

THE MAIDSTONE BOROUGH COUNCILREPORT OF TRANSPORTATION COMMITTEE8 DECEMBER 1977PRESENT:

Councillor F.G. Chapman (Chairman) and  
 Councillors Baker, Bartlett, Burnett, Chantler,  
 K. Chapman, Drakeford, Mrs. Drury, Enfield,  
 Hitchings, Landells, Milner, Short, Tyler and  
 Mrs. D.E. Wright.

1. KEMP'S PUBLIC RELATIONS SERVICES LIMITED - PROPOSED AGREEMENT FOR ADVERTISING ON COUNCIL VANS

With reference to paragraph 3 of your Committee's Report to the Council of 3 February 1976, advertising on Council vans by Kemp's Public Relations Services Limited has been taking place since April 1976 on an experimental basis, but no formal documentation of any kind exists. Your Committee considers that a formal agreement should now be entered into on terms which have been negotiated with this Company.

RECOMMENDED: That the Secretary be authorised to enter into an agreement with Kemp's Public Relations Services Limited for a period of 5 years with effect from 1 August 1977 for the sole and exclusive right to place advertisements on 26 Council vans at a licence fee of £832 per annum, subject to the following principal terms:-

- (i) The agreement to be subject to a break clause to take effect on 1 August 1980 if either party wishes to determine the agreement by three calendar months notice in writing;
- (ii) The Company to pay the licence fee half yearly in advance on 1 February and 1 August in each year and to pay on execution of the agreement the appropriate sum plus arrears of £772.50. due to the Council in respect of advertising on the vans prior to 1 August 1977;
- (iii) The number of vans covered by the agreement may be varied and, if it is increased, the Company to pay to the Council at the rate of an additional £32 per annum per van;
- (iv) The Company to keep the Council indemnified against all claims and liabilities arising in any way out of the permission granted; and
- (v) No advertisement to which the Council shall have reasonable grounds for objection to be displayed by the Company on any van.

2. PRESERVATION OF GRASS ROAD MARGINS - STACEY'S STREET, MAIDSTONE

Your Committee has been advised by the Technical Officer that since the re-opening of the "Hare and Hounds" Public House in Lower Boxley Road the grass road margins in Stacey's Street are suffering damage because vehicles are continually being driven onto and over them for parking purposes.

RECOMMENDED: That the Council's byelaw for the preservation of road margins be

applied to the grass road margins in Stacey's Street and in connection therewith the appropriate notices be displayed.

3. TRANSFER OF HACKNEY CARRIAGE VEHICLE LICENCE

RECOMMENDED: That an application for the transfer of Hackney Carriage Vehicle Licence No. 9 for the remainder of the current year (until 31 March 1978) from Mr. W. Martin to Mr. J. Gilliland of 14 Froyle Close, Maidstone, be granted.

4. LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 PART II - HACKNEY CARRIAGES/PRIVATE HIRE

Your Committee has considered joint reports of the Secretary and Transport Officer (copies of which have been circulated to all members of the Council) on the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976. The purpose Part II of the Act is to modify and extend the existing legislation under the Town Police Clauses Act 1847 relating to the control of hackney carriages and also introduces, for the first time, new powers to control private hire vehicles, including drivers, proprietors and operators. However, as Part II of the Act is adoptive, it is of no effect in the Borough of Maidstone until the Council, by resolution, applies it to "the relevant area", which means such part of the Borough as the existing hackney carriage legislation applies to, namely the former Borough area only.

Your Committee, after consultation with the hackney carriage proprietors and all known private hire proprietors and operators in the area, is satisfied that the adoption of Part II of the Local Government (Miscellaneous Provisions) Act 1976 will undoubtedly strengthen the Council's control of hackney carriage operations and will also introduce much needed powers in relation to private hire operations. However, a number of detailed decisions will need to be taken to enable the provisions of Part II of the Act to be operated and to take account of the effect of the enlarging of the area covered by hackney carriage legislation and these are to be the subject of further consideration and report by your Committee.

Your Committee is therefore recommending that the existing hackney carriage legislation should be applied to the whole Borough to enable the legislation for private hire to be brought in for the same area. In this connection your Committee has been advised that to attempt to regulate the private hire vehicles in the urban area alone would be abortive, since proprietors and operators could avoid the regulations, at least in part, by setting up operational bases outside the area of the former Borough.

RECOMMENDED:

- (i) That, subject to the approval of the Secretary of State, the Secretary be authorised to give public notice of the Council's intention at its meeting on 15 March 1978 to resolve to apply the provisions of Section 171 (4) of the Public Health Act 1875, which currently apply to the area of the former Borough Council, to the whole of the Borough and thus bring into force throughout the Borough the provisions of the Town Police Clauses Act 1847 relating to hackney carriages, and that similar individual notice be served on all Parish Councils/ Meetings; and
- (ii) That the Secretary be authorised to give public notice of the Council's intention at its meeting on 15 March 1978 to resolve to apply the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976, which relate to hackney carriages and private hire vehicles, throughout the area of the Borough with effect from such date as the Secretary of State shall specify for extending the provisions of Section 171 (4) of the Public Health Act 1875 to the whole Borough as referred to in paragraph (i) above.

5. SERVICE REVISIONS - RE-ROUTING

With reference to paragraph 8 of your Committee's Report to the Council of 1 November 1977, the Transport Officer has advised that in the course of discussions with the Road Staff's Trade Union concerning the alterations to the frequency of bus services on all routes recently approved by the Council, two requests have been made for the re-routing of the London Road service which it is felt have considerable merit.

In the first place there are two buses an hour which run from Penenden Heath to London Road (Allington Way) which emerge from Pudding Lane, proceed to the Queen's Monument, make a "U" turn at the top of High Street and then continue to London Road. In the current traffic conditions this "U" turn is becoming more difficult to perform and as a result the Staff are subjected to abuse from other motorists, lack of sympathy from the Police and, at times, feel they are faced with the possibility of an accident. In the circumstances the Staff have requested that the two bus journeys in question turn right from Pudding Lane and omit the diversion via the Queen's Monument, making their main setting down and picking up stop in the town centre at the Cannon.

Your Committee supports this request as it considers the disadvantage of removing these two journeys from the Queen's Monument stop is outweighed by the advantage in traffic and safety terms of cutting out the "U" turn at the top of High Street.

Secondly, the present routing of the London Road service on the outward journey turn left into Conway Road at the traffic signals and then emerge back onto the London Road at the Allington Way terminus for the return journey. This produces a situation where the buses leaving the terminus pull across the extremely busy main traffic flow in London Road. The Staff have therefore requested that the extreme end of the London Road service be operated the opposite way round so that the buses turn into Allington Way and emerge back onto London Road from the Conway Road junction thereby being protected by the traffic signals. The terminus would be moved from Allington Way to the intermediate stop adjacent to 18 Conway Road.

Though there may be some disadvantage in operating this particular section of the route of the London Road service in the opposite direction, your Committee supports the request as it considers the disadvantage is outweighed by removing the danger of buses crossing the main traffic flow in London Road from Allington Way.

Your Committee has therefore authorised the Transport Officer to submit the necessary application to the Traffic Commissioners for approval to the alterations to the routing of the London Road service as outlined above for a trial period of 6 months, the matter to be the subject of review before the end of that period.

RECOMMENDED: That the action of your Committee on this matter be confirmed.

F G CHAPMAN



Chairman

THE MAIDSTONE BOROUGH COUNCIL

MINUTES OF THE MEETING OF THE MAIDSTONE

BOROUGH COUNCIL

HELD AT THE TOWN HALL MAIDSTONE

ON 25 JANUARY 1978

PRESENT: Councillor Marchesi (Deputy Mayor) in the Chair.  
Councillors Mrs Armytage, Mrs Ashton, Baker,  
Banks, Bartlett, Mrs Basham, Bedson, Bernard,  
Blackham, Bonner, Boyd-Howell, Mrs Braybrooks,  
Burnett, Chantler, F G Chapman, K A Chapman,  
Cochrane, Drakeford, Mrs Drury, Earnshaw, Ellwood,  
Emson, Flood, Graham, Green, Hall, Mrs Harris,  
Harvey, Mrs Haskett, Hindle, Hitchings, Hoadley,  
Kennard, Landells, Lewis, Mrs Mason, Milner, Morris,  
Nightingale, Playford, Rees, Savage, Sells, Short,  
Thom, Thompson, Tyler, Waite, Wells, Wood, Woods,  
and Mrs W V Wright.

1. THE WORSHIPFUL THE MAYOR

The Deputy Mayor reported that the Mayor had been admitted to hospital for observation. RESOLVED: that the best wishes of the Council for a speedy recovery be conveyed to the Mayor.

2. MINUTES

RESOLVED: that the minutes of the meeting of the Council held on 7 December 1977 be approved as a correct record.

3. TRANSPORTATION COMMITTEE

It was moved by Councillor F Chapman, seconded by Councillor Drakeford and RESOLVED that the Report of the Transportation Committee of 8 December 1977 be adopted.

4. HOUSING COMMITTEE

It was moved by Councillor Rees and seconded by Councillor Hoadley that, subject to the substitution of "30" for "13" in line 1 of Paragraph 2, the Report of the Housing Committee of 13 December 1977 be adopted.

Paragraph 1 - Local Housing Strategy

AMENDMENT moved by Councillor Flood and seconded by Councillor Lewis that recommendation (ii) be referred back to the Committee for further consideration.

AMENDMENT LOST

4. HOUSING COMMITTEE CONT'D

Paragraph 9 - Problems relating to residential caravans

AMENDMENT: Moved by Councillor Lewis and seconded by Councillor Wood that this matter be referred back to the Housing and Policy and Finance Committees for further consideration.

The Chairman of the Policy and Finance Committee gave an assurance that the matter would be considered by that Committee as soon as a Government decision had been taken on the Cripps recommendation relating to County quotas and capital grants.

