

# AGENDA

## MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 21 October 2009

Time: 5.00 pm

Venue: Town Hall, High Street,  
Maidstone

Membership:

Councillors Carter, Chell, Chittenden, Cooke,  
Daley, English, Hinder, Hotson,  
Marchant, Parr, Mrs Parvin, Robertson,  
Ross, Sherreard, Mrs Stockell, Whittle,  
Wilson and J.A. Wilson (Chairman)

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1. Apologies for Absence
2. Notification of Substitute Members
3. Notification of Visiting Members
4. Disclosures by Members and Officers

**Continued Over/:**

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**Issued on 14 October 2009**

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact JANET BARNES on 01622 602242**. To find out more about the work of the Committee, please visit [www.digitalmaidstone.co.uk](http://www.digitalmaidstone.co.uk)

**David Petford, Chief Executive, Maidstone Borough Council,  
Maidstone House, King Street, Maidstone, Kent ME15 6JQ**

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8.	Oral Report of the Head of Transport and Development - Update on Petitions submitted to Kent Highway Services	
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#### Registering for Public Speaking

In order to book a slot to speak at this meeting of the Joint Transportation Board please contact Janet Barnes on 01622 602242 by 3.30pm on the day of the meeting. You will also need to inform us of the topic you wish to speak on. Please note that slots will be allocated on a first come, first served basis up to a maximum of ten speakers.

## **MAIDSTONE BOROUGH COUNCIL**

### **MAIDSTONE JOINT TRANSPORTATION BOARD**

#### **MINUTES OF THE MEETING HELD ON** **WEDNESDAY 29 JULY 2009**

#### **PRESENT:**

#### **Maidstone Borough Council**

**Councillors J.A. Wilson (Chairman) and  
English, Marchant, Parr, Ross, Sherreard and  
Yates**

#### **Kent County Council**

**County Councillors Chell, Cooke, Daley,  
Hotson, Robertson, Mrs Stockell and Whittle**

#### **ALSO PRESENT:**

#### **Councillor Mrs Gooch**

#### 1. **APOLOGIES FOR ABSENCE**

An apology for absence was received from Councillor Carter.

#### 2. **NOTIFICATION OF SUBSTITUTE MEMBERS**

The following substitution was noted:-

Councillor Yates for Councillor Mrs Parvin

#### 3. **NOTIFICATION OF VISITING MEMBERS**

Councillor Mrs Gooch indicated her wish to speak on Item 6 – Minutes of the Meeting held on 15 April 2009 and Item 12 – Integrated Transport Programme for 2010/11.

#### 4. **DISCLOSURES BY MEMBERS AND OFFICERS**

Councillor J A Wilson declared an interest as he is the Ward Member for Coxheath and Hunton and Councillor Robertson declared an interest as he is a Member of the Medway Valley Line Committee.

#### 5. **DISCLOSURES OF LOBBYING**

All Maidstone Borough Councillors declared that they had been lobbied regarding the petition on Walderslade Woods Road.

6. MINUTES OF THE MEETING HELD ON 15 APRIL 2009

RESOLVED: That the minutes of the meeting held on 15 April 2009 be approved as a correct record and signed.

7. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

Mrs Jo Campbell addressed the Board concerning Item 8 – Clapper Farm Lane. Mrs Campbell was speaking on behalf of her husband and her neighbour at Overbridge Farm. Mrs Campbell mentioned that when she bought her property the searches undertaken by their solicitor identified only 2 public footpaths. The tarmac section of the track was unnamed and no other public rights of way were notified. Mrs Campbell said that they are opposed to it becoming a highway. Mrs Campbell said that it was felt that it would compromise road safety at the Staplehurst end of the track and provide a haven for fly tipping. Mrs Campbell mentioned that she was concerned about the way Marden Parish Council had handled this situation. She had tried to obtain copies of the minutes of the meeting but was told they were confidential, but not why. Mrs Campbell was not consulted in April and they believe it is an inappropriate use of tax payers money.

Mr Paul Linaker addressed the Board concerning Item 8 – Clapper Farm Lane. Mr Linaker informed the Board that he was present at the meeting on 15 April 2009 when the Board approved the proposed report. The Traffic Regulation Order and the briefing of residents unfortunately did not take place and now there is confusion as to whether it is a highway or not. Mr Linaker suggested that Kent Highways officers meet with local people who have a very good knowledge of the local area and footpaths. Mr Linaker stated that he has lived at his home for 22 years and he does not recognise the risks mentioned by Mrs Campbell.

Mr Stuart Jeffery addressed the Board concerning Item 11 – Update on Petitions. Mr Jeffery referred to the Fant Traffic petition that was presented in January. At the meeting in April, £85,000 for the new scheme was clearly shown to be allocated which broadly addressed all the points raised in the petition. However, Mr Jeffery felt that there had been a u-turn by Kent Highway Services, in that it has now come to light that the scheme only covers Gatland Lane and Fant Lane. Mr Jeffery would like to know why and feels an explanation is deserved by those residents of Fant who signed the petition.

Mr Peter Houston addressed the Board concerning Item 8 – Clapper Farm Lane. Mr Houston said that he had lived in the same house for 31 years. His address is Springfield Cottage, Battle Lane. If this is meant to be Clapper Farm Lane, then why is that not his address? Mr Campbell has experience various thefts over the years and has a constant flow of undesirables checking out the area to see what they can steal. Mr Houston believes the lane would become a haven for fly-tipping, quad bikes etc. Mr Houston stated that the mound of earth blocking the use of the track was left there following the bridge works. The track is not usable in the winter as there is a quagmire.

Mrs Geraldine Brown, Chairman of Yalding Parish Council, addressed the Board concerning Item 11 – Update on Petitions. Mr Brown mentioned that Yalding Parish Council have for 10 years been trying to get a width restriction around the village with regard to HGVs. She was very disappointed that the Cabinet Member for Highways has once again turned down our request for the surveys. Mrs Brown stated that the bridges are constantly being damaged and that residents are frightened to use the bridge on foot. Mrs Brown asked the Board for their support in trying to put forward a scheme to safeguard our villages.

Mrs Gillian Tatnell addressed the Board concerning Item 11 – Update on Petitions. Mrs Tatnell had sent a petition with 212 signatures to Kent Highway Services requesting a reduction in the speed limit to 40 mph along Walderslade Woods Road. Mrs Tatnell stated that the pavement along that road is constantly used by children and joggers. The current speed limit is 60 mph which is too high for a road surrounded by houses. Mrs Tatnell asked the Board for their support in this matter.

8. CLAPPER FARM LANE

Mr Moreton, the Community Delivery Manager from Kent Highway Services, updated the Board following their decision at the last meeting.

Mr Moreton acknowledged the comments made by the public speakers this evening. Mr Moreton confirmed that a meeting of both Marden and Staplehurst Parish Councils had taken place and residents were able to raise their concerns. Mr Moreton confirmed there is conflicting information on the highways definitions mapping information and he has been trying to specify exactly what the status of Clapper Farm Lane is. Mr Moreton stated that he had arranged a meeting of highways definitions officers and legal personnel on 7 August. Once all the information has been reviewed, a decision will be made on the way forward.

RESOLVED: That the update be noted.

9. HIGHWAY WORKS PROGRAMME 2009/10

The Board considered the Report of the Interim Director of Kent Highway Services regarding the Highway Works Programme 2009/10.

RESOLVED: That the report be noted.

10. HIGHWAY DRAINAGE

The Board considered the Report of the Interim Director of Kent Highway Services regarding Highway Drainage.

RESOLVED: That the report be noted.

11. UPDATE ON PETITIONS SUBMITTED TO KENT HIGHWAY SERVICES

The Board considered the report of the Head of Transport and Development regarding an update on petitions submitted to Kent Highway Services.

Mr Corcoran referred to the comments made by Mr Jeffery and stated that there has not been a u-turn. A traffic calming scheme is being implemented and £85,000 has been allocated for that. Mr Corcoran confirmed that consultation on the scheme was about to start. Mr Corcoran apologised that the scheme does not extend to the full extent of the petition and that if the scheme does go ahead following consultation it will be monitored and if it is felt that it needs to be extended, it will be looked at then.

RESOLVED: That the report be noted.

12. INTEGRATED TRANSPORT PROGRAMME FOR MAIDSTONE 2010/11

The Board considered the report of the Head of Transport and Development regarding the Integrated Transport Programme for Maidstone 2010/11.

The Board were informed that the new Cabinet Member for Highways has decided to review the process and has arranged a meeting with all Joint Transportation Board Chairman across the County in August.

The Board felt it was important that at the meeting of the JTB Chairmen, their concern regarding the issue of major vs minor schemes is raised and fully debated.

RESOLVED: That the report be noted.

13. HIGHWAY IMPROVEMENT SCHEMES 2009-10

The Board considered the report of the Head of Countywide Improvements – Highway Improvement Schemes 2009/10.

Members commented on some of the schemes and queries raised were answered by officers.

RESOLVED: That the report be noted.

14. DURATION OF MEETING

5.00 p.m. to 6.30 p.m.

## **MAIDSTONE BOROUGH COUNCIL**

## **JOINT TRANSPORTATION BOARD**

**21 OCTOBER 2009**

## **REPORT OF HEAD OF COUNTYWIDE IMPROVEMENTS**

**Report prepared by Andrew Burton, KCC Highway Schemes Manager**

### **HIGHWAY IMPROVEMENT SCHEMES 2009-10**

#### **1.1 For Information**

Members are asked to note:

- 1.1.1 The progress of the highway improvement programme
- 1.1.2 That a proposed cycle crossing of New Cut Road close to its junction with A20 Ashford Road (Scheme Ref MY 9605/02 TD) has been deleted from KCC's capital programme

#### **1.2 Background Documents**

- 1.2.1 Item 11, Kent County Council Highways Advisory Board, 8 May 2008, "Transportation and Safety Package Programme 2008-09"
- 1.2.2 Item 7, Kent County Council Highways Advisory Board, 3 March 2009, "Transportation and Safety Package Programme 2009-10"
- 1.2.3 Item 8, Maidstone Joint Transportation Board, 28 January 2009, "Integrated Transport Plan for Maidstone 2009-10 and Beyond"

#### **2 Discussion**

- 2.1 Appendix A to this report details the progress of each scheme, including previous years' schemes that were not completed by April 2009. Progress to date is summarised and anticipated progress prior to the next Joint Board is detailed. New schemes that are being funded as part of the 2009-10 capital programme are also described. For ease of reference, two schemes (Ware Street Zebra Crossing and Fant Traffic Calming) are reported elsewhere on this Agenda and one is considered in more detail in the body of this report as follows:
- 2.2 **New Cut Road, Maidstone – cycle crossing** (Scheme Ref MY 9605/02 TD). There is an existing "green man" facility in New Cut Road at the signalised junction with the A20 Ashford Road (see Appendix B to this report). This 2008 proposal sought to modify this facility to enable cyclists to legally cross New Cut Road at the same point. Detailed design, however, revealed that there was too little space on the central refuge to separately accommodate cyclists and pedestrians (the timing of the traffic signals is such that either must cross New

Cut Road in two stages, waiting on the central refuge for up to 40 seconds). The existing road width is insufficient for this crowding to be being ameliorated by enlarging this refuge. Because widening the carriageway would be prohibitively expensive, officers consider that the cost of these works would be disproportionate to their forecast benefit. Accordingly, Members are asked to note that this scheme has had to be removed from this year's capital programme and is unlikely to be resubmitted for inclusion in a future year's programme. Whilst this loss is regrettable, an off-carriageway cycle route only exists west of this point and the effect on cyclists' amenity is therefore not considered significant.



