

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Wednesday 17 January 2018
Time: 5.00 pm
Venue: Town Hall, High Street, Maidstone

Membership:

Councillors Bird, Brown, D Burton (Chairman), Carter, Chittenden, Clark, Cooke, Cooper, Cuming, Daley, Garten, Hastie, Hotson, Prendergast, T Sams, Springett, Mrs Stockell, Wilby, Willis and Wilson

<u>AGENDA</u>	<u>Page No.</u>
1. Apologies for Absence	
2. Notification of Substitute Members	
3. Urgent Items	
4. Notification of Visiting Members	
5. Disclosures by Members and Officers	
6. Disclosures of Lobbying	
7. To consider whether any items should be taken in private because of the possible disclosure of exempt information	
8. Minutes of the meeting Held on 18 October 2017	1 - 7
9. Presentation of Petitions	
A) Notice has been given pursuant to Council Procedure Rule 12 of the intention to present a petition in the following terms:	
<i>We object to the plans to install double yellow lines in Gatland Lane, we want to see single yellow lines operating Monday to Friday 8am to 10am and 2pm to 5pm. This will enable residents and their visitors to park freely at weekends and out of school drop off times.</i>	
B) Notice has been given pursuant to Council Procedure Rule 12 of the intention to present a petition in the following terms:	

Issued on Tuesday 9 January 2018

Continued Over/:

Alison Broom

Alison Broom, Chief Executive

We the residents of Sutton Road have learned to our dismay of the planned works in front of our properties.

These planned works will have a dramatic effect on our lives as the road will be that much closer to our homes. This will lead to noise and, more importantly, pollution. Some residents have health problems, i.e. asthma, and this will have a massive impact on their lives. We have a right, before you commence the works, to be consulted on this major concern. What protection are you going to give us from the noise and pollution?

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

We do not want the Sutton Rd traffic "improvements" to go ahead, turning four lanes into six lanes. We do not want all the old trees + shrubs removed all the way from Bell Meadow to the cemetery. This will cause more pollution, more noise and de-value our homes and we would still have bottlenecks where the road would have to return to four lanes. Our best protection from the pollution and noise is the trees!

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

A274 Sutton Road/Willington Street Improvement Scheme

Kent County Council and Maidstone Borough Council are proposing to widen the A274 Sutton Road junction with Willington Street into six lanes, beginning in February 2018 by destroying mature Prunus cherry trees in Bell Meadow and mature trees/hedges along the Sutton Road, which screen properties and soak up emissions from passing traffic. These trees are also one of the few pleasant and welcoming sights to people entering the County Town through this increasingly built-up southern corridor.

We the undersigned believe that the current design is far too drastic, and that any minimal gains will not outweigh the destruction. Improvements could be made by using other, cheaper and less disruptive, methods. Compared with a number of other junctions, such as at the Wheatsheaf and the other end of Willington Street, any problems at this junction are relatively trivial and there is only a very limited period where traffic might, occasionally, need to wait for more than one change of traffic lights. Increasing the throughput through this junction, because it appears to be the only one with scope to do anything, can only exacerbate the more serious congestion problems at Morrison's, the

Wheatsheaf and the Ashford Road/Willington Street junction.

We therefore call upon Kent Highways to:

- 1. Ask Mr Wilkin and the other officers involved to read in full the Forestry Commission's Report "The Case for Trees", about the importance of trees in an urban environment - [https://www.forestry.gov.uk/pdf/eng-casefortrees.pdf/\\$file/eng-casefortrees.pdf](https://www.forestry.gov.uk/pdf/eng-casefortrees.pdf/$file/eng-casefortrees.pdf) - before putting any part of this scheme in its present form into action, so that they understand the true value of these trees;*
- 2. Give residents a firm assurance that no trees will be felled before we have had a proper consultation and all other options have been considered and agreed, including –*
 - a. Giving traffic coming from Maidstone and turning left into Willington Street a slightly longer dedicated lane with its own traffic light filter, as originally planned, widening the road up to the hedge - which was planted some years ago for that specific purpose; and*
 - b. Creating a filter lane from Sutton Road into the Wallis Avenue industrial estate so that traffic going southwards doesn't have to queue behind vehicles waiting for a gap in oncoming traffic in order to turn right into that road;*
- 3. Ensure that adequate measures to eliminate pollution and traffic noise will be put in place;*
- 4. Make publicly available all measurements of current noise and pollution levels, and also the results of the traffic surveys - i.e. traffic flow at all times of the day and night, times, facts, figures, evidence - on which the business case for this scheme is based;*
- 5. Give the residents of Bell Meadow and Sutton Road a proper consultation on these and other measures before January 2018, as we are aware that the trees are due to be destroyed in February 2018; and*
- 6. Include in any public consultation and on both council websites information about how affected residents can apply for compensation, reduction in council tax and other mitigating measures for the loss of value in our homes and quality of life if the proposed scheme still goes ahead and we do lose our trees."*

10. Questions and answer session for members of the public

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ALTERNATIVE FORMATS

The reports included in this agenda can be available in alternative formats. For further information about this service, or to arrange for special facilities to be provided at the meeting, please contact committeeservices@maidstone.gov.uk or 01622 602272. To find out more about the work of the Board, please visit www.maidstone.gov.uk

PUBLIC SPEAKING

In order to book a slot to speak at this meeting of the Maidstone Joint Transportation Board, please contact 01622 602272 or committeeservices@maidstone.gov.uk by 5 p.m. one clear working day before the meeting. If asking a question, you will need to provide the full text in writing. If making a statement, you will need to tell us which agenda item you wish to speak on. Please note that slots will be allocated on a first come, first served basis.

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON WEDNESDAY 18 OCTOBER 2017

Present: Councillor D Burton (Chairman) and Councillors Bird, Brown, Chittenden, Clark, Cooke, Cooper, Cuming, Daley, Garten, Hastie, Hotson, Prendergast, Springett, Mrs Stockell, Wilby and Willis

Also Present: Councillors M Burton and Lewins

17. APOLOGIES FOR ABSENCE

It was noted that apologies were received from Councillors Carter and T Sams.

18. NOTIFICATION OF SUBSTITUTE MEMBERS

There were no Substitute Members.

19. NOTIFICATION OF VISITING MEMBERS

Councillor Lewins attended the meeting as an observer in support of the petition relating to Hermitage Lane.

Councillor M Burton attended the meeting as an observer.

20. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

21. DISCLOSURES OF LOBBYING

It was noted that all Members were lobbied on Agenda Item 8 - the petition relating to Hermitage Lane and matters included in Agenda Item 13 - Highway Improvement Schemes Update.

22. EXEMPT INFORMATION

RESOLVED: That all items be taken in public as proposed.

23. MINUTES OF THE MEETING HELD ON 12 JULY 2017

RESOLVED: That the minutes of the meeting held on 12 July 2017 be approved as a correct record and signed.

24. PETITIONS

Mr Keith Young presented a petition to the Board with the following wording:

Hermitage Lane SOS: Action Needed Now!

The B2246, Hermitage Lane, is a vital artery for residents and is the sole access route to the Maidstone Hospital. The capacity of the road is already under severe pressure and the situation will deteriorate as further planned housing is completed.

Local residents, passing motorists and hospital users have had to put up with an unrelenting sequence of road works in Hermitage Lane causing unacceptable congestion and delays.

We therefore call upon Kent Highways:

- 1. To declare that the B2246 has now reached its absolute traffic capacity.*
- 2. To do everything within its powers to minimise the disruption caused by road works in B2246 and the surrounding area.*
- 3. To classify the B2246 as a high priority route and include it in the Kent Lane Rental Scheme with immediate effect.*
- 4. To carry out an urgent Air Quality investigation for both noxious fume and particulate levels along Hermitage Lane.*

Mr Young addressed the Board on the petition and stated that he was concerned that:

- Thousands of people were directly impacted by traffic chaos on Hermitage Lane;
- Heavy goods vehicles were ignoring the weight limit of the road;
- There was a huge impact on Maidstone Hospital, which included outpatients missing appointments because of the traffic;
- There was a huge impact on local commerce and industry due to the lost hours spent waiting in queues; and
- The situation would only get worse when the houses being built were fully occupied.

Mr Young requested a quick and integrated solution to the problem.

RESOLVED: That a report be brought back to a future meeting of this Board.

25. QUESTION AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

There were no questions.

26. MAIDSTONE JOINT TRANSPORTATION BOARD WORK PROGRAMME

The Board requested that a report relating to the A20 through Harrietsham be placed back on the Board's Work Programme.

RESOLVED: That the Maidstone Joint Transportation Board Work Programme be noted.

27. QUESTION AND ANSWER SESSION WITH ARRIVA: CHANGES TO BUS SERVICES AND THEIR EFFECT ON RURAL AREAS

Mr Kevin Root, Arriva Maidstone General Manager, updated the Board on the implementation of new bus services in the Borough. Mr Root had first addressed the Board on this issue at the meeting held on 21 March 2017.

The Chairman informed the Board that he had received correspondence from Mr Peter Wiles, the petitioner from the meeting held on 21 March 2017, who commented on the improved service of the Number 9 (formally the Number 19) bus.

The Board noted that, since changing the practice of buses travelling across the town centre, there had been a 14% increase in buses getting to their destinations on time and a 28% decrease in lost mileage. There had also been a significant decrease in the number of customer complaints and a 3% increase in passenger numbers during the period of April to September this year.

Mr Root informed the Board that congestion in the Borough was becoming a very serious problem and causing huge unpredictability for bus services. Some services were taking 4 times longer than planned to get to their destination, even with extra time added to the schedule as a precaution.

It was noted that:

- The Number 9 bus service had seen a massive improvement;
- The changes to bus services in Bearsted had made a big difference and buses were now getting students to school on time;
- Bus timetables in the foyer of the Gateway were very useful and the Committee requested that their presence be continued and that the racks be refilled regularly;
- Electronic signs had not been in use on the main bus routes for some time, but the facility was present in some bus shelters, although the funding was not available several years ago when the shelters were updated;

In response to questions from the Board, Mr Root stated that:

- If the infrastructure was improved, more buses would be able to go to and from Langley; he welcomed any discussions or proposals on the matter.
- The Arriva UK Bus App could be used by customers to determine whether a bus was running late or cancelled using the live map which was updated frequently.

The Board expressed its thanks to Mr Root for attending the Maidstone Joint Transportation Board on both occasions and for the improvements that had been made to bus services in the Borough.

RESOLVED: That the verbal update be noted.

28. PETITION REPORT - QUEENS AVENUE, MAIDSTONE

On 21 March 2017, a petition was presented to this Board regarding traffic safety and congestion issues in Queens Avenue.

The Senior Schemes Programme Manager for KCC presented the item to the Board and informed them that Paragraph 5.2.2 of the report should have stated:

Part One Way System

This would limit the one-way operation to the section from Queens Road to approximately 30m into Queens Avenue with a build-out at the junction and no entry signs.

Advantages:

This would prevent vehicles using Queens Avenue as a cut through from Queens Road to London Road. This option would also prevent vehicles parking too close to the junction (corner protection) and improve visibility for drivers.

Disadvantages:

This may inconvenience local residents who may experience longer journey times, although less so than a full one way system. There will be more traffic using Queens Road which will increase congestion and cause additional delays at the traffic lights that cannot be fully quantified at this stage.

It should be noted that Queens Road junction would have increased traffic and the Traffic and Network Solutions Manager has confirmed that there is no scope to increase the extra green time from Queens Road as the priority would be on the A20 London Road.

Costs:

This scheme would require a legal consultation and the imposition of a Traffic Regulation Order and illuminated signs, changes to road markings and a build out at an approximate cost of £10,000 - £15,000.

The Board noted that:

- A traffic survey was undertaken in June. This indicated that traffic volumes were generally low, but that it did get busy at school times.
- There were no recorded issues found in the Personal Injury Accident data that had been analysed for Queens Avenue for the latest available three year period.
- At Paragraph 6.1 of the report, KCC Officers recommended a part one way system and corner protection to the junctions at Queens Avenue/London Road and Queens Avenue/Queens Road. However, there was currently no funding source available to progress any scheme.

In response to a question from a Member, the Senior Schemes Project Manager stated that he was unsure whether there was any scope to implement highway schemes on Queens Avenue through existing Section 278 agreements.

The Board raised concerns about the Personal Injury Accident data as it only showed accidents that involved serious injury and it was therefore not appropriate to justify the need to do works based on this data.

The Board wished to support the recommendations in Paragraph 6.1 of the report and requested that officers look into all funding options available in order that the proposed recommendations be implemented.

RESOLVED:

1. That this Board supports the recommendations in Paragraph 6.1 of the report;
2. That the scheme is placed onto a highway works programme; and
3. That all possible sources of funding be investigated.

29. **HIGHWAY IMPROVEMENT SCHEMES UPDATE**

The Principal Transport and Development Planner for Kent County Council updated the Board on highway improvement schemes in the Borough. The Officer confirmed that further updates would be brought back to the Board as work progressed.

The Officer highlighted the following points set out in the report:

- Leeds Langley Relief Road

Work on the business case to support the Leeds Langley Relief Road was in hand;

- A274 Sutton Road/Willington Street/Wallis Avenue

Public consultation had taken place on 18 August 2017, which allowed the project team to identify the main concerns of the residents. Additional design work was being undertaken to address and mitigate these concerns where possible.

- B2246 Hermitage Lane

Junction improvements commenced at the retail park junction on 29 August 2017 and good progress had been made to date. The scheme remained on programme to be completed prior to the Christmas period.

Feasibility designs had been completed on the Fountain Lane improvements identified at the St Andrews Road and Tonbridge Road junctions.

- A20 Harrietsham

KCC had assigned the scheme to an in-house project engineer.

In response to questions from the Board, the Principal Transport and Development Planner stated that:

- Design work for the A229 corridor was continuing and that he hoped to share the proposals in the spring of next year.
- In regard to the B2246 Hermitage Lane, the County Council's consultants were looking at junctions collectively as part of a comprehensive review of improvement options.
- Work to establish the extent of modelling required for the Leeds Langley Relief Road was being progressed.

The Board expressed its thanks for the updates and looked forward to receiving further updates on all the schemes noted.

RESOLVED: That the report be noted.

30. MAIDSTONE HIGHWAY WORKS PROGRAMME 2017/18

The Board considered the Maidstone Highways Works Programme 2017/18.

Councillor Clark noted that, as the housing development was no longer going ahead, the scheme at Boughton Lane on page 29 could be removed from the list.

RESOLVED: That the Maidstone Highways Works Programme 2017/18 be noted.

31. DURATION OF MEETING

5.00 p.m. to 6.50 p.m.

Date to Committee	Report Title	Report Author	Lead Authority	Notes
TBC	Park and Ride, Parking and Bus Workstreams	Mark Egerton	MBC	
TBC	A229 Corridor		KCC	
TBC	Leeds Langley Relief Road	Tim Read/John Farmer	KCC	
TBC	Bridges Gyratory System Review		KCC	A further review will be brought back to the Committee once the light timing changes have been implemented. The post-implementation surveys are currently programmed for Spring 2018 as this represents the end of the defects period.
TBC	A20 Harrietsham		KCC	
∞ TBC	A249 Detling Hill Road Improvements		KCC	
TBC	KMEP ITS Funding Package Progress			

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

17 JANUARY 2018

REFERENCE FROM PLANNING COMMITTEE

17/502072 - OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT FOR UP TO 210 DWELLINGS TOGETHER WITH ACCESS OFF FORSTAL LANE, 1.85 HECTARES OF OPEN SPACE AND ASSOCIATED INFRASTRUCTURE (ACCESS BEING SOUGHT) - LAND SOUTH OF FORSTAL LANE, COXHEATH, KENT

The above outline planning application was considered by the Planning Committee at its meeting held on 9 November 2017. The Committee agreed that subject to the prior completion of a S106 agreement to secure contributions to mitigate the impact of the development, the Head of Planning and Development be given delegated powers to grant outline permission subject to conditions.