AMENDMENT WITHDRAWN

RESOLVED: That the Report be adopted.

5. PLANNING COMMITTEE

It was moved by Councillor Playford, seconded by Councillor Earnshaw and RESOLVED: That the Report of the Planning Committee of 14 December 1977 be adopted.

6. HEALTH COMMITTEE

It was moved by Councillor Thompson, seconded by Councillor Mrs Basham and RESOLVED: That the Report of the Health Committee of 19 December 1977 be adopted.

7. GENERAL PURPOSES COMMITTEE

It was moved by Councillor Thom, seconded by Councillor Mrs Armytage and RESOLVED: That the Report of the General Purposes Committee of 20 December 1977 be adopted.

8. ARTS AND RECREATION COMMITTEE

It was moved by Councillor Hindle and seconded by Councillor Mrs Haskett that, subject to the substitution of "2 $\frac{1}{2}$ %" for "10%" in recommendation (ii) in Paragraph 5, the Report of the Arts and Recreation Committee of 21 December 1977 be adopted.

Paragraph 5 - Westborough Sports Centre - Vending Machines

AMENDMENT: Moved by Councillor Graham and seconded by Councillor Short that this paragraph be referred back to the Committee for further consideration.

AMENDMENT CARRIED

RESOLVED: That the Report as amended be adopted.

9. PLANNING COMMITTEE

It was moved by Councillor Playford, seconded by Councillor Waite and RESOLVED: That the Report of the Planning Committee of 4 January 1978 be adopted.

10. POLICY AND FINANCE COMMITTEE

It was moved by Councillor Bonner and seconded by Councillor F Chapman that the Report of the Policy and Finance Committee of 10 January 1978 be adopted.

Paragraph 2 - Housing Revenue Account Dwellings

AMENDMENT: Moved by Councillor Burnett and seconded by Councillor Milner that the recommendation on this paragraph be not adopted.

AMENDMENT LOST

Paragraph 5 - Concessionary Fares

AMENDMENT: Moved by Councillor K Chapman seconded by Councillor Banks that "7p" be substituted for "6p" in line 3 of recommendation (iii).

AMENDMENT LOST

AMENDMENT: Moved by Councillor Lewis and seconded by Councillor Flood that recommendations (ii) and (iii) be referred back to the Committee for further consideration.

AMENDMENT LOST

RESOLVED: That the Report be adopted.

11. SCHOOL MANAGERS AND GOVERNORS

Notice having been given in accordance with Standing Order No.5 Councillor Graham moved and Councillor Lewis seconded the following Motion:-

"That the Council:

- (a) reminds the General Purposes Committee that the Kent County Council's declared main criterion for appointment as a school manager should be that the person concerned would play a full part and have an effective contribution to make as a Manager/Governor.
- (b) regrets that the current policy of the General Purposes Committee appears to be, with unfair consequences for candidates who are not Conservatives, to place much greater emphasis upon the politics of the candidate than upon the main criterion recommended by the Kent County Council; and

11. SCHOOL MANAGERS AND GOVERNORS CONT'D

- (c) instructs the General Purposes Committee when filling casual vacancies to pay more regard to that criterion, and, while doing so, to try to correct the grossly unfair imbalance of party political representation that has developed as a result of that committee's recent appointments."

MOTION LOST

12. DURATION OF MEETING

6.30p.m. to 9.30p.m.

*Leo Roscoe*

MAYOR

THE MAIDSTONE BOROUGH COUNCIL

TRANSPORTATION COMMITTEE

7 FEBRUARY 1978

REPORT OF SECRETARY

TRAFFIC REGULATION PROPOSALS - RESULT OF PUBLIC NOTICE (Minute 3 (Paragraph 1) of 31 May 1977 and Minute 6 (3) of 13 September 1977)

Set out below is the result of public notice being given in respect of certain traffic regulation proposals approved by the Council.

(1) Mote Avenue, Willow Way and Greenside

A representation from residents in Mote Avenue submitted by Mr. R.J. Hampshire of 36 Mote Avenue and objections from Mr. I.W. Shorter of 46 Meadow Walk, Mr. C.B. Dawson of 44 Meadow Walk, Mr. E. Cruickshanks of 34 Meadow Walk, and the Police as set out in Appendix "A" and "C" to this report have been received in response to the public notice on the proposal to impose "no waiting" restrictions (subject to the usual exceptions) on the under-mentioned lengths of Mote Avenue, Willow Way and Greenside between the hours of 8 a.m. and 6.30 p.m. Monday to Saturday:-

Mote Avenue

North Side - whole length

South Side - (a) whole length

(b) around the north, south-east and south-west sides of the central traffic island adjacent to its junction with Greenside.

Willow Way

East Side - from its junction with the entrance to Mote Park in a southerly direction for a distance of 350'

West Side - from its junction with Mote Avenue to its junction with Meadow Walk.

Greenside

East Side - from its junction with Mote Avenue to its junction with Meadow Walk.

West Side - from its junction with Mote Avenue to a point opposite the southern boundary of 20 Greenside.



Mr. Hampshire (on behalf of the residents in Mote Avenue), Mr. Shorter, Mr. Dawson, Mr. Cruickshanks and the Police have been invited to attend before the Committee in support of their written representation/objections to these proposals.

(2) Mote Road and Square Hill Road

An objection has been received from the Police as set out in Appendix "C" to this Report in response to the public notice on the proposals to impose "no waiting" restrictions (subject to the usual exceptions) on the under-mentioned lengths of Mote Road and Square Hill Road between the hours of 8 a.m. and 6.30 p.m. Monday to Saturday:-

Mote Road

North Side - from its junction with Chancery Lane to its junction with Square Hill Road.

South Side - from its junction with Hastings Road to its junction with Mote Avenue.

Square Hill Road

West Side - from its junction with Mote Road to a point opposite the southern boundary of 54 Square Hill Road.

East Side - from its junction with Mote Avenue in a northerly direction for a distance of 84 feet.

The Police have been invited to attend before the Committee in support of their written objection to these proposals.

(3) Bower Lane, Newton Close and Evelyn Road

A representation from Mr. P.R. Holmes of 7 Upper Fant Road and objections from Mr. C.R. Pettitt of 4 Bower Lane and the Police as set out in Appendix "B" and "C" to this Report have been received, in response to the public notice on the proposals to impose "no waiting" restrictions (subject to the usual exceptions) on the under-mentioned lengths of Bower Lane and Newton Close as follows:-

(A) Full 24 hours every day of the week

Bower Lane

West Side - (a) from its junction with Tonbridge Road in a southerly direction for a distance of 119 feet.

- (b) from its junction with Upper Fant Road in a northerly direction for a distance of 70 feet.

East Side - (a) from its junction with Tonbridge Road in a southerly direction for a distance of 124 feet.

(b) from its junction with Bower Place in a northerly direction for a distance of 45 feet.

(B) Between the hours of 8 a.m. and 6.30 p.m. Monday to Friday

Bower Lane

West Side - from a point 119 feet south of its junction with Tonbridge Road to a point 70 feet north of its junction with Upper Fant Road.

East Side - from a point 124 feet south of its junction with Tonbridge Road to a point 45 feet north of its junction with Bower Place.

Newton Close

Both Sides - from its junction with Bower Lane in a westerly direction for a distance of 37 feet.

Mr. Holmes, Mr. Pettitt and the Police have been invited to attend before the Committee in support of their written representation/objections to these proposals.

However, no objections or representations have been received on the proposal to impose "no waiting" restrictions (subject to the usual exceptions) on the under-mentioned lengths of Evelyn Road between the hours of 8 a.m. and 6.30 p.m. Monday to Friday:-

Evelyn Close

North Side - from its junction with Bower Lane in a westerly direction for a distance of 15 feet.

South Side - from its junction with Bower Lane in a westerly direction for a distance of 16 feet.

(4) Upper Fant Road

An objection has been received from the Police as set out in Appendix "C" to this Report in response to the public notice on the proposal to impose "no waiting" restrictions (subject to the usual exceptions) on the north side of Upper Fant Road from its junction with Charlton Street to its junction with Hackney Road for the full 24 hours every day of the week.

The Police have been invited to attend before the Committee in support of their written objection to this proposal.

It will now be necessary for the Committee to decide, in accordance with the powers delegated to it by the Council, whether to proceed with the making of the necessary Order to bring the proposals outlined in paragraphs (1) - (4) above into effect on a date to be determined by the Secretary, as originally proposed by the Council, or not in the light of the representations and objections set out in Appendices "A", "B" and "C" to this Report and made orally at the meeting in relation to such proposals.

INSTRUCTIONS ARE REQUESTED

2. PRESERVATION OF GRASSED ROAD MARGINS (Minute 7 (3) of 8 December 1977)

In considering the Committee's recommendation that authority to apply the Council's bye-law for the preservation of grassed road margins should be delegated to the Technical Officer, the General Purposes Committee has requested that this Committee investigate the possibility of the bye-law for the preserva-

rural area.

The formal consent of the Kent County Council, as the highway authority to extend the bye-law to cover the whole of the Borough is not required, but the County Secretary has advised that the County Council should be consulted for its observations before a decision is ultimately taken by the Council to extend the effect of the bye-law.

INSTRUCTIONS ARE REQUESTED

3. LOCAL GOVERNMENT ACT 1972 - ABANDONED VEHICLES ON MOTORWAYS

By virtue of Section 186 of the Local Government Act 1972 and the and Disposal of Vehicles Regulations 1968 the powers contained in of the Civic Amenities Act 1967 and in the Road Traffic Regulation Act 1967 (as amended) for the removal of abandoned vehicles from roads is the responsibility of District Councils. Notwithstanding this it has been the practice of the County Council to arrange for the removal of vehicles which have become a traffic hazard as a result of having been abandoned on any motorway within the County.

