approach Maidstone town centre from the Sutton road area of Maidstone, I already have to drive around the bridges in order to enter the high street at the bottom.</p> <p>As Maidstone town centre is ridiculous during rush hours, especially so since Fremlin Walk was built, I find it really hard to believe that i now must endure the traffic to drive up past Fremlin Walk, into pudding lane and back down the high street in order to go left to Mill Street. Surely it would make more sense to allow cars attempting to reach businesses on Mill street to be able to use the brief bus lane next to the Coach museum as this would be the shortest route and would not involve cars having to drive through the main high street which is a pedestrian zone. It amazes me that since Fremlin Walk has been built the traffic in Maidstone town centre is terrible in rush hours and you wish to add to this,</p>	Access to Mill Street	<p>There were a number of responses concerning access to and from Mill Street and Bishops Terrace or the off street parking areas. These relate to increased distance to travel now that the correct routing is via Pudding lane and that due to the large road works on the gyratory system (which have now completed) causing additional congestion. There was also some confusion as to whether the vehicles accessing these areas are permitted to enter and drive through the zone as well as some signing concerns</p> <p>All vehicles wishing to enter the zone to gain access to premises must do so via pudding lane and any properties that fall within the zone limits are entitled to make this manoeuvre regardless of whether they need to travel right across the zone to do so. This was initially misunderstood by some road users and the local bus company who responded by saying the restrictions were being disregarded to an</p>

		as well as increase cars going through the middle part of the high street. Its no wonder businesses are relocating to Medway		excessive level when in fact they weren't. Now the scheme has 'settled in' and been understood these responses are now not relevant. It is recommended that the responses concerning access issues be set aside and the Traffic order process be allowed to follow its statutory process.
Derek Farnham	Bishops Terrace	I am writing a support email for Caroline Dipple relating to the current traffic issues experienced by KCC staff - Health and Safety etc (please refer to Carolines' previously sent email).	Turning movements in and out of Pudding Lane. Visibility	This junction has been designed to be non 'conventional' to create a feeling of discomfort to all users thus increasing awareness and reducing overall junction risk. The local bus company have also been engaged to ensure a slight change in timetabling prevents any busses spending any longer than is required in the bay closest to the junction. Any safety concerns will be incorporated into the final safety audit process but no issues have been raised in the earlier safety audits and the fact that people are flagging up the discomfort with the junction demonstrates its unorthodox approach whilst no collisions have been recorded to date. Considering all of the above points it is recommended that this response concerning safety issues be set aside and the Traffic order process be allowed to follow its statutory process.
Lee Preston	Bishops Terrace	I work for Kent County Council based at Bishops Terrace Maidstone. Could you kindly tell me why traffic is still coming up the High Street into Mill Street when we have been instructed to go round to Pudding Lane to access Mill Street where the entrance to our car park is ? And now due to the road works in Palace Avenue it is taking up to 20 minutes to exit our car park due to the traffic accessing	Access to Bishops Terrace	There were a number of responses concerning access to and from Mill Street and Bishops Terrace or the off street parking areas. These relate to increased distance to travel now that the correct routing is via Pudding lane and that due to the large road works on the gyratory system (which have now completed)

		<p>the High Street to filter into Mill Street to avoid Bishops way? If this new traffic procedure is not enforceable by yourselves then I do not see why I should have to adhere.</p>		<p>causing additional congestion. There was also some confusion as to whether the vehicles accessing these areas are permitted to enter and drive through the zone as well as some signing concerns. All vehicles wishing to enter the zone to gain access to premises must do so via pudding lane and any properties that fall within the zone limits are entitled to make this manoeuvre regardless of whether they need to travel right across the zone to do so. This was initially misunderstood by some road users and the local bus company who responded by saying the restrictions were being disregarded to an excessive level when in fact they weren't. Now the scheme has 'settled in' and been understood these responses are now not relevant.</p> <p>It is recommended that this response concerning access issues be set aside and the Traffic order process be allowed to follow its statutory process.</p>
<p>Bill Moss & Dennis Conyon</p>	<p>MTPA</p>	<p>Bill Moss and Dennis Conyon (MTPA) have asked whether the taxis can use the Rose Yard disabled bays at certain times of the day. "To see if it would be possible to share the bays adjacent to Rose Yard between the hours of Midnight and 0600 hrs." This bay is currently disabled parking and loading only. Could there be an amendment to the wording in the TRO which would permit this but would not require additional signage to be installed in the street?</p>	<p>Can taxis park in disabled bays</p>	<p>The disabled parking facilities within the scheme are designed to give a suitable number of spaces for that particular sector of the community, ensuring that they can access all of the town centre facilities easily. This request would mean reducing accessibility to the town's night time economy and disadvantaging the disabled demographic. It is recommended that this response concerning scheme design & operational concerns be set aside and the Traffic order process be allowed to follow its statutory process.</p>

David Dobinson	Maxwell Drive	Mr Dobinson has raised concerns over the level of compliance at the junction of High St and Fairmeadow, he has suggested introducing a short length of bus lane similar to that at the King St entrance to help further highlight entry restrictions for differing vehicle types	Scheme design alterations	Whilst this suggestion does have some merit it is clear that now the road works on the gyratory system has been completed and the scheme better understood compliance levels are rising. Close working with the local police will also help to improve public knowledge of the scheme and improve compliance levels further without the need to undertake costly works and alterations to the scheme at this stage. it is recommended that this response concerning scheme design & operational concerns be set aside and the Traffic Regulation Order process be allowed to follow its statutory process.
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To: Maidstone Joint Transportation Board
By: Tim Read, Head of Transportation
Date: 23rd January 2013
Subject: Queens Road, Maidstone – Parking Restrictions
Classification: For Decision

Summary: To inform Members of a proposed Traffic Regulation Order to implement parking restrictions around St Francis RC school entrance to address parking issues. To seek endorsement from members to install part of the proposals only.

1. Introduction

As part of the 20mph advisory speed limit scheme in Queens Road, it was proposed to install parking restrictions to eradicate on-street parking in and around the entrance to St Francis School. It was identified that many parents tend to park on-street during school peak hours causing congestion for through traffic.

In response to local concerns, the County Members Mr Daley and Mr Robertson agreed to fund this request as part of the 20mph advisory speed limit trial. The advisory speed limit of 20mph has now been installed and is operational at this site. The existing speed limit outside of school hours is 30mph.

A public notice of intention to implement parking restrictions on Queens Road was published in October 2012. The notice requested comments and objections be made to the Highway Authority by 29th October 2012 for consideration. Details of these proposals can be seen in the drawings attached to Appendix 1 of this report.

The reasons stated for the restrictions were as follows:-

- 1) Avoiding danger to persons or other traffic using the road
- 2) Preserving the character of the road especially suitable for walking
- 3) Results of the Consultation carried out for the trial advisory 20mph speed limit

Notices were erected on-site identifying the proposals asking for comments during the consultation period.

2. Discussion

Summary of consultation responses

Summary of Results

	Support	Object
Proposed Parking Restrictions	1	11
Total	1	11

Responses in support of the scheme felt that the proposals would improve highway safety for pedestrians. Responses objecting to the scheme were concerned that the removal of parking would increase the speeds of through traffic.

No recorded personal injury crashes have been recorded at this location in the last three years. The Highway Authority can not state that the proposals will statistically improve road safety in the area.

The environmental impact of parking restrictions will result in carriageway markings being installed on the road (see attached drawing).

The installation of the proposals as shown on the attached drawings may result in an increase in speed of through traffic.

Parking in close proximity to the school entrance, results in obstruction of visibility for traffic exiting the school site. Installation of the corner protection element of the proposals would mitigate this.

3. Summary

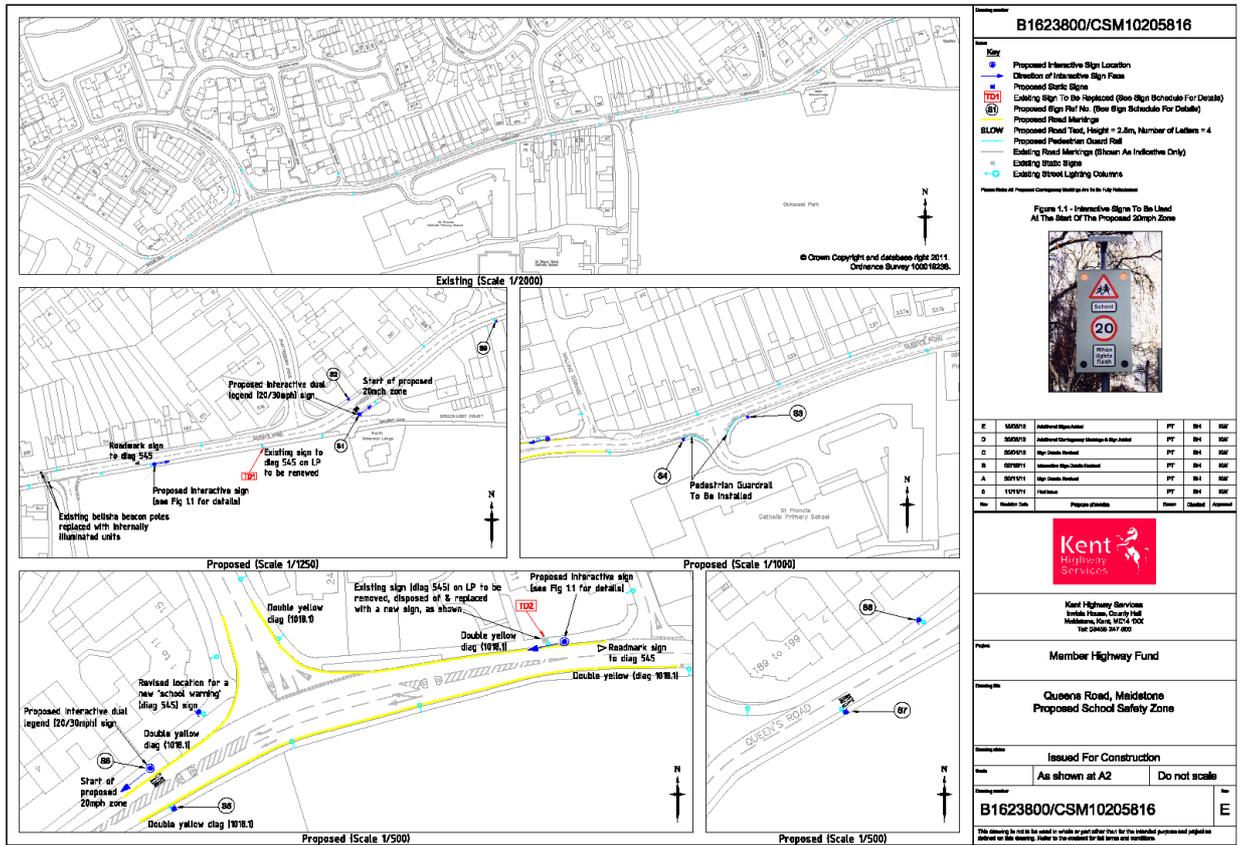
- The majority of responses received to the consultation on the implementation of the parking restrictions object to the proposals.
- Members are asked to endorse the installation of corner protection only.

