

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Wednesday 14 October 2020

Time: 5.00 pm

Venue: Remote Meeting - The public proceedings of the meeting will be broadcast live and recorded for playback on the Maidstone Borough Council website.

Membership:

Councillors Bird, Brindle, Brown, D Burton (Vice-Chairman), Carter, Chittenden, Clark, Cooke, Cooper (Chairman), Cox, Cuming, Daley, Hinder, Hotson, Kimmance, Prendergast, T Sams, Stockell, Wilby and Wilson

The Chairman will assume that all Members will read the reports before attending the meeting. Officers are asked to assume the same when introducing reports.

AGENDA

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Issued on Tuesday 6 October 2020

Continued Over/:

Alison Broom

Alison Broom, Chief Executive

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INFORMATION FOR THE PUBLIC

In order to ask a question at this remote meeting, please call **01622 602899** or email committee@maidstone.gov.uk by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Monday 12 October 2020). You will need to provide the full text in writing.

If your question is accepted, you will be provided with instructions as to how you can access the meeting.

In order to submit a written statement in relation to an item on the agenda, please call **01622 602899** or email committee@maidstone.gov.uk by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Monday 12 October 2020). You will need to tell us which agenda item you wish to comment on.

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MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON WEDNESDAY 8 JULY 2020

Present: Councillors Bird, D Burton, Chittenden, Clark, Cooke, Cooper (Chairman), Cuming, Daley, Hinder, Hotson, Kimmance, Powell, Prendergast, T Sams, Wilby and Wilson

Also Present: Councillor Harper

148. APOLOGIES FOR ABSENCE

Apologies for absence were received from:

- Councillor Anne Brindle
- Councillor Geraldine Brown
- Councillor Paul Carter
- Councillor Paulina Stockell

149. NOTIFICATION OF SUBSTITUTE MEMBERS

There were no Substitute Members.

150. URGENT ITEMS

It was noted that Item 16 – Verbal Update – 20MPH Pilot Schemes and Item 17 – Verbal Update – Active Travel Schemes would be taken together.

Item 13 – Verbal Update – Progress since Withdrawal of the Judicial Review would be taken after Items 16 and 17.

151. NOTIFICATION OF VISITING MEMBERS

It was noted that Councillor Harper was present as a Visiting Member, and indicated the wish to speak on Item 12 – KB18 Public Footpath Conversion to Cycle Track Maidstone, Item 14 – Maidstone Integrated Transport Package, Item 16 – Verbal Update – 20MPH Pilot Schemes and Item 17 – Verbal Update – Active Travel Schemes.

152. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

153. DISCLOSURES OF LOBBYING

Councillor Bird had been lobbied on Item 12 – KB18 Public Footpath Conversion to Cycle Track Maidstone, Item 16 – Verbal Update – 20MPH Pilot Schemes and Item 17 – Verbal update – Active Travel Schemes.

Councillor Clarke had been lobbied on Item 14 – Maidstone Integrated Transport Package, Item 15 – Verbal Update – Traffic Modelling, Leeds-Langley Relief Road, Item 16 - Verbal Update – 20MPH Pilot Schemes and Item 17 – Verbal update – Active Travel Schemes.

Councillor Kimmance had been lobbied on Item 12 – KB18 Public Footpath Conversion to Cycle Track Maidstone.

Councillor Wilby had been lobbied on Item 12 – KB18 Public Footpath Conversion to Cycle Track Maidstone, Item 14 – Maidstone Integrated Transport Package, Item 15 – Verbal Update – Traffic Modelling, Leeds-Langley Relief Road and Item 16 - Verbal Update – 20MPH Pilot Schemes.

154. EXEMPT ITEMS

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

155. MINUTES OF THE MEETING HELD ON 16 OCTOBER 2019

RESOLVED: That the minutes of the meeting held on 16 October 2019 be approved as a correct record and signed at a later date, subject to the correction of the heading that reads A246 to A249, for Item 12 – Verbal Update – M2 Junction 5/A249.

156. PRESENTATION OF PETITIONS

There were no petitions.

157. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

It was agreed that the Chairman and Vice-Chairman be able to respond to the questions posed by members of the public, as opposed to Leaders or Group representatives, as representatives of Kent County Council and Maidstone Borough Council respectively.

There were three questions from members of the public.

Question from Mr Duncan Edwards to the Chairman of the Maidstone Joint Transportation Board

'Maidstone Borough Council has strong policy and planning for modal shift and active travel, but these are not always applied by planning applications.

For example, on land west of Church Road policies not applied were:

SEM3 of the walking and cycling strategy which sets the requirement to connect Sutton Road developments with H1(8) (land west of Church Road) and Sustrans Walking and Cycling Assessment which sets out the need for a route to Mote Park from the South and makes specific recommendations on the Church Road site.

What steps can be taken to make sure the full value of the council's active travel policy is realised in future planning applications?'

The Chairman responded to the question.

The Vice-Chairman responded to the question.

Mr Duncan Edwards asked the following supplementary question:

'Could I ask, as a member of Maidstone Cycle Campaign Forum, if Councillors could suggest anything more that the forum could be doing to help support MBC and KCC in promoting and developing active travel within the borough?'

The Chairman responded that a written answer would be provided.

The Vice-Chairman responded to the question.

Question from Mr James Willis to the Chairman of the Maidstone Joint Transportation Board

'It is very good to see items being positive about cycling and especially agenda item 12 KB 18. However, this route only covers part or in fact a spoke of the Maidstone/TMBC border. I am sure committee understands there is much concern re congestion, pollution and cycling safety along Hermitage Lane.

What can be done to provide a route as documented in the Local Plan for a Cycle and Walking plan strategy along the Hermitage Lane corridor and into Tonbridge and Malling?'

The Chairman stated that an answer to the question had not been provided by Kent County Council officers. It was noted that a written answer would be provided to Mr Willis at a later date.

Mr James Willis asked the following supplementary question:

'Could any work that comes back from that as the question, walking and cycling strategy along Hermitage Lane and into Tonbridge and Malling, which is the key to it, the fact that we need to keep talking to our neighbour, come back to this Committee in some written format or perhaps as a report? It is in the local plan for cycling and walking and at the moment there is no clear plan as I can see, to do that with the Section 106 monies in that area?'

The Chairman responded to the question.

Question from Mr Brian Smith-Lowther to the Chairman of the Maidstone Joint Transportation Board

'Regarding the Willington Street/Sutton Road junction, why can you not put forward the simple solution to solve the traffic 'problems' by upgrading the traffic sensitive lights, as if you cannot give this a try, why not spend money on other alternatives?'

The Chairman responded to the question.

The Vice-Chairman responded to the question.

The full responses were recorded on the webcast and were made available to view on the Maidstone Borough Council Website.

To access the webcast recording, please use the below link:
https://www.youtube.com/watch?v=T8XC_guOLfg

158. MAIDSTONE JOINT TRANSPORTATION BOARD WORK PROGRAMME

It was highlighted that the A229 and A249 Links between M2 and M20 with the proposed New Lower Thames Crossing, as included in the agenda for the previous meeting of the Board held on 16 October 2019, would be included as an item for future consideration.

RESOLVED: That the Committee Work Programme be noted.

159. KB18 PUBLIC FOOTPATH CONVERSION TO CYCLE TRACK, MAIDSTONE

The Senior Transport and Development Planner introduced the report and reminded the Committee that the public path creation agreement was agreed in 2015 between Kent County Council (KCC) and the Maidstone and Tunbridge Wells NHS Trust, to widen, resurface and convert the path to cycle track status. For this to be achieved, certain legal actions would be undertaken in accordance with the Cycle Track Act 1994.

The KB18 route was shown in Appendix A to the report, from Hermitage Lane towards Giddyhorn Lane, to join the national cycle route 17. The cycle track would form part of a wider strategic network to enable residents in Hermitage Lane to access the local schools and colleges more directly, whilst the NHS Trust would encourage its use for staff and visitors through its access to the London Road Park and Ride.

The funding for the legal and signage costs had been identified by KCC and an audit assessment had been completed that concerned the suitability, width and shared use of the proposed cycle track. Preliminary plans for another part of the route to go through residential sections was shown in Appendix B to the report. It was noted that further consultation

and works would need to take place before the proposal would be brought forward.

The Senior Transport and Development Planner confirmed that, dependent on the necessary legal work having been completed, the work associated with the KB18 proposal could begin in the Summer of 2020.

Councillor Harper addressed the Committee as a visiting member, with specific reference made to the prevalence of motor vehicles being parked across the cycle path along Ash Grove Road, the busy nature of the turning from Giddyhorn Lane and whether an alternative would be considered at a later date.

Several members of the Board expressed concerns over the proposed cycle route shown. It was felt that the route as shown was not the safest or shortest route and that alternatives should be considered in due course.

It was confirmed that discussions with Maidstone Hospital had taken place before the pandemic lockdown period, and that the hospital had agreed to open the gate in question as an access point when the helipad was not in use. The report addressed the KB18 public footpath conversion with the public consultation process aimed at obtaining the order to update the footpath to cycle track status. Any public consultation that related to the wider proposed route would occur after the item had been presented to the Board following the necessary work to identify the preference for the route.

The Head of Planning and Development clarified that improvements to the cycling provision on Hermitage Lane had been proposed in recent infrastructure delivery plans that are produced by the Council annually.

RESOLVED: That the Board support the KB18 Public Footpath Conversion to Cycle Track.

160. MAIDSTONE INTEGRATED TRANSPORT PACKAGE

The Senior Major Capital Programme Project Manager introduced the report that presented the results of the public consultation from the Keep Maidstone Moving Schemes, that began on 29 January 2020 for six weeks. The proposals included the A20 Coldharbour Roundabout, A229 Loose Road: Armstrong Road/Park Way, A229 Loose Road: Wheatsheaf Junction, A229 Loose Road: Cripple Street/Broughton Lane, A20 Ashford Road junction with Willington Street and A274 Sutton Road junction with Willington Street.

It was noted that during this time three engagement sessions were organised and attended by 218 individuals, with 8395 recorded visits to the KCC website and the consultation material was downloaded 14, 279 times.

The Senior Major Capital Programme Project Manager confirmed that many of the responses received expressed doubt of the schemes ability to deliver the projected aims, particularly with regard to the A229 Loose Road: Wheatsheaf Junction. An amended Wheatsheaf junction proposal would be drafted with the relevant members consulted at a later date. The effect of the Cranbourne Road closure on the surrounding roads had been examined within an additional piece of work to include cycling provisions across the junction and along Cranbourne Road.

The Board was informed that officers recommended that the A274 Sutton Road junction with Willington Street and A229 Loose Road: Cripple Street/Broughton Lane, be removed and paused from the Keep Maidstone Moving Scheme. Additional consultation regarding the relocation of the ragstone wall on the A20 Ashford Road junction with Willington Street, had been requested of KCC by the Council and this had been agreed. It was confirmed that the Coronavirus pandemic had delayed progress of the schemes as many of the necessary surveys were not completed. KCC had been working with SELEP and the Local Growth Fund to achieve an extension for the scheme's delivery, as the previous six-month extension that had been granted had been removed following government guidance.

Councillor Harper addressed the Board as a visiting member and made reference to the proposed removal of the traffic lights at the A20 Coldharbour Roundabout. In response, the Senior Manager Capital Programme Project Manager confirmed that traffic lights would be implemented if needed post-construction, as a design was readily available.

During the debate it was confirmed that the traffic lights at the Sutton Road-Willington Street Junction have been visited by officers several times in order that the signals could be assessed with changes made if necessary. The recommendation to have the scheme put on hold arose from the short-term benefits expected of the scheme and the requirement to remove vegetation for this to be achieved. The funding designated for this scheme had originated from Section 106 Monies.

The Board felt that a previously presented scheme for the A274 Sutton Road Maidstone should be brought back for the board to review. It was understood that changes would need to be made to the scheme for this to occur.

The Head of Planning and Development confirmed that whilst the Section 106 monies had been allocated to the A274 Sutton Road: Willington Street scheme, not using the funds would potentially cause problems in negotiating further Section 106 funds when the previous entitlement had not been spent.

It was noted that the full consultation document for all the schemes presented would be uploaded onto the KCC Consultation Website in due course. The officer extended an offer for members of the board to engage in discussions on the potential changes that would be made to the schemes in light of the public consultation results.

The Senior Major Capital Programme Project Manager informed the Board that the Cabinet Member for Highways and Transportation would be provided with the consultation report and the recommendations as shown within the report, for a decision within the next few weeks. If any changes were proposed, the item would be brought back for presentation to the Board.

RESOLVED: That the report including the actions of officers outlined in paragraph 4 be noted, with the exception of point 4.5 whereby the previous A274 Sutton Road Maidstone, scheme which would provide improvements for the next 10 years be brought back to the next meeting of the board with minor amendments relating to the scheme and active travel accepted as necessary with a view to making a recommendation to the KCC Cabinet Member for Highways and Transport.

Note: Councillor Cooke was absent for part of the debate but returned prior to the item's conclusion.

Councillors Daley and Prendergast exited the meeting during this item.

Councillor Sams exited the meeting after this item.

161. VERBAL UPDATE - TRAFFIC MODELLING, LEEDS LANGLEY RELIEF ROAD

The Senior Major Capital Programme Manager provided a verbal update to the Board on the work carried out by consultants WSP. A traffic modelling and economic assessment was completed on several indicative routes in July 2019 that indicated that a relief road would provide significant traffic relief for both villages. The projected traffic relief would depend on effective restraint measures being used, as the existing road would remain an attractive route for drivers.

The Board were informed that a satisfactory transport economic return could be achieved despite the high cost associated with the development and construction of a relief road, but that no public or private funding was available for the project. Numerous properties would need to be built to provide initial funding towards the relief road's delivery.

The Senior Major Capital Programme Manager confirmed that whilst a relief road would provide a signed route for Heavy Goods Vehicles (HGV's) and resilience to the wider road network, other roads that included Sutton Road and Willington Street would not be as affected. Any relief road considered would have to be a single carriageway that operated under a 50mph speed limit to replicate the existing B2015. The increased importance of environmental and climate change considerations would need to be considered in any proposal, alongside the likely changes to traffic demands in response to the Covid-19 pandemic.

Several members of the Board expressed that they did not feel that a detailed proposition for a relief road had been presented for Members' consideration. It was noted that if an option were to be presented, it

would now be unlikely to be duly considered within the cycle for the Local Plan Review in Maidstone.

RESOLVED: That the verbal update provided be noted.

162. VERBAL UPDATE - 20MPH PILOT SCHEMES AND ACTIVE TRAVEL SCHEMES

The Senior Major Capital Programme Project Manager addressed the Board to provide a verbal update on the 20mph pilot schemes and active travel schemes under consideration.

With regard to the 20mph schemes it was noted that there had been several requests for such schemes, and that prior to the Covid-19 pandemic, the schemes had been collated with the aim of creating a county wide survey on the proposals. The necessary traffic surveys had not been completed due to the disruption caused by the pandemic, with resources having been largely directed to delivering emergency budgets such as the emergency active travel fund. It was confirmed that the aim was to deliver various town wide 20mph schemes through the active travel fund, which included Buckland Hill and Boughton Monchelsea as individual sites.

The Board was informed that the emergency active travel fund was announced by the Secretary of State on 23 May 2020, to support the installation of temporary projects as a result of the Covid-19 pandemic. For the first tranche of funding, Kent County was provided with one of the largest sums of funding that totalled £1.6million. The funding would be subject to a 12-week delivery period with five themes selected which included town wide 20mph schemes, recreational cycling, the repurposing of carriageways for pop-up cycleways, school travel streets, and model filters and liveable streets. The Leaders of the relevant local authorities had been informed of those themes.

The Senior Major Capital Programme Project Manager confirmed that the two schemes being progressed were to allow highways to be utilised for recreational needs along Earl Street by moving the pedestrianised area down to Puddling Lane and the creation of a pop-up cycle route in King Street, from the A249, through to the Mall. The designs for the two schemes would be completed by Friday 17 July 2020, with a further 2-week period to programme the works across the county and the remainder of the 12-week period being focused on the delivery of the schemes.

The Board was informed that no guidance on the second tranche of funding had been received, with the potential for up to £4.6million to be provided. It was noted that Members would be given further opportunities to be involved in the schemes delivered as a result of the second tranche of funding. A potential scheme included a 20mph speed limit within the Maidstone Town Centre area, however this was not a fixed proposal.

Councillor Harper addressed the Board as a visiting member with specific reference made to the proposed scheme on Earl Street as Chairman of the

Economic Regeneration and Leisure Committee. A petition previously presented that concerned with a 20mph between Tonbridge Road and the Medway was discussed. The Senior Major Capital Programme Project Manager responded that a working group had been created that would have discussions with the numerous cycle groups and forums operating across the county.

In response to questions, the Senior Major Capital Programme Project Manager confirmed that when the application for a new development is received by Planning, the imposition of a 20mph speed limit is considered if it was proposed or deemed necessary to the development.

The Senior Major Capital Programme Project Manager noted that it was hoped that the schemes put forward for the second tranche of funding would have the full support of Members in order that they would be achieved.

RESOLVED: That the verbal update provided be noted.

Note: Councillor Wilby exited the meeting during this item.

163. VERBAL UPDATE - PROGRESS SINCE WITHDRAWAL OF THE JUDICIAL REVIEW

The Chairman addressed the Board with regard to the progress made since the withdrawal of the judicial review. The Maidstone Strategic Infrastructure Working Group had been created, although it had not met since the beginning of this year and were encouraged to do so.

It was noted that an improved communication was needed, with specific reference made to Item 14 – Maidstone Integrated Transport Package and Item 15 – Verbal Update – Traffic Modelling, Leeds-Langley Relief Road, in that Members of the Board were not as well updated as they could have been prior to the meeting of the Board.

The Vice-Chairman echoed the Chairman's reference to the working group and suggested that a meeting take place in the near future.

RESOLVED: That the verbal update provided be noted.

164. MAIDSTONE HIGHWAY WORKS PROGRAMME

RESOLVED: That the report be noted.

165. DURATION OF MEETING

5.00 p.m. to 8.04 p.m.

Maidstone Joint Transportation Board Work Programme

Ref	Date to MJTB	Report Title	Report Author	Lead Authority	Notes	Date of Request
1	TBC	A229 and A249 links between M2 and M20 with the proposed new Lower Thames Crossing	TBC	Kent County Council	Report adjourned from MJTB meeting on 16 October 2019. The Board requested that this report be presented to the next appropriate MJTB and that a KCC Officer attends the meeting to present the information.	Requested by resolution of the MJTB: 16 October 2019.
2	TBC	Improvement works for Junction 3 of the M2	TBC	Kent County Council		Requested by Cllr Hinder on 27 May 2020.

Joint Transportation Board

14 October 2020

Objections to Traffic Regulation Orders

Final Decision-Maker	Strategic Planning and Infrastructure Committee.
Lead Head of Service	Jeff Kitson Parking Services Manager
Lead Officer and Report Author	Charlie Reynolds, Operations Engineer
Classification	Public
Wards affected	North

Executive Summary

Requests have been received by Parking Services for the introduction of parking restrictions at several locations across the borough. These locations have been surveyed and evaluated to assess the current conditions and impact of the restrictions requested on parking provision within each local area where significant parking difficulties were identified.

Proposed orders were advertised, and all representations received during the formal consultation period have been reviewed and considered.

Proposals for the introduction of restrictions were advertised for 14 locations. During the consultation period representations were received for two locations – Loose Road and Northdown Close.

A more extensive proposal for major road improvements in Loose Road has subsequently been put forward and as a result it is recommended that the proposed waiting restrictions are not progressed.

This report sets out details of representations for Northdown Close and seeks the views of the JTB on the officer recommendation that the proposed waiting restrictions are implemented.

Purpose of Report

To consult the Joint Transportation Board on the intention to recommend to the Strategic Planning and Infrastructure Committee that a Traffic Regulation Order is made to introduce parking restrictions in Northdown Close Maidstone.

This report sets out the background for the proposed parking restrictions and the representations received during the consultation period including Objections.

The purpose of the report is to formally consider these objections and bring forward recommendations.

This report makes the following recommendations to this Committee:

1. The proposed parking regulations for Northdown Close are proceeded.

Timetable

<i>Meeting</i>	<i>Date</i>
Joint Transportation Board	14 October 2020
Strategic Planning and Infrastructure Committee.	18 November 2020

Objections to Traffic Regulation Orders

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The Strategic Plan objectives are: <ul style="list-style-type: none"> Embracing Growth and Enabling Infrastructure 	Parking Services Manager
Cross Cutting Objectives	The report recommendations support the community by taking into consideration the traffic issues and managing the parking demand.	Parking Services Manager
Risk Management	Consideration must be given to objections and formal letters of support in relation to each proposal. However, this must be balanced against the risks involved in relation to road safety, free flow of traffic, environmental impact and vehicle migration.	Parking Services Manager
Financial	The costs of the order variation and implementation will be met from within the existing Parking Services budget.	Finance Team
Staffing	There will be no impact on staffing.	Parking Services Manager
Legal	Formal orders will need to be made and signed by Kent County Council as the Highway Authority under their statutory powers	Mid Kent Legal Services (Planning)
Privacy and Data Protection	Parking Services will hold that data in line with our retention schedules.	Policy and Information Team
Equalities	<p>The public consultation has identified a possible impact in terms Disabled residents or ones in poor health who require regular visits as a result of the proposed restrictions.</p> <p>The proposed restrictions are as minimal as feasible to cause as little disruption as possible to the residents, disabled badge holders can also park on restrictions for 3 hours when displaying a valid disabled badge.</p>	Equalities and Corporate Policy Officer
Public Health	None.	Public Health Officer
Crime and Disorder	None.	Parking Services Manager
Procurement	None.	Parking

		Services Manager
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2. INTRODUCTION AND BACKGROUND

- 2.1 Requests have been received by Parking Services for the introduction of parking restrictions at several locations across the borough.
- 2.2 These locations have been surveyed and evaluated to assess the impact on parking provision within each local area where significant parking difficulties were identified.
- 2.3 Proposed orders were advertised, and all representations received during the formal consultation have been reviewed and considered.
- 2.4 This report identifies those proposals where objections have been received. Parking Services received a survey from the residents of Northdown Close requesting a parking restriction from Monday – Friday 1.00 -1.30pm to prevent all day parking to improve levels of parking availability and manage parking demands.
- 2.5 During the Consultation Period, Parking Services received 7 objections and 14 representations in support of the proposed waiting restrictions in respect of Northdown Close.
- 2.6 A full summary of the consultation results is contained in Appendix B
- 2.7 The residents of Northdown Close have petitioned the council for the introduction of waiting restrictions to prevent all day parking, the survey received indicated that out of 39 households surveyed, 30 were in support of Restricted Parking Monday-Friday, 2 for No change 1 with other suggestions with 1 abstaining and 5 with no response indicated.
- 2.8 The proposal was advertised and during the formal consultation period 7 objections were received on the grounds that the restriction times would have an impact on residents and their visitors and would inconvenience people and dispersion of vehicles into other surrounding streets would also have a detrimental effect on the mainly residential streets.
- 2.9 We also received 14 representations in support of the proposals, all properties have driveways and a proportion of vehicles parking in the location are non-residents. The proposed restrictions are as minimal as feasible to cause as little disruption as possible to the residents, any vehicle dispersion will be monitored and if identified surveyed and considered for further restrictions.
- 2.10 As the proposal was put forward initially after we received representations from the residents and during the formal consultation the majority of residents are in favour of the proposal we would recommend to proceed with the proposal.

2.11 A summary of the proposed action for the proposal is summarised in the table below.

2.12

Proposed Restriction in;	Recommendation
1 Northdown Close	To proceed with the proposal.

3. AVAILABLE OPTIONS

- 3.1 To accept the recommendations will recognise objections made in relation to specific proposals and will allow orders to be implemented to regulate parking to reduce difficulties.
- 3.2 Rejecting the recommendations will result in some orders not being implemented, which are intended to regulate parking to reduce identified difficulties.
- 3.3 To make the orders as advertised would not take account of comments received during formal consultation.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 To proceed with the recommendations will recognise objections made in relation to specific proposals and will allow orders to be implemented to regulate parking to reduce difficulties.
- 4.2 Appendix A provides details of the proposed orders receiving objection, to the Kent County Council (Various Roads, Borough of Maidstone) (Waiting restrictions and Street Parking Places) (Variation No 30) Order 2020 with a summary of the objections and the relevant recommendations.
- 4.3 Appendix B provides a summary of the consultation and responses.
- 4.4 Appendix C provides a map of the proposal.

5. RISK

- 5.1 As part of the legal process to amend Traffic Regulation Orders, formal consultation was undertaken and any objections received considered. As this is a legislative process, the risks associated to legal challenge are reduced.
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6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 6.1 Correspondence was sent to statutory and non-statutory consultees; Public Notices were also posted in the affected roads.
 - 6.2 A Public Notice formally advertising the orders for The Kent County Council (Various Roads, Borough of Maidstone) (Waiting restrictions and Street Parking Places) (Variation No 30) Order 2020 were published in the Local Press during the week ending Friday 19th June 2020.
 - 6.3 Full details were contained in the draft orders which, together with a copy of the Public Notices, site plans and a statement of the Council's reasons for proposing to make the orders were placed on Maidstone Borough Council website: <https://www.maidstone.gov.uk/>
 - 6.4 Proposed orders were advertised, and all comments received during the formal consultation were reviewed and considered.
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7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 7.1 The recommendations of the Joint Transportation Board will be presented to the Strategic Planning and Infrastructure Committee for consideration on 18 November 2020 and thereafter the Traffic Regulation Order progress accordingly.
 - 7.2 The objectors will be informed of the outcome.
 - 7.3 Once the formal process has been completed the Has Made Order will be submitted to Kent County Council for sealing.
 - 7.4 After the Order has been sealed then the restrictions will then be implemented in Northdown Close.
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8. REPORT APPENDICES

- 8.1 The following documents are to be published with this report and form part of the report:
 - Appendix A: Proposed orders receiving objections and recommendations.
 - Appendix B: Consultation summary of responses.
 - Appendix C: Maps of the proposal.
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9. BACKGROUND PAPERS

None

**Proposed orders receiving objection to The Kent County Council
(Various Roads, Borough of Maidstone) (Waiting restrictions and
Street Parking Places) (Variation No 30) Order 2020**

**Roads in Maidstone in the Borough of Maidstone; NORTHDOWN
CLOSE;**

Parking Services received a survey from the residents of Northdown Close requesting a parking restriction from Monday – Friday 1.00 -1.30pm to prevent all day parking to improve levels of parking availability and manage parking demands.

A proposal was advertised and during the formal consultation period 7 objections were received on the grounds that the restriction times would have an impact on residents and their visitors and would inconvenience people and dispersion of vehicles into other surrounding streets would also have a detrimental effect on the mainly residential streets.

We also received 14 representations in support.

All properties have driveways and a proportion of vehicles parking in the location are non-residents. The proposed restrictions are as minimal as feasible to cause as little disruption as possible to the residents, any vehicle dispersion will be monitored and if identified surveyed and considered for further restrictions.

Recommendation: To consider the views of the Joint Transportation Board in that the Strategic Planning and Infrastructure Committee, be recommended to proceed with the proposal to make the order.