At meetings in 1976 a joint working party, which included representative of the Kent Secretaries' Association and of the Kent Technical Officers' Association, recommended that the existing arrangement should continue. The County Council agrees that the present system should continue but wishes the position to be covered by an agreement between the County Council and the appropriate District Councils under Section 101 of the Local Government Act 1972. The County Solicitor suggests that an exchange of letters, rather than an Agreement under seal, would suffice.

RECOMMENDED: That the Secretary be authorised to inform the County Council that the Council agrees that its functions under the Civic Amenities Act 1967 and the Road Traffic Regulation Act 1967 (as amended) insofar as they relate to the removal of vehicles from the length of the M.20 falling within the Council's area may be discharged by the County Council.

4. IVY HOUSE FARM, SANDWAY, LENHAM - PROPOSED DIVERSION OF PART OF F.P. 419A

An Application has been received from the Owner of Ivy House Farm, Sandway, Lenham for the proposed diversion of a short length of F.P. 419A over land situated at Elmstone Hole Lane. The ground on which this application has been made is for securing the efficient use of the land crossed by the footpath.

The existing line of the part of the footpath in question cuts across a field and is not fenced or marked in any way. It is therefore proposed that the footpath should follow the hedge line around the edge of the field.

The Lenham Parish Council and the Statutory Undertakings have been consulted on this application for the proposed diversion of the part of the footpath in question, none of whom have any objections thereto. The consent of the County Council has also been obtained to the making of the necessary Diversion Order.

A plan of the existing route and the proposed diversion of this footpath will be available at the meeting.

RECOMMENDED: That an Order be made by the Council under the provisions of Section 111 of the Highways Act 1959 for the diversion of the length of F.P. 419A in question over land situated at Elmstone Hole Lane, Sandway, Lenham and that the Secretary be authorised to take all necessary statutory procedural steps in connection therewith.

5. SILVER JUBILEE COMMITTEE ON IMPROVING ACCESS FOR  
DISABLED PEOPLE

The General Purposes Committee has considered a letter and enclosures from the Chairman of the recently formed Silver Jubilee Committee on Improving Access for Disabled People which had been passed to the Mayor from the Chairman of the Kent County Council, concerning the harnessing of the goodwill created by the Silver Jubilee celebrations for the benefit of disabled people. A copy of the letter and its enclosures was sent to all Members of the Council with the papers for the meeting of the General Purposes Committee on 20 December 1977.

The General Purposes Committee has instructed me to make an informal approach to all organisations primarily concerned with the problems of disabled people in order to ascertain at first hand what difficulties are currently being experienced by the disabled, with a view to consideration being given to the possibility of certain improvements of a minor nature being carried out by the Council wherever possible.

In the meantime, the General Purposes Committee has requested that the attached list of suggestions for local initiatives which was enclosed with the letter from the Chairman of the Silver Jubilee Committee as set out in Appendix "D" to this report be referred to the various Service Committees and Groups concerned for comment. In connection with the financing of any proposed works of improvement, the General Purposes Committee resolved to ask the Policy and Finance Committee whether some of the money from the proposed local lottery could be utilised for this purpose and that Committee has referred the matter to the Lotteries Group for consideration.

The suggestions which appear to be of most concern to this Committee are those numbered 5 and 10. With regard to paragraph 5 members will appreciate that disabled drivers in Maidstone are probably better catered for in the facilities for parking than any other town. Not only are they allowed to park on the highway where there are waiting restrictions subject to any direction to the contrary by the Police and Traffic Wardens but they are also enabled to park within the pedestrian precinct up to 11.00 a.m. and after 5.30 p.m., i.e. when access to premises is permitted.

However, the Technical Officer has in conjunction with Councillors Rees and Graham given some thought to what further assistance might be given to the disabled motorist once he has left his car or indeed to the disabled pedestrian. The following comment from the Technical Officer has been submitted to the Planning Committee and its subject matter could also affect this Committee.

"I think that the concept of creating a zone for disabled people within the town centre is worthy of detailed investigation. Within such a zone measures would be taken to allow reasonable mobility for a variety of disabilities both within the highway and in access to shops and business premises.

The obvious area for consideration is one based upon Week Street, but could include parts of Earl Street, High Street, King Street and Market Buildings. It would not appear difficult to achieve good access between this zone and Stoneborough which already contains excellent facilities for disabled persons.

The creation of such a zone need not necessarily cost large sums of money, but by full involvement with the Disabled Persons' Societies and the business community a most worthwhile objective could be attained."

I understand from the Technical Officer that the main type of assistance which he has in mind is the additional ramping of kerbs and the provision of better access to shops within the suggested zone.

INSTRUCTIONS ARE REQUESTED

6. CONTROL OF HACKNEY CARRIAGES AND PRIVATE HIRE VEHICLES  
(Minute 4 (paragraph 4) of 8 December 1977)

At its meeting on 25 January 1978 the Council adopted the recommendation of the Committee that the Secretary be authorised to give public notice of the Council's intention at its meeting on 15 March 1978 to resolve to extend the existing hackney carriage legislation to the whole of the Borough and at the same time also to resolve to apply the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976, relating to the control and licensing of hackney carriages and private hire vehicles throughout the Borough.

In accordance with this decision I am in the process of giving such notice on both aspects of the matter. In the meantime it will be necessary to recommend the Council to pass the resolutions contained in the following recommendations.

RECOMMENDED: That the Committee recommends the Council to resolve to adopt the resolutions as set out in (1) and (2) below:-

(1)(i) That in pursuance of Section 180 of and Schedule 14 Part II to the Local Government Act 1972 Section 171 (4) of the Public Health Act 1875 shall apply throughout the area of the Borough of Maidstone.

(ii) That application be made to the Secretary of State for approval of the above resolution.

(2) That in pursuance of Section 45(2) of Part II to the Local

Government (Miscellaneous Provisions) Act 1976 the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976 shall come into force throughout the area of the Borough of Maidstone with effect from such date as the Secretary of State shall specify for extending the provisions of Section 171(4) of the Public Health Act 1875 throughout the Borough of Maidstone or if the Secretary of State should specify a date before Monday 17 April 1978 then with effect from Monday 17 April 1978.

7. COUNCIL OWNED PROPERTIES IN UNION STREET, MAIDSTONE

At its meeting on 22 December 1977 the Lands Group considered a report by the Estates Officer and Valuer on the feasibility and implications of offering for sale all the non-residential property owned by the Council in Union Street.

It was felt that in view of the covenants involved and the fact that Union Street is a secondary shopping area investors were unlikely to be interested in the purchase of these properties as ready made investments but that there was no reason why sales to existing tenants should not be feasible.

Apart from the financial aspects, the major implication of the sale of these properties would be the effect of such sales on any future development on the Wheeler Street and Brewer Street Car Parks. This would be particularly true of the sale of the Council owned properties 35 to 49 (inclusive) Union Street.

The Lands Group has therefore resolved that this Committee be asked to indicate to the Group its likely future plans for the car parking areas in Wheeler Street and Brewer Street with particular reference to the desirability of the sale by the Council of its properties 35, 41, 47, 49 and 71 Union Street and the store at the rear of 43, Union Street.

The Technical Officer comments as follows:-

"The Council's land holding in the Union Street, Wheeler Street, Brewer Street area is shown on the attached plan. The car park in Wheeler Street occupies an area of 1905m<sup>2</sup> and accommodates 84 cars. The car park in Brewer Street occupies 1760m<sup>2</sup> and accommodates 73 cars. The two car parks are separated by a footpath across a former burial ground, which is not in the Council's ownership.

The principle of a multi-storey car park being built on the Wheeler Street site has been accepted by the Council for several years and two years ago the Friends Meeting House was rebuilt in Union Street as a first stage of the development programme. The County Council's Transportation Study - Strategies Report defines the areas of the East Station and Mote Road as being in particular need of additional car parking provision.

Work currently being carried out to produce the Town Centre Local Plan will include consideration of the car parking problem and discuss various sites.

Both the Wheeler Street and Brewer Street car parks are, by themselves, relatively small when contemplating multi-storey car park construction, although in area the Wheeler Street site, including the former Friends Meeting House, compares favourably with the Medway Street car park (2339 sq. metres and 1276 sq. metres respectively). The King Street car park covers an area of approximately 1700 sq. metres. However, a very tall building would not be appropriate to the mainly residential area and consequently the number of floors and the number of car spaces could be limited.

Whilst it would be possible therefore to develop the Wheeler Street site as a multi-storey car park independent of other land, Members might wish to consider more comprehensive possibilities, e.g. the uniting of the two existing car parks by building over the burial ground land, or extending the development to incorporate a commercial development, possibly in combination with shops in Union Street.

I am sure Members will agree that considerably more information is required before decisions of this nature can be made. Without prejudicing anything the Local Plan will say, I suggest that at this stage only the principle of wishing to see a multi-storey car park being built on the Wheeler Street site can be re-affirmed. So far as the individual premises in Union Street, to which the Lands Group has referred, are concerned, only 35, Union Street appears to be the least likely to be affected by any future proposals. Some or all of the remainder possibly could be included in any redevelopment. In the short term, I suggest the Committee expresses a desire that no alterations be made to the existing land holding situation so that options may be preserved."

RECOMMENDED:

- (i) That the Lands Group be informed that pending the presentation and consideration of the Town Centre Local Plan and a further detailed appraisal of the area, it is not possible to produce firm plans, but that, at this stage, the Transportation Committee believes additional car parking is required in the area and that the Wheeler Street and Brewer Street car parks must be serious contenders as sites for a possible multi-storey construction.
- (ii) That the Lands Group be asked not to consider the sale of the properties at numbers 35, 41, the rear of 43, 47, 49 and 71 Union Street for the time being.