Appendices: Drawings of Proposals

Contact officer: Ben Hilden

Tel: 08458 247800

Appendix 1 – Drawings of Proposals



Agenda Item 11

To: Maidstone Joint Transportation Board
By: Tim Read, Head of Transportation
Date: 23rd January 2013
Subject: Marigold Way, One Way Traffic Order
Classification: For Decision

Summary: To inform members of the outcome of the recent public consultation regarding the proposed One Way Traffic Order on a section of Marigold Way and ask Members to decide whether to proceed with the proposals.

Introduction

Due to local congestion, especially at peak times, many motorists tend to use access routes into Maidstone Hospital together with Marigold Way in order to bypass sections of Hermitage Lane.

Residents of the estate have been pursuing this issue for a number of years, due to the fact that this request has not been deemed safety critical it has not received funding from Kent County Council's Safety Critical budget. Residents approached Mr Daley and Mr Robertson for funding, and secured a commitment from their Member Highway Fund.

Marigold Way is an estate road serving residential properties, the speed limit of Marigold Way is 30Mph by means of a system of street lighting.

There is a footway on Marigold Way allowing access to the Children's Play Area

Proposal

Kent County Council at the request of the County Member, undertook a consultation proposing to install a One Way Traffic Order on a short section of the route, the intention is to stop through traffic using the route together with:-

- 1) Avoiding danger to persons or other traffic using the road
- 2) Preserving the character of the road especially suitable for walking on the footway

I attached proposed drawings at the bottom of this report identifying the proposals.

Responses to the public notices

An advert was placed in the Kent on Sunday and notices erected on site.

Responses from the public

No formal objections were received from members of the public in relation to the proposed scheme as shown in Appendix A.

Police Response

Kent Police have strongly objected to the proposal, given the fact that the proposal is so short, it is felt that drivers will ignore and regularly abuse the restrictions.

Given the location of the proposals it is felt that motorists will not see the restrictions until already committed into Marigold Way.

Kent Police request that a One Way Order of such short length be made self enforcing, this is to reduce the amount of enforcement needed on site by Police personnel.

Discussion

The proposal is short in length, and the Highway Authority recognises the difficulty for the police to enforce. This may render the highway less safe for all users if breaches of the restriction are prevalent.

The short length was necessary to reduce the likely negative impact on residents accessing their homes.

Kent County Council can install advance signage to ensure that the restriction is conspicuous from the main road.

No appropriate solution could be found to make this restriction self enforcing.

There have been no recorded personal injury crashes at this location in the last three year period. Kent County Council can not state that the proposals will statistically improve road safety in the area.

The environmental impact of a No Entry Scheme will result in approximately 4 additional signs installed on Marigold Way inclusive of the proposed terminal points.

Recommendation

Whilst less through traffic on this residential estate would be desirable, the proposals are likely to put an enormous burden on the police to enforce.

The short length of the restriction is likely to result in constant breaches of the restriction which would be a detriment to road safety at this location, as pedestrians and other road users may come across opposing traffic unexpectedly.

The short restriction may also result in increased speeds through the restriction.

It is the recommendation of the Officer that this scheme is not installed.

Conclusion

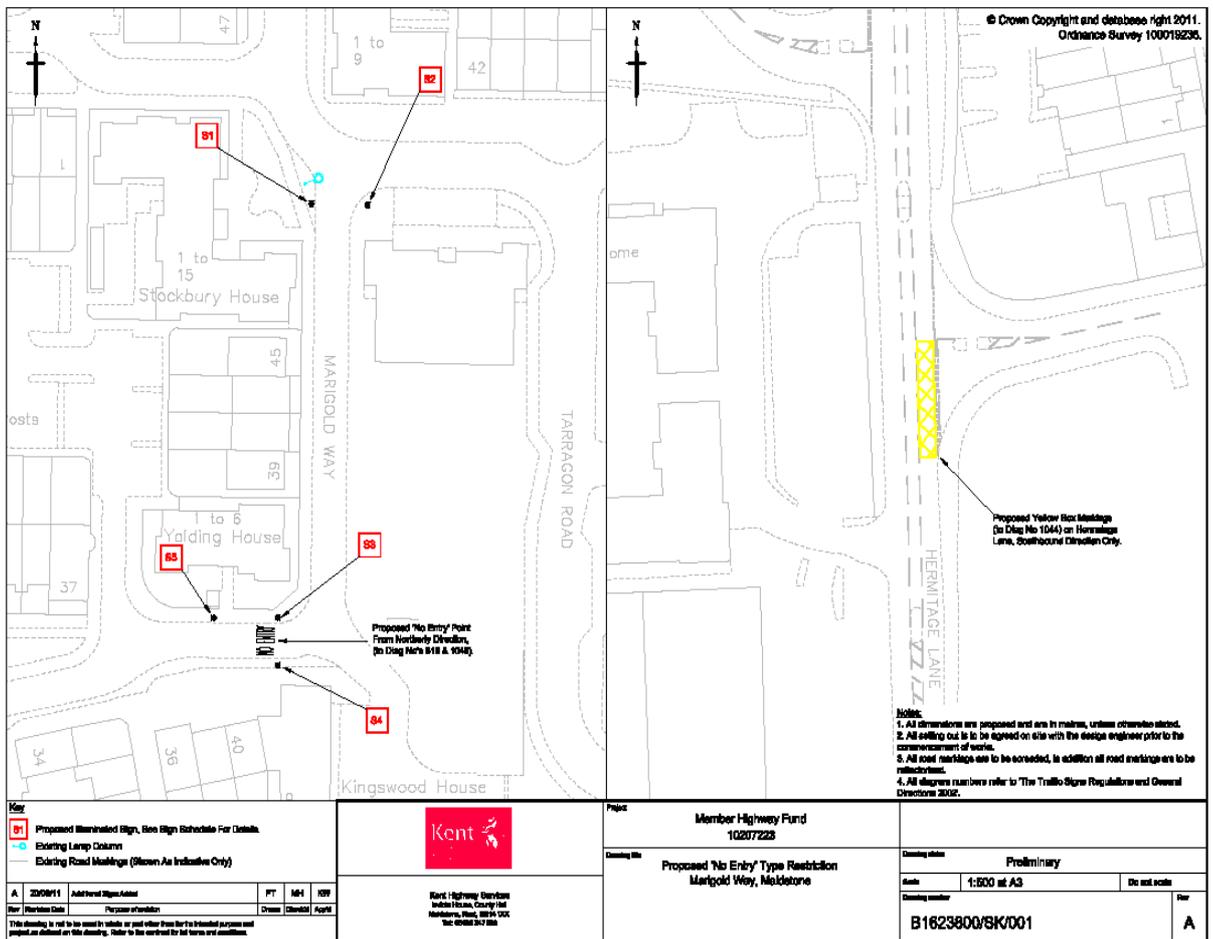
Members are asked to decide whether to implement the proposed One Way Traffic Order.

Appendices: Drawings of Proposals

Contact officer: Ben Hilden

Tel: 08458 247800

Appendix 1 – Drawings of Proposals



Agenda Item 12

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

REPORT OF THE ASSISTANT DIRECTOR OF ENVIRONMENT AND REGULATORY SERVICES

23rd January 2012

Report prepared by; J Kitson

1. **OBJECTIONS TO TRAFFIC ORDERS**

1.1 Issue for decision

1.1.1 To consider the objections received as part of the formal consultation following the advertising of;

- The Kent County Council (Borough of Maidstone) Waiting Restrictions Order (variation No 12) 2012.
- The Kent County Council (Borough of Maidstone) Designated Parking Places Order (variation No 7) 2012.
- The Kent County Council (Borough of Maidstone) Waiting Restrictions Order (variation No 13) 2012.
- The Kent County Council (Borough of Maidstone) Designated Parking Places Order (variation No 8) 2012.

1.2 Recommendation of the Assistant Director of Environment and Regulatory Services

1.2.1 That the Joint Transportation Board recommends to the Cabinet Member for Planning, Transport and Development each of the recommendations identified in the appendices to the report be agreed and the objectors informed of the outcome.

1.2.2 That the Board recommends to Kent County Council as the Highway Authority that the orders be implemented as outlined in Appendix A, B, C and D.

1.3 Reasons for recommendation

1.3.1 Various requests have been received by Parking Services for the introduction of parking restrictions at several locations across the Borough. These have been surveyed and evaluated to assess the

impact on parking provision within each local area where significant parking difficulties were identified. Proposed orders were advertised and all comments received during the formal consultation were reviewed and considered.

- 1.3.2 A Public Notice formally advertising the orders for Waiting Restrictions Variation No 12 and Designated Parking Places Variation No 7 was published in the Local Press during the week ending Friday 30th November 2012.
- 1.3.3 A Public Notice formally advertising the orders for Waiting Restrictions Variation No 13 and Designated Parking Places Variation No 8 was published in the Local Press during the week ending Friday 14th December 2012.
- 1.3.4 Full details were contained in the draft orders which, together with a copy of the Public Notices, site plans and a statement of the Council's reasons for proposing to make the orders were placed on deposit at the Main Reception, County Hall, Maidstone, Kent, ME14 1XX, and at the Gateway Reception, King Street, Maidstone, ME15 6JQ.

Details were also available on-line at www.kentonline.co.uk, and www.maidstone.gov.uk.
- 1.3.5 Letters were sent to statutory and non statutory consultees. Street notices were also posted in prominent positions on the affected roads.
- 1.3.6 Appendix A provides the proposed orders not receiving objections to Waiting Restrictions Variation No 12 and Designated Parking Places Variation No 7.
- 1.3.7 No objections to these proposals were received during the public consultation and therefore it is recommend that the proposals be agreed and to recommend to the Cabinet Member to proceed with the proposals and make the Order.
- 1.3.8 Appendix B provides the proposed orders not receiving objections to Waiting Restrictions Variation No 13 and Designated Parking Places Variation No 8 and the relevant recommendations.
- 1.3.9 It is recommend that the proposals be agreed and to recommend to the Cabinet Member to proceed with the proposals and make the Order.
- 1.3.10 Appendix C provides the proposed orders receiving objection, to Waiting restrictions variation No 13 and Designated Parking Places

Variation No 8 together with a summary of the objections and the relevant recommendations.