KHS Ref	Location	Description of Works	Current Progress	Anticipated Actions for next 3 months (Prior to next JTB)	Budget 2009 - 10	Forecast Out-turn 2009-10	Kent Highway Services Contact 08458 247800
MG741 0 ML	Traffic calming <b>Coxheath</b> -	2006-07 scheme: Speed management measures including physical measures to slow vehicular traffic	Original scheme completed, but review underway following public dissatisfaction with scheme's performance.	Improvements to traffic calming scheme will be carried out during Half Term (October 26-31)	£50K	£25K	Julian Cook
MY96 05/2 TD	New Cut Rd – <b>Maidstone</b>	2008-09 Scheme: Upgrade existing pelican crossing to toucan crossing – see Appendix B to this report	<b>See main body of this report</b>	N/A	£8K	£1K	Julian Cook
MY 06 07TD	Ware Street, <b>Bearstead</b>	Zebra crossing west of railway bridge ( <b>Thunham Parish</b> )	Design and consultation complete	<b>See separate Item on this Agenda</b>	£25K	£28K	Helen Cobby
MY 06 06TD	<b>Fant</b>	Traffic calming (estimated £168K scheme, spread over two financial years)	Public consultation is complete and detailed design is continuing	<b>See separate Item on this Agenda</b>	£85K	£20K	Darren Hickman
MY 06 02TD	Town Centre <b>Maidstone</b>	Cycle route improvements in Station Road - see Appendix C to this report	Design complete	Works are scheduled to start on 23 November and to take two weeks to complete	£30K	£16K	Helen Cobby
MY 06 04TD	Quality Bus Partnership - <b>Maidstone</b>	Scheme deferred from 2008/09: Upgrade existing bus corridors in Shepway estate	Trial of two new bus-friendly road-humps installed August 2009	Effect of new humps on traffic speeds and passenger-comfort will be monitored until March 2010 at which time a decision on whether to roll-out this design on the estate	£100K	£20K	Andy Padgham



Appendix B:

New Cut Road, Maidstone:  
Proposed Cycle Crossing Point  
Near A20 Ashford Road

## **MAIDSTONE BOROUGH COUNCIL**

### **REPORT OF THE ASSISTANT DIRECTOR OF ENVIRONMENTAL SERVICES**

#### **MAIDSTONE JOINT TRANSPORTATION BOARD**

**21 OCTOBER 2009**

**Report Prepared By: Parking Services Manager**

#### **1. OBJECTIONS TO TRAFFIC ORDERS**

##### **1.1 Issue for decision**

- 1.1.1** To consider the formal objections received as part of the consultation following the advertising of;
- The Kent County Council (Borough of Maidstone) Waiting Restrictions Order (variation No 3) Order 2009.
  - The Kent County Council (Borough of Maidstone) Designated Parking Places Order (variation No 4) Order 2009.

##### **1.2 Recommendation of the Assistant Director of Environmental Services**

- 1.2.1** That the Joint Transportation Board recommends to the Cabinet Member for Environment the recommendations identified in the appendices to the report be agreed and the objectors informed of the outcome.
- 1.2.2** That the Board recommends to Kent Highway Services that the orders be implemented as outlined in Appendix B and C.

##### **1.3 Reasons for recommendation**

- 1.3.1** Various requests have been received by Parking Services for the introduction of parking restrictions at several locations across the Borough. Proposed orders were advertised and all comments received during the formal consultation were reviewed and considered.
- 1.3.2** Appendix A provides a schedule of the orders advertised.

- 1.3.3 A Public Notice formally advertising the orders was published in Local Press during the week ending Friday July 24<sup>th</sup> 2009.
- 1.3.4 Full details were contained in the draft orders which, together with a copy of the Public Notices, site plans and a statement of the Council's reasons for proposing to make the orders were placed on deposit at the Highway Information Centre, County Hall, Maidstone, Kent, ME14 1XX, and at the Gateway reception desk, Maidstone House, King Street, Maidstone, ME15 6JQ.
- 1.3.5 Letters were sent to statutory, on statutory consultees, residents and street notices were posted in the affected roads.
- 1.3.6 Appendix B provides a schedule of roads not receiving objections.
- 1.3.7 Appendix C provides a schedule of the orders receiving objection, together with a summary of the objections and the relevant recommendations.
- 1.4 Alternative actions and why not recommended
- 1.4.1 To not proceed with the recommendations would result in some much needed orders not being implemented, which are intended to regulate parking to reduce current difficulties.
- 1.4.2 To make the orders as advertised. Would not take account of comments received during formal consultation
- 1.5 Impact on corporate objectives
- 1.5.1 The proposals are intended to resolve parking problems and improve traffic flow by reducing localised congestion; this is in accordance with the Council's priority to improve access across the Borough through better roads.
- 1.6 Risk Management
- 1.6.1 Consideration must be given to objections and formal letters of support with regard to each proposal. However this must be balanced against the risks involved in relation to road safety, free flow of traffic, environmental impact and vehicle migration.

1.7 Impact on Corporate Implications

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

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

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

1.8 Background Documents  
None

## **Appendix A**

Schedule of orders advertised.

- The Kent County Council (Borough of Maidstone) Waiting Restrictions Order (variation No 3) Order 2009.
- The Kent County Council (Borough of Maidstone) Designated Parking Places Order (variation No 4) Order 2009.

DYL – means waiting to be prohibited at all times by double yellow lines.

SYL – means no waiting at the times prescribed.

Hampton Road

DYL for a distance of 15 meters' at junctions, SYL Monday to Saturday 8.00am to 6.30pm from a point 15 metres south of its junction with Basmere Close to a point 15 metres from its junction with Aldon Close, SYL Mon-Fri 10.30-11.00am on the remainder.

Aldon Close; Bedgebury Close; Bonnington Road; Cooling Close; Emsworth Grove; Farningham Close; Weyhill Close

DYL both sides for a distance of 15 metres from the junctions of Hampton Road.

Basmere Close

DYL both sides for a distance of 15 metres from the junction of Hampton Road, SYL Monday to Friday 10.30-11.00am from a point 15 metres from the junction of Hampton Road for the remainder of its length.

Calehill Close

DYL both sides for a distance of 15 metres from the junction of Hampton Road, SYL Monday to Friday 10.30-11.00am from a point 15 metres from the junction of Hampton Road for the remainder of its length.

Crayford Close

DYL both sides for a distance of 15 metres from the junction of Hampton Road, SYL Monday to Friday 10.30-11.00am from a point 15 metres from the junction of Hampton Road for the remainder of its length.

Norman Close

Change of operational days from Monday to Saturday to Monday to Friday.

Bell Meadow

DYL from the junction of Wallis Avenue on both sides for a distance of 65 metres.

#### Roseholme

DYL on the south then east then north sides from the boundary of 37/39 for a distance of 73 metres, then a SYL 8.am to 6.30pm Monday – Saturday restriction on the north side for the remainder of it's length.

#### St Laurence Avenue

DYL both sides from its junction with A20 (Coldharbour Roundabout) to its junction with Liphook Way

#### Gibraltar Lane

DYL on the North side from it's junction with Chatham Road to its junction with Castle Dene, and from it's western junction with Castle Dene for a distance of 15 metres in a westerly direction

#### Castle Dene

DYL on both sides for a distance of 15 metres from its junction with Gibraltar Lane.

#### Leafy Lane

DYL on the north side from the access to the industrial estate for a distance of 25 metres, in a north-easterly direction

#### Tonbridge Road

North-west, extend the current DYL on the northwest side for a distance of 39 metres in a northeasterly direction

#### Florence Road

To amend the current single yellow line Mon-Sat 8am – 6.30pm to a DYL from the junction of Bower St for a distance of 19 metres in an easterly direction.

#### Bircholt Road

DYL west side from a point 10 metres south of its junction with Coldred Road for a distance of 40 metres in a southerly direction

#### Chillington Street

To amend the current SYL Monday to Saturday 8am-6.30pm restriction to 9am – 5pm Monday – Friday.

#### Northdown Close

Introduce SYL Monday-Friday 13.00-13.30 restrictions from current DYL both sides for the remainder of its length

#### Buckland Road

North-east side SYL Monday-Saturday 8am-6.30pm.between the resident parking bays at the proposed location to the bay amendments.

#### Peel Street

North-west side, amend the current SYL to a DYL from the junction of Arundal Street to the junction of Caning Street and South-east side from its junction with John Street for a distance of 68 metres in a northerly direction.

#### Lombardy Drive

Both sides SYL 11.00-11.30am Monday-Friday restrictions in its entire length

#### Bargrove Road

To place DYL at the junction of Hampton Road and to introduce a 10.30-11.00am Mon-Fri restrictions for the remainder of its length

#### Queens Road

Introduce DYL south side from the junction of Speldhurst Court for a distance of 155 metres in a westerly direction and introduce a SYL 9.00am-3.30pm restriction on its north side from its western junction with Shaftesbury Drive to its eastern junction with Shaftesbury Drive.

#### Shaftesbury Drive

To introduce both sides a SYL 9.00am-3.30pm Mon-Fri restriction from a point 15 metres from its western junction with Queens Road to its eastern junction with Queens Road.

#### Langham Grove

Both sides to introduce SYL 9.00am-3.30pm Mon-Fri restriction for its entire length.

#### Kingsgate Close

Both sides to introduce SYL 9.00am-3.30pm Mon-Fri restriction for its entire length.

#### Wheeler Street

DYL North-west side from the junction of Well Road to the junction of Grecian Street and south-east side from the junction of Holland Road for a distance of 140 metres in a north-easterly direction

#### Queen Elizabeth Square

Both sides to introduce a 9.00am-5.00pm Mon-Fri restriction SYL from its west/north-west junction with Queen Elizabeth Square DYL on turning heads.