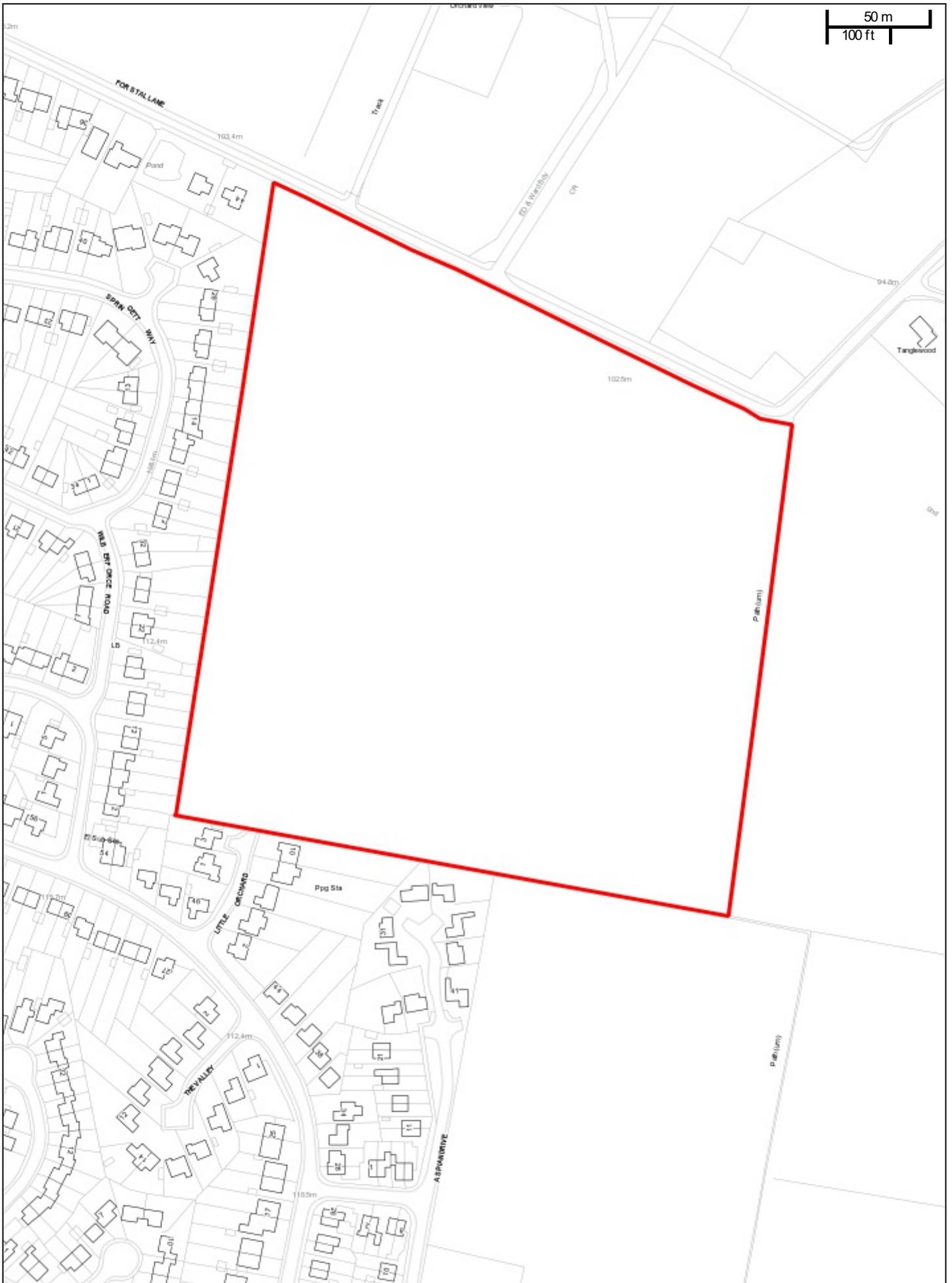
The Committee specified a condition to require, before development commences on site, a signed S278 agreement covering, inter alia, the access to Forstal Lane and measures to prevent access eastwards towards Well Street; a potential solution being to create an access which will enter Forstal Lane in a westerly direction where it is almost parallel at the point of access thereby preventing a right turn (the precise wording to be finalised by the Head of Planning and Development acting under delegated powers).

The Committee also agreed to recommend to the Maidstone Joint Transportation Board that an item be included in the Board's Work Programme to monitor, after 50% occupation, the effectiveness of the measures put in place in order to prevent a right turn from the development into Forstal Lane towards Well Street and whether changes need to be made and/or a Traffic Regulation Order introduced.

A site location plan is attached as Appendix A to this reference.

RECOMMENDED: That an item be included in the Board's Work Programme to monitor, after 50% occupation, the effectiveness of the measures put in place in order to prevent a right turn from the above development into Forstal Lane towards Well Street and whether changes need to be made and/or a Traffic Regulation Order introduced.

Background Documents – Report of the Head of Planning and Development to the meeting of the Planning Committee held on 9 November 2017 and associated Appendices and Minutes.



17/502072 Site H1 Forstal Lane

Scale: 1:2500

Printed on: 1/11/2017 at 10:30 AM by JulieM

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

17 JANUARY 2018

REFERENCE FROM COUNCIL

BRIDGES GYRATORY SYSTEM

At the meeting of the Council held on 6 December 2017, the following motion was moved by Councillor Harper, seconded by Councillor Adkinson:

The works on the Bridges Gyratory System is now eventually finished, as far as Kent County Council is concerned. However for residents from the West of Maidstone, including Fant, Bridge, Heath, Allington and Barming Wards there has been a deterioration in traffic conditions. There are now longer delays for road traffic getting through the Broadway Gyratory to the Bridges Gyratory. For pedestrians with the closure of the underpasses, except that to Medway Street, access to the Town Centre has significantly deteriorated. For cyclists there is now only the Medway Street underpass which requires them to dismount on St Peters Bridge as there are no dropped curves.

Overall therefore whilst the works may have improved access to through traffic on the East Bank, for those from the West Bank it is worse than before.

This Council resolves to:

- 1. Review the Gyratory System to see how remedial measures can be implemented to improve the access to the Town Centre from pedestrians and cyclists from the West of Town.*
- 2. Review the timing of the traffic signals etc. to see if that can improve traffic circulation from the West of Maidstone to the Town Centre.*
- 3. In particular at the main pedestrian crossing from the Bazalgette Bridge to the bottom of the High Street look to see if a pedestrian phase can be introduced to allow pedestrians to cross both carriageways in one go.*

In accordance with Council Procedure Rule 17.4, the motion, having been moved and seconded, was referred to the Maidstone Joint Transportation Board which will be reviewing the performance of the Bridges Gyratory System later in the year.

RECOMMENDED: That the Maidstone Joint Transportation Board consider the motion relating to the Bridges Gyratory System when reviewing the performance of the System later in the year.

NOTE: A briefing note provided by the Officers to assist the Council in its consideration of the motion is attached as Appendix A.

COUNCIL
6 DECEMBER 2017
BRIEFING NOTE

NOTICE OF MOTION RELATING TO THE BRIDGES GYRATORY SYSTEM

The works on the Bridges Gyratory System is now eventually finished, as far as Kent County Council is concerned. However for residents from the West of Maidstone, including Fant, Bridge, Heath, Allington and Barming Wards there has been a deterioration in traffic conditions. There are now longer delays for road traffic getting through the Broadway gyratory to the Bridges Gyratory. For Pedestrians with the closure of the Underpasses, except that to Medway Street access to the Town Centre has significantly deteriorated. For cyclists there is now only the Medway Street underpass which requires them to dismount on St Peters Bridge as there are no dropped curves. Overall therefore whilst the works may have improved access to through traffic on the East Bank, for those from the West Bank it is worse than before.

This Council resolves to:

1. Review the Gyratory system to see how remedial measures can be implemented to improve the access to the Town Centre from Pedestrians and Cyclists from the West of Town.
2. Review the timing of the traffic signals etc. to see if that can improve traffic circulation from the West of Maidstone to the Town Centre.
3. In particular at the main Pedestrian crossing from the Bazalgette Bridge to the bottom of the High Street look to see if a pedestrian phase can be introduced to allow pedestrians to cross both carriageways in one go.

Response to Council

The Maidstone Gyratory scheme involved the construction of two additional northbound lanes on Fairmeadow, alteration of the existing central islands and implementation of revised traffic signals with associated signage to negate the need for northbound traffic to transverse the two bridges and provide a more direct route for traffic.

The scheme also afforded the opportunity to improve the public realm at the lower High Street following the closure and filling of two subways, with alterations made to remedy the sloping gradient of pavement levels and pinch point on the footpath on the junction of Broadway Bridge and Bishops Way, improving accessibility for pedestrian users. Work is also currently underway to improve the drainage, lighting and general aesthetics of the Broadway subway to create a better environment for cyclists and other users. The tow path between the High Level Bridge and Medway Street subway has undergone significant work to improve accessibility along the river and resolve issues with the uneven pavement and is now open to the public use.

The following responds to the three actions proposed by Councillor Harper's motion to Council:

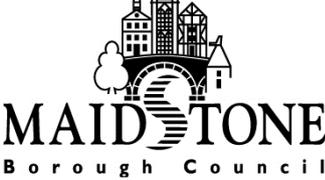
1. Surveys of the numbers of pedestrians and cyclists using the Bridges Gyratory system were carried out during the design process in order to assess the impact of the new arrangements. This included a calculation of the additional number of pedestrians who would use the 'at-grade' crossing from High Street to Broadway Bridge following the Stopping Up of the two subways. In addition growth in the number of pedestrians using this crossing was also factored in to ensure sufficient future capacity at the locations where pedestrians wait to use the crossing points. This design was subject to a Road Safety Audit.

It must be noted that the gyratory is not part of the designated cycle route. The signed route uses the remaining Medway Street subway. Additional signage for this route has been installed as part of the Gyratory scheme.

During the design stage consideration was also given to an 'at-grade' crossing on the western side of the Broadway Bridge to improve pedestrian and cycle travel from the St Peters Bridge to the High Street. Modelling work indicated that this would negate the benefits achieved through the main scheme works. Given that this is not possible and in order to improve access, improvements to the drainage and aesthetics in the Broadway subway are currently being undertaken.

2. The traffic signals are continually monitored by Kent County Council's Highway Management Centre (HMC) and adjustments are made where appropriate to the timings to optimise the flow when required. Post scheme monitoring is currently scheduled to be undertaken in February 2018 and will assess the baseline data used in the initial modelling against the recorded observed traffic timings and movements. Once this work is completed it is proposed to present the outcomes and recommendations for any changes needed to the Maidstone Joint Transport Board.
3. The traffic signal timings have been optimised based on the validation of the observed data (current flow of traffic in the new scheme); this includes the pedestrian phasing which maximises both the traffic and pedestrian flow.

Agenda Item 14

Maidstone Joint Transportation Board  MAIDSTONE Borough Council	 Kent County Council kent.gov.uk	17 January 2018
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Platts Heath Petition

Decision Making Authority	Kent County Council
Lead Director	Roger Wilkin
Lead Head of Service	Tim Read
Lead Officer and Report Author	Jennie Watson
Wards and County Divisions affected	Maidstone Rural East
Which Member(s) requested this report?	N/A

This report makes the following recommendations:

FOR INFORMATION ONLY - The purpose of this report is to provide Members with an update following the petition submitted

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	17 January 2018

Platts Heath Petition

1. ORIGIN OF REPORT

- 1.1 A petition was presented at the July meeting of this board for KCC to consider and investigate.
- 1.2 The petition requested:
 - A speed limit of 20mph in School Lane
 - A speed limit of 20mph outside the school in Headcorn Road
 - Investigations to take place to identify methods to slow traffic entering from the north and south on Headcorn Road
 - The 30mph speed limit in Lenham Road to be extended
 - Improved and additional signage and road markings

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 2.1 The purpose of this report is to provide Members with a progress report on the issues raised in the petition.
-

3. INTRODUCTION AND BACKGROUND

- 3.1 Kent County Council Officers met with the lead petitioner, Lenham Parish Council and Boughton Malherbe Parish Council to discuss the issues raised within the petition.
-

4. AVAILABLE OPTIONS

- 4.1 The main concerns are the speed of vehicles through the area, the amount of larger vehicles and HGV's using the narrow lanes as a rat run and the associated impact on the quality of life and wellbeing of the residents living in the area.
- 4.2 Officers investigated the reported personal injury crash history for Platts Heath and found that there have been no recorded personal injury accidents in the past three years.
- 4.3 Following the meeting with the lead petitioner and the parish councils, it was agreed that the parish council would produce a Highway Improvement Plan, listing their concerns in priority order so that KCC Officers can investigate and agree an action plan with the parish council. The purpose of the action plan is to agree what is to be investigated with the limited staff resource available and agree a programme and how any improvements may be funded. The action plan would be regularly reviewed and updated and so provide a running commentary on what has been agreed to be undertaken and by when.

5. PREFERRED OPTION AND REASONS FOR RECOMMENDATION

- 5.1 That the Board note the contents of this report and agree that officers continue to monitor the area and work with the parish council on their Highway Improvement Plan and Action Plan. To date, Kent County Council has not received the Parish Council's Improvement Plan.
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<p style="text-align: center; font-weight: bold; font-size: 1.2em;">Maidstone Joint Transportation Board</p> <div style="display: flex; justify-content: space-around; align-items: center;">  <div style="text-align: center;">  </div> </div>	<p style="font-weight: bold; font-size: 1.2em;">17 January 2018</p>
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B2246 Hermitage Lane

Decision Making Authority	Kent County Council/Maidstone Borough Council
Lead Director	Roger Wilkin/William Cornall
Lead Head of Service	Tim Read/Rob Jarman
Lead Officer and Report Author	Brendan Wright/Russell Boorman/Mark Egerton
Wards and County Divisions affected	Wards: Heath, Fant, Allington County Divisions: Maidstone Central
Which Member(s) requested this report?	Committee

This report makes the following recommendations:

For Information. The Board are asked to note the contents of the Report, which responds to a petition received regarding Hermitage Lane and provides a progress update on the various improvement schemes planned in this part of Maidstone.

Timetable	
<i>Meeting</i>	<i>Date</i>
Maidstone Joint Transportation Board	17 January 2018

B2246 Hermitage Lane

1. INTRODUCTION AND BACKGROUND

- 1.1 This report responds to a petition regarding Hermitage Lane that was presented by Mr. Young to the Board in October 2017.
- 1.2 It also provides a progress update on the various junction improvement schemes that are being brought forward in this part of Maidstone through the Maidstone Integrated Transport Package.

2. HERMITAGE LANE PETITION

- 2.1 The petition initially sets the scene by describing the nature of the concerns regarding traffic conditions on Hermitage Lane:

The B2246, Hermitage Lane, is a vital artery for residents and is the sole access route to the Maidstone Hospital. The capacity of the road is already under severe pressure and the situation will deteriorate as further planned housing is completed.

Local residents, passing motorists and hospital users have had to put up with an unrelenting sequence of road works in Hermitage Lane causing unacceptable congestion and delays.

- 2.2 The petition then goes on to make four specific requests of Kent County Council, as Local Highway Authority, which are addressed in turn below:

1. To declare that the B2246 has now reached its absolute traffic capacity.

- 2.3 The B2246 extends over a distance of around 3km in connecting the A20 with the A26. The design capacity of the route varies along its length on account of the variable carriageway width, traffic volumes and number of side road accesses. These characteristics, coupled with other influencing factors such as the time of day, make it highly unlikely that the County Council could justify or defend a declaration that the entire route has reached capacity.

- 2.4 The County Council's approach to tackling congestion on this corridor has instead been focused on relieving the worst affected hotspots in order to improve overall journey time reliability.

2. To do everything within its powers to minimise the disruption caused by road works in B2246 and the surrounding area.

- 2.5 The County Council continues to do all it can to minimise the disruption to road users caused by road works. The recently completed junction improvement works were carefully managed to keep delays to a minimum and ensure the travelling public were kept sufficiently well-informed.

- 2.6 A similar pro-active approach will be implemented when the other improvement schemes are constructed.

3. To classify the B2246 as a high priority route and include it in the Kent Lane Rental Scheme with immediate effect.

- 2.6 A submission has been made to HAUC (Highway Authorities and Utilities Committee) to include the B2246 as part of the Kent Lane Rental Scheme. This is now out to consultation and the matter will be raised at the next meeting of HAUC on 9th January.

4. To carry out an urgent air quality investigation for both noxious fume and particulate levels along Hermitage Lane.

- 2.7 The monitoring of air quality falls within the remit of Maidstone Borough Council rather than Kent County Council, although both authorities work together closely to bring about improvements.
- 2.8 Recent modelling work doesn't indicate that air quality on Hermitage Lane exceeded the national air quality objective. However, air quality monitoring tubes have recently been deployed on Hermitage Lane in order that the situation may be monitored.
- 2.9 In addition to the above, Maidstone Borough Council has recently adopted Air Quality Planning Guidance that quantifies the scale of mitigation required from new developments. It will also be producing an Air Quality Development Plan Document in order to address this matter further through future planning policies.

3. JUNCTION IMPROVEMENT SCHEMES UPDATE

- 3.1 The Maidstone Integrated Transport Package includes several junction improvement schemes that will positively influence future traffic conditions on the Hermitage Lane corridor.
- 3.2 The Hermitage Lane widening scheme at the entrance to the retail park was completed at the end of November 2017, 1 week prior to the programmed completion date. The new signals have been commissioned accordingly and the benefits of the improvement are already being realised. This scheme was delivered with minimal disruption and had regular engagement with the local businesses to ensure a satisfactory completion.
- 3.3 The Coldharbour roundabout outline design has been completed and a Business Case is to be submitted to the SELEP in February 2018 for the release of funding in 2018/19 to allow the delivery to progress and construction to commence in early 2019. Initial discussions with the relevant land owner have been undertaken to minimise any delays.
- 3.4 Feasibility work has been completed in relation to the Hermitage Lane/St Andrews Road/Heath Road and Tonbridge Road/Fountain Lane/Farleigh Lane junctions and an outline design commission has been submitted to a consultant to be completed by June 2018. The construction of this scheme

is currently programmed for the year 2020/21; however, it may be possible to bring this forward.

4. RECOMMENDATION

- 4.1 **For Information.** The Board are asked to note the contents of the Report and the on-going assessment and design work that is being undertaken.
-

5. BACKGROUND PAPERS

- 5.1 None

<p style="text-align: center; font-weight: bold; font-size: 1.2em;">Maidstone Joint Transportation Board</p> <div style="display: flex; justify-content: space-around; align-items: center;">   </div>	<p style="font-weight: bold; font-size: 1.2em;">17 January 2018</p>
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Gatland Lane, Maidstone

Decision Making Authority	Kent County Council
Lead Director	Roger Wilkin
Lead Head of Service	Tim Read
Lead Officer and Report Author	Jennie Watson
Wards and County Divisions affected	Fant Ward, Maidstone Borough
Which Member(s) requested this report?	n/a

This report makes the following recommendations:

That the committee support the following:

- ❖ Existing double yellow line corner protection at:
 - Ridgway, junction with Gatland Lane
 - Chamberlain Avenue, junction with Gatland Lane
 - Burghclere Drive, junction with Gatland Lane
 - The Gatland Lane vehicle entrance to Jubilee Primary School
- ❖ The implementation of a single yellow line parking restriction, outside numbers 21 to 29 Gatland Lane, with 'no waiting' from 0800 to 1700 hours Monday to Friday only (as depicted in drawing reference Maidstone JTB IG.01) to replace the double yellow lines marked on the ground
- ❖ The implementation of 'School Keep Clear' road markings outside Gatland House (as depicted in Appendix 2 drawing reference Maidstone JTB IG.02)

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	17 January 2018

Gatland Lane, Maidstone

1. ORIGIN OF REPORT

1.1 This report is presented as a result of KCC receiving 10 objections following the Traffic Regulation Order (TRO) public consultation, in accordance with KCC policy.