1.3.11 Appendix D provides detailed maps of each proposal.

1.4 Alternative actions and why not recommended

1.4.1 To not proceed with the recommendations would result in some much needed orders not being implemented, which are intended to regulate parking to reduce identified difficulties.

1.4.2 To make the orders as advertised would not take account of comments received during formal consultation.

1.5 Impact on corporate objectives

1.5.1 The proposals are intended to resolve parking problems and improve traffic flow by reducing localised congestion. This impacts directly on the Councils vision and objective for Maidstone to have a growing economy by having a transport network that supports the local economy.

1.6 Risk Management

1.6.1 Consideration must be given to objections and formal letters of support with regard to each proposal. However this must be balanced against the risks involved in relation to road safety, the free flow of traffic, environmental impact and vehicle migration.

Impact on Corporate Implications

1. Financial	X
2. Staffing	
3. Legal	X
4. Equality Impact Needs Assessment	
5. Environmental/Sustainable Development	
6. Community Safety	
7. Human Rights Act	
8. Procurement	
9. Asset Management	

1.6.2 Financial
The costs of the order variation and implementation will be met from within the existing Parking Services budget.

1.6.3 Legal
Formal orders will need to be made and signed by Kent County Council as the Highway Authority.

1.7 Background Documents
None

IS THIS A KEY DECISION REPORT?

Yes

No

If yes, when did it first appear in the Forward Plan?

.....

This is a Key Decision because:

.....

Wards/Parishes affected:

.....

Appendix A

Proposed orders receiving no objection to Waiting restrictions variation No 12 and Designated Parking Places Variation No 7

STAPLEHURST; Market Street;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

STAPLEHURST; Willow Crescent;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

STAPLEHURST; Winches Garth;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

DESIGNATED FREE PARKING PLACES

STAPLEHURST; High Street;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

RESIDENTS PARKING

STAPLEHURST; Market Street;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

RESIDENTS PARKING

STAPLEHURST; Willow Crescent;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

RESIDENTS PARKING

STAPLEHURST: Winches Garth;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

Appendix B

Proposed orders receiving no objection to Waiting restrictions variation No 13 and Designated Parking Places Variation No 8

MAIDSTONE; Beaverbrook Mews;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

MAIDSTONE; Brewer Street;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

MAIDSTONE; Cornwallis Road;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

MAIDSTONE; Loose Road;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

MAIDSTONE; Union Street;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

BOXLEY; Beddow Way;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

BOXLEY; St Michaels Close;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

COXHEATH; Park Way;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

DESIGNATED FREE PARKING PLACES

MAIDSTONE; Sutton Road;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

DESIGNATED FREE PARKING PLACES

MAIDSTONE; Tonbridge Road;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

DESIGNATED GOODS VEHICLE PARKING PLACES.

MAIDSTONE; Earl Street;

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

RESIDENTS PARKING

MAIDSTONE; Woodville Road;

The original proposal to increase the resident bays was due to the strengthening of the parking restrictions in the area. However this proposal is recommended to be revised and therefore the additional bay will reduce levels of parking availability for visitors after 17:00 and on weekends.

Recommendation: To recommend to the Cabinet Member not to proceed with the amendment to residents parking.

DESIGNATED PERMIT PARKING PLACES

MAIDSTONE; St Faiths Street;

URC Bay, Amend current waiting limit of 2 Hours to Permit Holders Only.

Recommendation: To recommend to the Cabinet Member to proceed with the proposal and make the Order.

Proposed orders receiving objections to Waiting restrictions variation No 13 and Designated Parking Places Variation No 8.

MAIDSTONE; Upper Stone Street;

1 objection was received on the grounds that the imposition of a 24 hour restriction would have a significant detrimental impact upon the business in the area, in both in terms of the delivery of supplies and also impact upon customers and patrons of the business. It will therefore have a direct influence on customer levels; the dispersion of vehicles into other street would also have a detrimental effect on the nearby residential streets.

Recommendation: To recommend to the Cabinet Member not to proceed with the proposal.

MAIDSTONE; Woodville Road;

1 Objection was received on the grounds that the proposal to create a 24hr restriction would have a detrimental influence on the residents and visitors. Although residents appreciate the possible need to restrict parking they do not feel it necessary to restrict the whole length of road.

Recommendation: To recommend to the Cabinet Member to amend the proposal to reflect the views expressed and amend the order to;
North side, From its junction with Loose Road for a distance of 12 metres in a westerly direction, South Side, From its junction with Loose Road to the property boundary of number 3 to ensure free flow and the impediment of sightlines, with the single yellow line restrictions remaining operational between 9am – 5pm Mon-Fri.

RESIDENTS PARKING

MAIDSTONE; Albert Street, Alexandra Street, Fisher Street, Penenden Street, Perry Street, Perryfield Street, Randall Street, Sandling Road, Scott Street.

Amend the current waiting limit from 2 hours to 30 minutes in the roads above.

4 objections were received to the reduction in the waiting times in the Residents Parking Bays from 2 hours to 30 minutes, on the grounds that the current 2 hour permitted daytime parking allows visitors to park and complete their visit as well as short term parking to local amenities. The reduction in waiting times will have a direct affect on the residents and their

visitors and may merely move the parking further into the town centre and impact on town centre traders, increasing traffic to out of town outlets.

Recommendation: To recommend to the Cabinet Member not to proceed with the proposal.

RESIDENTS PARKING

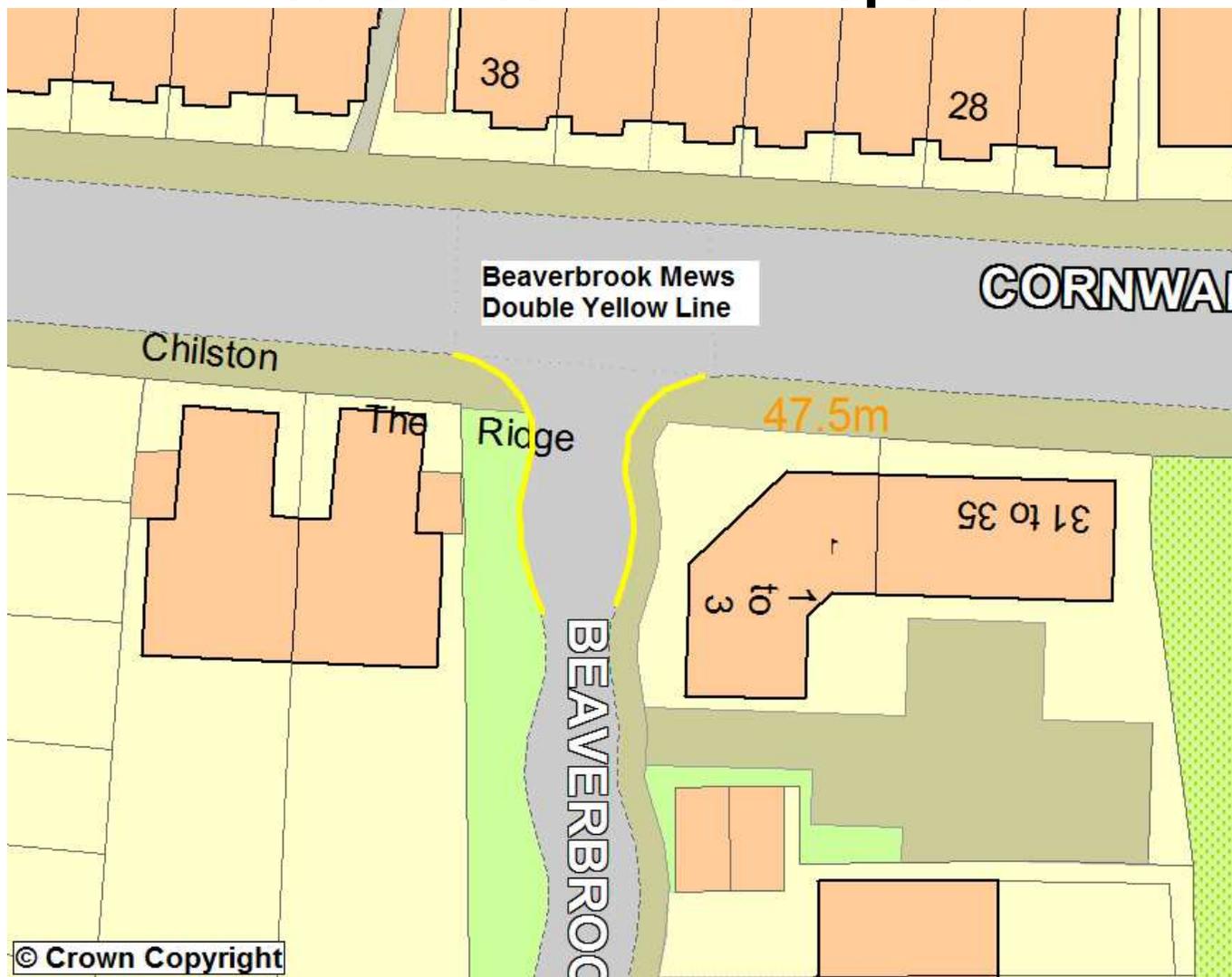
MAIDSTONE; Sandling Road,

Amend the current waiting limit from 2 hours to 30 minutes.

