

AGENDA

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Tuesday 21 March 2017

Time: 3.00 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Bird, Brown, D Burton (Vice-Chairman), Carter, Chittenden, Clark, Cooke, Cuming, Daley, Garten, Mrs Grigg, Hotson (Chairman), T Sams, Springett, Mrs Stockell, Vizzard, Mrs Whittle, Wilby and Willis

Page No.

1. Apologies for Absence
2. Notification of Substitute Members

Continued Over/:

Issued on Monday 13 March 2017

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 Sam Bailey on 01622 602263**. To find out more about the work of the Committee, please visit www.maidstone.gov.uk

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

3. Notification of Visiting Members
4. Disclosures by Members and Officers
5. Disclosures of lobbying
6. To consider whether any items should be taken in private because of the possible disclosure of exempt information
7. Minutes of the meeting held on 19 October 2016 1 - 5
8. Petitions (if any)

Notice has been given pursuant to Council Procedure Rule 12 of the intention to present a petition in the following terms:

You will be aware of issues of traffic safety and congestion in Queens Avenue.

We the undersigned require our local representatives to take action to ensure that KCC undertakes a full study to explore all opportunities for controlling and limiting traffic movement and inconsiderate parking, fully consults all affected residents and businesses in Queens Avenue and adjoining roads and further acts to implement appropriate solutions.

Notice has been given pursuant to Council Procedure Rule 12 of the intention to present a petition in the following terms:

Maidstone Arriva – Service 19 Bus

We, the undersigned, as regular users of the above service, consider that the service is unpunctual and unreliable. It is often late and regularly does not turn up.

We would like Arriva, if it is to continue running this service, to make satisfactory improvements.

9. Questions/Statements by members of the public 6 - 33
10. Verbal Report of KCC's Head of Transport and Development - Update on Petitions Submitted to Kent County Council Highways
11. Question and Answer Session with Arriva: Changes to Bus Services and their Effect on Rural Areas
12. Report of the KCC Director of Highways, Transport and Waste: Maidstone Integrated Transport Package 34 - 38
13. Report of the KCC Director of Highways, Transport and Waste - Maidstone Sustainable Access to Education and Employment LEP Scheme: River Medway Towpath 39 - 40
14. Report of the KCC Director of Highways, Transportation and Waste: A Boards 41

- | | |
|---|---------|
| 15. Reference from the Planning Committee - West Street, Harrietsham, Kent | 42 |
| 16. Reference from the Planning Committee - A229/Headcorn Road/Marden Road Junction | 43 |
| 17. Report of the KCC Director of Governance and Law: Amendments to the Maidstone Joint Transportation Board Agreement | 44 - 57 |
| 18. Verbal Report of the KCC Director of Highways, Transport and Waste- Before and After Statistics for Bridges Gyratory and Potential Changes to Light Timings | |
| 19. Verbal Report of the MBC Planning Policy Manager - Park and Ride, Parking and Bus Workstreams | |
| 20. Verbal Report of the KCC Director of Highways, Transport and Waste - Leeds/Langley Relief Road Funding | |
| 21. Verbal Report of the KCC Director of Highways, Transport and Waste - A20 Through Harrietsham Update | |

INFORMATION ONLY REPORTS

- | | |
|---|---------|
| 22. Maidstone Highway Works Programme 2016/17 | 58 - 71 |
|---|---------|

Registering for Public Speaking

In order to book a slot to speak at this meeting of the Joint Transportation Board please contact Sam Bailey on 01622 602263 by 5.00pm one clear day before 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.

Agenda Item 7

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON WEDNESDAY 19 OCTOBER 2016

Present: Councillor Hotson (Chairman), and
Councillors Bird, Boughton, M Burton, Chittenden,
Cooke, Cuming, Daley, English, Hastie, T Sams,
Springett, Wilby and Willis

15. APOLOGIES FOR ABSENCE

It was noted that apologies for absence had been received from Councillors Brown, D Burton, Carter, Clark, Garten, Grigg, Vizzard and Whittle.

16. NOTIFICATION OF SUBSTITUTE MEMBERS

The following Substitute Members were noted:

Councillor Boughton for Councillor D Burton;
Councillor M Burton for Councillor Garten;
Councillor English for Councillor Grigg;
Councillor Hastie for Councillor Vizzard.

17. NOTIFICATION OF VISITING MEMBERS

There were no Visiting Members.

18. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

19. DISCLOSURES OF LOBBYING

There were no disclosures of lobbying.

20. MINUTES OF THE MEETING HELD ON 13 JULY 2016

RESOLVED: That the Minutes of the meeting held on 13 July 2016 be approved as a correct record and signed.

21. MATTERS ARISING FROM THE MINUTES

Kent Police correspondence regarding vehicle obstruction

The Chairman advised that he had met with the Acting Super Intendant to discuss the issue. Kent Police had provided further information via email.

The Chairman read the email which stated that:

- Members were encouraged to raise persistent issues to their local PCSOs;
- Parking as a service area was owned and enforced by district and borough councils. The Police would only remove vehicles causing a danger on a road, and each case was taken on its own merit;
- The rank of Police Sergeant or above could authorise the removal of a vehicle.

The Chairman advised that the full text of the email would be circulated to the Board outside of the meeting.

Revision of the Maidstone Joint Transportation Board Agreement

The Democratic Services Officer provided an update on matter and explained that KCC Legal had approved the changes made to the agreement. The agreement was with MBC Legal to make the amendments required as per the councils change in governance system, and this would be ready for consideration at the January meeting of the Board.

22. PETITIONS (IF ANY)

There were no petitions.

23. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

Ms Sue Cooke asked a question of the Chairman in the following terms:

Severe traffic congestion has been caused on Hermitage Lane and the A20 by the poorly designed junction at the new Aldi and McDonalds retail park.

There has been a huge response on Streetlife and 34,000 likes and 2-300 comments on Facebook, from locals, businesses and hospital workers alike.

What is Kent Highways planning to do to resolve this congestion and the resultant pollution?

The Chairman provided the following response:

A new signal controlled junction has recently been introduced on Hermitage Lane close to the A20 London Road. This is to serve a new mini retail complex including an Aldi and McDonalds.

During the planning process for the site, we advised the applicant and planning authority (Tonbridge & Malling Borough Council) that a number of measures would be needed to improve access and minimise congestion. These included linking the site access signals to co-ordinate with nearby junctions, provision of a new signal

controller and SCOOT loops and alterations to lane markings and signing at the Coldharbour roundabout. We subsequently learnt the planning conditions did not refer to the need for the applicant to deliver these measures.

Subsequently, we have been working closely with the Borough Council and the applicant has now agreed to provide them. We are now working with the applicant's consultant to ensure the measures can be delivered at the earliest opportunity. The consultants have sought quotes from BT and the plan is to complete the work alongside their S278 snagging list. We have asked for a clearly defined programme to complete the works.

Observations of the operation of the new junction have also shown there are significantly more vehicles turning right into the development, than the number per cycle identified in the traffic assessment. This is blocking southbound traffic on Hermitage Lane and is causing congestion back along the A20 London Road as well as a queue extending towards the hospital for northbound traffic. The displacement of traffic across the town due to the on-going Bridges Gyrotory roadworks is also known to be having an effect on traffic levels in this area.

In view of this, we have identified a number of further potential measures which could be taken to reduce congestion. The applicant has declined to carry out this further work. We have gone back to them to propose a limited widening scheme which can be completed as part of their snagging work at our expense.

In the longer term the County Council has secured Government funding to implement a package of junction improvement schemes at either end of Hermitage Lane and to improve access to the M20. This includes improvements to A26/ Fountain Lane junction and Hermitage Lane/ Duke of Edinburgh junction and A20/ Hermitage Lane, A20/ Coldharbour and M20 Junction 5. These schemes are now undergoing detailed design.

Ms Cooke asked a supplementary question that, in view of the response received, how could the situation be prevented from occurring again.

The KCC Strategic Transport and Development replied that KCC would continue to work with planning authorities to raise concerns and keep highways matters at the forefront of developments.

24. REPORT OF THE KCC DIRECTOR OF HIGHWAYS, TRANSPORTATION AND WASTE - HIGHWAYS WORK PROGRAMME 2016/17

The KCC Highways District Manager for Maidstone introduced the report setting out identified highways schemes that had been approved for construction over the year 2016-17.

During discussion the following points were raised:

- A new footpath on one side of Willington Street highlighted the poor quality of the footpath on the opposite side.
- Surveys had been undertaken on the A229 Engineers Way to identify where additional signage was required. Results of the survey would be made available to Members.
- Yellow lines had been implemented at Gatland House prior to a traffic regulation order coming into effect, which could cause confusion regarding enforcement. Officers agreed to look into this matter.
- Information on the new traffic signal junction at Hermitage Lane West would be reported back to Members.

RESOLVED: That the report be noted.

25. REPORT OF THE KCC DIRECTOR OF HIGHWAYS, TRANSPORTATION AND WASTE - VERBAL UPDATE ON PETITIONS SUBMITTED TO KENT HIGHWAY SERVICES

The KCC Highways District Manager for Maidstone advised that no new petitions had been submitted.

In relation to a previously received petition regarding a proposed 20 mph restriction around residential areas in North Maidstone, Members were advised that this scheme was not yet approved and was still in the design stage.

RESOLVED: That the verbal report be noted.

26. REPORT OF THE KCC DIRECTOR OF HIGHWAYS, TRANSPORTATION AND WASTE - VERBAL UPDATE ON THE MAIDSTONE BRIDGES MAJOR CAPITAL PROJECT

The KCC Projects Manager gave a verbal update on the progress of the Maidstone Bridges Gyratory project.

It was explained that two new northbound lanes would be operational by Christmas. A delay in the delivery of granite material matching that used in Maidstone's public realm had resulted in construction being extended until January.

In response to questions it was confirmed that:

- A two metre wide walk way at the bottom half of the High Street, utilising existing pedestrian crossing points, would maintain footfall around the area.
- Major works in the surrounding area should have been contained until the completion of the Gyratory works. KCC Highways were

aware that some works in other areas had been started, and these had been dealt with.

- Construction works could experience obstacles. Where affected parties could not be made aware during a quickly arising issue, all efforts were made to make information available as soon as possible.
- The programme of works would be circulated to Members outside of the meeting.

The Chairman thanked the KCC Projects team and the construction company for their efforts.

RESOLVED: That the report be noted.

27. REPORT OF THE KCC DIRECTOR OF HIGHWAYS, TRANSPORTATION AND WASTE - LOCAL TRANSPORT PLAN 2016-2031 CONSULTATION DRAFT

The KCC Transport Manager presented the report detailing the priorities for Maidstone within KCC's draft Local Transport Plan (LTP) 4: Delivering Growth without Gridlock.

The Board was advised that:

- There was a statutory obligation to have the LTP in place under the 2008 Local Transport Act;
- The purpose of the LTP was to pull together KCC's key priorities and objectives;
- Inclusion of a scheme in the LTP – whilst not guaranteeing delivery – would give strength to future funding applications.

The MBC Planning Policy Manager stated that MBC's response had been agreed at Strategic Planning, Sustainability and Transportation Committee on 11 October 2016.

In response to a question it was clarified that, although MBC had agreed its response, individual responses to the consultation could be submitted.

The Chairman requested an update on all consultation responses received to the January meeting of the Board.