Variation 30

NORTHDOWN CLOSE

Objection: 7	Comment	Support: 14
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	Comments	Response
Objection	<p>I would like to object to the proposal to place parking restrictions on Northdown Close. I am a resident of the Close and live at number [REDACTED] with [REDACTED]</p> <p>I object for the following reasons:</p> <ul style="list-style-type: none"> - All residents on the Close have a driveway on which they can park. I am in support of parking restrictions on roads where residents do not have a driveway to park on and therefore need to park on the road and would be disrupted by other cars parking. This is not the case on Northdown Close. - If commuters are not able to park on Northdown Close they will park on the next available piece of unrestricted road. This is Heathfield Road and Boxley Road. The parking on Boxley Road, in my opinion causes a safety risk. If a car parks on the brow of the hill directly after the double yellow lines finish, in order to pass the parked car, you need to move over in to the lane of traffic. You are not able to see if there is an oncoming car when someone is parked in that spot. It is likely to cause a bottleneck of traffic at busy times as cars cannot move as freely down Boxley road as they do now. - The request for the restrictions is being driven by a house that has extended their driveway beyond the width of their dropped curb. I suggest they apply and pay the necessary fees to extend their dropped curb to prevent people 'blocking their drive' by parking on a 	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your objections have been recorded and will be considered as part of the traffic regulation process. In light of the recent situation regarding the COVID-19 pandemic, Parking Services have decided it is not appropriate to launch new public consultations. We recognise the importance of proper consultation and so for this reason we believe it would not be appropriate to expect any meaningful and valid consultation to be possible.</p> <p>Therefore, once the current situation has improved, we will conduct a new consultation to allow residents the opportunity to be consulted effectively.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>2nd response</p> <p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your objection has been recorded and will be considered as part of the traffic regulation process. I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint</p>

	<p>stretch of road that is curbed.</p> <ul style="list-style-type: none"> - I do fully appreciate the commuter parking is annoying for people at the top end of the road as occasionally people will park inconsiderately and on rare occasions will block their driveway. I would suggest an alternative to parking restrictions is painting lines to clearly mark where driveways start and finish or mark bays on the road so people park more considerately. This would also be an opportunity to put bays down one side of the road only so people are not parked in a zig zag making it hard for cars and bin trucks to get through. <p>I would also like to object about the timing of the public notice. The very people who park on our road to then go in to Maidstone to work (and therefore will be the people who will want to object to this proposal) are all currently on lockdown (and are highly likely to be for the duration of the consultation) and will not be able to see the public notice. It is not reasonable to expect people to routinely check the Maidstone Borough Council website on the off chance there may be a planning notice on the road they happen to park on, it is important that they have the opportunity to see the notice on the lamp post. I think it only fair that the consultation is paused until we are out of a lockdown situation.</p> <p>2nd email</p> <p>Firstly, I would like to thank you for halting the consultation during COVID19 restrictions. Although many people are still working from home and therefore will not become aware of the consultation, I do appreciate it can't be kept on hold forever. I would like to object to the proposal to place parking restrictions on Northdown Close. I am a resident of the Close and live at number [REDACTED]</p>	<p>Transportation Board at their next scheduled meeting with our recommendations, the board will provide their comments on the proposals. Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>3rd – withdraw request</p> <p>I am writing regarding the proposed single yellow line restriction in Northdown Close. Your objections have been carefully considered by Parking Services. And after careful consideration it has been agreed that the current proposal can be amended to reflect the views expressed. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends. Therefore I respectfully request that you consider withdrawing your objection which would enable us to continue with the proposal and if you are agreeable to withdrawing your objection this must be in writing, or if you wish to discuss the matter further please do not hesitate in contacting me.</p> <p>4th response</p> <p>Thank you for your further correspondence received in relation to the above proposed parking restrictions. I can confirm the initial request was a petition from the residents with the majority being in support of a restriction.</p>
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	<p>I object for the following reasons:</p> <ul style="list-style-type: none"> - All residents on the Close have a driveway on which they can park. I am in support of parking restrictions on roads where residents do not have a driveway to park on and therefore need to park on the road and would be disrupted by other cars parking. This is not the case on Northdown Close. - Parking restrictions will not solve the issue; it will simply move it elsewhere. If commuters are not able to park on Northdown Close they will park on the next available piece of unrestricted road. This is Heathfield Road and Boxley Road. The parking on Boxley Road, in my opinion causes a safety risk. If a car parks on the brow of the hill directly after the double yellow lines finish, in order to pass the parked car, you need to move over in to the lane of traffic. You are not able to see if there is an oncoming car when someone is parked in that spot. It is likely to cause a bottleneck of traffic at busy times as cars cannot move as freely down Boxley road as they do now. - The request for the restrictions is being driven by a house that has extended their driveway beyond the width of their dropped curb. I suggest they apply and pay the necessary fees to extend their dropped curb to prevent people 'blocking their drive' by parking on a stretch of road that is curbed. - I do fully appreciate the commuter parking is annoying for people at the top end of the road as occasionally people will park inconsiderately and on rare occasions will block their driveway. I would suggest an alternative to parking restrictions is painting lines to clearly mark where driveways start and finish or mark bays on the road so people park more considerately. - The impact on some in the street will be enormous. 	<p>As previously stated, dispersion will be inevitable, but we will monitor this.</p> <p>Access highlight markings or "Dog Bones" used to be laid by the Highway authority, Kent County Council but this service has now been withdrawn and no alternative lining is currently offered.</p> <p>The proposed restriction is not to stop vehicles blocking driveways. Vehicles causing obstructions should be reported to the police on the non-emergency number 101. This is because the offence of obstruction was not decriminalised and therefore cannot be enforced by the local authority.</p> <p>Once all replies have been collated, and if there are a certain number of objections received, a report, along with our recommendations will be submitted to either the Director of Highway Transportation and Waste or The Joint Transportation Board who will then provide their comments on the proposals and make a decision.</p> <p>Thank you again for taking the time to record your comments and once again I respectfully request that you consider withdrawing your objection which would enable us to continue with the proposal and if you are agreeable to withdrawing your objection this must be in writing.</p> <p>5th response</p> <p>Thank you for your further email.</p> <p>I can confirm the proposed restrictions are to prevent long term parking at the request of the residents.</p> <p>Update</p> <p>Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p> <p>I am writing to update you with regard to the</p>
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	<p>One resident is in the situation where they will need to sell their much-treasured caravan as this is parked on their drive meaning they park their car permanently on the road. This would no longer be possible with the restrictions and it seems a real shame to affect someone's life in such a way as they will no longer be able to enjoy going on holiday.</p> <p>- I think denying commuters the opportunity to save over £1000 a year in parking charges whilst getting some daily exercise shows a lack of community spirit and is quite frankly a bit mean.</p> <p>3rd email</p> <p>Thank you for your email and alternative proposal. I will not be withdrawing my objection to the parking restrictions as the new proposal does not change many of the reasons I object to the proposal:</p> <p>Reason for objection Impact of revised proposal</p> <p>All residents on the Close have a driveway on which they can park. I am in support of parking restrictions on roads where residents do not have a driveway to park on and therefore need to park on the road and would be disrupted by other cars parking. This is not the case on Northdown Close. The new proposal does not address this objection.</p> <p>Parking restrictions will not solve the issue, it will simply move it elsewhere. If commuters are not able to park on Northdown Close they will park on the next available piece of unrestricted road. This is Heathfield Road and Boxley Road. The parking on Boxley Road, in my opinion causes a safety risk. If a car parks on the brow of the hill directly after the double yellow lines finish, in order to pass the parked car you need to move over in to the lane of traffic. You are not able to see if there is an oncoming car when someone is parked in that spot. It is likely</p>	<p>proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
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	<p>to cause a bottleneck of traffic at busy times as cars cannot move as freely down Boxley road as they do now.</p> <p>Like the previous proposal, the new proposal will simply push the 'problem' of full day parking to the next available spaces, which in my view are dangerous.</p> <p>The request for the restrictions is being driven by a house that has extended their driveway beyond the width of their dropped curb. I suggest they apply and pay the necessary fees to extend their dropped curb to prevent people 'blocking their drive' by parking on a stretch of road that is curbed. This reason for my objection remains.</p> <p>I do fully appreciate the commuter parking is annoying for people at the top end of the road as occasionally people will park inconsiderately and on rare occasions will block their driveway. I would suggest an alternative to parking restrictions is painting lines to clearly mark where driveways start and finish or mark bays on the road so people park more considerately. I genuinely believe this approach will prevent drives being blocked and will therefore create a 'best of both worlds' scenario. Commuters can still park their cars, get some daily exercise and save over £1000 a year in parking charges while the residents of Northdown Close will not have any issues getting on and off their drives and will not have to move their cars multiple times a day.</p> <p>The impact on some in the street will be enormous. One resident is in the situation where they will need to sell their much treasured caravan as this is parked on their drive meaning they park their car permanently on the road. This would no longer be possible with the restrictions and it seems a real shame to affect someone's life in such a way as they will no longer be able to enjoy going on holiday.</p> <p>The new proposal would not resolve this issue. The resident in</p>	
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	<p>question is currently unable to drive due to having a stroke. He would be unable to move his car every day. His caravan is a glimmer of hope for him that he may one day recover sufficiently from his stroke to use it on a holiday. In the meantime his grandchildren enjoy playing in it. The parking restrictions in the new form would not change his situation and he would still need to sell the caravan to enable him to park his car on his driveway.</p> <p>I think denying commuters the opportunity to save over £1000 a year in parking charges whilst getting some daily exercise shows a lack of community spirit and is quite frankly a bit mean.</p> <p>I have objected to the proposal as I do not wish to deter commuters from parking on our road while they go to work. The new proposal still prevents people from parking all day and therefore I object. I urge the council to consider my alternative proposal of marking bays on the street or marking where driveways start and end, to encourage people to park considerately. I think this would satisfy those for and against the proposal. I understand however that it may not be desirable for MBC as there would be no potential revenue from issuing parking tickets.</p> <p>On a final note, I think any parking restrictions on our road will on balance create more aggravation for the residents than the current arrangement. For houses with multiple cars having to remember to move your car every day is far more inconvenient than having someone block your drive once in a blue moon.</p> <p>Since this proposal has been put forward I have been observing how long term parkers have been positioned and I have never witnessed a driveway being blocked.</p> <p>Thank you for your consideration.</p>	
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	<p>4th email</p> <p>Thank you for your email. In your email below, you state that the purpose of the restriction is not to prevent people from blocking other peoples driveways. If this is not the reason for the restriction, it would be helpful for me to understand what the reasons for the restrictions are?</p> <p>I look forward to hearing from you.</p> <p>5th email</p> <p>In which case my objection still stands as I do not wish to prevent people from being able to park on our street as an alternative to paying to park in town. I would like to request that you do not ask me to withdraw my objection again as I will not be changing my mind on this matter. I do hope that those who are for the parking restrictions have been contacted numerous times to try and make them withdraw their applications in the same way that those objecting have been?</p>	
Objection	<p>I wish to strongly oppose the above parking restrictions proposal</p> <p>I have lived in Northdown Close since [REDACTED] [REDACTED] and have never had a problem parking. To comply with this proposal, I would have to pave over my front garden which would entail more run off of rainwater, a thing the council did not approve of. I have [REDACTED] adult children and [REDACTED] grandchildren who visit by car. They live as far apart as [REDACTED] to expect them to visit but have to move their cars for half an hour each day is too much.</p> <p>To add to the inconvenience. [REDACTED] [REDACTED] cannot walk without assistance. Hopefully, this will eventually wear off.</p> <p>The person who instigated this [REDACTED] Northdown can park about</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your objections have been recorded and will be considered as part of the traffic regulation process. In light of the recent situation regarding the COVID-19 pandemic, Parking Services have decided it is not appropriate to launch new public consultations. We recognise the importance of proper consultation and so for this reason we believe it would not be appropriate to expect any meaningful and valid consultation to be possible.</p> <p>Therefore, once the current situation has improved, we will conduct a new consultation to allow residents the opportunity to be consulted effectively.</p> <p>Thank you once again for taking the time to record</p>

	<p>■ cars on his drive and still leave ■ double garage free. The reason he wants this is his ■ complained about the number of cars in the road, he said he would do something about it, I was there when this conversation took place. The last time we had this proposal, our MP got involved and it was dropped. Nothing has changed... since then. It would be a high price to pay to lose a winter flowering hedge from my garden for a yellow line. Thank you for reading this letter.</p> <p>2nd email I still wish to oppose the proposal. The inconvenience it will cause all because the person ■ does not like to see cars in the road and it will make no difference to them as they have parking for at least ■ cars. I suggest somebody visits the road before a decision is made.</p>	<p>your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>2nd – withdraw request I am writing regarding the proposed single yellow line restriction in Northdown Close. Your objections have been carefully considered by Parking Services. And after careful consideration it has been agreed that the current proposal can be amended to reflect the views expressed. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends. Therefore I respectfully request that you consider withdrawing your objection which would enable us to continue with the proposal and if you are agreeable to withdrawing your objection this must be in writing, or if you wish to discuss the matter further please do not hesitate in contacting me.</p> <p>3rd response Thank you for your further correspondence received in relation to the above proposed parking restrictions. Unfortunately, your correspondence appears to be incomplete. Please can you resend your response?</p> <p>Update Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p>
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		<p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
Support	<p>I would like to write in support of the above order to restrict parking within Northdown Close, Maidstone.</p> <p>2nd email I would like to write in support of the above order to restrict parking within Northdown Close Maidstone.</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. In light of the recent situation regarding the COVID-19 pandemic, Parking Services have decided it is not appropriate to launch new public consultations. We recognise the importance of proper consultation and so for this reason we believe it would not be appropriate to expect any meaningful and valid consultation to be possible.</p> <p>Therefore, once the current situation has improved, we will conduct a new consultation to allow residents the opportunity to be consulted effectively.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking</p>

		<p>order in the near future.</p> <p>2nd response Thank you for your further correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint Transportation Board at their next scheduled meeting with our recommendations, the board will provide their comments on the proposals. Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Update I am writing regarding the proposed single yellow line restriction in Northdown Close. After careful consideration it has been agreed that the current proposal can be amended to reflect a number of objections received. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends. Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
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		<p>Second update</p> <p>Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
Support	This is a vote in support of the parking restrictions proposed for Northdown Close, Maidstone.	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. In light of the recent situation regarding the COVID-19 pandemic, Parking Services have decided it is not appropriate to launch new public consultations. We recognise the importance of proper consultation and so for this reason we believe it would not be appropriate to expect any meaningful and valid consultation to be possible.</p> <p>Therefore, once the current situation has improved, we will conduct a new consultation to allow</p>

		<p>residents the opportunity to be consulted effectively.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Update</p> <p>I am writing regarding the proposed single yellow line restriction in Northdown Close.</p> <p>After careful consideration it has been agreed that the current proposal can be amended to reflect a number of objections received. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Second update</p> <p>Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was</p>
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		<p>not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
Support	<p>I write in response to the public notice advising of the proposed introduction of parking restrictions to Northdown Close. I wish to add my support for the Order.</p> <p>2nd email</p> <p>I understand that the Northdown Close Parking Restrictions Order has been re-issued. I would again wish to add my support for the order.</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. In light of the recent situation regarding the COVID-19 pandemic, Parking Services have decided it is not appropriate to launch new public consultations. We recognise the importance of proper consultation and so for this reason we believe it would not be appropriate to expect any meaningful and valid consultation to be possible.</p> <p>Therefore, once the current situation has improved, we will conduct a new consultation to allow residents the opportunity to be consulted effectively.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>2nd response</p> <p>Thank you for your further correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process.</p>

		<p>I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint Transportation Board at their next scheduled meeting with our recommendations, the board will provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Update</p> <p>I am writing regarding the proposed single yellow line restriction in Northdown Close.</p> <p>After careful consideration it has been agreed that the current proposal can be amended to reflect a number of objections received. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Second update</p> <p>Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p>
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		<p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
Support	Yes, please provide the parking restrictions (Variation No. 30) in Northdown Close.	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. In light of the recent situation regarding the COVID-19 pandemic, Parking Services have decided it is not appropriate to launch new public consultations. We recognise the importance of proper consultation and so for this reason we believe it would not be appropriate to expect any meaningful and valid consultation to be possible.</p> <p>Therefore, once the current situation has improved, we will conduct a new consultation to allow residents the opportunity to be consulted effectively.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Update</p>

		<p>I am writing regarding the proposed single yellow line restriction in Northdown Close.</p> <p>After careful consideration it has been agreed that the current proposal can be amended to reflect a number of objections received. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Second update</p> <p>Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record</p>
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		your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.
Support	<p>I wish to support the parking restriction for Northdown Close as quite often it is dangerous trying to exit the close onto the Boxley Road.</p> <p>The additional street parking by non-residents on the left side of the carriageway hinders the outgoing traffic both physically and loss of sight line for a safe exit.</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. In light of the recent situation regarding the COVID-19 pandemic, Parking Services have decided it is not appropriate to launch new public consultations. We recognise the importance of proper consultation and so for this reason we believe it would not be appropriate to expect any meaningful and valid consultation to be possible.</p> <p>Therefore, once the current situation has improved, we will conduct a new consultation to allow residents the opportunity to be consulted effectively.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Update</p> <p>I am writing regarding the proposed single yellow line restriction in Northdown Close.</p> <p>After careful consideration it has been agreed that the current proposal can be amended to reflect a number of objections received. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends.</p>

		<p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Second update Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close I am writing to update you with regard to the proposed restrictions in Northdown Close. I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal. Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals. Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
Support	<p>I am writing to give my full support of adding yellow line and parking restrictions to Northdown Close. Day parkers have at times filled the road of which the surface is now in a poor state. Several neighbours have had front garden walls damaged of which the offenders have just driven off. Speeding is also a concern.</p> <p>2nd email I am writing to give my full support of adding yellow line and</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. In light of the recent situation regarding the COVID-19 pandemic, Parking Services have decided it is not appropriate to launch new public consultations. We recognise the importance of proper consultation and so for this reason we believe it would not be appropriate to expect any meaningful and valid</p>

	<p>parking restrictions to Northdown Close. Day parkers have at times filled the road of which the surface is now in a poor state. Several neighbours have had front garden walls damaged of which the offenders have just driven off.</p> <p>Speeding is also a concern.</p>	<p>consultation to be possible. Therefore, once the current situation has improved, we will conduct a new consultation to allow residents the opportunity to be consulted effectively.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>2nd response</p> <p>Thank you for your further correspondence received in relation to the above proposed parking restrictions.</p> <p>Your support has been recorded and will be considered as part of the traffic regulation process. I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint Transportation Board at their next scheduled meeting with our recommendations, the board will provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Update</p> <p>I am writing regarding the proposed single yellow line restriction in Northdown Close.</p> <p>After careful consideration it has been agreed that the current proposal can be amended to reflect a number of objections received. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 –</p>
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		<p>2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Second update Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
Objection	<p>With regard to the above Public Order Notice for a yellow line restriction to be added to Northdown Close, I would like to object to this.</p> <p>I am a resident in Northway, the next road up from Northdown Close, and believe this will simply move all of the commuter</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your objections have been recorded and will be considered as part of the traffic regulation process. In light of the recent situation regarding the COVID-</p>

	<p>traffic currently parking there to our road as we currently have no road restrictions.</p> <p>We already have issues with commuters parking down our road and this will simply add to the congestion.</p> <p>Whilst I am sure you will appease the residents of Northdown Close, I can assure you the residents of my road and the surrounding area will not be happy.</p> <p>I would appreciate if you could re-consider your options and also kindly provide me with acknowledgement of my objection.</p> <p>2nd email Thanks for your email. I cannot recall the original timings of the proposal. Can you confirm what they were please?</p> <p>3rd email Thanks for your quick response but I fail to see what your amended solution achieves. It still means that vehicles will be dispersed potentially to my road, as well as others. Changing the times doesn't prevent this and may well cause confusion for anyone that wants to park in Northdown Close for a short period. My objection therefore still remains.</p>	<p>19 pandemic, Parking Services have decided it is not appropriate to launch new public consultations. We recognise the importance of proper consultation and so for this reason we believe it would not be appropriate to expect any meaningful and valid consultation to be possible.</p> <p>Therefore, once the current situation has improved, we will conduct a new consultation to allow residents the opportunity to be consulted effectively.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>2nd – withdraw request I am writing regarding the proposed single yellow line restriction in Northdown Close.</p> <p>Your objections have been carefully considered by Parking Services. And after careful consideration it has been agreed that the current proposal can be amended to reflect the views expressed. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends. Dispersion to other roads will occur, but we will continue to monitor this and review.</p> <p>Therefore I respectfully request that you consider withdrawing your objection which would enable us to continue with the proposal and if you are agreeable to withdrawing your objection this must be in writing, or if you wish to discuss the matter</p>
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		<p>further please do not hesitate in contacting me.</p> <p>3rd response Thank you for your further correspondence. The original proposal was as follows: "It is proposed to introduce (single yellow line) restriction between 1pm and 1.30pm Mondays to Friday in NORTHDOWN CLOSE, from a point 27 metres north-west of its junction of Boxley Road for the remainder of its length. And round the entire circumference of the island perpendicular to numbers 23 to 44."</p> <p>Update Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close I am writing to update you with regard to the proposed restrictions in Northdown Close. I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal. Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals. Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
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<p>Objection</p>	<p>I wish to register my objections to the proposed parking changes in Northdown Close. There are a number of reasons for this objection:</p> <p>As a resident of the neighbouring road, North Way, I feel the commuter parking issues experienced in Northdown Close will just be pushed along to the surrounding roads and areas. North Way, as you are aware, is a private road with no parking restrictions, which will encourage commuters to leave their cars here all day. There are already several commuters doing this at the moment.</p> <p>It will also cause an increase in traffic along North Way, which the residents have to pay for to maintain and is already degraded in several places. The road is already used as a cut through to avoid the small roundabout at the end of junction of Boxley Road and Sandling Lane.</p> <p>There is the potential for badly and inconsiderately parked cars to block access or cause inconvenience for residents.</p> <p>2nd email Hello, do you know when any consultations will be going ahead regarding Northdown Close?</p> <p>3rd email Hi, have you thought about the impact this will have on the surrounding rounds? All you're doing is pushing the problem along. If people are willing to walk from Northdown Close to avoid parking charges, they're not going to be bothered about walking a few metres further.</p> <p>My main concern is North Way is a private road that doesn't have the same protection etc as a normal road.</p> <p>I knew when I first objected it would be a futile effort as most of these things are already decided and the consultation process is merely a formality.</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your objections have been recorded and will be considered as part of the traffic regulation process. In light of the recent situation regarding the COVID-19 pandemic, Parking Services have decided it is not appropriate to launch new public consultations. We recognise the importance of proper consultation and so for this reason we believe it would not be appropriate to expect any meaningful and valid consultation to be possible. Therefore, once the current situation has improved, we will conduct a new consultation to allow residents the opportunity to be consulted effectively.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>2nd response Thank you for your further correspondence received in relation to the above proposed parking restrictions.</p> <p>I can confirm the consultation has begun and your original objection has been recorded and will be considered as part of the traffic regulation process. I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint Transportation Board at their next scheduled meeting with our recommendations, the board will provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to</p>
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		<p>update you on the progress of the proposed parking order in the near future.</p> <p>3rd – withdraw request I am writing regarding the proposed single yellow line restriction in Northdown Close. Your objections have been carefully considered by Parking Services. And after careful consideration it has been agreed that the current proposal can be amended to reflect the views expressed. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends. Dispersion to other roads will occur, but we will continue to monitor this and review. Therefore I respectfully request that you consider withdrawing your objection which would enable us to continue with the proposal and if you are agreeable to withdrawing your objection this must be in writing, or if you wish to discuss the matter further please do not hesitate in contacting me.</p> <p>4th response Thank you for your further correspondence received in relation to the above proposed parking restrictions.</p>
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		<p>I can confirm the initial request was a petition from the residents with the majority being in support of a restriction.</p> <p>As previously stated, dispersion will be inevitable, but we will monitor this.</p> <p>Once all replies have been collated, and if there are a certain number of objections received, a report, along with our recommendations will be submitted to either the Director of Highway Transportation and Waste or The Joint Transportation Board who will then provide their comments on the proposals and make a decision.</p> <p>Thank you again for taking the time to record your comments and once again I respectfully request that you consider withdrawing your objection which would enable us to continue with the proposal and if you are agreeable to withdrawing your objection this must be in writing.</p> <p>Update</p> <p>Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p>
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		<p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
Objection	<p>I am writing to object the single yellow line on Northdown Close. This will not alter any of the problems we have as the inconsiderate parking does not come from commuters but from visitors to houses, mainly at the weekends.</p> <p>2nd email I would like to oppose the planed parking restrictions for Northdown Close. The reason is this would not help the small problem we have. Parking along one side of the road is fine, the problem occurs when some drivers park on both sides, making this difficult for emergency services to get down the road. A very few residents in [REDACTED] don't like visitors parking outside their house. But that's life. We don't have a problem with commuter parking in Northdown Close. If we did have restricted parking, that would not solve the problem of double-sided parking, which often occurs on the weekend.</p> <p>3rd email Thank you for your email. I am very disappointed to hear MBC are advising me to withdraw my objection to the single yellow line in Northdown Close.</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your objections have been recorded and will be considered as part of the traffic regulation process. In light of the recent situation regarding the COVID-19 pandemic, Parking Services have decided it is not appropriate to launch new public consultations. We recognise the importance of proper consultation and so for this reason we believe it would not be appropriate to expect any meaningful and valid consultation to be possible. Therefore, once the current situation has improved, we will conduct a new consultation to allow residents the opportunity to be consulted effectively.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>2nd response Thank you for your further correspondence received in relation to the above proposed parking restrictions.</p>