8. CONTROL OF HACKNEY CARRIAGES AND PRIVATE HIRE

- (1) Further to item 6 in this Report it will now be necessary for certain detailed decisions to be taken to enable the provisions of the 1976 Act to be operated by the Council.
- (2) The Council is entitled to impose a condition on a hackney carriage vehicle licence specifying the design or appearance of the hackney carriage. It is not suggested that any conditions of this nature be imposed but the Officers do recommend that a distinguishing mark in respect of which the Council also has power to impose conditions should be provided, particularly because of the town centre traffic proposals which allow hackney carriages where private cars are prohibited. It is therefore proposed that a suitable "Taxi" roof sign be required.
- (3) The Council may issue drivers' licences for hackney carriages or private hire vehicles for any period up to 3 years and operators' licences (private hire) for any period up to 5 years. It is suggested that all such licences be issued for 3 years.

The current practice is to make all licences whenever issued during the year expire on the following 31 March. This results in much administrative work at one time. To make all licences last for 3 years whenever granted will result not only in less renewals but also in spreading them to some extent at least throughout the year. There will however be an additional administrative task in keeping track of the expiry of all such licences.

- (4) The earliest date on which the provisions of the 1976 Act can be applied is 17 April. The existing hackney carriage vehicle and drivers' licences expire on 31 March 1978. It is suggested that the existing licences be renewed on a temporary basis to cover the interim period at no cost to the applicant and that the new licences incorporating new conditions be granted as soon as possible at the revised charges.
- (5) The maximum fees are:

	<u>Hackney Carriages</u>	<u>Private Hire</u>
Vehicle Licence	£25	£25
Operator's Licence	-	£25
Driver's Licence	Reasonable fee to recover costs of issue and administration may be remitted.	

Fees for Renewals and Reinspections are not specifically mentioned.

It is a matter for the Council to resolve that the proposed fees are sufficient to cover in whole or part the reasonable cost of inspection of both hackney carriage and private hire vehicles, the provision of hackney carriage stands and other administrative costs. It is suggested that the proposed fees, which are well within the prescribed maxima, are reasonable for these purposes.

- (6) Members will recall that in the Joint Report submitted to the Committee on 8 December 1977 reference was made to the concern of the hackney carriage proprietors in undertaking journeys when called by telephone because it was often uneconomic to undertake the journey at hackney carriage fares which only operate from the point where the hirer commences his journey. It was therefore suggested that a booking charge be introduced and a charge of 50p is recommended.



This is a variation of the charges but while still requiring advertising locally, it will not in future be necessary to obtain the confirmation of the Secretary of State. It is therefore suggested that steps be taken to implement this charge as soon as possible after the 1976 Act becomes effective in the Borough.

RECOMMENDED:

(i) Hackney Carriages - Roof Signs

That a condition be imposed on the granting of a hackney carriage vehicle licence that such vehicle shall be fitted with a clearly identifiable illuminated roof sign marked with the word "TAXI", subject in each case to such sign being approved by the Transport Officer.

(ii) Period of Licensing

That licences for both hackney carriages and private hire vehicles relating to operators and drivers be granted for the following periods:-

(a) Hackney Carriages

Drivers' Licences only - 3 years

(b) Private Hire

Operators' Licences - 3 years

Drivers' Licences - 3 years

(iii) Interim Licensing

That all existing hackney carriages drivers' and vehicle licences which expire on 31 March 1978 be renewed on the same conditions, at no cost to the applicant, for a limited period not exceeding three months or until such earlier date as new licences are granted under the provisions of the Town Police Clauses Act 1847 with respect to hackney carriages as extended to the whole of the Borough and the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976.

(iv) Cost of Licensing

(a) Hackney Carriages

That the following charges be made for the granting of both vehicle and drivers' licences:-

Vehicle Licence (including inspection and supervision) - £15 per vehicle.

Re-inspection - £7.50 per vehicle.

Drivers' Licence (issue and administration) - First Licence - £9  
Renewal - £1.50.

(b) Private Hire

That the following charges be made for the granting of operators', vehicles' and drivers' licences:-

Vehicle Licence (including inspection and supervision) - £15 per vehicle.

Re-inspection - £7.50.

Driver's Licence (issue and administration) - First Licence - £9  
Renewal - £1.50.

(v) Hackney Carriage Fares - Booking Charge

- (a) That if a hackney carriage journey is booked by telephone, a proprietor be permitted to make a fixed charge of 50p for such journey in addition to the fare scale for that journey, provided that the hirer is advised of such charge at the time of booking.
- (b) That the Secretary be authorised to take all action necessary to bring this recommendation into effect.

(vi) Effective Date of Operation

That the recommendations referred to in paragraphs (i), (ii), (iv) and (v) above be brought into effect on such date as the Secretary of State shall specify for extending the existing hackney carriage legislation to the whole of the Borough as from 17 April 1978 if this is later.

(vii) Amendment of Administrative Regulations - Terms of Reference

That the General Purposes Committee be recommended that paragraph 5 of the terms of reference of the Transportation Committee in the Administrative Regulations approved by the Council on 9 April 1975 (as amended) be deleted and the following substituted:-

- "(5) To be responsible for the control of hackney carriages and private hire vehicles, including the licensing of vehicles, operators and drivers."

(viii) Amendment of Administrative Regulations - Delegations to Secretary

That the General Purposes Committee be recommended that the delegations to the Secretary under the heading of the Transportation Committee numbered (2), (3), (4) and (5) in the Administrative Regulations approved by the Council on 9 April 1975 (as amended) be deleted and the following be substituted, and the existing paragraph (6) be re-numbered (9):-

- "(2) Subject to the Transport Officer being satisfied that the vehicles have passed the test for road worthiness and suitability, to renew annually (1 April to 31 March) existing hackney carriage licences operating within the area of the Borough of Maidstone.
- (3) Subject to the Transport Officer being satisfied that the vehicles have passed the test for road worthiness and suitability, to transfer hackney carriage licences for the remainder of the year for which they are current for vehicles operating within the area of the Borough of Maidstone provided that there has been no change of proprietor.

- (4) Subject to the Transport Officer being satisfied that the vehicles have passed the test for road worthiness and suitability, to grant or renew annually (after 1978 1 April to 31 March) private hire vehicle licences operating within the area of the Borough of Maidstone.
- (5) Subject to the Transport Officer being satisfied that the vehicles have passed the test for road worthiness and suitability, to transfer private hire vehicle licences operating within the area of the Borough of Maidstone provided that there has been no change of operator.
- (6) To grant or renew, for a period of three years, private hire operators' licences operating within the area of the Borough of Maidstone.
- (7) Subject to the Transport Officer being satisfied that new applicants for hackney carriage or private hire drivers' licences have:
- (a) passed the Council's driving and topography tests;
  - (b) not disclosed any previous convictions;
  - (c) held a full driving licence for at least one year; and
  - (d) where the Transport Officer considers it necessary, produced a certificate signed by a registered medical practitioner to the effect that the applicant is physically fit to be the driver of a hackney carriage or private hire vehicle, or submitted to examination by a registered medical practitioner selected by the Borough Council as to his physical fitness to be the driver of a hackney carriage or private hire vehicle;
- to grant driving licences for such new applicants.
- (8) Subject to the Transport Officer being satisfied that there are no new convictions, to renew for a further period of three years existing hackney carriage or private hire drivers' licences.

#### 9. SKATEBOARDING ON PUBLIC HIGHWAYS

Complaints have been received about the practice of children skateboarding on public highways in Maidstone mainly on footways in the town centre. This apparently was particularly noticeable during the Christmas school holiday period, but since then it has not been so evident. I have been advised by the Home Office that under existing legislation both the Police and local authorities have a legal remedy for this problem under powers contained in Acts of Parliament, though the question of enforcement is somewhat limited.

If the nuisance of skateboards cannot be remedied by general law it is possible for a local authority within its area to make a byelaw for good rule and government under Section 235 of the Local Government Act 1972, subject to confirmation by the Secretary of State, in the following terms:-

"No person shall on any public footway skate on rollers, wheels or other mechanical contrivances to the danger of other persons lawfully using the footway."

I understand that many authorities have already or are in the process of providing proper facilities in their areas for skateboarding. Members may consider that until such facilities are provided in Maidstone no formal action should be taken at the present time to prevent skateboarding on public footways, but that the matter be kept under review.

I have also ascertained from the County Road Safety Officer that an extensive publicity campaign has been mounted in the schools in Kent pointing out the dangers of skateboarding. Similar publicity has also been given by the Kent Police Road Safety Unit.

RECOMMENDED: That the Technical Officer be asked to keep the problem of skateboarding on public highways in Maidstone under observation and report further to the Committee if he considers that it is necessary for the Council to take formal action to overcome the nuisance.

2 February 1978

THE MAIDSTONE BOROUGH COUNCIL

REPORT OF TRANSPORTATION COMMITTEE

7 FEBRUARY 1978

PRESENT: Councillor F.G. Chapman (Chairman) and  
Councillors Mrs. Ashton, Baker, Bartlett,  
Burnett, Chantler, Drakeford, Mrs. Drury,  
Ellwood, Enfield, Hitchings, Landells, Milner,  
Savage, Short and Thomas.

1. IVY HOUSE FARM, SANDWAY, LENHAM - PROPOSED DIVERSION OF PART  
OF F.P. 419A

An application has been received from the owner of Ivy House Farm, Sandway, Lenham for the diversion of a short length of F.P. 419A over land situated at Elmstone Hole Lane forming part of this farm. The application has been made to enable the owner to secure the efficient use of the land crossed by the footpath as the existing line cuts across a field and is not fenced or marked in any way. It is proposed that the footpath should follow the hedge line around the edge of the field.

Your Committee is satisfied that the diversion of the short length of footpath in question would not cause undue inconvenience to the public. The Lenham Parish Council and the Statutory Undertakings have been consulted on the proposed diversion and have raised no objection. The consent of the County Council has also been obtained to the making of the necessary Diversion Order.

RECOMMENDED: That an Order be made by the Council under the provisions of Section 111 of the Highways Act 1959 for the diversion of the length of F.P. 419A in question over land situated at Elmstone Hole Lane, Sandway, Lenham and that the Secretary be authorised to take all necessary statutory procedural steps in connection therewith.

2. LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 - PART II - CONTROL  
OF HACKNEY CARRIAGES/PRIVATE HIRE VEHICLES

(1) Extension and Adoption of Legislation

At its meeting on 25 January 1978 the Council adopted the recommendation contained in paragraph 4 of your Committee's Report of 8 December 1977 that the Secretary be authorised to give public notice of the Council's intention at its meeting on 15 March 1978 to resolve to extend the existing hackney carriage legislation to the whole of the Borough and to resolve at the same time to apply the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976, relating to the control and licensing of hackney carriages and private hire vehicles throughout the Borough.

In accordance with this decision public notice has been given on both aspects of the matter and it is now necessary for the Council to pass

the necessary resolutions to comply with the provisions of Part II of the Act.

RECOMMENDED: That the Council resolve to adopt the resolutions as set out in (i) and (ii) below:-

- (i) (a) That in pursuance of Section 180 of and Schedule 14 Part II to the Local Government Act 1972 Section 171(4) of the Public Health Act 1875 shall apply throughout the area of the Borough of Maidstone.
- (b) That application be made to the Secretary of State for approval of the above resolution.
- (ii) That in pursuance of Section 45(2) of the Local Government (Miscellaneous Provisions) Act 1976, the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976 shall come into force throughout the area of the Borough of Maidstone with effect from such date as the Secretary of State shall specify for extending the provisions of Section 171(4) of the Public Health Act 1875 throughout the Borough of Maidstone or if the Secretary of State should specify a date before Monday 17 April 1978 then with effect from Monday 17 April 1978.

(2) Operational Arrangements

Subject to the adoption by the Council of the recommendation contained in paragraph (1) above, it will be necessary for certain detailed decisions to be taken to enable the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976 to be operated by the Council for the control of hackney carriages and private hire vehicles in relation to the licensing of vehicles, drivers and operators (private hire only).

In particular it is considered essential that the granting of a hackney carriage (but not a private hire) vehicle licence should be conditional upon such a vehicle being clearly identifiable by way of a distinguishing mark. This is mainly because hackney carriages will be exempt from the prohibition, contained in the proposed Town Centre Traffic Management Scheme, against vehicles proceeding in a west-bound direction in High Street between its junctions with Mill Street and Bishops Way.

In addition, the existing "Terms of Reference", of your Committee and "The Delegations to the Secretary" contained in the Administrative Regulations will need to be amended and appropriate recommendations have been made to the General Purposes Committee on this aspect of the matter.

RECOMMENDED:

(i) Hackney Carriages - Roof Signs

That a condition be imposed on the granting of a hackney carriage vehicle licence that such vehicle shall be fitted with a clearly identifiable illuminated roof sign marked with the word "TAXI", subject in each case to such sign being approved by the Transport Officer.

(ii) Period of Licensing

That licences for operators and drivers be granted for the following

periods:-

(a) Hackney Carriages

Drivers' Licences only - 3 years

(b) Private Hire

Operators' Licences - 3 years

Drivers' Licences - 3 years

(iii) Interim Licensing

That all existing hackney carriages drivers' and vehicle licences which expire on 31 March 1978 be renewed on the same conditions, at no cost to the applicant, for a limited period not exceeding three months or until such earlier date as new licences are granted under the provisions of the Town Police Clauses Act 1847 with respect to hackney carriages as extended to the whole of the Borough and the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976.

(iv) Charges for Licensing

(a) Hackney Carriages

That the following charges be made for the granting of both vehicle and drivers' licences:-

	<u>Existing Charge</u>	<u>Proposed Charge</u>
Vehicle Licence (including inspection and supervision)	£5.11. per vehicle	£15 per vehicle
- Re-inspection	£4.86 per vehicle	£7.50. per vehicle
Driver's Licence (test, issue and administration)		
- First	£5.65.	£9
- Renewal	25p	£1.50.

(b) Private Hire

That the following charges be made for the granting of operators', vehicles' and drivers' licences:-

Operator's Licence (including issue and administration) £1.50.

Vehicle Licence (including inspection and supervision) £15 per vehicle  
- Re-inspection £7.50.

Driver's Licence (test,  
issue and administration)

- First Licence

£9

- Renewal

£1.50

(v) Effective Date of Operation

That the recommendations referred to in paragraphs (i), (ii) and (iv) above, be brought into effect on such date as the Secretary of State shall specify for extending the existing hackney carriage legislation to the whole of the Borough or as from 17 April 1978 if this is later.

3. TRAFFIC REGULATION PROPOSALS - REVIEW AT FIXED INTERVALS

In accordance with the policy of the Council of reviewing problems of traffic regulation and parking throughout the urban nucleus at fixed intervals, your Committee has carried out a further review and set out below are details of the proposals on which it has decided to make recommendations.

(1) Union Street - Deletion of Certain Parking Meter Bays

When the improvements to the footway and carriageway were carried out in Union Street early in 1977, the Local Traders' Association suggested that certain parking meter bays should be deleted to enable goods vehicles to have better access to premises in the street for delivery purposes. This suggestion was adopted on an experimental basis by your Committee and the Technical Officer was instructed to keep the situation under observation.

Your Committee understands that this arrangement has worked reasonably well and it is now considered that the five parking meter bays at intervals along the north side of Union Street should be deleted permanently.

RECOMMENDED: That the five parking meter bays temporarily taken out of use on an experimental basis on the north side of Union Street be removed and that all reference thereto be deleted from The Borough of Maidstone (Consolidation of Traffic Regulation Orders) Order 1974 (as amended).

(2) Romney Place/Padsole Lane/Mote Road - Obstruction of Traffic Flows

Romney Place, Padsole Lane, and Mote Road are subject to "no waiting" restrictions between the hours of 8 a.m. and 6.30 p.m. Monday to Saturday. Now that the carriageway in Romney Place has been widened, traffic flows have increased and in addition both Romney Place and Padsole Lane are used as a bus route. The Technical Officer has drawn attention to the fact that people attending evening functions, such as bingo and the cinema, and also late night shoppers in the Stoneborough Centre, are now parking their cars on both sides of Romney Place thereby obstructing the free flow of through traffic. Your Committee considers that in order to overcome this problem the existing day-time only restrictions should be extended to a total prohibition of waiting on the north side of Romney Place and, to avoid the problem being then transferred to Padsole Lane and Mote Road, extended prohibition of waiting should be imposed in these two roads.

RECOMMENDED: That the existing "no waiting" restrictions between the hours of 8 a.m. and 6.30 p.m. Monday to Saturday be extended for the full 24 hours every



day of the week (subject to the usual exemptions) on the under-mentioned lengths of Romney Place, Padssole Lane and Mote Road:-

Romney Place

North Side - whole length

Padssole Lane

Both Sides - whole length

Mote Road

North Side from its junction with Lower Stone Street to its junction with Padssole Lane.

South Side - from its junction with Upper Stone Street to its junction with Kingsley Road.

(3) Well Road and Lower Boxley Road (Part) - Obstruction at Boxley Road Junction

At the present time parts of the south-west sides of Well Road and Lower Boxley Road form part of an official free on-street parking place and the Technical Officer has drawn attention to the fact that quite often, because of the on-street parking at this point, vehicles waiting to make a right-hand turn from Well Road into Boxley Road prevent other traffic proceeding straight on from Well Road into Lower Boxley Road.

In an endeavour to overcome this problem the County Surveyor has suggested that "no waiting" restrictions be imposed on the south-west sides of the lengths of Well Road and Lower Boxley Road in question, which he considers will remove the congestion at present experienced at the Boxley Road junction. Such action would require the on-street parking place to be extinguished and this will accord with the proposals of your Committee for an extension of the parking meter zone to an additional length of Well Road which is the subject of a further recommendation later in this Report.

RECOMMENDED:

- (i) That the whole of the official on-street parking place on the south-west side of Well Road and Lower Boxley Road be extinguished and that all reference thereto be deleted from The Borough of Maidstone (Consolidation of Traffic Regulation Orders) Order 1974 (as amended);
- (ii) That the existing "no waiting" restrictions between the hours of 8 a.m. and 6.30 p.m. Monday to Saturday on the south-west side of Well Road be extended to cover the whole length of this side of Well Road, and
- (iii) That the existing "no waiting" restrictions between the hours of 8 a.m. and 6.30 p.m. Monday to Saturday on the south-west side of Lower Boxley Road be extended from a point 109 feet south-east of the junction with Lower Boxley Road's north-east/south-west length to its junction with Well Road.

(4) Reculver Walk, Senacre Wood Estate - Cycling

The Police have requested that consideration be given to prohibiting cycling along Reculver Walk on the Senacre Wood Estate as they are of the opinion that due to the

width, type of surface and position, many people do not in fact realise that it is only a footway.

RECOMMENDED: That cycling be prohibited along the whole length of Reculver Walk on the Senacre Wood Estate.

(5) The Landway to Mynn Crescent, Thurnham - Footway Link - Cycling

A letter has been received from Councillor Mrs. Braybrooks expressing concern for the safety of pedestrians, particularly small children, because of the frequent use by cyclists of the footway link from The Landway to Birling Avenue, Thurnham. A similar complaint has also been received from a resident in Mynn Crescent in regard to the footway link from Birling Avenue to Mynn Crescent.

RECOMMENDED: That cycling be prohibited along the footway link from The Landway to Mynn Crescent, Thurnham.

(6) Victoria Street - Deletion of On-Street Parking Place

A request has been made on behalf of the Columbus First Housing Association for the extinguishment of the official free on-street parking place on the north side of Victoria Street, along the frontage of the recently constructed properties at 6 to 10 Birnam Square. The five properties in question have vehicular accesses on to Victoria Street which are now obstructed by the on-street parking place.

RECOMMENDED: That the two separate lengths of the official on-street parking place in question on the north side of Victoria Street be extinguished and that all reference thereto be deleted from The Borough of Maidstone (Consolidation of Traffic Regulation Orders) Order 1974 (as amended).