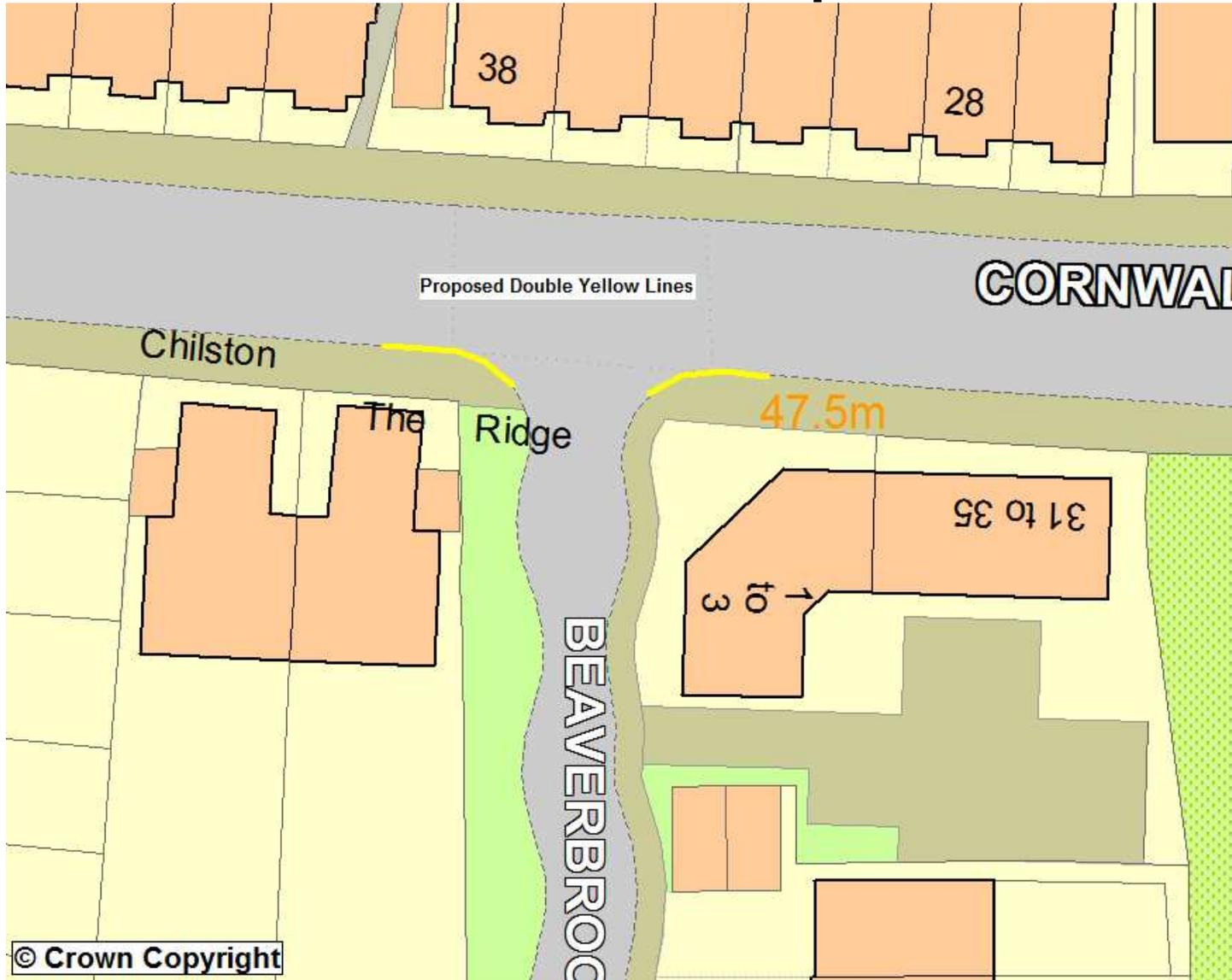
We received 1 letter of support for the proposal.

Recommendation: To recommend to the Cabinet Member to amend the proposal to reflect the views expressed and amend the order to; the sections of Residents bays between Perryfield Street and Albert Street Only.