#### Faraday Road

Both sides from its junction Penenden Heath Road in a southerly direction, extend the current 15 metres DYL to 30 metres.

#### Thurnham: Thurnham Lane

Both sides, to introduce SYL restriction from 12.30 – 1.00pm Monday to Friday from the existing double yellow lines to the motorway bridge.



Stockbury : A249 Bimbury Lane

DYL both sides from of the access road to Bimbury Lane for a distance of 25 metres in a northerly direction, and around the central island.

Coxheath : Stockett Lane

DYL East side from its junction with Westway for a distance of 15 metres in a southerly direction, West side from a point 100 metres north of its junction with Hanover Road for a distance of 20 metres in a northerly direction.

Westway

Both sides, DYL from its junction with Stockett Lane for a distance of 15 metres in a easterly direction.

Marden: Pattenden Lane

DYL west side from its junction with Sovereigns Way for a distance of 110 metres in a northerly direction.

Bearsted: Ashford Road;

DYL south side from it's junction with Cavendish Way for a distance of 12 metres, and outside of Tesco Express/Esso Garage

Residents Parking -

Hampton Road;

Introduce residents parking bays Monday –Friday 10.30-11.00am on its (North-east side from appoint 15 metres from its junction with Sittingbourne Road for a distance of 58 metres), (East side from a point 15 metres from its junction with Bonnington Road for a distance of 67 metres), (South side from a point 15 metres from its junction with Guston Road for a distance of 56 metres), (West side from a point 49.5 metres from its junction with Aldon Close for a distance of 22.5 metres), (North-west side from a point 30 metres from its junction with Farningham Close for a distance of 50 metres)

Upper Stone Street

Introduce new Residents Parking Bays Monday to Saturday 8.00am to 6.30 pm on its west side from a point 42 metres from its Northern junction with Old Tovil Road for a distance of 15 metres.

Buckland Road

To reduce the residents parking bay outside 96/98 to accommodate one vehicle, to introduce a new residents bay outside of 88/90, Monday to Saturday 6.00am to 6.30pm.

### Designated free parking places

#### Bearsted: Ashford Road

To introduce a 1 hour maximum waiting time with No return within 2 hours Monday to Saturday 8.00am to 6.30pm, outside of Yeoman Court on the north side.

On the South side from the existing syl outside of the boundary of 144/146 for a distance of 9 metres in a westerly direction, from a point 14 metres from the boundary of 144/146 for a distance of 7 metres in a westerly direction, from the boundary of 140b for a distance of 9 metres in a westerly direction, and from a point 19 metres from the boundary of 140b for a distance of 11metres in a westerly direction.

On the south side 12 metres from the junction of Cavendish Way for a distance of 10 metres in a westerly direction and from a point 28 metres from its junction with Cavendish Way for a distance of 22 metres in a westerly direction.

### Designated disabled parking places

Pope Street, outside of number 4  
Hastings Road, outside of number 23  
Bonnington Road, at the rear of 14  
St Anne Court, outside of number 38  
Florence Road, outside of number 52  
Allen Street outside of number 53  
Western Road outside of 10  
Charles Street outside of 12  
Hardy Street outside of 4  
Perryfield Street outside 16/18

#### Staplehurst

High St outside of United Reform Church

## Appendix B

Schedule of orders receiving no objection.

- The Kent County Council (Borough of Maidstone) Waiting Restrictions Order (variation No 3) Order 2009.
- The Kent County Council (Borough of Maidstone) Designated Parking Places Order (variation No 4) Order 2009.

DYL – means waiting to be prohibited at all times by double yellow lines.

SYL – means no waiting at the times prescribed.

Norman Close;

Change of operational days from Monday to Saturday to Monday to Friday:

Recommendation: To Proceed with the proposal and make the Order.

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Bell Meadow;

DYL from the junction of Wallis Avenue on both sides for a distance of 65 metres:

Recommendation: To Proceed with the proposal and make the Order.

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St Laurence Avenue;

DYL both sides from its junction with A20 (Coldharbour Roundabout) to its junction with Liphook Way:

Recommendation: To Proceed with the proposal and make the Order.

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Gibraltar Lane;

DYL on the North side from it's junction with Chatham Road to its junction with Castle Dene, and from it's western junction with Castle Dene for a distance of 15 metres in a westerly direction:

Recommendation: To Proceed with the proposal and make the Order.

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Castle Dene;

DYL on both sides for a distance of 15 metres from its junction with Gibraltar Lane:

Recommendation: To Proceed with the proposal and make the Order.

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Leafy Lane;

DYL on the north side from the access to the industrial estate for a distance of 25 metres, in a north-easterly direction:

Recommendation: To Proceed with the proposal and make the Order.

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Tonbridge Road;

North-west, extend the current DYL on the northwest side for a distance of 39 metres in a northeasterly direction:

Recommendation: To Proceed with the proposal and make the Order.

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Florence Road; To amend the current single yellow line Mon-Sat 8am – 6.30pm to a DYL from the junction of Bower St for a distance of 19 metres in an easterly direction:

Recommendation: To Proceed with the proposal and make the Order.  
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Bircholt Road;

DYL west side from a point 10 metres south of its junction with Coldred Road for a distance of 40 metres in a southerly direction:

Recommendation: To Proceed with the proposal and make the Order.  
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Chillington Street;

To amend the current SYL Monday to Saturday 8am-6.30pm restriction to 9am – 5pm Monday – Friday:

Recommendation: To Proceed with the proposal and make the Order.  
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Buckland Road;

North-east side SYL Monday-Saturday 8am-6.30pm.between the resident parking bays at the proposed location to the bay amendments.

Recommendation: To Proceed with the proposal and make the Order.  
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Kingsgate Close;

Both sides to introduce SYL 9.00am-3.30pm Mon-Fri restriction for its entire length: Although only two letters commenting on the proposal were received the above proposal was part of a wider scheme to improve the parking in the area, therefore as a number of objections to the scheme overall where received it is being recommended that the proposal not be approved

Recommendation: To not proceed with the proposal.  
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Aldon Close; Bedgebury Close; Bonnington Road; Cooling Close; Emsworth Grove; Farningham Close; Weyhill Close.

DYL both sides for a distance of 15 metres from the junctions of Hampton Road.

Recommendation: To Proceed with the proposal and make the Order.  
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Basmere Close

DYL both sides for a distance of 15 metres from the junction of Hampton Road, SYL Monday to Friday 10.30-11.00am from a point 15 metres from the junction of Hampton Road for the remainder of its length.

Calehill Close.

DYL both sides for a distance of 15 metres from the junction of Hampton Road, SYL Monday to Friday 10.30-11.00am from a point 15 metres from the junction of Hampton Road for the remainder of it length

Crayford Close

DYL both sides for a distance of 15 metres from the junction of Hampton Road, SYL Monday to Friday 10.30-11.00am from a point 15 metres from the junction of Hampton Road for the remainder of its length.

Recommendation: To Proceed with the proposal and make the Order.

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Stockbury : A249 Bimbury Lane;

DYL both sides from of the access road to Bimbury Lane for a distance of 25 metres in a northerly direction, and around the central island.

Recommendation: To Proceed with the proposal and make the Order.

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Coxheath : Stockett Lane

DYL East side from its junction with Westway for a distance of 15 metres in a southerly direction, West side from a point 100 metres north of its junction with Hanover Road for a distance of 20 metres in a northerly direction.

Westway

Both sides, DYL from its junction with Stockett Lane for a distance of 15 metres in a easterly direction.

Recommendation: To Proceed with the proposal and make the Order.

-----

Marden: Pattenden Lane

DYL west side from its junction with Sovereigns Way for a distance of 110 metres in a northerly direction.

Recommendation: To Proceed with the proposal and make the Order.

-----

Bearsted: Ashford Road;

DYL south side from it's junction with Cavendish Way for a distance of 12 metres, and outside of Tesco Express/Esso Garage

Recommendation: To Proceed with the proposal and make the Order.

-----

Residents parking -

Upper Stone Street

Introduce new Residents Parking Bays Monday to Saturday 8.00am to 6.30 pm on its west side from a point 42 metres from its Northern junction with Old Tovil Road for a distance of 15 metres.

Recommendation: To Proceed with the proposal and make the Order.

-----

Buckland Road

To reduce the residents parking bay outside 96/98 to accommodate one vehicle, to introduce a new residents bay outside of 88/90, Monday to Saturday 6.00am to 6.30pm.

Recommendation: To Proceed with the proposal and make the Order.

-----

### Designated free parking places

#### Bearsted: Ashford Road;

To introduce a 1 hour maximum waiting time with No return within 2 hours Monday to Saturday 8.00am to 6.30pm, outside of Yeoman Court on the north side.

On the South side from the existing syl outside of the boundary of 144/146 for a distance of 9 metres in a westerly direction, from a point 14 metres from the boundary of 144/146 for a distance of 7 metres in a westerly direction, from the boundary of 140b for a distance of 9 metres in a westerly direction, and from a point 19 metres from the boundary of 140b for a distance of 11metres in a westerly direction.

On the south side 12 metres from the junction of Cavendish Way for a distance of 10 metres in a westerly direction and from a point 28 metres from its junction with Cavendish Way for a distance of 22 metres in a westerly direction.

Recommendation: To Proceed with the proposal and make the Order.

-----

### Designated disabled parking places

Pope Street, outside of number 4  
Hastings Road, outside of number 23  
Bonnington Road, at the rear of 14  
Allen Street outside of number 53  
Western Road outside of 10  
Charles Street outside of 12

#### Staplehurst

High St outside of United Reform Church

Recommendation: To Proceed with the proposals and make the Order.

-----

## Appendix C

Schedule of orders receiving objections.

- The Kent County Council (Borough of Maidstone) Waiting Restrictions Order (variation No 3) Order 2009.
- The Kent County Council (Borough of Maidstone) Designated Parking Places Order (variation No 4) Order 2009.

DYL – means waiting to be prohibited at all times by double yellow lines.

SYL – means no waiting at the times prescribed.

Hampton Road

DYL for a distance of 15 meters' at junctions, SYL Monday to Saturday 8.00am to 6.30pm from a point 15 metres south of its junction with Basmere Close to a point 15 metres from its junction with Aldon Close, SYL Mon-Fri 10.30-11.00am on the remainder.

2 objections were received to the proposal, one on the grounds that the 24 hour restrictions on the junctions although supported do not cover the area opposite the junctions, and that the placing of the restrictions will disperse vehicles into other streets where some commuter parking already occurs, This could further increase parking which will impede access/egress, and as no parking difficulties have been experienced at lower section of Hampton Road, residents and visitors would be inconvenienced by the restriction being imposed.