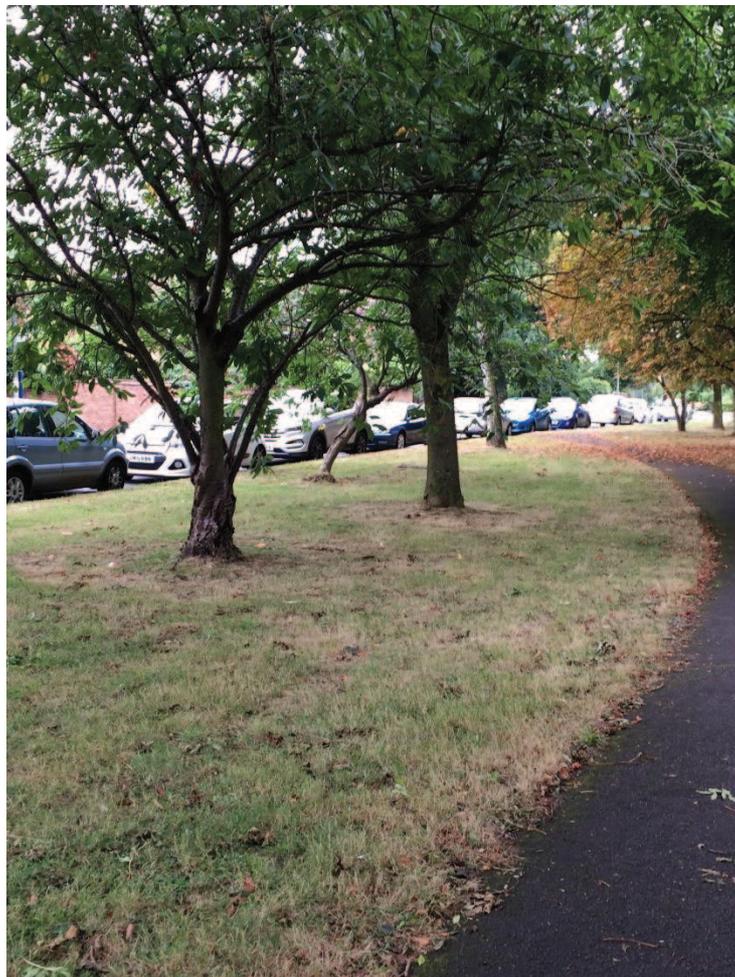
RESOLVED: That the report be noted.

28. DURATION OF MEETING

5.01 p.m. to 6.05 p.m.

Boxley Parish Council Highway Issues

Report for County Councillor Paul Carter



8th Feb 2017

Ref. Highway& PRow/2017 Highway Projects/ Highway issues report for CC Carter 26 01 2017

Highway issues report for County Councillor Paul Carter 26 01 2017

During the meeting with Paul Carter, held on 18 January 2017, he requested that the issues referred to and issues outstanding be included in a single report for him to consider.

Yellow lines

Currently there are three yellow line/parking issues at Grove Green.

Yellow lines on Provender Way, at all the road junctions, to stop cars blocking drop down kerbs and sight lines.

The school approached the PCSO to take this up. Residents have also contacted the parish office.

KCC Highways has said no to the parish council's initial request for yellow lines as there is no supporting injuries to warrant its intervention and insufficient funding available. The standard letter advised the parish council to approach the local parish council and County Councillor Carter for possible funding (appendix 1). The school has written to the parish council about the problem (appendix 2). The school had been requested to approach the KCC Education Department as well but so far there is no evidence that this is happened. The issue of inconsiderate and dangerous parking on the bends by parents is a long-standing issue and the school has taken numerous action e.g. articles and newsletters, directly approaching parents etc. but to no avail. As there are no yellow lines the PCSO is only able to advise inconsiderate parkers (appendix 3). Appendix 4 -Examples and photographs of the problem.

Yellow lines on Grovewood Drive South, to stop commuter parking.

This is a recently occurring issue created by the MBC closure of the Old Sittingbourne Road Park and Ride and the introduction of car parking fees at Mote Park. These actions have resulted in commuters parking on Grovewood Drive South (appendix 5). KCC Highways refused to fund the parish council's request for yellow lines as there is no supporting injuries to warrant its intervention and insufficient funding available (appendix 6). KCC Highways referred the parish council to Maidstone BC and MBC has referred the issue back to KCC with a recommendation that yellow lines be put in for safety reasons (appendix 7). KCC Highways refused again as there are no supporting injuries to warrant its intervention. MBC will not introduce yellow lines to stop commuter parking unless there is a provable impact on residents parking and as the vehicles are not directly outside residential properties it does not meet MBC's criteria for action.

Over 26 residents have contacted the parish office about this and residents regularly send up to date photographs of the parking (appendix 8). The school has written to the parish council about the problem. The school had been requested to approach the KCC Education Department as well but so far there is no evidence that this is happened.

This a safety issue for other drivers trying to safely access and egress New Cut Road/Grovewood Drive South, Provender Way, Weaving Street and Harvesters Way. Commuters are parking on and opposite junctions, the vehicles narrow the road and park right down to the junction of New Cut Road/Grovewood Drive South. Vehicles Park directly on the junctions which restrict the views of drivers trying to exit.

More importantly Grovewood Drive South must be crossed by schoolchildren accessing the local schools. Primary school aged children from Franklin Drive going to St John's School now cross between parked cars. Secondary school children from Grove Green going to the three schools at Huntsman's Lane cross Grovewood Drive South at this point to access New Cut Road.

Grovewood Drive South is one of only two roads that service residential development, both roads are accessed from New Cut Road. Any delays within the estate or on either Grovewood Drive South, Grovewood Drive North or New Cut Road resulted in rat-running to the two only access/egress points.

Parking on verges at Grovewood Drive North, Provender Way etc. due to large events at Maidstone Studios.

MBC has previously refused to put in temporary parking restrictions during Maidstone Studio events. The largest studio at Maidstone Studios holds an audience of 1,000 people. The owner of the studios has made numerous attempts to deal with the issue of up to 5,000 tickets being released for 1,000 seats but unfortunately he has no control over ticketing as a company hires the studio to make a program and it employs a ticketing agency. The studios still organise a coach to run from the Old Sittingbourne Road Park and Ride site to the studio and once its own car park is full drivers are directed to the old park-and-ride site or parking at Tesco's. Unfortunately, many people attending shows decide to park on the verges and on the local roads.

Parking on verges could be made illegal with a Road Traffic Order, progressed by KCC. Until there are restrictions put in place the PCSO cannot act.

The problem with the parking is periodic and most likely to occur November or December when companies are making Christmas specials and the show Take Me Out, the audience of the latter show appear to be the main problem parkers.

During the periods of problem parking cars are regularly parked directly on junctions, opposite junctions, on footways and verges and restricting access to residential drives. This is a long-term problem with complaints been received from 2014 (appendix 9).

Other issues

Safer crossing point on Grovewood Drive North.

A resident contacted the parish council and the County Councillor about this and a petition has been raised which the resident is expecting to submit to KCC at the beginning of February 2017.

This long-standing concern of residents are that the current pedestrian safety refuges are narrow and cannot easily accommodate an adult with a buggy or small children. The layout of the road, junctions, a bend and poor sight lines add to the problem. Some two years ago, County Councillor Carter was approached about the possibility of a crossing but it is not known if a KCC investigation took place.

The resident has been warned that the road layout may not accommodate a pedestrian crossing, such as a zebra crossing, and just recently she has wondered whether, if the crossing was refused, whether speed bumps could be put in place.

Grovewood Drive North is an extremely busy road as is the main road to a 24-hour Tesco and one of only two roads going into the large residential development at Grove Green. Over the years there have been complaints about speed of vehicles along the road but previous investigations did not identify a large speeding problem. In the Clerk's opinion, the road layout, poor sight lines and the amount and flow of traffic is the main problem in trying to safely cross this road, as it is very difficult to judge the speed of an approaching vehicle.

The north part of Grove Green has 10 residential roads/closes it also has Weaving Heath which is a major open space serving Grove Green. Any person from the northern part of the estate wishing to access facilities at the minor shopping centre, schools or the public bus service must cross Grovewood Drive North.

It is likely that if the estate was designed now the crossing points would not be allowed.

Permanent design for the new cycleway and parking provision on Old Chatham Road, Sandling.

KCC Highways needs £110,000 but only has £85,000 to do the cycle route, this means that the previously hoped for parking restrictions by the residential area on the lower part of the road will not be properly progressed until other funding streams are located.

Councillor Hinder believes that there is a design for the work and has been attempting to locate it.

Traffic calming and speed restrictions.

Request for traffic calming/improvements on Weavering Street. Due to the lack of footways along much of this road residents and small children are forced to walk in the road which has no street lighting. Residents are concerned about the speed of traffic as this road can be used as a rat run if there is delays on Provender Way.

HGVs on rural roads.

This is a particular problem in the north of the parish and north of Boxley village (Pilgrims Way). It is noted that KCC has just released a consultation on its Freight Action Plan with its five key actions:

- To tackle the problem of overnight lorry parking in Kent
- To find a long term solution to Operation Stack
- To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of its journey as possible
- To take steps to address the problems caused by freight traffic to communities
- To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic

The parish council's Environment Committee will be responding to the consultation however, it is sad to report, that previous requests to try to control HGV usage of rural roads have been unsuccessful for numerous reasons including:

- HGV drivers slavishly following out of date satnavs.
- KCC's reluctance to put up signage and when it does if these are damaged or stolen it is extremely difficult and time-consuming to get replacements.
- Foreign drivers.
- HGV drivers rat running because they are given delivery drop times that allow for no delays.

The increase in HGVs, white vans, food delivery vans etc. traffic was not foreseen many years ago. Road infrastructure improvements generally only take place if there are large-scale planning developments where S106 money is available. Traffic congestion forces vehicles onto the rural roads which were generally designed for horse and carts. Rural roads have had no or very little investment in improving the conditions e.g. passing places.

A current major concern for the parish council is the situation at Westfield Sole Road and Yelsted Lane. A local farmer has blocked up, due to land erosion, the informal passing places on his land at Yelsted Lane. The traffic including large lorries on Westfield Sole Road make it difficult to drive down this narrow lane. Due to the congestion experienced on this lane drivers are trying to use Yelsted Lane, which runs parallel, but due to the road layout and now lack of informal passing places it is becoming dangerous. At the very least drivers are often faced with having to reverse, sometimes 80 to 100 yards, before there is room for a lorry to pass. Whilst for one car this is 'uncomfortable' if there are 3 to 4 cars it can become nearly impossible.

Partnership working.

With the restrictions being faced by local authorities on funding the parish council is hoping to find a way forward to ensure that reasonable action, which is often preventative action, is undertaken to improve the safety and quality of life of residents in the community.

Currently KCC Highways requires parish councils that wish to undertake work to:

- Employ a traffic consultant to undertake a risk assessment and design the alterations that could be needed.
- Obtain proof of local support via either a formal or informal consultation.
- Cost the alterations.
- Employ a contractor to implement the changes if approval is given.

- Employ traffic consultants and contractors that have knowledge of KCC's procedures KCC will provide a list of the contractors that have this knowledge.

KCC has notified the parish council that *"some years ago the parish numbers in Kent highways were cut suitably and we are unable to risk assess individual sites which are not part of our strategic casualty reduction programme"*.

KCC assures the parish council that it takes road safety very seriously but unfortunately due to financial restrictions doesn't undertake preventative work. All agreed work has to be supported by statistics showing there are casualties.

In its 2017/2018 budget Boxley Parish Council has included £55,000 (including £40,000 from reserves) that is available for agreed highway and maintenance work. The parish council has approved a procedure and criteria list to assess projects put forward however this amount will not go very far but combined with some support from County Councillor Members Devolved Budget it may be possible to undertake several projects.

The Clerk considers that one of the main issues that will reduce the number of projects that can be undertaken is the cost of employing a traffic consultant to undertake the risk assessment and design any alterations. It is not known if a County Councillor putting forward a project to KCC Highways has to employing external traffic consultant to undertake a risk assessment and design the alterations that could be needed. Would a County Councillor obtain a better price for such work?

Clerks comment: KCC highways has for many years been putting in yellow lines at junctions, MBC has been putting in yellow lines to stop commuter car parking. There is a wealth of background information that could, if not offered freely, be obtained by Freedom of Information requests and as every Parish Clerk knows you don't have to reinvent the wheel. You see what has been done before, you check that it is relevant to the situation you are facing and you reproduce it. Is a possible way forward to keeping costs low that the next KCC Highways Seminar is actually a training session on what paperwork needs to be produced, what evidence needs to be gathered etc. to produce a document that would meet KCC Highways or MBCs design criteria. Whilst the Parish Clerk or volunteer could not hope to do all the intricate work I cannot see why a competent person could not submit a design if a) they have some training/insight or b) they researched the issue.

Appendix 1

KCC RESPONSE

APPENDIX 1

Clerk Boxley PC

From: traffic.schemes@kent.gov.uk
Sent: Friday, February 5, 2016 12:43 PM
To: Clerk@boxleyparishcouncil.org.uk
Subject: CSM 193209 Provender Way, Boxley.