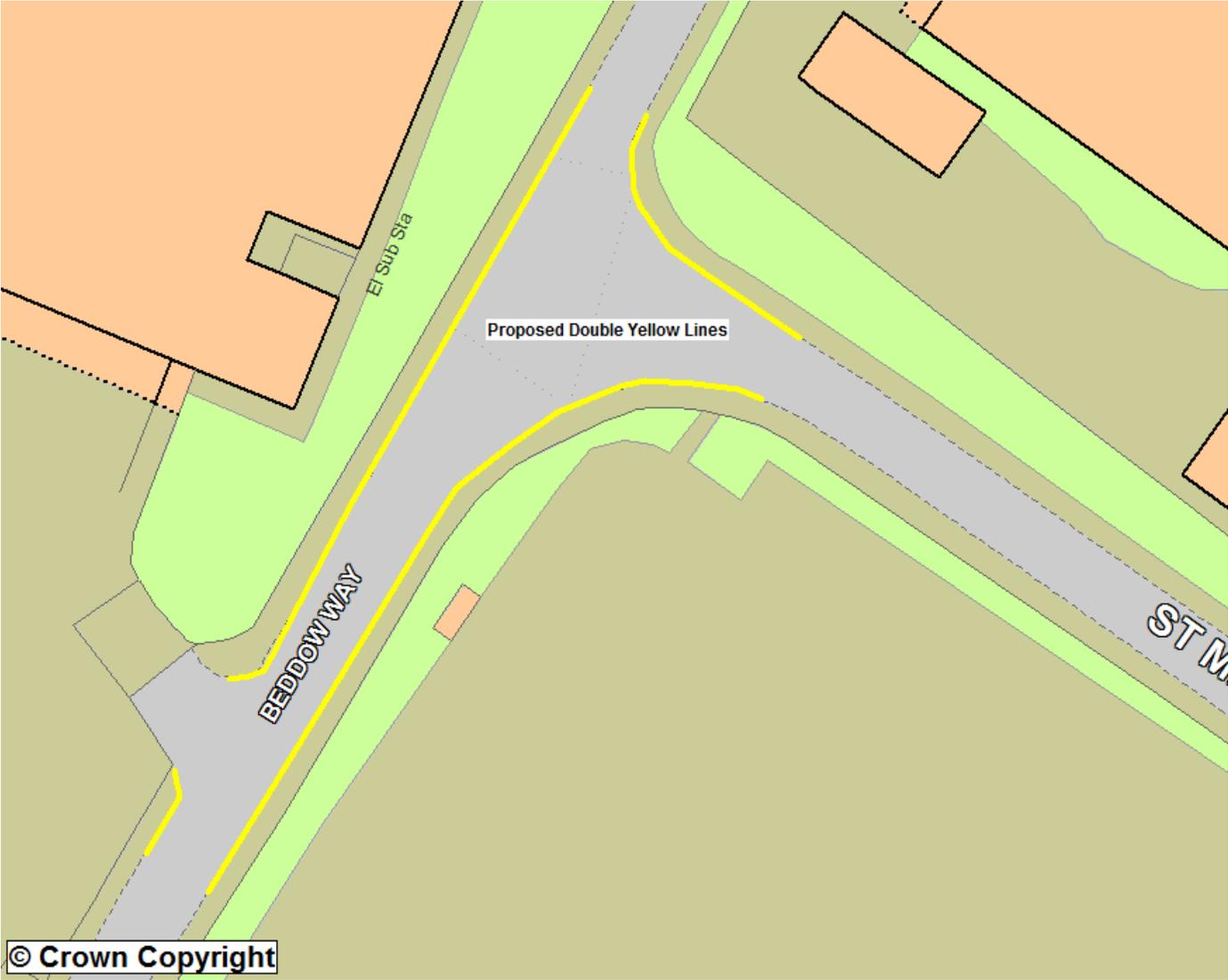
Beaverbrook Mews Proposal



Cornwallis Road Proposal



Beddow Way / St Michael's Close Proposals

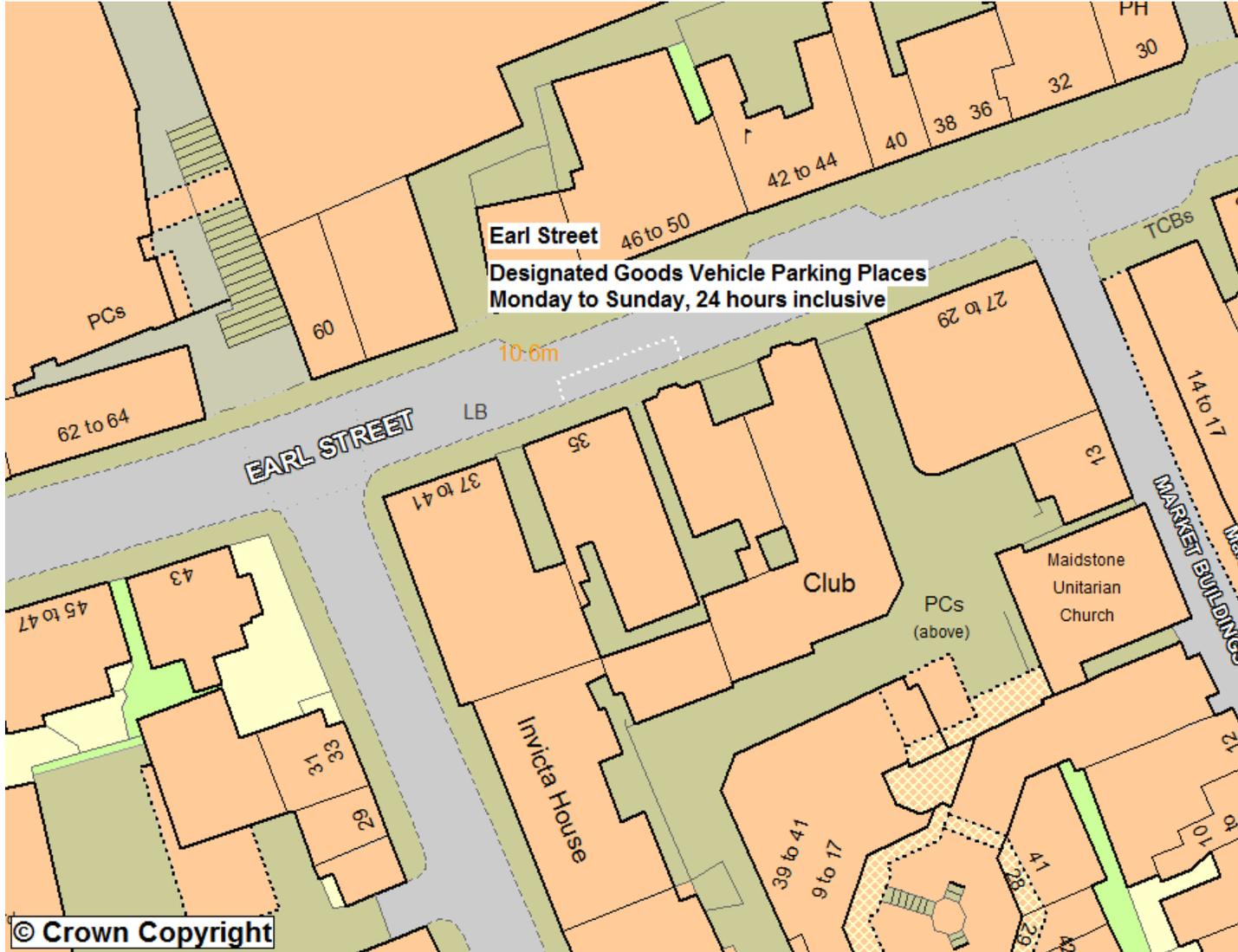


Union Street Proposal



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Earl Street Proposal



Park Way, Coxheath Proposal



Sandling Road Amended Proposal



St Faith's Street, Designated Parking Places Proposal

55



St Faith's Street, Waiting Restrictions Proposal

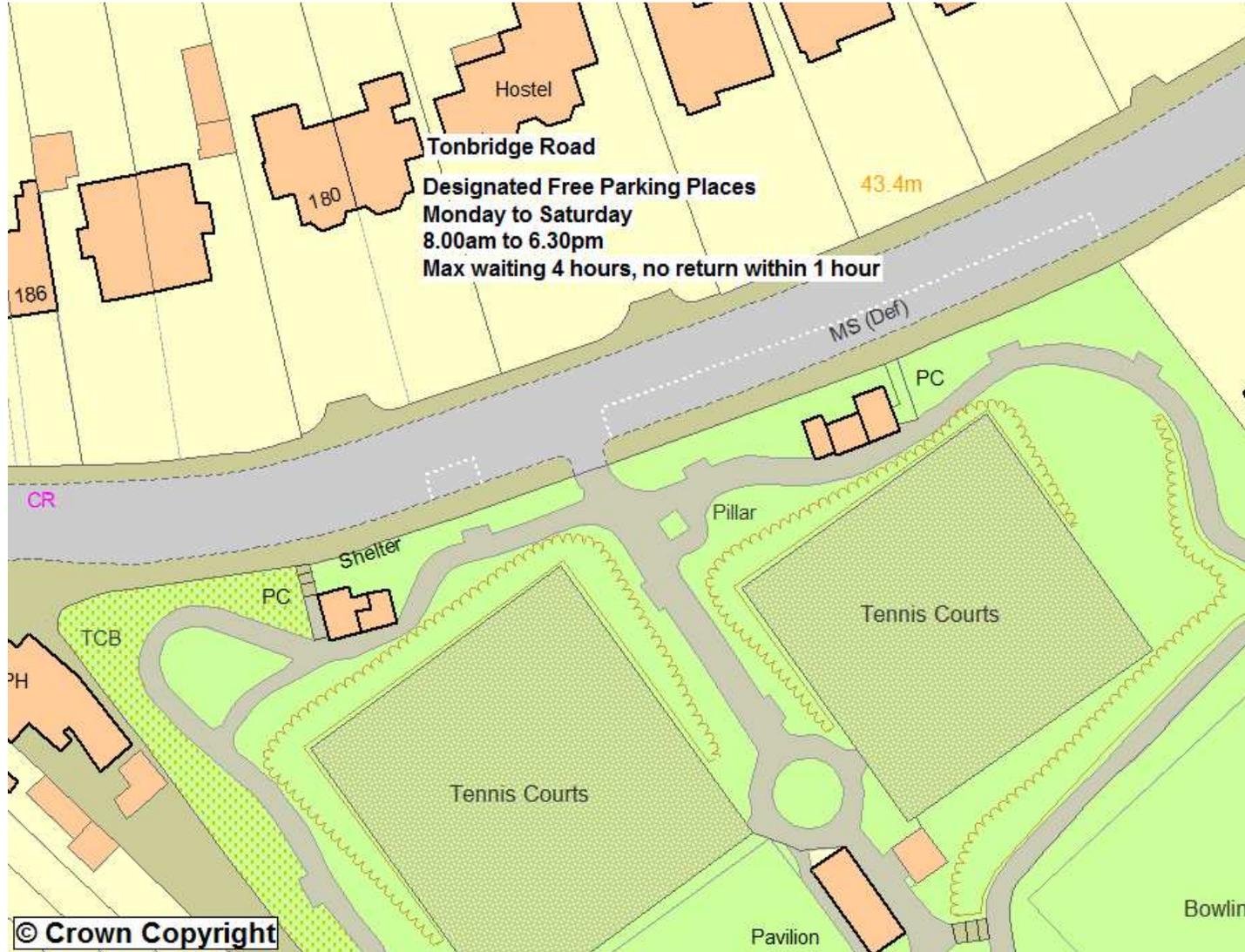
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Sutton Road Proposal



Tonbridge Road Proposal



Woodville Road Amended Proposal



Loose Road Proposal



To: Maidstone Joint Transportation Board

By: Tim Read, Head of Transportation
David Edwards, Director of Change, Planning and the Environment

Date: 23rd January 2013

Subject: Integrated Transport Strategy Update

Classification: Information item (for discussion)

Summary: This report updates Members on progress with the Draft Joint Integrated Transport Strategy since the previous meeting of the Board in October and details the implications of the Borough Council's decision to reschedule its Core Strategy programme.

1. Background

- 1.1 At the last meeting of the Joint Transportation Board (JTB) on 24th October, Members considered the Draft Joint Integrated Transport Strategy (ITS), which had recently been subject to public consultation alongside the Core Strategy Strategic Site Allocations document. Members raised a number of concerns about the ITS, including its overall affordability; the level of forecast journey time increase on arterial routes to 2026; the proposed scheme of mitigation for current and forecast congestion at the A26 Tonbridge Road / B2246 Fountain Lane junction; the lack of Park and Ride services to the south of the town; and the proposed inbound bus lane on the A274 Sutton Road. The Board resolved that Kent County Council (KCC) and Maidstone Borough Council (MBC)'s Cabinet Members be recommended not to approve the ITS and that officers be asked to reconsider the proposals.

2. Progress to date

- 2.1 In light of this resolution, initial meetings have been held between senior Members and officers of both authorities, including the Council Leaders and Cabinet Members and the JTB Chairman, to discuss potential amendments to the ITS and how the Board can effectively participate in its redrafting. It is acknowledged by all parties that the strategy must strike a difficult balance between planning positively for the significant housing and employment growth proposed by the Core Strategy whilst identifying an affordable, deliverable and sustainable package of compensatory mitigation measures for what is already a constrained transport network. As such, a stronger emphasis must be

placed on maximising the use of existing highway and public transport capacity through effective demand management, rather than identifying major infrastructure enhancements which will not adequately address peak time congestion. This could potentially include new and/or enhanced Park and Ride services aimed at long stay commuters and visitors to Maidstone; better utilising town centre car parks; and enhancing the borough's railway stations and services to promote modal shift.

- 2.2 Members have also expressed a desire for the traffic modelling underpinning the Bridge Gyrotory Bypass scheme to be updated to take into account the latest Core Strategy and background traffic growth projections; for bus priority measures to be investigated on the A229/A274 corridor beyond the Wheatsheaf junction; and for alternative forms of mitigation at the A26 Tonbridge Road / B2246 Fountain Lane junction to be explored. Officers have subsequently commissioned further work in each of these areas; the results of which will be reported to the Board in due course.

3. Core Strategy programme

- 3.1 At the time of the last meeting of the Board, it had been officers' intention to present the Publication draft of the Core Strategy to MBC's Cabinet on 21st November for approval to undertake the next stage of public consultation in December. However, in recent months a number of Core Strategy Examinations in other parts of England have been suspended because the presiding Inspectors were not satisfied with the evidence base supporting the local authorities' housing and employment targets. There would appear to be an increasing emphasis at Examinations on meeting national projections rather than locally determined targets and Planning Inspectors are advising that authorities must use the latest 2008 base date household projections published by the Department for Communities and Local Government (DCLG) that were published in November 2010.
- 3.2 The demographic and labour supply forecasts used in the Maidstone Core Strategy were published by KCC in October 2010 and were based on 2006 DCLG household projections, which were the latest published figures at the time. However, the County Council's forecasts are now being updated using the DCLG's 2008 household projections. Given the Inspectors' reasons for suspending Core Strategy Examinations, together with the impact of the recession and the need for up-to-date data, MBC's Cabinet has agreed that a rescheduling of the Core Strategy programme is required to ensure that the evidence supporting it is sound, which will delay its Publication and Submission by several months. The revised ITS will therefore be similarly delayed, as it must react to any substantive changes to the Borough Council's housing and employment targets. During the intervening period, KCC and MBC will continue to secure appropriate contributions to transport infrastructure

and service enhancements through the development management process.

4. Next steps

- 4.1 It is proposed that the Informal Member Group on the ITS should continue to meet on a regular basis to guide the redrafting of the Strategy, with a membership consisting of three KCC Members, three MBC Members and the JTB Chairman.
- 4.2 A further progress report on the ITS will be presented to the next meeting of this Board.

Recommendations

Members are asked to note the report.

Background documents:

1. Draft Maidstone Integrated Transport Strategy (2012-2026), KCC and MBC, July 2012
2. Core Strategy Programme Report to Maidstone Borough Council Cabinet, MBC, November 2012

Contact officer:

Paul Lulham, Strategic Transport and Development Planner, KCC
Tel: 08458 247800

Agenda Item 14

To: Maidstone Joint Transportation Board

By: KCC Highways and Transportation

Date: 23rd January 2012

Subject: Highway Works Programme 2012/13

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2012/13

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2012/13

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **0845 8247 800**

Carol Valentine
Richard Emmett
Mary Gillett
Katie Lewis
Sue Kinsella

Highway Manager (West)
Maidstone District Manager
Resurfacing Manager
Drainage and Flooding Manager
Street Lighting Manager

Appendix A – Footway and Carriageway Improvement Schemes

These schemes are weather dependent operations; in the event that it is not possible for them to be carried out on the planned date a new date will be arranged and the residents informed by a letter drop to their homes.