15 comments and suggestions were received mainly that the placing of restrictions would inconvenience the residents themselves and disperse vehicles into side streets, with some suggesting residents only parking. We also received 6 letters of support.

A proposal was put forward in October 2006 however at the consultation stage a number of issues were raised, several residents wanted some form of residents parking. Therefore it was decided to carry out further surveying and monitoring. Although it is appreciated that there will inevitably be some inconvenience to the residents with some vehicle dispersion, the current proposals will control some of the dispersion affect and also allow residents to park.

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

-----

#### Roseholme

DYL on the south then east then north sides from the boundary of 37/39 for a distance of 73 metres, then a SYL 8.am to 6.30pm Monday – Saturday restriction on the north side for the remainder of it's length:

7 objections were received on the grounds that the placing of the restrictions would exasperate the current lack of parking within Roseholme which is a highly populated cul-de-sac, The need for Parking restrictions on the bend were supported.

20 letters were also received commenting on the proposals which ranged from no substantial parking difficulties exist and that most vehicles that park in the street are either residents or visitors to the properties, and that if any restrictions need to be put in place they should include residents parking. the consensus was that the restrictions would impede the residents, 4 letters of support where also received.

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

-----

#### Peel Street

North-west side, amend the current SYL to a DYL from the junction of Arundal Street to the junction of Caning Street and South-east side from its junction with John Street for a distance of 68 metres in a northerly direction:

5 objections were received on the grounds the current provision of residents bays is already insufficient to meet the needs of residents therefore those parking on the current restrictions during evenings and weekends are almost invariably the residents themselves. By taking away the provision would severely impede the residents already limited parking situation, The Local and Kent County Councilors have also raised concerns against the proposal.

5 letters were received with comments on the proposal which expressed that the residents park on the current restrictions out of necessity due to lack of residents bays. If parking on the pavement is causing difficulties this should be dealt with by the Police, As the parking generally occurs outside of normal working hours. The opposite pavement is not obstructed and is considered an available alternative.

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

-----



Lombardy Drive

Both sides SYL 11.00-11.30am Monday-Friday restrictions for its entire length

5 objections were received on the grounds the parking restrictions would have an adverse effect on the residents as many households have do not have sufficient off street parking facilities. These vehicles as well as family and friends would have nowhere else to park, Objections questioned the need for parking restrictions as they have never seen parking difficulties. Objectors also considered the proposals could also have a negative influence on the value and desirability of properties.

4 letters where received which commented, on the need for the restrictions, and that the parking of vehicles on the road resulted in a traffic calming. We did also receive 10 letters of support to the proposal.

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

.....

Bargrove Road

To place DYL at the junction of Hampton Road and to introduce a 10.30-11.00am Mon-Fri restrictions for the remainder of its length:

3 objections were received on the grounds the parking restrictions would have an adverse effect on the residents as many households do not have sufficient off street parking facilities objectors were concerned that the residents from Bargrove Road would have no alternative to park in adjoining streets and thus reducing available space within these streets. It was also considered that although parking at the junction from Bargrove Road to the Woodlands is problematic it is felt that it is unnecessary for the rest of the road.

4 letters where received which commented that restrictions would inconvenience the residents, and that the parking of vehicles on the road resulted in a traffic calming. We also received 4 letters of support for the proposal.

Recommendation: To recommend to the Cabinet Member to not to proceed with the proposal, and carry out further consultation and monitoring.

-----

#### Queens Road

Introduce DYL south side from the junction of Speldhurst Court for a distance of 155 metres in a westerly direction and introduce a SYL 9.00am-3.30pm restriction on its north side from its western junction with Shaftesbury Drive to its eastern junction with Shaftesbury Drive

1 objection was received on the grounds that restricting parking in the vicinity would mean that people visiting will have no place to park, this has subsequently been withdrawn. We also received 2 letters of support.

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

-----

#### Shaftesbury Drive

To introduce both sides a SYL 9.00am-3.30pm Mon-Fri restriction from a point 15 metres from its western junction with Queens Road to its eastern junction with Queens Road:

8 objections were received on the grounds that, the proposed restriction would inflict difficulties for local residents, and that the parking is of a transient nature.

17 comments were also made on the proposal which included views that the Oakwood campus should find a solution to their parking problems by supplying sufficient parking on site. It was considered that vehicles would disperse into surrounding streets thus creating problems within that particular area. Parking in the vicinity would mean that people visiting will have no where to park. And could also have a negative influence on the value and of the properties, we received 4 letters of support.

It is considered that that restrictions would help reduce the current parking difficulties in the area, however the proposals were not met with sufficient support. As a result alternative solutions into the parking difficulties will be considered.

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

-----

Langham Grove

Both sides to introduce SYL 9.00am-3.30pm Mon-Fri restriction for its entire length

2 objections were received on the grounds that restricting parking in the vicinity would mean that people visiting will have no where to park. It was considered that parking was transient in nature. We received 2 letters commenting on restriction times. Although only two objections were received the above proposal was part of a wider scheme to improve the parking in the area, therefore as a number of objections to the scheme overall were received it is being recommended that the proposal is not approved.

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

-----

Wheeler Street

DYL North-west side from the junction of Well Road to the junction of Grecian Street and south-east side from the junction of Holland Road for a distance of 140 metres in a north-easterly direction:

2 objections were received one with a petition of 77 signatories, with concerns raised on the grounds that although there is some acceptance that restrictions could be needed for safety reasons, the remainder of the space is essential for many residents who cannot find a space in a residents parking bays. Both have subsequently been withdrawn after the amended proposal was presented to them.

5 letters were also received one with a petition with 9 signatories commenting on the lack of available parking for residents and a request to provide additional bays, comments were raised in relation to enforcement.

Two objections were received together with two petitions of 86 signatories. 5 letters commenting on the proposal, highlighting restrictions for safety reasons is accepted therefore taking these comments into account it is recommended to amend the proposal.

Recommendation: To recommend to the Cabinet Member to amend the proposal to reflect the views expressed and; place 24 hours restrictions on the northwest side from the junction of Well Road to the junction of James Street, at the junctions of James Street, Bluett Street and access to Walsingham House.

Southeast side from the junction of Holland Road for a distance of 112 metres in a northeasterly direction

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#### Northdown Close

Introduce SYL Monday-Friday 13.00-13.30 restrictions from current DYL both sides for the remainder of its length:

8 objections were received on the grounds the parking restrictions would have an adverse effect on the residents as many households do not have sufficient off street parking facilities and these vehicles as well as family and friends would be inconvenienced, some objectors questioned the need for parking restrictions as the existing situation is a rarely a problem.

7 letters of support were also received and 7 letters commenting on the proposals.

We have previously put forward a proposal to place restrictions which was not approved after public consultation. However we received a subsequent request to place restrictions after which we wrote to the residents asking for their views, and during the informal consultation stage we received 8 letters of support and only 1 objection.

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

-----

#### Queen Elizabeth Square

Both sides to introduce a 9.00am-5.00pm Mon-Fri restriction SYL from its west/north-west junction with Queen Elizabeth Square DYL on turning heads:

2 objections were received, on the grounds that the current proposals do not meet the requirement of the residents who want residents parking. It was considered that the proposals would have a adverse impact on the residents parking and disperse vehicles into adjoining streets which are currently unregulated.

It is appreciated that there will inevitably be some inconvenience to the residents with some dispersion into other streets within the vicinity, an overall view of the parking situation within the whole area should be sought.

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

-----

Faraday Road;

Both sides from its junction with Penenden Heath Road in a southerly direction, extend the current 15 metres DYL to 30 metres.

1 objection was received, on the grounds that there is no requirement for the lines to be extended and that the restrictions would disperse vehicles further into the road which could result in further difficulties. We also received 1 letter of support.

1 letter of objection was received and also 1 letter of support the proposal is also supported by Kent County Council due to safety concerns.

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

-----

Thurnham: Thurnham Lane

Both sides, to introduce SYL restriction from 12.30 – 1.00pm Monday to Friday from the existing double yellow lines to the motorway bridge.

1 objection was received, on the grounds that the restriction is extreme and that as the government is attempting to get the public to use public transport the road offers the opportunity of free parking for rail users. It was considered that most of the vehicles park in a considerate manner, 5 letters were received supporting the proposal and 1 letter commenting on the restriction times.

A proposal was put forward in October 2006, however at the consultation stage a number of issues were raised, this identified that residents wanted to extend the restrictions to cover the whole road and reduce the restriction times allow for flexibility of parking.

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

-----

Residents parking -

Hampton Road;

Introduce residents parking bays Monday – Friday 10.30-11.00am on its (North-east side from a point 15 metres from its junction with Sittingbourne Road for a distance of 58 metres), (East side from a point 15 metres from its junction with Bonnington Road for a distance of 67 metres), (South side from a point 15 metres from its junction with Guston Road for a distance of 56 metres), (West side from a point 49.5 metres from its junction with Aldon Close for a distance of 22.5 metres), (North-west side from a point 30 metres from its junction with Farningham Close for a distance of 50 metres):

2 objections were received to the proposal, on the grounds that the restrictions will disperse vehicles into other streets where some commuter parking occurs and could further increase parking difficulties which will impede access/egress. Some considered that no parking difficulties have been experienced at lower section of Hampton Road and visitors should not be inconvenienced by the restriction being imposed.

15 comments and suggestions were received identifying that the placing of restrictions would inconvenience the residents themselves and disperse vehicles into side streets, some suggested a residents only scheme. We also received 6 letters of support. A proposal was put forward in 2006, however at the consultation stage a number of issues were raised, this identified that residents wanted some form of residents parking, and as a result it was decided to carry out further surveying and monitoring. It is appreciated that there will inevitably be some inconvenience to the residents and vehicle dispersion, the current proposals we believe will mitigate some of the dispersion affect and allow residents to park.

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

#### Designated disabled parking places

St Anne Court, outside of number 38

1 letter of objection and 1 letter received which raised objections and concerns to an additional Disabled bay. The proposal is not to increase the current amount of disabled bays but to formulate the existing bay which was placed as an interim bay whilst the order was processed.

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

-----

Florence Road, outside of number 52;

2 objections were received to the proposal, on the grounds that the bay is not being utilised as the recipient has passed away, and that another bay is located within the vicinity.

Recommendation: To recommend to the Cabinet Member not to proceed with the proposal and carry out further consultation to verify its use.

-----

Hardy Street outside of 4

1 objection and 1 letter commenting on the proposal was received, the objector had originally objected at the informal consultation stage on the same grounds of, the bay is not being fully utilized and only used occasionally and that parking facilities already exist at the rear of the premises.

Recommendation: To recommend to the Cabinet Member to not proceed with the proposal and review its use.