Dear Mrs Bowdrey,

Ref: CSM 193209 Provender Way, Boxley.

Thank you for your enquiry on behalf of the Parish Council and others regarding the parking issues experienced on the various junctions with this road due to parents and visitors to Maidstone Studios, and a request for parking restrictions to be installed.

KCC Highways, Transportation and Waste (HTW) receive many requests for parking restrictions, and as such all requests must be prioritised. This is especially important at the current time due to the economic climate and the reduced budgets which are available as a result. The main method of prioritisation is analysing the personal injury crash record for the past 3 years of available data to assess if there is a pattern of crashes which could be addressed by engineering methods.

Having assessed the data for this road, and as there have been no reported incidents in the last 3 years, we conclude that no changes are required and we would not be looking to make any improvements here.

I appreciate that this means that local concerns and issues are not addressed, and a number of schemes have been put in place to assist local groups in taking action locally, namely:

- Combined Members Grant
- 3rd party funded local schemes (PC, Resident Groups or District / Borough funding)

Some years ago the staff numbers in Kent Highways were cut considerably and we are unable to risk assess individual sites which are not part of our strategic casualty reduction programme. If however you are able to gain local support and funding to consider a local traffic scheme, or would like to know how to access the above schemes, please do not hesitate to contact the Traffic and Safety Team at traffic.schemes@kent.gov.uk and we can explain how to take this forward.

Please find below some information for St John's Primary School with regard to the issue of parking issues at school pick up/drop off time. They may be aware of this already, but in case not I thought I would include it.

Irresponsible parking is a constant issue for the Highway Authority and schools. KCC is working hard to educate Parents through a Responsible Parking Campaign and School Travel Plan initiatives such as Jambusters. The Responsible Parking website www.responsibleparking.co.uk is a toolkit for school use and once a school register they are able to download the resources. The website will give help and advice so that schools are able to set up campaigns to raise awareness to the school community and hopefully ease their issue.

The Jambusters website is KCC's travel plan database. All schools have their own page and once they register, they are able to gain access to all the information connected to their travel plan, correspondence and annual reviews. Schools are also able to apply for a capital grant of up

to £5k. Schools can only apply if they complete a review (this is requested annually in approx. April/May).

Thank you for contacting us.
Yours Sincerely,

Fiona Wiles | Liaison Officer, Schemes Planning & Delivery Team | Highways, Transportation & Waste | Kent County Council | Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD | 03000 41 81 81 | www.kent.gov.uk/highways



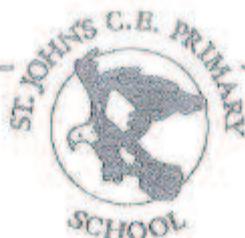
@KentHighways

Please consider the environment before printing this email

Appendix 2

APPENDIX 2

T.D. Harrington, B.Ed.(Hons.)
Head Teacher



St. John's C.E. Primary
Provender Way
Grove Green
Maidstone
Kent ME14 5TZ

Tel: (01622) 735916

January 2017

To whom it may concern

Re: Road markings and parking congestion along Provender Way, side roads leading off Provender Way and Grovewood Drive South.

I write to express my extreme concern about the above issue. This concern is shared by all my staff, the Governing Body of St John's CEP School and many of the parents.

Provender Way

Provender Way is a dangerous road. The fact that it curves as it passes the school and leads up towards Grovewood Drive North means that visibility is restricted for both pedestrians and road users. The fact that it is also a bus route only adds to the danger.

At the moment the double yellow lines which have been painted on the road are badly worn and difficult to see. This leads to parents parking in areas of the kerb side where they shouldn't, particularly leading to and across the bus stop adjacent to Blacksmith Drive.

These lines need repainting.

Road junctions with Provender Way

Unfortunately, despite constant requests and reminders in our weekly Newsletter, our parents continue to park up to, across and, sadly, often protruding out from the junction onto Provender Way.

This is not only dangerous it also breaks the Highway Code.

Such parking poses a significant hazard for vehicles driving along Provender Way and for any residents trying to enter or leave a side road.

It also increases the danger for pedestrians crossing the road as they are unable to see approaching vehicles.

Such dangerously parked vehicles also block the dropped kerbs meaning that wheelchair users are unable to cross the road.

We request that all these junction areas be double yellow lined to prevent such dangers occurring.

Grovewood Drive South

This is a relatively new problem but an extremely serious one.

Cars and vans now park in an unbroken line from the junction of Grovewood Drive South with New Cut Road right up to and sometimes beyond the junction with Provender Way.

The cars park along the south side of Grovewood Drive South.

This makes it extremely dangerous for vehicles travelling along Grovewood Drive South as the road becomes single lane with little hope of passing should a bus, refuse or delivery truck or even another car come from the opposite direction.

Appendix 3

APPENDIX 3

PCSO Adlington's request
dated Feb. 2016

.....
Hi Pauline,

Would you be able to assist or point me in the direction on how to get yellow lines put on the junctions along Provender Way, Weaving.

As you well know, Provender Way is a busy road and it suffers with parking issues. Please see the attached photograph a resident sent to the police after becoming frustrated with this on-going problem. This isn't the only resident to express their concern to me. Aswell as having cars parking on the verges and on the junction with Grovewood Drive, St Johns School are concerned with Children's safety going to and from school.

For years St Johns School have suffered with controlling parents parking before and after school times and I therefore regularly patrol Provender Way on their behalf to help give parents advice on inappropriate parking and ask them to move on. The double lines near the school are wondrous in keeping the road and the school children safe. I have brought this road regularly to the attention of the Civil Enforcement Officers and they assist me in patrolling the road. The problem we have is keeping the junctions along Provender Way clear of vehicles.

The council have put yellow lines down the road which has helped resolve past safety issues. With no yellow lines on the junctions, the Civil Enforcement Officers and I have no powers to issue tickets to deter parents from continuing to park in the dangerous locations. The school is fully supportive with yellow lines being placed on the junctions as they fear it won't be long before a child walks behind a car to cross the road and get hit. The school is expanding in the near future so the worry is that the problem will get worse.

Many thanks

PCSO 59078 Matt Adlington

.....
This request was reported to KCC Highways and the following response was received

....
Dear Mrs Bowdrey,

Ref: CSM 193209 Provender Way, Boxley.

Thank you for your enquiry on behalf of the Parish Council and others regarding the parking issues experienced on the various junctions with this road due to parents and visitors to Maidstone Studios, and a request for parking restrictions to be installed.

Appendix 4

APPENDIX 4

PROVENDER WAY

Clerk Boxley PC

From:

NUMEROUS COMPLAINTS RECEIVED.

Sent:

To:

Subject:

Dear Sirs

I read with interest the article in the Downs Mail concerning parking at Grove Green. I live in a small cul-de-sac off Provender Way and during school dropping off and school collection times often struggle to get my car off my drive due to the often completely inconsiderate parking by parents visiting the primary school in Provender Way. There are a lot of Home Carers who need to come up and down this road to visit elderly residents. On the odd occasion when I have politely asked a parent if they could move their car up or down the road a bit this has been met with verbal abuse. I understand from fellow residents that pretty much all the roads off Provender Way suffer with the same problem. It seems that the vast majority of children attending the school actually live on Grove Green but the widespread parking problems suggest that the Walk to School bus is little used. I have to say I have never actually seen the Walk to School bus in action. Provender Way is also extremely hazardous as parking at junctions/across junctions and also directly opposite junctions is a frequent occurrence despite this contravening The Highway Code.

I have also witnessed over the years the ever increasing commuter parking on Grovewood Drive South added to the ever increasing number of Learner Driving Schools using Grove Green as a test route for carrying out their manoeuvres. Grove Green used to be a quiet, pleasant residential estate, sadly not any more.

A Grove Green Resident

Sheepers Close looking across Road towards Restharow Way





Shawers Close, Grove Green
(junction with Forester Way)



Appendix 5

APPENDIX 5





Boxley Parish Council, Beechen Hall, Wildfell Close, Walderslade, Chatham, Kent ME5 9RU



2019/10/13 08:32
Clerk Boxley PC

26 plus complaints received.

Appendix 5

From: Clerk Boxley PC <clerk@boxleyparishcouncil.org.uk>
Sent: 13 October 2016 08:32
To: 'parkingoperations@maidstone.gov.uk'
Subject: Yellow lines Grovewood Drive South

Boxley Parish Council is receiving numerous complaints about the commuter parking that has appeared on Grovewood Drive South since the closure of the Park and Ride and the introduction of charging at Mote Park.

20 – 25 vehicles now park from the junction at New Cut Road to Weaving Street Monday to Friday. It is acknowledged that more often than not the vehicles are parked sensibly however it is making driving along Grovewood Drive South extremely difficult as sight lines, especially for drivers moving onto and off of the road are reduced. The long line of parked vehicles also force moving vehicles further into the road and this creates problems when there are vehicles coming from the opposite direction. Residents are reporting that there can be bottlenecks at the junctions with closes and quite close to the junction with New Cut Road which can create problems actually at that junction if you are trying to turn onto Grovewood Drive South.

Grovewood Drive South is a particularly busy road as it has one of the only two access and egress points for the whole of Grove Green. It is also considered that there is a health and safety risk for pedestrians especially school children as they are having to cross between parked cars. The local primary school has been approached and it has reported that there is concern amongst the parents who must cross that road to get to the school. The area where the parking is taking place is also a major crossing point for the secondary school children walking to the three local schools at Huntsmans Lane so they too are having to negotiate the parked cars and the now difficult road conditions.

The parish council is aware that people have to park somewhere and that they choose to do so here because of the public transport links to Maidstone and the coach links to London. Some residents wish to see all the vehicles removed but the Parish Council realises that it must be pragmatic. It has been suggested that if yellow lines, with a one hour parking restriction during the day, were placed on Grovewood Drive South from its junction with New Cut Road to Weaving Street this might be a way to solve the problem. Commuters could then park along the remainder of Grovewood Drive South which has less traffic and by doing this pedestrians crossing at the lower end of Grovewood Drive South would, in the opinion of the members, be safer as they would not have to cross from between parked cars.

The parish council would be grateful if you could investigate the issue.

I look forward to hearing from you.

Regards

Pauline Bowdery

Pauline Bowdery

Clerk

Boxley Parish Council

Appendix 6

From: traffic.schemes@kent.gov.uk
Sent: 13 September 2016 15:33
To: Clerk@boxleyparishcouncil.org.uk
Subject: CSM 236432 Grovewood Drive South

APPENDIX
6

Dear Pauline,

Ref: CSM 236432 Grovewood Drive South

I refer to your request on behalf of the Parish Council, asking for timed parking restrictions on the above road to prevent commuter parking.

As you may be aware due to continuing reductions in local government funding KCC have to make tough decisions on where to improve traffic and road safety in local areas. This means we have to say 'no' more than we'd like, especially if the request won't reduce casualties. I can confirm that the current safety record around this area has been checked and does not meet our current criteria for the implementation of alterations to the Public Highway.

I appreciate that this means that local concerns and issues are not addressed, and a number of schemes have been put in place to assist local groups in taking action locally, namely:

- Combined Members Grant
- 3rd party funded local schemes (PC, Resident Groups or District / Borough funding)

You may also wish to contact Parking Enforcement at Maidstone Borough Council, who also have the authority to deal with commuter parking issues.

I'm sorry I cannot be more positive at this moment in time but I wish to reassure you the County Council takes road safety very seriously and reducing the number of people injured on our roads is one of the County Councils top priorities. Full details of all the work we do to prevent and reduce road crashes can be found in our Casualty Reduction Strategy for Kent which can be viewed at www.kent.gov.uk/_data/assets/pdf_file/0012/14520/Road-Casualty-Reduction-Strategy-for-Kent.pdf

The Parish Council may wish to promote and fund a change to the highway. If this is the case then the Parish Council should employ a traffic consultant to design the alterations. Proof of local support via either a formal or informal consultation will also be required and the alterations costed. The Parish will also be required to employ a contractor to implement the changes once approval from KCC is given for the design changes. The designs for the alterations should be sent to the Schemes Planning & Delivery Team address below. Both traffic consultant and contractor should have knowledge of KCC's procedures.