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

2.1 This report provides details of formal objections received in relation to the recently advertised Traffic Regulation Order Maidstone Variation number 1, for proposed double yellow lines in Fant.

3. INTRODUCTION AND BACKGROUND

3.1 Traffic Regulation Order 'Maidstone Variation number 1' was completed by Maidstone Borough Council at the request of Kent County Council. It relates to the following:

- ❖ Double yellow line corner protection at:
 - Ridgway, junction with Gatland Lane
 - Chamberlain Avenue, junction with Gatland Lane
 - Burghclere Drive, junction with Gatland Lane
 - The Gatland Lane vehicle entrance to Jubilee Primary School
- ❖ Double yellow lining outside numbers 21 to 29 Gatland Lane

These provisions relate to the opening of the Jubilee Primary School for the school year September 2016 and are not related to any later plans to increase the number of pupils at the school that have since been refused by MBC planning committee.

The aim of this TRO was to:

- provide protection from parking on junction corners where new pedestrian crossing points have been constructed
- protect visibility for vehicle movements at the junctions
- protect visibility for and of pedestrians opposite the school where a new pedestrian crossing point has been constructed.

All of the aforementioned double yellow lines were implemented in 2016, ahead of the formal TRO process, for safety reasons.

As a result of the formal TRO process a number of objections have been received, details of which are attached.

It is the view of KCC that the objections are primarily concerned with further restrictions on resident parking, rather than these restrictions which have already been in place for over a year.

In response to the public consultation, KCC have reviewed the parking restrictions in the area and propose to remove the double yellow lining from

outside number 21 to 29 Gatland Lane and replace these with a single yellow line to improve parking amenity for local residents.

The single yellow line restriction will apply from 0800 to 1000 hours and 1400 to 1700 hours, Monday to Friday only, enabling residents to park at weekends and out of school drop off times.

The TRO application currently includes the following:

"3. GATLAND LANE, MAIDSTONE

South side; DYL's from a point 15 metres northeast of its junction with Ridgway in a south-westerly direction for a distance of 95 metres.

KCC propose to amend this element of the TRO to read as follows:

3. GATLAND LANE, MAIDSTONE

South side; DYL's from a point 15 metres northeast of its junction with Ridgway in a south-westerly direction for a distance of 47 metres.

South side; Single yellow line from a point 15 metres southwest of its junction with Ridgway in a south-westerly direction for a distance of 48 metres. No waiting 0800 to 1000 hours and 1400 to 1700, Monday to Friday only."

Please see Appendix 1, reference Maidstone JTB IG.01, depicting these amendments.

In addition to asking the Joint Transportation Board to support the existing DYL corner protection, and agree the change to lining outside numbers 21 to 29 Gatland Lane, KCC also seek the board's endorsement of school keep clear road markings being implemented in Gatland Lane. The prohibition of stopping on the school clear markings will be Monday to Friday between 0800-0900 and 1500-1600 hours. Please see Appendix 2, reference Maidstone JTB IG.02.

The notice of intent has been advertised and the consultation deadline was 11 December 2017. No letters of objection or support have been received.

4. AVAILABLE OPTIONS

- 4.1 Option 1 – accept all of the above listed recommendations from KCC for the reasons of safety.
- 4.2 Option 2 – reject all of the above listed recommendations from KCC with a view to formerly removing all existing parking restrictions currently marked on the roads (as they cannot be retained without a legal Order in place in perpetuity) – this option is likely to result in chaotic and ad-hoc parking by school traffic.
- 4.3 Option 3 – The JTB may choose to select specific roads from the above listed recommendations from KCC.

5. PREFERRED OPTION AND REASONS FOR RECOMMENDATION

- 5.1 Option 1 – accept all of the above listed recommendations from KCC. These are all considered necessary to provide a safer road crossing environment for pupils attending the school.
-

6. REPORT APPENDICES

- 6.1 Appendix 1 - Plan for single yellow lining – reference 'Maidstone JTB IG.01'
6.2 Appendix 2 - Plan for school keep clear markings – reference 'Maidstone JTB IG.02'
6.3 Appendix 3 - Gatland Lane DYL TRO
6.4 Appendix 4 - Gatland Lane DYL TRO consultation responses
-

Appendix 1 - Maidstone JTB IG.01

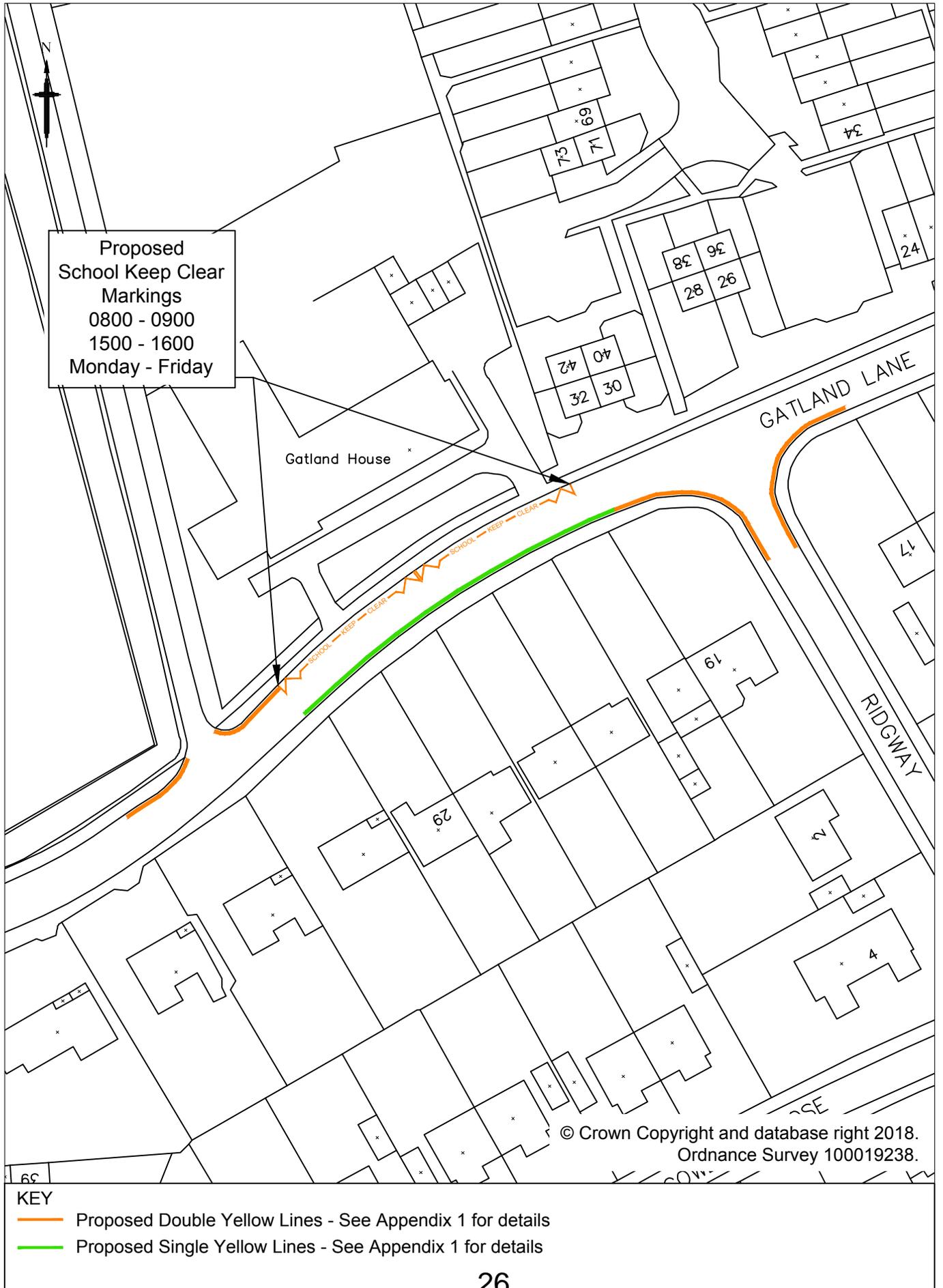


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KEY

- Proposed Double Yellow Lines - No Waiting At Any Time
- Proposed Single Yellow Lines - No Waiting 08:00hrs-10:00hrs and 14:00hrs- 17:00hrs Monday to Friday (originally advertised as double yellow lines. Changed to allow parking in the evenings and weekend)

Appendix 2 - Maidstone JTB IG.02



**DOCUMENTS
ON DEPOSIT**



**These documents should
remain available for
public inspection
until
25th September 2017**

In the Borough of Maidstone

THE KENT COUNTY COUNCIL

**(VARIOUS ROADS, BOROUGH OF MAIDSTONE) (WAITING RESTRICTIONS
AND STREET PARKING PLACES) VARIATION No.1 ORDER 2017**

Road Traffic Regulation Act 1984



In the Borough of Maidstone
THE KENT COUNTY COUNCIL
(VARIOUS ROADS, BOROUGH OF MAIDSTONE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
VARIATION No.1 ORDER 2017

Road Traffic Regulation Act 1984

Notice is hereby given that The KENT COUNTY COUNCIL acting as the Local Traffic Authority and in exercise of its powers under sections 1, 2 and 4 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, (hereinafter called "the Act"), and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, proposes to make the following Order:-

The effect of the proposed named Order will introduce or amend existing waiting restrictions in the following lengths of road (in this part of the notice DYL's means double yellow lines) waiting to be prohibited at any time

1. BURGHCLERE DRIVE, MAIDSTONE

Both sides; DYL's from its junction with Gatland Lane in a northerly direction for a distance of 10 metres

2. CHAMBERLAIN AVENUE, MAIDSTONE

Both sides; DYL's from its junction with Gatland Lane in a south easterly direction for a distance of 15 metres.

3. GATLAND LANE, MAIDSTONE

North side; DYL's from a point 13 metres southwest of its junction with Burghclere Drive in a north-easterly direction for a distance of 26 metres.

North side; DYL's from a point 145 metres southwest of its junction with Burghclere Drive in a south-westerly direction for a distance of 29 metres.

South side; DYL's from a point 16 metres northeast of its junction with Chamberlain Avenue in a south-westerly direction for a distance of 37 metres.

South side; DYL's from a point 15 metres northeast of its junction with Ridgway in a south-westerly direction for a distance of 95 metres.

APPENDIX 3

4. RIDGWAY, MAIDSTONE

Both sides; DYL's from its junction with Gatland Lane in a south-easterly direction for a distance of 15 metres.

A statement of the Council's reasons for making the proposed Order, a map indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined on Mondays to Friday at The Kent County Council, Sessions House, Maidstone, ME14 1XQ, and at The Kent County Council, Kent Highway & Transportation, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD during normal office hours or viewed online at www.kent.gov.uk/highwaysconsultations.

If you wish to offer support or object to the proposed Order you should send the grounds in writing to The TRO Co-ordinator, Schemes Planning & Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD or by email to TRO@kent.gov.uk by 12 noon Monday 25th September 2017.

Roger Wilkin
Director
Highways Transportation & Waste

STATEMENT of REASON



In the Borough of Maidstone

THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF MAIDSTONE) (WAITING RESTRICTIONS AND STREET PARKING PLACES) VARIATION No.1 ORDER 2017

Road Traffic Regulation Act 1984

The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of public safety

- avoiding the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising,

Dated: 4th January 2017

Nikola Floodgate

Schemes Planning and Delivery Manager

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, BOROUGH OF MAIDSTONE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
VARIATION No.1 ORDER 2017**

ROAD TRAFFIC REGULATION ACT 1984

The KENT COUNTY COUNCIL, acting as the local traffic authority and in exercise of its powers under Sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49, 53, 122 and 124 of the Road Traffic Regulations Act 1984 (hereinafter called “the Act”) and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Paragraph 20 of Schedule 9 to the Act, hereby makes the following Order:-

Revocations, Modifications and Amendments

1. In this Order the expression “Order of 2017” means "The Kent County Council (Borough of Maidstone) Waiting Restrictions Consolidation Order 2017.
2. The Order of 2017 shall have effect as though
 - (i) In Schedule 1 thereto, the length of roads specified in the Schedule to this Order to be added in the correct alphabetical order.

In the Schedule to the Order

The following items to be inserted in Schedule 1 of Order 2017.

**SCHEDULE
STREET OR LENGTH OF STREET
WHERE WAITING IS PROHIBITED AT ANY TIME**

Roads in Maidstone in the Borough of Maidstone

Burghclere Drive Both sides, from its junction with Gatland Lane in a northerly direction for a distance of 10 metres

Chamberlain Avenue

APPENDIX 3



APPENDIX 4

GATLAND LANE TRO CONSULTATION RESPONSES Friday 11/08/2017 to Monday 04/09/2017

Total responses = 13 Support = 1 (✓) Objections = 10 (✓) No decision = 2 (?) Unrelated = 0 (Ω)

No.	Object	Support	Comments	Response from KCC
1		✓	<p>Kent Police have no specific observations to make regarding either of these proposals, however in general terms we would expect the following:</p> <ul style="list-style-type: none"> • The application meets the necessary criteria. • The introduction of Parking restrictions complies in all respect with the Traffic Signs Regulations and General Directions 2016. • The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues. • The safety of other road users is not compromised by the introduction of these measures. <p>Civil Parking Enforcement will require your Authority to ensure resources are available to enforce these proposals.</p> <p>Our reference for your proposals is 127/17</p>	<p>Thank you for responding to the Traffic Regulation order consultation for Double Yellow Lines at Gatland Lane Maidstone.</p> <p>As your response did not object to the scheme, this email is simply to advise that due to the number of objections received, the Application, with objections, will be reported on and reviewed at The Maidstone Joint Transportation Board Meeting on Jan 17th 2018.</p>
2	✓		<p>I am writing to object against the proposed parking restrictions along Gatland lane and the surrounding roads. Your reason for the parking restrictions is Jubilee School. The planning application to double the intake of the school and building has been refused. I therefore do not see the necessity to impose parking/waiting restrictions as they are now not required. Please contact me if you wish to have more information</p>	<p>I write to explain that the proposals relate to the opening of the school for the school year Sept 2016 and are not related at all to later plans to increase the number of pupils. The Traffic Regulation Order seeks to formalise the yellow lines shown on the plan, with an aim of;</p> <ul style="list-style-type: none"> - providing protection from parking on junction corners where new pedestrian crossing points have been constructed - to protect visibility for vehicle movements at the junctions - and to protect visibility for and of pedestrians opposite the school where a new pedestrian crossing point has been constructed. <p>As a result of the number of objections received, the Application, with objections, will be reported on and reviewed at The Maidstone Joint Transportation Board Meeting on Jan 17th 2018, with a view to deciding what action is to be taken.</p>
3	✓		<p>We object to this happening due to the fact that your reasons for this need to happen is the double intake of children and the increased building size of The Jubilee School, which as we are</p>	<p>I write to explain that the proposals relate to the opening of the school for the school year Sept 2016 and are not related at all to later plans to increase the number of pupils. The Kent County Council reasons for the order were stated as;</p>

34

No.	Object	Support	Comments	Response from KCC
35			<p>aware that both of these factors have been refused by Maidstone planning committee. Therefore we cannot see the need for this to happen.</p> <p>Secondly all you will be doing is pathing the way for the Teachers that now park in Ridgway and parents alike to park further into Cowdrey Close which already is a nightmare for the residents to be able to get in and out of the driveways. The parents have no consideration for the residents only this morning a car was parked over the drive way of our next door neighbour.</p> <p>What we feel is needed not more <u>double yellow lines</u> but <u>Residents parking only</u></p> <p>On Gatland Lane and the surrounding roads this will then stop the parents and teachers from making the roads unsafe .</p>	<p><i>The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of public safety</i></p> <p>- avoiding the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.</p> <p>The Traffic Regulation Order seeks to formalise the yellow lines shown on the plan, with an aim of;</p> <ul style="list-style-type: none"> - providing protection from parking on junction corners where new pedestrian crossing points have been constructed - to protect visibility for vehicle movements at the junctions - and to protect visibility for and of pedestrians opposite the school where a new pedestrian crossing point has been constructed. <p>As a result of the number of objections received, the Application, with objections, will be reported on and reviewed at The Maidstone Joint Transportation Board Meeting on Jan 17th 2018, with a view to deciding what action is to be taken.</p>
4	✓		<p>I hereby log my objection to the proposed waiting restrictions on Gatland lane and surrounding roads. It seems there is no need for this as Jubilee school will not be expanding. The proposed restrictions would impact surrounding roads to Gatland lane greatly where parking for residents is already a problem with people park on the grass verges.</p> <p>Weekend users of Gatland park for football would not have anywhere to park either.</p>	<p>I write to explain that the proposals relate to the opening of the school for the school year Sept 2016 and are not related at all to later plans to increase the number of pupils. The Kent County Council reasons for the order were stated as;</p> <p><i>The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of public safety</i></p> <p>- avoiding the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.</p> <p>The Traffic Regulation Order seeks to formalise the yellow lines shown on the plan, with an aim of;</p> <ul style="list-style-type: none"> - providing protection from parking on junction corners where new pedestrian crossing points have been constructed - to protect visibility for vehicle movements at the junctions - and to protect visibility for and of pedestrians opposite the school where a new pedestrian crossing point has been constructed. <p>As a result of the number of objections received, the Application, with objections,</p>