Surface Treatments - Contact Officer Neil Tree			
Micro Asphalt Schemes			
Road Name	Parish	Extent of Works	Current Status
Upper Road	Maidstone	From the junction with Lower Road to the junction with Willow Way	Completed
Headcorn Road	Lenham	From Lenham Square via Sandway via Platt's Heath crossroads to the junction with Woodcock Lane, Grafty Green.	Completed
Ulcombe Hill	Ulcombe	From the junction with Lenham Road to the Junction with Lodge Gardens	Programmed to start on 2 nd April 2013
Warren street	Lenham	From the Harrow Inn public house to the junction with Payden Street	Programmed to start on 5 th April 2013
Streetfield	Ulcombe	From the junction with The Street for its entire length.	Programmed to start on 2 nd April 2013
Tollgate Place	Headcorn	From the junction with The Street for its entire length	Programmed to start on 28 th March 2013
Hospital Road	Hollingbourne	From the Junction with A20 Ashford Road to the junction with Greenway Court Road	Programmed to start on 6 th April 2013
East Street / Sandway Road	Harrietsham	From the junction with A20 to Surface Change approx 200m East of Runham Lane	Completed
Greystones Road	Bearsted	From the junction with Spot lane for the entire length.	Completed
Chuch Hill	Boughton Monchelsea	From the junction with Stilebridge Lane/Butt Green Lane to a point just North of Boughton Place	Completed
Couchmans Green Lane	Staplehurst	From the junction with A229 to the junction with Pile Farm Road	Completed
Marion Crescent	Maidstone	From the junction with Plains Avenue to the junction with Somerset Road	Completed
Grove Road	Maidstone	From the junction with Sutton Rd to the junction with Camp Way	Completed

Betsham Road	Maidstone	From the junction with Woolley Road to outside property No. 110	Completed
Shropshire Terrace	Maidstone	From the Junction with Huntingdon Walk to the junction with Wiltshire Way	Programmed to start on 7 th April 2013
Surface Dressing Schemes			
Road Name	Parish	Extent of Works	Current Status
Castle Hill	Thurnham	From the junction with Thurnham Lane to End	Completed
Church Road	Boughton Malherbe	From Sandway crossroads to the property Sandway cottages	Completed
Bedmorton Lane	Wormshill	From approximately 100m above Danes Bottom Place to Yew Tree Farm, Wormshill	Completed
Greenway Forstal	Harrietsham	From the junction with Greenway Court Road to the junction with the A20	Completed
Hubbard's Hill	Lenham	From the junction with A20 to 'The Harrow' Public House.	Completed
Woodcock Lane	Boughton Malherbe	Near the junction with Church Road to the junction with Coldbridge Lane	Completed
Stede Hill	Harrietsham	From property "Northgate Lodge" to the junction with Hogbarn Lane	Completed
Sandway	Boughton Malherbe	Bowley Lane through Boughton Malherbe including Church Road to the junction with Woodcock Lane, Platt's Heath.	Completed
Old Mill Road	Leeds	From the junction with the A20 to the Brogden Farmhouse junction.	Completed
Gossy Hill Road	Frinstead	From the junction at Frinstead Church to the junction with Bottom Pond Road.	Completed
New House Lane	Headcorn	From the junction with Water Lane to the junction with the A274 Biddenden Road.	Completed
South Street Road	Stockbury	From the junction with Yelsted Lane to the speed limit change west of Harrow Court.	Completed
Clapper Lane	Staplehurst	From the junction with Lindridge Road to the junction with Marden Road	Completed
Chuch Hill	Boughton Monchelsea	From the junction with B2163 Heath Road to just North of Boughton Place	Completed
Redwall Lane	linton	From the junction with the A229 Linton Hill to the junction with Bonflower Lane	Completed
Teston Lane	West Farleigh	From the River Medway Bridge to the junction with Lower Road	Completed

Battle Lane	Staplehurst	From end of railway bridge approach to the junction with the B2079 Maidstone Road.	Completed
Lancet Lane	Maidstone	From the A229 Loose Road to the junction with Old Drive	Completed
School Lane	Maidstone	From the junction with Oxford Road to the junction with Willington Street	Completed
Bottom Pond Road	Wormshill	From the Corner by "Copes Farm" (Near church) to the junction at "Well Cottage"	Completed
Husheath Hill	Colliers Green	From the junction with Curtis Green Lane to the junction with Hart Heath Farm Road	Completed
Old Whetsted Road	Paddock Wood	Whole length	Completed
Machine Resurfacing – Contact Officer Russell Boorman			
Road Name	Parish	Extent of Works	Current Status
Loose Road	Maidstone	From the junction with Hearther Drive to The Wheatsheaf Public House	Programmed to start 25/02/13 - 08/03/13
Poplar Grove	Allington	From its junction with the A20 London Rd for the entire length	Programmed to start 10/04/13 - 11/04/13
A20 London Road	Allington	From its junction with Palmer Rd –its junction with Buckland Lane	Programmed to start 12/04/13 - 15/04/13
Mote Road	Maidstone	At the junction with Mote Road and Romney Place	Completed
Hope Street	Maidstone	From its junction with Sandlings Lane to its junction with Staceys Street (inc. Alexander Street southern section)	To be programmed April 2013
Thornhill Place	Maidstone	From its junction with John Street to its junction with Fisher St.	To be programmed April 2013
Staceys Street	Maidstone	On the approach to the Pedestrian crossing at its junction with Staceys Street	Completed
Egremont Road	Bearsted	The Cul-de-sac section outside school entrance	To be programmed April 2013
Royston Road	Bearsted	From its junction with Spot Lane to its junction with Madginford Road	Programmed to start and complete on 25/03/13
Heath Road Linton	Maidstone	At the junction with Hubbards Lane	Completed

Chart Corner	Boughton Monchelsea	From its junction with Plough Went Rd to its junction with Amber Lane	Programmed to start and complete on the 04/04/13
Plough Wents Road	Boughton Monchelsea	From its junction with York house to its junction with Lested Lane	Programmed to start and complete on the 05/04/13
Station Road Staplehurst	Maidstone	At its junction with Station Approach	Completed
Staplehurst High Street	Maidstone	On the approaches to the Pelican crossing	Completed
Heath Road Boughton Monchelsea	Maidstone	Outside property called Dean Orchard	Completed
Heath Road	Langley	From its junction with Horseshoes to its junction with Heath Lane	To be programmed for April 2013
Smiths Hill	East Farleigh	Whole Length	Completed
Aspian Drive	Coxheath	From the junction with Park Way for the entire length	To be programmed for April 2013
Hampstead Lane Yalding	Maidstone	On the approach to the Railway crossing East of Allington Lock	Completed
Loose Road	Maidstone	At its junction with Lancet Lane	Completed
Lower Street Leeds	Maidstone	At its junction with Wykeham Grove	Completed
Penfold Hill Leeds	Maidstone	On the approach to Bridge over the River Len	Completed

Footway Improvement - Contact Officer Wendy Boustead

Road Name	Parish	Extent and Description of Works	Current Status
High Street	Headcorn	From outside of the war memorial to outside No 2 and North Street the section outside of the churchyard – relaying existing blockwork and replacing where necessary	Completed
Gabriels Hill	Maidstone	Both sides from the junction with High Street to the junction with Palace Avenue – relaying blockwork on a concrete base and replacing where necessary	Programmed to start on 25 th February 2013
The Street	Bredhurst	Three sections of footway on the eastern side. Area 1 – outside of the school. Area 2 – from opposite the junction of Forge Lane to opposite Pickwick Motors. Area 3 – footpath to rear of grass verge opposite Stockings Meadow. Replacing tarmac surface on all sections.	Currently on site due to complete on 1 st February 2013

Poyntell Road	Staplehurst	Whole length – replacing tarmac surface	Completed
Slaney Road	Staplehurst	Whole length – replacing tarmac surface	Completed
Charlton Lane	West Farleigh	Eastern side of the footway from near to the property Sunhyl to the end of the footway south of the property Elmscroft – replacing tarmac and kerbs where necessary	Completed
Aspian Drive	Coxheath	Eastern footway from opposite 28 to opposite 19 – replacing concrete with tarmac surface	Programmed to start on 25 th February 2013
Lower Road	West Farleigh	Western footway for the whole length – replacing tarmac surface	Programmed to start on 11 th February 2013
Fordcombe Close	Maidstone	Whole length – replacing tarmac surface	Completed
Hartley Close	Maidstone	Whole length – replacing tarmac surface	Completed
Burgess Hall Drive	Maidstone	Whole length – replacing tarmac surface	Completed

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Emma Philpott			
Road Name	Parish	Description of Works	Current Status
Babylon Lane.	Sutton Valence	Road Closure for 8 days to install drainage o/s property "Kenmal" to alleviate localised flooding	Programmed to start on 4 th February 2013
Kenward Road	Yalding	Road Closure for 3 days for ditching works and carriageway patching	Programmed to start on 18 th January 2013

Appendix C – Street Lighting

Lamp Replacement Scheme - The columns below currently have orange lights, these will be replaced with much more efficient white lights

Street Lighting Lamp Replacement – Contact Officer Al Tanriverdi			
Road Name	Column Ref	Location	Status
Anglesey Avenue	KAAY001	J/W LOOSE ROAD	March 2013
Anglesey Avenue	KAAY002	O/S 1C	March 2013
Anglesey Avenue	KAAY003	O/S 6	March 2013
Anglesey Avenue	KAAY004	O/S 12/14	March 2013
Anglesey Avenue	KAAY005	O/S 20	March 2013
Anglesey Avenue	KAAY006	OPP 7	March 2013
Anglesey Avenue	KAAY007	O/S 13 LHS	March 2013
Anglesey Avenue	KAAY008	O/S 30	March 2013
Anglesey Avenue	KAAY009	O/S 23	March 2013
Anglesey Avenue	KAAY010	O/S 50	March 2013
Anglesey Avenue	KAAY011	S/O 72 IONA ROAD	March 2013
Anglesey Avenue	KAAY012	O/S 58	March 2013
Anglesey Avenue	KAAY013	O/S 64	March 2013
Anglesey Avenue	KAAY014	O/S 43/45	March 2013
Anglesey Avenue	KAAY015	O/S 51	March 2013
Anglesey Avenue	KAAY016	O/S 66/68	March 2013
Anglesey Avenue	KAAY017	O/S 72	March 2013
Anglesey Avenue	KAAY018	OPP 76/78	March 2013
Anglesey Avenue	KAAY019	O/S 82	March 2013
Anglesey Avenue	KAAY020	S/O 26 LANCET LANE	March 2013
Cranborne Avenue	KCGL001	OPP 64	March 2013
Cranborne Avenue	KCGL002	O/S 50A/52	March 2013
Cranborne Avenue	KCGL003	O/S 46/48	March 2013
Cranborne Avenue	KCGL004	O/S 45/47	March 2013
Cranborne Avenue	KCGL005	O/S 32A	March 2013