Thank you for raising this matter with us. I understand you are concerned for road safety at this location and I can reassure you that we take this matter very seriously. As part of our Casualty Reduction Programme, KCC will continue to monitor the safety record in the area. Please do not hesitate to contact me if you have any further questions.

Kind regards,

Appendix 7

MAIDSTONE BOROUGH COUNCIL RESPONSE

APPENDIX 7

Clerk Boxley PC

From: Jeff Kitson <jeffkitson@maidstone.gov.uk>
Sent: 10 January 2017 13:36
To: Boxley Parish Council (MBC)
Cc: Wendy Hinder (Clr); Charlie Reynolds
Subject: RE: URN 654: Request for Parking Restrictions: Grovewood Drive South

Hello Pauline

Parking Services will only consider placing restrictions to manage commuter parking where we have clear evidence that commuter parking is severely restricting levels of on street parking for residents and their visitors, in the road in question, and in the surrounding roads/areas. Although costs are a consideration in that we need to prioritise workload each year, this has had no direct impact in this case. Mr Reynolds will confirm any data we have on file and explain the Council's position once he has been able to investigate.

I can confirm that Maidstone Borough Council do not consider restrictions on the highway to manage highway safety (sightlines), highway obstruction (traffic flow) as this function is carried out by the Kent County Council Highways team.

Regards
Jeff

Jeff Kitson

Parking Services Manager

Maidstone Borough Council, Maidstone House, King Street, Maidstone, Kent ME15 6JQ

(ME15 6AW for sat nav/maps)

Swale Borough Council, Swale House, East Street, Sittingbourne, Kent. ME10 3HT

t 01622602603 w www.maidstone.gov.uk w www.swale.gov.uk



From: Clerk Boxley PC [mailto:clerk@boxleyparishcouncil.org.uk]
Sent: 10 January 2017 13:07
To: Jeff Kitson
Cc: Wendy Hinder (Clr)
Subject: RE: URN 654: Request for Parking Restrictions: Grovewood Drive South

Dear Jeff,

Thank you for the prompt reply and I understand the response however the safety issue is created by commuter car parking caused by the closure of the P&R and charges at Mote Park up to that point there was two possibly three vehicles now there are around 22-25 every week day.

Is it possible to please have a copy of the criteria used within residential areas to decide when yellow lines to stop commuter car parking are put in. I guess it will highlight that there must be an impact on where people from adjoining residential properties can park, as you state in the e-mail below, the *local parking availability*. What I have no knowledge of and can't guess about is the *etc.* that comes after this statement.

Perhaps the parish council hasn't asked the correct question so I would be grateful for either a copy of the criteria or a reply to the following *Could MBC put in yellow lines in this area if it wanted and is it refusing to do so because of the financial cost?*

Regards

Pauline Bowdery

Pauline Bowdery
Clerk

Appendix 8

EXAMPLES OF SOME OF THE
COMPLAINTS RECEIVED

APPENDIX
B

Clerk Boxley PC

From:
Sent: 25 November 2016 06:40
To: clerk@boxleyparishcouncil.org.uk
Subject: Problems with inconsiderate parking Grovewood Drive South

Hello,

I want to express my concerns over the rise of problem parking on Grovewood Drive South.

Over the last six months the parking on Grovewood Drive South has caused me the following issues daily Monday to Friday:

- Turning right out of Franklin Drive onto Grovewood Drive South means pulling across one lane of the road so I can see the traffic coming towards me from the left, this is due to the solid row of parked cars.
- Turning left out of Franklin Drive onto Grovewood Drive South means turning and stopping immediately so I can see the traffic coming towards me from the left, this is due to the solid row of parked cars. Then I hope there is a gap between the parked cars to avoid oncoming cars.

Effectively the solid row of parked cars has created a single lane road as there is only room for 1 car to pass safely. Extra care is now required at school time to avoid children crossing Grovewood Drive South between the parked cars who remain unseen until the last second as they tend to be shorter than the parked car heights.

Once you have navigated Grovewood Drive South and you get to the junction with New Cut Road then the parked cars force you to drive halfway into the opposite lane so you are at risk of being hit by cars turning left from New Cut Road on to Grovewood Drive South.

I hope that something can be done as this level of parking has become dangerous for pedestrians and drivers alike.

Kind Regards

Clerk Boxley PC

From:
Sent: 25 November 2016 07:56
To: clerk@boxleyparishcouncil.org.uk
Subject: Parking at Grove Green

25th November 2016.

Dear sir/madam,

I would wish to add my name to the complaints relating to the parking in Grovewood drive South, Grove Green. The number of cars parking on this road has continued to increase tremendously. Not only has it become seriously hazardous for the children walking to school, but also for senior citizens getting of the bus on the south side of the road particularly, and then attempting to cross it. There have been minor accidents (wing mirrors broken and smashed) because the road becomes a difficult passing area: A two lane road becomes a three lane road by virtue of the parked cars. It is not only cars parked there, it is also vans and occasional heavy duty vehicle. Many people park there for many different reasons: Sixth form students from Invicta Grammar school; People meeting to switch cars, for travels elsewhere, not I may add, into Maidstone, and of course to avoid parking at the various train stations. The parking in this area is not primarily to alleviate the parking in Maidstone. The vehicles parked here are not for a short stay, they remain here, in the majority, for the whole day. The problem is not so sincere at weekends. This is primarily a Monday to Friday problem: of course this is when it is so dangerous. This is a parking area very rarely used by residents. My complaint is particularly relating to the safety dangers this parking imposes, particularly on the young and old: along with an alert that this is area where an accident of some sort will occur in the future. Sincerely,

Clerk Boxley PC

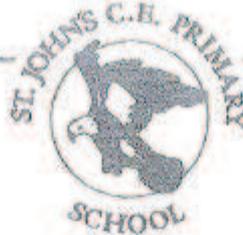
From:
Sent: 25 November 2016 09:44
To: clerk@boxleyparishcouncil.org.uk
Subject: Parking hazards in Grovewood Drive South.
Attachments: 123.Junction Franklin Drive, Grovewood Drive South.23Nov2016 at 2pm.jpg; 124.jpg; 126. Grovewood Drive towards New Cut Road.jpg; 127. Near junction of Grovewood Drive and New Cut Road.jpg; 128. Close to junction.jpg; 131.Near junction of Franklin Drive and Grovewood Drive South.jpg; 129. Parked vehicles on Grovewood Drive South.jpg

As requested in the Downs Mail I am attaching some photos taken on Monday last, of the car parking along Grovewood Drive between New Cut Road and Franklin Drive junctions. The cars parking at the top of Franklin Drive often get as close to the corner as possible making it very difficult to see if any traffic is approaching from the New Cut direction, often at speeds well over the 30 mph limit. This is an accident waiting to happen, and double yellow lines on the corner are urgently needed. I live in Gleaners Close off Franklin Drive, and this junction is difficult to exit whether turning right or left into Grovewood Drive South when parked vehicles block the view towards New Cut Road. At the junction of New Cut Road, cars parking very close to the junction cause problems for cars exiting Grovewood Drive, and making it dangerous for traffic travelling towards Ashford Rd and wishing to turn Left into Grovewood Drive if vehicles leaving Grovewood Drive are forced over the central line because of the parked vehicles. Again Double yellow lines are needed from the bus stop to New Cut Road. If I can be of further assistance, please let me know. Regards,

Example

D. Harrington, B.Ed.(Hons.)
Head Teacher

☎ (01622) 735916



St. John's C.E. Primary
Provender Way
Grove Green
Maidstone
Kent ME14 5TZ

January 2017

To whom it may concern

Re: Road markings and parking congestion along Provender Way, side roads leading off Provender Way and Grovewood Drive South.

I write to express my extreme concern about the above issue. This concern is shared by all my staff, the Governing Body of St John's C.E.P School and many of the parents.

Provender Way

Provender Way is a dangerous road. The fact that it curves as it passes the school and leads up towards Grovewood Drive North means that visibility is restricted for both pedestrians and road users. The fact that it is also a bus route only adds to the danger.

At the moment the double yellow lines which have been painted on the road are badly worn and difficult to see. This leads to parents parking in areas of the kerb side where they shouldn't, particularly leading to and across the bus stop adjacent to Blacksmith Drive. These lines need repainting.

Road junctions with Provender Way

Unfortunately, despite constant requests and reminders in our weekly Newsletter, our parents continue to park up to, across and, sadly, often protruding out from the junction onto Provender Way.

This is not only dangerous it also breaks the Highway Code.

Such parking poses a significant hazard for vehicles driving along Provender Way and for any residents trying to enter or leave a side road.

It also increases the danger for pedestrians crossing the road as they are unable to see approaching vehicles.

Such dangerously parked vehicles also block the dropped kerbs meaning that wheelchair users are unable to cross the road.

We request that all these junction areas be double yellow lined to prevent such dangers occurring.

Grovewood Drive South

This is a relatively new problem but an extremely serious one.

Cars and vans now park in an unbroken line from the junction of Grovewood Drive South with New Cut Road right up to and sometimes beyond the junction with Provender Way.

The cars park along the south side of Grovewood Drive South.

This makes it extremely dangerous for vehicles travelling along Grovewood Drive South as the road becomes single lane with little hope of passing should a bus, refuse or delivery truck or even another car come from the opposite direction.

Many of our pupils live in Franklin Drive and it is extremely dangerous for them when they attempt to cross Grovewood Drive South to walk to school. They have to step to the edge of the parked cars to see whether a vehicle is travelling along the road and try to judge whether or not it is safe to cross.

This has had a significant impact on these pupils. Many Key Stage 2 pupils who used to walk to school unaccompanied as they assume greater independence in preparation for secondary school now either have to walk with an adult or at least have an adult cross them across the road.

This is a problem which must be addressed.

Yours sincerely



Mr T D Harrington
Headteacher

Appendix 9

PROVINDER WAY.

APPENDIX 9

Clerk Boxley PC

From: Wendy Hinder (Cllr) <WendyHinder@maidstone.gov.uk>
Sent: 13 December 2016 12:54
To: Boxley Parish Council (MBC)
Subject: FW: Provinder Way - Grove Green

I have forwarded this to Charlie.
Wendy

From: D Smitherman [mailto:doug.smitherman@gmail.com]
Sent: 09 December 2016 15:50
To: Wendy Hinder (Cllr)
Subject: Provinder Way - Grove Green

Dear Councillor Hinder,

I'm emailing you to find out what can be done regarding two traffic issues on Provinder Way Grove Green.

1) What steps can be taken to prevent parking in Provinder Way when the TV studios are recording a programme. The problem is getting worse with visitors now parking on grass verges. We as residents do not or want this as we are aware that it doesn't take much to cause rutting and cutting up the ground. It is particularly galling when the Studios have car parking facilities. At the very least, why can't the Police place no waiting cones along the whole length of Provinder Way and nearby roads. Secondly why can't the TV studios put out a memo with tickets stating no parking is allowed on roads adjacent to the Studios.

2) What steps can be taken to slow down the speed of traffic in Provinder Way particularly when children are arriving and leaving St. John's School. The situation is worse than it has ever been, since the increase in the size of the school with roads gridlocked around the times I have stated. The main offenders appear to be the mothers themselves. They won't be satisfied until someone is seriously injured or killed.

Take me Out
Parking

Clerk Boxley PC

From:
Sent:
To:
Subject:

Hello. I am writing in response to the article about parking at Grove Green in the current Downs Mail.

I write to you about the parking issues that arise in Provender Way and the junction with Grovewood Drive North during the filming of Take Me Out at the Maidstone Studios. In the last week residents have had to deal with the inconsiderate parking of people visiting the studios.

Last night reached new levels with cars parking on the pavement at the very junction of Grovewood Drive North blocking the pavement to pedestrians and causing traffic problems for residents. This usually extends into Shepherds Gate Drive and Harrow Way. I believe I saw a PCSO a couple of years ago as a result of residents complaints but haven't seen anyone since.

I urge you to come and have a look tomorrow, Saturday, Sunday or Monday from 6pm when the latest filming takes place.

On a separate note, residents are not totally blameless when it comes to inconsiderate parking. Residents parking on and obstructing the pavement for no reason in Shepherds Gate Drive and Harrow Way is becoming a regular occurrence. The pavement is for pedestrians.