-----

Perryfield Street outside 16/18

1 letter was received which raised objections to an additional Disabled bay, which would impede their ability to park outside of their property. The proposal is not to increase the current amount of disabled bays but to formulate the existing bay which was placed as an interim bay whilst the order was processed.

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

-----

# Agenda Item 11

**Report To:** Joint Transportation Board

**Date:** 21<sup>st</sup> October 2009

**Report Title:** Ware Street Crossing – Thurnham

**Report Author:** Ben Hilden

## **Summary:**

As previously reported to this Board, as of part the Integrated Transport programme for Kent, Kent Highway Services (KHS) approved a scheme to install a zebra crossing on Ware Steet fronting the Edelin Road development. Following a recent public consultation this report recommends to Members the scheme be progressed to implementation.

**Decision:** Yes

**Affected Wards:** Bearsted and Detling and Thurnham

**Recommendations:** Subject to the views of this Board it is proposed that the scheme consulted on proceed to implementation.

## **Financial Implications:**

Funding has been secured for this scheme as part of the Integrated Transport Programmed for Kent for 2009/10 as previously reported to this Board.

## **Purpose of the Report**

1. Members are asked to support the installation of the Ware Street Zebra crossing following the results of public consultation.

## **Background**

2. At the April 2008 meeting of this Board notification of a petition supporting the installation of a pedestrian crossing in Ware Street, between Avereches Road and Edelin Road was reported. Following a subsequent request from the local Member together with Parish Councils for the need of a formal crossing point fronting the Edelin Road development KHS secured funding for a Zebra crossing as part of the Integrated Transport Programme for Kent 2009/10.

## **Consultation**

3. A public consultation was undertaken in July 2009 in the form of a letter drop to residents in immediate vicinity of the crossing, local Councillors, Parish Councils and statutory bodies including the Police. The consultation requested views on the proposed installation of a Zebra Crossing along Ware Street in the vicinity of No.96 as shown on the attached plan.
4. An objection was received from the resident of No.96 Ware Street. The objection is on the grounds that the location of the crossing is unsafe and the resident would suffer a loss of amenity and an invasion of privacy due to the installation of the street lighting and associated street furniture



directly outside the residents' property. Copies of the full reasons for the objection are attached.

5. A phone call was received from The Bell Public House at Thurnham also objecting to the proposals due to the invasion of privacy to adjoining properties however, they did not confirm their views in writing. One other local resident responded and was in full support of the scheme.

#### **Views of Local Members and Parish Councils**

6. Local members and the associated Parish Councils were consulted and are in support of the scheme and its proposals.

#### **Views of Kent Police**

7. The views of Kent Police will be reported on the night.

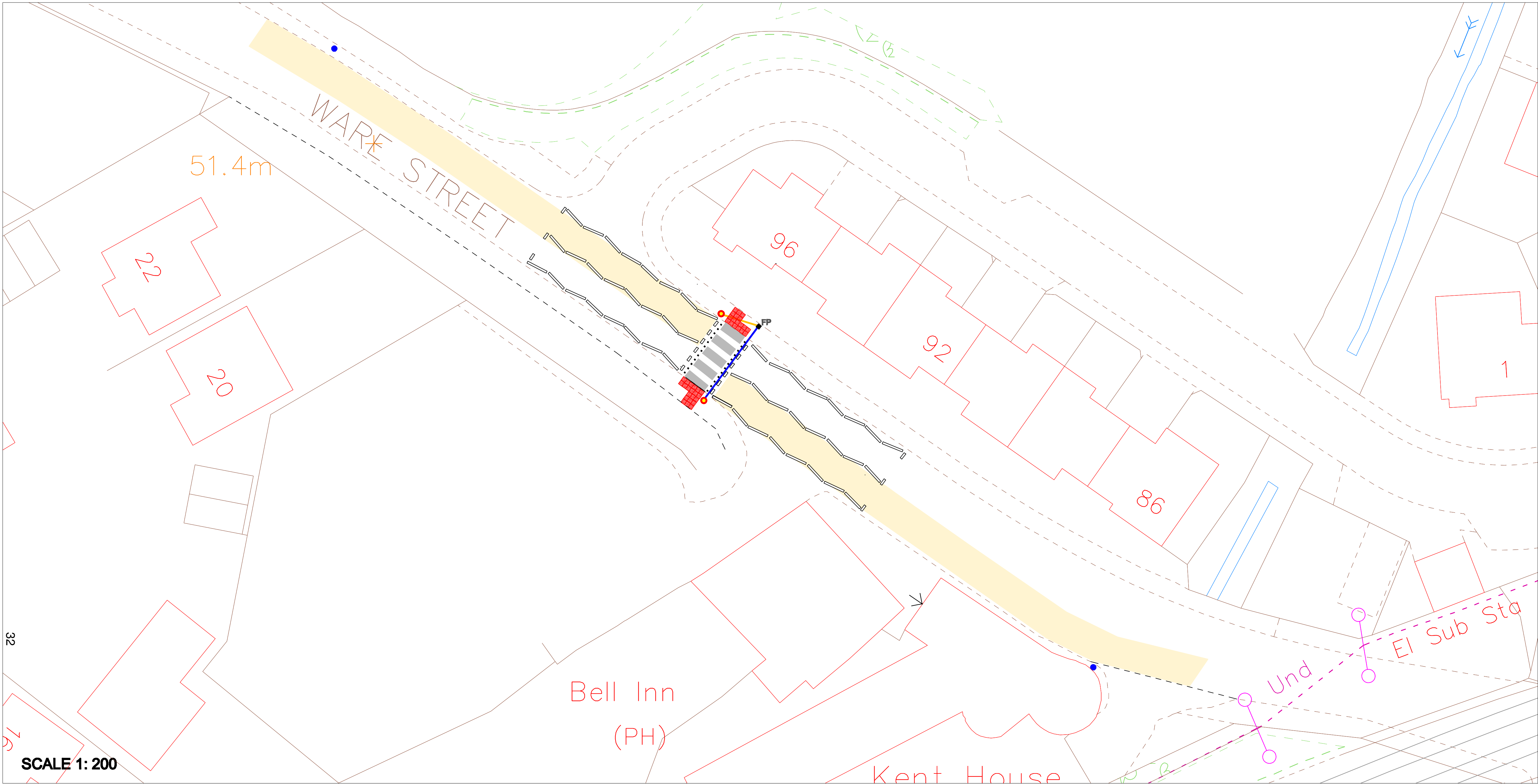
#### **Discussion**

8. The scheme has been subject to an independent Safety Assessment carried out by Jacobs's traffic and safety consultants. They did not raise any concerns over the location of the crossing in respect of the issues raised by the objector. As part of standard procedures the scheme will also undergo further Safety Assessments just prior to construction and once construction is complete and if any issues are raised the scheme will be amended accordingly.
9. KHS have considered alternative locations as suggested by the objector however it is felt that these locations would be too far away from the desire line for pedestrians. Experience shows that if crossings are not located in the immediate vicinity of the desire line then they will not be used regular by all pedestrians.
10. It is unfortunately inevitable that there are unavoidable environment effects to residents when installing street furniture such as lighting and crossings in residential areas. KHS will do as much as possible to mitigate the effects of the lighting by installing shielding were possible however, this will not remove all of the potential intrusion. If Members support the installation of the crossing KHS will discuss with the objector other potential ways of reducing the effect of the crossing but Members must bear in mind when making their decision it will be impossible to eradicate all the effects.

#### **Conclusion**

11. In conclusion KHS do not feel the location of the crossing is unsafe and that benefit to the overall community of the crossing outweighs the negative effects the crossing will have on the objector. However, KHS will take reasonable steps to mitigate these effects.
12. Notwithstanding the objection received Members are asked to support the installation of the Ware Street Zebra crossing.

**Contact:** Ben Hilden – Transportation and Development Control Engineer  
**Email:** [ben.hilden@kent.gov.uk](mailto:ben.hilden@kent.gov.uk)



- KEY**
- Zebra Crossing posts.  
6m Stainton Metro Tubular Post Top  
Lamp Columns **(2 No)**  
painted Black to BS 00E33 with 3 band HIR  
reflective white zebra strips.  
Gaz refs to be 50mm high in white as directed by  
the engineer.
  - Lantern / lamp:  
Urbis ZEBRA Sapphire 2. Left Hand Lanterns.  
Lamp - 90w Cosmo **(2 No)**
  - Belisha Beacon  
Simmons LED MIDUBEL with shroud. **(2 No)**  
Ref - MODU/BEL - **(2 No)**  
MODU/HALS - **(2 No)**
  - Units to be fed from Feeder Pillar -  
Haldo - size 150 x 150mm - **(1 No)**  
Ref: E1/HDP/66, to be serviced by EDF
  - Proposed 100mm Orange ducting in footway  
laid as detailed in KHS standard  
drawing KCC/500/52/E type FW/1 - **5.7m**
  - Proposed 100mm Orange ducting in carriageway  
laid as detailed in KHS standard  
drawing KCC/500/051/G type CW/1 - **6.4m**
  - High friction surfacing, 50m lengths.  
Colour - Buff
  - Sign posts. As detailed on Drawing No.399/2
- For Zebra Crossing Detail please refer to inset.

SCALE 1: 200

**NOTES**

Beacon Specification:  
Crossing posts.  
6m Stainton Metro Tubular Post Top Lamp Columns painted  
Black to BS 00E33 with 3 band HIR reflective white zebra strips.

Lantern / lamp:  
Urbis ZEBRA Sapphire 2. Left Hand Lanterns.  
Lamp - 90w Cosmo

Belisha Beacon  
Simmons LED MIDUBEL with shroud.  
Ref - MODU/BEL  
MODU/HALS

Posts to be connected via private cabling to mains fed, feeder  
pillar.