	<p>When I moved to this road many years ago, I understood about the parking from commuters into town. I didn't have a problem with this and I still don't, People leave me access to get in and out my drive. Never have I seen a problem with blocked drives from commuters in all the years. Some residents that have made their own front gardens into a parking lot and have not doped the curb outside their home. Feel the road in front of them belongs to them. And no one has the privilege to park there.</p> <p>Sometimes there is a problem, this is always been at the weekend, with visitors parking each side of the road, leaving little room for cars to move in and out of the close. Again this has never cause an accident.</p> <p>I honestly think by putting in Yellow lines will make a problem worse, else where for commuters into town.</p> <p>Will make a problem we don't have for elderly, careers, workmen, delivery vans. And possibly lower the price of the home we have, It certainly will not increase the value.</p> <p>So I end this email with , I respectfully request that you consider withdrawing your proposed plan which would enable myself and other residents to continue living peacefully in Northdown Close, if you wish to discuss the matter further please do not hesitate in contacting me.</p>	<p>Your objection has been recorded and will be considered as part of the traffic regulation process. I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint Transportation Board at their next scheduled meeting with our recommendations, the board will provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>3rd – withdraw request</p> <p>I am writing regarding the proposed single yellow line restriction in Northdown Close.</p> <p>Your objections have been carefully considered by Parking Services. And after careful consideration it has been agreed that the current proposal can be amended to reflect the views expressed. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends.</p> <p>Therefore I respectfully request that you consider withdrawing your objection which would enable us to continue with the proposal and if you are agreeable to withdrawing your objection this must be in writing, or if you wish to discuss the matter further please do not hesitate in contacting me.</p> <p>4th response</p> <p>Thank you for your further correspondence received</p>
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		<p>in relation to the above proposed parking restrictions.</p> <p>I can confirm the initial request was a petition from the residents with the majority being in support of a restriction.</p> <p>As previously stated, dispersion will be inevitable, but we will monitor this.</p> <p>Once all replies have been collated, and if there are a certain number of objections received, a report, along with our recommendations will be submitted to either the Director of Highway Transportation and Waste or The Joint Transportation Board who will then provide their comments on the proposals and make a decision.</p> <p>Thank you again for taking the time to record your comments and once again I respectfully request that you consider withdrawing your objection which would enable us to continue with the proposal and if you are agreeable to withdrawing your objection this must be in writing.</p> <p>Update</p> <p>Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our</p>
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		<p>recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
Support	<p>I'm not sure if this consultation is still currently active, due to current circumstances. However, if it is, I would like to add my support to the proposal of implementing restrictions between 1 – 1.30.</p> <p>I feel there is actually a safety issue, with cars exiting the road having to move to the wrong side in order to get past the line of parked cars.</p> <p>It also occasionally turns into a slalom, trying to weave carefully around poorly parked cars staggered on opposite sides of the road.</p> <p>One area of particular concern is down at the roundabout. Cars occasionally park on the corner, at the neck of where road meets roundabout. Again, cars leaving the road are left unsighted of any traffic coming down the carriageway towards the roundabout.</p> <p>I look forward to hearing your conclusions and any updates on the proposal.</p> <p>2nd email</p> <p>I'm not sure if this consultation is still currently active, due to current circumstances. However, if it is, I would like to add my support to the proposal of implementing restrictions between 1-1.30.</p> <p>I feel there is actually a safety issue, with cars exiting the road having to move to the wrong side in order to get past the line of parked cars.</p> <p>It also occasionally turns into a slalom, trying to weave carefully around poorly parked cars staggered on opposite sides of the road.</p> <p>One area of particular concern is down at the roundabout. Cars</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. In light of the recent situation regarding the COVID-19 pandemic, Parking Services have decided it is not appropriate to launch new public consultations. We recognise the importance of proper consultation and so for this reason we believe it would not be appropriate to expect any meaningful and valid consultation to be possible.</p> <p>Therefore, once the current situation has improved, we will conduct a new consultation to allow residents the opportunity to be consulted effectively.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>2nd response</p> <p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint Transportation Board at their next scheduled meeting with our recommendations, the board will</p>

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		<p>to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
Support	<p>We support the making of an Order prohibiting waiting between 1.00pm and 1.30pm Monday to Friday in Northdown Close. Notwithstanding the above, we would also suggest the Order if it included the retention of some visitor parking bays within the Close which were not subject to the 1.00 – 1.30pm restriction. I trust the above is sufficient for our support for the proposed Order to be recorded but please contact us should you need anything further.</p> <p>2nd email</p> <p>We understand that the notice relating to the introduction of restrictions in Northdown Close (Variation No.30) has been reissued with a closing date for submissions of the 13th July and for the avoidance of doubt therefore wanted to resubmit our original support email below. I trust that is sufficient to confirm our support for the proposed Order but please let me know if you need anything further.</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. In light of the recent situation regarding the COVID-19 pandemic, Parking Services have decided it is not appropriate to launch new public consultations. We recognise the importance of proper consultation and so for this reason we believe it would not be appropriate to expect any meaningful and valid consultation to be possible.</p> <p>Therefore, once the current situation has improved, we will conduct a new consultation to allow residents the opportunity to be consulted effectively.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>2nd response</p> <p>Thank you for your further correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. I regret we are unable to reply to each individual</p>

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Support	<p>Re yellow line parking restrictions, 1pm and 1.30pm Northdown Close [REDACTED] We wish to vote in favour of the changes.</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint Transportation Board at their next scheduled meeting with our recommendations, the board will provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Update</p> <p>I am writing regarding the proposed single yellow line restriction in Northdown Close.</p> <p>After careful consideration it has been agreed that the current proposal can be amended to reflect a number of objections received. Therefore we propose to amend the current proposal and propose</p>

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Support	I would like to support the parking restrictions in Northdown Close, Penenden Heath	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint Transportation Board at their next scheduled meeting with our recommendations, the board will provide their comments on the proposals. Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Update I am writing regarding the proposed single yellow line restriction in Northdown Close. After careful consideration it has been agreed that the current proposal can be amended to reflect a number of objections received. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends. Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Second update Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to</p>
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		<p>Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
Objection	<p>I would like to raise my objection to the proposed street parking changes on Northdown Close.</p> <p>I do not agree to any changes being made to the current street parking on the close.</p> <p>I am a resident of the close.</p> <p>2nd email</p> <p>Thank you for the email updating me. Can I ask if there would be any facility for parking permits, or disabled bay? I am aware of a few older residents for whom these would be important considerations.</p> <p>3rd email</p> <p>Apologies for calling you [REDACTED] in my previous reply dated 17th July.</p> <p>As I have not had a reply to my questions in the above mentioned email, I will take it that the answer is a no.</p> <p>In that case I uphold my objection to all proposed changes to</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your objection has been recorded and will be considered as part of the traffic regulation process.</p> <p>I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint Transportation Board at their next scheduled meeting with our recommendations, the board will provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>2nd – withdraw request</p> <p>I am writing regarding the proposed single yellow line restriction in Northdown Close.</p> <p>Your objections have been carefully considered by</p>

	<p>parking currently being put forward for Northdown Close.</p> <p>4th email I uphold my objection, and can see no reason at this time for me to withdraw it.</p>	<p>Parking Services. And after careful consideration it has been agreed that the current proposal can be amended to reflect the views expressed. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends.</p> <p>Therefore I respectfully request that you consider withdrawing your objection which would enable us to continue with the proposal and if you are agreeable to withdrawing your objection this must be in writing, or if you wish to discuss the matter further please do not hesitate in contacting me.</p> <p>3rd response Thank you for your further correspondence received in relation to the above proposed parking restrictions. Apologies for the delay in my response, I have been on leave.</p> <p>I can confirm the initial request was a petition from the residents with the majority being in support of a restriction.</p> <p>Disabled Badge holders are permitted to park for 3 hours on single yellow lines.</p> <p>It is not anticipated to extend the resident parking scheme as schemes where operational within Maidstone, allow waiting periods to non-permit holders and subsequently are not for residents only use. As implemented schemes result in enforcement by penalty charge notices for contraventions and annual permit charge costs which need to be met by residents, without the guarantee of a parking space, such schemes inevitably find insufficient support</p>
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		<p>from local residents during consultation processes. Once all replies have been collated, and if there are a certain number of objections received, a report, along with our recommendations will be submitted to either the Director of Highway Transportation and Waste or The Joint Transportation Board who will then provide their comments on the proposals and make a decision.</p> <p>Thank you again for taking the time to record your comments and once again I respectfully request that you consider withdrawing your objection which would enable us to continue with the proposal and if you are agreeable to withdrawing your objection this must be in writing.</p> <p>Update Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close I am writing to update you with regard to the proposed restrictions in Northdown Close. I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal. Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals. Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
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Support	I support the above order restricting parking in Northdown Close	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint Transportation Board at their next scheduled meeting with our recommendations, the board will provide their comments on the proposals. Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Update</p> <p>I am writing regarding the proposed single yellow line restriction in Northdown Close. After careful consideration it has been agreed that the current proposal can be amended to reflect a number of objections received. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends. Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Second update</p> <p>Ref: Proposed Restrictions to introduce a single</p>

		<p>yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
Support	<p>I am a resident at [REDACTED] Northdown Close, [REDACTED] and wish to express my support regarding the proposed parking restrictions.</p> <p>The first third of Northdown Close has become narrowed to one side due to the volume of cars parked by non-residents. This is proving hazardous when driving with the intention of leaving or entering Northdown Close via Boxley Road and I am concerned that there will be an accident at some point if no restrictions take place. Residents have generous driveways so rarely park in the road.</p> <p>I therefore support the proposed restrictions to parking in Northdown Close,</p>	<p>Thank you for your further correspondence received in relation to the above proposed parking restrictions.</p> <p>Your support has been recorded and will be considered as part of the traffic regulation process. I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint Transportation Board at their next scheduled meeting with our recommendations, the board will provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Update</p>

		<p>I am writing regarding the proposed single yellow line restriction in Northdown Close.</p> <p>After careful consideration it has been agreed that the current proposal can be amended to reflect a number of objections received. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Second update</p> <p>Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record</p>
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		your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.
Objection	<p>I am writing to object to the proposal of the above variation nr.30, order 2020 the reason being: I visit a person living in Northdown Close on a regular basis, who suffers poor health. On occasions doing their shopping etc: As I myself am of the older generation I would not be capable of carrying the goods. Also, to have to move my vehicle during my visit then find another road to park and walk back is not viable. Therefore, please reject the proposal. Thank you.</p> <p>2nd email I am writing to object to the proposal of the above variation nr 30, order 2020 the reason being: I visit a person living in Northdown Close on a regular basis, who suffers poor health. On occasions doing their shopping etc: As I myself am of the older generation I would not be capable of carrying the goods. Also to have to move my vehicle during my visit then find another road to park and walk back is not viable. Therefore please reject the proposal.</p> <p>3rd email Further to your latest email regarding parking in Northdown Close, I do NOT withdraw my objections to the original proposal or the amended proposal. Furthermore please consider nurses and all essential workers who having completed a night shift, just got to bed then having to get up in the middle of sleep to move their vehicle, then trying to get back to sleep to enable them to carry out the next night shift.</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your objection has been recorded and will be considered as part of the traffic regulation process. I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint Transportation Board at their next scheduled meeting with our recommendations, the board will provide their comments on the proposals. Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>2nd – withdraw request I am writing regarding the proposed single yellow line restriction in Northdown Close. Your objections have been carefully considered by Parking Services. And after careful consideration it has been agreed that the current proposal can be amended to reflect the views expressed. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 – 11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends. Therefore I respectfully request that you consider withdrawing your objection which would enable us to continue with the proposal and if you are</p>

	<p>Is this what the people who signed the petition really want to subject our key workers to contend with ?</p> <p>Can you please advise what reason 's have been stated on the petition to request this proposal.</p>	<p>agreeable to withdrawing your objection this must be in writing, or if you wish to discuss the matter further please do not hesitate in contacting me.</p> <p>3rd response</p> <p>Thank you for your further correspondence received in relation to the above proposed parking restrictions.</p> <p>I can confirm the initial request was a petition from the residents with the majority being in support of a restriction.</p> <p>As previously stated, dispersion will be inevitable, but we will monitor this.</p> <p>Once all replies have been collated, and if there are a certain number of objections received, a report, along with our recommendations will be submitted to either the Director of Highway Transportation and Waste or The Joint Transportation Board who will then provide their comments on the proposals and make a decision.</p> <p>Thank you again for taking the time to record your comments and once again I respectfully request that you consider withdrawing your objection which would enable us to continue with the proposal and if you are agreeable to withdrawing your objection this must be in writing.</p> <p>Update</p> <p>Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors</p>
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		<p>into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
Support	I am emailing to register my support for the Waiting Restrictions and Street Parking Places, Variation Nr30, Order2020.	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. Your support has been recorded and will be considered as part of the traffic regulation process. I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint Transportation Board at their next scheduled meeting with our recommendations, the board will provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Update</p> <p>I am writing regarding the proposed single yellow line restriction in Northdown Close.</p> <p>After careful consideration it has been agreed that the current proposal can be amended to reflect a number of objections received. Therefore we propose to amend the current proposal and propose to introduce a single yellow line restriction that would apply on Monday to Friday from 10:30 –</p>

		<p>11:00am on the north side of the Close and 2:00 – 2:30pm on the south side of the Close. This will keep the area free of long-term parking during the day whilst allowing availability during the day and in the evenings and at the weekends.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Second update Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
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Objection	<p>I am writing to raise an objection of the proposed parking restrictions in Northdown Close, Penenden Heath. After careful consideration of the proposals set out the parking restrictions are unnecessary and would cause the following issues which I believe to be unacceptable:</p> <p>1) The result of this parking restriction would cause inadequate parking and loading for many residents in the street who rely on parking at the kerbside. Many residents are elderly and would end up being unable to move their vehicle every day at the given time</p> <p>2) I would seek compensation and an award of costs against the council for loss of value to my property at [REDACTED] Northdown Close due to these parking restrictions as they would cause difficulty and make the property less desirable</p> <p>3) The appearance and layout of these lines have not been made available and therefore I can assume that these would look unsightly and ugly. The design and appearance needs to be offered up before a decision can be reached in any case. Yellow lines in the round-a-bout end of the cul-de-sac would not be necessary due to the amount of drop kerbs installed for example</p> <p>4) The road condition cannot take the proposed yellow lines as the road surface is full of pot holes and broken surface tarmac. The proposed cost of the yellow lines would in fact be wasted as they could not possibly stick to the current uneven and broken surface without the resurfacing of the entire road, a project that was going to be completed years ago but never took place. Perhaps you could confirm resurfacing intentions for the close?</p> <p>5) Disabled and Elderly residents have not been given the opportunity to request exemption in front of their own homes or a disabled box prior to these proposals being forced upon us</p> <p>6) The proposed parking restrictions do not offer any exemption for trades working at the addresses in the close and the proposals have not allowed for additional parking or permits as a result of the new proposals</p> <p>In view of the above I do not feel that a proper and exhaustive</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions. I can confirm the initial request was a petition from the residents with the majority being in support of a restriction.</p> <p>Disabled Badge holders are permitted to park for 3 hours on single yellow lines.</p> <p>It is not anticipated to extend the resident parking scheme as schemes where operational within Maidstone, allow waiting periods to non-permit holders and subsequently are not for residents only use. As implemented schemes result in enforcement by penalty charge notices for contraventions and annual permit charge costs which need to be met by residents, without the guarantee of a parking space, such schemes inevitably find insufficient support from local residents during consultation processes. Matters relating to the resurfacing of the highway are the responsibility of Kent County Council who can be contacted on either tel. [REDACTED] [REDACTED] to make your report/request and receive a case number. Please find the link below which outlines the process for application.</p> <p>Once all replies have been collated, and if there are a certain number of objections received, a report, along with our recommendations will be submitted to either the Director of Highway Transportation and Waste or The Joint Transportation Board who will then provide their comments on the proposals and make a decision.</p> <p>Thank you again for taking the time to record your comments. I respectfully request that you consider withdrawing your objection which would enable us to continue with the proposal and if you are agreeable to withdrawing your objection this must be in writing.</p>
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	<p>consultation has taken place prior to introducing these yellow line proposals. Many residents have been bullied or persuaded to agree to the yellow lines as they believe that everyone wants them. I request that you put a stop to this yellow line proposal until the above points, and the concerns of others, have been properly considered and evaluated.</p>	<p>Update Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
Support	<p>I confirm that I support the proposal to introduce (single yellow line) restriction between 1pm and 1:30pm Mondays to Fridays as described.</p>	<p>Thank you for your further correspondence received in relation to the above proposed parking restrictions.</p> <p>Your support has been recorded and will be considered as part of the traffic regulation process. I regret we are unable to reply to each individual comment received, however once all replies have been collated a report may be presented to the Joint Transportation Board at their next scheduled meeting with our recommendations, the board will provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking</p>

		<p>order in the near future.</p> <p>Update Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p>
	<p>Regarding Northdown Close parking proposal in Penenden Heath:</p> <p>I have been informed that the parking proposal has been changed to incorporate different no-parking times on either side of Northdown close.</p> <p>Please could you write to residents with details of this new proposal?</p> <p>Second email</p> <p>Is there still an opportunity to object?</p> <p>Thank you.</p>	<p>Thank you for your correspondence received in relation to the above proposed parking restrictions.</p> <p>I can confirm an alternative proposal was suggested in an effort to persuade the objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>I hope this is of assistance to you.</p> <p>Update Ref: Proposed Restrictions to introduce a single yellow line between 1pm and 1.30pm, Monday to</p>

		<p>Friday in Northdown Close</p> <p>I am writing to update you with regard to the proposed restrictions in Northdown Close.</p> <p>I can confirm an alternative proposal of Monday to Friday 10:30 – 11:00am on the north side and Monday to Friday 2:00 – 2:30pm on the south side was suggested in an effort to persuade objectors into withdrawing their objections. However, this was not successful and therefore, we have reverted back to the original proposal.</p> <p>Therefore a report will be submitted to The Joint Transportation Board on 14th October 2020, with all objections received along with our recommendations, they will then provide their comments on the proposals.</p> <p>Thank you once again for taking the time to record your comments and I look forward to being able to update you on the progress of the proposed parking order in the near future.</p> <p>Second response</p> <p>Thank you for your correspondence regarding the Northdown Close proposal.</p> <p>I regret the consultation has now ended, so we are unable to accept any further objections.</p>
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NORTHDOWN CLOSE – from a point 27 metres north-west of its junction of Boxley Road for the remainder of its length

Round the entire circumference of the island perpendicular to numbers 23 to 44

SYL – 1pm to 1:30pm, Monday to Friday

Agenda Item 14

Maidstone Joint Transportation Board

14 October 2020

Upper Stone Street Air Quality Update

Final Decision-Maker	Maidstone Joint Transportation Board
Lead Head of Service	William Cornall, Director of Regeneration and Place (Maidstone Borough Council)
Lead Officer and Report Author	William Cornall, Director of Regeneration and Place (Maidstone Borough Council)
Classification	Public
Wards affected	High street

Executive Summary

Report on the Upper Stone Street Air Quality Update will be considered by the Strategic Planning and Infrastructure Committee on 7 October 2020 and may result in recommendations to the Maidstone Joint Transportation Board.

Purpose of Report

Decision

The recommendations (if any) of the Strategic Planning and Infrastructure Committee be reported orally to the Joint Transportation Board.

Timetable

Meeting	Date
Maidstone Joint Transportation Board	14 October 2020

Upper Stone Street Air Quality Update

1. INTRODUCTION AND BACKGROUND

- 1.1 Maidstone Borough Council's (MBC) Strategic Planning & Infrastructure (SPI) Committee in July 2019 considered a feasibility study into the creation of a Low Emission Zone in Upper Stone Street. That report provided three different strategies that could be pursued to bring about air quality improvements. The Strategic Planning and Infrastructure Committee decided to pursue a Red Route in the locality, and a subsequent report entitled 'Upper Stone Street Air Quality Update' (to be presented during the 7 Oct 2020 Strategic Planning and Infrastructure Committee meeting) is shown within Appendix 1 as an update in respect of achieving this ambition.
 - 1.2 The Upper Stone Street Air Quality Update report makes four recommendations to the Strategic Planning and Infrastructure Committee. If these are approved, these will be referred to the Maidstone Joint Transportation Board (MJTB) to oversee delivery through the Highway Authority, Kent County Council.
 - 1.3 During the 14 October 2020 meeting of the Board, the decisions taken by the Strategic Planning and Infrastructure Committee Meeting (7 October 2020) will be circulated to Board Members.
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2. REPORT APPENDICES

- Appendix 1: Upper Stone Street Air Quality Update
 - Appendix 2: MBC – Green Infrastructure Mitigation – Phase 1 Feasibility Study
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3. BACKGROUND PAPERS

- Report to the Strategic Planning and Infrastructure Committee, 9 July 2020 : Outcome of Low Emission Zone Feasibility Study in Upper Stone Street.

STRATEGIC PLANNING & INFRASTRUCTURE COMMITTEE

7 OCTOBER 2020

Upper Stone Street Air Quality Update

Final Decision-Maker	Strategic Planning & Infrastructure Committee
Lead Head of Service	William Cornall, Director of Regeneration & Place
Lead Officer and Report Author	William Cornall, Director of Regeneration & Place
Classification	Public
Wards affected	High Street

Executive Summary

In July 2019, this Committee considered a feasibility study into the creation of a Low Emission Zone in Upper Stone Street. That report provided three different strategies that could be pursued to bring about air quality locations. This committee decided to pursue a Red Route in the locality, and this report provides an update in respect of achieving this ambition.

Purpose of Report

Decision

This report makes the following recommendations to this Committee:

That this Committee refer the following recommendations for implementation to the Maidstone Joint Transportation Board on 14th October 2020:

1. That Controls to restrict waiting, loading, and unloading in Upper Stone Street be extended by increasing the current restricted period to apply on all days Monday to Sunday Double Yellow Lines 'no waiting at any time'. The waiting restrictions should be supported by a loading restriction to protect the peak traffic periods on all days from 7am to 8pm. The impact should then be monitored for a period of 12-months post implementation and the findings presented to the JTB, and that if unsuccessful, the JTB then be asked to pursue the Red Route.
2. Contraventions can be monitored more closely through the KCC traffic control room, who will install an additional camera/s and will provide direct and real-time communication to the MBC parking enforcement agent. Enforcement officers will then be deployed rapidly to deal with any contravention observed through the issue of Penalty Charge Notices.

3. Incorporate some of the RSK recommendations for green infrastructure enhancements into a new scheme agreed with KCC involving the removal of one existing tree, and the planting of six new upright growing trees of native species, which are known to be especially beneficial for air quality
4. Explore one-way designations for some side streets to Upper Stone Street.

Timetable	
<i>Meeting</i>	<i>Date</i>
Strategic Planning & Infrastructure Committee	7 October 2020
Maidstone Joint Transportation Board	14 October 2020

Upper Stone Street Air Quality Update

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>The four Strategic Plan objectives are:</p> <ul style="list-style-type: none"> • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place <p>We expect the recommendations will contribute to the Council achieving the Safe, Clean and Green objective.</p>	Director of Regeneration & Place
Cross Cutting Objectives	<p>The four cross-cutting objectives are:</p> <ul style="list-style-type: none"> • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected <p>The report recommendations support the achievement(s) of the "Biodiversity and Environmental Sustainability" cross cutting objectives by attempting to improve air quality in Upper Stone Street.</p>	Director of Regeneration & Place
Risk Management	<ul style="list-style-type: none"> • Refer to paragraph of the report. 	Director of Regeneration & Place
Financial	<p>The operational measures proposed in the recommendations are all within already approved budgetary headings and can be delivered within existing budgets. KCC has indicated that it has provision within its existing budgets to cover the cost of green infrastructure improvements as described in paragraphs 2.24 to 2.32</p>	Section 151 Officer & Finance Team

Staffing	<ul style="list-style-type: none"> We will deliver the recommendations with our current staffing. 	Director of Regeneration & Place
Legal	<ul style="list-style-type: none"> Statutory highways responsibility, including the making of Traffic Regulation Orders lies with the County Council. The Borough Council retains some enforcement powers under Traffic Management Act 2004. It will therefore require cooperation between the County and Borough Councils to implement the recommendations in the report. Any Traffic Regulation Order pursued will need to follow the statutory requirements and provisions in the Road Traffic Regulation Act 1984 as set out in the report. 	Cheryl parks, Mid Kent Legal Services (Planning)
Privacy and Data Protection	Accepting the recommendations will not increase the volume of personal data held by the Council.	Policy and Information Manager
Equalities	<ul style="list-style-type: none"> We recognise the recommendations may have varying impacts on different communities within the specified Maidstone areas. It is therefore recommended that equalities is considered as part of any consultation undertaken. 	Policy & Information Manager
Public Health	<ul style="list-style-type: none"> We recognise that the recommendations in this report may have a positive impact on population health or that of individuals however it is recognised that additional action will be required to further reduce the negative individual and population health impacts on residents to mitigate and reduce the high air pollution levels in Upper Stone Street. 	[Public Health Officer]
Crime and Disorder	<ul style="list-style-type: none"> The recommendation will not have an effect impact on Crime and Disorder. 	[Head of Service or Manager]
Procurement	<ul style="list-style-type: none"> On accepting the recommendations, the Council will then follow procurement exercises for any green infrastructure changes and additions that it may make 	[Head of Service & Section 151 Officer]

	in the locality. We will complete those exercises in line with financial procedure rules.	
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2. INTRODUCTION AND BACKGROUND

- 2.1 The highest air pollution levels in Maidstone are to be found in Upper Stone Street (USS). These high pollution levels are caused by a number of different factors; primarily, the sheer volume of traffic, but also the fact that it is a one way street with two lanes of traffic, both going uphill, and conditions are often congested. Vehicle engines are having to work harder because of the uphill gradient, and tall buildings either side of a relatively narrow street lead to the so called 'street canyon' effect whereby pollution is less able to disperse.
- 2.2 There is a long-term downward trend in pollution levels however, both in USS and in Maidstone more generally, but nitrogen dioxide levels in USS remain stubbornly above the annual mean objective despite the downward trend. The previously estimated year of compliance remains unchanged at 2028.
- 2.3 The table below shows nitrogen dioxide data from all the monitoring sites in Upper Stone Street for both 2018 and 2019. The site Maid 124 is located at the back of the site that is currently operating as a car wash, so it does not relate directly to road traffic. The sites 128.1, 128.2, and 128.3 are triplicate tubes co-located with the automatic monitoring station, which is best practice. The abbreviation (a) means annualised result being DEFRA's approved way of estimating the annual mean nitrogen dioxide level from an incomplete year's data, which takes account of natural seasonal variations in NO₂ levels. The automatic monitoring station was commissioned in May of 2018.
- 2.4 Overall, the results show that in 2019, NO₂ levels decreased in 6 of the 7 monitoring locations in Upper Stone Street. The levels in 2019 range from 55.5 µgm⁻³ to 75.2 µgm⁻³ depending on location, against a compliance target of 40 µgm⁻³.

Site Number	Location	NO ₂ level µgm ⁻³ (2018)	NO ₂ level µgm ⁻³ (2019)
Maid 81	The Pilot pub, Maidstone, Kent	67.3	60.2
Maid 96	Lamppost KUBT 512 in bracket for "One Way" sign outside Lashings Sports Club	77.2	75.2
Maid 122	Loading sign to the right of the front of Papermakers PH	79.2	73.4
Maid 123	Loading sign on opposite side of Upper Stone St to site Maid 122	53.5	55.5
Maid 124	Fence pole at back of site for proposed development at 102 Upper Stone St (car wash site)	19.9	19.2

Maid 128.1	Air intake of automatic monitoring station	67.7 (a)	61.3
Maid 128.2	Air intake of automatic monitoring station	67.3 (a)	61.7
Maid 128.3	Air intake of automatic monitoring station	68.1 (a)	62.5
Automatic Monitoring Station	Grass verge outside former Jubilee Church building	70 (a)	68

- 2.5 To recap, in 2019, MBC engaged a consultant to review possible measures which could be introduced to improve air quality in USS. A long list of potential measures was produced, in part as the result of a stakeholder workshop, and three of these measures were then selected for more detailed examination, including air quality modelling. The three measures selected were:
- Scenario 1 – The introduction of a Red Route
 - Scenario 2 – Cleaner and more efficient vehicle usage
 - Scenario 3 – Category B Clean Air Zone
- 2.6 It was understood that none of these measures could be introduced without the support of Kent County Council (KCC). The results of the modelling indicated that with no additional intervention, air quality in USS would comply with all relevant objectives by 2028. None of the three interventions examined would have brought forward compliance by more than about one year.
- 2.7 In July 2019, members of this committee were asked which, if any, of these 3 measures they wished MBC officers to explore further with KCC. Members opted for the Red Route, but also asked officers to explore the potential benefits which could be derived from green planting (green infrastructure) in USS.
- 2.8 At the beginning of 2020, a working group was formed, comprising officers from both Maidstone Borough Council (MBC) and KCC. The group has met four times and the recommendations made in this report were developed by this group.
- 2.9 Furthermore, the officer group also explored whether there is a high level of traffic incidents in the locality that might be worsening the problem by increasing the stop / start of traffic. KCC provided the following incident log for USS for the 5-year period to March 2019.