Clerk Boxley PC

From: Wendy Hinder (Cllr) <WendyHinder@maidstone.gov.uk>
Sent: 21 November 2016 16:02
To:
Cc:
Subject:

Dear Jayne

I have been talking to Pauline about this today and I appreciate how annoying this can be especially if they are blocking footpaths and parking inconsiderately. I have spoken to Geoff Miles about this many times, he tells me that he has no control over the amount of tickets that are sent out and I understand that in the past they have been able to use the park and ride but this facility has now gone.

If we ask for yellow lines this could be detrimental to the residents and as Geoff said the problem is only for a short while at this time of the year. He informed me that there was plenty of parking spaces available on the site, however if this is so there clearly are not enough.

If cars are blocking footpaths and parking in such a way that is hazardous to other road users then I think residents should ring the police.

I believe the Parish Council did ask for A Boards to be put out when we have had this problem in the past. I will contact Geoff and let him know about the recent problem and see what he can come up. I will also continue having talks with Pauline and get back to you.

Regards
Wendy

PS

Are you happy for me to forward your email to Geoff Miles, it gives me more clout if I have evidence, could you also next time it happens (if it should) take some photos. Thank you.

Can we do anything to stop this?
Hope you are well
Kind regards

Problem parking Grove Green. Photographs (e-mail 6/11/14) showing parking on Provender Way.

E-mailed complaint.

"As discussed with Melanie on the phone this morning the photos show parking (albeit they are a bit dark) in and around Grovewood Drive North and Provender Way last night. The cars were parked nose to tail from the junction of Grovewood and Provender right down to the end of Threshers Drive, including right on the curved entrances to Orache Drive and The Maltings. There were also cars up on the pavement in The Maltings and on the grass verge at the end of Provender Way. Some parts of the footpath were obstructed and access for buses and emergency vehicles would have been very difficult. On entering Provender Way from Grovewood Drive there was realistically only a single lane for traffic as far down as Threshers Drive and given the slight bend in the road and the fact it was dark visibility was very poor. The photos were taken at about 5.30pm while the buses were still running and people were arriving back from work meaning there was a large volume of traffic on the roads at the time. This is the worst I have seen it for some time and the problem has been getting worse throughout this week".









Maidstone Integrated Transport Package

To: **Maidstone Joint Transportation Board – 21st March 2017**

Main Portfolio Area: Maidstone

By: Russell Boorman, Project Manager.

Classification: **For Information**

Ward:

Division:

Summary:

Kent County Council received funding from the Local Growth Fund to deliver improvements to locally identified 'congestion hotspots' within the Borough of Maidstone. Construction of the first location is due to commence in autumn 2017.

1.0 Introduction and Background

1. Introduction

1.1 The locations identified have been jointly approved by Kent County Council and Maidstone Borough Council (MBC) as requiring measures to address the existing traffic congestion and improve journey time reliability. The junctions were agreed at the Maidstone JTB in October 2015. The original approved SELEP business case was to construct an additional 'Park and Ride' site within the Maidstone Borough. This option was removed by MBC and a new business case was submitted and approved to progress the identified junction improvements.

1.2 The locations are identified below:

- A274 Sutton Road junction with Willington Street
- A20 London Road junction with Willington Street
- A274 Sutton Road junction with A229 Loose Road 'Wheatsheaf junction'
- A229 Loose Road junction with Cripple Street/Boughton Lane
- A229 Loose Road junction with Armstrong Road/Park Way
- A20 London Road junction with Hermitage Lane
- M20 Junction 5
- B2246 Hermitage Lane junction with St Andrews Road
- A20 Coldharbour roundabout
- A26 Tonbridge Road junction with Fountain Lane

1.3 The total Local Growth Fund allocation for the identified junctions is £8.9m over four years to 2020. Future growth in the local area will increase the overall fund with Sec106 contributions to approximately £11m. Each junction improvement will seek to improve the capacity of the overall junction and improve air quality to surrounding areas.

2.0 Body of the report - Update

- 2.1 **A274 Sutton Road junction with Willington Street:** As an initial layout design was found to reach saturation point in the first year after construction, a re-design has been carried out to increase the approach lengths and overall capacity of the junction. Further modelling work has been completed which includes future growth to 2029. At this stage of the design process, an improvement to assist congestion and improve journey time reliability has been demonstrated. All works can be delivered within the highway boundary. The current design does not allow for bus prioritisation; however this could be retrofitted at a later date. The views of the JTB on whether bus priority should be included are sought.

The key milestones in the current programme are:

- Revised outline design completed – March 2017
- Detailed design – end of June 2017
- Engagement – March 2017 to end of June 2017 (ongoing with all stakeholders throughout)
- Procurement – July 2017 to August 2017
- Award – September 2017
- Construction period – October 2017 – April 2018 (allows vegetation to be removed in correct period)

KCC are currently assessing options to reduce the above timescales and engage with contractors at an early stage.

- 2.2 **A20 London Road junction with Willington Street:** This junction improvement will incorporate a dedicated left turn into Willington Street on the westbound approach. Feasibility options have been investigated including a roundabout. The most suitable option for capacity improvements is to retain the existing traffic signals with an increased dedicated left turn lane and a dedicated straight ahead lane by utilising the existing hatched area. This scheme can be delivered through the Kent County Council Term Maintenance Contract and is contained within the highway boundary.

The key milestones in the current programme are:

- Design completed
- Engagement – March - June 2017
- Delivery June to August 2017

- 2.3 **A229 Loose Road corridor including Wheatsheaf, Armstrong Road, Cripple Street/Boughton Lane junctions:** Extensive feasibility design has been completed which has assessed the junctions individually. The corridor has been incorporated as 'one scheme' to demonstrate the overall benefits that would be achieved collectively once construction works are completed. Options have looked at a holistic approach and **not** been confined to the highway boundary to maximise the required outcomes. Detailed design timescales could be reduced dependant on the preferred schemes decision. In addition, KCC property (GEN2) has been commissioned to assess the benefits of purchasing adjacent land. Amey has carried out assessment and design work to demonstrate whether addition land **could** benefit the congestion and improve capacity. Further work is required to make an informed decision on proceeding with the property purchase. The current design does not allow for bus prioritisation; however this could be retrofitted at a later date. The views of the JTB are sought on whether bus priority should be included.

The key milestones in the current programme are:

- Feasibility designs completed
- Preferred schemes confirmed - July 2017
- Detailed designs – July 17 to March 2018
- Land acquisitions – July 17 to July 2018
- Consultation period – July 2017 to December 2017 (could increase if CPO's are required)
- Procurement – March 2018 to June 2018
- Construction period – August 2018 to April 2019

2.4 M20 J5 including London Road/Hermitage Lane & Coldharbour roundabout:

Early modelling work has identified the original JTB design did not offer robust capacity benefits on Hermitage Lane/London Road. Design discussions were held and an option looked at to utilise the land adjacent for a dedicated slip road for westbound traffic from London Road turning into Hermitage Lane. It has been brought to Kent County Councils attention that the land owner may not be willing to sell a parcel of land. Consideration also has to be given to the proposal of a link road between Hermitage Lane and Coldharbour roundabout (developer funded) that would mitigate the impact on the London Road junction but could impact on the Coldharbour roundabout. Amey are currently assessing the roundabout accordingly (enlarged circulatory) and progressing designs to assess a roundabout at the London Road/Hermitage Lane junction. Design work to signalise J5 and increase capacity on the existing circulatory are progressing well. An initial meeting has been held with Highways England to understand the approval process and procedures required. Land acquisition may be required to optimise the benefits of improvements at these locations.

The key milestones in the current programme are:

- Outline design – April 2017
- Detailed design – April 2017 to August 2017
- Tender documents – September 2017 to November 2017
- Engagement period – April 2017 to November 2017
- Procurement – January 2018 to May 2018
- Utility diversions – July 2018 to December 2018
- Construction period – April 19 to October 19

Additional design has been incorporated to improve the new signalised junction at the retail park on Hermitage Lane. It was prudent to carry out the work on this junction as it has a direct impact on the London Road design work. Therefore a proposal to construct a dedicated right turn lane on Hermitage Lane into the retail park has been promoted to Tonbridge & Malling within the highway boundary. Detailed design work is progressing that would see construction being carried out using the existing Kent County Council Term Maintenance Contract in the summer 2017.

2.5 B2246 Hermitage Lane junction with St Andrews Road: Feasibility designs have been undertaken to assess what improvements can be delivered at this constrained junction. A design has been produced that would require third party land and the introduction of Traffic Regulation Orders to assist with free passage of vehicles and improvement in capacity and journey time reliability. Design work to assess the impact on Tonbridge Road at its junction with Fountain Lane is being undertaken as part of the feasibility work due to the concern of a negative impact on this junction.

The key milestones in the current programme are:

- Feasibility – March 2017
- Preferred scheme - April 2017 to July 2017
- Outline design – August 17 to January 2018
- Engagement – February 2018 to July 2018
- Detailed design – February 2018 to July 2018
- Tender documents – June 2018 to September 2018
- Procurement – April 2019 to June 2019
- Utility diversions – March 2019 to July 2019
- Site clearance – September 2019 to October 2019 (allows vegetation to be cleared in correct period)
- Construction – October 2019 to March 2020

3.0 Financial

3.1 The overall SELEP contribution is £8.9m.

4.0 Legal implications

4.1 Any legal implications will be assessed during the next stages of the design process.

4.2 Schemes will be progressed through permitted development where appropriate. If planning permission is required to deliver an improvement, necessary timings will be allowed within the programme accordingly.

5.0 Conclusions

5.1 There have been challenges during the early stages of the design process which have been mitigated where possible.

5.2 Design work for all the junctions in 1.2 is being progressed simultaneously to mitigate any further delays.

5.3 Communication and engagement will begin immediately with a campaign to capture the wider audience to inform of the forthcoming works following the JTB. Specific Member sessions will be arranged and engagement sessions with the local business community will take place.

5.4 Steering group meetings will continue to and throughout the design and construction phases to ensure all parties are kept informed of progress.

6.0 Recommendations

6.1 It is recommended that design continues in line with the current programme.

Future Meeting if applicable:	Date:
-------------------------------	-------

Contact Officer:	
------------------	--

Reporting to:	
---------------	--

Agenda Item 13

Maidstone Sustainable Access to Education and Employment LEP Scheme – River Medway Towpath

To: **Maidstone Joint Transportation Board 21st March 2017**

Main Portfolio Area:

By: Colin Finch, KCC, PROW & Access Service

Classification: **For Information**

Ward: Allington, Bridge, Fant, and Barming

Division: Environment, Planning and Enforcement

Summary: This report provides an update on the approved LEP scheme to improve the River Medway towpath between Barming Bridge and Aylesford Bridge

1.0 Introduction and Background

1. Introduction

- 1.1 This report is to update the JTB on progress made on the LEP approved scheme for the development of a traffic free sustainable transport route alongside the River Medway from urban fringes into central Maidstone.
- 1.2 The overall purpose of the investment is to encourage cycling and walking by providing attractive, direct routes for cyclists and pedestrians to access employment, education and other facilities in Maidstone Town Centre and along the River Medway corridor.
- 1.3 It is intended that this project will also deliver benefits to health, transport and enhance the desirability of Maidstone as a location for employment and residence.

2.0 Sustainable Access to Maidstone Education and Employment (LEP) Scheme

- 2.1 The scheme was approved by leaders of both KCC and MBC through the LEP in 2014. An information paper was submitted to this board in October 2015 and this report provides the latest information.
- 2.2 The design phase of the project was completed in late April 2016 and the procurement process for the construction tender was approved by the County Council's Strategic Commissioning Board in May this year following the receipt of the detailed design drawings.
- 2.3 Two construction tenders have now been awarded and have commenced. The Aylesford to Allington section being constructed by BAM Nuttall. The Allington Lock to Barming section being constructed by EOS Civil Engineering, a Kent based company known to the PROW & Access Service.
- 2.4 Ecological mitigation had taken place through the summer months. This included reptile relocation, a new Dormice corridor and the planting of numerous trees. More of which will be planted this coming Spring. Flood Defence Consents were awarded for the works at the end of September.
- 2.5 Construction started on site week commencing 26th September 2016.
- 2.6 KCC officers attended the Maidstone Cyclefest on 24th September to provide information to the public on the scheme as well as promoting the existing local cycle network.