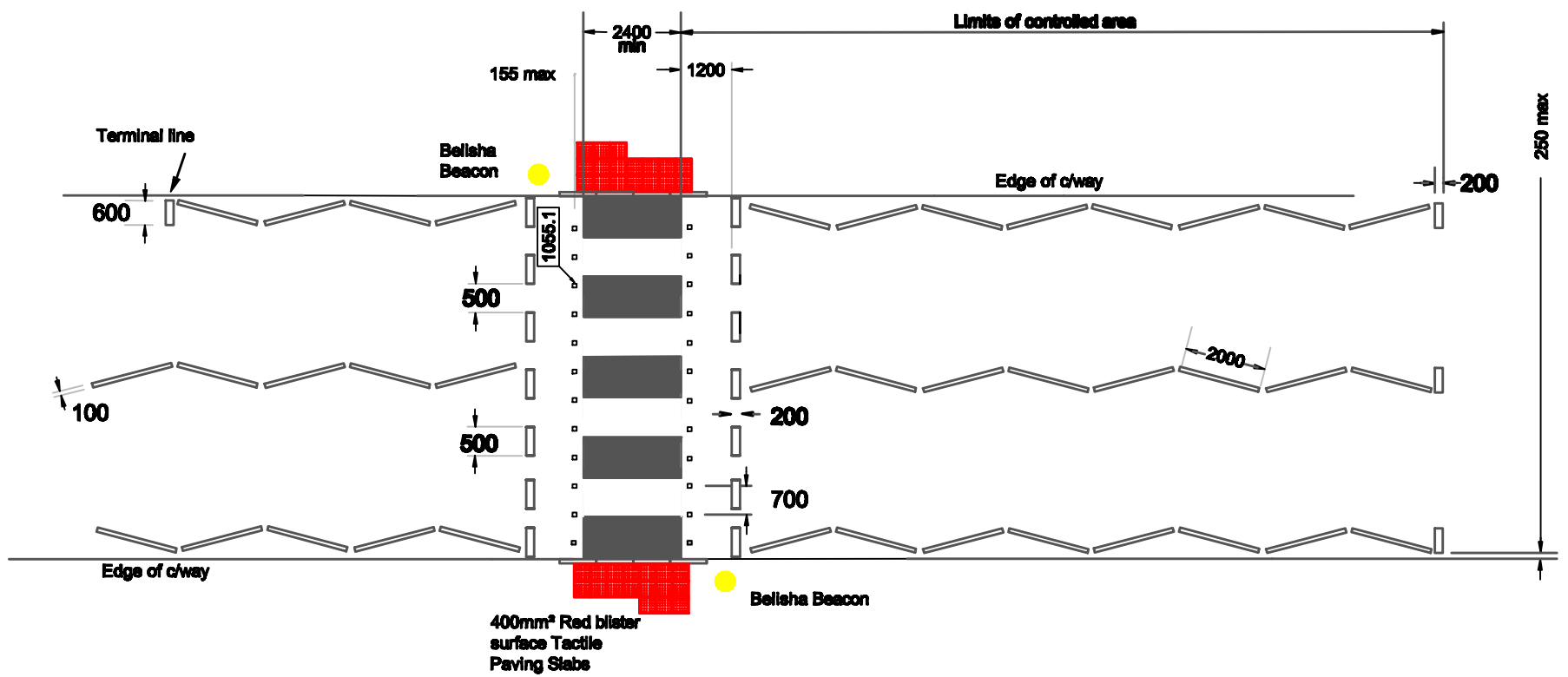
Red Tactiles  
Exact number of tactile slabs required to be determined on site.  
Cuts maybe required to ensure each crossing point is parallel to  
the other.

Road Markings  
For total No of zig - zag markings required please refer to  
enlargement.

Studs

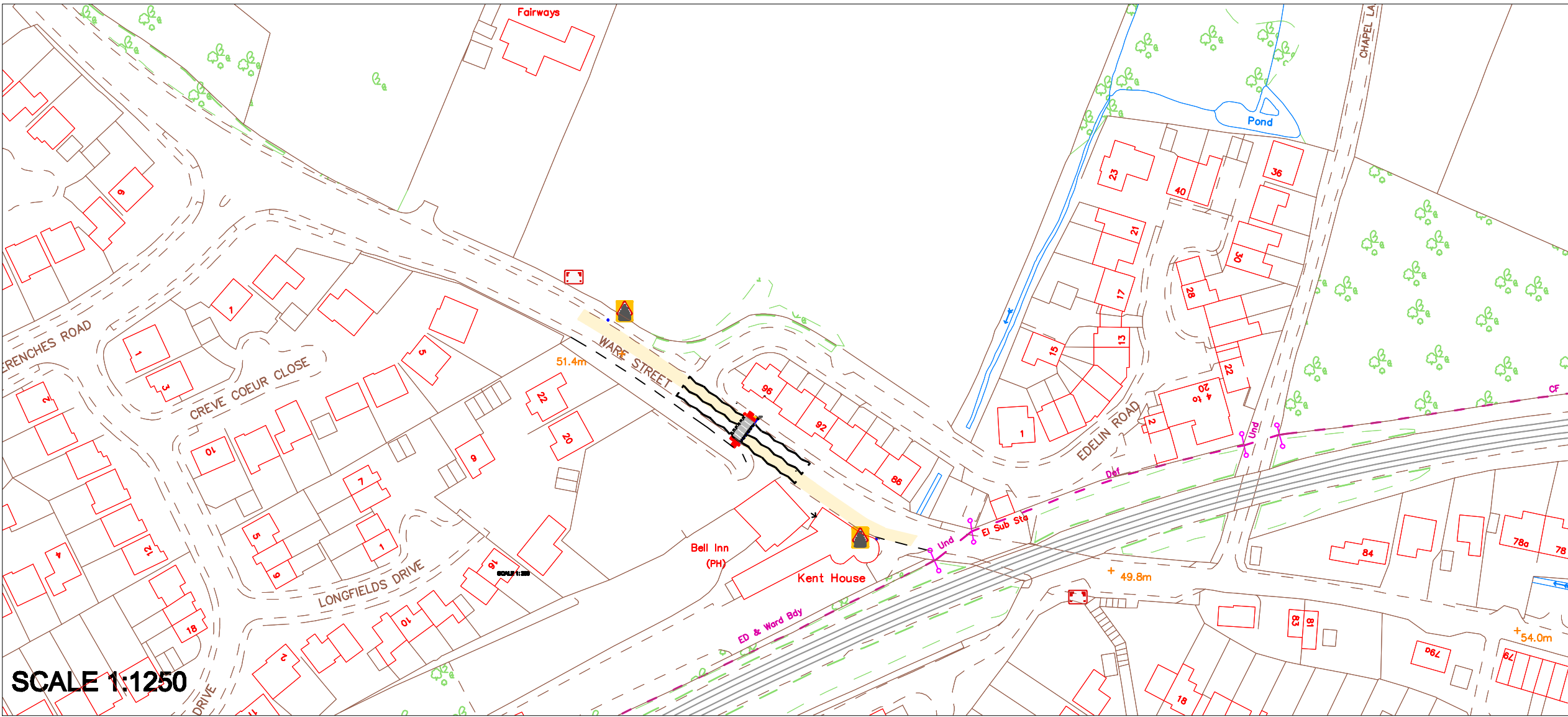
1055.1 Refer to diagram No as per TSRGD 2002

ALL DIMENSIONS IN MILLIMETRES




ZEBRA CROSSING DETAIL

NOT TO SCALE



SCALE 1:1250

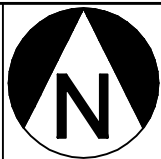


Countywide  
Improvements

Doubleday House,  
St Michael's Close  
Aylesford,  
ME20 7BU.

Project:

PROPOSED ZEBRA CROSSING  
WARE STREET BEARSTED



Scale:	AS SHOWN	Drawing No. <b>399/1</b>
Drawn:	HC.	
Checked:		
Date:	AUG 09	

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**Hilden, Ben - E&R KHS**

---

**From:** Lucy Jones [lucy.jones@millcroft.co.uk]  
**Sent:** 13 August 2009 12:25  
**To:** Hilden, Ben - E&R KHS  
**Cc:** 'Ben Jones'  
**Subject:** Proposed crossing Ware Street Bearsted.  
**Attachments:** 20090812171508810.tif

Mr and Mrs Ben Jones <<...>>

The Mereworth

96 Ware Street

Bearsted

Kent

ME14 4PG

Dear Ben

Thank you for your letter of the 11<sup>th</sup> August.

Having gone to some length to explain how you have approach the planning issues we are disappointed that you see that you have chosen to ignore two points raised in our previous correspondence: Fast approaching traffic from a blind bend easterly and our loss of amenity / privacy?

Having seen the behaviour of the traffic throughout the day we feel that the crossing is too close to the blind bend to allow a driver to stop safely and avoid pedestrians crossing, with that particular area of road being very busy with deliveries to the pub and the builder's merchants. Not to mention traffic pulling into Edelin Road and the Bell Inn. I feel a crossing situated there will only add more confusion and chaos to the area, therefore making it unsafe to have a crossing.

I would urge that you reconsider the positioning of this crossing and look to the possibility of replacing the existing island crossing currently situated between Edelin Rd and Averanches Rd. some 50-100 meters to the East which would address all of our **safety** and **amenity** concerns above.

I have attached your site plan indicating our suggested position for this full pedestrian crossing replacing the existing island crossing. This would give greater visibility for drivers to see the crossing and to be able to stop safely.

Would you also please provide us with a copy of your planning application as we do not appear to have received any documentation of which lighting would have been featured in the original design?

I look forward to receiving your response in due course.

Kind regards

Lucy



# GRANT SAW

## SOLICITORS LLP

Incorporating Hudgell Yeates

Norman House, 110-114 Norman Road, Greenwich, London SE10 9EH

t 020 8858 6971 f 020 8858 5796 dx 35202 Greenwich 2

e enquiries@grantsaw.co.uk w www.grantsaw.com

06 October 2009

Our ref: ML/Jones

Kent Highway Services  
Mid Kent Division  
Doubleday House  
St Michael's Close  
Aylesford  
Kent  
ME20 7BU

FAX: 01622 790763

Dear Sirs

### Installation of Crossing Facility – Ware Street Bearstead

We acted for Mr and Mrs Jones when they purchased 96 Ware Street and they have provided us with copy correspondence regarding your proposal to install a crossing facility outside their house.

The purpose of a crossing is to assist road users to safely cross the road and keep pedestrians and road users safe. We note from your own website that you usually assess the necessity for crossings and other road safety measures by analysing statistics as to accidents that have previously occurred. Your letter of July 2009 is not very informative and does not give the reasons as to why such a crossing is deemed necessary other than for the benefit of the Edelin Road development.

We are rather surprised as to the proposed positioning of the crossing and any right minded individual could not have considered safety a priority when choosing the location.

The proposed location gives rise to a number of issues:

1. The area is too busy for crossing as there is a lot of traffic to and from the pub and the builders merchants and cars often have to manoeuvre around the lorries
2. There is a blind bend and cars and lorries would have to sharply break once round the bend as the proposed crossing will not be easily visible
3. There is an existing crossing which could be made into a zebra crossing which would be far safer than the crossing proposed
4. There is poor visibility for pedestrians to see oncoming cars because of the location
5. Any caring parent would not allow their child to use the crossing

The proposed crossing is likely to cause more accidents rather than provide safer crossing.