Type of incident	No. of incidents, 5 years to 16th March 2020	Share of incidents	Incidents per week
Congestion	751	73.3%	2.89
Obstruction or Lane Closure	192	18.7%	0.74
Broken down vehicle	34	3.3%	0.13
Traffic signal fault	13	1.3%	0.05
Road safety campaign	7	0.7%	0.03
Broken down heavy lorry	6	0.6%	0.02
Flood	6	0.6%	0.02
Broken down bus	5	0.5%	0.02
Road closure	4	0.4%	0.02
Fire	3	0.3%	0.01
Other	2	0.2%	0.01
Bust water main	1	0.1%	0.00
Gas works	1	0.1%	0.00
	1025	100%	3.94

- 2.10 The table shows that there are on average 4 traffic incidents per week in USS, and the second most common cause is that of a lane obstruction / or closure. I.e. it could be concluded that greater stopping (parking / loading) restrictions in the form of a Red Route or similar could reduce the number of incidents.
- 2.11 KCC also undertook to produce an ongoing incident log for the current financial year, but this has been disrupted by the pandemic. Furthermore, once more normal business resumes, KCC have committed to installing a further traffic monitoring camera/s in the locality and provide real time incident alerts from their traffic control room to the MBC parking enforcement team, so as to enable them to attend incidents as speedily as possible.
- 2.12 As part of broader discussions with KCC, the possibility of an engagement programme with haulage companies was mooted, in terms of encouraging them to restrict their usage of the USS at certain times, particularly in terms of deliveries, but on balance it was considered that the array of such companies would be such that this would be unlikely to deliver an impact. However, KCC Freight Team officers will take forward discussions of this ilk

with some of the larger businesses based in the USS locality, in terms of their arrangements around deliveries.

- 2.13 **The creation of a Red Route at USS.** The opinion of KCC was sought on this matter, together with legal advice from Mid Kent Legal Services (MLS), and has informed the information provided below.
- 2.14 The term Red Route is a formal term used to define a specific type of statutory Clearway where the restrictions apply also to the verge and footway, not just to the main carriageway. The term Red Route is sometimes used to describe a road with a higher than average number of accident incidents but should not be confused with statutory Red Routes as described above.
- 2.15 Legislation sets out the signing and road marking requirements for Red Routes under The Traffic Signs Regulations and General Directions 2016 (TSRGD) and under Chapter 3 of the Traffic Signs Manual. Markings on the highway may only be placed as defined by the Traffic Regulation Order and in accordance with the TSRGD regulations. Traffic Regulation Orders can be imposed by virtue of the provisions of the Road Traffic Regulation Act 1984 and can be introduced to deal with issues relating to air quality. *(s1(1) Road Traffic Regulation Act 1984 and s87(1) Environment Act 1995)*
- 2.16 The Mayor of London (and TFL) have separate statutory powers not afforded to all local highway authorities; equally Traffic Regulation Order (TRO) provisions vary dependent on whether the authority is within or outside London.
- 2.17 Red Routes were first introduced on London highways in 1991 and have since been introduced in Metropolitan and Unitary Authorities outside London such as Nottingham and Coventry. It is probable that these schemes required DfT approval.
- 2.18 There do not appear to be any designated Red Routes in the county of Kent currently, although there are examples of Clearways, including in the Maidstone district.
- 2.19 The Agency Agreement and Operational Protocol sets out the Traffic Order Regulation (TRO) responsibilities for both District and County activity. Safety related TROs and the responsibility to maintain moving traffic is a County responsibility. District authorities are unable to make TROs in relation to Clearways or Red Routes.
- 2.20 In some district authorities, enforcement of parking and waiting restrictions is de-criminalised following the Traffic Management Act 2004 and local authority Civil Enforcement Officers have powers to issue penalty charge notices. This enforcement is undertaken in Maidstone by MBC's own Parking Team and Civil Enforcement Officers. Such enforcement provisions deal with the enforcement of TROs that have been imposed by the Highway Authority (KCC) to manage highway safety and traffic flow.
- 2.21 So, whilst KCC would appear able to create a Red Route, it would require Department for Transport (DfT) approval, but KCC could consider the

making of an Experimental TRO under powers derived from the same legislation as a standard TRO (RTRA 1984). KCC as the Highway Authority would need to make the order, however the experimental nature means that the order must cease to have effect after a maximum of 18 months. The imposition of an Experimental TRO allows for a period of data collection and monitoring of the effects of the restrictions, and to allow direct comparisons to be made with equivalent data sets collected before such an order was in place. At the end of the period of the Experimental TRO the Highway Authority must consider whether to continue the restrictions on a permanent basis by going through the relevant statutory procedures, or to end the restrictions. I.e. an Experimental TRO might be a useful option to allow the gathering of sufficient evidence for consideration of the future imposition of a permanent TRO, and in the instance that this was determined at a public inquiry, could prove persuasive to the determining inspector.

- 2.22 A Red Route TRO through either means (Experimental or not) would be a matter for KCC. However, a significant investment would be required by KCC for enforcement of a Red Route through approved devices / CCTV cameras / manpower. KCC would need to consider whether these costs could be recovered through penalty income given the relatively low level of incident rate recorded. I.e. due to the nature of the Red Route Clearway restrictions they are usually enforced using approved devices (cameras) which are expensive to operate effectively and so Red Route schemes would normally be used across a number of key locations within a city or County for greater efficiency.
- 2.23 Given the above, a Red Route may not necessarily be the most appropriate approach at the present time, particularly from a KCC perspective. Therefore, the **Available Options** section of this report explores whether the perceived benefits of a Red Route could be achieved through a different set of measures, inasmuch KCC strengthening the existing TRO's and the councils collaborating in terms of enforcement. For the avoidance of doubt, most of USS is currently single yellow line with a loading restriction.
- 2.24 **Green Infrastructure enhancements**. In Summer 2020, MBC engaged a specialist consultant (RSK) to consider the potential for a 'green infrastructure' scheme to reduce NO₂ levels in Upper Stone Street (see Appendix A). The consultant's report acknowledges that there is very limited space and scope for much green planting. The main area which could be utilised is the KCC owned grass verge outside the CareCo Mobility Showroom, on which the automatic air quality monitoring station is sited.
- 2.25 It is well known that some species of trees have a propensity to improve air pollution, whereas other species can worsen it. But it is also well recognised that trees can also worsen air pollution by virtue of their physical size and shape acting as a barrier to the dispersion of pollutants.
- 2.26 The consultant's report made three main recommendations:-

- That the three cherry trees currently present on the grass verge are worsening pollution and should be removed or relocated. The rationale for this is that NO₂ levels are known to be lower in summer months than in winter months, but this seasonal reduction in levels is less evident in the monitoring site immediately opposite the trees. This also happens to be the site which records the highest NO₂ levels in the County. The consultant argues that the normal seasonal reduction is offset by the tree canopy being much thicker and more extensive in the summer months when the trees are in full leaf. This exacerbates the street canyon and prevents pollution from dispersing.
 - That a low hedge of Leyland Cypress or Lawson Cypress is planted along the front of the grass verge. Leyland Cypress is identified as one of the species which has a capacity to reduce air pollution, however, we note that it is a fast growing species, so the hedge would require regular maintenance in order to keep the height at an optimum level. Officers will also explore similar opportunities with other private sector landowners in the locality to include Halfords.
 - The consultant also recommends that climbing plants such as ivy could be planted to create a green wall on the façade of the building used by Lashings Bar & Grill, if possible. Lashings is a private establishment so this would be dependent on the agreement of the proprietor and so is outside of the control of MBC. Officers will also explore similar opportunities with other private sector landowners in the locality to include Halfords.
- 2.27 The planting scheme for the grass verge has been discussed with KCC, and as a result of these discussions a modified scheme has been developed which offers a number of benefits over the scheme originally proposed by RSK.
- 2.28 The concern about the cherry trees preventing the dispersion of pollution will be addressed by the removal of the middle tree, leaving a wide gap between the two outer trees. The middle tree will be replaced with one of a different species which will be an upright growing species with no spreading canopy, so that the gap between the trees will be preserved. In addition, the replacement tree will be set further back from the road.
- 2.29 Five more trees will be planted on the grass verge, rather than the hedge recommended by RSK. This will make a total of six new trees, which will be two silver birch, two Scots pine and 2 field maple. These are all native species, and will be upright growing varieties which will not require maintenance to preserve the gaps between them. This is in contrast to the hedge proposed by RSK, which would be of a fast growing species requiring considerable maintenance.
- 2.30 Restricting the total number of new trees to six will allow the trees to be well spaced with good air circulation around them. Well spaced trees have been shown to increase air turbulence at roadsides which in itself encourages dispersion of pollution.

- 2.31 The new tree species are all contained in a list described by RSK as category one trees, i.e., trees which have the greatest capacity to improve air quality, and the choice of upright growing varieties means that there won't be large tree canopies which can potentially trap pollution.
- 2.32 The new trees will be planted prior to the removal of the middle cherry tree.
- 2.33 KCC already has provision within existing budgets to fund this scheme.
- 2.34 MBC officers will continue to explore with KCC, any opportunities for green planting on private land in Upper Stone Street.
- 2.35 **Other potential mitigations.** KCC could be encouraged to commission specialist survey data to assess the impact of vehicles slowing because of turns off and on to USS to and from its side streets. This data could facilitate the exploration of making some of the side streets one-way as it is likely these adjoining roads impact on traffic movements and slow the speed of vehicles. I.e. causing the rippling effect of start stop traffic as seen on some motorways prior to the introduction of smart speed limits, so creating a smooth traffic flow may stabilise traffic speed, improve congestion and positively impact on air quality.

3. AVAILABLE OPTIONS

- 3.1 In terms of the Red Route element, or alternatives, there are four options that can be considered as potential ways forward (N.B. the first option is what is currently in place):

Restriction	Days / Times	Extent of restriction	Method of enforcement	Dispensations	Boarding and alighting allowed	Penalty Charge
(Existing) (1) Single Yellow Line with Loading Restriction	No waiting Monday to Saturday 8am to 6.30pm No loading/unloading Monday to Saturday 8am to 6.30pm	Both sides of the road / Carriageway and Footway to the nearest property boundary	Civil Parking Enforcement Civil Enforcement Officers	None	Yes	£70 (code 02)
(2) Double Yellow Line with Loading Restriction	No waiting Monday to Sunday At all times Restricted loading/unloading Time set to manage peak demand (example 7am to 8pm)	Both sides of the road / Carriageway and Footway to the nearest property boundary	Civil Parking Enforcement Civil Enforcement Officers	None Local businesses loading/unloading outside peak times	Yes	£70 (code 02)
(3) Urban Clearway	No stopping Monday to Sunday At all times	Carriageway	Civil Parking Enforcement	Yes. Local businesses loading/unloadi	Yes	£70 (code 46)

			Approved device (camera)	ng outside peak times		
(4) Red Route (may require DfT approval)	No stopping Monday to Sunday At all times	Both sides of the road / Carriageway and Footway to the nearest property boundary	Civil Parking Enforcement Approved device (camera)	Yes. Local businesses loading/unloading outside peak times	Taxi's and Blue Badge Holders only	£70 (code 46)

- 3.2 In addition, one of the options above could be selected together with either one or both of the following:
- 3.3 (5) Implement the recommendations for green infrastructure enhancements agreed with KCC including removal of one cherry tree and replacement with six upright growing trees of native species on the grass verge
- 3.4 (6) Explore one-way designations for some side streets to USS.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 This Committee is recommended to refer the following recommendations for implementation to the MBC / KCC Joint Transportation Board on 14th October 2020:
- 4.2 That Controls to restrict waiting, loading, and unloading in Upper Stone Street be extended by increasing the current restricted period to apply on all days Monday to Sunday Double Yellow Lines 'no waiting at any time'. The waiting restrictions should be supported by a loading restriction to protect the peak traffic periods on all days from 7am to 8pm. The impact should then be monitored for a period of 12-months post implementation and the findings presented to the JTB, and that if unsuccessful, the JTB then be asked to pursue the Red Route.
- 4.3 Contraventions can be monitored more closely through the KCC traffic control room, who will install an additional camera/s and will provide direct and real-time communication to the MBC parking enforcement agent. Enforcement officers will then be deployed rapidly to deal with any contravention observed through the issue of Penalty Charge Notices.
- 4.4 Implement the recommendations for green infrastructure enhancements agreed with KCC including removal of one cherry tree and replacement with six upright growing trees of native species on the grass verge.
- 4.5 Explore one-way designations for some side streets to Upper Stone Street.
- 4.6 To summarise, at this stage it is felt that the perceived benefits of a Red Route could be achieved through the more straightforward means (of double yellow lines), which would be faster and more cost efficient too.

5. RISK

- 5.1 It is possible that the recommended approach of introducing double yellow lines will be an insufficient deterrent. However, if this is found to be the case after a 12-month observation period, the Red Route could then be implemented by way of an Experimental TRO.
- 5.2 It is possible that a more stringent regime will be unpopular with businesses in the locality, but they will be consulted on any proposed changes.
- 5.3 It is possible that changes will be unpopular with local residents too, but again, they will be consulted before any changes are made, and such views will need to be weighed against the ambition to accelerate air quality improvements in the locality.

6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 6.1 As per the recommendations, KCC would be expected to undertake a consultation exercise for residents and businesses prior to the implementation of any changes.
- 6.2 The Chair and Vice Chair of this Committee as well as MBC Ward Councillors have been briefed as the recommendations have been developed.

7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

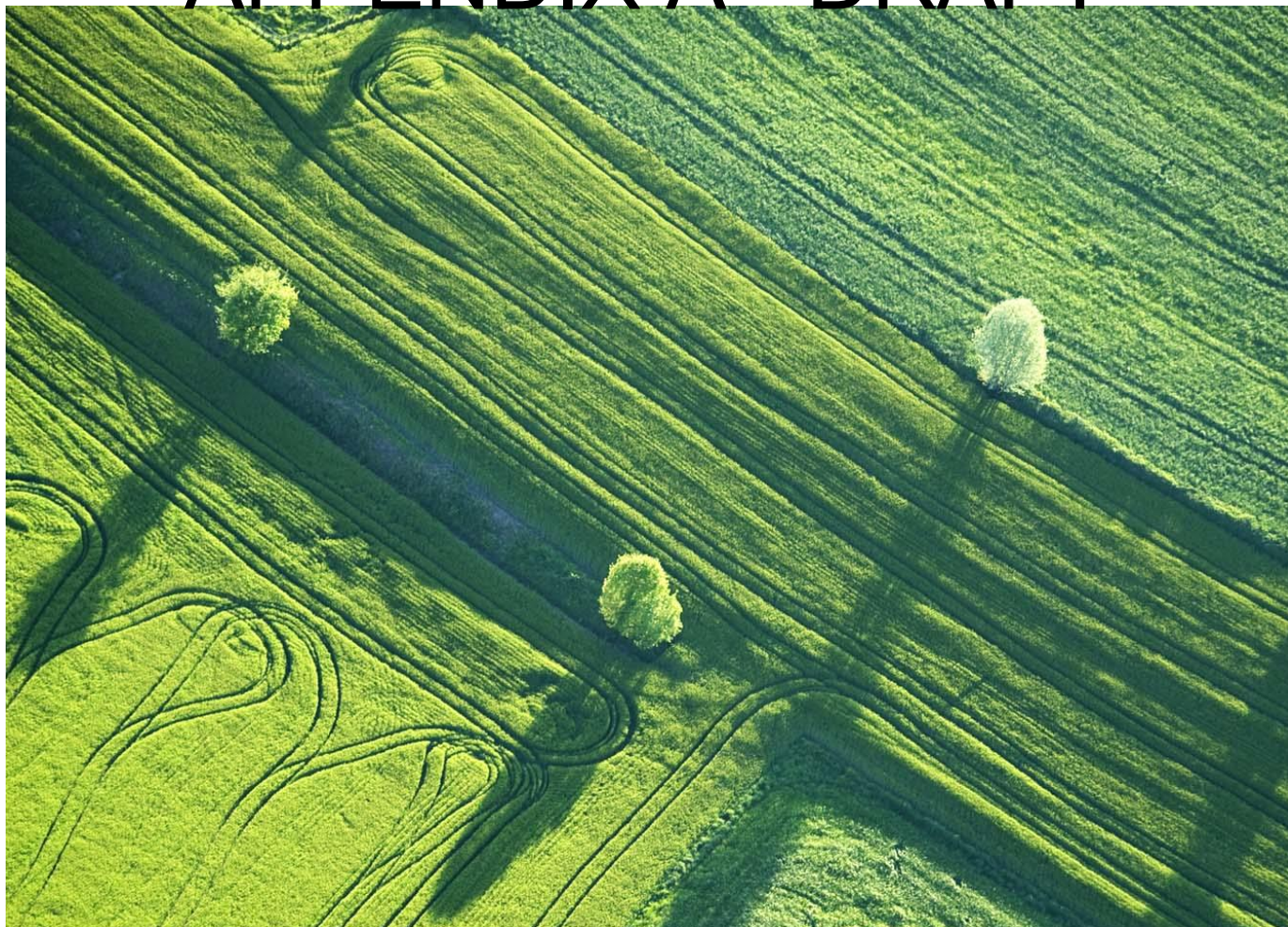
- 7.1 For the recommendations in this report to be referred to the Joint Transportation Board on the 14th October 2020.

8. REPORT APPENDICES

- Appendix 1: Draft RSK Green Infrastructure Report

9. BACKGROUND PAPERS

None.



Maidstone Borough Council

Green Infrastructure Mitigation – Phase 1 Feasibility Study

Upper Stone Street, Maidstone

Project No. 443847/FS01 (00)

AUGUST 2020

APPENDIX A - DRAFT



RSK GENERAL NOTES

Project No.: 443847/FS01 (00)

Title: Green Infrastructure Mitigation Feasibility Study - Upper Stone Street, Maidstone

Client: Maidstone Borough Council

Date: 4th August 2020

Office: Manchester


Status: Draft for Client Comment

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Signature 

Signature 

Date: 3rd August 2020

Date: 4th August 2020

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of RSK Group Limited.

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1 INTRODUCTION

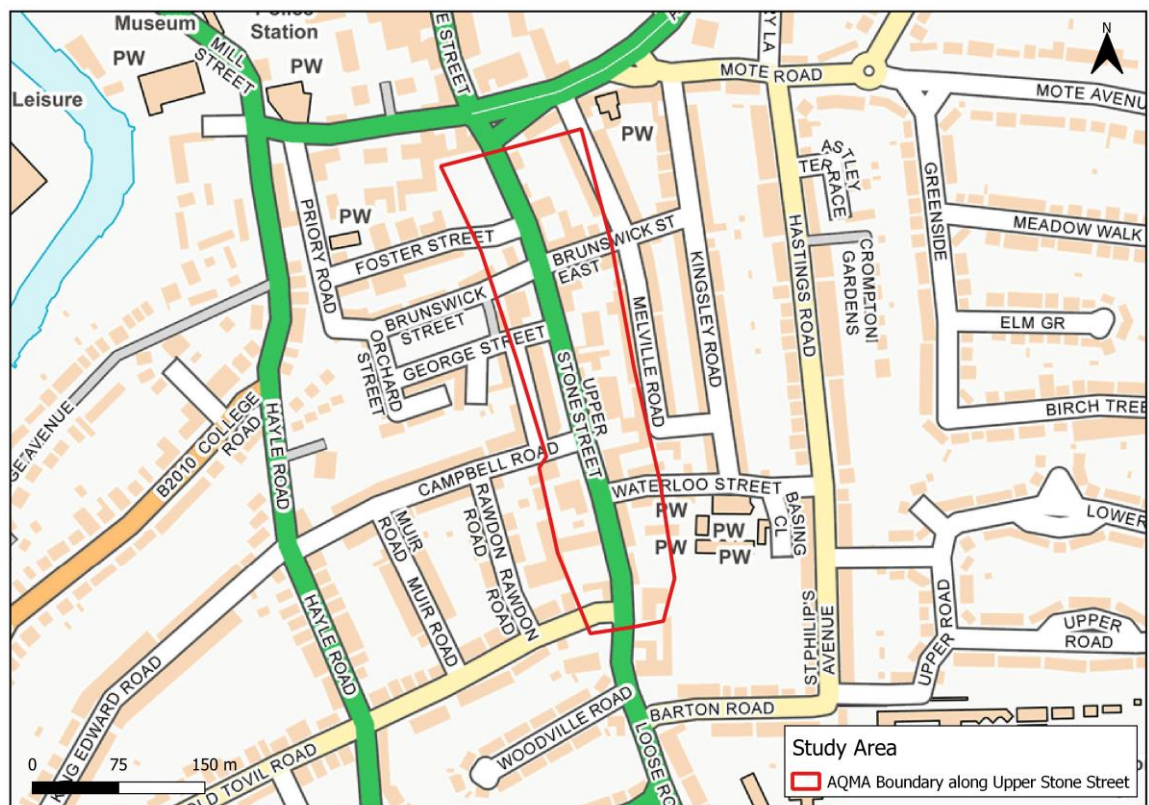
1.1 Background

RSK Environment Limited (RSK) was commissioned by Maidstone Borough Council (MBC) to undertake a Feasibility Study (FS), to identify how Green Infrastructure (GI) could help to reduce nitrogen dioxide (NO₂) concentrations at the Upper Stone Street, Maidstone.

The Upper Stone Street is a street in Maidstone and measures approximately 463 metres long. The approximate grid reference for the centre of Upper Stone Street is 576348, 155162. The study area (i.e. the Upper Stone Street) is shown in **Figure 1.1**.

The Upper Stone Street is a one way street with two lanes, which runs roughly north to south. Upper Stone Street has a steep uphill gradient (the average slope is approximately 6.7%¹). Along the Upper Stone Street, there are buildings located on either side of the road, some of which form as street canyons along the street. It is also noted that vehicles traveling along Upper Stone Street could be parked on the double yellow lines for pickups/drop offs, which could cause traffic congestion.

Figure 1.1: Study Area



¹ Measured using Google Earth Pro

1.2 Purpose and Scope

Following consultation with MBC and a review of the local air quality, it is understood that the major concern with regards to air quality in Maidstone is the exceedance of the annual mean NO₂ objective, and Upper Stone Street is the main area of concern.

Air quality monitoring undertaken in Upper Stone Street and relevant modelling studies suggest that annual mean NO₂ concentrations along Upper Stone Street are above 60 µg/m³ and therefore there is a risk of exceedances of the 1-hour mean NO₂ objective along this road. It is also noted that, a new MBC Air Quality Action Plan was introduced in 2017. The relevant air quality modelling assessment undertaken for the Air Quality Action Plan suggested that the annual mean NO₂ objective would not be met in Upper Stone Street till 2028.

Therefore, lowering the annual mean NO₂ along Upper Stone Street will be the focus and primary target for the GI mitigation scheme. The following scope has been adopted in this study:

- Literature research regarding GI mitigation.
- Detailed review of baseline air quality;
- Review of existing GI and local meteorological;
- Identify the potential impact of existing GI on air quality; and
- Recommendation of GI mitigation scheme.

2 LEGISLATION AND POLICY CONTEXT

2.1 Air Quality Strategy

UK air quality policy is published under the umbrella of the Environment Act 1995, Part IV and specifically Section 80, the National Air Quality Strategy. The latest *Air Quality Strategy for England, Scotland, Wales and Northern Ireland – Working Together for Clean Air*, published in July 2007 sets air quality standards and objectives for ten key air pollutants to be achieved between 2003 and 2020.

The Air Quality Framework Directive (1996) established a framework under which the European Commission (EC) could set limit or target values for specified pollutants. The directive identified several pollutants for which limit or target values have been, or will be set in subsequent ‘daughter directives’. The framework and daughter directives were consolidated by Directive 2008/50/EC on Ambient Air Quality and Cleaner Air for Europe, which retains the existing air quality standards and introduces new objectives for fine particulates (PM_{2.5}).

2.2 Ambient Air Quality Standards

The ambient air quality standards (AQSS) in the United Kingdom are derived from European Commission (EC) Directives and are adopted into English law via the Air Quality (England) Regulations 2000, Air Quality (England) Amendment Regulations 2002, The Air Quality Limit Values Regulations 2003 and Air Quality Standards Regulations 2010. These criteria have been used within this assessment as appropriate.

The relevant² Air Quality Objectives (AQOs) and AQSS derived from the National Air Quality Strategy (NAQS) for England and Wales (and where they differ, AQSS derived from the Air Quality Standards Regulations 2010) are summarised in **Table 2.1**.

Table 2.1: Relevant Air Quality Objectives

Substance	Averaging period	Exceedances allowed per year	Ground level concentration limit (µg/m ³)
Nitrogen dioxide (NO ₂)	1 calendar year	-	40
	1 hour	18	200
Fine particles (PM ₁₀)	1 calendar year	-	40
	24 hours	35	50
Fine particles (PM _{2.5})	1 year	-	25

² Relevance, in this case, is defined by the scope of the assessment.

2.3 The Environment Act

The set AQS objectives are to be used in the review and assessment of air quality by local authorities under Section 82 of the Environment Act (1995). If exceedances are measured or predicted through the review and assessment process, the local authority must declare an Air Quality Management Area (AQMA) under Section 83 of the Act and produce an Air Quality Action Plan (AQAP) to outline how air quality is to be improved.

3 BASELINE REVIEW

3.1 Baseline Air Quality Characterisation

Existing or baseline air quality refers to the concentrations of relevant substances that are already present in ambient air. These substances are emitted by various sources, including road traffic, industrial, domestic, agricultural and natural sources.

A desk-based study was undertaken including a review of monitoring data available from MBC and estimated background data from the Local Air Quality Management (LAQM) Support website operated by the Department for Environment, Food and Rural Affairs (Defra).

3.1.1 Local Authority Review and Assessment of Air Quality

Following a review of MBC's draft 2020 Air Quality Annual Status Report, it is noted that there are currently two automatic monitoring stations, and 74 NO₂ diffusion tube monitoring sites in operation in 2019. The annual average NO₂ concentrations at all monitoring sites within the study area are presented in **Table 3.1**. The locations of these monitoring sites are shown in **Figure 3.1**. Among them, CM3, Maid 122-124 and Maid 128 were started in 2018, therefore, only 2018 and 2019 monitoring data is available for these locations. It is noted that 2016-2019 NO₂ monitoring data shows exceedance of the annual mean NO₂ objective at all monitoring locations within Upper Stone Street, apart from Maid124. When comparing the monitoring data between 2016 and 2019, it is noted that annual mean NO₂ concentrations at Maid 81 and Maid 92 showed a continuous improvement during 2016-2019, and the remaining locations (i.e. Maid 122-124, Maid 128 and CM3) showed a general improvement in 2019 compared to 2018.