- 2.7 Work has commenced on branding, signage and parking infrastructure to re-enforce the route as a destination and attractive community facility working with the Maidstone River Park Partnership.
- 2.8 A web page has been created to provide information on the required closures along with the usual “on-site” notices. The town centre section close to Lockmeadow is now closed.
- 2.9 A number of images of the works are attached at appendix 1.
- 2.10 Works from Allington Lock to South Street Barming are due to be completed by March 31st. The area adjacent to East Farleigh lock may however remain closed due to works being completed by the Environment Agency.

3.0 Financial

- 3.1 The projects approved £3 Million budget is currently estimated to be reduced to £2.7 Million.
- 3.2 £2 Million is to be provided through a LEP grant.
- 3.3 MBC have completed a capital contribution agreement towards the scheme of an amount up to £500,000.
- 3.4 Aylesford Parish Council has also approved a financial contribution of £20k towards the scheme.

4.0 Legal implications

- 4.1 The route follows the alignment of an existing Public Right of Way and as such the planning authorities have confirmed this scheme falls within permitted development rights.
- 4.2 Although cyclists already use the route, unchallenged, a Cycle Tracks Conversion Order will be progressed for the avoidance of doubt and to formalise access rights that reflect the current use.

5.0 Conclusions

- 5.1 The scheme remains on course for delivery in spring 2017 subject to weather conditions and river levels. The area of the route within Tonbridge and Malling Borough has been diverted away from the riverside and failing bank.

Future Meeting if applicable:	Date:
-------------------------------	-------

Contact Officer:	
Reporting to:	

Annex List

<i>Annex 1</i>	<i>Scheme progress photos</i>
----------------	-------------------------------

Agenda Item 14

Information Paper to the Joint Transportation Board – item agenda meeting - **Tuesday 21 March 2017** - presented by Susan Laporte, District Manager, Maidstone, KCC

‘A’ boards on the public highway – specifically in Week Street, Maidstone

This item was raised as an item by the One Maidstone Street Scene Group following obstruction complaints by members of the public.

The current arrangement is that businesses do not need a licence, but do need to agree to the requirements set out by KCC. The requirements exist to protect all highway users, including those with mobility and visual impairments. Kent County Council as the Highway Authority promotes the free and safe passage of all users of the highway. The requirements follow the "Inclusive Mobility" guidance from the Department for Transport, which requires a minimum unobstructed footway width of 2.0m wherever possible, or 1.5m where fewer pedestrians are expected. Only one ‘A’ is permissible for each business.

A joint initiative has been set up collaboratively working with Maidstone Borough Council (MBC) and Kent County Council (KCC) to ensure that businesses follow the requirements set out by KCC as the highway authority.

The collaborative proposal is for KCC and MBC to jointly visit Week Street to tackle the obstructions issues using uniformed Enforcement Officers and Highway Stewards. The officers will visit premises displaying ‘A’ Boards and deploy a ‘soft’ approach to encourage businesses to display their boards in accordance with the KCC guidance policy.

This will take place during early summer in advance of the increase in footfall as a result of tourism and good weather.

Businesses may be encouraged to consider other alternatives such as:

- externally mounted boards
- hanging signs
- externally mounted display boxes
- additional signage in the shop front

Local Authorities can act on behalf of KCC in relation to powers available to Local Authorities under the Highways Act 1980 (the ‘Act’). Maidstone Borough Council is permitted to consider prosecution under Section 137 & 137A of the Highways Act 1980. This section of legislation would also confer the powers to take action under Section 132 of the ‘Act’ – relating to illegal advertising on the highway. A delegated authority would not be required.

Should Kent County Council wish to tackle the more prolific offenders around the County, under Section 101(1), (b) of the Local Government Act 1972, KCC could request permission to prosecute under the Town & Country Planning Act.

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

21 MARCH 2017

REFERENCE FROM PLANNING COMMITTEE

WEST STREET, HARRIETSHAM, KENT

The Planning Committee, at its meeting held on 6 October 2016, approved application 16/505808 – Subdivision of dwelling to create 2 separate dwellings (part retrospective) – 12 West Street, Harrietsham, Kent.

Arising from the discussion on the application, the Committee also agreed to ask the Strategic Planning, Sustainability and Transportation Committee to look, in consultation with the appropriate County Council Member, at traffic and parking issues in West Street, Harrietsham, and the surrounding area, and how they might be addressed by Traffic Regulation Orders.

The Planning Committee's request was considered by the Strategic Planning, Sustainability and Transportation Committee at its meeting held on 8 November 2016.

Whilst the Strategic Planning, Sustainability and Transportation Committee acknowledged that its responsibilities included district highways and car parking functions, it indicated that it would be content for issues such as those described above to be referred direct from the Planning Committee to the Maidstone Joint Transportation Board. It is therefore:

RECOMMENDED: That the Maidstone Joint Transportation Board look, in consultation with the appropriate County Council Member, at traffic and parking issues in West Street, Harrietsham, and the surrounding area, and how they might be addressed by Traffic Regulation Orders.

Agenda Item 16

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

21 MARCH 2017

REFERENCE FROM PLANNING COMMITTEE

A229/HEADCORN ROAD/MARDEN ROAD JUNCTION

The Planning Committee, at its meeting held on 27 October 2016, considered application 14/505432 (Residential development to provide 167 dwellings, areas of public open space, associated landscaping and infrastructure and the formation of new vehicular access from Headcorn Road and pedestrian access from Fishers Road, Hurst Close and Headcorn Road (emergency vehicle ingress only from Fishers Road) – Land north of Headcorn Road, Staplehurst, Kent).

The Planning Committee gave delegated powers to the Head of Planning and Development to grant permission subject to the prior completion of a S106 legal agreement and conditions.

Arising from the discussion on the application, the Committee also agreed to ask the Maidstone Joint Transportation Board to look at parking and traffic build up at the A229/Headcorn Road/Marden Road junction and, specifically, the possible implementation of double yellow lines on the Headcorn Road junction arm.

RECOMMENDED: That the Maidstone Joint Transportation Board look at parking and traffic build up at the A229/Headcorn Road/Marden Road junction and, specifically, the possible implementation of double yellow lines on the Headcorn Road junction arm.

To: Maidstone Joint Transport Board - 21 March 2017

Subject: Amendments to the Joint Transportation Board agreement between Maidstone Borough Council and Kent County Council

Classification: Unrestricted

Summary: This report seeks agreement from the Joint Transportation Board (JTB) to the JTB agreement as amended and attached at appendix 1 for adoption by each party in accordance with the appropriate governance procedures for each.

Recommendation(s):

That the Maidstone Joint Transportation Board approve the amended agreement as attached at appendix 1 for adoption in accordance with each parties governance procedures.

1. Background

- 1.1 In 2013 the Kent Association of Local Councils (KALC) requested that Parish Council representation at Joint Transportation Boards be increased to two members and that those two members be permitted voting rights.
- 1.2 Under the existing JTB agreement only one Parish representative may be appointed and although that representative may speak there are currently no voting rights attached to the appointment.
- 1.3 The agreement was duly amended by officers at Kent County Council to include the KALC recommendation and to include any other changes made necessary by committee or governance changes that had occurred in the time since it was originally signed.
- 1.4 Each JTB was consulted on the matter as was the KCC Environment and Transport Cabinet Committee. Despite the Cabinet Committee endorsing the proposed decision and amended agreement it was not taken by the KCC Cabinet Member for Environment and transport at that time as it was not possible to amend the agreement in such ways that would suit all JTB's.

2. Developments

- 2.1 Maidstone JTB, through the Chairman, has requested that amendments to its individual agreement with KCC be made to adopt the recommendations of KALC as described in 1.1 above.
- 2.2 Nothing in the current agreement precludes amendments to individual agreements.

2.3 The amended document at appendix 1 reflects the recommendations of KALC but also makes amendments to the reporting and dispute resolution procedures to improve current practice and reflect changes to committee structures that have occurred since the original agreement was entered in to, eg. The decommissioning of the Highways Advisory Board and Maidstone Borough Council's change in governance model to the Committee System.

3. Financial Implications

3.1 There are no financial implications of the proposed amendments.

4. Legal implications

4.1 There are no direct legal implications of the proposed amendments, however more clearly set out reporting and recording methods will strengthen any resulting decisions at both authorities.

5. Equalities implications

5.1 There are no equalities implications resulting from the proposed amendments.

6. Governance

6.1 Should the amended agreement be approved by the Maidstone JTB, Democratic Services Officers at MBC and KCC will ensure that the agreement is signed and sealed in accordance with the relevant governance requirements of each authority.

7. Conclusions

7.1 The proposed decisions and actions set out in this report will allow the wishes of the Maidstone JTB to be reflected within an individual agreement. In addition the amended agreement corrects any factual inaccuracies that have occurred over time since the original agreement was signed and strengthens reporting and recording procedures.

<p>8. Recommendation:</p> <p>8.1 That the Maidstone Joint Transportation Board approve the amended agreement as attached at appendix 1 for adoption in accordance with each parties governance procedures.</p>

10. Background Documents

10.1 None

11. Contact details

Report Author: Lou Whitaker

Name and job title: Democratic Services Manager (Executive)

Telephone number: 0300 416824

Email address: louise.whitaker@kent.gov.uk

DATED

.....**2017**

THE KENT COUNTY COUNCIL

-and-

MAIDSTONE BOROUGH COUNCIL

AGREEMENT ON
JOINT TRANSPORTATION BOARDS

Kent Legal Services
Kent County Council
County Hall
Maidstone
Kent ME14 1XQ

Contact Tel: 03000 416824

Appendix 1: Amdended JTB Agreement

THIS DEED OF AGREEMENT is made the [date] day of [Month] Two thousand and seventeen between THE KENT COUNTY COUNCIL of County Hall Maidstone Kent ME14 1XQ of the one part (hereinafter referred to as "KCC") and MAIDSTONE BOROUGH COUNCIL of London House 5-11 London Road Maidstone Kent ME16 8HR (hereinafter referred to as the "Council") of the other part

In this Agreement the words and expressions contained or referred to hereunder shall have the meaning thereby ascribed to them in the Second Schedule. The clause headings do not form part of this Agreement and shall not be taken into account in its construction or interpretation.

WHEREAS:

1. KCC and the Council are local authorities as defined by Section 270(1) of the 1972 Act
2. By virtue of Section 1(2) of the Act KCC is the local highway authority for all the highways in the County of Kent whether or not maintainable at the public expense (and which are not highways for which the Secretary of State for Transport is the highway authority) and is by enactments also the Traffic Authority and Street Works Authority
3. KCC and the Council have agreed to act together to continue with certain political arrangements previously established in relation to highways issues
4. This Agreement reflects the intention of KCC and the Council to co-operate regarding highway and transportation issues in the interests of the residents of Kent

COMMENCEMENT AND OPERATING TERM

5. This Agreement shall commence on the first day of {Date to be confirmed after adoption date}Two thousand and Seventeen and will continue until terminated by either party in writing in accordance with the provisions of this Agreement

Appendix 1: Amdended JTB Agreement
COUNCIL OBLIGATIONS

6. The Council will establish and maintain during the currency of this Agreement the arrangements for the Joint Transportation Board as set out in the First Schedule

KCC OBLIGATIONS

7. KCC will establish and maintain during the currency of this Agreement the arrangements for the Joint Transportation Board as set out in the First Schedule

MISCELLANEOUS

8. The parties acknowledge that the committee structure of KCC and/or the Council may change which may result in consequential changes to the Agreement
9. This Agreement shall be known as the JTB Agreement
10. Nothing in this Agreement shall create a legal partnership between the parties and save as may be specifically provided in this Agreement neither party shall be or hold itself out as or permit itself to be held out as :-
 - (a) the agent of the other or
 - (b) entitled to pledge the credit of the other; or
 - (c) entitled to incur any other obligations or make any promise or representation on behalf of the other

REVIEW

11. This Agreement may be reviewed at the instigation of the Kent and Medway Chief Executives and amended by agreement between the parties if necessary as a consequence of any review
12. This Agreement may be terminated by either party on six months written notice addressed to the relevant Chief Executive.