**MEMBERS**  
RUPERT CHICHESTER  
RAYMOND CRUDGINGTON  
ANDREW BLACKBURN  
MARIA LATI  
MICHAEL CLARY

**NOTARY PUBLIC**  
JOANNA GOODWIN

**SOLICITORS**  
DAVID HUTHERINGTON  
CHIAMAKA OKERE  
MICHAEL PINNINGTON  
VIRGINIA KING  
SARAH-KATE JACKSON  
AN LE TRAN  
MANDRIP CLAIR  
DAMIAN O'CONNOR  
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MICHAEL DEAR

**PRACTICE MANAGER**  
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**FINANCE MANAGER**  
COLIN DAIMBIDA

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**resolution**  
first for family law

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In addition to the impracticable nature of the proposed crossing our clients are concerned as to loss of privacy and enclose a photograph from our clients' kitchen for you to appreciate the proximity of the property to the pavement.

Our clients would not have purchased the property had they been made aware of the proposed crossing and will be seeking compensation in the event that the crossing goes ahead. Please advise whether any letters or notices were sent out prior to July 2009 and to whom.

Since road and pedestrian safety should be your priority we urge you to carefully consider the residents' knowledge of the area so as to avoid spending money for a crossing which will hinder safety

We look forward to hearing from you

Yours faithfully

  
Grant Saw Solicitors LLP

cc. [clerk@bearstedparishcouncil-gov.uk](mailto:clerk@bearstedparishcouncil-gov.uk)  
Thurnham Parish Council - Mrs S Babington

# Agenda Item 12

**Report To:** Joint Transportation Board  
**Date:** 21<sup>st</sup> October 2009  
**Report Title:** Fant Traffic Calming Scheme  
**Report Author:** Ben Hilden

## **Summary:**

As previously reported to this Board, as of part the Integrated Transport programme for Kent, Kent Highway Services (KHS) approved a scheme to install traffic calming in the Fant area. Following a recent public consultation and exhibition this report recommends to Members the scheme be progressed to detailed design and implementation.

**Decision:** Yes

**Affected Wards:** Fant Ward

**Recommendations:** Subject to the views of this Boards it is proposed that the scheme consulted on proceed to detailed design and implementation.

## **Financial Implications:**

Funding has been secured for this scheme as part of the Integrated Transport Programmed for Kent for 2009/10 as previously reported to this Board.

## **Purpose of the Report**

1. Members are recommended to support the Fant Traffic Calming scheme be progressed to detailed design and implementation following the public consultation and exhibition.

## **Background**

2. Cllr Paine brought to the attention of KHS the need for highway improvements in the Fant area in February / March 2008. In September 2008 a public demonstration was held by local resident's campaigning for improvements to road safety at the Fant Lane / Gatland junction. This was subsequently supported by the submission of a petition to KHS requesting measures to reduce traffic speeds and rat running in the Fant area. KHS investigated these issues carrying out traffic surveys and developed a scheme to tackle the problems highlighted by the local residents. Funding was then approved for the scheme as part of the Integrated Transport Programme for Kent 2009/10 at the March 2009 meeting of the Highways Advisory Board.
3. The scheme consists of speed cushions on Gatland Lane and Fant Lane together with a realignment of the Fant Lane / Gatland Lane junction. Waiting restrictions are also proposed as part of the scheme. Full details of the scheme can be seen on drawings attached to the report.

## **Consultation**

4. This scheme was subject to a public consultation that was undertaken in August 2009. This included a letter drop to 600 residents of the Fant area inviting them to a 2 day public exhibition which was held at Fant Hall on the 7<sup>th</sup> and 8<sup>th</sup> August 2009. The consultation and scheme was supported by Cllr Daley (Allington), Cllr Beerling (Fant) and Cllr Paine (Fant) who were actively involved in the campaign for junction improvements and traffic calming.
5. The public exhibition had good attendance over the 2 day period and KHS were in attendance to answer resident's queries on the proposed scheme. KHS received 60 responses in total from the public consultation. Residents were asked on the public consultation feedback forms to indicate whether or not they were in favour of the proposed scheme. 93% (56 in total) of the responses received answered yes to this question. The 5% (3 in total) who answered no did on the basis that the addition of cushions could cause damage to their vehicles. One response raised an issue not applicable to the scheme proposed. A number of the positive replies also identified slight amendments to the proposals which have been implemented into the scheme where appropriate.

## **Views of Local Members**

6. Local Members consulted are in full support of the scheme.

## **Views of Statutory Consultees**

7. Kent Police, other emergency services and Arriva (Local Bus Company) have not raised any objection to the proposed scheme.

## **Conclusion**

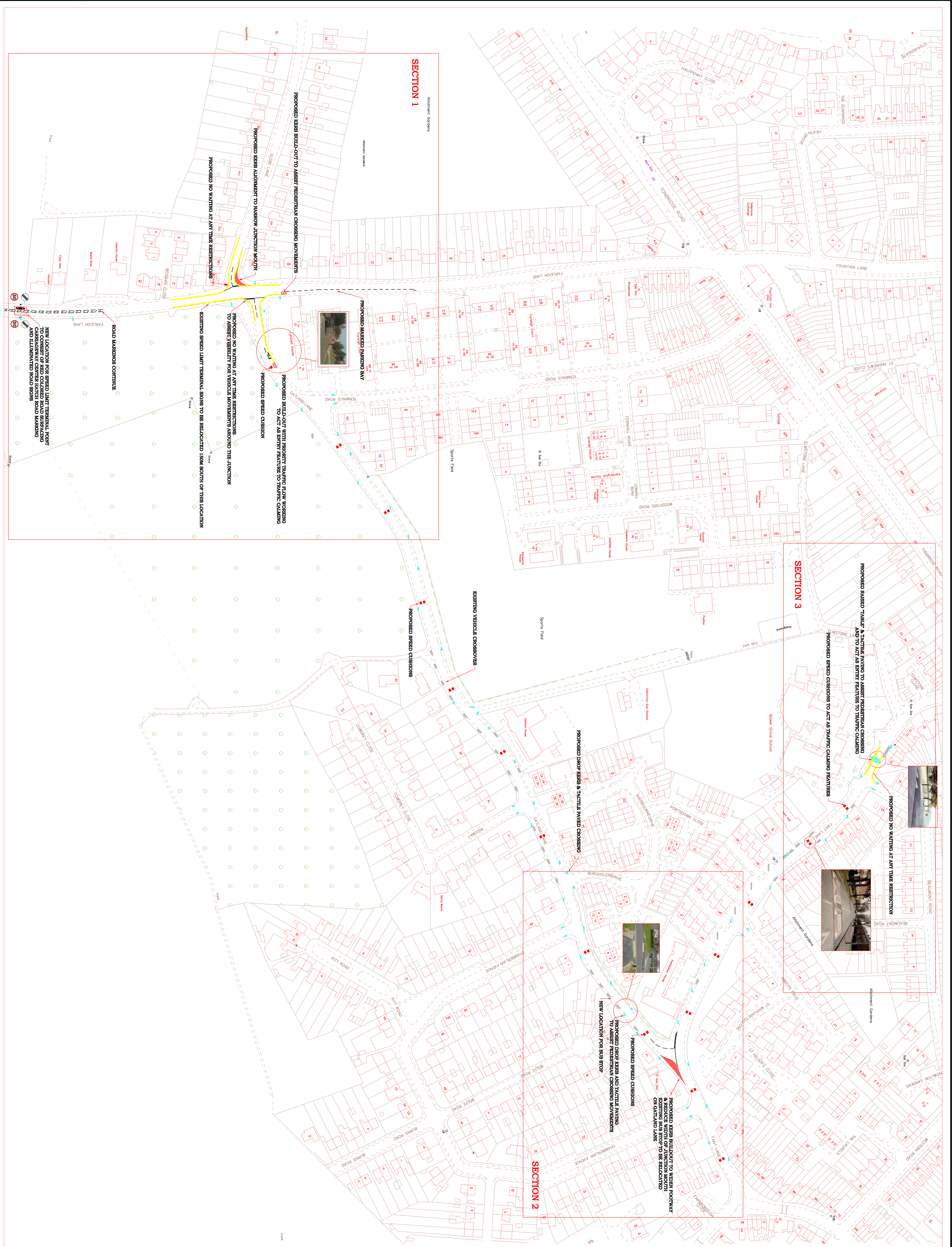
8. Due to the overwhelming support of the scheme from local residents together with local Members it is recommended to this Board that the Fant Traffic Calming scheme, as consulted, be progressed to detailed design and implementation.

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**Contact:** Ben Hilden – Transportation and Development Control Engineer  
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**NOTES:**

- PROPOSED CONCRETE SPEED CURBSIONS
- PROPOSED PAVED PLATEAU TO ASSIST PRODESTIAN CROSSING
- PROPOSED DRIP BERR & TACTILE PAVING
- EXISTING VEHICLE CROSSOVER
- EXISTING STREETLIGHTING COLUMN