Table 3.1: Annual Mean NO₂ Concentrations for 2016-2018

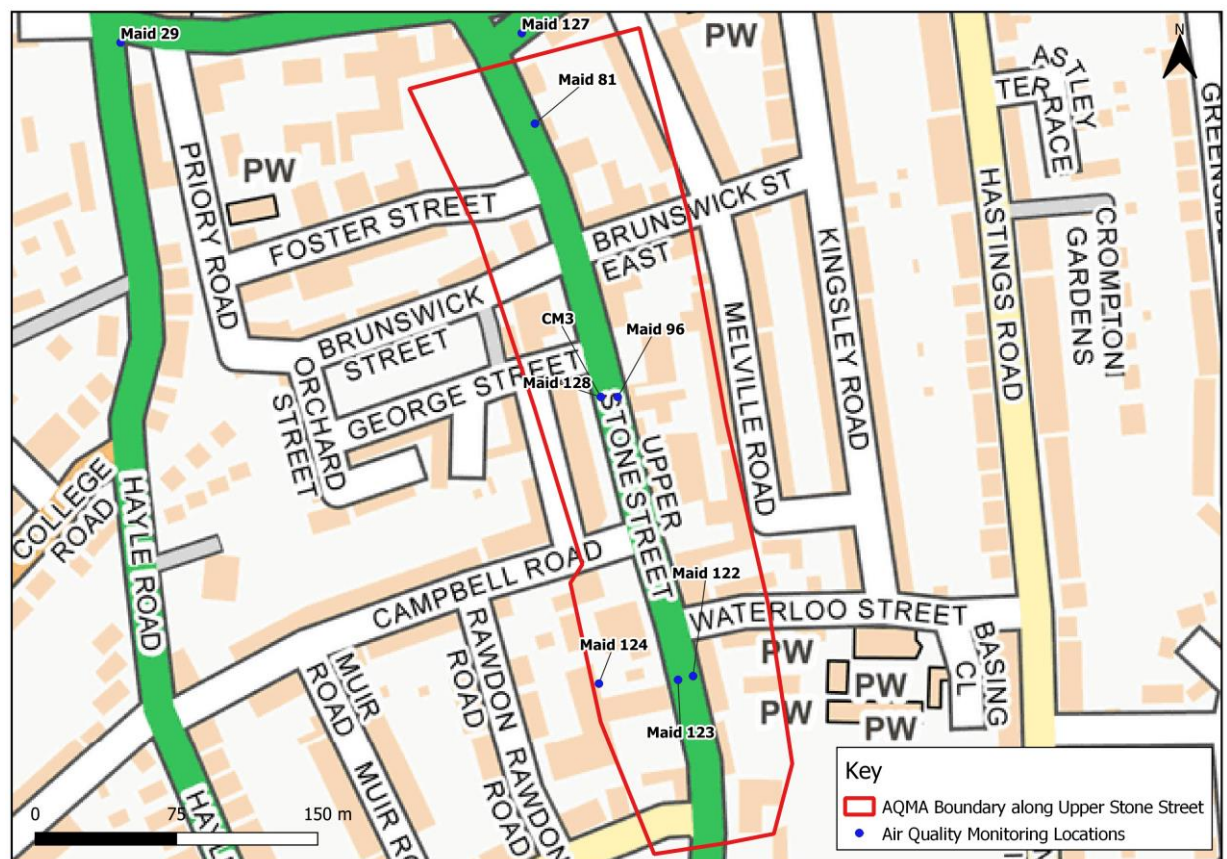
Site ID	Site Name	Grid (x,y)	Site Type*	Annual Mean NO ₂ Concentrations (µg/m ³)			
				2016	2017	2018	2019
CM3	Grass verge outside former Jubilee Church building	(576337, 155183)	Roadside	-	-	70^(a)	68
Maid 81	The Pilot PH	(576302, 155328)	Roadside	71.26	67.7	67.3	60.2
Maid 96	Lamppost KUBT 512 in bracket for "One Way" sign outside Lashings Sports Club (opposite grassy area) Upper Stone St	(576346, 155183)	Roadside	83.84	79.3	77.2	75.2
Maid 122	Loading sign to the right of the front of the Papermakers Arms PH	(576386, 155035)	Roadside	-	-	79.2	73.4
Maid 123	Loading sign on opposite side of Upper Stone St to	(576378, 155033)	Roadside	-	-	53.5	55.5

APPENDIX A - DRAFT



Site ID	Site Name	Grid (x,y)	Site Type*	Annual Mean NO ₂ Concentrations (µg/m ³)			
				2016	2017	2018	2019
	Maid 122						
Maid 124	Fence pole at back of site for proposed development at 102 Upper Stone St (car wash site)	(576336, 155031)	Roadside	-	-	19.9	19.2
Maid 128.1	Site located in cage for air intake of new urban AQ station in Upper Stone Street	(576337, 155183)	Roadside	-	-	67.7^(a)	61.3
Maid 128.2				-	-	67.3^(a)	61.7
Maid 128.3				-	-	68.1^(a)	62.5
Air Quality Strategy (AQS) Objective				40			
Results in bold indicate an exceedance of the AQS objective.							
^(a) Annualisation has been conducted by MBC where data capture is <75%							
*Site type of the diffusion tubes are obtained from 2020 MBC Air Quality Annual Status Report.							

Figure 3.2: Air Quality Monitoring Sites within Upper Stone Street



3.1.2 LAQM Background Data

Estimated background air quality data are available from the Local Air Quality Management (LAQM) website operated by the Department for Environment, Food &

Rural Affairs (Defra) (<http://laqm.defra.gov.uk>). The Defra LAQM website provides estimated annual average background concentrations of NO₂, PM₁₀ and PM_{2.5} on a 1km² grid basis with the latest maps using 2017 base year data and with data projected up to the year 2030. **Table 3.2** presents estimated annual average background NO₂, PM₁₀ and PM_{2.5} concentrations at Upper Stone Street.

Table 3.3: Defra LAQM Estimated Annual Average NO₂, PM₁₀ and PM_{2.5} Concentrations at Upper Stone Street (from 2017 base maps)

Year	Estimated Annual Average Background Pollutant Concentrations from the LAQM Support Website (µg/m ³)		
	NO ₂	PM ₁₀	PM _{2.5}
2017	17.75	16.77	11.61
2018	17.24	16.57	11.46
2019	16.72	16.38	11.31
2020	16.10	16.19	11.16
AQS Objectives	40	40	25

The estimated background concentrations at the study area are well below the relevant UK AQS objectives.

3.2 Existing Green Infrastructure

A site visit to the Upper Stone Street was undertaken in June 2020. It is noted that there is currently very limited green space along Upper Stone Street. The main green space is the grass verge and trees next to the CareCo Mobility Showroom and the SC Motor Factory store. **Figure 3.2** below shows the location and condition of the existing GI.

Figure 3.2 Existing GI Along Upper Stone Street



4 GREEN INFRASTRUCTURE MITIGATION FEASIBILITY STUDY

As discussed in section 3, there is limited green space available along the Upper Stone Street, which will limit the scope of any planting scheme. Furthermore, following consultation with MBC, it is understood that premises along the road are mostly private, it will be therefore difficult to obtain permission to implement GI planting schemes on these premises. However, it is understood that the grass verge next to the CareCo Mobility Showroom and the SC Motor Factory store, is owned by Kent County Council, which could be considered and used for GI planting. Therefore, this feasibility study focuses on this section of the road and the potential GI mitigation scheme that could be implemented.

4.1 Valuation of the Existing GI and Potential Impact

GI mitigation could include trees, vegetation barriers (such as hedges), green walls, and green roofs. GI could be used in different built environment and it could have both positive and negative impacts on air quality at street level, depending on the urban and vegetation characteristics³. For example, recent research shows that the presence of trees could increase the pollution concentration in a street canyon⁴, as trees can reduce the wind speed in a street canyon, resulting in reduced air exchange between the air above the roof and within the canyon and hence leading to accumulation of pollutants inside the street canyon⁵.

When reviewing the characteristics of Upper Stone Street, it is noted that it is a narrow road with buildings on either side of the road. The trees that are located next to the CareCo Mobility Showroom is situated adjacent to the kerb and in summertime the tree canopy creates a narrow asymmetric street canyon with the building on the other side of the road. Therefore, the trees in this area will likely to worsen the air pollution rather than mitigate, as the tree canopy will reduce the wind speed in the canyon, slow down the dispersion of air pollutants and lead to pollutants accumulation within the canyon.

To investigate this further, a detailed review of monthly air quality monitoring data along this section of the road (i.e. the grass verge area) has been undertaken to compare the NO₂ concentrations in summertime (referred as the season May-September when trees have leaves and tree canopy exists) and wintertime (referred as the season October-

³ K.V. Abhijith, Prashant Kumar, John Gallagher, Aonghus McNabola, Richard Baldauf, Francesco Pilla, Brian Broderick, Silvana Di Sabatino, Beatrice Pulvirenti, 'Air pollution abatement performances of green infrastructure in open road and built-up street canyon environments – A review', *Atmospheric Environment*, 162 (2017), pp. 71-86

⁴ Riccardo Buccolieri, Christof Gromke, Silvana Di Sabatino, Bodo Ruck, 'Aerodynamic effects of trees on pollutant concentration in street canyons', *Science of The Total Environment*, 407, no.19 (2009), pp. 5247-5256.

⁵ Riccardo Buccolieri, Pietro Salizzoni, Lionel Soulhac, Valeria Garbero, Silvana Di Sabatino, 'The breathability of compact cities', *Urban Climate*, 13 (2015), pp. 73-93

APPENDIX A - DRAFT



April when trees lose leaves therefore no canopy exists). Data summary can be found in **Table 4.1 – Table 4.3** as below. CM3 and Maid 128 were started in 2018, therefore a full year data was only available for 2019. As a result, only 2019 data has been considered for CM3 and Maid 128 in this study.

Following a review of the monitoring data in **Table 4.1 – Table 4.3**, it is noted that Maid 96 monitored higher NO₂ concentrations than CM3 and Maid 128. Maid 96 is situated next to the left lane, while CM3 and Maid 128 are located next to the right lane. It is considered possible that the left lane may experience higher traffic flow volume than the right lane. As a result, Maid 96 may experience more traffic emissions than CM3 and Maid 128. Additionally, Maid 96 is located very close to the façade of the adjacent building, which would cause worse dispersion condition compared to open space at CM3 and Maid 128, and lead to accumulation of pollutants.

When looking into the seasonal mean, it is noted that Maid 96 monitored higher NO₂ concentrations in summertime during 2016-2019 (as shown in Appendix A), however, CM3 and Maid 128 monitored higher NO₂ concentrations in wintertime during 2019. As Maid 96, CM3 and Maid 128 are located in the same area, the same seasonal trend in monitored NO₂ concentrations is expected, however, the monitoring data from two sides of the road shows different seasonal trend.

To investigate this discrepancy in the seasonal trend, a review of the 2017-2019 windroses (as shown in **Appendix A**) for the EAST_MALLING meteorological station has been undertaken. It is noted that the prevailing wind direction is from the southwest. Therefore Maid 96 is located at the windward side of the canyon; CM3 and Maid 128 are located at the leeward side of the canyon. In summertime, the tree canopy will create a barrier along the street and will likely to slow down the wind speed and have a negative impact on dispersion. In wintertime, due to the absence of the tree canopy (much smaller number of leaves or no leaves), the street canyon effect is not expected to be significant in winter when compared to the summertime. That possibly explains the lower NO₂ concentrations measured at Maid 96 during wintertime. Therefore, it is considered likely that the seasonal trend identified at Maid 96 may be due to the tree canopy and street canyon effect on this section of the road. The aerodynamic effect appears to outweigh the filtering capacity of the trees. Furthermore, recent research shows that, trees in street canyons could cause an average increase of 20-96% in air pollutant concentrations, compared to those canyons without the trees⁶. Based on above, it is considered likely that the trees outside the CareCo Mobility Showroom are having a negative impact on NO₂ concentrations due to their close proximity to the kerb. It is proposed that the trees outside the CareCo Mobility Showroom are removed or relocated further away from the road.

⁶ K.V. Abhijith, Prashant Kumar, John Gallagher, Aonghus McNabola, Richard Baldauf, Francesco Pilla, Brian Broderick, Silvana Di Sabatino, Beatrice Pulvirenti, 'Air pollution abatement performances of green infrastructure in open road and built-up street canyon environments – A review', *Atmospheric Environment*, 162 (2017), pp. 71-86

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Table 4.1 Monthly and Seasonal Monitoring Data – Maid 96

Year	Diffusion Tube Maid 96 - Raw Monthly NO ₂ Monitoring Data (µg/m ³)												Raw Seasonal Monitoring Data (µg/m ³)	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Summer*	Winter**
2016	-	108.3	110.4	116.8	124	117.8	96.2	93.5	128.5	117.4	106.4	48.2	112.0	101.3
2017	91.8	104.4	77.9	123	115.4	102	112.2	105.8	97.7	98.9	110.1	80.7	106.6	98.1
2018	88	114.9	89	99.6	117.8	108.1	108.9	95.7	91.2	119.9	99.6	85.9	104.3	99.6
2019	110.1	85.2	89.1	114.1	107.4	110.4	110.9	97.5	90.4	101.2	113.9	73.3	103.3	98.1
*Summer referred to as May-September in this study **Winter referred to as October -April in this study														

Table 4.2 2019 Monthly and Seasonal Monitoring Data – CM3

Site ID	Automatic Monitoring Station CM3 - Raw Monthly Monitoring NO ₂ Data (µg/m ³)												Raw Seasonal Monitoring Data (µg/m ³)	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Summer*	Winter**
CM3	68	76	56	70	63	56	56	63	59	72	93^	105^	59.4	77.1
*Summer referred as to May-September in this study **Winter to referred as October -April in this study ^Data should be treated with caution, as the monitor broke down on 18 th December 2019, and it's likely that an analyser fault was developed in the later weeks of October 2019														

Table 4.3 2019 Monthly and Seasonal Monitoring Data – Maid 128.1, 128.2 and 128.3

Site ID	Diffusion Tube Maid 128.1,128.2 and 128.3 - Raw Monthly Monitoring NO ₂ Data (µg/m ³)												Raw Seasonal Monitoring Data (µg/m ³)	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Summer*	Winter**
Maid 128.1	84.3	85.8	-	79	72.3	81.4	85.7	88.8	76.9	74.7	85.9	83.8	81.0	82.3
Maid 128.2	84	74.3	-	88.9	78.6	80.9	83.5	85.2	77	82.2	82.6	87.2	81.0	83.2
Maid 128.3	86.7	83	-	88.7	78.1	81.9	83.7	88.2	74.9	78.2	86	86.6	81.4	84.9
*Summer referred to as May-September in this study **Winter referred to as October -April in this study														

4.2 Proposed GI and Potential Impact

As discussed above, the aspect ratio (H/W) of the studied canyon is estimated to be 12m/9m=1.3. Recent research shows that, the aspect ratio is critical to determine the appropriate GI form for street canyons⁷, which states that:

“In deep street canyons ($H/W \geq 2$), only green walls are recommended; in mid-depth street canyons ($H/W 0.5-2$), low-level vegetation (shrubs and low hedges) may also be implemented; and in shallow street canyons ($H/W \leq 0.5$), small and open-crowned trees may be additionally planted on the windward side of the canyon, spaced broadly apart.”

Given that the aspect ratio of the study canyon is approximately 1.3, it is considered that low-level vegetation (shrubs and low hedges) could be implemented to reduce air pollution. It is proposed that low-level hedges could be planted along the edge of the grass verge. The use of low-level hedges could provide screening from road vehicle exhaust emissions and help to minimise the potential adverse canyon effects on air pollutant dispersion along the road.

A research undertaken by Lancaster University & Centre of Ecology and Hydrology, named ‘*Trees and Sustainable Urban air Quality*’ provides guidance of the potential impact of different tree species on air quality, which ranked tree species based on their effect on air quality. A summary is provided in Table 4.4 as below.

⁷ Kumar, P., Abhijith, K. V. & Barwise, Y. Implementing Green Infrastructure for Air Pollution Abatement: General Recommendations for Management and Plant Species Selection (2019).
<<https://doi.org/10.6084/m9.figshare.8198261.v1>> [accessed 16 July 2020]

Table 4.4 Capacity of Different Tree Species on Air Quality Improvement

Category Based on The Capacity to Improve Air Quality		
Category 1 Trees that have the greatest capacity to improve air quality	Category 2 Trees that have a smaller capacity to improve air quality	Category 3 Trees that have the potential to worsen air quality
<ul style="list-style-type: none"> • Ash • Common Alder • Field Maple • Larch • Norway Maple • Scots Pine • Silver Birch 	<ul style="list-style-type: none"> • Apple • Cherry Laurel • Common Elm • Common Lime • Elder • Grey Alder • Hawthorn • Hazel • Holly • Italian Alder • Lawson Cypress • Leyland Cypress • Lilac • Mountain Ash • Sycamore • Wild Cherry 	<ul style="list-style-type: none"> • Crack Willow • English Oak • Goat Willow • Poplar • Red Oak • Sessile Oak • White Willow
Bold indicates species could be planted as hedge.		

Following a review of the tree species detailed as above, it is noted that none of the Category 1 species could be implemented as low-level hedge. Among Category 2 species, Cherry Laurel, Lawson Cypress, Leyland Cypress and Lilac could be planted as hedges.

Furthermore, recent research identified that small, stiff and complex leaves tend to be more effective than larger, less rigid and less complex leaves⁸. Lawson Cypress and Leyland Cypress have smaller, stiffer and more complex leaves compared to Cherry Laurel and Lilac. Therefore, it is recommended that Lawson Cypress and Leyland Cypress are planted as hedge for air pollution mitigation.

It is recommended that Category 3 trees may not be used for air pollution mitigation purposes.

⁸ Barwise, Y., Kumar, P. 'Designing vegetation barriers for urban air pollution abatement: a practical review for appropriate plant species selection'. *npj Clim Atmos Sci* 3, 12 (2020). <<https://doi.org/10.1038/s41612-020-0115-3>> [accessed 20 July 2020]

4.3 GI Implementation

As discussed above, it is proposed that the tress outside the CareCo Mobility Showroom (circled in **Figure 4.1** as below) may be removed or relocated further away from the road. It is proposed that hedges could be planted on the boundary of the grass verge, the proposed area is shown in **Figure 4.2** and **Figure 4.3** as below. Additionally, it is recommended that climbing plants such as ivy could be planted to create a green wall on the façade of the building used by Lashings Bar & Grill, if possible.

Currently, there were only a few studies examined the air pollution reduction potential of hedges in street canyons⁹. Some studies observed that hedges could reduce pollutant exposure by 24-61% at the footpath areas in street canyons^{10,11,12}, and green wall in a street canyon could reduce NO₂ concentration by up to 35%, PM₁₀ concentration by up to 50%¹³. However, other studies reported that under certain scenarios, hedge could cause an increase in pollutant concentration in street canyons¹⁴. It has not been possible to determine how much the propose GI mitigation scheme could reduce NO₂ concentrations in the study area without detailed modelling work. It is recommended that a more detailed modelling assessment using ENVI-met software is undertaken to further investigate the potential impact of the proposed GI mitigation scheme and identify the appropriate height and width for the proposed hedges before the implementation of GI planting.

⁹ K.V. Abhijith, Prashant Kumar, John Gallagher, Aonghus McNabola, Richard Baldauf, Francesco Pilla, Brian Broderick, Silvana Di Sabatino, Beatrice Pulvirenti, 'Air pollution abatement performances of green infrastructure in open road and built-up street canyon environments – A review', *Atmospheric Environment*, 162 (2017), pp. 71-86

¹⁰ Xiaoping Chen, Tingting Pei, Zhixiang Zhou, Mingjun Teng, Liang He, Man Luo, Xinxing Liu, 'Efficiency differences of roadside greenbelts with three configurations in removing coarse particles (PM10): A street scale investigation in Wuhan, China', *Urban Forestry & Urban Greening*, 14, no. 2 (2015), pp 354-360

¹¹ Christof Gromke, Nabaraj Jamarkattel, Bodo Ruck, 'Influence of roadside hedgerows on air quality in urban street canyons', *Atmospheric Environment*, 139 (2016), pp 75-86

¹² Xiao-Bing Li, Qing-Chang Lu, Si-Jia Lu, Hong-Di He, Zhong-Ren Peng, Ya Gao, Zhan-Yong Wang, 'The impacts of roadside vegetation barriers on the dispersion of gaseous traffic pollution in urban street canyons', *Urban Forestry & Urban Greening*, 17 (2016), pp 80-91

¹³ Thomas A. M. Pugh, A. Robert MacKenzie, J. Duncan Whyatt, and C. Nicholas Hewitt, 'Effectiveness of Green Infrastructure for Improvement of Air Quality in Urban Street Canyons', *Environmental Science & Technology*, 46 (2012), pp 7692-7699

¹⁴ Peter E.J. Vos, Bino Maiheu, Jean Vankerkom, Stijn Janssen, 'Improving local air quality in cities: To tree or not to tree?', *Environmental Pollution*, 183 (2013), pp 113-122

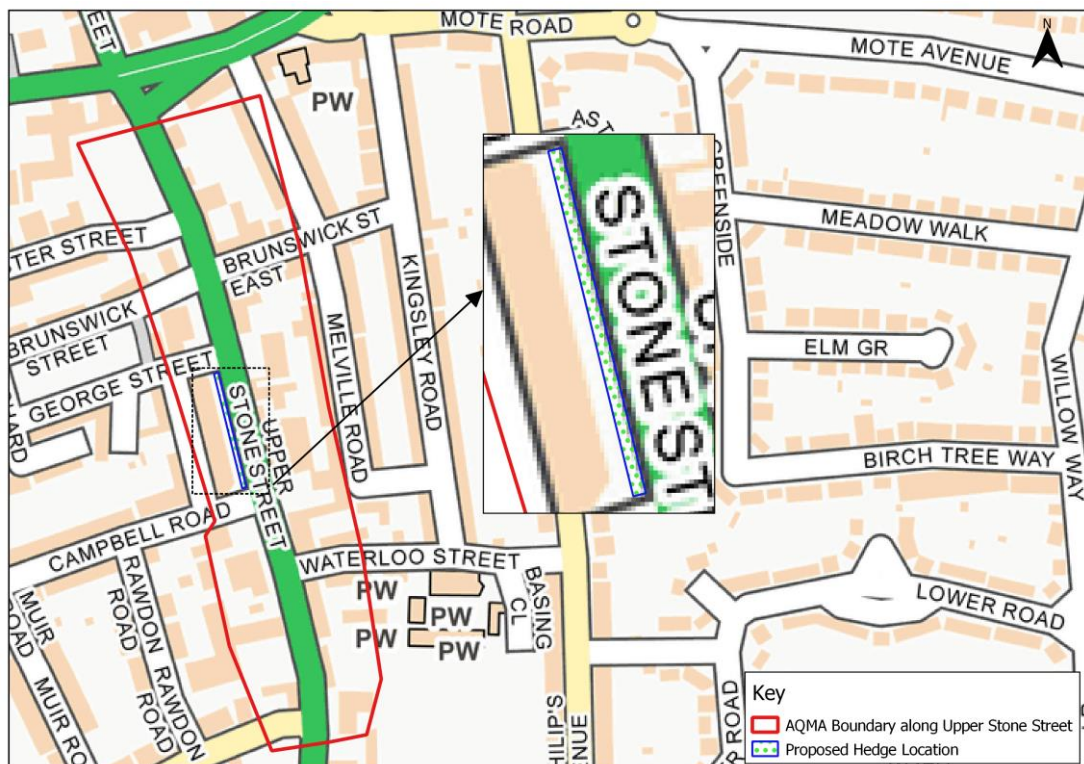
APPENDIX A - DRAFT



Figure 4.1 Existing Trees to be Removed



Figure 4.2 Proposed Hedge Location



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RSK

Figure 4.3 Proposed Hedge



Note: please do not scale, this figure is for illustrative purpose only

4.4 Limitations

- It should be noted that November and December monitoring data for CM3 should be treated with caution, as the monitor broke down on 18th December 2019, and it's likely that an analyser fault was developed in the later weeks of October 2019.
- As discussed in Section 4, CM3 and Maid 128 were started in 2018, therefore a full year data was only available for 2019. Due to the lack of multiyear monitoring data for CM3 and Maid 128, it was not possible to undertake further detailed review of the seasonal trend of NO₂ concentrations for CM3 and Maid 128.
- The tree species specified in Table 4.4 are based on research of trees in the West Midlands, which introduce a level of limitation with regards to the potential options for tree species section.
- The conclusion and recommendations made in this feasibility study are based on relevant research and a review of local air quality data and meteorological data. It is recommended that a more detailed modelling assessment using ENVI-met software is undertaken to further investigate the potential impact of the proposed GI mitigation scheme and identify the appropriate height and width for the proposed hedges before the implementation of GI planting.

5 CONCLUSION

RSK Environment Limited (RSK) was commissioned by Maidstone Borough Council (MBC) to undertake a Feasibility Study (FS), to identify how Green Infrastructure (GI) could help to reduce NO₂ concentrations at the Upper Stone Street, Maidstone.

A site visit to the Upper Stone Street was carried out in June 2020, it is noted that there is limited green space available along the Upper Stone Street, which will limit the scope of any planting scheme. Following consultation with MBC, it is understood that the grass verge next to the CareCo Mobility Showroom and the SC Motor Factors store, is owned by Kent County Council, which could be considered and used for GI planting. Therefore, this feasibility study focuses on this section of the road and the potential GI mitigation scheme that could be implemented.

It is considered that, during summertime, the trees outside the CareCo Mobility Showroom create a narrow asymmetric street canyon with the building on the other side of the road. In addition, the tree canopy creates a barrier along the street and is likely to slow down the wind speed and have a negative impact on air pollutant dispersion within the canyon. Therefore, it is considered that the trees outside the CareCo Mobility Showroom are having a negative impact on NO₂ concentrations. As a result, it is recommended that the trees outside the CareCo Mobility Showroom (as shown in **Figure 4.1**) are removed or relocated further away from the road.

To further mitigate NO₂ concentrations in the study area, it is recommended that low-level Lawson Cypress hedge or Leyland Cypress hedge could be planted at the edge of the grass verge. The use of low-level hedges could provide screening from road vehicle exhaust emissions, and also help to minimise the potential adverse canyon effects on air pollutant dispersion along the road.

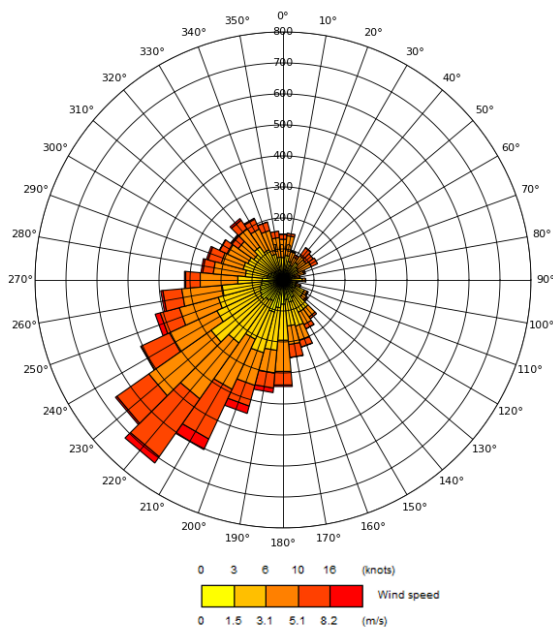
Without detailed modelling, it was not possible to determine how much the proposed GI mitigation scheme could help to improve air quality in quantitative terms. It is recommended that a more detailed modelling assessment using ENVI-met software is undertaken to further investigate the potential impact of the proposed GI mitigation scheme and identify the appropriate height and width for the proposed hedges before the implementation of GI planting.