Appendix 1: Amdended JTB Agreement

THE FIRST SCHEDULE

Joint Transportation Boards

- 1.1 A Joint Transportation Board {JTB) will be established by KCC and the Council.
- 1.2 Each party shall be responsible for their own costs incurred in the operation of the JTB
- 1.3 The JTB shall be a non - statutory forum.

Membership

- 2.1 JTB membership will comprise all KCC local members for divisions in the Council's area an equal number of members appointed by the Council and two representatives of the Parish Councils within the district. The Council may appoint substitutes for its Members.
- 2.2 The Parish Council representatives will be nominated by the Area Committee of the Kent Association of Parish Councils or other representative body for Parish Councils within the district if this provides a more complete representation; a substitute member may also be nominated.
- 2.2(a) All Board members, including Parish Council Members shall have the right to propose motions and amendments and to vote on the same

Representations to the JTB

- 2.3 Any JTB Member, KCC elected Member and any Maidstone Borough Council elected Member, may place a relevant item on the agenda and attend and speak at any meeting of the JTB but may not vote nor propose a motion nor an amendment (unless already a voting member of the JTB)

Appendix 1: Amdended JTB Agreement

- 2.4 The Chairman of any Parish Council within the area of the Council (or a Parish Councillor of that Parish nominated by him/her) may attend any meeting to speak with the permission of the Chairman on any item on the agenda of particular relevance to that Parish.

Chairman

3. In alternate years a Member of KCC (who is a member of the JTB) will chair the JTB and a Council Member (who is a member of the JTB) will be Vice- Chairman of the JTB and then a Member of the Council will chair the JTB and a KCC Member will be Vice-Chairman of the JTB and so on following on the arrangements which existed in the year before this agreement came into force. The Chairman and Vice-Chairman will be appointed by the respective Councils as they may determine within their constitutional arrangements. The Chairman and Vice Chairman of the JTB will take office at the first meeting of the JTB following the Annual Meetings of both Councils each year.

Meetings

- 4.1 The JTB will generally meet four times a year on dates and at times and venues to be specified by the Council in accordance with its normal arrangements in consultation with KCC.
- 4.2 The quorum for a meeting shall be four comprising at least two voting members present from each of KCC and the Council.
- 4.3 Subject to the procedural rules in Clauses 2, 3 and 4.2 above taking precedence the Council's procedural rules shall apply to JTB meetings as if they were Council committees.
- 4.4 The JTB will be clerked by an officer of the Council. Copies of all papers shall be sent to the Monitoring Officers of both Councils who may attend and speak at any meeting (or instead each Monitoring Officer may arrange for a substitute officer to speak on his/her behalf).
- 4.5 The Access to information principles shall be applied to the JTB as if it were a Council committee.

Appendix 1: Amdended JTB Agreement

Terms of Reference

- 5.1 The JTB will consider:-
- (i) capital and revenue funded works programmes
 - (ii) traffic regulation orders
 - (iii) street management proposals
- and will provide advice on these matters to the relevant Executive as appropriate
- 5.2 Be a forum for consultation between KCC and the Council on policies, plans and strategies related to highways road traffic and public transport
- 5.3 Review the progress and out-turn of works and business performance indicators
- 5.4 Recommend and advise on the prioritisation of bids for future programmes of work
- 5.5 Receive reports on highways and transportation needs within the district
- 6.1 The overview and/or scrutiny committee of KCC can require the member of that council holding the office of Chairman or Vice-Chairman of JTB to attend and be asked questions subject to the provisions of the constitution of KCC
- 6.2 The overview and scrutiny committee of KCC can request (but not compel) members of the other council who serve on the JTB and officers employed by the other council who report to the JTB to attend and be asked questions.
- 6.3 The overview and scrutiny committee of KCC will abide by the protocol on inter-authority co-operation on overview and scrutiny agreed by the former Kent Association of Local Authorities and appended as Appendix 1 to this Schedule

Local Member and Parish Consultation

7. The local members of both the KCC and the Council and the Parish Council(s) will be consulted on any relevant scheme proposals (other than routine operational maintenance of the highway) within the scope of this Agreement.

Appendix 1: Amdended JTB Agreement

Committee Action

- 8.1 The Council Clerk to the JTB shall ensure that the Council's Strategic Planning, Sustainability and Transport Committee is made aware of any recommendations made by the Board that relate to its responsibilities and will record that notification and any comments received.
- 8.2 The Council Clerk to the JTB shall ensure that the relevant KCC Democratic Services Officer is made aware of any recommendations made by the Board that relate to the responsibilities of the KCC Executive. The KCC officer will in turn report them to the relevant Cabinet Member and record that notification and any comments received.
- 8.3 The KCC Executive will normally act in accordance with the advice or views of the JTB. If the Executive is minded to act otherwise, no decision will be taken until after a discussion between the relevant Executive Member and the Chairman and Vice-Chairman of the JTB has taken place.
- 8.4 The Council's Strategic Planning, Sustainability and Transport Committee will normally act in accordance with the advice or views of the JTB. If the Strategic Planning, Sustainability and Transport Committee is minded to act otherwise, no decision will be taken and the decision will be deferred until the next meeting to enable further information to be obtained. A final decision will then be made at the next meeting following full consideration of the additional information.

Appendix 1

Protocol as agreed by the former KALA during November 2001

OVERVIEW AND SCRUTINY - INTERAUTHORITY CO-OPERATION

Aim of Protocol.

1. To ensure the Overview and Scrutiny Committees of all Kent Local Authorities can review issues of community interest effectively and with efficient use of all local authority staff resources.

Principles

2. All authorities should be supported in considering issues of community well-being wider than the responsibilities of their Councils.
3. Authorities should work together to maximise the exchange of information and views, minimise bureaucracy and make best use of the time of Members and officers of local and other Authorities.

Procedures

4. Authorities should seek to exchange information or programmes and results of reviews.
5. If an Overview and Scrutiny Committee wishes to review an issue in which another Authority has a statutory role or in which evidence from the officers of another Authority would be helpful, it should consult with that Authority about:-
 - (a) the purpose of the review
 - (b) the areas of interest to the other authority
 - (c) the input that can be given by Members or officers of the other Authority.

Appendix 1: Amdended JTB Agreement

6. Consideration should be given to whether the issue is more appropriately discussed in another forum, for example a joint committee, or whether there is scope for joint action including the co-opting of Members of the other Authority onto the Overview and Scrutiny Committee for the purpose of the review.
7. Where a proposal is subject to a public consultation process, scrutiny is most helpful if conducted as part of that process e.g. allowing any findings and recommendations to be available in time to influence the final decision.
8. Subject to such prior consultation, Authorities will seek to respond positively to requests for information or for a Member or officer to attend meetings of Overview and Scrutiny Committees or for information.
9. While it is ultimately for each Authority to decide who it considers that most appropriate person(s) to speak on its behalf to an Overview and Scrutiny Committee, consideration will be given to meeting specific requests.
10. Dates and times of Member and officer attendance at Overview and Scrutiny meetings should be agreed with them.
11. Each Authority will nominate a contact officer for the operation of these procedures.

Appendix 1: Amdended JTB Agreement

THE SECOND SCHEDULE

Definitions and Interpretations

"1972 Act"	the Local Government Act 1972
"Act"	the Highways Act 1980
"Agreement"	these terms and conditions together with the Schedule
"Highways"	shall have the meaning prescribed by Section 328 of the Act and the term highway network shall be construed accordingly
"KCC – local member"	the member for the County Council electoral divisions within the Council's area
"Member"	the elected Members of KCC or the Council as the case may be
Kent and Medway Chief Executives	The group of Chief Executive Officers of the Kent County Council the twelve District Councils in Kent and Medway Council

Appendix 1: Amdended JTB Agreement

EXECUTED as a DEED by Kent County Council and Maidstone Borough Council
the day and year first before written

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

Authorised Signatory

THE COMMON SEAL of MAIDSTONE)
BOROUGH COUNCIL was hereunto)
affixed in the presence of:-)

Authorised Signatory

To: Maidstone Joint Transportation Board
By: KCC Highways, Transportation and Waste
Date: 21st March 2017
Subject: Highway Works Programme 2016/17
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2016/17

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2016/17

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – See Appendix D

- **Casualty Reduction Measures** – See Appendix D1
- **Integrated Transport Schemes** – See Appendix D2
- **Local Growth Fund** – See Appendix D3

Developer Funded Works – Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Member Fund - See Appendix H

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Kirstie Williams	Mid Kent Highway Manager
Susan Laporte	Maidstone District Manager
Alan Casson	Resurfacing Manager
Kevin Gore	Drainage Manager & Interim Structures Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Jamie Hare	Development Agreement Manager
Nikola Floodgate	Transportation and Safety Schemes Manager
Nikola Floodgate	Combined Member Fund Manager

Appendix A – Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A20 London Road (The Broadway)	Maidstone	Between Gyratory and Maidstone West Train Station	Planned for 12 April 2017
A249 Sittingbourne Road	Detling	Northbound only. Approach to Stockbury Roundabout and between County Showground and Aerodrome Estate	Planned for 20 March 2017
A229 Royal Engineers Road	Maidstone	Roundabout adjacent to Stacey Street	Planned for 4 April 2017
Mill Street	Maidstone	Full extents	Planned for 31 March 2017
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Trevor Drive	Maidstone	Entire Length. (Footway Reconstruction).	Completed
Maxwell Drive	Maidstone	Entire Length. (Footway Reconstruction).	Completed

Surface Treatments – Contact Officer Mr Clive Lambourne			
Road Name	Parish	Extent and Description of Works	Current Status
Buckland Hill	Maidstone	Buckland Road to Pevensey Court Microsurfacing	Postponed to 2017
Goddington Lane And Holm Mill Lane	Harrietsham	No through road up to Goddington Cottages Microsurfacing	Planned for 21 st March 2017
Knightrider Street	Maidstone	From Upper Stone Street to Mill Street	Nightworks 27 th April 2017 for 4 nights

Appendix B – Drainage

Drainage Works – Contact Officer Kevin Gore			
Road Name	Parish	Description of Works	Current Status
No drainage works planned over £5000.			

Appendix C – Street Lighting

Street Lighting Works – Contact Officer Sue Kinsella			
Road Name	Parish	Description of Works	Current Status
No Street Lighting works planned.			

Appendix D – Transportation and Safety Schemes

Appendix D1 – Casualty Reduction

Schemes identified to address a known history of personal injury crashes.

Location	Parish	Description of Works	Lead officer	Current Status
A274 Sutton Road j/w St Saviours Road	Urban	Review of traffic signal operation, minor signal head alteration	Michael Heath	Design in progress. Evaluating different options
A274 Sutton Road j/w Wallis Avenue	Urban	Review of traffic signal operation, revised pedestrian facilities proposed	Michael Heath	Design in progress. Estimated handover 17 April 2017
A274 Maidstone Road j/w Chartway Street	Sutton Valence	Signage and road markings	Michael Heath	Handed over for delivery. Due on site May 2017
A20 Lenham j/w Faversham Road	Lenham	Improved ADS signage, warning signage and road markings approaching junction	Michael Heath	Contractor on site March 17
A249 Detling to town centre	Detling, Thurnham and urban	Route study work	Michael Heath	Handed over for delivery. Due on site 20/03/17
A229 Royal Engineers Rd and Fairmeadow roundabouts	Urban	Replace and improve advance direction signs on the A229 approaches to the two roundabouts.	Paul Brand	Design in progress with handover due March 2017.
A229 Hayle Road j/w College Road	Urban	Junction improvements with pedestrian facility.	Paul Brand	Handed over for delivery
A229 Upper Stone Street j/w Brunswick Street	Urban	Review of lining and signing	Thomas Williams	Design complete, will be ordered in early 17/18
A229 Upper Stone Street near Tesco Express	Urban	Carriageway marking improvements	Paul Brand	Handed over for delivery

Appendix D2 – Integrated Transport Schemes

All other LTP funded non-casualty reduction schemes.