Cranborne Avenue	KCGL006	O/S 33	March 2013
Cranborne Avenue	KCGL007	O/S 28	March 2013
Cranborne Avenue	KCGL008	O/S 22	March 2013
Cranborne Avenue	KCGL009	O/S 15	March 2013
Cranborne Avenue	KCGL010	O/S 10	March 2013
Cranborne Avenue	KCGL011	O/S 5	March 2013
Cranborne Avenue	KCGL012	O/S 8 LHS	March 2013
Cranborne Avenue	KCGL013	OPP 4	March 2013
Cranborne Avenue	KCGL014	O/S 2A/2B	March 2013
Cranborne Avenue	KCGL015	S/O 247 LOOOSE ROAD	March 2013
Lismore Close	KLBT001	O/S 3	March 2013
Ringwood Road	KRAZ001	O/S 8 LYNDHURST ROAD	March 2013
Ringwood Road	KRAZ002	O/S 35/37	March 2013
Ringwood Road	KRAZ003	O/S 29	March 2013
Ringwood Road	KRAZ004	O/S 21/23	March 2013
Ringwood Road	KRAZ005	O/S 11	March 2013
Ringwood Road	KRAZ006	O/S 2/4	March 2013
Sheppey Road	KSBG001	O/S 7	March 2013
Sheppey Road	KSBG002	O/S 14	March 2013
Sheppey Road	KSBG003	O/S 21	March 2013
Sheppey Road	KSBG004	O/S 25	March 2013
Sheppey Road	KSBG005	O/S 33	March 2013
Sheppey Road	KSBG006	O/S 34/36	March 2013
Sheppey Road	KSBG007	O/S 49	March 2013
Sheppey Road	KSBG008	O/S 63	March 2013
Sheppey Road	KSBG009	O/S 52	March 2013
Sheppey Road	KSBG010	O/S 83	March 2013
Sheppey Road	KSBG011	O/S 91	March 2013
Arran Road	KABE001	O/S 4	March 2013
Arran Road	KABE002	O/S 10	March 2013
Arran Road	KABE003	O/S 18	March 2013
Farne Close	KFAM001	O/S 2	March 2013
Farne Close	KFAM002	O/S 3/4	March 2013
Marion Crescent	KMBK001	O/S 1a	March 2013
Marion Crescent	KMBK002	O/S 10/12	March 2013
Marion Crescent	KMBK003	O/S 7/5	March 2013
Marion Crescent	KMBK004	O/S 30/32	March 2013
Marion Crescent	KMBK005	O/S 25/27	March 2013
Marion Crescent	KMBK006	O/S 35	March 2013
Marion Crescent	KMBK007	O/S 54	March 2013
Marion Crescent	KMBK008	OPP 56/58	March 2013
Marion Crescent	KMBK009	O/S 64	March 2013
Marion Crescent	KMBK010	O/S 72	March 2013
Marion Crescent	KMBK011	O/S 80	March 2013
Marion Crescent	KMBK012	O/S 86	March 2013
Marion Crescent	KMBK013	O/S 96	March 2013
Marion Crescent	KMBK014	O/S 81	March 2013
Marion Crescent	KMBK015	O/S 110/110a	March 2013

Marion Crescent	KMBK016	O/S 93	March 2013
Marion Crescent	KMBK201	1st IN FP TO SUTTON RD	March 2013
Marion Crescent	KMBK202	2nd IN FP TO SUTTON RD	March 2013
Rushmead Drive	KRCB001	J/W LOOSE ROAD	March 2013
Rushmead Drive	KRCB002	O/S 2	March 2013
Rushmead Drive	KRCB003	O/S 5	March 2013
Rushmead Drive	KRCB004	OPP ADJ 6	March 2013
Rushmead Drive	KRCB005	O/S 8/9	March 2013
Rushmead Drive	KRCB006	O/S 13	March 2013
Skye Close	KSCD001	O/S 5	March 2013
Brockenhurst Avenue	KBFO001	O/S 8	March 2013
Brockenhurst Avenue	KBFO002	O/S 1/3	March 2013
Brockenhurst Avenue	KBFO003	O/S 28/30	March 2013
Iona Road	KIAD001	S/O 58 ANGLESEY AVENUE	March 2013
Iona Road	KIAD002	O/S 6	March 2013
Iona Road	KIAD003	O/S 13	March 2013
Old Drive	KOAJ001	O/S LOOSE COURT FARM	March 2013
Old Drive	KOAJ002	OPP 2	March 2013
Old Drive	KOAJ003	O/S 6	March 2013
Rushmead Drive	KRCB001	J/W LOOSE ROAD	March 2013
Rushmead Drive	KRCB002	O/S 2	March 2013
Rushmead Drive	KRCB003	O/S 5	March 2013
Rushmead Drive	KRCB004	OPP ADJ 6	March 2013
Rushmead Drive	KRCB005	O/S 8/9	March 2013
Rushmead Drive	KRCB006	O/S 13	March 2013
Staffa Road	KSEH001	ADJ 2	March 2013
Staffa Road	KSEH002	O/S 7	March 2013
Staffa Road	KSEH003	O/S 14/16	March 2013
Lancet Lane	KLAI001	J/W LOOSE ROAD	March 2013
Lancet Lane	KLAI002	O/S 6	March 2013
Lancet Lane	KLAI003	O/S 5	March 2013
Lancet Lane	KLAI004	O/S 7	March 2013
Lancet Lane	KLAI005	O/S 18A/20	March 2013
Lancet Lane	KLAI006	O/S 15	March 2013
Lancet Lane	KLAI007	O/S 28	March 2013
Lancet Lane	KLAI008	O/S 32	March 2013
Lancet Lane	KLAI009	O/S 27/29	March 2013
Lancet Lane	KLAI010	O/S 38	March 2013
Lancet Lane	KLAI011	O/S 37	March 2013
Lancet Lane	KLAI012	O/S 39	March 2013
Porchester Close	KPDM001	O/S 2	March 2013
Porchester Close	KPDM002	OPP 6	March 2013
Porchester Close	KPDM003	OPP 7	March 2013
Porchester Close	KPDM004	O/S 16	March 2013
Porchester Close	KPDM005	ADJ 10	March 2013
Sevington Park	KSBA001	J/W LANCET LANE	March 2013
Sevington Park	KSBA002	ADJ 37	March 2013
Sevington Park	KSBA003	S/O 36	March 2013

Sevington Park	KSBA004	O/S 7/8	March 2013
Sevington Park	KSBA005	O/S 30	March 2013
Sevington Park	KSBA006	S/O 8	March 2013
Sevington Park	KSBA007	S/O 28	March 2013
Sevington Park	KSBA008	O/S 15	March 2013
Sevington Park	KSBA009	O/S 17	March 2013
Sevington Park	KSBA010	O/S 20/21	March 2013

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contact: Carol Valentine / Richard Emmett 08458 247 800

Agenda Item 15

MAIDSTONE BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

23RD JANUARY 2013

Report of the Director of Highways and Transportation

Member Highway Fund program update for Maidstone Borough.

The following schemes are those which have been approved by both the relevant Member and have been approved by John Burr, the Director of Highways and Transportation. This information is up to date as of 11th January 2013.

For any further information on any of the schemes below, please liaise with the Member Highway Fund Officer.

Paul Carter – Maidstone Rural North

Scheme	CSM	Cost	Status
Yeoman Way, Bearsted – Reinstatement of tree on central island	16900466	£510	Programmed for completion by end of Jan – weather dependant
The Orchard, Bearsted – Installation of safety related restrictions	12400499	£650	Programmed – awaiting date
Church Lane, Boxley – Installation of Salt Bin	12400498	£350	Completed
Walderslade Woods Road – Installation of Safety Improvements and alteration of speed limit	16900346	£15,000	Works On-Site
Cuckoowood Ave – Installation of Parking Restrictions	16900337	£1500	Further works required
Groewood Drive South – Installation of 2No. sets of dropped kerbs	16900336	£1300	Completed
Restharrow Road, Grove Green – Installation of Street Light and warning signage	16900335	£2500	Awaiting residents feedback
Various Locations in Boxley – Installation of Salt Bins	16900889	£1050	Completed
Bearsted Green – Restoration of fingerpost sign	16900819	£1500	Works ordered
Boxley Parish – Provision of 2No. Salt Spreaders	16900815	£2118	Ordered

Boxley Parish – Contribution to White Lining in the Parish	16900813	£1000	Contribution completed – with Operations for delivery
Bearsted – Contribution to White Lining in the Parish	16900814	£4000	Contribution completed – with Operations for delivery

Alan Chell – Maidstone South

Scheme	CSM	Cost	Status
PROW KB22 and KB33 – Surfacing improvements	16900408	£9980	Complete
Mangravet Avenue, Maidstone – Installation of brown tourism signage	10206427	£901.12	Complete
Tovil Road, Tovil – Contribution to pedestrian crossing installation	10206424	£40,000	Complete
Maidstone Rural South – General Housekeeping in the area	16900888	£5000	Programmed – with operations for delivery
Farleigh Hill, Tovil – To plane out and resurface sections of Farleigh Hill/Tovil Hill/Wharf Road	16900887	£7500	Programmed – with operations for delivery

Ian Chittenden – Maidstone North East

Scheme	CSM	Cost	Status
Chatham Road, Ringlestone – Maintenance work on existing bollards together with a traffic order to stop overnight parking.	12400818	£4,000	Programmed – with operations for delivery. MBC undertaking the TRO
Calder Road, Ringlestone – Installation of safety improvements	169000382	£10,000	Completed
Shaw Close – Installation of Salt Bin	16900799	£350	With operations for delivery
Sandling Lane – Removal of dead trees	16900123	£1354.18	Investigation underway
Netley Close – Replacement of Dead Trees	16900544	£1500	Awaiting programme date
Maidstone North East – Refreshment of White Lining in the area	16900543	£1000	Works underway
Maidstone North East – Contribution to Kent County Council Road Safety Campaign	16900490	£1000	Complete
Various Schools in Maidstone – Installation	10207007	£4521	Programmed

of SKC Markings			for Huntsman's Lane, investigation ongoing for Peel St.
Calder Road, Ringlestone – Replacement of damaged trees	13000651	£7058.92	

Gary Cooke – Maidstone South East

Scheme	CSM	Cost	Status
A20/Otham Lane – Installation of HGV signage identifying the narrowness of the route	16900628	£800	Complete
Avery Lane j/w Honey Lane - Refurbish 3 way fingerpost sign.	16900076	£1000	Complete
Downswood/Otham/Leeds – Highway Improvements in the 3 Parishes	16900822	£10,000	Underway
M20 Directional Signage – Installation of HGV signage on the A20 in the vicinity of junction 8	16900529	£350	Awaiting a programme date
Sutton Road, Maidstone – Installation of barrier making the route a 'No Through Road'	13000690	£6000	Letter drop undertaken
B2163 Leeds – Gateway Improvements	10206524	£2927	Scheme partially completed