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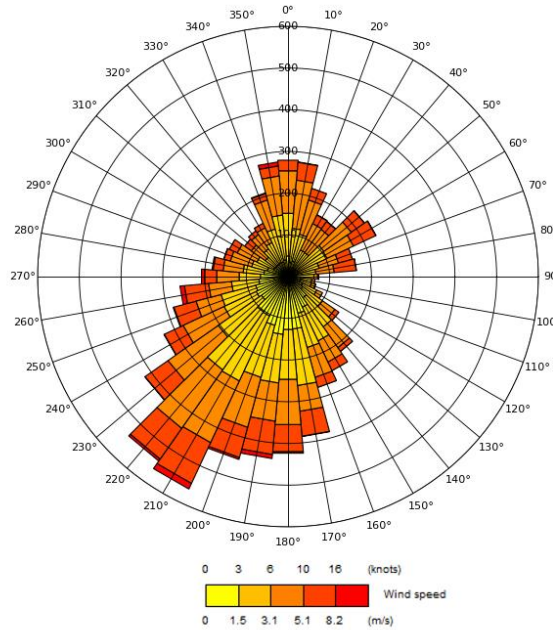
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APPENDIX A – WINDROSES (EAST MALLING STATION)

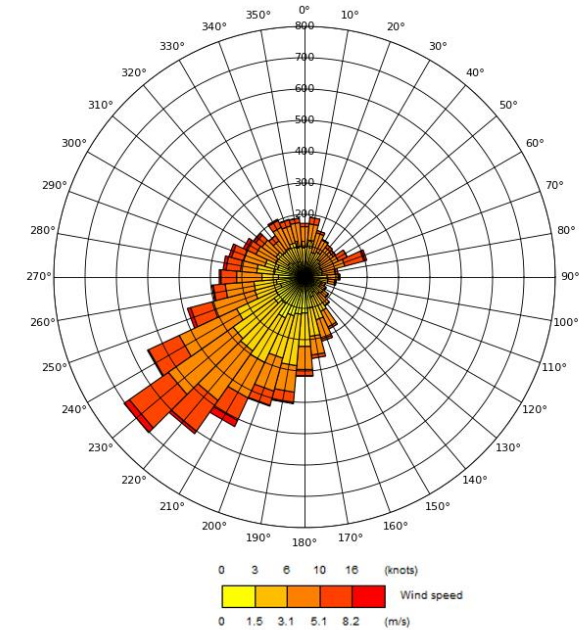
2017 Windrose



2018 Windrose



2019 Windrose



103

Agenda Item 15

Maidstone Joint Transportation Board



**14
October
2020**

Update on Hermitage Lane cycle facility between Barming Rail Station and Maidstone Hospital and footway/cycleway to be provided within the Whitepost Fields development

Decision Making Authority	KCC
Lead Director	Simon Jones, Director of Highways, Transportation & Waste
Lead Head of Service	Tim Read, Head of Transportation
Lead Officer and Report Author	Jamie Watson. Programme Manager, Schemes Planning & Delivery Team
Wards and County Divisions affected	Aylesford South, Heath, Allington Aylesford, Maidstone
Which Member(s) requested this report?	Cllr Cooper

This report makes the following recommendations:

This report is for information only and the Joint Transportation Committee is asked to note the report.

Timetable

Meeting	Date
Maidstone Joint Transportation Board	14 October 2020

Update on Hermitage Lane cycle facility between Barming Rail Station and Maidstone Hospital and footway/cycleway to be provided within the Whitepost Fields development

1. ORIGIN OF REPORT

- 1.1 Councillor Cooper requested that a report be provided to update the October JTB on progress being made to provide a cycle facility along Hermitage Lane into Tonbridge & Malling.

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 2.1 This report provides an update on progress with the provision of a cycle facility along Hermitage Lane between Barming rail station and Maidstone Hospital and includes information on the planning permission for 840 new houses at Whitepost Field that will deliver a new footway/cycleway between Barming Station and the A20 along the east side of Hermitage.
 - 2.2 The report is for information only.
-

3. INTRODUCTION AND BACKGROUND

- 3.1 A development of 500 houses is currently being constructed to the east of Hermitage Lane by Croudace Homes.
 - 3.2 As part of the planning permission (13/1749) granted by appeal in 2015 for that development, a S106 Agreement was secured that provides nearly £1.5m of funding towards various transport improvements. Most of the funding is to be put towards the major junction improvements being progressed as part of the Maidstone Integrated Transport Package and a new bus service. A further £81,500 of that funding is allocated to providing a shared pedestrian/cycle route on the eastern side of Hermitage Lane between Barming Rail Station and Maidstone hospital and white lining to M20 junction 5 to provide lane discipline.
 - 3.3 There is also a permitted residential development for 840 dwellings on land (Whitepost Field) planned east of Hermitage Lane in Aylesford ward which will enable a route to be extended from Barming Station to A20
-

4. PROGRESS

- 4.1 A detailed design for the cycle route between Barming Rail Station and Maidstone Hospital has been completed which provides a 2.5m wide shared footway/cycle facility for the majority of the route (land restrictions mean that a wider shared footway/cycleway is not feasible) and a Traffic Regulation Order to be advertised to reduce the speed limit from 40mph to 30mph funded by S106 developer contributions to a value of £81,500. This contribution also includes for placing road markings and lining on the M20 junction 5 roundabout. The implementation of the scheme is yet to be costed and programmed due to the many other road projects being delivered in and around Maidstone and therefore the availability of roadspace however KCC is intending to progress to construction as early as

possible (pending sufficient funds being available) and as soon as road space is available which is anticipated to be in spring of 2021. The construction will inevitably cause delays as 2-way temporary lights will be required during this period (estimated 8 weeks) although every effort will be made to minimise disruption. The widening of the footway to accommodate a shared facility will require the existing kerbline to be extended into the carriageway so narrowing the carriageway by up to 0.5m in places. The centre line of the carriageway will be adjusted to suit. It will be necessary to reduce the speed limit along Hermitage Lane adjacent to the route as a 2.5m wide shared facility will not have a buffer between the carriageway and cycleway. The extent of the speed reduction is from the end of the existing 30mph limit north of Maidstone Hospital entrance extending north towards A20 to a point 10.0m north of Whitepost Wood Lane shown on Plan S106 MA 1104 1100 007 in the appendices and will need to be consulted on as is required for any change to a speed limit. The consultation will start late October for a minimum period of 3 weeks.

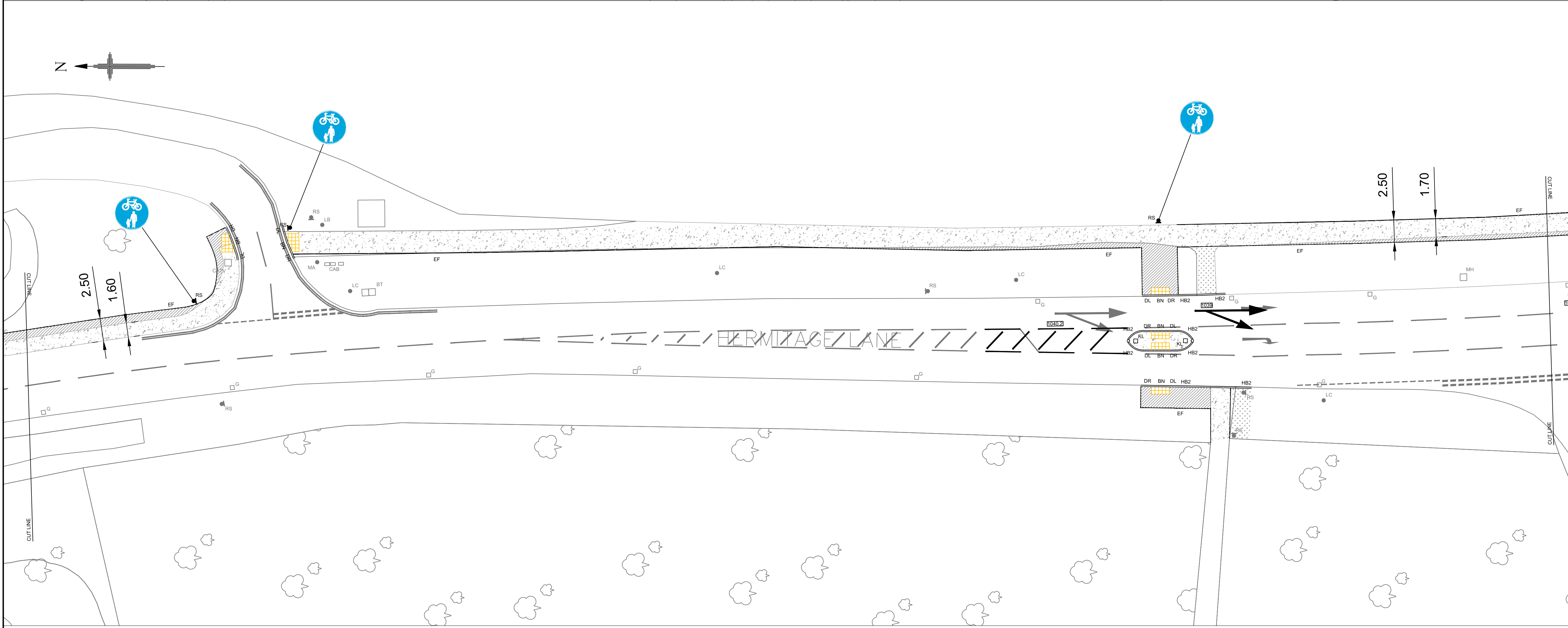
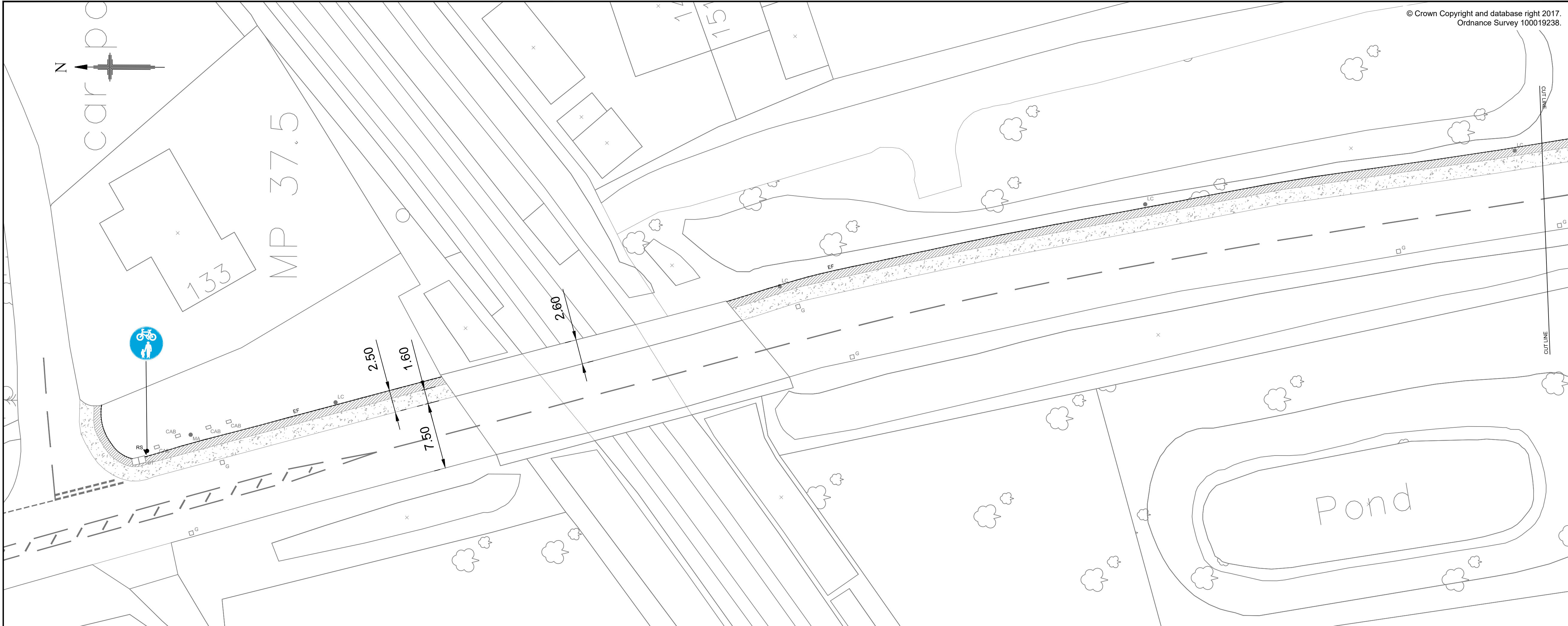
- 4.2 The Whitepost Field development will include a 3.0m wide shared pedestrian/cycle facility along the site frontage between the Rail Station and A20 London Road and will be delivered by the developer so providing a continuous link between A20 and Maidstone Hospital.

5. REPORT APPENDICES

- 5.1 Plans of proposed cycle route between Barming Rail Station and Maidstone Hospital:
S106 MA 1104 1100 001, S106 MA 1104 1100 002, S106 MA 1104 1100 003, S106 MA 1104 1100 004
- 5.2 Plan showing proposed extend of 30mph speed limit along Hermitage Lane:
S106 MA 1104 1100 007

6. BACKGROUND PAPERS

- 6.1 Planning applications 13/1749 – Croudace Homes; 17/01595 Land east of Hermitage Lane



Notes

- All dimensions are proposed and in metres unless otherwise stated.
- All setting out is to be agreed on site with the Engineer prior to commencement of works.
- All precast concrete kerbing and edging shall be in accordance with BS7263, Part F.
- Any voids between new kerbs and existing carriageway shall be reinstated with 10mm AC 10 close surf.
- Surfaces between bituminous materials shall be saw cut to provide a clean vertical joint.
- Vertical faces of existing bituminous materials shall be primed with bitumen. Existing vertical or inclined surfaces shall be tack coated in accordance with Appendix 7/4.
- New footway surfaces shall be laid with 1:40 crossfall towards carriageway unless otherwise stated.
- All existing road markings that conflict with the proposed are to be removed.

PG Proposed precast concrete gully with Class D400 gully grating and frame, to KCC standard detail KCC/500/017E.

HB2 Proposed 150mm diameter thermoplastic twin wall drainage pipe with Type Z surround to HCD drawing F1. Pipe connected into outlet of existing gully. Existing gully filled with concrete and abandoned.

BN Proposed precast concrete half battered kerb 125 x 255mm Variation B up stand 125mm (Type HB2) to KCC standard detail KCC/1100/001D.

EF Proposed 125 x 150mm bullnose kerbing (Type BN). Upstand 0-6mm to KCC/1100/001D.

EF Proposed 50 x 150mm precast concrete edging to KCC/1100/001D.

Proposed footway construction Type A, comprising 20mm surface course (AC8 dense surf 100/150), 50mm base course (AC 10 close bin 100/150) laid on existing subbase material (base course increased to 105mm deep in areas over existing carriageway construction), to KCC standard detail KCC/700/011G. Existing unacceptable material to be excavated to a depth of 70mm.

Proposed footway construction Type A, comprising 20mm surface course (AC8 dense surf 100/150), 50mm base course (AC 10 close bin 100/150), 100mm Type 1 subbase, to KCC standard detail KCC/1100/011G. Geotextile material laid below subbase layer to deter weed growth. Existing unacceptable material to be excavated to a depth of 170mm.

Proposed footway vehicle crossing construction, comprising 20mm surface course (AC8 dense surf 100/150), 50mm base course (AC 10 close bin 100/150) laid on existing subbase material (base course deleted in areas over existing carriageway construction), to KCC standard detail KCC/1100/005D. Existing unacceptable material to be excavated to a depth of 70mm.

Proposed Buff tactile paving 400 x 400 x 65mm laid on 25mm concrete bed, to KCC standard detail KCC/1100/015K.

Proposed verge, comprising grass seeding and imported topsoil 125mm thick to surfaces sloping at 1:10 degrees or less to the horizontal. Existing footway/carriageway to be broken up or punctured and left in-situ.

KL Proposed Pudsey Diamond Solabol, solar powered LED bollard with Keeey Left/Right aspect as indicated to dia 610.

1007 Road marking TSRGD 2016 Diagram number.

1004 Proposed white thermoplastic centre line road marking to dia.1004. 4000mm line with 2000mm gap, 100mm wide.

1010 Proposed white thermoplastic edge of carriageway road marking to dia.1010. 1000mm line with 1000mm gap, 150mm wide.

1038 Proposed white thermoplastic arrow road marking to dia.1038, 4000mm long.

1039 Proposed white thermoplastic bifurcation arrow road marking to dia.1039, 8000mm long.

1040.2 Proposed white thermoplastic hatch road marking to dia.1040.2. 4000mm line with 2000mm gap, 100mm wide.

Rev	Revision Date	Purpose of revision	Drawn	Checkd	Appd
0	10.09.10	First Issue	SH	JW	JW

Kent County Council
kent.gov.uk

Kent County Council
Ashford Highway Depot
Henwood Industrial Estate
Ashford
TN24 8AD
Tel: 03000 418181

Project: Hermitage Lane, Maidstone

Drawing title: Proposed Cycle Improvement Scheme

Drawing status: For Information

Scale: 1:250 at A1 Do not scale

Drawing number: S106-MA-1104/1100/001 Rev: 0

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.



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Ordnance Survey 100019238.

Notes

- All dimensions are proposed and in metres unless otherwise stated.
- All setting out is to be agreed on site with the Engineer prior to commencement of works.
- All precast concrete kerbing and edging shall be in accordance with BS7263, Part F.
- Any voids between new kerbs and existing carriageway shall be reinstated with 10mm AC 10 close surf.
- Surfaces between bituminous materials shall be saw cut to provide a clean vertical joint.
- Vertical faces of existing bituminous materials shall be primed with bitumen. Existing vertical or inclined surfaces shall be tack coated in accordance with Appendix 7.4.
- New footway surfaces shall be laid with 1:40 crossfall towards carriageway unless otherwise stated.
- All existing road markings that conflict with the proposed are to be removed.

PG

Proposed precast concrete gully with Class D400 gully grating and frame, to KCC standard detail KCC/500/017E.

HB2

Proposed 150mm diameter thermoplastic twin wall drainage pipe with Type Z surround to HCD drawing F1. Pipe connected into outlet of existing gully. Existing gully filled with concrete and abandoned.

BN

Proposed precast concrete half battered kerb 125 x 255mm Variation B up stand 125mm (Type HB2) to KCC standard detail KCC/1100/001D.

EF

Proposed 125 x 150mm bullnose kerbing (Type BN). Upstand 0-6mm to KCC/1100/001D.

Proposed 50 x 150mm precast concrete edging to KCC/1100/001D.

Proposed footway construction Type A, comprising 20mm surface course (AC6 dense surf 100/150), 50mm base course (AC 10 close bin 100/150) laid on existing subbase material (base course increased to 105mm deep in areas over existing carriageway construction), to KCC standard detail KCC/700/011G. Existing unacceptable material to be excavated to a depth of 70mm.

Proposed footway construction Type A, comprising 20mm surface course (AC6 dense surf 100/150), 50mm base course (AC 10 close bin 100/150), 100mm Type 1 subbase, to KCC standard detail KCC/1100/011G. Geotextile material laid below subbase layer to deter weed growth. Existing unacceptable material to be excavated to a depth of 170mm.

Proposed footway vehicle crossing construction, comprising 20mm surface course (AC6 dense surf 100/150), 50mm base course (AC 10 close bin 100/150) laid on existing subbase material (base course deleted in areas over existing carriageway construction), to KCC standard detail KCC/1100/005D. Existing unacceptable material to be excavated to a depth of 70mm.

Proposed Buff tactile paving 400 x 400 x 65mm laid on 25mm concrete bed, to KCC standard detail KCC/1100/015K.

Proposed verge, comprising grass seeding and imported topsoil 125mm thick to surfaces sloping at 10 degrees or less to the horizontal. Existing footway/carriageway to be broken up or punctured and left in-situ.

KL

Proposed Putsey Diamond Solaboll, solar powered LED bollard with Keep Left/Right aspect as indicated to dia 610.

1003

Road marking TSRGD 2016 Diagram number.

1004

Proposed white thermoplastic centre line road marking to dia.1004. 4000mm line with 2000mm gap, 100mm wide.

1010

Proposed white thermoplastic edge of carriageway road marking to dia.1010. 1000mm line with 1000mm gap, 150mm wide.

1038

Proposed white thermoplastic arrow road marking to dia.1038. 4000mm long.

1039

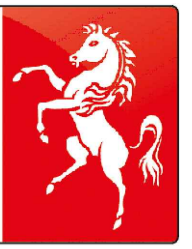
Proposed white thermoplastic bifurcation arrow road marking to dia.1039. 8000mm long.

1040

Proposed white thermoplastic hatch road marking to dia.1040. 2. 4000mm line with 2000mm gap, 100mm wide.

0	10.09.10	First Issue	SH	JW	JW
Rev	Revision Date	Purpose of revision	Drawn	Checked	App'd

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Kent County Council
Ashford Highway Depot
Henwood Industrial Estate
Ashford
TN24 8AD
Tel: 03000 418181

Project

Hermitage Lane, Maidstone

Drawing title

Proposed Cycle Improvement Scheme

Drawing status

For Information

Scale

1:250 at A1

Do not scale

Drawing number

S106-MA-1104/1100/002

Rev

0

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.



Notes

- All dimensions are proposed and in metres unless otherwise stated.
- All setting out is to be agreed on site with the Engineer prior to commencement of works.
- All precast concrete kerbing and edging shall be in accordance with BS7263, Part F.
- Any voids between new kerbs and existing carriageway shall be reinstated with 10mm AC 10 close surf.
- Surfaces between bituminous materials shall be saw cut to provide a clean vertical joint.
- Vertical faces of existing bituminous materials shall be primed with bitumen. Existing vertical or inclined surfaces shall be tack coated in accordance with Appendix 7/4.
- New footway surfaces shall be laid with 1:40 crossfall towards carriageway unless otherwise stated.
- All existing road markings that conflict with the proposed are to be removed.

PG Proposed precast concrete gully with Class D400 gully grating and frame, to KCC standard detail KCC/500/017E.

HB2 Proposed 150mm diameter thermoplastic twin wall drainage pipe with Type Z surround to HCD drawing F1. Pipe connected into outlet of existing gully. Existing gully filled with concrete and abandoned.

BN Proposed precast concrete half battered kerb 125 x 255mm Variation B up stand 125mm (Type HB2) to KCC standard detail KCC/1100/001D.

BN Proposed 125 x 150mm bullnose kerbing (Type BN). Upstand 0-6mm to KCC/1100/001D.

EF Proposed 50 x 150mm precast concrete edging to KCC/1100/001D.

Proposed footway construction Type A, comprising 20mm surface course (AC6 dense surf 100/150), 50mm base course (AC 10 close bin 100/150) laid on existing subbase material (base course increased to 105mm deep in areas over existing carriageway construction), to KCC standard detail KCC/700/011G. Existing unacceptable material to be excavated to a depth of 70mm.

Proposed footway construction Type A, comprising 20mm surface course (AC6 dense surf 100/150), 50mm base course (AC 10 close bin 100/150), 100mm Type 1 subbase, to KCC standard detail KCC/1100/011G. Geotextile material laid below subbase layer to deter weed growth. Existing unacceptable material to be excavated to a depth of 170mm.

Proposed footway vehicle crossing construction, comprising 20mm surface course (AC6 dense surf 100/150), 50mm base course (AC 10 close bin 100/150) laid on existing subbase material (base course deleted in areas over existing carriageway construction), to KCC standard detail KCC/1100/005D. Existing unacceptable material to be excavated to a depth of 70mm.

Proposed Buff tactile paving 400 x 400 x 65mm laid on 25mm concrete bed, to KCC standard detail KCC/1100/015K.

Proposed verge, comprising grass seeding and imported topsoil 125mm thick to surfaces sloping at 10 degrees or less to the horizontal. Existing footway/carriageway to be broken up or punctured and left in-situ.

KL Proposed Pudsey Diamond Solabol, solar powered LED bollard with Keep Left/Right aspect as indicated to dia 610.

1003 Road marking TSRGD 2016 Diagram number.

1004 Proposed white thermoplastic centre line road marking to dia.1004. 4000mm line with 2000mm gap, 100mm wide.

1010 Proposed white thermoplastic edge of carriageway road marking to dia.1010. 1000mm line with 1000mm gap, 150mm wide.

1038 Proposed white thermoplastic arrow road marking to dia.1038, 4000mm long.

1039 Proposed white thermoplastic bifurcation arrow road marking to dia.1039, 8000mm long.

1040.2 Proposed white thermoplastic hatch road marking to dia.1040.2. 4000mm line with 2000mm gap, 100mm wide.

0	10.09.10	First Issue	SH	JW	JW
Rev	Revision Date	Purpose of revision	Drawn	Checked	App'd

Kent County Council
kent.gov.uk

Kent County Council
Ashford Highway Depot
Henwood Industrial Estate
Ashford
TN24 8AD
Tel: 03000 418181

Project

Hermitage Lane, Maidstone

Drawing title

Proposed Cycle Improvement Scheme

Drawing status

For Information

Scale

1:250 at A1

Do not scale

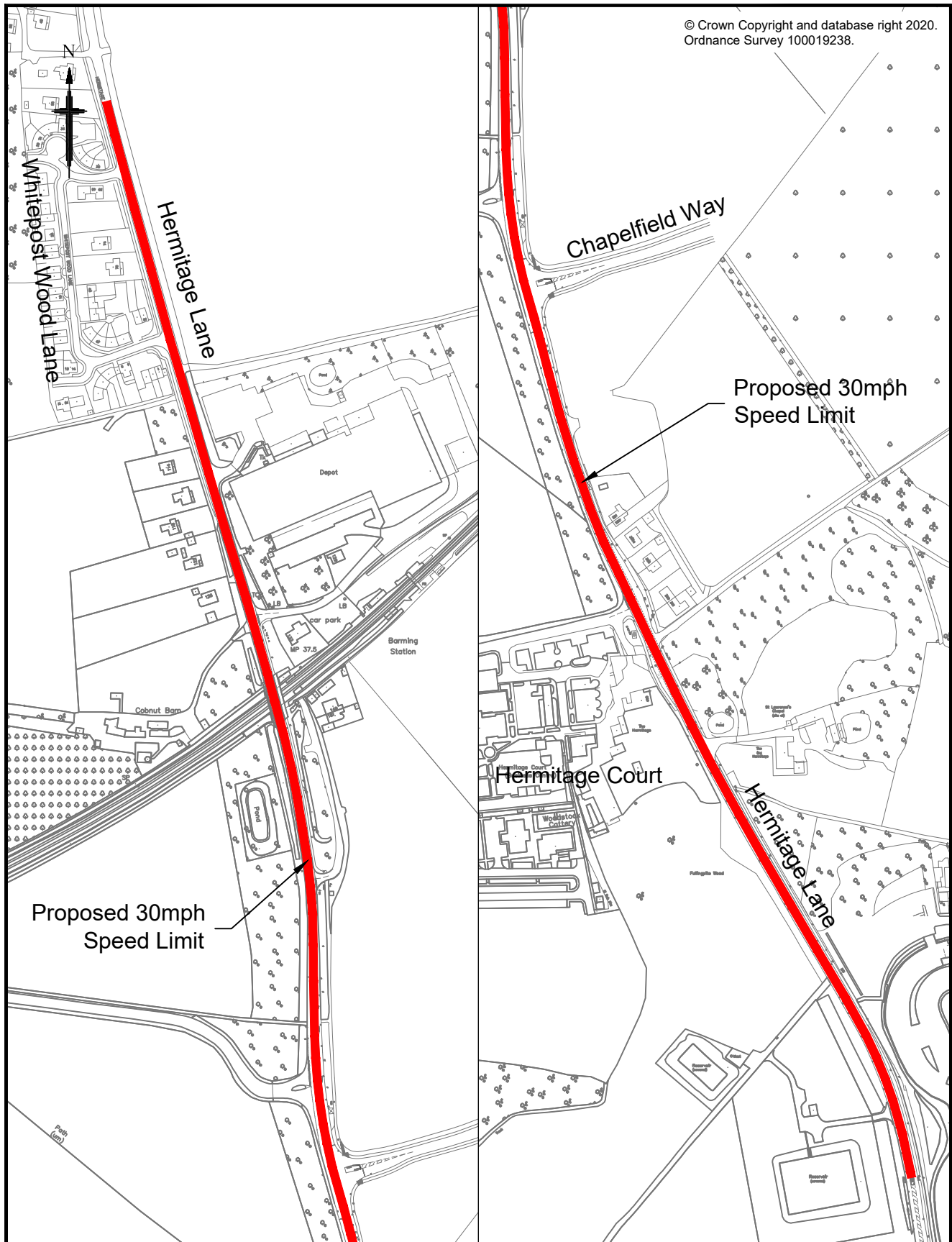
Drawing number

S106-MA-1104/1100/003

Rev

0

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.