(7) Statutory Consultation

RECOMMENDED: That the Secretary be authorised to consult the national and local organisations concerned, together with the Kent County Council, the Police and the Thurnham Parish Council, where appropriate, on the intention of the Council to make the necessary Order, the effect of which would be to bring into effect all the proposals outlined in paragraphs (1) to (6) above.

PARKING METER ZONE - REVIEW

In accordance with the instructions of your Committee, the Technical Officer, in consultation with the County Surveyor; has carried out a review of the Parking Meter Zone in the town centre with a view to the following basic objectives being achieved:-

- (a) The existing Parking Meter Zone being extended where it is considered practicable to do so;
- (b) The adjustment and extension of existing parking meter places within the existing Parking Meter Zone; and
- (c) The present use of the 1p coin for the short term parking facilities of 6 minutes in the inner zone and 12 minutes in the outer zone being dispensed with, because of the serious difficulties being experienced as a result of the use of this coin.

In regard to paragraph (c) above the Technical Officer has advised that the meter heads cannot be adequately adjusted to cope with the 1p coin and therefore become jammed when a number are fed into the meter. As a result many of the meters are frequently out of order and require continual maintenance. Your Committee considers that a review of the existing Parking Meter Zone has highlighted some anomalies and possibilities for increasing the number of parking meter places in the town centre, particularly in relation to the road pattern as envisaged by the proposed Town Centre Traffic Management Scheme. However, the scope for extending the Parking Meter Zone is somewhat limited in view of the need, wherever possible, to avoid using residential streets because of the consequential difficulties created for residents.

RECOMMENDED:

- (i) (a) That the existing boundary of the Parking Meter Zone in Well Road be extended from a point 131 feet from its junction with County Road to a point 511 feet from that same junction and that within such length on the south-west side of Well Road 19 parking meter bays be provided (Outer Zone);

NOTE: This proposal does not affect the length of Well Road adjacent to the junction with Boxley Road and does not conflict with Paragraph 3(3) of this Report.

- (b) That 4 parking meter bays be provided in the lay-by on the south-west side of Mill Street (adjacent to the Old Palace) extending from a point 304 feet from its junction with Old College Horseway for a distance of 80 feet (Inner Zone);
- (c) That 8 parking meter bays be provided on the west side of Waterside extending from a point 139 feet north of the extended building line of Cook Lubbock House for a distance of 160 feet (Inner Zone) and that the three existing parking meter bays on the east side of Waterside be removed and that all reference thereto be deleted from The Borough of Maidstone (Consolidation of Traffic Regulation Orders) Order 1974 (as amended);
- (d) That 5 parking meter bays be provided on the south-east side of High Street extending from a point 118 feet south-west of its junction with Gabriel's Hill for a distance of 40 feet (Inner Zone), and that the manner of parking be at an angle of 90° to the edge of the carriageway;
- (e) That 5 parking meter bays be provided on the east side of Mill Street extending from a point 133 feet from its junction with Bank Street for a distance of 100 feet (Inner Zone).
- (ii) That the facility to use a 1p coin in the parking meters for both the Inner and Outer Zones providing for a minimum period of parking of 6 minutes and 12 minutes respectively be dispensed with and that all reference thereto be deleted from The Borough of Maidstone (Consolidation of Traffic Regulation Orders) Order 1974 (as amended).
- (iii) That the Secretary be authorised to consult the national and local organisations concerned, together with the Kent County Council and the Police, on the intention of the Council to make the necessary Order, the effect of which would be to bring into effect all the proposals outlined in recommendations (i) and (ii) above.
- (iv) That, subject to the Council adopting recommendation (ii) above and proceeding with

the amendment to the Consolidation Order after the completion of the statutory procedure, the Technical Officer be authorised to place an order with Fisher Karpark Limited for the necessary conversion of the parking meter heads.

5. CAR PARKING OPERATION - CONVERSION TO "PAY AND DISPLAY" SYSTEM

In accordance with the policy adopted by the Council that all paid surface car parks should ultimately be converted to the "pay and display" system to help reduce the deficit on car parking provision generally, the possible extension of this system has been further examined. Your Committee considers that it is now opportune for the remaining two paid surface car parks at Waterside (Riverside main) and (Perseverance Site) to be converted to the "pay and display" system, such car parks to remain within the Inner Zone. In this connection a sum of £4,500 has been included in the estimates for 1978/79 for the conversion of these two car parks to this system of control. Your Committee does not intend to implement this proposal until suitable arrangements have been made for the existing staff employed at these car parks.

In addition, your Committee has been advised that in connection with the proposed extension of Stage IIA of the Inner Ring Road to the junction of St. Faith's Street, the existing strip car park on the west side of Waterside will be required for highway purposes and negotiations are taking place at the present time for its conveyance to the County Council for this purpose. It is therefore considered appropriate for this car park to be now formally deleted from the Off-Street Parking Places Order.

RECOMMENDED:

- (i) That the Waterside (Riverside main) and (Perseverance Site) car parks be converted to the "Pay and Display" system, such car parks to remain within the Inner Zone;
- (ii) That in view of its requirement for highway purposes, all reference to the strip car park on the west side of Waterside be deleted from the Off-Street Parking Places Order;
- (iii) That the Secretary be authorised to consult the local and national organisations concerned, together with the Kent County Council and the Police on the proposals outlined in recommendations (i) and (ii) above;
- (iv) That in the event of no objections or representations being received as a result of the consultations referred to in recommendation (iii) above, the Secretary be authorised to:-
  - (a) Give public notice pursuant to the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1969 (as amended) to bring the proposals into effect;
  - (b) Invite any member of the public who objects or makes a representation on the proposals to attend before your Committee in support of their written objection or representation.
- (v) That all the powers of the Council be delegated to your Committee:-
  - (a) To consider any objections or representations that may be received as a result of the consultations referred to in recommendation (iii) and to make, if possible, any minor modifications to the proposals arising therefrom;

- (b) In the event of objections or representations being received as a result of consultations referred to in recommendation (iii) above, following consideration of such objections or representations, to authorise the Secretary to give public notice as referred to in recommendation (iv)(a) above;
- (c) To hear any objection or representation which may be received as a result of public notice being given and make, if possible, any minor modifications to the proposals arising therefrom; and
- (d) To resolve to make the necessary Order to amend The Maidstone (Off-Street Parking Places) Order 1962 (as amended) on a date to be determined by the Secretary.



F.G. CHAPMAN

Chairman

THE MAIDSTONE BOROUGH COUNCIL

MINUTES OF THE MEETING OF THE MAIDSTONE BOROUGH COUNCIL

HELD AT THE TOWN HALL MAIDSTONE

ON 15 MARCH 1978

PRESENT: Councillor Mrs Roscow (Mayor),  
Councillor Marchesi (Deputy Mayor),  
Councillors Mrs Armytage, Mrs Ashton,  
Baker, Banks, Mrs Basham, Bedson, Blackham,  
Bonner, Boyd-Howell, Mrs Braybrooks, Chantler,  
F G Chapman, K A Chapman, Drakeford, Mrs S Drury,  
Earnshaw, Ellwood, Emson, Enfield, Fairbank,  
Flood, Graham, Green, Mrs Harris, Harvey,  
Mrs Haskett, Hindle, Hitchings, Hoadley,  
Mrs Mason, Milner, Morris, Playford, Rees,  
Savage, Sells, Short, Thom, Thomas, Thompson,  
Tyler, Wells, Wood, Woods and Mrs Wright.

1. WELCOME

Councillor Bonner expressed pleasure on behalf of the Members at the return of the Mayor to Council business following her illness and hoped that her progress towards full recovery would be sustained.

2. MINUTES

RESOLVED: that the Minutes of the meeting of the Council held on 25 January 1978 be approved as a correct record.

3. HOUSING COMMITTEE

It was moved by Councillor Rees, seconded by Councillor Hoadley and RESOLVED that the Report of the Housing Committee of 31 January 1978 be adopted.

4. PLANNING COMMITTEE

It was moved by Councillor Playford, seconded by Councillor Bedson and RESOLVED that the Report of the Planning Committee of 1 February 1978 be adopted.

5. HEALTH COMMITTEE

It was moved by Councillor Thompson and seconded by Councillor Mrs Basham that the Report of the Health Committee of 6 February 1978 be adopted, subject to the addition of the names of Councillors Ellwood, Hoadley and Landells to the list of members in attendance at that meeting.

HEALTH COMMITTEE Cont'd.

Paragraph 2 - Revision of Cemetery and Crematorium Charges

AMENDMENT moved by Councillor Graham and seconded by Councillor Flood that the charge for the interment of the body of a child between the ages of 12 and 16 be limited to £16.

AMENDMENT LOST

RESOLVED: That the Report as amended be adopted.

6. TRANSPORTATION COMMITTEE

It was moved by Councillor F Chapman, seconded by Councillor Drakeford and RESOLVED that the Report of the Transportation Committee of 7 February 1978 be adopted.

7. ARTS AND RECREATION COMMITTEE

It was moved by Councillor Hindle, seconded by Councillor Mrs Haskett and RESOLVED that the Report of the Arts and Recreation Committee of 8 February 1978 be adopted.

8. GENERAL PURPOSES COMMITTEE

It was moved by Councillor Thom, seconded by Councillor Boyd-Howell and RESOLVED that the Report of the General Purposes Committee of 15 February 1978 be adopted.

9. POLICY AND FINANCE COMMITTEE

It was moved by Councillor Bonner and seconded by Councillor F Chapman that the Report of the Policy and Finance Committee of 28 February 1978 be adopted, together with the detailed estimates and Summary of Net Rate Requirements as a result of appropriation from balances as circulated at the meeting (copies of which Estimates and Summary are inserted in the Minute Book and form part of these Minutes)

Paragraph 6 - Personnel Group Minutes

AMENDMENT moved by Councillor Graham and seconded by Councillor Banks that the name of Councillor Graham be added to the Group of Members to review the establishment of the Chief Executive's Department.