PROPOSED NOT WAITING AT ANY TIME RESTRICTIONS

**PROJECT:** PAINT LINE TRAFFIC CALMING PROPOSAL

**DRAWING:** OUTLINE DESIGN & CONSULTATION PLAN

**CLIENT:** MID KENT HIGHWAY SERVICES

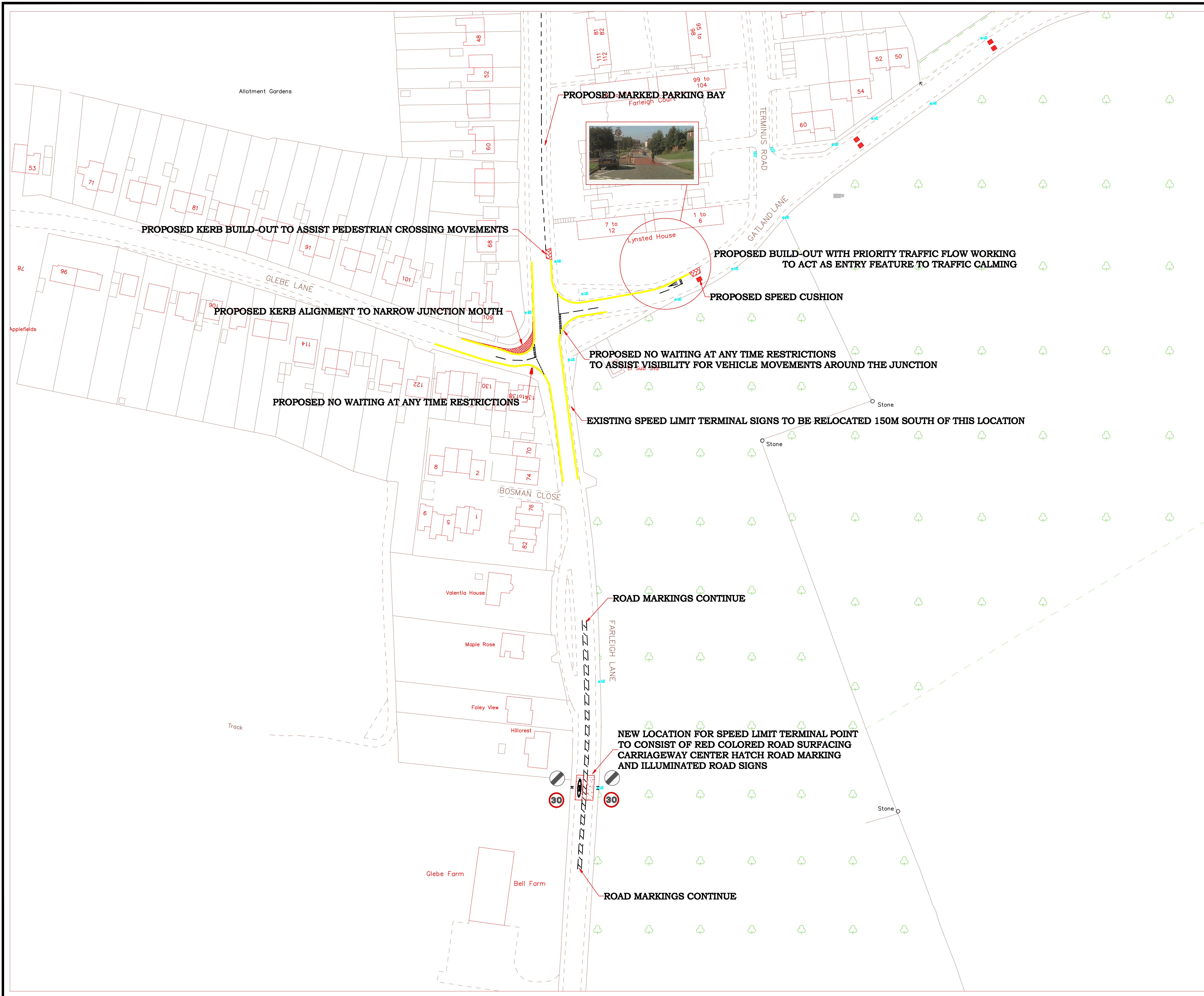
**GENERAL OVERVIEW (SECTION 1)**

**DATE:** 1 MAY 2008

**SCALE:** 1:1000

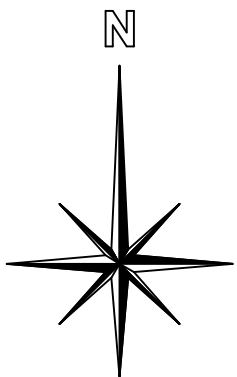
**PROJECT:** PAINT LINE TRAFFIC CALMING PROPOSAL





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REV.	DESCRIPTION	DATE	DRAWN
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Mid Kent Division  
Doubleday House  
St Michael's Close  
Aylesford  
Kent ME20 7BU  
TEL 08458 247 800

PROJECT	FANT LANE TRAFFIC CALMING PROPOSAL OUTLINE DESIGN & CONSULTATION PLAN
DRG.TITLE	OUTLINE DESIGN & CONSULTATION PLAN (SECTION 1)

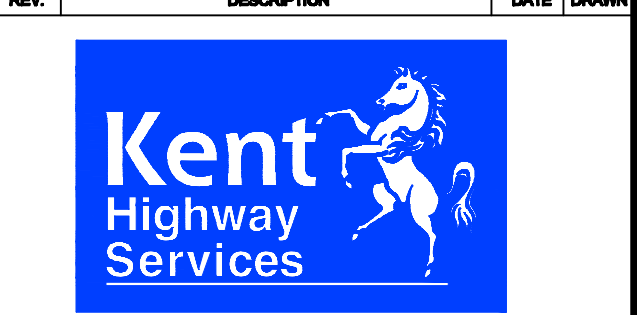
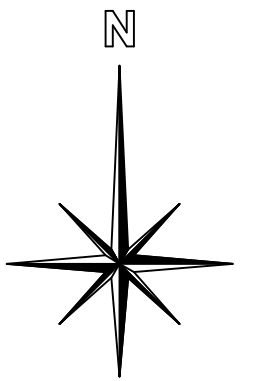
SCALE(S)	NTS
DRAWN	DH
DATE	1 JULY 2009
DRG.No.	09-ITS-MA-06/OUTLINE PLAN sec1
REV.	B





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PROJECT	
FANT LANE TRAFFIC CALMING PROPOSAL OUTLINE DESIGN & CONSULTATION PLAN	
DRG.TITLE	
OUTLINE DESIGN & CONSULTATION PLAN (SECTION 2)	
SCALE(S)	
NTS	
DRAWN	
DH	
DATE	
1 JULY 2009	
DRG.No.	
09-ITS-MA-06/OUTLINE PLAN sec2	
REV.	
a	





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N

REV.	DESCRIPTION	DATE	DRAWN

**Kent**  
Highway  
Services

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St Michael's Close  
Aylesford  
Kent ME20 7BU  
TEL 08458 247 800

PROJECT  
FANT LANE TRAFFIC CALMING PROPOSAL  
OUTLINE DESIGN & CONSULTATION PLAN

DRG TITLE  
OUTLINE DESIGN & CONSULTATION PLAN  
(SECTION 3)

SCALE(S)	NTS
DRAWN	DH
DRG.No.	09-ITS-MA-06/OUTLINE PLAN sec3
DATE	1 JULY 2009
REV.	a



# Agenda Item 13

<b>Report To:</b>	Joint Transportation Board
<b>Date:</b>	21 <sup>st</sup> October 2009
<b>Report Title:</b>	Pheasant Lane Closure - Maidstone
<b>Report:</b>	Ben Hilden
<b>Summary:</b>	Following public consultations Members are asked to consider the proposal to close Pheasant Lane, Maidstone to all through traffic.
<b>Decision:</b>	Yes
<b>Affected Wards:</b>	Maidstone South Ward
<b>Recommendations:</b>	Subject to the views of this Board, it is proposed to close Pheasant Lane to all through traffic by means of lockable bollards on an experimental basis.

## Background

1. Kent Highway Services (KHS) have received a request to eradicate the vehicle movements using Pheasant Lane. The route is used as a direct route between Boughton Lane and the A274 bypassing the signalised junction of the A274 with the A229. Concerns have been raised by residents with regard to vehicle speeds along the lane. A petition has also been received by KHS from residents identifying the support for a closure of the lane. With the development of Oldborough School, there is going to be an increase in pedestrian movements to and from the school along the Lane. Due to the narrowness of the lane together with no formal passing places, this has caused concern amongst local residents.
2. The petition was submitted in August 2008 signed by some 120 residents, lead by Mr David Fraiss of Osborne House, Loose Road of the Pheasant Lane Action Group which sought the closure of Pheasant Lane to vehicles other than for residential access. The petitioners felt the lane was being used as a rat run, was too narrow for the volume of traffic has too many blind bends with drivers driving too fast and pedestrians are at great risk.

## Consultation

3. Consultation was undertaken earlier this year by means of a letter drop to houses along Loose Road, Wheatsheaf Close, Shernolds and Pheasant Lane. Letters distributed asked for views on the proposal to install physical restrictions along the route. Cllr J E Wilson also sent letters to residents asking for comment and a notice was placed in a local newspaper circulating in the area.
4. Kent Highway Services received 31 responses to the consultation, 68% in favour of the proposals to install restrictions to make the route a No Through Road. Residents cited the main reasons for supporting the closure was the speed of vehicles using the lane and the safety implications this causes.

5. 32% of the responses objected to the closure, the common reason being the inconvenience that this will cause when accessing their properties. The other concerns raised included the increase in vehicular movements along Boughton Lane due to the redevelopment of Oldborough School, the congestion this will cause and concerns over emergency access should the A229 be congested.

### **Views of Local Members**

6. The Local Members were consulted and have not objected to the proposal.

### **Views of Statutory Consultees**

7. Kent Police initially raised concerns that should the route be stopped up for all vehicular traffic this could potentially increase antisocial crime, fly tipping and effect accessibility and response times for the emergency services. KHS discussed these concerns with the Police and they confirmed that they would not raise an objection to the closure.
8. None of the other emergency services have objected to the closure.

### **Discussion**

9. Pheasant Lane has not been built to a standard that allows two way traffic to pass each other easily. The road is narrow and has numerous walls along its length that make certain sections just wide enough for one vehicle to drive through. Through the consultations undertaken it is clear that residents are very concerned due to the safety issues caused by the layout of the road and especially how these could get worse due to the development of Oldborough Academy.
10. Various options have been considered by KHS to overcome these issues such as making the lane one-way but this could potentially increase vehicular speed along the road due to drivers knowing that there will be no oncoming traffic. The result of this would cause even greater highway safety concerns to pedestrians using the lane. Traffic calming could resolve this concern however, would not deal with the narrowness of the lane.
11. The proposal to restrict through traffic will not restrict Motorcycles from using the lane, the lane will still be fully accessible for pedestrians, cyclists and motorcyclists. As part of the consultation it was recommended that the lane be physically closed approximately half way down. This would make the closure self enforcing and minimise the effect of residents having to travel greater distance because they could not travel in either direction when leaving their homes.
12. Unfortunately due to land constraints it will not be possible to provide turning areas at the closure point to allow for vehicles to turn around. The proposed location will however, have informal areas where cars would be able to turn. Larger vehicles will probably not be able to make these manoeuvres.

13. To overcome this and other potential problems KHS propose to install lockable bollards along Pheasant Lane for an experimental period to assess the problems that may occur. Should the installation of the bollards cause the potential problems along the lane the closure will be reviewed.
14. To mitigate the potential issues the emergency services will have keys to unlock the bollards should access be needed, KHS will introduce advanced signage along the A274 and Boughton Lane to eradicate the unnecessary turning into Pheasant Lane and No Through Road signage will also be installed at each end of Pheasant Lane alerting motorists of the new road layout. Prior to installation of the bollards, KHS will also carry out a local publicity campaign by advertising proposals in local newspapers together with liaising with Oldborough School to notify parents of the alterations in Pheasant Lane. We will also conduct another letter drop to residents regarding the changes.

### **Conclusion**

15. Following a public consultation and the submission of a petition it is clear that there is a firm public desire for Pheasant Lane to be closed to through traffic. However, due to the layout of the lane it is not possible to provide adequate turning facilities along the lane and the Police have previously raised concerns over the closure causing anti social behaviour.
16. Therefore, Members are asked to support the experimental closure of the lane to assess whether the closure is practical and does not lead to the problems explained in the report. If the experiment is successful the closure can be made permanently however, if not it will need to be removed.

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