Dan Daley – Maidstone Central

Scheme	CSM	Cost	Status
Newbury Ave & Allington Way – Installation of warning signage and associated carriageway markings	16900419	£500	Partially completed
Mote Avenue – Reduction of Lime Trees	16900252	£3325	Programmed
Adisham Drive – Protect and replace Rose Bushes	16900379	£3600	Completed
Newbury Avenue – Installation of Bend Warning Signage and Carriageway Markings	16900891	£1000	Awaiting a programme date
Maxwell Drive and Hildenborough Crescent – Installation of Bus Shelters	16900073	£14,000	Complete
Farleigh Lane – Plane out and resurface sections of Farleigh Lane	16900834	£2500	Ordered
Postley Road, Maidstone – 20Mph Trial	13000715	£10,000	Complete
Maidstone Road Safety Campaign – Contribution towards the work	13000699	£1250	Complete
Newbury Avenue - Plane out and resurface sections of Farleigh Lane	16900809	£6000	Ordered
Maidstone Town Centre de-cluttering – Contribution to MBC scheme	13000700	£500	Complete
Marigold Way, Maidstone – Request for One Way section of road	10207223	£2109	Ordered subject to decision
Allington Ward – Installation of 5xSaltBins	16900797	£1813	Ordered

and Provision of Salt Spreaders			
Cherry Orchard Way - Plane out and resurface sections of Cherry Orchard Way	16900832	£5000	Ordered
Queens Road, Maidstone – 20Mph School Trial	10205816	£8500	Complete Parking restrictions to be resolved subject to decision
Adisham Drive – Phase 2 of Tree Replacement	16900381	£2500	Awaiting sign off

Eric Hotson – Maidstone Rural South

Scheme	CSM	Cost	Status
Staplehurst Village – Installation of Fingerpost Signs	16900265	£500	Ordered
Loose Village – Installation of Weight Limit on Old Loose Hill	16900369	£2000	Consultation Ongoing
Loose Road – Installation of 4No. Bollards	16900656	£1000	Complete – remedial works required
Boughton Monchelsea Primary School – Installation of SKC Markings	16900367	£1000	Awaiting Installation date
A274/Horseshoes Lane, Langley – Installation of Interactive Sign	16900366	£6000	Complete
Horseshoes Lane, Langley – Installation of Salt Bin	16900350	£350	Ordered
Marden Road, Staplehurst – Extension of 30Mph Speed Limit	10204186	£10,196	Awaiting Installation date

Rob Bird – Maidstone Central

Scheme	CSM	Cost	Status
Newbury Ave & Allington Way – Installation of warning signage and associated carriageway markings	16900419	£500	Partially completed
Mote Avenue – Reduction of Lime Trees	16900252	£3325	Programmed
Adisham Drive – Protect and replace Rose Bushes	16900379	£3600	Completed
Farleigh Lane – Plane out and resurface sections of Farleigh Lane	16900834	£2500	Ordered – with Operations for delivery
Newbury Avenue - Plane out and resurface sections of Newbury Avenue	16900809	£6000	Ordered

Allington Ward – Installation of 5xSaltBins and Provision of Salt Spreaders	16900797	£1813	Ordered
Postley Road, Maidstone – 20Mph Trial	13000715	£10,000	Complete
Cherry Orchard Way - Plane out and resurface sections of Cherry Orchard Way	16900832	£5000	Ordered
Adisham Drive – Phase 2 of Tree Replacement	16900381	£2500	Awaiting sign off from DD
Marigold Way, Maidstone – Request for One Way section of road	10207223	£2109	Ordered subject to decision
Queens Road, Maidstone - 20Mph School Trial	10205816	£8500	Complete Parking restrictions to be resolved subject to decision
High Street, Maidstone – Request for lockable bollard	10205796	£650	Works ordered
Buckland Hill, Maidstone – Installation of Dropped Kerb	16900859	£750	Outstanding works

Paulina Stockell – Maidstone Rural West

Scheme	CSM	Cost	Status
St Margaret's School, Collier Street – Installation of Interactive Sign and parking restrictions in the vicinity of St Margaret's School	16900179	£4800	VAS installed – parking restrictions outstanding
Yalding/Marden/Hunton and East Farleigh – Installation of experimental Weight Limit	16900664	£11,500	Ordered
East Farleigh – Installation of Village Gateways	16900592	£3500	Works on site
St Helen's Lane, East Farleigh – Installation of HGV Signage	16900511	£1000	Ordered
Maidstone Road, Nettlestead – Installation of Interactive Sign	10207220	£6325	Alternative site needs to be found
A274 Interactive Sign – Interactive sign to be installed on the A274	10206030	£6000	Complete
Maidstone Area – O&D surveys	10205417	£2361	Complete

West Street, Hunton – Installation of Village Gateways	10205093	£8757	Outstanding issues to be resolved
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Jenny Whittle – Maidstone Rural East

Scheme	CSM	Cost	Status
Wormshill to Sittingbourne – Funding of transport	16900380	£4420	complete
South Green Lane – Removal of Unsuitable of HGV Signage	16900858	£250	Ordered
Eyhorne Street – Installation of Interactive Sign	12400581	£4200	Complete
Grafty Green Village – Installation of an Interactive Sign	13000712	£3500	Complete
Thurnham Lane – Installation of Interactive Sign	13000655	£3500	Complete
Ham Lane, Lenham – 20Mph Trial	10206927	£4300	Complete
Liverton Hill – Request for Speed Limit alterations	10205888	£4552	Complete
Ulcombe Hill – Request for Village Gateways	10205164	£6434	Outstanding issues to be resolved
Headcorn Road, Boughton Malherbe – Give way to oncoming traffic signage	10204069	£6404	Awaiting member comments

Agenda Item 16

To: Maidstone Joint Transportation Board

By: Tim Read (Head of Transportation)

Date: 23rd January 2013

Subject: Lorry Watch

Classification: Information only

Summary: This report gives background to the pilot Lorry Watch scheme launched in Leeds and Langley and provides information on the first two months of operation.

1 Background

- 1.1** Lorry Watch is a joint initiative between Kent County Council, Kent Police, The Kent Association of Local Councils and Parish Councils/local residents.
- 1.2** Lorry Watch aims to support and empower local residents in areas where issues with the through traffic of Heavy Goods Vehicles (HGVs) persist. Residents are provided with temporary signs to publicise the scheme and warn HGV drivers that it is underway. Local volunteers record the identifying features of large vehicles on unsuitable roads and these are passed onto Kent Police. Kent Police then contact the vehicle operators to enquire as to their purpose in the area.
- 1.3** It is important to note that the UK's economy relies on road haulage and in instances where it emerges that vehicles had a valid reason to be in an area e.g. local collections or deliveries this will be fed back to residents. Kent County Council appreciates the vibrancy of Kent's rural economy and in no way wants to penalise businesses that need to receive or dispatch HGVs. Lorry Watch aims to create an environment whereby the lines of communication between local residents and local businesses are open for all parties' mutual benefit.

2 Leeds and Langley Pilot

- 2.1** This pilot scheme was launched on the 14/11/12. This scheme focuses on the B2163 Leeds Rd which, although subject to a 17 tonne vehicle weight restriction, is often used as a cut through between the A20 and the A274. Temporary signs, provided by KCC, were erected by the Parish Councils on the 11/11/12 and the permanent width limit signs along the length of Horseshoes Lane are currently in the process of being upgraded.
- 2.2** The launch of the scheme went well and a number of local residents as well as journalists, Kent Police and KCC Members and officers were in attendance. Coverage in local media was positive and fairly widespread.

- 2.3** The local community has been encouraged and empowered to organise their Lorry Watch activities. Unfortunately following the launch the majority of those who signed up to the scheme have dropped out and currently the activities centre around two committed residents. The pilot was planned for three months but may have to be cut short due to these difficulties regarding retaining volunteers.
- 2.4** So far 186 vehicle reports had been received from the local volunteers. Of these:
- 100 (54%) vehicles had two axles and as such were not breaking the 17 tonne weight limit in place.
 - 48 (26%) of the vehicles reported were foreign registered.
 - 46 separate instances of UK owned vehicles that exceed the 17 tonne weight limit have been recorded by Kent Police.
- 2.5** Over half of those vehicles reported were not breaking the weight restriction. Although the volunteers have been provided with printed material to identify the size and weights of vehicles their perception is that these vehicles are too large for the road.
- 2.6** A quarter of all vehicles recorded were foreign registered and the majority of these were deemed to be exceeding the weight restriction. At the moment the Police are unable to contact the operators of foreign vehicles. KCC are currently working with the Police and others to explore ways of addressing this significant issue.
- 2.7** From the 46 reports where it has been possible to trace ownership details only three companies have appeared more than once. These three companies have been spotted in the area twice and as a result have been contacted by Kent Police and asked to explain their presence. The issues in the area do not appear to revolve around the same local companies frequently using the road but rather its use by a large amount of operators, based all over the UK. The next action to be taken forward by KCC will be to contact those named operators to identify any overlap regarding destination e.g. specific local farm. If this is the case it may be possible to ask the business to ensure that their delivery and collection routes are more suitable in the future.
- 2.8** The view of the volunteers is that less HGV traffic is now using the road. Whether this is also due to a slow down of economic activity around Christmas time will become apparent in the busier spring and summer months.
- 2.9** A number of other areas / Parishes have expressed an interest in the Lorry Watch scheme and these will now be moved forward where there is sufficient local interest.
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Contact officer: Dan Sheppard
Tel: 08458 247800

Agenda Item 17

Appendix 1

To: Maidstone Joint Transportation Board
By: KCC Roadworks Co-ordination Team
Date: 11th January 2013
Subject: Gas Works – Maidstone Town Centre
Classification: Information - ongoing

Summary: The Chairman of the JTB has requested this item is reported on until completion of the ongoing Gas Main replacement works within Maidstone.

Morrison Utilities, working on behalf of Southern Gas Networks, have returned after the Christmas embargo, and are currently working on the third phase of this five phase project on Upper Stone Street. The left hand lane is currently closed from the junction with Mote Road to the Motorcycle shop. There are lane closures on Lower Stone Street to get traffic into one lane to reduce congestion around the works area. The Highway Management Centre and the Roadworks Team are closely monitoring traffic flow and adjusting traffic light timings to keep traffic disruption on Lower Stone Street, Palace Avenue, Mote Road and Wat Tyler Way to a minimum.

The project is progressing well and is currently running six weeks ahead of schedule. SGN will continue to move along Upper Stone Street, continuing the lane closure on the left hand side up to the junction with Waterloo Street. After this, SGN will be closing the slip from Mote Road onto Upper Stone Street to disconnect the main, this is expected to take ten days. This phase of the project is due for completion on 17th March, including the closure of the Mote Road slip.

The forth and fifth phases of this project are Postley Road, and Hayle Road. The final details for these two phases are being agreed at present, and advance warning signs are expected to be erected within the next four weeks. Hayle Road is due to commence on the 18th March and conclude on the 26th April.

In conclusion, the Roadworks Co-ordination Team continue to work closely with Maidstone Borough Council and Morrison Utilities to ensure this complicated and high profile project is completed on time and

causes the least amount of disruption, and that the reinstatements are completed to the highest quality.

Contact officer: Barbara Westmacott
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