This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

0	29.09.20	First Issue	SH		
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd



Kent County Council
Ashford Highway Depot
Henwood Industrial Estate
Ashford TN24 8AD
Tel: 03000 418181

Project
Hermitage Lane, Maidstone

Drawing status **For Construction**

Drawing title
Proposed 30mph Speed Limit

Scale **1:4000 at A4** Do not scale

Drawing number **S106-MA-1104/1100/007** Rev **111**

Agenda Item 16

Maidstone Joint Transportation Board



**14
October
2020**

B2246 Hermitage Lane/A26 Tonbridge Road Project

Decision Making Authority	Kent County Council/Maidstone Borough Council
Lead Director	Simon Jones
Lead Head of Service	Tim Read
Lead Officer and Report Author	Russell Boorman/Benjamin Cuddihee
Wards and County Divisions affected	Maidstone Borough including Tonbridge & Malling
Which Member(s) requested this report?	Councillor Rob Bird

This report makes the following recommendations:

REPORT TO BE NOTED.

Timetable

Meeting	Date
Maidstone Joint Transportation Board	14 October 2020

B2246 Hermitage Lane/A26 Tonbridge Road Project

1. INTRODUCTION AND BACKGROUND

- 1.1 This report provides an update in respect of the proposed junction improvements contained within the A26 Tonbridge Road and B2246 Hermitage Lane project.
- 1.2 The road project was previously part of the Maidstone Integrated Transport Package (MITP) but was removed due to the lack of demonstratable benefit and good value for money. The project was then taken forward by a Member led working group with the aim of producing a scheme to utilise the available S106 funding.
- 1.3 The scheme was previously brought before the Joint Transportation Board in July 2019. Where following a comprehensive and thorough optioneering exercise, it was recommended that the scheme would not be progressed as the design options put forward did not sufficiently address the congestion experienced at the junction or posed a safety risk in terms of operation. A table outlining the previous options and the reasons for being discounted are shown in table 1.
- 1.4 The member led working group consisting of KCC Local Members, Maidstone Councillors and KCC officers have continued to work together to produce a design that all believe will provide the necessary capacity required to alleviate the current congestion issues experienced at the junction. This design is discussed in section 2.

2. Proposed Dual Roundabout Scheme:

- 2.1 The proposed scheme (*Appendix 1*) would see the existing signalised junction turned into a dual roundabout. This scheme further develops a similar proposal put forward by the prospective developer of the Land at Fant Farm site. Due to the constraints of the junction and to fully unlock the capacity benefits of the scheme, third party land will be required.
- 2.2 The third party land required is to the north-eastern corner of the A26 Tonbridge Road and Fountain Lane junction (*Appendix 2*). Title K299483 is owned by Pub Properties Alpha Limited. The land is currently occupied by the Taj Barming Indian Restaurant. The Fountain Lane arm approach would be widened into this additional land to reduce queue lengths for traffic wanting to turn left onto the A26 Tonbridge Road (East) Arm.
- 2.3 The main three-arm roundabout would be situated at the existing junction location with the third arm to the south-west acting as the link road with the smaller roundabout which also has three arms. The smaller roundabout would not be a complete roundabout as vehicles cannot make the right turn movement from A26 Tonbridge Road (West) into Farleigh Road. Vehicles would need to move through the main roundabout and return to the smaller junction, essentially performing a U-turn movement.

- 2.4 The scheme would include four signalised pedestrian crossing, one on each of the four arms of the junction. This is to provide an improvement on the existing provision for pedestrians, where there is no controlled crossing on the A26 Tonbridge Road (East) Arm.
- 2.5 A further option was also produced which examined the removal of all the formalised crossings bar the crossing on the A26 Tonbridge Road East. This was undertaken to evaluate the impact the pedestrian crossings made to the flow of the traffic at the junction.
- 2.6 Whilst this option was a better design for vehicles and resulted in reduced queues and higher average speeds. The benefits offered were not deemed significant enough to justify creating a worsening of the environment for pedestrians. Therefore, the option was discounted by the working group.

Option	Description	Reason for discounting
1	One-way system: Fountain Lane one way northbound, St. Andrews one way eastbound, A26 Tonbridge Road remains two way.	Diversion of traffic wishing to travel southbound along Fountain Lane.
2	A proposed double roundabout at the junction between Fountain Lane/Tonbridge Road.	Land Take requirements, cost, safety concerns for pedestrians crossing the junction and Safety concerns for vehicles turning left from Farleigh Lane into Tonbridge Road.
3	Bus Lane along A26 Tonbridge Road for eastbound buses.	Availability of the land, removal of parking and utility diversions.
4	Upgrade the A26 Tonbridge Road/Queens Road junction to a roundabout	Road safety concerns, land take requirement, utility diversions, unlikely to reduce congestion.
5	Hermitage Lane southbound no right turn into Heath Road, with right turners directed through Heath Grove.	Unsuitability for HGV's, reconstruction of local roads to increase traffic levels.
6	St. Andrews Church land take to assist right turns from St. Andrews road to A26 Tonbridge Road.	Availability of land + utility diversions.
7	Bus Lay by on Fountain Lane on currently vacant shop land.	Road safety issues, land take requirement, CPO, utility diversions.
8	Amended one-way system: Fountain Lane and A26 Tonbridge Road remain two-way, the no through road restrictions on St. Andrews road removed, to become one-way eastbound.	Road Safety issues, value for money, and unlikely to reduce congestion.
9	Amended. One-way system with additional works: Northern bus stop along the A26 Tonbridge road converted into a layby to allow a better free flow, adjustment of road markings at southern end of Fountain Lane (one for right turners and one for through traffic), flaring of Heath road/Hermitage Lane junction to increase provision of southbound traffic.	Road safety issues, removal of mature trees, value for money, unlikely to reduce congestion and land take requirements.

Table 1: Previously discounted working group options.

3. Improvements Offered

- 3.1 The proposed design has been modelled taking into account all projected traffic growth from the Maidstone and Tonbridge and Malling Local Plans. Under these conditions the junction is shown to operate under free-flow conditions with a Degree of Saturation (DoS) below 75% on all arms during the morning and afternoon peaks with minimal Mean Max Queues (MMQ) recorded.
- 3.2 This is a marked improvement on the current situation and predicted future operation of the existing junction which if left unaltered would have DoS in excess of 100% on all arms during the AM and PM peaks bar the Farleigh Lane arm in the PM peak.
- 3.3 If the do-nothing option is implemented, the MMQ on each arm would be in excess of 100 and the junction would be severely over capacity by 2031.
- 3.4 The proposed option therefore provides a highly beneficial solution to the existing and predicted future congestion at this junction. This is of pertinence due to the levels of expected background and committed development in the immediate vicinity of the schemes location which requires a workable solution to be implemented.
- 3.5 The inclusion of controlled pedestrian crossings on each of the four arms of the junction will provide an improved environment in terms of safety and access for non-motorised users. This is important due to the number of schools in the local area.
- 3.6 The proposals would also offer air quality improvements by reducing emissions caused by congestion in the area. A freer traffic flow would result in shorter queues and reduced vehicular emissions. This is required owing to concerns regarding Nitrogen Dioxide (NO²) pollution and because the junction resides with in the Maidstone Borough Council AQMA.

4. Associated Costs/Risks:

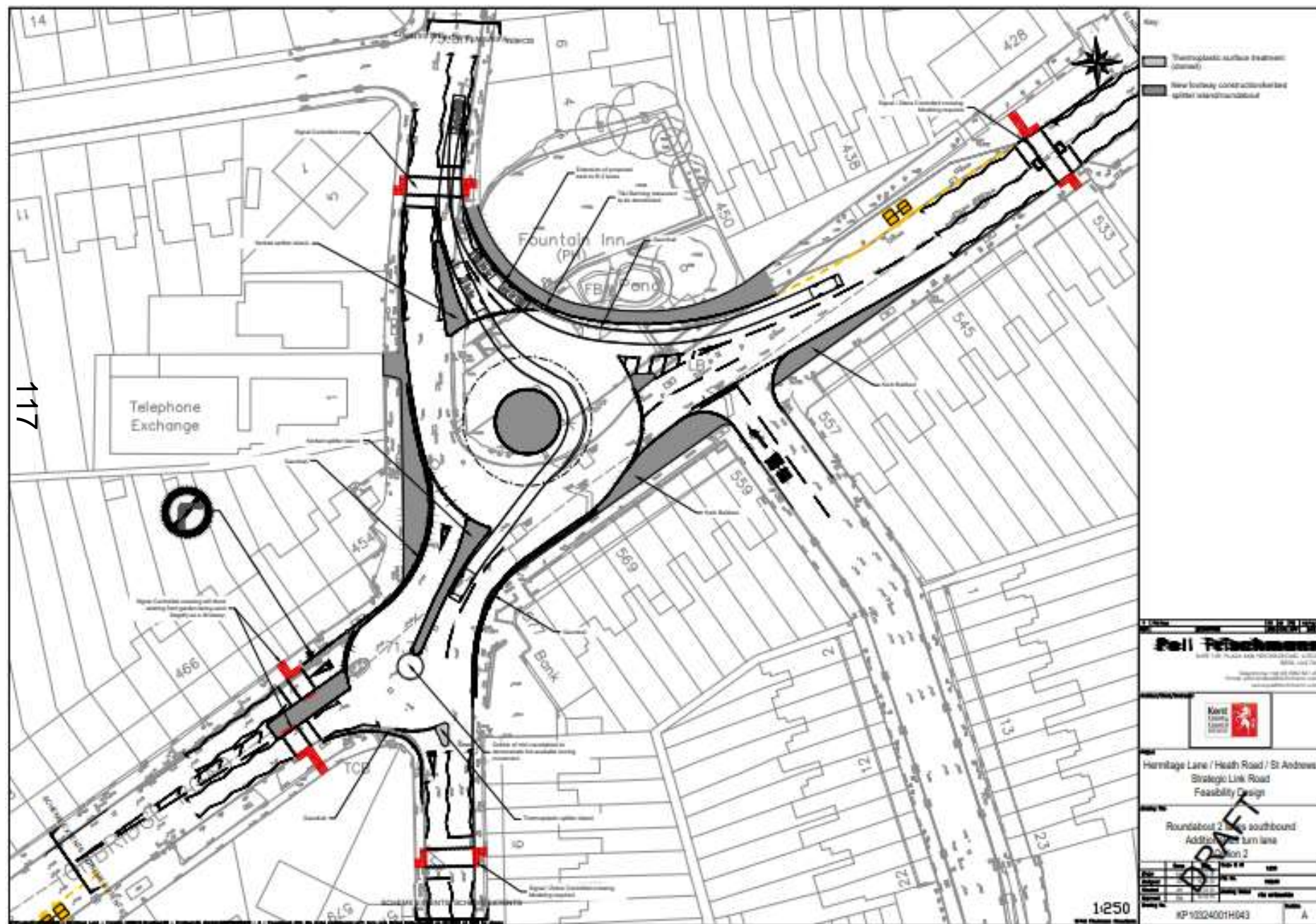
- 4.1 There are risks with the delivery of dual roundabout option proposed by the Working Group and these are identified below:
- 4.2 There is an element of third party land required for the scheme, there is the risk that purchase of this land cannot be negotiated and a Compulsory Purchase Order (CPO) will be required which will have effect the delivery timescale of the project.
- 4.3 Evidently due to the nature of the proposals there is funding gap that needs to be addressed. The available budget of £621,848 from committed s106 contributions is significantly short of the anticipated £3,197,000 cost for this option (*Appendix 3*). A funding bid for the existing shortfall has been made to Local Pinch Point Fund. KCC officers are also looking into the possibility of attributing further s106 contributions to the scheme. This would reduce the external funding request and provide greater confidence of the scheme's delivery.

- 4.4 It should be noted that the cost highlighted above is an initial assessment of the cost and would likely be value engineered and refined during the detailed design process.
- 4.5 The extent of the proposals will also cause widespread disruption to local traffic during the construction phase. The A26 Tonbridge Road junction with Fountain Lane is a primary route to Maidstone Hospital and therefore appropriate traffic management and consultation will need to take place to minimize the impact on the neighbouring community.
- 4.6 Initial utility diversion estimates have highlighted a significant cost of £850,000 for lowering the BT Openreach cables within the boundaries of the junction. Further investigatory work would be required to understand the accuracy of this proposed cost.

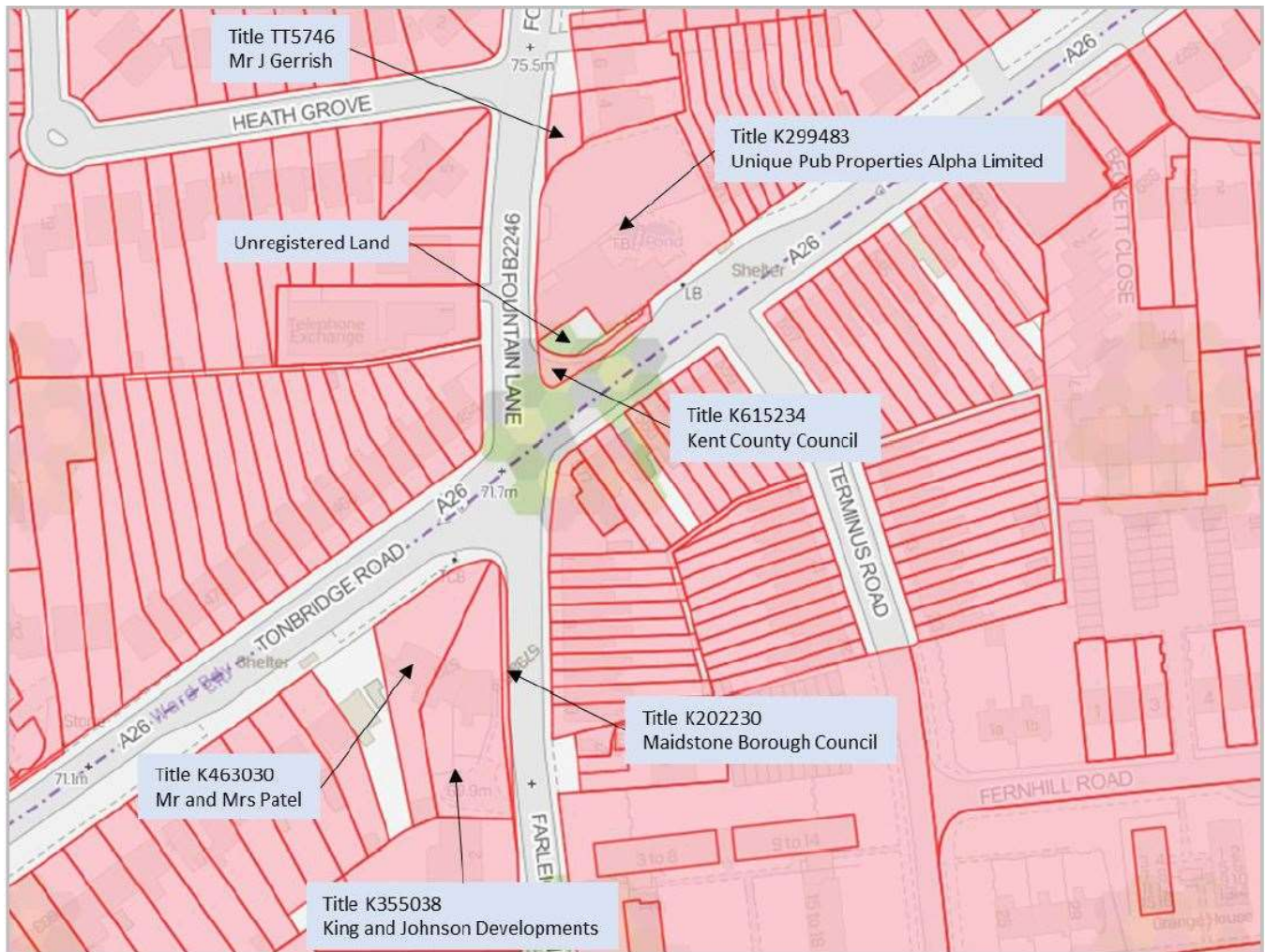
5. Recommendations

- 5.1 Kent County Council officers recommend that the board acknowledge the latest development in the improvement proposals to the A26 Tonbridge Road Junction with Fountain Lane. The current design offers a suitable and credible solution to the congestion issues experienced at the junction and would provide sufficient capacity up to and beyond 2031.
- 5.2 The board is also asked to note the significant funding gap in terms of funding available and the cost of the scheme. As previously advised, whilst there is a relatively sizeable pot of s106 funding available, this is not enough to implement an improvement scheme capable of fully alleviating the impact of predicted future growth at the A26 Tonbridge Road/Hermitage Lane corridor and nearby congestion issues within the Maidstone Urban Centre.
- 5.3 KCC officers believe the scheme will represent good value for money and will provide an effective solution capable of relieving the network constraints anticipated with future predicted growth. If the current funding bid proves to be unsuccessful, further funding opportunities will be explored.
- 5.4 KCC officers will continue to work with the third party land-owners to negotiate the voluntary purchase of the required land. However, at this stage the necessity for CPO cannot be ruled out and remains an option if required.

117



Appendix 2 – Third Party Land Requirements



Appendix 3 – Initial Scheme Cost Estimate

Preliminary Cost Options

The overall values for this scheme are as follows:-

Hermitage Road Summary	
	Option 10 - Roundabout
200 Site Clearance	£127,000
300 Fencing	£23,000
400 Road Restraint Systems	-
500 Drainage and Service Ducts	£68,000
600 Earthworks	-
700 Pavements	£111,000
1100 Kerbs, Footpaths and Paved Areas	£65,000
1200 Traffic Signs and Road Markings	£23,000
1300 Road Lighting, Columns, Brackets and CCTV Masts	£55,000
1400 Electrical Works and Road Lighting and Traffic Signs	£1,053,000
1600 Piling and Embedded Retaining Walls	-
1700 Structural Concrete	-
1800 Structural Steelwork	-
2400 Brickwork, Blockwork and Stonework	-
2500 Special Structures	-
2700 Accommodation Works for Statutory Undertakers	-
3000 Landscape and Ecology	£2,000.00
Sub Total	£1,527,000
Preliminaries@ 30%	£459,000
Traffic Management @ 25%	£382,000
Total	£2,368,000
OH+P @ 9%	£214,000
Purchasing of Restaurant (Taj Barming)	£615,000
Total	£3,197,000

Agenda Item 20

To: Maidstone Joint Transportation Board

By: KCC Highways, Transportation & Waste

Date: 14th October 2020

Subject: Highway Forward Works Programme – 2020/21 onwards

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2020/21.

Kent County Council has agreed a substantial increase in the budget for planned highway works over the next three years, and as a result we are still in the process of identifying and designing schemes for inclusion in our full Year One to Two (2020/21 and 2021/22) and Year Three to Five (2022/23 to 2024/25) programmes. Because of this, we have decided to publish an interim programme, and to publish the full programmes later this year. For some assets this interim programme covers approximately the first six months of 2020/21, whilst for others it includes most of the works planned for the whole year.

This programme is subject to regular review and may change for several reasons including budget allocation, contract rate changes, and to reflect KCC's changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase.

Road, Footway & Cycleway Renewal and Preservation 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**
- **Externally funded schemes**
- **Local Growth Fund**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Member Fund – see Appendix H

Conclusion

1. This report is for Members' information.

Contact Officers:

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

Kirstie Williams	Highway Manager Mid Kent
Susan Laporte	Maidstone District Manager
Alan Casson	Strategic Asset Manager
Earl Bournier	Drainage & Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Jamie Hare	Development Agreements Manager
Jamie Watson	Schemes Programme Manager

Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme

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
A249 Andrew Broughton Way	Maidstone	Between A249 and Square Hill	Completed
A20 London Road/A26 Rocky Hill	Maidstone	Maidstone Gyratory to Terrace Road	Programmed 6 th October 2020
B2012 Lower Boxley Road	Maidstone	Between Stacey's Street and Wheeler Street	Programmed 23 rd September 2020
Square Hill Road	Maidstone	A20 Ashford Road to Mote Road	To be programmed early 2021
Mote Avenue	Maidstone	A249 Mote Road to Willow Way	To be programmed early 2021
Fishers Estate	Staplehurst	Fishers Road/Hurst Close/Newlyn Drive/Fishers Close	To be programmed early 2021
Union Street	Maidstone	Between A249 Sittingbourne Road and Wheeler Street	To be programmed early 2021
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Roseleigh Avenue	Allington	Full length Including Kenward Road and Glenwood Close (Footway resurfacing)	To be designed and programmed in coordination with the Virgin Media programme.

St. Michaels Road	Maidstone	Various sections throughout the entire length. (Footway resurfacing)	To be designed and Programmed.
Sheppey Road	Loose	Full length including Lismore Close (Footway Protection)	Completed
Staffa Road	Loose	Full length (Footway Protection)	Completed
Dane Court	Coxheath	Full length (Footway Protection)	Completed
Hildenborough Crescent	Allington	Full length (Footway Protection)	Completed
Sussex Road	Maidstone	Full length (Footway Protection)	Completed
Spencer Way	Maidstone	Full length (Footway Protection)	Completed
Garden Close	Maidstone	Full length (Footway Protection)	Completed
Freeman Way	Maidstone	Full length (Footway Protection)	Completed
Wilson Close	Maidstone	Full length (Footway Protection)	Completed
Ware Street	Bearsted	From Sandy Lane to the vicinity of The White Horse Public House (Footway Protection)	Completed
Mount Avenue	Yalding	Full length (Footway Protection)	Completed

Downs Road	Yalding	Full length (Footway Protection)	Completed
Blunden Lane	Yalding	Full length (Footway Protection)	Completed
Adisham Road	Allington	Full length (Footway Protection)	Completed
Blackmanstone Way	Allington	Full length (Footway Protection)	Completed
Cheriton Way	Allington	Full length (Footway Protection)	Completed
Chilham Road	Allington	Full length (Footway Protection)	Completed
Eastry Close	Allington	Full length (Footway Protection)	Completed
Fordwich Close	Allington	Full length (Footway Protection)	Completed
Frinstead Walk	Allington	Full length (Footway Protection)	Completed
Halstead Walk	Allington	Full length (Footway Protection)	Completed
Kilndown Close	Allington	Full length (Footway Protection)	Completed
Lamberhurst Close	Allington	Full length (Footway Protection)	Completed

Surface Treatments – Contact Officer Mr Jonathan Dean

Road Name	Parish	Extent and Description of Works	Current Status
Goudhurst Road (including Winchet Hill)	Marden	Lower Ladysden Farm (Pumpkin Farm) to Sherenden Lane	Completed
Benover Road and Collier Street	Yalding	From LupoFresh to Haviker Street	Completed
Heath Road	Coxheath	Stockett Lane to Vanity Lane	Completed
Heath Road	Coxheath	Wood lands to Ewell Lane	Completed
Maidstone Road	Nettlestead	Wheelbarrow Roundabout to Bow Road	Completed
Lenham Road	Kingswood	Gravelly Bottom Road to Chegworth Lane	Completed
Hackney Road	Fant	From Unicumes Lane to Gatland Lane	Postponed to 2021
Gravelly Bottom Road	Lenham	Lenham Road to Broomfield Road	Completed
Sandling Lane	Penenden Heath	From Boxley Road to The Gateway	Completed
Southernden Road (including Grigg Lane)	Egerton	Barhams Mill Road to just past Sherway Road (Horseshoes Farm)	Completed
Tilden Lane	Marden	Stilebridge Lane to Khernfields Farmhouse	Completed
Sheridan Close	Ringlestone	From junction of Dickens Road to outside 26	To be Programmed ASAP
Bunce Court Road	Otterden	Otterden Place (Rigshill Road) to Warren Street (Payden Street)	Completed
Wheelers Lane	Linton	Linton Hill to Vanity Lane	Completed
Northdown Close	Maidstone	Whole Road	To be Programme ASAP

Appendix B - Drainage

Drainage Repairs & Improvements - <i>Contact Officer Earl Bournier</i>			
Road Name	Parish	Description of Works	Current Status
Smith's Hill	West Farleigh	Investigation works and clearance of drainage	No further works planned. Clearing gully tops usually resolves any issues.
Fairmeadow	Maidstone	Long running flooding outside Avis Car Rental. Appears pipes were damaged by third party works	Works completed; drainage system was also fully cleaned after repairs.
Dunn Street	Bredhurst	Repair broken pipe and replace one of the two existing soakaways due to it reaching the end of its useful life.	Plans are drawn up to install a new soakaway into the existing system, they are awaiting approval.
Lower Road	East Farleigh	Repair broken pipes	Works Completed
West Street	Hunton	Repair broken pipes	Works Completed
Liverton Hill	Grafty Green	Drainage cleansing carried out, but some defects identified during course of works. Full CCTV confirmed multiple defects.	Repair Works Completed September 2020
The Street	Boxley	CCTV Completed, further works required to rectify broken pipe o/s pub (bollard installation has broken pipe) and replace defective pipework near Street Farm Cottage	Works Completed
Eyhorne/Upper Street/Hollingbourne Hill	Hollingbourne	Various repairs to the highway drainage system.	Repair Works Completed. Further work was identified between highway and outfall in pond. Programmed 2 nd Nov.
A20 Ashford Rd under rail bridge by Square Hill	Maidstone	The existing drainage has been cleaned and surveyed and is working but an improvement scheme is to be developed to reduce risk of blockages and flooding	Underground Utility Survey reprogrammed for 30 th September to inform design.