No.	Object	Support	Comments	Response from KCC
				will be reported on and reviewed at The Maidstone Joint Transportation Board Meeting on Jan 17 th 2018, with a view to deciding what action is to be taken.
5 36	✓		<p>We have read the document concerning the proposal to impose waiting restrictions adjacent to the Jubilee School. As the school has now had it's planning application refused we can see no reason for these proposals and as such oppose them entirely. If they are implemented it will cause stress and concern to a great many people as their options to park will be severely limited. The school has impacted sufficiently on residents and to impose further parking restrictions in the area is unnecessary. All it will do it shift the issue of parked cars to other roads which are already at capacity during the weekends and evenings particularly.</p> <p>So please accept this email as an objection to the scheme.</p>	<p>I write to explain that the proposals relate to the opening of the school for the school year Sept 2016 and are not related at all to later plans to increase the number of pupils. The Kent County Council reasons for the order were stated as;</p> <p><i>The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of public safety</i></p> <p>- avoiding the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.</p> <p>The Traffic Regulation Order seeks to formalise the yellow lines shown on the plan, with an aim of;</p> <ul style="list-style-type: none"> - providing protection from parking on junction corners where new pedestrian crossing points have been constructed - to protect visibility for vehicle movements at the junctions - and to protect visibility for and of pedestrians opposite the school where a new pedestrian crossing point has been constructed. <p>As a result of the number of objections received, the Application, with objections, will be reported on and reviewed at The Maidstone Joint Transportation Board Meeting on Jan 17th 2018, with a view to deciding what action is to be taken.</p>
6	?	?	<p>I am writing to you with regards to the letter posted out last week about proposed road alterations on Gatland Lane and the surrounding area.</p> <p>In this letter it was stated that plans would be available online to view from noon on the 1st of September. As of yet (21:00 on the 3rd of September) these plans are still not available on the link provided.</p> <p>Can you please inform me as to when these plans will be made available? Also, given the short time frame in place for comments on this planning permission and the lack of details on this in the public domain, I trust that the date for comments will</p>	<p>I am sorry that you were unable to access the plans for some reason, the following page was checked to have all the required information, with the plan being part of the Public Notice (Consultation Documents) available on this page.</p> <p>https://consultations.kent.gov.uk/consult.ti/GatlandLane_WaitingRestrictions/consultationHome</p> <p>I write to explain that the proposals relate to the opening of the school for the</p>

No.	Object	Support	Comments	Response from KCC
37			thus be extended.	<p>school year Sept 2016 and are not related at all to later plans to increase the number of pupils. The Kent County Council reasons for the order were stated as;</p> <p><i>The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of public safety</i></p> <p>- avoiding the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.</p> <p>The Traffic Regulation Order seeks to formalise the yellow lines shown on the plan, with an aim of;</p> <ul style="list-style-type: none"> - providing protection from parking on junction corners where new pedestrian crossing points have been constructed - to protect visibility for vehicle movements at the junctions - and to protect visibility for and of pedestrians opposite the school where a new pedestrian crossing point has been constructed. <p>As a result of the number of objections received, the Application, with objections, will be reported on and reviewed at The Maidstone Joint Transportation Board Meeting on Jan 17th 2018, with a view to deciding what action is to be taken.</p>
7	✓		<p>I'm writing to express my concerns and objection to the above proposal to place DYL's on the length of Gatland Lane and the surrounding roads.</p> <p>The majority of these roads have limited parking as it is. Most with one allocated parking space. This is sufficient for us as we only have one vehicle but many properties have more than one vehicle and I am also concerned that any visitors will not be able to find anywhere in the surrounding area to park at any time, even at off peak times if these double yellow lines are introduced. It will surely cause even more poor parking in the surrounding area if these people have even less of a choice as to where they are able to park.</p> <p>I understand the need for some restrictions especially with the development of the school and potentially irresponsible parking by parents. Your letter suggests that the changes are being put into place purely due to the development of the school so would</p>	<p>I write to explain that the proposals relate to the opening of the school for the school year Sept 2016 and are not related at all to later plans to increase the number of pupils. The Kent County Council reasons for the order were stated as;</p> <p><i>The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of public safety</i></p> <p>- avoiding the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.</p> <p>The Traffic Regulation Order seeks to formalise the yellow lines shown on the plan, with an aim of;</p>

No.	Object	Support	Comments	Response from KCC
			<p>it not be better to impose time restricted single yellow lines instead of double yellows? This would prevent irresponsible parking during school drop off and pick up times but would leave the road free for limited parking in the evenings and at weekends, when most people are likely to be at home or have visitors anyway. This method has been used in the area around such local schools as Valley Park, Invicta and East Borough primary school.</p> <p>I also note that there are no lines at all around the nearby Bower Grove school which is also a congested area for vehicles. What is the reason for this school not being surrounded by lines as is being proposed for Jubilee school?</p>	<ul style="list-style-type: none"> - providing protection from parking on junction corners where new pedestrian crossing points have been constructed - to protect visibility for vehicle movements at the junctions - and to protect visibility for and of pedestrians opposite the school where a new pedestrian crossing point has been constructed. <p>As a result of the number of objections received, the Application, with objections, will be reported on and reviewed at The Maidstone Joint Transportation Board Meeting on Jan 17th 2018, with a view to deciding what action is to be taken.</p>
38 8	✓		<p>I received a letter today through my door to advise that due to development of Jubilee Primary School on Gatland Lane your planning on putting down double yellow lines.</p> <p>I live at number [REDACTED] [REDACTED]</p> <p>[REDACTED] Not to long ago we had double yellow lines laid at the opening of Burghclere Drive which was fine as I could still park outside my house.</p> <p>The letter states DYL will be laid from the junction with Gatland Lane for 10 metres. I thought this was what had already been done. Please could you clarify or send me drawing of how far the lines are going to go up. The people of Burghclere Drive do not have parking and by sending double yellows up it will cause alot of drama for a small cul de sac.</p>	<p>I write to explain that the proposals relate to the opening of the school for the school year Sept 2016 and are not related at all to later plans to increase the number of pupils. The lines are indeed those already placed, that you refer to and once an order is in place, parking on these lines can be enforced by Maidstone Borough Parking Civil Enforcement Officers. See plan at the end of this link</p> <p>https://consultations.kent.gov.uk/gf2.ti/f/851426/29758533.1/PDF/-/GATLAND_LANE.pdf</p> <p>I write to explain that the proposals relate to the opening of the school for the school year Sept 2016 and are not related at all to later plans to increase the number of pupils. The Kent County Council reasons for the order were stated as;</p> <p><i>The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of public safety</i></p> <p><i>- avoiding the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.</i></p> <p>The Traffic Regulation Order seeks to formalise the yellow lines shown on the plan, with an aim of;</p> <ul style="list-style-type: none"> - providing protection from parking on junction corners where new

No.	Object	Support	Comments	Response from KCC
				<p>pedestrian crossing points have been constructed</p> <ul style="list-style-type: none"> - to protect visibility for vehicle movements at the junctions - and to protect visibility for and of pedestrians opposite the school where a new pedestrian crossing point has been constructed. <p>As a result of the number of objections received, the Application, with objections, will be reported on and reviewed at The Maidstone Joint Transportation Board Meeting on Jan 17th 2018, with a view to deciding what action is to be taken.</p>
39 9	✓		<p>I have received a letter outlining proposed waiting restrictions and prohibition of traffic movements planned for the area that I live in, due to the development of jubilee primary school in gatland lane Maidstone, I can understand that the parents picking and dropping of their kids causes problems in the area. But I think that the residents that live in the area, including myself are the ones that will suffer as, I live in gatland lane, [REDACTED], and by putting in double yellow lines the council will leave us with nowhere at all to park our cars, is this fair? I think not, . why don't you introduce resident parking only in areas where we have no other option but to park on the road. I'm very unhappy with this proposed planning. It will not solve the problem at all as the parents will just park and block streets nearby, it wont affect them, just people that live in the area that are being punished for a school that nobody wanted in the first place. Please can you reply, letting me know where us residents are going to park in the future please.</p>	<p>I write to explain that the proposals relate to the opening of the school for the school year Sept 2016 and are not related at all to later plans to increase the number of pupils. The Kent County Council reasons for the order were stated as;</p> <p><i>The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of public safety</i></p> <ul style="list-style-type: none"> - avoiding the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising. <p>The Traffic Regulation Order seeks to formalise the yellow lines shown on the plan, with an aim of;</p> <ul style="list-style-type: none"> - providing protection from parking on junction corners where new pedestrian crossing points have been constructed - to protect visibility for vehicle movements at the junctions - and to protect visibility for and of pedestrians opposite the school where a new pedestrian crossing point has been constructed. <p>As a result of the number of objections received, the Application, with objections, will be reported on and reviewed at The Maidstone Joint Transportation Board Meeting on Jan 17th 2018, with a view to deciding what action is to be taken.</p>
10	?	?	<p>Since Gatland House became a school, we have cars parked outside our house from 7.30am - 4.30pm. The first cars to arrive (mainly belonging to teachers) park right up to the end of the</p>	<p>I write to explain that the proposals relate to the opening of the school for the school year Sept 2016 and are not related at all to later plans to increase the</p>

No.	Object	Support	Comments	Response from KCC
40			<p>double yellow lines and are there for the duration of the day, making driving in and reversing out of our property ([REDACTED]) extremely difficult and hazardous. This is accentuated by the fact that this is the narrowest part as the road bends. When the hourly buses come along, they often have to mount the pavement if there is on-coming traffic. Double yellow lines were implemented but, in our opinion, have not been extended far enough to allow reasonable and safe access to our property. I have attached photos giving a clearer view.</p> <p>In the interest of safety, we would like to request that these double yellow lines are extended by 12 metres which would take them past the narrowest part of the road and, therefore, beyond our driveway.</p>	<p>number of pupils. The Kent County Council reasons for the order were stated as;</p> <p><i>The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of public safety</i></p> <p>- avoiding the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.</p> <p>The Traffic Regulation Order seeks to formalise the yellow lines shown on the plan, with an aim of;</p> <ul style="list-style-type: none"> - providing protection from parking on junction corners where new pedestrian crossing points have been constructed - to protect visibility for vehicle movements at the junctions - and to protect visibility for and of pedestrians opposite the school where a new pedestrian crossing point has been constructed. <p>As a result of the number of objections received, the Application, with objections, will be reported on and reviewed at The Maidstone Joint Transportation Board Meeting on Jan 17th 2018, with a view to deciding what action is to be taken.</p>
11	✓		<p>I am writing to object to the the KCC Parking/Waiting restrictions, reference 01/ME/Gatland Lane, which will affect Burghclere Drive, Chamberlain Avenue, Gatland Lane and Ridgway, in Fant, Maidstone.</p> <p>The application by jubilee church to increase the size of the school has been refused.</p> <p>The full double yellow lines are not required. Just a restriction near the school gates, to stop the school users blocking the highway during the am/pm pick-ups and drop-offs. a single yellow line with time restrictions should suffice.</p>	<p>I write to explain that the proposals relate to the opening of the school for the school year Sept 2016 and are not related at all to later plans to increase the number of pupils. The Kent County Council reasons for the order were stated as;</p> <p><i>The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of public safety</i></p> <p>- avoiding the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.</p> <p>The Traffic Regulation Order seeks to formalise the yellow lines shown on the plan, with an aim of;</p> <ul style="list-style-type: none"> - providing protection from parking on junction corners where new pedestrian crossing points have been constructed - to protect visibility for vehicle movements at the junctions - and to protect visibility for and of pedestrians opposite the school

No.	Object	Support	Comments	Response from KCC
				<p>where a new pedestrian crossing point has been constructed. As a result of the number of objections received, the Application, with objections, will be reported on and reviewed at The Maidstone Joint Transportation Board Meeting on Jan 17th 2018, with a view to deciding what action is to be taken.</p>
41 12	✓		<p>I email with reference to proposed parking restrictions & further double yellow lines in Gatland Lane and surrounding roads, which have been put forward regarding an initial application by jubilee school to extend. The planning application to double the intake and building size of Jubilee School was refused. Therefore I object on the basis that the necessity to impose parking/waiting restrictions is not required.</p>	<p>I write to explain that the proposals relate to the opening of the school for the school year Sept 2016 and are not related at all to later plans to increase the number of pupils. The Kent County Council reasons for the order were stated as;</p> <p><i>The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of public safety</i></p> <p>- avoiding the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.</p> <p>The Traffic Regulation Order seeks to formalise the yellow lines shown on the plan, with an aim of;</p> <ul style="list-style-type: none"> - providing protection from parking on junction corners where new pedestrian crossing points have been constructed - to protect visibility for vehicle movements at the junctions - and to protect visibility for and of pedestrians opposite the school where a new pedestrian crossing point has been constructed. <p>As a result of the number of objections received, the Application, with objections, will be reported on and reviewed at The Maidstone Joint Transportation Board Meeting on Jan 17th 2018, with a view to deciding what action is to be taken.</p>
13	✓		<p>Initially, I would make the comment that these yellow lines have been painted on the highway for 12 months (5 September 2016) as an “illegal” marking on the highway as you had not consulted on their arrival prior to their painting. We have made many representations to your staff about the illegality of these lines for 12 months.</p>	<p>I write to explain that the proposals relate to the opening of the school for the school year Sept 2016 and are not related at all to later plans to increase the number of pupils. The Kent County Council reasons for the order were stated as;</p> <p><i>The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this</i></p>

No.	Object	Support	Comments	Response from KCC
42			<p>However, it is now seen fit to apply for a Traffic Order to legalise these lines.</p> <p>We object to the order as published as we consider that the order is both excessive and inappropriate to the community.</p> <p>Outside the school is a large notice appended to a lamp standard which states that there shall be no parking on the marked lines between 7 – 6p.m. between Monday and Friday; to this part of the Order we have no objection as it is limited though, in its extent is also excessive as it relates to every week of the year whereas schools only sit for 40 weeks thus there are 12 weeks when even this notice is excessive and inappropriate. It must be remembered that this school is a new arrival in a community that has functioned well now for over 60 years. Gatland House was part of that community as a children’s home and, latterly, as a clinic for young people. The building sat alongside the rest of the residential area without any objection from residents. However, in September 2104 things changed. As stated above, the school functions for 40 weeks between the hours of 8.00 and 16.00; this is a limited time period.</p> <p>The reasons for the objections are as follows:-</p> <ol style="list-style-type: none"> 1. The Order as present drafted provides for “Double Yellow Lines” These lines have the enforceable effect or impinging on the every day lives of residents who, hitherto, had existed in a very orderly way. The DYL (Double Yellow Lines) will not necessarily provide for safety of the children attending the schools as they will NOT be enforced for 24 hours a day, 7 days a week; what they will do is to materially affect the lives of the residents who will no longer be able to legally park outside the so affected dwelling and visitors will also be so affected. This restriction on parking outside one own property will then impinge on others who do not have DYL – the ripple effect will be found. If the safety of children affecting the school is paramount, then this is NOT THE WAY to provide such safety. 	<p><i>document in the interest of public safety</i></p> <p><i>- avoiding the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.</i></p> <p>The Traffic Regulation Order seeks to formalise the yellow lines shown on the plan, with an aim of;</p> <ul style="list-style-type: none"> - providing protection from parking on junction corners where new pedestrian crossing points have been constructed - to protect visibility for vehicle movements at the junctions - and to protect visibility for and of pedestrians opposite the school where a new pedestrian crossing point has been constructed. <p>As a result of the number of objections received, the Application, with objections, will be reported on and reviewed at The Maidstone Joint Transportation Board Meeting on Jan 17th 2018, with a view to deciding what action is to be taken.</p>

No.	Object	Support	Comments	Response from KCC
43			<p>It has already become standard practice of uninformed residents to park outside the houses free of DYL. For these reasons the proposals are both excessive and inappropriate.</p> <p>2. If safety is paramount, then a more acceptable proposal for the residents would look like this</p> <ul style="list-style-type: none"> • Single yellow lines will be painted along the length of north and south side of Gatland Lane and along The Ridgeway, such lines will be clearly signed to be effective ONLY between the hours of 8.00 and 16.00 hours and ONLY effective in term times. • The DYL will remain outside the school as the markings are clearly controlled by limiting signs already affixed and self explanatory. • The provision of time and date limited single lines will prove to be more effective and acceptable to the residents as it will prevent the stone in the middle from rippling outwards – as at present happens and it outlined above. • The demands for enforcement will be contained within those hours and days and thus will be cost effective and proportionate. <p>It will be seen that this objection is not based upon an outright unacceptance of lines but on a reasoned response with a constructive alternative produced by residents of the area to whom this proposed Order will have a direct effect upon. We urge this presently drafted Order to be withdrawn.</p>	

Agenda Item 17

Maidstone Joint Transportation Board  MAIDSTONE Borough Council	 Kent County Council kent.gov.uk	17 January 2018
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A274 Sutton Road Maidstone

Decision Making Authority	Kent County Council/Maidstone Borough Council
Lead Director	Roger Wilkin
Lead Head of Service	Tim Read
Lead Officer and Report Author	Russell Boorman/Mary Gillett
Wards and County Divisions affected	Wards: Shepway South/Parkwood County Divisions: Maidstone South East
Which Member(s) requested this report?	Committee

This report makes the following recommendations:

For Information. The Board are asked to note the contents of the report, and support the recommendation to proceed with the junction improvements on the A274 Sutton Road Maidstone.