Councillor Bonner indicated that he would be prepared to discuss the matter with the other Group Leaders at their next meeting.

AMENDMENT WITHDRAWN

RESOLVED: That the Report, detailed Estimates and Summary of Net Rate Requirements be adopted.

10. ARTS AND RECREATION COMMITTEE

It was moved by Councillor Hindle, seconded by Councillor Mrs Hasket and RESOLVED (a) that the annexed Report of the Arts and Recreation Committee of 15 March 1978 be received; (b) that the proposed increase in charges for the Mote Swimming Baths from 1 April 1978 accepted by the Council at its meeting on 25 January 1978 be formally approved subject to the charge for Old Age Pensioners remaining at 12p.

11. DURATION OF MEETING

6.30p.m. to 7.40p.m.

*L. G. Rowan*  
MAYOR



THE MAIDSTONE BOROUGH COUNCIL

TRANSPORTATION COMMITTEE

29 MARCH 1978

SUPPLEMENTAL REPORT OF SECRETARY

6. HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES

At the meeting of the Council on 15 March 1978 the recommendation of this Committee was adopted to bring into force throughout the area of the Borough the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976. The date on which such provisions were to become effective was from the date to be specified by the Secretary of State to extend the existing hackney carriage legislation to the whole of the Borough or from Monday, 17 April 1978 if that date were later.

The intention of the selection of the dates set out above was to extend the existing hackney carriage legislation and introduce the new legislation from the same date. The Home Office has, however, suggested that there might be a procedural defect in acting in this way since the resolution of the Council on 15 March 1978 purporting to apply the new legislation to the whole Borough was passed at a time when the Secretary of State had not yet extended the existing hackney carriage legislation to the whole Borough. It is possible that by virtue of the wording of Section 45 of the Local Government (Miscellaneous Provisions) Act 1976 the Council could be considered to be acting beyond its powers by following this course. Since it is most important to avoid any possibility of it being suggested that the action taken by the Council in applying the new legislation is not completely in accordance with the provisions of the new Act, I regret to report that it is necessary for a further resolution to be passed. This will also involve giving further public notice in the local newspaper and notifying the parishes of the Council's intention to pass a new resolution.

The Secretary of State has indicated that he intends to extend the existing hackney carriage legislation in Maidstone with effect from 17 April 1978. This means that it will be possible for the Council to pass the appropriate resolution at its next meeting on Thursday, 27 April as there will just be time to give the requisite notices prior to that meeting.

Section 45 of the 1976 Act requires at least a month to pass from the date of the resolution until the date on which the provisions of the 1976 Act come into force. It is therefore suggested that the resolution should propose that the provisions come into force on Monday, 5 June. This is some seven weeks later than was originally proposed. However, I understand from the Transport Officer that, in fact, it might have been difficult to implement the provisions on 17 April as originally proposed in respect of the private hire vehicles due to delay in delivery of the appropriate vehicle licensing plates.

In addition to amending the operative resolution to bring the Act into force, it is also necessary to amend the resolution to bring the Act into

RECOMMENDED:

- (i) That the decisions taken under paragraphs 2(1)(ii) and 2(2)(v) of the Report of the Transportation Committee of 7 February 1978, approved by the Council at its meeting on 15 March 1978, be rescinded.
- (ii) That in pursuance of Section 45(2) of the Local Government (Miscellaneous Provisions) Act 1976 the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976 shall come into force throughout the area of the Borough of Maidstone with effect from Monday, 5 June 1978.
- (iii) That the recommendations referred to in paragraphs 2(2)(i), (ii) and (iv) of the Report of the Transportation Committee of 7 February 1978, approved by the Council at its meeting on 15 March 1978, be brought into effect on Monday, 5 June 1978.

THE MAIDSTONE BOROUGH COUNCIL

REPORT OF TRANSPORTATION COMMITTEE

29 MARCH 1978

PRESENT: Councillor F G Chapman (Chairman) and  
Councillors Baker, Bartlett, Burnett, Chantler,  
Mrs. Drury, Ellwood, Enfield, Hitchings, Landells,  
Milner, Savage, Short and Thomas

1. GENERAL IMPROVEMENT AREA NO. 1 - PROPOSED ENVIRONMENTAL  
IMPROVEMENTS

In order to finalise the proposals for environmental improvements under the General Improvement Area No. 1, a Group of Members of the Housing Committee, acting in accordance with delegated powers, has asked the Estates Officer and Valuer to expedite the disposal of the site of Grist's Warehouse and adjoining land. Such disposal is to be subject to the retention of land for the proposed footpath link between Hedley Street and Wheeler Street and for the children's play area, both of which, it is hoped, will be constructed as soon as the land position has been resolved.

In connection therewith it has been recommended to your Committee that the appropriate steps be taken to:-

- (a) Re-route the Hatherall Road bus service from Foley Street/Hedley Street to Wheeler Street; and
- (b) Close the Wheeler Street/St. Luke's Road junction.

as soon as possible after the proposed footpath link between Hedley Street and Wheeler Street has been completed.

In regard to recommendation (b) above, the Technical Officer considers that the closure of the Wheeler Street/St. Luke's Road junction should be achieved by actually stopping-up the junction as part of the existing highway. This form of closure would be environmentally more in keeping generally with objects of the General Improvement Area. The alternative course of action would be for the Council to make a traffic regulation Order prohibiting any vehicle from entering Wheeler Street from St. Luke's Road or vice versa, but this may be difficult to enforce unless some form of barrier e.g. bollards is erected.

Your Committee agrees with the course of action suggested by the Technical Officer, which will necessitate an application being made to the Magistrates Court under the provisions of Section 108 of the Highways Act 1959 for a Stopping-Up Order in respect of the part of the highway of this junction in question. However, under the provisions of the Highway Agency Agreement with the Kent County Council only that Council has the power to make such an application to the Magistrates Court.

RECOMMENDED: That arrangements be made now to implement both the proposed re-routing of the bus service and road closure as soon as possible after the proposed footpath link between Hedley Street and Wheeler Street has been completed and for this purpose:-

- (i) The Transport Officer be authorised to submit the necessary application to the Traffic Commissioners for approval to re-route the Hatherall Road bus service from Foley Street/Hedley Street to Wheeler Street; and
- (ii) The Kent County Council be requested to make an application to the Magistrates Court under the provisions of Section 108 of the Highways Act 1959 for the making of an Order to stop-up that part of the highway forming the junction of Wheeler Street and St. Luke's Road.

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 - PART II -  
CONTROL OF HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES

At its meeting on 15 March 1978 the Council adopted the recommendation contained in paragraph 2 (1) of your Committee's Report of 7 February 1978 to bring into force throughout the area of the Borough the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976 relating to the control and licensing of hackney carriage and private hire vehicles. The date on which such provisions were to become effective was from the date to be specified by the Secretary of State to extend the existing hackney carriage legislation to the whole of the Borough or from Monday, 17 April 1978 if that date were later. The intention of the selection of the dates set out above was to extend the existing hackney carriage legislation and introduce the new legislation from the same date. The Home Office has, however, suggested that there might be a procedural defect in acting in this way since the resolution of the Council on 15 March 1978 purporting to apply the new legislation to the whole of the Borough was passed at a time when the Secretary of State had not yet extended the existing hackney carriage legislation to the whole of the Borough so that it only applied to the area of the former Borough. It is therefore possible that by virtue of the wording of Section 45 of the Local Government (Miscellaneous Provisions) Act 1976 the Council could be considered to be acting beyond its powers at that time by seeking to apply that Act to the whole of the Borough.

Your Committee has been advised by the Secretary that since it is most important to avoid any possibility of it being suggested that the action taken by the Council in applying the new legislation is not completely in accordance with the provisions of the 1976 Act, it will be necessary for a new resolution to be passed. This also involves giving further public notice and notifying the Parish Councils/Meetings of the Council's intention to pass a new resolution.

The Secretary of State has indicated that he intends to extend the existing hackney carriage legislation in Maidstone with effect from 17 April 1978. This means that it is possible for the Council to pass the new resolution on 27 April 1978, allowing time for the requisite public notices to be given prior to that meeting which your Committee has authorised the Secretary to do.

In addition to amending the operative resolution to bring Part II of the 1976 Act into force, it will also be necessary to amend the resolution of the Council relating to the effective date of operation in respect of the individual new measures to be introduced.

RECOMMENDED:

- (i) That the decision taken under paragraphs 2 (1) (ii) and 2 (2) (v) of your Committee's Report of 7 February 1978, adopted by the Council at its meeting on 15 March 1978, be rescinded;
- (ii) That in pursuance of Section 45 (2) of the Local Government (Miscellaneous Provisions) Act 1976 the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976 shall come into force throughout the area of the Borough of Maidstone with effect from Monday, 5 June 1978; and
- (iii) That the recommendations referred to in paragraphs 2 (2) (i), (ii) and (iv) of your Committee's Report of 7 February 1978, adopted by the Council at its meeting on 15 March 1978, be brought into effect on Monday, 5 June 1978.

3. SCOTT STREET, MAIDSTONE - PARKING PROBLEMS

Complaints have been received from local residents in regard to the problem of vehicles parking in part of Scott Street, formerly known as Cambridge Square. As a result of a site meeting, your Committee came to the conclusion that the indiscriminate parking taking place in the centre of the "square" at certain times, undoubtedly caused a serious obstruction to traffic flows. A scheme was therefore prepared by the Technical Officer and approved by the County Surveyor which has been designed to improve and regulate the flow of traffic through the "square" in Scott Street and at the same time overcome the problem of parking. The County Surveyor was able to provide funds to enable work on the scheme to be started and it should be completed by the end of March.