Harp Farm Road	Boxley	Existing soakaway unmaintainable due to location in field. Replacement soakaway(s) to be considered	Entered onto Forward Work Programme.
Redwall Lane, opposite Davis Farm	Linton	Broken pipes require repair	Surveys Completed, no broken pipes found. Water leak confirmed nearby. Issue passed to SEW.
Fairmeadow Subway (near Medway Street)	Maidstone	Faulty non-return valve and damaged Aco Channel drainage covers.	Replacement Aco channels fitted. Awaiting approval from the EA to replace non-return valve.
Gravelly Bottom Road	Kingswood	Multiple defects found in CCTV survey	Early contractor involvement taking place early October prior to raising works order.
Tonbridge Road	Teston	Flooding affecting properties between The Orpines and Church Street. Replacement drainage being designed. Underground utilities are main constraint for delivery	Ordered raised for additional trial holes to locate fibre optic service position before implementing scheme.

Appendix C – Street Lighting

Structural testing of KCC owned streetlights 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 – <i>Contact Officer Sue Kinsella</i>				
Road Name	Column	Parish	Description of Works	Status
Brishing Lane	KBFE010	Maidstone	Replacement of Street Light	Completion end January 21
Station Road	KSFA029	Staplehurst	Replacement of Street Light	Completed
Egerton Road	KEAQ003	Ringlestone	Replacement of Street Light	Completion end January 21
Howard Drive	KHFD016	Allington	Replacement of Street Light	Completed
Leonard Close	KLBG004	Allington	Replacement of Street Light	Completed
Pembroke Road	KPAW014	Coxheath & Hunton	Replacement of Street Light	Completed
Deringwood Drive	KDAL007	Downswood & Otham	Replacement of Street Light	Completed
Deringwood Drive	KDAL009	Downswood & Otham	Replacement of Street Light	Completed
Deringwood Drive	KDAL021	Downswood & Otham	Replacement of Street Light	Completed
Deringwood Drive	KDAL022	Downswood & Otham	Replacement of Street Light	Completed
Tonbridge Road	KTBU022	Fant	Replacement of Street Light	Completion end January 21
Tonbridge Road	KTBU050	Fant	Replacement of Street Light	Completed
Tonbridge Road	KTBU051	Fant	Replacement of Street Light	Completion end January 21
Tonbridge Road	KTBU055	Fant	Replacement of Street Light	Completed
Mansfield Walk	KMFW202	Fant	Replacement of Street Light	Completed

Dover Street	KDBB004	Fant	Replacement of Street Light	Completed
Heath Road	KHCH005	Heath	Replacement of Street Light	Completion end January 21
Queens Road	KQAG004	Heath	Replacement of Street Light	Completed
Queens Road	KQAG019	Heath	Replacement of Street Light	Completed
St Peters Bridge	KSCE001	High Street	Replacement of Street Light	Completion end January 21
Lower Road	KLCU003	High Street	Replacement of Street Light	Completed
Upper Road	KUBR010	High Street	Replacement of Street Light	Completed
King Street	KKAM021	High Street	Replacement of Street Light	Completion end January 21
Linton Road	KLBS011	Loose	Replacement of Street Light	Completed
Loose Road	KLCQ094	Maidstone	Replacement of Street Light	Completion end January 21
Bicknor Road	KBCG010	North Downs	Replacement of Street Light	Completion end January 21
Bicknor Road	KBCG012	North Downs	Replacement of Street Light	Completion end January 21
Wallis Avenue	KWAD016	Park Wood	Replacement of Street Light	Completed
Greenfields	KGCA002	Shepway North	Replacement of Street Light	Completed
Marion Crescent	KMBK002	Shepway North	Replacement of Street Light	Completed
Marion Crescent	KMBK004	Shepway North	Replacement of Street Light	Completed
Marion Crescent	KMBK009	Shepway North	Replacement of Street Light	Completed
Cranborne Avenue	KCGL014	Shepway North	Replacement of Street Light	Completed
Longfield Place	KLCN001	Shepway North	Replacement of Street Light	Completed
Holtye Crescent	KHER002	Shepway North	Replacement of Street Light	Completed

Holtye Crescent	KHER006	Shepway North	Replacement of Street Light	Completed
Holtye Crescent	KHER007	Shepway North	Replacement of Street Light	Completed
Rutland Way	KRCC002	Shepway North	Replacement of Street Light	Completed
Sutton Road	KSGF007	Shepway South	Replacement of Street Light	Completion end January 21
Graveney Road	KGBL009	Shepway South	Replacement of Street Light	Completed
Cranbrook Close	KCGM001	Shepway South	Replacement of Street Light	Completed
Westmarsh Close	KWBT003	Shepway South	Replacement of Street Light	Completed
Station Road	KSFA018	Staplehurst	Replacement of Street Light	Completed
Station Road	KSFA021	Staplehurst	Replacement of Street Light	Completion end January 21
Station Road	KSFA024	Staplehurst	Replacement of Street Light	Completed
High Street	KHDO057	Staplehurst	Replacement of Street Light	Completed
Frinsted Walk	KFCS002	Allington	Replacement of Street Light	Completed
Impton Lane	KIAC007	Bluebell Hill Walderslade	Replacement of Street Light	Completed
Impton Lane	KIAC008	Bluebell Hill Walderslade	Replacement of Street Light	Completed
Impton Lane	KIAC010	Bluebell Hill Walderslade	Replacement of Street Light	Completed
Impton Lane	KIAC011	Bluebell Hill Walderslade	Replacement of Street Light	Completed
Impton Lane	KIAC012	Bluebell Hill Walderslade	Replacement of Street Light	Completion end January 21
Impton Lane	KIAC013	Bluebell Hill Walderslade	Replacement of Street Light	Completed
Liphook Way	KLED008	Allington	Replacement of Street Light	Completion end January 21
Lullingstone	KLDJ005	Allington	Replacement of Street Light	Completion end

Road				January 21
St Leonards Road	KSHY003	Allington	Replacement of Street Light	Completion end January 21
Stansted Close	KSME003	Allington	Replacement of Street Light	Completion end January 21
Rede Wood Road	KRAN011	Barming	Replacement of Street Light	Completion end January 21
Fir Tree Grove	KBAF110	Boxley	Replacement of Street Light	Completion end January 21
Woodlands	KXEF001	Boxley	Replacement of Street Light	Completion end January 21
Clement Court	KCEG001	Bridge	Replacement of Street Light	Completion end January 21
Bedgebury Close	KBBK006	East	Replacement of Street Light	Completion end January 21
Hampton Road	KHAR021	East	Replacement of Street Light	Completion end January 21
Hampton Road	KHAR022	East	Replacement of Street Light	Completion end January 21
Newenden Close	KNAM007	East	Replacement of Street Light	Completion end January 21
Snowdon Avenue	KSCO015	East	Replacement of Street Light	Completion end January 21
Rawdon Road	KRAD001	High Street	Replacement of Street Light	Completion end January 21
Thornhill Place	KTBG301	North	Replacement of Street Light	Completion end January 21
Cave Hill	KCAR006	South	Replacement of Street Light	Completion end January 21
Cripple Street	KCGQ013	South	Replacement of Street Light	Completion end January 21
Cripple Street	KCGQ014	South	Replacement of Street Light	Completion end January 21
Cripple Street	KCGQ015	South	Replacement of Street Light	Completion end January 21
Farleigh Hill	KFAH002	South	Replacement of Street Light	Completion end

				January 21
Farleigh Hill	KFAH008	South	Replacement of Street Light	Completion end January 21
Farleigh Hill	KFAH009	South	Replacement of Street Light	Completion end January 21
Pheasant Lane	KPBI021	South	Replacement of Street Light	Completion end January 21
Straw Mill Hill	KSFT006	South	Replacement of Street Light	Completion end January 21
Tovil Green	KTBZ002	South	Replacement of Street Light	Completion end January 21
Cobham Close	KCEP001	Bridge	Replacement of Street Light	Completion end January 21
Badger Road	KBAF109	Boxley	Replacement of Street Light	Completion end January 21
Boxley Close	KBEH005	North	Replacement of Street Light	Completion end January 21
South Road	KSCY006	Marden	Replacement of Street Light	Completion end January 21
College Road	KCFC008	High Street	Replacement of Street Light	Completion end January 21

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within the Maidstone District, to meet Kent County Council's (KCC) strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 30/09/2020.

Location	Parish	Description of Works	Lead officer	Current Status
A20 Ashford Road/M20 Slip	Hollingbourne	Signing and road marking improvements	Jennie Watson	Works handed over to contractor. Awaiting road space to carry out works on site.
Running Horse Roundabout	Maidstone	Virtual lane separation system using road markings & coloured surfacing	Paul Leary	Origin/destination and drone traffic surveys to be re-commissioned from October 2020. Proposed CRM scheme also to be discussed with major projects team following the announcement of the A229 Blue Bell Hill Junction Improvement Scheme.
Bishops Way	Maidstone	Signing and lining improvements	Geoff Bineham	Works cancelled
Bishops Way junction Palace Street	Maidstone	Signing and lining improvements	Geoff Bineham	Works cancelled
Chalky Road junction A249 Sittingbourne Road	Stockbury	Signing and lining improvements	Jennie Watson	Works handed over to contractor – Some works due to be carried out 15 June 2020 under High Speed Road lane closure with majority of works to be carried out under a separate lane closure October 2020

A249 Sittingbourne Road junction Church Hill	Stockbury	Signing and lining improvements	Jennie Watson	Works handed over to contractor – Some works carried out on 15 June 2020 under High Speed Road lane closure with majority of works to be carried out under a separate lane closure October 2020
A249 Sittingbourne Road junction with Hucking U Turn	Stockbury	Signing and lining improvements	Jennie Watson	Works handed over to contractor – Some works carried out on 15 June 2020 under High Speed Road lane closure with majority of works to be carried out under a separate lane closure October 2020
Lidsing Road junction Dunn Street Road	Boxley	Signing and lining improvements	Jennie Watson	Works complete
Dean Street junction Heath Road crossroads	Coxheath	Signing and lining improvements	Jennie Watson	Works complete
Loose Road junction Armstrong Road	Maidstone	Signing and lining improvements	Clare Venner	Works complete
Lenham Road	Headcorn	Signing and lining improvements	Jennie Watson	Scheme handed over to contractor 15/4/2020 – Works due to be start on site Autumn 2020
Tonbridge Road junction Westree Road	Maidstone	Signing and lining improvements	Claire Venner	Detailed design stage – Works due to be handed over to contractor October 2020
Heath Road – near Stockett Lane junction	Coxheath	Upgrade signing and refresh existing lining plus upgrade beacons on northern zebra crossing	Jennie Watson	Detailed design stage – Works due to be handed over to contractor 30/9/2020

Roundabout at M20 J7 (A249)	Boxley	Signing and lining improvements	Christopher Koningen	Works cancelled – due to Major Project Scheme
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APPENDIX D2 – INTEGRATED TRANSPORT SCHEMES – all other LTP funded non-casualty reduction schemes

Location	Parish	Description of Works	Lead officer	Current Status
East Farleigh Bridge	East Farleigh	Upgrade of signing and lining for bridge width restriction	Paul Leary	Stage 3 road safety audit received for build-out on Farleigh Lane. Contractor to install missing hatching road markings on approach.
Mote Park Cycleway (Phase 1)	Maidstone	Upgrade of cycle route	Paul Leary	Works complete on site. Scheme currently being monitored as part of the contractor's maintenance period.
Mote Park Cycleway (Phase 2)	Maidstone	Signing and road marking improvements between Chancery Lane and Maidstone House	Paul Leary	Works complete on site December 2019. Scheme currently being monitored as part of the contractor's maintenance period.
Walderslade Woods	Boxley	Reduction of speed limit to 50mph and associated traffic calming measures	Jennie Watson	Traffic Regulation Order for speed limit Notice of Intent advertised 12 June until 6 July 2020 for consultation – Scheme due to be handed over to contractor 30/12/2020
North Street – Outside Sutton Valence School	Sutton Valence	Installation of bollards to deter parking and damage to verges	Whitney Gwillim	Works complete
A229 Cranbrook Road/High Street	Staplehurst	Virtual Traffic Calming Scheme	Demi Richards	Detailed design being carried out - scheme due to be handed over to contractor 30/10/2020

Pheasant Lane	Maidstone	New cycle route	Paul Leary	Scheme handed over to contractor September 2020. To be completed once leaves have fallen.
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Local Growth Fund

Local Growth Fund programme update for the Maidstone District.

The Department for Transport (DfT) added £100m to the Local Growth Fund (LGF) pot to fund Local Sustainable Transport Fund Style schemes. KCC were successful in securing LGF for the following sustainable transport style bids 1) Kent Thameside – Integrated door-to-door journeys and 2) West Kent – Tackling Congestion. The objective of the capital bids is to boost economic growth by decreasing carbon emissions and reducing congestion.

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 Kent Thameside/West Kent (delete as applicable) LSTF this financial year.

Location	Parish	Description of Works	Lead officer	Current Status
Week Street junction with Station Road	Maidstone	A highway improvement consisting of a raised table and improvements to 2 pedestrian crossings to better link Week Street to Maidstone East Rail Station	Alan Osuoha	Detailed design progressing with a view to construct February 2021
Maidstone East Station improvements	Maidstone	Network Rail delivered scheme to include a new station entrance and forecourt , expanded to include highway improvements and	Annette Bonner	Works on the station improvements commenced in January 2020, with the temporary ticket office installed by South-eastern operational since January 2020. The

		resurfacing of footways.		<p>impacts of COVID-19 are now expected to prolong the project completion. While works on the public realm area are progressing, restrictions on internal works in the station building necessitate different working practices, creating inefficiency and slowing progress. A revised programme is due from Network Rail shortly. Artist impression images of the final design have been attached to the site hoarding to provide the public with a vision for the scheme. KCC Schemes team are working closely with NR, SE and MBC to co-ordinate the highway & forecourt design with the raised table. The outline design has been agreed and RSA completed. Final design reviews to take place in October 2020. MBC are progressing with the wayfinding design which will tie in the wider improvement works. SE have awarded the contractor to complete the additional works within the funding timescales. However, they have a strong dependency on the completion of the forecourt works delivered by Network Rail and are working together to</p>
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				monitor progress and will phase their works accordingly.
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Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) Maidstone Borough - *Contact Officer*
Claremarie Vine, other officers as listed Jamie Hare, Aaron Divall, Steven Noad, Andy Padgham, Steve A Stickels

Scheme Name	File Ref.	Officer	Parish	Description of Works	Current Status
BP Tudor Service Station, London Road	MA003072	CV	Allington	Alterations to existing access	Outstanding Pedestrian crossing point & signage being pursued
Bell Farm, North Street	MA003098	SN	Barming	New accesses to split sites, shared surface, and new crossing point	Highway works completed. Stage 3 Safety Audit Awaited.
Cross Keys	MA003100	JH	Bearsted	New access, crossing point and parking area	Works underway
Barty Farm, Roundwell,	MA003278	AD	Bearsted	New Bellmouth and Lining works	Works Progressing
Bicknor Road	MA003256	AP	Bicknor	Formation of hard surfaced passing places	Awaiting technical approval
Heath Road/Church Street	MA003111	AP	Boughton Monchelsea	New access, footway works, yellow lines and crossing upgrade	Completion of footway still outstanding along with defects picked up.
Hubbards Lane	MA003084	CV	Boughton Monchelsea	Two accesses to minor developments	Works substantially completed
Lyewood Farm, Green Lane	MA3247 MA3248	AP	Boughton Monchelsea	New housing development and access	Works near completed
Goya Development, St Michaels Close, Aylesford	MA003123	CV	Boxley	New access and f/way works to new commercial properties	Works complete except for new gully. Works due shortly

Maidstone Studios, New Cut Road	MA003110	AP	Boxley	Zebra crossing and pedestrian crossing points	High Friction works by KCC at developers cost. Now in maintenance.
St Michaels Close, Aylesford	MA003103	CV	Boxley	Waitrose car park, new access	At end of Maintenance.
Forstal Lane	Ma003141	AP	Coxheath	Widening of road and new footpath with access to new development	Works completed
Heath Road (North side)	MA003063	CV	Coxheath	New access and Footway work	Works in maintenance
Heath Road, Coxheath	MA003134	CV	Coxheath	New access and new footway adj Medical centre	Works completed
Land north of Heath Road Phase 2	MA3257	AP	Coxheath	Access to new development	Works still outstanding to include resurface of road and build out
Linden Farm, Stockett Lane	MA003107	AP	Coxheath	Access to new development and footway link to community hall	2 accesses to restore to footway near completion of development.
Gatland House, Gatland Lane	MA003081	CV	Fant	Parking restrictions, signage, road markings and tactile crossings for new school	Works completed, Remedials to do
Harrietsham Primary School	MA3388	CV	Harrietsham	New access to car park, extend traffic calmed area	Works near completed

Bell Farm, Ashford Road	MA003094	CV	Harrietsham	Realignment of Church Road to form new access onto A20. New footway along A20	Works in maintenance.
Mayfield Nursery, Ashford Road	MA003135	AP	Harrietsham	New access and alterations to existing Highway to adjoin upcoming Scheme Works	Works now in maintenance
Forge Meadows	MA3253	AP	Headcorn	Access to 2 new properties and vehicle crossovers to existing properties	Agreement signed. Awaiting start date from developer.
Gibbs Farm Grigg Lane & Wheeler Street	MA3250	SAS	Headcorn	Access Gibbs Farm dev, zebra crossing on Wheeler St	Agreement signed, works commenced.
Grigg Lane, Lenham Road,	MA003050	CV	Headcorn	Access onto Grigg Lane and Lenham Road. Footway on Grigg Lane	New accesses Grigg Lane and Lenham Road & new footway Grigg Lane in maintenance
Kings Road/Millbank	MA3262	AP	Headcorn	Signalised crossroads (linked to Ulcombe Road MA3150)	Works completed. Maintenance period to commence when all requirements have been met.
Lenham Road (North side)	MA003062	CV	Headcorn	New Footway to site and extend speed limit boundary	Works in Maintenance
Lenham Road (South side)	MA003057	CV	Headcorn	New footway	Revised design received
Oak Lane and Wheeler Street	MA003048	CV	Headcorn	New footway plus junction improvements	Works completed and in maintenance
Ulcombe Road	MA003150	AP	Headcorn	Access to new development	Defects to be completed.

Wheeler Street, Headcorn	MA003137	AP	Headcorn	New access off Kingsland Grove and footway works on Wheeler Street	Works in maintenance
Eythorne Street	MA3198	AP	Hollingbourne	New access to development	Works completed. First certificate to be issued when requirements have been met.
Bentletts Yard, Claygate Road, Laddingford	MA003357	AP	Laddingford	New footway and replaced surface to existing access	Works near completion
Headcorn Road Adj Rail bridge	MA3404	CV	Lenham	New access road and extend 30mph limit	Awaiting approval
8 Faversham Road	MA003032	CV	Lenham	New access	In maintenance, streetlight to replace
Old Ashford Road	MA003018	CV	Lenham	New footway plus access	Approaching end of maintenance, bus stop location to amend.
The Paddocks, Ashford Road (Grove House, Old Ashford Road)	MA3114	CV	Lenham	New access, traffic island, speed reduction to 50mph & f/way link to Faversham Rd	Works completed, finishing/remedials required.
Westwood Park, Ham Lane	MA003305	AP	Lenham	Main and emergency accesses to new housing dev.	Technical approval granted. Awaiting completion of agreement.
Old Ashford Road, Adj Groom Way	MA003356	AP	Lenham	New access and footway	Awaiting Technical Approval
Heath Road	MA3326	JH	Linton	New Access	Works Underway
Wares Farm, Linton Hill	MA003353	AP	Linton	New access	Works commenced surface course outstanding
Royal Engineers Rd/Mill Lane	MA3312	JH	Maidstone	Access to New Development	Under Technical Review

531 Tonbridge Road	MA003045	CV	Maidstone	Service layby for new retail unit	In maintenance
Bicknor Green, Gore Court Road	MA003053	AD	Maidstone	Change of road priorities and widening / upgrading	Works complete
Hartnup Street	MA003138	SP	Maidstone	New Access	Works complete now in maintenance.
Hermitage Lane, (opp. Maidstone Hospital)	MA003060	AD	Maidstone	New Traffic signal junction	Near to adoption
Hermitage Lane/ Howard Drive	MA003070	AD	Maidstone	New access for development (opposite the quarry entrance)	Works complete
Howard Drive	MA003303	AD	Maidstone	Junction works to facilitate Bus Gateway entrance to Croudace site	Works Started
Maidstone School of Science, New Cut Road	MA003197	AP	Maidstone	New access to School and New roundabout and alterations to Highway	Works completed
McDonalds drive-through, Hart Street	MA003013	CV	Maidstone	New access, improvements to Hart Street.	Approaching the end of maintenance - remedial works due
Oakapple Lane/ Hermitage Lane	MA003046	AD	Maidstone	New bellmouth junction and associated ancillary works incl new bus stop, for new development	Works Complete – in maintenance
Royal Engineers Road	MA003127	JH	Maidstone	New footpaths to development	Awaiting works start date
The Poplars, Ashford Road	MA3254	AP	Maidstone	Access to new development	Works completed. In Maintenance

Wallis Avenue Phase 3, Parkwood	MA003085	CV	Maidstone	Redevelopment of car park & shops opp. Longshaw Rd	Works in maintenance
Week St/Gabriel's Hill	MA003120	JH	Maidstone	Town Centre Public Realm improvements	In Maintenance Period
Castle Dene, Maidstone	MA993352	CV	Maidstone	New Access and further footway work and repairs	Works completed
Union Street, Car Park	MA003319	CV	Maidstone	New Access to development and footway works	Initial works to footway imminent
Medway Street	MA3326	JH	Maidstone	Subway Flood Protection Works	Under Technical review
Langley Park Farm	MA003130	AD	Maidstone / Langley	New Roundabout and associated works for entrance to Countryside Estate	Works imminent
Albion Road, Marden	MA003132	CV	Marden	New Access & development	Works on going
Goudhurst Road, Church Green (Plain Road development)	MA3118	CV	Marden	Install Zebra crossing near rail station.	Works in Maintenance
Goudhurst Road/West End (Plain Road Development)	MA3118	CV	Marden	Refurbish Zebra crossing outside school and Bus Borders to add by Library stops.	Works in Maintenance
Howland Road	MA003088	SN	Marden	New development access	Completed.
MAP Depot, Goudhurst Road	MA003012		Marden	New bellmouth junction and	Works in maintenance. Remedial works near

		CV		footway	completed and interactive speed sign awaiting installation
Napoleon Drive and Plain Road	MA003079	CV	Marden	New access on each road for new housing development	Works in maintenance
The Parsonage, Goudhurst Road	MA003066 MA003067	CV	Marden	New access and associated upgrade works	Access substantially completed, village gateway to be agreed
Sainsbury's new site Station Rd	MA3387	JH	Staplehurst	Roundabout and new access	At technical approval stage
Fishers Farm (East) Headcorn Road (Redrow)	MA3106	AP	Staplehurst	Realignment and new access at Headcorn Road/Pile Lane junction	Completed
Fishers Farm (West), Headcorn Road (Bovis)	MA3037	AP	Staplehurst	New access onto Headcorn Road	Works commenced
Hen and Duckhurst Farm, Marden Road	MA003109	CV	Staplehurst	New Roundabout for development access	Works completed.
Oliver Road Staplehurst	MA003019	CV	Staplehurst	Ped crossing to Marden Road, junction markings and bus boarders	In maintenance
Woodford Park	MA003099	CV	Staplehurst	New access for 9 dwellings	In maintenance.
Appleacres, Maidstone Road	MA003152	CV	Sutton Valence	Access to new development and footway works	Technical Approval given awaiting Legal Agreement
Sapphire Kennels Headcorn Road	MA3407	CV	Sutton Valence	Access to new development and 40mph extension	Awaiting approval
The Oaks, Maidstone Road	MA003078	CV	Sutton Valence	Upgrade existing Vehicle crossing access to Bellmouth with tactile	Works complete

				crossing.	
Valdene Industrial Estate	MA003054	CV	Sutton Valence	Upgrade of existing bellmouth and extension to f/w	Works completed
Farleigh Hill Tovil	MA3413	CV	Tovil	New access opp Burial Ground Lane. KCC Recycling centre	Awaiting approval
Cripple Street Maidstone	MA003093	CV	Tovil	New access to development, widening and footway works	Due for adoption – remedials due
Site opposite cottages 129-147 Dean Street/Farleigh Hill	MA003007	CV	Tovil	New access speed limit relocation, new footway, and bus stop provision	In maintenance
Tovil Green Lane	MA003095	CV	Tovil	New Footway and crossing point to side of site	In maintenance
Mount Ave/Blunden Lane	MA3180	CV	Yalding	New accesses at site entrance	Footway works to install crossing points imminent
Hampstead Lane	MA3101	SP	Yalding	Relocate access to new development at old depot adj. station. Minor footway works	In maintenance
Vicarage Road	MA003121	SP/JH	Yalding	New access to development and speed restraints on existing Highway	New Agreement in progress. Contents of S278 now reduced.

Appendix F – Bridge Works

Bridge Works – Contact Officer David Aspinall			
Road Name	Parish	Description of Works	Current Status
Buckland Road	Maidstone	NR Buckland Road Bridge - footway protection from accidental wheel loading. It will require a road closure.	Scheme designed; discussions ongoing with NR in relation to delivery
A20 Maidstone Road	Maidstone	Raigersfield East Bridge (180m west of Willington Street junction), strengthening / renewal of bridge. Works will not affect traffic flow.	Scheme currently in design phase, likely start Spring 2021

Appendix G – Traffic Systems

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

Traffic Systems - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
Heath Road / Hermitage Lane, Barming	Addition of pedestrian crossing facility	Completed August 2020

Appendix H - Combined Member Grant programme update

Member Highway Fund programme update for the Maidstone District.

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

- in design
- at consultation stage
- about to be programmed
- Recently completed on site.

The list is up to date as of 30/09/2020.

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
- highway studies
- traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the District Manager for the Maidstone District, Susan Laporte.

Dan Daley and Rob Bird

Details of Scheme	Status
2021-CMG-MA-1003 – Hildenborough Crescent, Maidstone 20mph scheme	Scheme handed over to contractor September 2020 Scheme to be implemented October/November 2020
2021-CMG-MA-1000 – Blackmanstone Way Maidstone Construction of footpath between estates	Works complete
2021-CMG-MA-1001 – Buckland Hill, Maidstone 20mph scheme	Traffic Regulation Order (TRO) sent for sealing – Scheme due to be handed over to contractor December 2020

Eric Hotson

Details of Scheme	Status
21/21-CMG-MA-1252 – Heath Road, Boughton Monchelsea Traffic Regulation Order application for speed limit reduction to 30mph	TRO Order sealed – Scheme currently in design

Shellina Prendergast

Details of Scheme	Status
20/21-CMG-MA-1253 – Lenham Road/Chaingate Road, Liverton Hill, Platts Heath, Lenham Traffic Regulation Order application for speed limit reduction to 30mph	TRO Order sealed – Scheme handed over to contractor to implement signs
20/21-CMG-MA-1254 – Lenham Road, Ulcombe Traffic Regulation Order application for speed limit reduction to 30mph	TRO Order sealed – Scheme currently in being designed – due to be handed over November 2020
20/21-CMG-MA-1003 – Shenley Road, Headcorn Installation of pedestrian warning signs	Works complete
2021-CMG-MA-08 – Upper Street, Hollingbourne Gateway to village to be enhanced	Scheme currently in design

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 418181