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	17 January 2018

A274 Sutton Road Maidstone

1. INTRODUCTION AND BACKGROUND

- 1.1 This report provides an update and recommendation following further public engagement on the 1st December 2017 in respect of the proposed A274 Sutton Road Maidstone junction improvements.
-

2. A274 SUTTON ROAD/WILLINGTON STREET/WALLIS AVENUE

- 2.1 The first public engagement was held on the 18th August 2017 which allowed the project team the opportunity to engage with the local community on the proposed junction realignment and understand their concerns with this essential scheme.
- 2.2 Feedback from the engagement event combined with responses to the dedicated project email address was assessed accordingly and four common themes of concern were identified, please refer to 3.9.
- 2.3 Additional design work was carried out to address and mitigate these concerns where possible in conjunction with other mitigation measures of points raised.
- 2.4 A further engagement event was held on the 1st December 2017 to communicate the proposed mitigation measures and welcome further feedback.

3. BACKGROUND

- 3.1 In 2014 three separate planning applications were granted for the following sites:
- Land North of Sutton Road Otham Kent - Planning permission granted on 6th February 2014
 - Land at Langley Park Maidstone – Planning permission granted on 6th February 2014
 - Land West of Bicknor Farm Cottages Sutton Road – Planning permission granted on 6th February 2014
- 3.2 Maidstone Borough Councils' Local Plan was adopted in October 2017 and there are an additional **2,651 homes** to be built in the South East Strategic Development area.
- 3.3 Unilateral Undertakings by deed under Section 106 Town and Country Planning Act 1990 were signed in relation to these developments by Kent County Council, Maidstone Borough Council and respective developers.
- 3.4 All three Unilateral Undertaking agreements identified the need for mitigation measures at the Willington Street and Wallis Avenue junction to the A274 Sutton Road comprising:

'the widening of the Sutton Road on the southern side to accommodate two lanes of traffic in both directions on the link between Willington Street and Wallis Avenue; the widening of the westbound Sutton Road approach arm to provide three lanes at the stop line; the widening of the eastbound Sutton Road approach arm to accommodate the additional westbound lane; and the linking of the controllers of the two junctions to improve the efficiency of the whole intersection.'

3.5 In October 2015 the Maidstone Joint Transportation Board agreed to progress work at the following locations which were identified jointly by Kent County Council and Maidstone Borough Council as suffering from existing congestion; these schemes are collectively known as the **Maidstone Integrated Transport Package**. This package of measures aims to reduce congestion and improve journey time reliability across the Borough.

- **A274 Sutton Road junction with Willington Street**
- A20 Ashford 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

3.6 In March 2016 approval was given by the Cabinet Member for Planning, Highways, Transport and Waste to deliver the junction improvement at both ends of Willington Street Maidstone.

3.7 The layout that received the Key Decision in March 2016 also required the removal of highway vegetation (the existing Cherry Trees) to accommodate the widening on the southern side of the A274 Sutton Road fronting Bell Meadow.

3.8 However, during the development of this scheme this initial layout design for the A274 Sutton Road junction with Willington Street was found to reach saturation point in the first year after construction, i.e. it would be operating beyond full capacity (**see appendix 1**), therefore a re-design was necessary to ensure the scheme delivers the required benefits, i.e. increased capacity and reduced congestion. The initial layout was optimised in 2016/17 to give a solution that both addressed the congestion issue and offered high value for money.

3.9 This revised layout was presented to the residents in August 2017 and four main themes were identified as follows:

1. Concerns that the scheme may not achieve the benefits that is sets out to do,

2. Concerns that the scheme will impact the vegetation fronting Bell Meadow and Sutton Road service roads,
3. Concerns that the scheme may increase noise and air pollution, and;
4. Concerns that the scheme may result in a devaluation of property.

3.9.1 Extensive design work has been undertaken following the public engagement with a view to addressing the concerns whilst still demonstrating a value for money scheme. **See appendix 2:**

4. PUBLIC ENGAGEMENT

4.1 Two Public Engagement Events were held, details of the attendance and responses can be seen on the table below:

Summary Table:

	Leaflets Delivered	Signed in Number	No Responding
Engagement 1	900	85	144
Engagement 2	95*	33	9

* This lower number of leaflets delivered reflects the more targeted engagement required for affected residents.

4.2 The second public engagement event was held on the 1st December 2017, at St Martin’s Church Hall, Northumberland Road, Maidstone. KCC officers gave a presentation to local residents which detailed the above mitigation measures. Questions were welcomed following the presentation. Residents were also invited to send in their comments on the proposals and options to the dedicated project email address by the 8th December 2017.

4.3 Responses received have been appended to this report (**see appendix 3**). The majority of concerns remain the loss of highway vegetation in order to construct the junction improvement, it must be noted that an increased number of trees will be re-planted in both landscaping options.

5.0 MITIGATION MEASURES

5.1 Concern Number 1 – Scheme will not achieve the benefits

These concerns have been carefully considered and further design work has been undertaken in relation to mitigation measures, however, it must be noted that not all concerns can be fully designed out.

The benefits that will be realised by the completion of the junction improvements can be seen in the table below; it can be seen that on the two predominant routes, travelling east to west and west to east on the main A274 Sutton Road, a maximum of **14 minutes** and **13 minutes** journey time saving are predicted to be achieved respectively.

5.2 Concern Number 2 – Loss of Vegetation

Kent County Council understands the concerns raised by local residents in relation to the loss of vegetation.

A landscape architect was engaged and challenged to produce a sympathetic planting regime that compliments the overall scheme.

Two options were proposed to the local residents at the engagement event that have incorporated a landscaping design on the Sutton Road and Bell Meadow service roads that offer mitigation to the noise/air pollution concerns as well as screening from the A274 Sutton Road.

The landscaping option fronting the Sutton Road service road is identical in both 1 and 2. It incorporates a noise bund (1m in height) constructed from materials excavated from the A274 widened sections. This will then be landscaped using native flowering tree species (Quercus Robur, Carpinus Betulus Fastigiata and Pyrus Calleryana Chanticleer) and a mixture of amenity planting. (**See appendix 4**)

Option 1: Bell Meadow service road was more challenging to incorporate a landscaping design due to the limited space available once the A274 Sutton Road carriageway widening has been constructed. Therefore a planting regime has been proposed for the majority of the Bell Meadow service road, unfortunately a section cannot be planted as there is insufficient remaining width. This section will have the acoustic fencing (1m high) between the A274 Sutton Road and Bell Meadow service road. (**See appendix 5**)

Option 2: To increase the available space to incorporate additional planting over and above option 1, the proposal is to construct passing bays between numbers 5 – 25 Bell Meadow service road. This will allow vegetation to be incorporated along the frontage of Bell Meadow Road, offering screening of the acoustic fencing, whilst providing a more attractive street scene. The disadvantage of this proposal is that a Traffic Regulation Order is required for ease of vehicular movement. (**See appendix 6**)

5.3 Concern Number 3 – Scheme may increase noise & air pollution

Air quality diffusion tubes are located in the vicinity of the junction improvement; one is directly on the junction of A274 Sutton Road and Willington Street.

Following advice taken from a Senior Scientific Officer, they have confirmed the following;

'Based on recent measurements of NO₂ (Nitrogen dioxide), combined with dispersion modelling, we are confident that area of exceedance of the Air Quality Objective (40 µg/m³-micrograms per cubic m) does not extend beyond the edge of the carriageway at present and decreases rapidly the further the distance away from this'

'Under the current scheme, the façade of the house closest to the carriageway is c. 25m. Using DEFRA's NO₂ fall-off with distance calculator (version 4.1) this suggests a level 22.5 micrograms per cubic metre in that location'

'Under the new scheme, the edge of the carriageway to the façade of the same house would be an estimated 16m (worst case scenario). The

calculator indicates that the level of NO₂ will increase to 23.9 micrograms per cubic metre, which is still well below the Air Quality Objective'

Therefore it can be concluded that the scheme will not have a significant impact on air quality and it well below the standard set in the air quality objective.

An environmental **sound survey** was undertaken on Friday 14 July 2017 in order to determine the existing sound climate surrounding the A274 Sutton Road.

Using the results of the environmental sound survey, a computer acoustic model has been produced, using computer software SoundPLAN v7.4. The model has been used to inform the assessment of noise levels as a result of the road widening works and to calculate the effectiveness of any potential mitigation measures.

'This initial assessment concluded that the change in sound level associated with the widening of the A274 Sutton Road is likely to result in an increase of less than 3 dBA at dwellings on Old Sutton Road, described as a negligible impact. The works are likely to result in an increase of greater than 3 dBA at dwellings on Bell Meadow, described as a minor impact'.

An acoustic fence has been incorporated into the design for the southern Bell Meadow side of the A274 Sutton Road.

'It is understood that a retaining wall is to be built to the south of the road, replacing the existing earth bank. It is recommended that an acoustic fence is erected on top of the proposed retaining wall, located along the southern edge of the A274 Sutton Road and parallel to the pathway edge. This is likely to reduce the magnitude of impact to negligible'. The acoustic fence can be extended beyond the retaining wall if required.

Therefore it can be concluded that the scheme will have a negligible impact on the noise pollution on both sides of Sutton Road.

** NB. The above assessment figures and calculations do not include the planting options and therefore it can be assumed will be improved upon.*

5.4 Concern Number 4 – Property de-valuation

The final common theme regards devaluation of property. This was communicated in the second newsletter and was covered at the engagement event on the 1st December 2017. It was agreed that an information leaflet would be distributed to all affected residents giving guidance on how they may claim through the *Land Compensation Act 1973 Part 1*.

6.0 Conclusion

In order to achieve the traffic benefits in terms of reduced congestion and increased capacity in mitigation for the new housing developments, this scheme needs to be implemented.

Mitigation for the loss of vegetation can be achieved via 1 of 2 options:

Option 1 – This option has reduced opportunity to provide an enhanced planting regime. A section of Bell Meadow will not have sufficient space for planting to be incorporated, and therefore the retaining wall with the acoustic fence (1m high) will be visible.

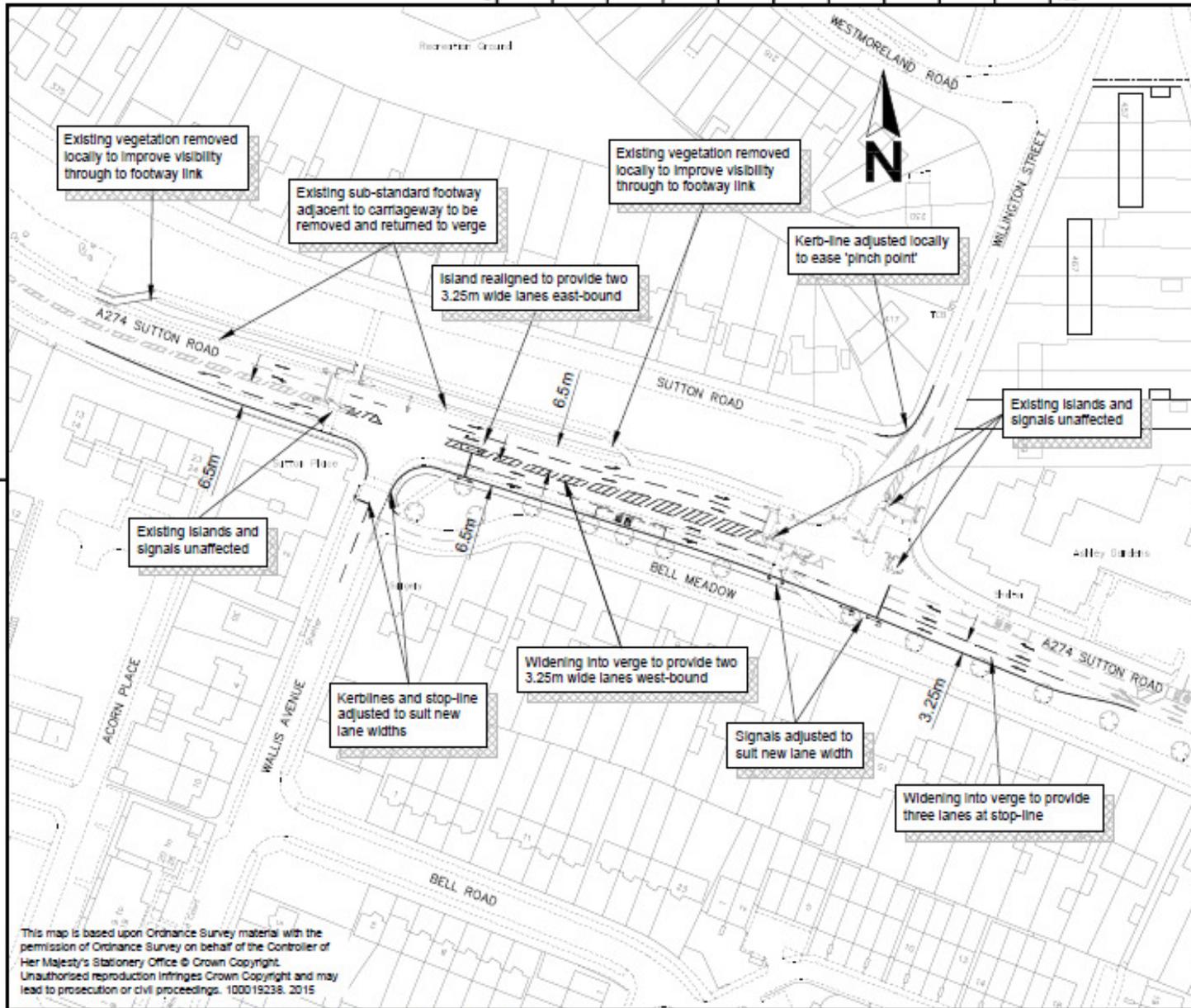
Option 2 – This option reduces the width of Bell Meadow to provide passing areas which will act as natural traffic calming. This will allow a full planting regime that will screen the acoustic fencing and A274 from the properties in Bell Meadow. This option will require a Traffic Regulation Order (TRO) to provide double yellow lines to keep free passage for vehicular traffic. All frontages affected by the TRO have off street parking provision.

Following the recent public engagement event, **9** responses were received of which **3** have responded they do not wish to see **Option 2** implemented.

7.0 Recommendation

- 7.1 Kent County Council recommends the progression of this essential junction improvement. Unilateral undertakings have been signed by Kent County Council, Maidstone Borough Council and respective developers, and mitigation measures identified in the approved planning applications for this specific location.
- 7.2 The four common concerns of the local residents have been mitigated as much as practicable whilst retaining the required traffic benefits.
- 7.3 KCC recognises the emotive nature of this scheme, in particular to the surrounding residents. The improvement is to address the current congestion and future growth and benefit all highway users.
- 7.4 Based on the feedback received to the dedicated email address following the second engagement event, it is recommended that the junction improvement with the inclusion of **Option 1** is progressed to the next stage of construction.

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Rev	Revision details	Chkd	Appd	Date
Drawn: JR			Preliminary	✓
Design: -			For comment	
Chkd: RBF			For tender	
Appd: RJHF			For construction	
Date: 30.09.2015			As constructed	
			Other	



Project Name
MAIDSTONE INTEGRATED TRANSPORT PACKAGE

Drawing Title
**~ INDICATIVE LAYOUT ~
 WILLINGTON STREET /
 A274 SUTTON ROAD JUNCTION
 PROPOSED WIDENING**

Original Drg Size : A4 Dimensions : -
 Scale : Not To Scale Copyright © Amey

Drawing No
4300390/000/12 Rev
0

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Appendix 3

Hello

Thank you for your presentation, and for taking the time to meet with residents on Friday.

Whilst I wasn't able to attend myself, I have been told by those who did attend that your presentation was of interest.

Although, it was unfortunate that you started the meeting before the advertised time, so quite a few missed the start of the presentation.

Thank you for the clarification on the traffic calming measures for the Sutton Road service road, that now makes more sense than on the leaflet.

It was very helpful to see the computer generated pictures of the proposed new layout, although as you already knew Option 2 was an insult to the residents of Bell Meadow, and completely unacceptable.

The meeting has of course brought some more questions, on top of those which I asked in my email on Thursday 30 November

(Please let me know if you require another copy of that email for you to respond to those questions).

- You gave residents a 7 day deadline for submitting our comments on the project changes.
 - However, you have not yet published the new documents and presentation on your website, so those who would like to check the plans over before commenting are not yet able to even look.
 - I assume therefore that our 7 day deadline for comments will only commence once all the documents are available?
- Why were residents not informed of the proposed plans, when they were first designed in 2015?
- How often is the bus stop outside No.6 Bell Meadow used? Does its level of use warrant the cost of constructing it?
- Your presentation showed the estimated NO2 pollution levels for residents. I would like to see the data behind this, please could it be made available on your website?
 - What will the pollution level be at the Care Home once the project is complete?
- Your presentation highlighted (I believe) a 3 minute faster journey time when travelling North East on Sutton Road. Please can you confirm the estimated improvement in journey time for the other 8 combinations of use of the junction please. There are many other uses of this junction, other than those travelling from the new developments.
- At night, vehicles traveling South East on Bell Meadow will have their headlights shining directly into the vehicles travelling North West on Sutton Road at the point the roads are just a footpath apart. In the UK, vehicle headlights are directed towards the near side and at this point, vehicles are on the wrong side of each other. What analysis (or previous precedent) has been implemented into the safety and accident risk of this?