Your Committee has been advised by the Technical Officer that in order to regulate the new improved lay out of this part of Scott Street it has been necessary to extinguish the existing on-street parking place on the east side of the "square" and to authorise its re-siting in a new position parallel with the kerb line on the north side of Hope Street. At the same time it is also considered desirable for the existing "no waiting" restrictions in Scott Street to be extended to cover the new kerb line in the "square" to avoid any obstruction of traffic flows along the realigned traffic lane.

RECOMMENDED:

- (i) That the original official on-street parking place on the east side of Scott Street be formally deleted from The Borough of Maidstone (Consolidation of Traffic Regulation Orders) Order 1974 (as amended);
- (ii) That the alternative official on-street parking place be formally designated, providing for 7 car spaces, on the north side of Hope Street, commencing at a point 6 feet west of the building line of 1A Hope Street extending in a westerly direction for a distance of 42 feet;
- (iii) That "no waiting" restrictions be imposed on the south-east side of Scott Street from its junction with Randall Street to its junction with Hope Street for the full 24 hours every day of the week;
- (iv) That "no waiting" restrictions be imposed on the south side of Hope Street from the western boundary of 1 Hope Street in an easterly direction for a

distance of 115 feet for the full 24 hours every day of the week;

- (v) That "no waiting" restrictions be imposed on the north side of Hope Street from its junction with Scott Street to the western boundary of the official on-street car park referred to in (ii) above, and thence from the eastern boundary of such car park in an easterly direction for a distance of 45 feet for the full 24 hours every day of the week; and
- (vi) That the Secretary be authorised to consult the national and local organisations concerned, together with the Kent County Council and the Police, on the intention of the Council to make the necessary Order, the effect of which would be to bring into effect the proposals outlined in recommendations (i) to (v) above.

TOWN CENTRE TRAFFIC MANAGEMENT SCHEME - RE-SITING OF HACKNEY CARRIAGE STANDS

In conjunction with the Town Centre Traffic Management Scheme it will be necessary for the Council to re-site the two hackney carriage stands outside 95 High Street and the one stand adjacent to the Town Hall to a position in the centre of High Street alongside the six existing stands, adjacent to the Queens Monument.

RECOMMENDED: That the Secretary be authorised to give public notice of the Council's intention to re-locate the two hackney carriage stands outside 95 High Street and the one stand outside the Town Hall to a position alongside and to the west of the six existing hackney carriage stands in the centre of High Street in accordance with the provisions of Section 63 of the Local Government (Miscellaneous Provisions) Act 1976.

ARMSTRONG ROAD AREA - BUS SERVICE - DIVERSION OF CERTAIN JOURNEYS

During the daytime on Mondays to Fridays, the Armstrong Road areas at present served by the Westmorland Road service every 30 minutes. Your Committee has been advised by the Transport Officer that since the introduction of the revised timetables on 16 January 1978, operating experience has shown that additional journeys are needed to serve this area at certain times to meet traffic requirements, which he considers would provide an improved frequency of service for residents in the new development in the Forest Hill area at the southern end of Postley Road.

It is considered that the improved frequency can be achieved by diverting certain journeys on the Senacre Wood to High Street service. Your Committee has therefore authorised the Transport Officer to submit the necessary application to the Traffic Commissioners for approval to divert the following journeys on this service, Mondays to Fridays, to operate via Armstrong Road:-

0821, 0921, 1021, 1451 and 1521

RECOMMENDED: That the action of your Committee in this matter be approved.

HIRE OF VANS

It is the current policy to hire the Council's marginal requirements for vehicles from various rental firms. This practice avoids the necessity of having vehicles in the fleet which are only used on odd occasions.

Your Committee has now been advised by the Transport Officer that vans owned by

C.G. Williams Limited, which operates a local newspaper wholesale distribution network, are not in use during the Council's normal working day and the Company has offered them for hire by the Council on an advantageous basis. Your Committee considers that, provided such an arrangement can be on the basis of a firm contract, it would be to the financial advantage of the Council to hire vans from the Company and thereby curtail the need to hire vehicles from other organisations and, indeed, reduce its own fleet.

RECOMMENDED: That the offer of C.G. Williams Limited to hire vans to the Council, be accepted and, in connection therewith, the Secretary be authorised to enter into a suitable agreement with the Company providing for the vehicles to be available to the Council during the specific hours when they will not be required by the Company.

7. GOODS VEHICLE OPERATOR'S LICENCE - OPERATING CENTRE

It has come to the attention of your Committee that 83 St. Luke's Road, Maidstone is apparently being used as a goods vehicle operating centre without authority. Though the Operator concerned holds a goods vehicle licence he has not notified the Licensing Authority for the South Eastern Traffic Area of the change of circumstances under such licence in regard to the new address at 83 St. Luke's Road.

A representation has been made to the Licensing Authority on behalf of the Council on this matter, as a result of which the Licensing Authority has approached the Operator concerned drawing his attention to the fact that as the new address is in a residential area, it appears unsuitable as a base for goods vehicles, but despite a reminder, no reply to this approach has been received. In the circumstances the Licensing Authority is prepared to clarify the position at a Public Inquiry. This action, however, is dependent on a representative from the Council being able to attend the Inquiry and to give evidence that the new operating address is in use and is unsuitable for this purpose.

Your Committee has accordingly authorised the Secretary to pursue the representation made to the Licensing Authority on behalf of the Council at the Public Inquiry and to give such evidence and call such witnesses as may be necessary.

RECOMMENDED: That the action of your Committee in this matter be approved.

  
F G CHAPMAN

Chairman

THE MAIDSTONE BOROUGH COUNCIL

MINUTES OF THE MEETING OF THE MAIDSTONE BOROUGH COUNCIL

HELD AT THE TOWN HALL MAIDSTONE

ON 27 APRIL 1978

PRESENT: Councillor Mrs Roscow (Mayor)  
Councillor Marchesi (Deputy Mayor)  
Councillors Mrs Ashton, Banks, Bartlett,  
Mrs Basham, Bedson, Blackham, Bonner,  
Boyd-Howell, Mrs Braybrooks, Burnett,  
Chantler, F G Chapman, Drakeford, Mrs Drury,  
Earnshaw, Ellwood, Enfield, Fairbank, Flood,  
Graham, Mrs Graham, Green, Hall, Mrs Harris,  
Harvey, Mrs Haskett, Hindle, Hitchings,  
Hoadley, Kennard, Landells, Lewis, Mrs Mason,  
Milner, Morris, Nightingale, Playford, Sells,  
Thom, Thomas, Thompson, Wood, Woods, Woollven  
and Mrs Wright.

1. MINUTES

RESOLVED: That the Minutes of the meeting of the Council held on 15 March 1978 be approved as a correct record.

2. WELCOME

The Mayor welcomed the newly elected Members, Councillors Mrs R E Graham and Councillor K C Woollven.

3. HOUSING COMMITTEE

It was moved by Councillor Hoadley, seconded by Councillor Mrs Haskett and RESOLVED that the Report of the Housing Committee of 21 March 1978 be adopted.

4. HEALTH COMMITTEE

It was moved by Councillor Thompson, seconded by Councillor Mrs Basham and RESOLVED that the Report of the Health Committee of 28 March 1978 be adopted.

5. TRANSPORTATION COMMITTEE

It was moved by Councillor Chapman and seconded by Councillor Bartlett that the Report of the Transportation Committee of 29 March 1978 be adopted.

Paragraph 4 - Town Centre Traffic Management Scheme - Re-siting of Hackney Carriage Stands

AMENDMENT moved by Councillor Enfield and seconded by Councillor Graham:-

(a) That paragraph 4 be referred back to the Committee for further consideration;



TRANSPORTATION COMMITTEE Cont'd.

Paragraph 4 - Town Centre Traffic Management Scheme - Re-Siting of Hackney Carriage Stands

- (b) That all the powers of the Council as to the retention, deletion or relocation of the existing hackney carriage stands in the High Street be delegated to the Transportation Committee; and
- (c) That all the powers of the Council as to the amendment of the existing proposals and the formulation of new proposals for the relocation of the existing parking meter place and the extent of meter bays in the High Street be delegated to the Transportation Committee.

AMENDMENT CARRIED

RESOLVED: That the Report as amended be adopted.

(Councillor Sells declared an interest in Paragraph 6 (Hire of Vans) and the Technical Officer declared an interest in Paragraph 7 (Goods Vehicles Operators Licence - Operating Centre) and both were invited to remain during the consideration of these items).

6. ARTS AND RECREATION COMMITTEE

It was moved by Councillor Hindle, seconded by Councillor Mrs Haskett and RESOLVED that the Report of the Arts and Recreation Committee of 30 March 1978 be adopted.

7. GENERAL PURPOSES COMMITTEE

It was moved by Councillor Thom, seconded by Councillor Bedson and RESOLVED that the Report of the General Purposes Committee of 5 April 1978 be adopted.

8. PLANNING COMMITTEE

It was moved by Councillor Playford seconded by Councillor Bedson and RESOLVED that the Report of the Planning Committee of 12 April 1978 be adopted.

9. POLICY AND FINANCE COMMITTEE

It was moved by Councillor Bonner and seconded by Councillor F G Chapman that the Report of the Policy and Finance Committee of 18 April 1978 be adopted.

Paragraph 3 - Bridge Wharf Site

AMENDMENT moved by Councillor Burnett and seconded by the Deputy Mayor that the words "your Committee be given delegated" be deleted from Recommendation (iii) and the following words be added at the end of that Recommendation "be referred to this Council"

AMENDMENT LOST

RESOLVED: That the Report be adopted

10.


ELECTION OF COUNCILLORS

The Chief Executive formally reported the election to the office of Councillor of Mr Keith Clement Woollven (No.2 Ward) and Mrs Rosemary Elena Graham (No.4 Ward) on 6 April 1978. The newly elected Members had made their Declarations of Acceptance of Office.

11.

DURATION OF MEETING

6.30p.m. to 7.45p.m.

  
MAYOR.