Location	Parish	Description of Works	Lead officer	Current Status
A274 Maidstone Road	Sutton Valence	Implementation of new pedestrian crossing and associated footway works	Michael Heath	Design complete, however, scheme is on hold until land issues have been resolved
Old Chatham Road	Boxley	Implementation of improved pedestrian and cycle facilities	Michael Heath	Design complete, pending handover to contractor

Appendix D3 – Local Growth Fund

Local Growth Fund programme update for the Maidstone Borough area:

The Department for Transport (DfT) added £100m to the Local Growth Fund (LGF) pot in order to fund Local Sustainable Transport Fund Style schemes. KCC subsequently submitted four Local Sustainable Transport Fund (LSTF) capital bids 1) East Kent – A network for Growth, 2) Kent Thameside – Integrated door-to-door journeys and 3) West Kent – Tackling Congestion. The fourth was for Tonbridge Town Centre Regeneration, which included a highway improvements scheme in the Lower High Street as well as additional LSTF style measures. The objective of all of the capital bids is to boost economic growth by decreasing carbon emissions and reducing congestion.

The Kent Thameside, West Kent and Tonbridge Town Centre Regeneration bids were all successful. The schemes aim to:

- improve access to employment and services
- reduce the need to travel by the private car
- enhance pedestrian, cycle and public transport facilities
- improve sustainable transport connections

The following schemes have been submitted as part of the successful West Kent LGF this financial year.

Local Growth Fund (Transport Innovations)		
Scheme Name	Description of Works	Current Status
Maidstone East Station Forecourt Scheme	Re-development of the station building and forecourt to improve the transport interchange	Network Rail has secured funding for the demolition of the Old Vic Pub which is due to commence in March 2017. The scheme will be reported in detail to a later meeting of the JTB once designs

		have been further progressed.
--	--	-------------------------------

Appendix E – Developer Funded Works

NB Phase 3 Maidstone town centre (Week Street) advised but no drawings received yet.

Developer Funded Works (Section 278 Agreement Works) Maidstone Borough – Contact Officer Claremarie Vine				
Scheme Name	Mastergov File Ref No	Parish	Description of Works	Current Status
Cripple Street Maidstone	MA3093	Tovil	New access to development, slight road widening and footway works.	Initial information received
Bell Farm Ashford Road Harrietsham	MA3094	Harrietsham	Realignment of Church Road to form new access. New footway along A20.	Submission received.
Grigg Lane/Lenham Road /Oak Lane, Wheeler Street,Headcorn	MA3050	Headcorn	Access on Grigg Lane and Lenham road. Footway on Grigg Lane and Oak Lane, Jcn improvement at Wheeler St/Oak Lane	Submission details received. Oak Lane footway provisional timing mid spring.
Howland Road, Marden	MA3088	Marden	New development access and footway link	Submission details received
Ledian Farm, Leeds	MA3086	Leeds	Proposed new access to development site at Ledian Farm, Leeds	Submission received
Wallis Avenue Phase 3, Maidstone	MA3085	Maidstone	Some stopping up of highway completed for redevelopment	Submission received

			of old carpark and shops area opp LongshawRd	
Hubbards Lane	MA3084	Boughton Monchelsea	2x access to minor new developments	Works completed on southern bellmouth only.
Caring Wood House Caring Road	MA3083	Leeds/Bearstead	New Minor access	Works completed and in maintenance
Gatland House, Gatland Lane, Maidstone, Kent. ME16 8PF	MA3081	Tovil	Parking Restrictions, Signage, Road Markings and Tactile crossings for new school	Works completed except for flashing amber lights for school signs.
Bell Lane Staplehurst	MA3080	Staplehurst	New footway provision extending existing towards main road	Works complete. Cert1 issued
Napoleon Drive and Plain Road, Marden	MA3079	Marden	New access on each road for new housing development.	Agreement signed, works to Plain Road access imminent
The Oaks, Maidstone Road, Sutton Valence. ME17 3LR	MA3078	Sutton Valence	Upgrade existing Vehicle crossing access to Bellmouth with tactile crossing.	Submission approved
Lenham Road Headcorn	MA3062	Headcorn	New Footway to site and extend speed limit boundary	Works substantially complete
Hermitage Lane – opposite hospital	MA003060	Maidstone	New Traffic signal junction	Agreement signed.
The Coppice, A274 Sutton Road, Toucan Crossing	MA003076	Maidstone	Install new Toucan crossing	Agreement signed
BP Tudor Servicestation, London Road Maidstone	MA003072	Allington	Alter access arrangements	Works complete, except pedestrian crossing point to add and additional signage

Buckland Rise, Buckland Hill	MA03074	Maidstone	Reshaped access	Works complete - inspection due
Hermitage Lane/ Howard Drive, Maidstone	MA003070	Maidstone	New access for development (opposite the quarry entrance)	Agreement signed
Boughton Lane, Boughton Monchelsea	MA003069	Boughton Monchelsea	Widen carriageway around new site accesses	Submission received. More info requested
The Parsonage, Goudhurst Road Marden	MA003066/7	Marden	New access and associated upgrade works	Agreement signed, works commenced.
King Street Maidstone	MA003064	Maidstone	New access into retirement home - old bowling site	Letter of Agreement signed.
Heath Road Coxheath	MA003063	Coxheath	New access and Footway works	Works largely completed.
Metro Bank10 Week Street	MA003059	Maidstone	Pavement re- grade	Works complete.
Ashford Road Harrietsham	MA003058	Harrietsham	Upgrade of existing bellmouth	Works in maintenance
Lenham Road (South side)	MA003057	Headcorn	New footway	Agreement finalised.
Valdene Industrial Estate	MA003054	Sutton Valence	Upgrade of existing bellmouth plus extension to footway	Stage 2 audit complete
Bridge House Nursery, London Road	MA003051	Maidstone	Traffic light Jcn Beaver Rd to become X-rds	Works complete, stage 3 safety audit completed
Church Road Tovil (Courteney school)	MA003049	Tovil	New access	Works completed.
Oak Lane	MA003048	Headcorn	New footway plus junction improvements	Revised submission under review

Bunyards Farm, Beaver Road	MA003047	Allington	New bellmouth and associated ancillary works for new development	Works in progress.
Oakapple Lane/ Hermitage Lane,	MA003046	Maidstone	New bellmouth and associated ancillary works for new development including new bus stop.	Works in progress
531 Tonbridge Rd	MA003045	Maidstone	Service layby for new retail unit	Works completed
Brooklyn Yard	MA003041	Maidstone	New access	Approaching end of maintenance period
Land to the north of Sutton Rd (The Coppice)	MA3040	Maidstone	New right turn lane and bellmouth	Works part complete
8 Faversham Rd Lenham	MA003032	Lenham	New access	Works completed
Bell Lane Staplehurst	MA003030	Staplehurst	Upgrade of existing access for new development	Works substantially complete. Neighbouring development joining on to and widening last section of new footway.
Langley Park, Sutton Road	MA003028	Boughton Monchelsea	New roundabout and associated ancillary works for new development	Works mostly completed, awaiting further inspection
Oliver Road Staplehurst	MA003019	Staplehurst	New pedestrian crossing to Marden Rd, junction improvements and bus boarders	Crossing works on Marden Road to be planned in asap once finalised. Traffic and Pedestrian count surveys carried out to help determine best solution.
Old Ashford Rd Lenham	MA003018	Lenham	New footway plus access	Approaching end of maintenance period
Imperial Park	MA003017	Maidstone	New right turn lane and bellmouth, plus footway works	Works substantially complete

McDonalds Drivethru, Hart street Maidstone	MA003013	Maidstone	New access, improvements to Hart street.	Approaching end of maintenance period – Structure affecting highway requires maintenance agreement prior to handover.
MAP Depot, Goudhurst Road, Marden	MA003012	Marden	New Bellmouth and footway	Works substantially complete. Snagging works requested
Site opposite cottages 129-147 Dean St/Farleigh Hill	MA003007	Tovil	New access and speed limit relocation, footway and bus stop provision	Works completed – access, footway across front of site, downhill to Tesco, crossing to cottages and new bus boarders.

Appendix F – Bridge Works

Bridge Works – Contact Officer Kevin Gore			
Road Name	Parish	Description of Works	Current Status
No works planned.			

Appendix G – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
A20 Ashford Road near Turkey Mill	Refurbishment of traffic signal controlled crossing	Completed

Appendix H – Combined Member Fund

Combined Member Fund (Highways) programme update for the Maidstone District:

The following schemes are those, which have been approved for funding by both the relevant Member and by Roger Wilkin, Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design, or
- at consultation stage, or
- about to be programmed, or
- have recently been completed on site.

The list is up to date as of **2nd February 2017**

The details given below are for highway projects only. This report does not detail -

- contributions Members have made to other groups such as parish councils, or
- highway studies, or
- traffic/non-motorised user surveys funded by Members, or
- requests for tree planting to be funded by Members

More information on the schemes listed below can be found via Kent Gateway the online database for all Combined Member Grant schemes and studies, or by contacting the Traffic and Safety Engineer for the Combined Member Grant (Maidstone).

Member	Reference	Request	Location	Status
Brian Clark	16-MHF-MA-17	Environmental improvement scheme, including new parking bays, grassed area with fencing and cycle bypasses.	Cumberland Avenue shops	Works in progress
Brian Clark	16-MHF-MA-18	Implement school keep clear markings on both sides of the carriageway.	Park Way, outside of Park Way Primary School	Works in progress
Brian Clark	16-MHF-MA-21	Extension of existing 7.5 tonne environmental weight limit to include Cripple Street (part) and other intermediate roads.	Cripple Street	Handed over for delivery
Eric Hotson	16-MHF-MA-28	Speed limit extension and waiting restrictions on Chart Hill Road junction with Amber Lane	Chart Hill Road	Works Completed
Jenny Whittle	16-MHF-MA-57	Advisory HGV signs	Friday Street	Works Completed
Brian Clark	16-MHF-MA-1	Revoke existing 40mph local speed limit and replace with 30mph local speed limit to make a continuous length.	Dean Street, between a point outside Dean Farm to just west of the junction with Burial Ground Lane.	Handed over for Delivery

Paulina Stockell	16-MHF-MA-5	Advisory 20 miles per hour speed limit with school wig-wag signals and gateways	West Street, outside of Hunton Primary School	Handed over for Delivery
Paulina Stockell	16-MHF-MA-7	Advisory 20 miles per hour speed limit with school wig-wag signals	B2079 Goudhurst Road, outside of Marden Primary School	Handed over for Delivery
Paulina Stockell	16-MHF-MA-8	Advisory 20 miles per hour speed limit and gateways	Collier Street, outside of St Margaret's Primary School	Handed over for Delivery
Paulina Stockell	16-MHF-MA-9	Implementation of 40 miles per hour speed limit following speed on Hunton Road (part) and Dairy Lane.	Chainhurst	Works Completed
Ian Chittenden	16-MHF-MA-24	Adjustment to parking bays and waiting restrictions to facilitate emergency access to Barden Court.	St Luke's Avenue	Works in progress
Eric Hotson	16-MHF-MA-53	Progress design and implement speed limit signage A229 Staplehurst to Cranbrook	From Staplehurst to Cranbrook	Handed over for Delivery
Paulina Stockell	16-MHF-MA-10	Advisory 20 miles per hour speed limit and school wig-wag signals.	Vicarage Road, outside of Yalding Primary School.	Handed over for Delivery
Brian Clark	16-MHF-MA-23	20 miles per hour speed limit	Northumberland Road (part), Maidstone.	Works complete
Ian Chittenden	16-MHF-MA-25	20 miles per hour speed limit	Peel Street, Gladstone Road and Hillary Road area.	Works in progress
Jenny Whittle	16-MHF-MA-29	TRO and consultation fee for proposed Prohibition of Motorised Traffic - access only - for Detling Village	Detling Village Prohibition of Motorised Traffic Order	Works Completed
Jenny Whittle	16-MHF-MA-37	HGV signage across three parishes that have routes accessing their village	Lenham, Boughton Malherbe, Harrietsham, Headcorn	Handed over for Delivery

Dan Daley	16-MHF-MA-61	Upgrade to bus lane signage	A20 bus lane, including junctions with Castle Road and Grace Avenue	Works Completed
-----------	--------------	-----------------------------	---	-----------------

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.

Contacts: Kirstie Williams / Susan Laporte 03000 418181