- Your representative said that the plans should have been highlighted in standard house buying searches since 2015.
 - Those searches were completed for me in late 2016, and for the new owners of No. 6 and 8 Bell Meadow early this year.
 - I can confirm that we all used different solicitors, and that all 3 were not aware of the project, why would this be? I could accept that one firm of solicitors missed it, but not all three.

Once all of the materials from the meeting have been made available online, I will have more questions, so I very much look forward to being able to view the updated plans and presentation.

Further to the most recent public engagement on 1st December I should like to add the following comments to my original message which I stand by.

I found the presentation weak and unconvincing and the mitigation measures little improved. When the junction was last 'improved' we were given secondary glazing, blinds and acoustic ventilators all of which are now out-dated.

How strange then that your latest acoustic survey concludes no appreciable noise levels will be generated? Perhaps this is because the survey was carried out in the school holidays when all the trees and hedges were fully in leaf.

It was perfectly clear at the meeting that all you were concerned about was spending the money you have been allocated.

Firstly I must say that I do object to the scale of the Sutton Road work.

Points I would draw to your attention as follows are.....

· A longer lane into Willington Street towards town yes and agree some slight widening of the road on Bell Meadow side but preserving all of the trees whose appearance enhances this area.

· If this work goes ahead as you plan it to then I do not think it unreasonable for all Bell Meadow houses to be offered triple glazing as the increased volume and capacity of traffic and it being bought closer to homes will be louder.

· Given there will be heavy plant during roadworks and more traffic afterwards do you have insurance against weakening or fracturing our homes underground utility pipes?

· At present the grass areas offer safety for wildlife to cross Sutton Road safely. What provisions are in place where the walls and screens are for them to cross and not be trapped on the road?

· The grass areas allow rainfall to soak in. Have you taken in to account the extra rainfall needing to be drained away in Bell Meadow because of the loss of the green.

· On the proposed plans it seems to show double yellow lines the whole length of Bell Meadow. I do not think that is necessary. There is not a problem here with road parking. The existing double yellow lines are adequate. It is usually only folk using the dentist that park along the road.

· It is difficult for pedestrians to cross Wallis Avenue because you just do not know if traffic will turn in from up or down Sutton Road when traffic exiting Wallis Avenue is at a red light. Many folk start to cross because the traffic stops and can see the red light but are caught unaware because other traffic turns into the road and there is not a time when it is safe to cross. Increased and faster traffic will

make this crossing very hazardous to cross. I have given up trying and have to walk further up Wallis Ave to cross where I have a longer view.

I feel that when other works are carried out for instance at the Wheatsheaf junction and on the Loose Road it will alleviate traffic now and in the future at Sutton Road/ Willington Street junction so eliminates the need for it to be changed anymore than with minimum widening on its existing verges.

It seems the journeys of most traffic in this area is making its way to the M20 and it is this problem that needs addressing more than destroying established neighbourhoods for the sake of faster traffic flow. Faster traffic will likely also increase accidents.

I would like to say that I would not like a pathway put in as this just creates a focal point for people to congregate and create a social nuisance for the neighbourhood. Also we do not want double yellow lines anywhere on the road. If they are only put towards the top end by the dentist then all cars for there will have to park outside our premises. Also lines anywhere on the street will stop people having any visitors as not all houses have a huge driveway. The whole project is such a waste of funding and should be used in a better way. Like the millions spent on maidstone bridge it now takes me longer to get to work. So work that one out as it doesn't take a genius to see what a waste this Work will achieve in the end.

Dear Project Team,

I write with regard to the widening of the A274 Sutton Road at Bell Meadow as follows.

I take issue with the following statements :

(1) 'the widening of the westbound Sutton Road approach arm to provide three lanes at the stop line'

(a) We do not need to have three lanes at the stop line. At the Willington Street junction we need one lane to turn right and one lane to continue along Sutton Road; these we have. Further along, we need one lane for turning into Wallis Avenue leading to Park Wood, and the other lane to continue along the Sutton Road towards and past Morrisons and Police Headquarters. We currently have these also. Why do we need three lanes? There are very few cars, even at peak times, that turn into Wallis Avenue from this direction at this junction to warrant them needing their own lane for almost the whole length of Bell Meadow, and hardly any during the school holidays. I can tell you this as a pedestrian who has walked this route to and from my place of work every day for fourteen years and as a passenger in my husband's car whenever we go into town or turn left at Wallis Avenue to cut through Park Wood to reach our allotment at Loose, rather than going all the way down to the Wheatsheaf and back up the Loose Road. If any more cars were using this junction coming from the direction of Sutton Road (south) and turning into Wallis Avenue, I would never be able to cross the road before the lights changed to let the line of cars coming from the direction of Morrisons turn into Wallis Avenue, and we would have to sit and wait for two changes of lights. In our fourteen years of using this junction, we cannot remember a single time when this has ever happened.

(b) Where are the traffic survey facts and figures that were taken, showing dates and times? I presume that this was done over a substantial length of time to include peak times and school terms and school holidays, in order to present a properly balanced view? I understand from the meeting last Friday that this was done by Amey, am I right? Where can we see these figures - that apparently disprove what I have seen with my own eyes over many years? Should I ask Amey direct, or are they available on your website or to send us

by email? Until we see the evidence, we will never believe that widening the road to the detriment of our trees is or was ever necessary and we will state this fact far and wide to whoever will listen.

(2) Air Quality

There are a lot of numbers quoted on the PowerPoint slide. I would like to know how the air quality has been 'estimated' to fall below the Air Quality Standard when the trees that currently soak up most of the emissions have been removed. Has this been added into the estimated equation? Have you read this -

<http://www.arborenonvironmentalalliance.com/carbon-tree-facts.asp> ? It states that one tree soaks up 48lbs of CO2 emissions each year. And you're planning to cut down at least 20 of ours in Bell Meadow. This will mean that 960lbs of CO2 will be floating around in the air which otherwise would have been soaked up by our trees. And have you read this? <https://www.forestry.gov.uk/forestry/infd-88nfn2> - please do. Please!! Then maybe you will understand why we need our trees, why we are so passionate about trying to persuade you not to chop them down.

(3) Noise Impact

Whereabouts is the 'Old Sutton Road' please, that is mentioned on the slide that talks about the 'negligible' increase of 3 dBA?

(4) 'It is understood that a retaining wall is to be built to the south of the road, replacing the existing earth bank'

I have seen the artist's impression of this retaining wall that replaces the trees and grass bank in Bell Meadow, which at one point shows it as being higher than the car beside it. I presume that the wall is concrete? If I was in a car travelling so close to this wall and was involved in an accident and pushed into it by another vehicle, I wouldn't rate my chances of survival very highly.

(5) Loss of the Trees

This is our Number One concern but I've deliberately left it until last, apart from referring to them under (2) Air Quality above.

Over 400 people have signed a petition to try to save them. These particular trees are a much loved part of our town. They provide value to the area - and not just monetary value, i.e. the prices we paid for our houses because the trees are here.

Whatever is planted along here will never replace the beautiful cherry trees that are a delight to see on this approach road to our County Town, once known as the Garden of England. The 'vegetation' shown in the replanting is shown at the height it will be in five years' time, and even then it is negligible compared to the magnificent trees that we now have.

Please, do not destroy them for the sake of a lane that we all know that we do not need now and will not need in the future!

Alternative Suggestion

I accept that there is currently no immediate funding yet available for the Relief Road. I also know that the money earmarked for the Sutton Road widening scheme cannot be put towards the relief road instead.

However, we have read that the Councils are further ahead with this now than they have ever been, and I am sure that it will become reality before 2029. Therefore, much of the estimated traffic will not be coming anywhere near the Sutton Road / Willington Street junction then, and we will have lost our trees for nothing. Why should we lose our trees and

have our road widened now in anticipation of estimated needs twelve years in the future, when those needs might never materialise?

So how about considering the following ... why not undertake the replanting now, while leaving the Bell Meadow trees where they are? During the next five to ten years the 'vegetation' will have grown to such a height that residents of Bell Meadow will gain some benefit from it. If the Relief Road has materialised by then, thus relieving Sutton Road / Willington Street of much of its current traffic so that the anticipated increase hasn't taken place, Bell Meadow can be left untouched. But, if the Relief Road is still being discussed and is twenty or more years in the future by then, we might be less opposed to the idea of widening this road than we all are at present if we have some mature screen in place by then.

Why should we, our trees, our wildlife, our quality of air, our beautiful road, our environment, our quality of life, suffer when there truly is no need to rip away our trees and grass in order to extend the Wallis Avenue turning lane and/or add an extra lane to the other side of Sutton Road?

Come and spend a day with us. Watch the traffic; see how it moves. I'll provide the tea and coffee.

Stand with us and count the 20 seconds when traffic that could turn into Willington Street has to wait because the lights are against it even when nothing else is crossing in front of it. Try changing the sequence of the lights to alleviate any potential (and I mean potential) buildup - don't just tell us that the sequence has been changed to the maximum, because you might think it has, or might have been told that it has, but believe me, it hasn't.

Put some mitigation measures in place and revisit the scheme in five years to see whether it actually is necessary.

It is NOT an 'improvement' scheme. It is an utterly devastating one.

Please think again.

Please listen to us and realise what we're saying! Thank you.

Firstly I am vehemently apposed to these alterations.

I feel improvement could be achieved by the following:

1. Taking out the bus stop completely at the Bell Meadow, dentist end, because there is a bus stop outside the old senacre school site that could be used.
2. Having smart traffic lights.
3. Removing completely the bus stop outside nursing home, because there is one at the other end of Bell Meadow.

Option 2 in my opinion is the worse option. The reduction in the width of the road and double yellow lines would be a nightmare when people visit. The dentist traffic would push to the other end of Bell Meadow, which is already busy as the car lot uses this as an overspill car park. I also cannot see the need for the path there.

I really don't think you have accounted for the people who live here. I live along the other end, but I would hate to live at the dentist end where the bus stop would feel like it's right on top of them .

Hi,

Having read through the revised proposal PDF I think a dedicated right turning lane would be much more effective at the junction with the BP garage than simply a 'Keep Clear' marking. I appreciate this would cost more due to the vegetation that would need to be cleared however from a reducing congestion perspective this is very much needed to reduce unnecessary bottlenecks.

Moreover, at the start the report mentions work to the A20-Willington Street junction. When will this be commencing? This is urgently needed along with work to widen the road at the Hermitage Lane junction to create a dedicated right turn lane so that Maidstone bound traffic can continue freely. Every day there are mile long tail backs in each direction.

I await your response accordingly.

Thank you for taking the time to respond to some of our concerns.

In direct response to your emails today:

- Please can you supply copies of the literature communicated to residents in 2014 when these plans were first considered. No resident I have spoken with has any knowledge of any communication prior to 6 August 2017.
- My question regarding the bus stop on the southern side of Sutton Road outside No.6 Bell Meadow related to the number of people who get on or off at this stop, not the

number of buses using it. I am aware there will be more buses using this route in the coming years serving the new developments, but I do not understand the continued need for this stop, when there is another, much larger stop a short distance away outside the old Senacre Technology School and on Wallis Avenue only a few metres away. Do you know the number of people who use this stop daily?

- Thank you for trying to clarify the “3 minute” comment, although your table has done little to answer my question regarding journey times through the junction.
 - Are the timings you have used current timings, or those estimated for 2030?
 - I understand you have extended your timings to include from the Wheatsheaf to Langley. Do the timings take into account delays at the Wheatsheaf or Morrisons junction as well?
 - How were the “Do Nothing” timings calculated? In 20 years living on Bell Meadow, we have never had queues of 15 minutes plus to get through the junction, so I would very much like to know your source for this.
- Yes, residents of Bell Meadow do wish to see more vegetation, being directly on the Sutton Road, staring at a fence, or into a passing bus are not at all desirable given the current pleasantness of the cheery tree lined road.
 - I can understand your suggestion of narrowing Bell Meadow to accommodate some vegetation, but I am sure you are well aware this will not be supported by residents.
 - I feel the plans are half-baked due to the road narrowing extending past the extra vegetation, specifically at the southern side bus stop, where an extra section of path will be used to narrow Bell Meadow. This can only be an oversight in an unchecked plan?
- I understand that all junctions will need to be upgraded to see the full benefit, but it seems very much like you are trying to solve all the issues with one development, which as a resident, I can assure you, you will not do with your current suggestion.
- Your comment regarding access to properties is very vague. I am quite sure you will not be able to find a suitable alternative location for charging an electric car, or chilling/cleaning/restocking an ice cream van. This needs to be considered.
- I am still baffled by the suggestion of Keep Clear markings for the BP garage. I can see no benefit to this at all. I implore you to research this before wasting any money on it.

The following are questions or concerns, previously submitted to you, that have not yet been responded to:

1. Your presentation showed the estimated NO2 pollution levels for residents. I would like to see the data behind this, please could it be made available on your website?
 - What will the pollution level be at the Care Home once the project is complete?
2. At night, vehicles traveling South East on Bell Meadow will have their headlights shining directly into the vehicles travelling North West on Sutton Road at the point the roads are just a footpath apart. In the UK, vehicle headlights are directed towards the near side, and at this point, vehicles are on the wrong side of each other. What analysis (or previous precedent) has been implemented into the safety and accident risk of this?
3. It is well known to all users, that the right turn slip road for Willington Street begins directly after the traffic island outside Sutton Heights, although the road markings don't show this. What is the distance from this traffic island to the start of the new slip road? It appears that as soon as an extra 4 cars (or one commercial vehicle) join the queue, your new two lanes will be completely blocked?
4. What was the estimated time saving for the initial 2015 plans?

1. Based on the small picture in your presentation, I'd like to note that if these plans were being put to us, I would be fully supportive of them. They appear to aid the flow of traffic without as much un-necessary destruction and extra pollution.
1. You said that your 2015 plans would be fully saturated with a year. Would this still be the case once Morisons junction, Wheatsheaf and Willington Street/A20 works have been completed? Or once there is a South Maidstone bypass?

Residents including myself very much feel that this is a done deal, and that KCC Highways have no intentions of listening to our concerns above those that you can easily cater for. I very much hope that is not the case.

This is my second email to this address, the first being at the end of August after the first meeting.

I have lived on the service Rd in Sutton Rd for the last eighteen years and I love the fact that we have very beautiful very old trees and shrubs full of wildlife and birds to be able to see every day. Some of these trees are, I am told, at least a hundred years old. I have been told by councillors that even a tree preservation order can be pushed aside as long as you plant a replacement, if this is true then what is the point of a preservation order when it can be swept aside. What can the birds do with these stupid puny little saplings you planted four months ago? By the time these "trees" are big enough the birds will all be dead!!

Not only have thousands of creatures and birds already been wiped out when all these new houses were built it will just go on, more and more of them will be destroyed.

Then of course what about the residents? Some old and not very mobile some young with small children, why must we all suffer because councils want to build more houses? Why are we not being listened to, we all pay our taxes, why are old residents not as important as new ones?

The traffic along Sutton Rd is very seldom at a stand still with very little problems unless there is an accident, that holds everything up but that will still happen if you have six lanes of traffic won't it?

The biggest traffic problem we have is the amount of very huge, very heavy lorries and that's why we really need a bypass or a relief road to take some of the traffic away from here, there is a nasty rumour that one of the top people on the council lives in Coxheath and that's why the proposed relief road couldn't go ahead, surely this cannot be true??

We all know that the trees are our protection against the traffic fumes as well as the noise, as for the ugly fences you are planning to put up, the fumes will just waft over the top. I cannot believe experts when they say the air pollution will not rise significantly when four lanes of traffic become six lanes of traffic and the trees are removed. We will probably all end up with lung and chest disease.

As a resident of Bell Meadow I would like to make the following comments regarding the Sutton Road improvement scheme:

1. I am very disappointed in the way this scheme has been approached. To only receive notification of the plans through our letter box on a Sunday, the day before the surveying began was totally unacceptable.
2. We purchased our house in January 2017 and the proposal did not show up on our local searches. However at the recent meeting it became clear that the 2015 plans should have been publicly

available. I do not understand how this is possible, when we had formal searches carried out only a year ago.

3. My family have lived along this road for 30 years (we currently own 4 houses along here) and I am deeply disappointed that you feel that it is acceptable remove the tree lined street that we are all very fond of and move the traffic, noise and pollution closer to our homes.

4. I am concerned that by moving the Sutton Road closer to Bell Meadow the glare of the headlights could become a hazard. In the UK headlights are pointed towards the kerb.

5. I do not understand the need for a bus stop outside no. 7. Having grown up along this road using the bus route, residents have always used the bus stop along Wallis Avenue, as the 82 bus route runs every 10 minutes. There is also a large bus stop a short distance away outside the old senacre school site if the 12 bus route (or possible new Langley Park service) is required. If the bus stop outside no. 7 was removed there would be space to keep the existing trees (or replanting at least).

4. I commute into Maidstone town centre during the rush hour using the newly 'improved' one way system. My journey now takes 10 minutes longer than it did previously. I am concerned that these 'improvements' will make matters worse. Adding further lanes for such a short distance is likely to cause a bottle neck, and a risk of increasing accidents due drivers trying to overtake each other.

5. Willington Street is becoming increasingly congested. 'Improving' the junction at each end will not greatly expand the physical capacity of the road as there is not space here to build a dual carriage way. If the traffic increases as you are suggesting no amount of changes to the junction will stop Willington Street becoming gridlocked. I can see the only way to relieve this would be to build a relief road.

6. Although I believe the trees along Bell Meadow should not be felled without suitable replacement to provide privacy for the residents along Bell Meadow. However, option 2 is simply not feasible. The road is used as overspill parking during the day for the dentist. I also feel that the road would become very tight for residents parking their vehicles on driveways.

7. Option 1 includes a fence (without vegetation) for a number of metres. This will be very unsightly for the residents of Bell Meadow. This could also become a hotspot for graffiti.

8. I believe the junction could be improved by simply using smart traffic lights, improving the position of the bus stops and extending the turning lanes. This would reduce the impact on local residents and the cost of these currently dramatic plans.

I look forward to receiving your comments as I have found this process extremely stressful and upsetting. I am under the impression that the residents have not been considered when producing these plans.

I have a few points that I'd like to add to my email of yesterday, please, for you to consider when weighing up the consequences of taking our trees away in order to make the lane into Wallis Avenue longer and add a lane on the opposite side.

Firstly, the lane on the opposite side (Ashley Gardens heading towards Headcorn) doesn't need an extra lane there, because all the traffic on that side has already gone past the Willington Street junction and heading out of Maidstone.

Secondly, we all have to wait at traffic lights, wherever we go. Sp extending the turning lane for Wallis Avenue on the Bell Meadow side - and equally extending the Sutton Road lane coming up from Morrisons to the Willington Street turning - will have absolutely no impact on waiting at the lights unless the sequence of traffic lights is changed to be in favour of the turning. Which is surely hardly appropriate, as the bulk of the traffic on the Sutton Road is NOT turning into Wallis Avenue; it's going towards Morrisons, the Wheatsheaf and the Town Centre. So however long you make the Wallis Avenue turning lane, presumably for the purpose of splitting the traffic further back, by taking our trees and bank away, traffic turning into Wallis Avenue will still have to wait at the traffic lights the same as everyone else. Would they rather wait for the lights to change while sitting beside a concrete wall topped with a fence or wait beside a grassy bank with crocuses, daffodils and cherry trees on it?

And lastly - I know that the money allocated to this has been given to the Council(s) in order to improve junctions in Maidstone. I have worked for a Govt department for long enough (nearly 50 years) to know the familiar cry of "If we don't spend it we'll lose it! And they won't let us save it until next year! And they won't give us any next year if we don't spend what they've given us this year! So we'll all buy new desks and chairs and throw out the old ones, even though we don't need new ones and the new ones are flimsy and not so well made as the ones we already have."

But why spend it at all if it is not only unnecessary but utterly and irreversibly detrimental to the area, the people who live there and the people who pass through it?

I do get it. Being given £4m and being told that you must spend it must be hugely tempting. But in some cases it is really better not to when what you spend it on will make things so much worse. That's rather like me saying "I'll give you a million pounds but you can only have it if you send your children abroad to live with someone else, and then have your left leg and right arm cut off." Um - thanks but no thanks!

Please re-think, and scale down this project so that you leave our trees where they are. They mean so much to us; they are part of our lives, and we love them. We will be devastated to lose them.

Thank you.

To Whom It May Concern,

As a resident currently residing on the A274/Sutton Road and likely to be directly affected by the proposed changes to the road I am writing to express my views. I have attended both the poorly publicised 'public engagement' meeting in August and more recently, the public consultation meeting. I have taken the liberty of including my original email with this one for completeness.

Bearing in mind the previous public relations fiasco regarding the project I was immediately concerned that it was felt appropriate for the meeting to start at 430pm when many residents were likely to be at work. Ultimately I had to arrange annual leave from my job in order to attend, unfortunately my husband was not able to do the same. I would suggest that our situation was not unique and the number of attendees at this important meeting was likely to have been adversely affected by the timing of the meeting. At the meeting we were asked to provide feedback via this email address within the week, this is a very short interval particularly if one assumes that information needed to be cascaded to individuals unable to attend and that time was also required to upload the presentation onto the website.

The meeting itself was not presented terribly well, members of the panel were not introduced and with the exception of Russell, failed to introduce themselves when responding to questions, they

were not wearing any means by which they could easily be identified. Detail on the presentation was extremely hard to see even when seated near the front of the hall. As there was no clear chair to the meeting or microphone unfortunately it became a 'free for all' on more than one occasion and was perhaps therefore not as constructive and informative as it might have been.

Overall my initial concerns about the project remain, one of the main issues being the lack of information and cohesion about the schemes being proposed for the remaining two pinch points along the length of the road, namely 'The Wheatsheaf' and the junction with South Park/ Armstrong Road. It is impossible to envisage any improvement in traffic flow when looking at this element of the scheme in isolation.

Despite the slightly distracting and possibly slightly deceptive graphic of two cars travelling along an 'improved' and 'as is' road simultaneously I don't believe I was the only person present who was shocked at the revelation that the aspect of the scheme affecting us so greatly would result in a potential gain of approximately 3 minutes in journey time at peak time in 2029. I can only presume that a 3 minute gain is actually a best case scenario as it was the only figure presented when the actual figure was queried.

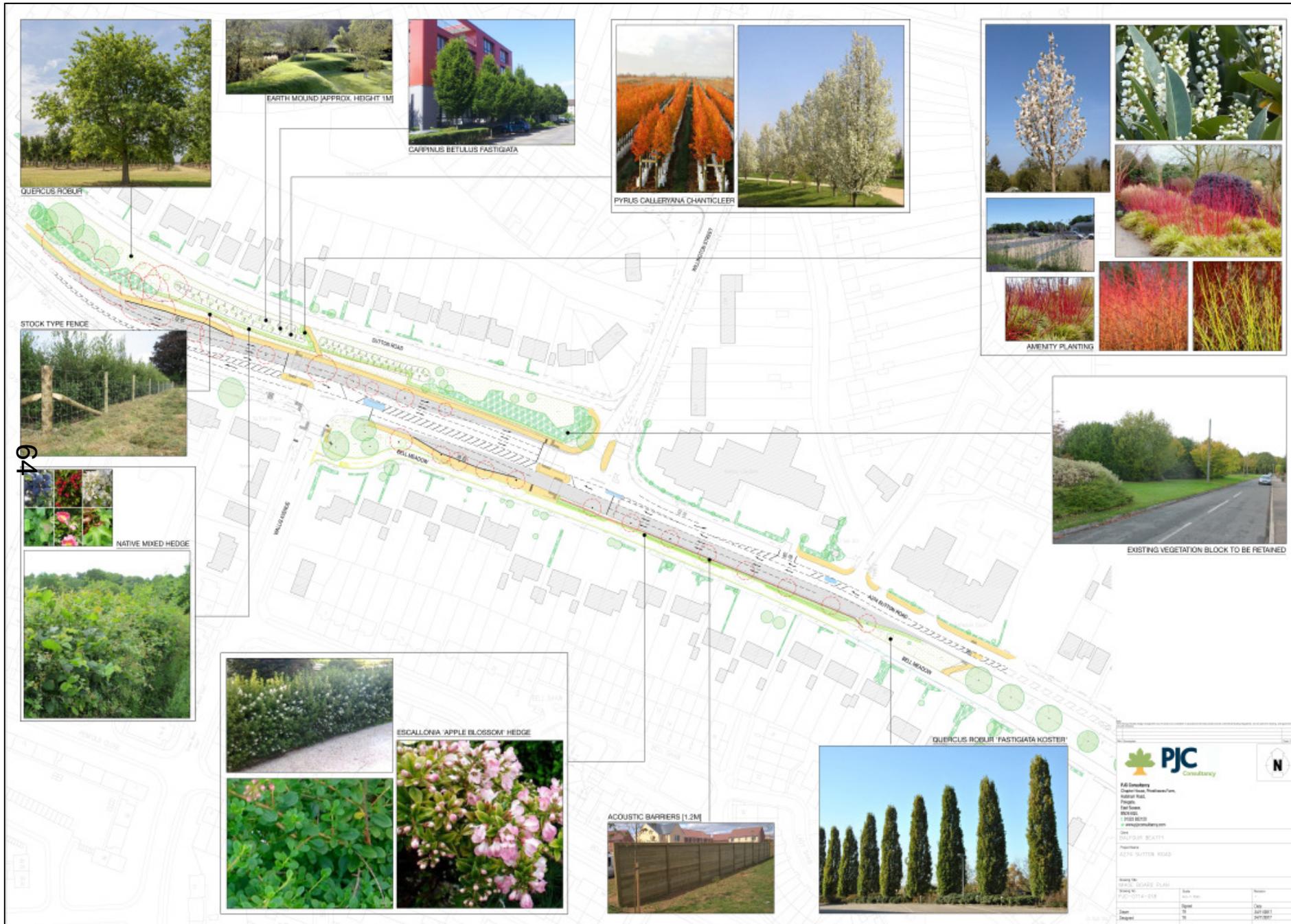
One of the concerns previously raised was the issue of the service road we live on being used as a 'rat run' between the sets of traffic lights. This already happens on a frequent basis with cars frequently travelling at unacceptably high speeds on what is a residential street and is likely to increase during the period of works. The suggestion that traffic management measures could be implemented both during and following works was well received by myself however, this was tempered by the suggestion that these would initially be a temporary measure and would only be permanently installed if residents felt that they were beneficial, at the points and frequency where residents wanted them. It seems quite incredible to me that planners who can predict traffic flow up to 12 years hence, instigate and recommend a scheme such as this apparently cannot inform and influence the number and position of traffic calming measures. Furthermore, as there is such little confidence in the handling of information regarding the proposal and our ability to influence it thus far it is hard to take any consolation from the prospect of further consultation regarding this element of it.

Finally, I am concerned that the time interval between the final decision in January and scheduled commencement of works in February is extremely short when taking into account that no information regarding the logistics of implementing the proposed scheme have yet been proposed or presented to us.

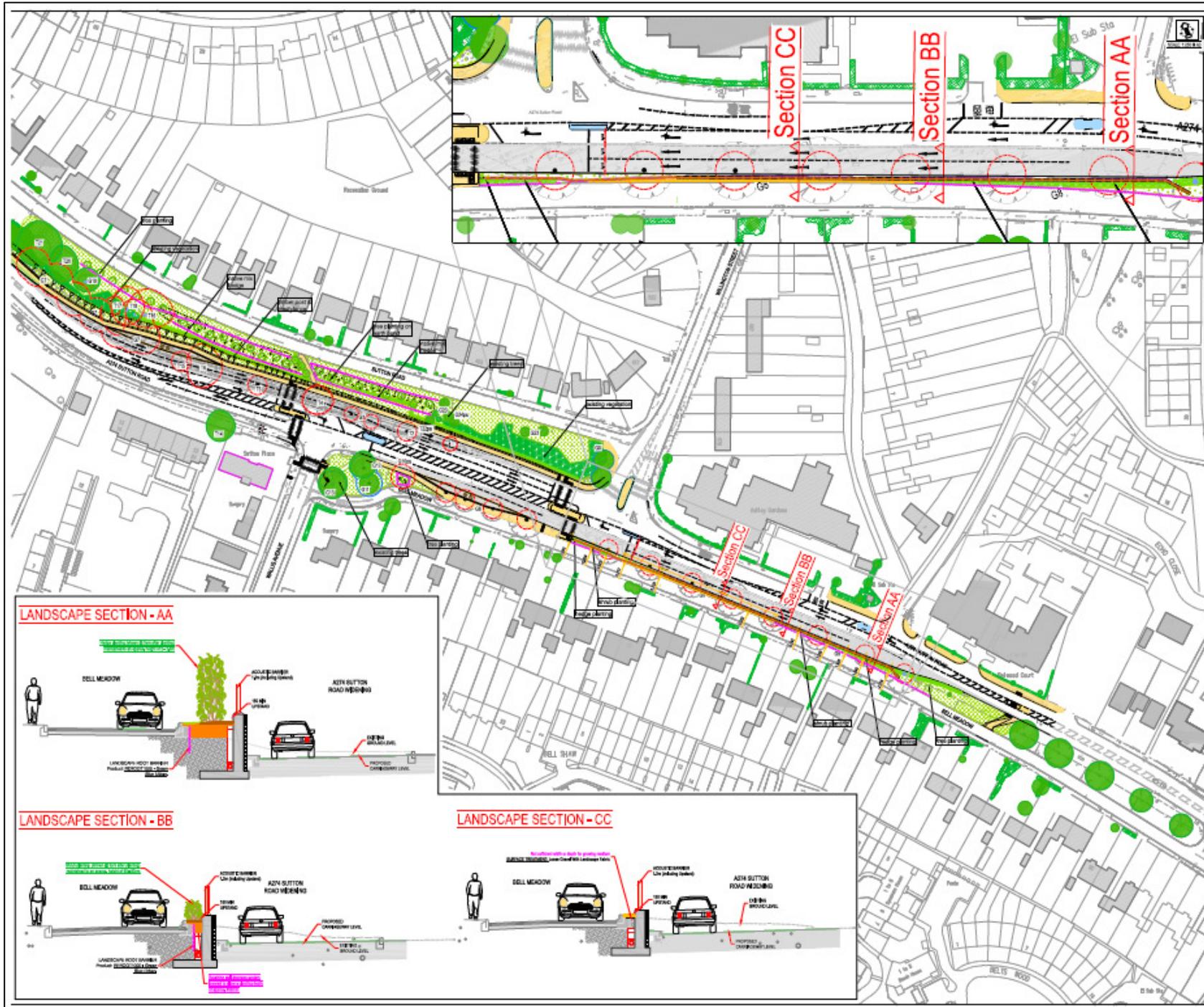
Unfortunately we find ourselves in a unique and increasingly difficult position in that we already have our property on the market due to the breakdown of our marriage. We have no real financial alternative other than to sell the property but we are extremely concerned that there will be significant financial implications with the sale taking longer than anticipated as a direct result of the potential works or with the property's value being adversely affected as a direct result of the project. My understanding is that it is the owner of the property one year post-completion of the project who is able to apply for compensation, this is unlikely to be us and would feasibly be a risk for anyone purchasing the property at it's current market value.

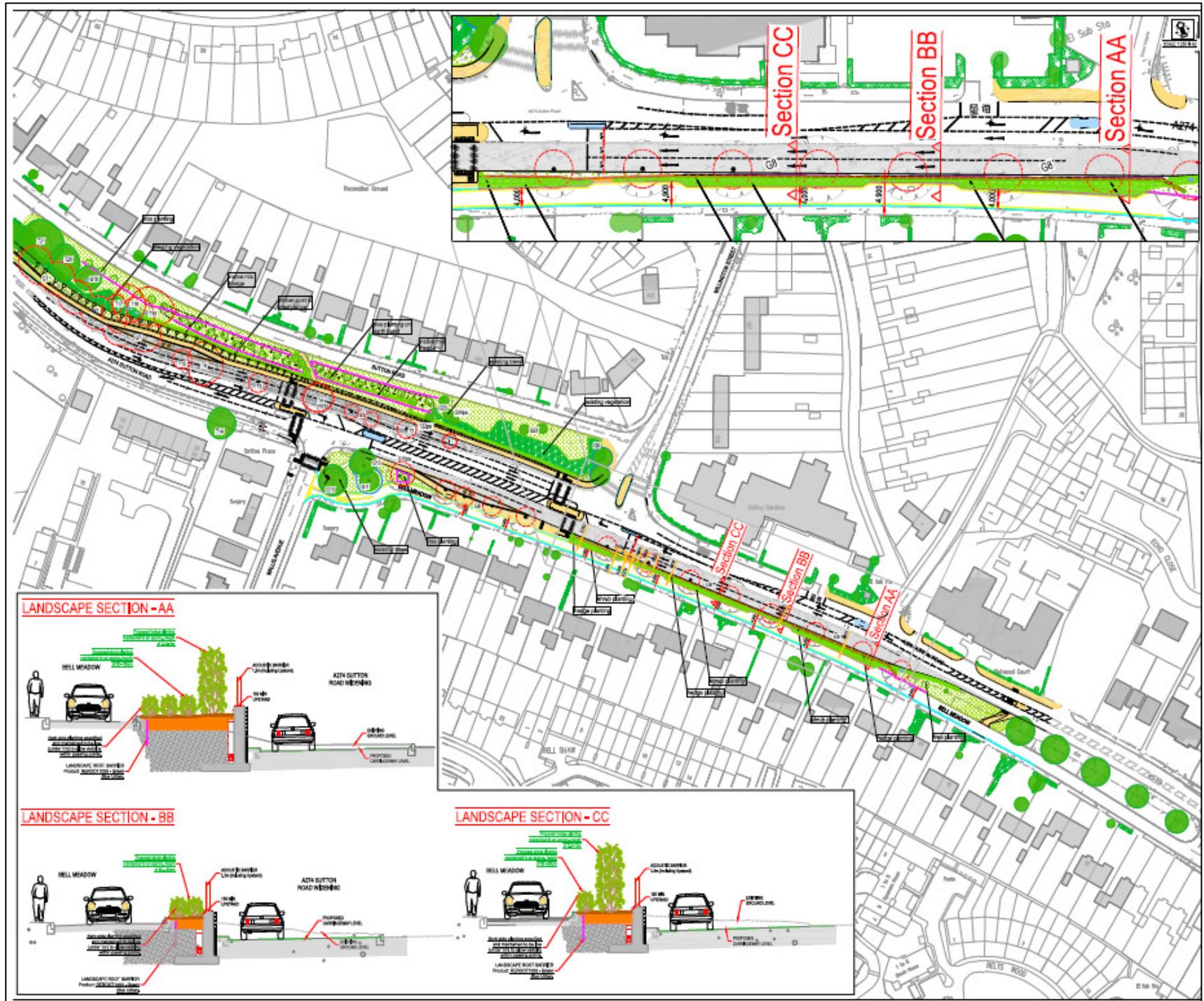
I urge you to give full and due consideration to the tremendous impact that this scheme is likely to have on the local residents for what appears to be extremely limited benefit.

Appendix 4



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<p>Maidstone Joint Transportation Board</p>  	<p>17 January 2018</p>
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Highway Works Programme 2017/18

Decision Making Authority	Kent County Council
Lead Director	Roger Wilkin
Lead Head of Service	Andrew Loosemore
Lead Officer and Report Author	Susan Laporte
Wards and County Divisions affected	Maidstone District
Classification	Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2017/18

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2017/18

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**

Susan Laporte	Maidstone District Manager
Alan Casson	Senior Asset Manager
Katie Moreton	Drainage Manager & Interim Structures Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Jamie Hare	Development Agreement Manager
Jamie Watson	Senior Schemes Programme 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	To be designed, awaiting utility works.
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Tonbridge Road	Maidstone	From opposite Milton Road to Bower Mount Road (Footway Reconstruction)	Completed
Saltwood Road	Tovil	Entire length (Footway Protection).	Completed
Avington Close	Tovil	Entire length (Footway Protection).	Completed
Langdale Rise	Maidstone	Entire length (Footway Protection).	Completed
Milford Close	Maidstone	Entire length (Footway Protection).	Completed
Surface Treatments – Contact Officer Mr Jonathan Dean			

Micro Surfacing			
Road Name	Parish	Extent and Description of Works	Current Status
Buckland Hill	Maidstone	Pevensey Court to Buckland Road	Completed
B2079 Goudhurst Road	Marden	West Field House to Pattenden Lane	Completed
West Street	Hunton	East Street to Mill Lane (Omitting section o/s primary school)	Completed
Royston Road	Bearsted	Spot Lane to Rosemary Road	Completed
Madginford Road	Bearsted	Royston Road to Willington Street	Completed
Stockett Lane	Coxheath	B2163 Heath Road to Forstal Lane	Completed
Hubble Drive	Downswood	Valentine Road to either end cul de sac	Completed
Valentine Road	Downswood	Willington Street to Hubble Drive	Completed
B2163 Heath Road/Ewell Lane	West Farleigh	Heath Road (Right angle junction) to Lower Road (past road to Good Intent PH) including around triangle	Completed
B2010 Yalding Hill	Yalding	Lughorse Lane to Shingle Barn Lane	Completed
Vicarage Road	Yalding	Yalding Hill to Mill Lane	Completed
Claygate Road	Yalding	Jarmons Lane to Victoria Cottage	Completed
Admiral Road	Hucking	Hollingbourne Hill to South Lees Lane	Completed
Pested Bars Road	Boughton Monchelsea	Joy Wood/Brishing Lane to Cliff Hill	Completed
B2010 Dean Street	East Farleigh	Lower Road to join with Old Tovil Crescent up to Sheals Crescent	Completed

Hogbarn Lane	Harrietsham	Stede Hill to Ringlestone Road	Completed
Pinnock Lane	Staplehurst	A229 Cranbrook Road to j/w Goudhurst Road	Completed
Howland Road	Marden	Meadow Way to Battle Lane	Completed
Benover Road	Yalding	Between Willow Grove and The Chestnut Tree	Completed
Five Oak Lane	Staplehurst	From junction with Wilden Park Road to junction with Five Ash Lane	Completed
The Landway	Bearsted	From junction with Plantation Lane to Birling Avenue	Completed
Five Ash Lane	Staplehurst	From junction with Five Oak Lane to junction with Pagehurst Road	Completed
Lenham Road	Ulcombe	From junction with Gravelly Bottom Road to junction with Chegworth Road	Completed
West Street	Harrietsham	Between junction with A20 Ashford Road and junction with Hook Lane	Completed
College Road	Maidstone	Between junction with B2010 Tovil Road to junction with Sheals Crescent / Hayle Road	Completed
Church Road	Harrietsham	Between junction with A20 Ashford Road and Marley Road	Completed
Surface Treatments – Contact Officer Mr Jonathan Dean			
Surface Dressing			
Road Name	Parish	Extent and Description of Works	Current Status
A229 Staplehurst Road	Marden	End of HFS on bends to Chart Hill Road, Cross at Hand to joint with 2015/16 SD	Completed
The Street	Wormshill	Black Post crossroads to Wormshill church bends	Completed

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Katie Moreton			
Road Name	Parish	Description of Works	Current Status
Queens Road	Maidstone	Removal of some surface water from the Southern Water sewer	Further cleansing work has removed the need for improvements. Awaiting Landowner's permission to carry out final cleansing in Argos site in Leafy Lane
Honey Lane	Otham	Junction of Avery Lane, alterations to drainage system to reduce debris from blocking grates	Road closure planned for Feb 2018

Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Parish	Description of Works	Status
Wallis Avenue KWAD x 4 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Erith Close KEAZ002	Maidstone	Structural Replacement	Expected completion by March 2018
Boxley Road KBHB004	Walderslade	Structural Replacement	Expected completion by March 2018
Alkham Road KAAO x 5 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Victoria Street KVAJ005	Maidstone	Structural Replacement	Expected completion by March 2018
Aldon Close KAAL x 3 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Ardenlee Drive KAAZ x 5 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Birchington Close KBCO x 2 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Bargrove Road KBAL x 4 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Tovil Hill KTCA x 2 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Northfleet Close KNBH x 2 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Waterlow Road KWAT x 2 columns	Maidstone	Structural Replacement	Expected completion by March 2018

Beckenham Drive KBBG x 3 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Pheasant Lane KPBI x 15 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Linton Road KLBS x 4 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Eynsford Road KEBF x 2 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Consort Close KCFG x 2 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Netley Close KNAB002	Maidstone	Structural Replacement	Expected completion by March 2018
Leigh Avenue KLAW x 3 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Hart Street KHBA x 3 columns	Maidstone	Structural Replacement	Expected completion by March 2018
Riverhead Close KRBB005	Maidstone	Structural Replacement	Expected completion by March 2018
Stockbury Drive KSFJ004	Maidstone	Structural Replacement	Expected completion by March 2018
Impton Lane KIAC x 5 columns	Walderslade	Structural Replacement	Expected completion by March 2018
McCabe Close KMGA x 3 columns	Staplehurst	Structural Replacement	Expected completion by March 2018
Maidstone Road KMAK011	Lenham	Structural Replacement	Expected completion by March 2018

Appendix D – Transportation and Safety Schemes

Appendix D1 – Casualty Reduction Measures

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	Jennie Watson	Various junctions along Sutton Road are currently being investigated by Major Projects Team which will include this in any proposals
A229 Royal Engineers Rd and Fairmeadow roundabouts	Urban	Replace and improve advance direction signs on the A229 approaches to the two roundabouts	Paul Brand	Works completed
A229 Upper Stone Street j/w	Urban	Sign design	Jennie Watson	Works completed

Brunswick Street				
A229 Upper Stone Street near Tesco Express	Urban	Carriageway marking improvements	Paul Brand	Handed over for delivery – Substantially completed - Remedial Works required
A229 Lower Stone Street/Knighttrider street	Urban	Stop line at traffic signals to be moved back	Jennie Watson	Works completed on site

Appendix D2 – Integrated Transport Schemes

All other LTP funded non-casualty reduction schemes

Location	Parish	Description of Works	Lead officer	Current Status
Old Chatham Road	Boxley	Implementation of improved pedestrian and cycle facilities	Jennie Watson	Project has been placed on hold whilst overall funding for improvement schemes is investigated due to potential overspend this financial year.

Appendix D3 – Local Growth Fund

Local Growth Fund programme update for the Maidstone Borough

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	A revised agreement has been assigned by KCC and Network Rail to confirm additional funds to the project. The contractor has been appointed and design works are underway. Site clearance works have begun and tree removals are to take place early 2018.

Appendix E – Developer Funded Works

NB Phase 3 Maidstone town centre (Week Street/Gabriels Hill) advised. Expected start Spring 2018

Developer Funded Works (Section 278 Agreement Works) Maidstone Borough					
<i>Contact Officer: Claremarie Vine</i>					
<i>Additional Officers for sites Jamie Hare, Aaron Divall, Steven Noad, Jennie Watson & Sarah Sims</i>					
Scheme Name	File Ref.	Officer	Parish	Description of Works	Current Status
BP Tudor Service Station, London Road	MA003072	CV	Allington	Alterations to existing access	Works almost complete: pedestrian crossing point and additional signage still to do.
Bunyards Farm, Beaver Road	MA003047	AD	Allington	New bellmouth junction and associated ancillary works related to new development	Works in maintenance
Bell Farm, North Street	MA003098	SN	Barming	New accesses to split sites, shared surface and new crossing point	Technical approval granted
Cross Keys	MA003100	JH	Bearsted	New access, crossing point and parking area	Agreement signed
Heath Road/Church Street	MA003111	SS	Boughton Monchelsea	New access, footway works, yellow lines and crossing upgrade	Submission received
Hubbards Lane	MA003084	CV	Boughton Monchelsea	Two accesses to minor developments	Works completed on both accesses, pedestrian crossing point to add

Langley Park, Sutton Road	MA003028	AD	Boughton Monchelsea	New roundabout and associated ancillary works for new development	Works substantially complete, new footway to be constructed soon
Maidstone Studios, New Cut Road	MA003110	SS	Boxley	Zebra crossing and pedestrian crossing points	Submission received
St Michaels Close, Aylesford	MA003103	SS	Boxley	Waitrose car park, new access	Awaiting technical approval
Heath Road (North side)	MA003063	CV	Coxheath	New access and footway works	Works largely completed. Sales office access to be removed
Linden Farm, Stockett Lane	MA003107	SS	Coxheath	Access to new development and footway link to community hall	Submission received
Bell Farm, Ashford Road	MA003094	CV	Harrietsham	Realignment of Church Road to form new access onto A20. New footway along A20	Works along lower part Church Road (East Street) and A20 junction completed. New footway along A20 imminent.
Ashford Road (opp West St Village ctr)	MA003058	CV	Harrietsham	Upgrade of existing bellmouth junction	Works in maintenance
Lenham Road (North side)	MA003062	CV	Headcorn	New footway to site and extend speed limit boundary	Works completed
Lenham Road (South side)	MA003057	CV	Headcorn	New footway	Agreement prepared
Grigg Lane, Lenham Road,	MA003050	CV	Headcorn	Access onto Grigg Lane and Lenham Road. Footway on Grigg Lane	New accesses at Grigg Lane and Lenham Road in place, new footway on Grigg Lane substantially

					completed
Oak Lane and Wheeler Street	MA003048	CV	Headcorn	New footway plus junction improvements	Works completed
Ledian Farm	MA003086	JH	Leeds	Proposed new access to development site at Ledian Farm	Letter of Agreement signed
Caring Wood House Caring Road	MA003083	CV	Leeds	New minor access	Works completed and in maintenance
8 Faversham Road	MA003032	CV	Lenham	New access	In maintenance
Old Ashford Road	MA003018	CV	Lenham	New footway plus access	Approaching end of maintenance, bus stop location to amend
The Lodge, Beaver Road	MA003091	AD	Maidstone	New footway and crossing point	Works complete
Wallis Avenue Phase 3, Parkwood	MA003085	CV	Maidstone	Some stopping up of highway completed for redevelopment of old carpark and shops area opp. Longshaw Road	Works to 3 realigned accesses part completed. Carriageway resurfacing will follow completed development
The Coppice, A274 Sutton Road	MA003076	AD	Maidstone	New toucan crossing	Agreement signed
Buckland Rise, Buckland Hill	MA003074	CV	Maidstone	Redesigned access	Maintenance ended. Area part of KCC resurfacing works
Hermitage Lane/ Howard Drive	MA003070	AD	Maidstone	New access for development (opposite the quarry entrance)	Works complete
King Street	MA003064	JH	Maidstone	Access into new retirement home on site of form AMF	Adopted

				Bowling	
Hermitage Lane, (opp. Maidstone Hospital)	MA003060	JH	Maidstone	New traffic signal junction	All works and Road Safety Audit (Stage 3) completed
Bridge House Nursery, London Road	MA003051	AD	Maidstone	Traffic signal junction alterations at Beaver Road	All works completed and in maintenance
Oakapple Lane/ Hermitage Lane	MA003046	AD	Maidstone	New bellmouth junction and associated ancillary works for new development including new bus stop	Main works complete, remedial works awaited
531 Tonbridge Road	MA003045	CV	Maidstone	Service layby for new retail unit	Works complete, in maintenance
Brooklyn Yard	MA003041	CV	Maidstone	New access	Approaching end of maintenance period, land transfer to complete.
Land to the north of Sutton Road (The Coppice)	MA003040	AD	Maidstone	New right turn lane and bellmouth junction	Works partly completed
Imperial Park	MA003017	AD	Maidstone	New right turn lane and bellmouth junction, plus associated footway works	Works substantially complete
McDonalds drive-through, Hart Street	MA003013	CV	Maidstone	New access, improvements to Hart Street.	Approaching the end of maintenance – a structure affecting the highway requires maintenance agreement, ongoing
Goudhurst Road, Church Green (linked to	MA3118	CV	Marden	Upgrade existing zebra crossing to puffin crossing outside school. Install zebra	Agreement not yet signed

Napoleon Drive and Plain Road development)				crossing near rail station. Bus kerbing to add for library stops	
Howland Road	MA003088	SN	Marden	New development access	Agreement signed, highway works expected to commence early 2018
Goudhurst Road/West End (Plain Road site)	MA3118	CV	Marden	Upgrade to puffin crossing outside school and install Zebra by station. Bus Borders to add.	Submission received – linked to Plain Rd/Napoleon Drive development
Napoleon Drive and Plain Road	MA003079	CV	Marden	New access on each road for new housing development	Works to Plain Road access carried out. New bus stop waiting area may have pole and flag added. Napoleon Drive near completion.
The Parsonage, Goudhurst Road	MA003066 MA003067	CV	Marden	New access and associated upgrade works	Access substantially completed, village gateway to be agreed
MAP Depot, Goudhurst Road	MA003012	CV	Marden	New bellmouth junction and footway	Works substantially complete. Remedial works requested and interactive speed sign awaiting installation
Hen and Duckhurst Farm, Marden Road	MA003109	CV	Staplehurst	New roundabout for development access	Submission received
Fishers Farm (East) Headcorn Road (Redrow)	MA3106	SS	Staplehurst	Realignment and new access at Headcorn Road/Pile Lane junction	Access complete. Re-connection to Pile lane to be completed separately
Fishers Farm		CV	Staplehurst	New access onto Headcorn Road	Agreement not yet signed

(West), Headcorn Road (Bovis)					
Woodford Park	MA003099	SS	Staplehurst	New access for 9 dwellings	Revised plans awaited. Agreement not yet signed
Bell Lane	MA003080	AD	Staplehurst	New footway provision extending existing towards main road	Works complete. In maintenance
Bell Lane	MA003030	CV	Staplehurst	Upgrade of existing access for new development	Works complete. In maintenance
Oliver Road Staplehurst	MA003019	CV	Staplehurst	Ped crossing to Marden Road, junction markings and bus boarders	Crossing works on Marden Road to be planned in ASAP once finalised. Due Jan 2018
The Oaks, Maidstone Road	MA003078	CV	Sutton Valence	Upgrade existing vehicle crossing access to bellmouth with tactile crossing	Submission approved. Works on hold until construction complete
Valdene Industrial Estate	MA003054	CV	Sutton Valence	Upgrade of existing bellmouth plus extension to footway	Road Safety (Stage 2) Audit complete
Tovil Green Lane	MA003095	CV	Tovil	New footway and crossing point to side of site	Works require remedial action
Cripple Street Maidstone	MA003093	CV	Tovil	New access to development, widening and footway works	Works completed and in maintenance
Gatland House, Gatland Lane	MA003081	CV	Tovil	Parking restrictions, signage, road markings and tactile crossings for new school	Works completed, temporary yellow lines in situ as deterrent for school traffic. TRO consultation report at Jan 18 JTB
Church Road Tovil (Courtene y School)	MA003049	JH	Tovil	New access	Adopted

Site opposite cottages 129-147 Dean Street/Farleigh Hill	MA003007	CV	Tovil	New access and speed limit relocation, new footway and bus stop provision	Works completed and in maintenance
Hampstead Lane	MA3101	SS	Yalding	Relocate access to new development at old depot adj. station. Minor footway works	Agreement not yet signed
Developer Funded Works (Section 106 Works)					
Scheme Name	File Ref.	Officer	Parish	Description of Works	Current Status
A 20 Ashford Road	1819-S106-MA-486	JW	Harrietsham	Village improvement works including speed limit, lining, crossing points	Currently at outline design stage. Recent update of scheme progress given to Parish Council and KCC Member Shellina Prendergast

Appendix F – Bridge Works

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

Appendix E – 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
Sandling Road/ Station Road, Maidstone	Refurbishment of traffic signal controlled junction	Completed October 2017

Appendix H – Combined Member Fund

Combined Community Grant (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 **2 January 2018**.

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

Dan Daley and Rob Bird

Details of Scheme	Status
18/19-CMG-MA-532 - Queens Avenue, Maidstone TRO consultation for part one way street and corner protection	Detailed design in progress and will be out to consultation on the no entry and partial one way from 22 December 2017 to 12 January 2018

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: Susan Laporte 03000 413696