

AGENDA

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 28 July 2010

Time: 5.00 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

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

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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/:

Issued on 20 July 2010

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.maidstone.gov.uk

Alison Broom

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

5.	Disclosures of lobbying	
6.	Minutes of the Meeting held on 28 April 2010	1 - 4
7.	Petitions	
1.	Notice has been given pursuant to Council Procedure Rule 11 of the intention to present a petition in the following terms:-	
	“Reinstate Cobtree Bus Stop”	
2.	Notice has been given pursuant to Council Procedure Rule 11 of the intention to present a petition in the following terms:-	
	“We the undersigned call upon Kent County Council to review its policy on speed limits starting with those around schools. We would like ideally a 20mph speed limit in all residential areas, but to start with we call for the Council to pro-actively work with schools, and where there is a request from parents and support from local residents, implement 20mph speed limits in the area around that school. This to be done in full consultation with the community.”	
8.	Questions/Statements by members of the public	
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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.

Agenda Item 6

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON **WEDNESDAY 28 APRIL 2010**

PRESENT:

Maidstone Borough Council

**Councillors J.A. Wilson (Chairman), English,
Hinder, Marchant, Parr, Ross and J E Wilson**

Kent County Council

**County Councillors Carter, Chell, Cooke,
Daley, Mrs Stockell and Whittle**

50. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Chittenden, Hotson, Robertson and Sherreard.

51. **NOTIFICATION OF SUBSTITUTE MEMBERS**

There were no Substitute Members.

52. **NOTIFICATION OF VISITING MEMBERS**

There were no Visiting Members.

53. **DISCLOSURES BY MEMBERS AND OFFICERS**

There were no disclosures by Members or Officers.

54. **DISCLOSURES OF LOBBYING**

Councillor Hinder stated that he had been lobbied with regard to Item 11, numbers 9, road safety measures along Walderslade Woods Road, and 17, Sutton Road Service Road.

55. **EXEMPT ITEMS**

RESOLVED: That the items on the Agenda be taken in public as proposed.

56. **MINUTES**

RESOLVED: That the Minutes of the Meeting held on 17 February 2010 be approved as a correct record and signed, subject to the inclusion of the following at the end of the last bullet point in Minute 47:-

".....and the feasibility of crossing the railway."

57. MATTERS ARISING FROM MINUTES OF MEETING HELD ON 17 FEBRUARY 2010

Item 46 – Speed Limit Review

The Board were informed that a formal O&D survey where drivers are questioned could not be undertaken in Yalding as the roads were not wide enough. However, an alternative proposal to do a study at 4 other locations with cameras and handheld devices had been received and the quote for this work was £4,428, subject to no problems with the survey. The Board were informed that if funding was available, the company could undertake the survey in June.

It was suggested that the Members of the Board, who previously met with KHS officers regarding the details of the above quotation, meet with those officers again to discuss the alternative proposal and to look at ways to fund the cost if the proposal was acceptable.

Councillor Geraldine Brown, Chairman of Yalding Parish Council, thanked KHS officers for obtaining the quote for the O&D surveys. Councillor Brown mentioned that she had requested Councillor Mrs Stockell to put forward a grant to pay for the surveys.

A Member suggested that KHS officers also look into non-verbal HGV signs that are being used in parts of South Wales.

The Chairman informed the Board that he is meeting with officers from KCC and MBC on 11 May to discuss the way forward with regard to the Freight Strategy.

58. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

There were no questions or statements from members of the public.

59. UPDATE ON PETITIONS SUBMITTED TO KENT HIGHWAY SERVICES

The Board considered the report of the KCC Head of Transport & Development regarding petitions submitted to Kent Highway Services.

A member of the Board spoke on behalf of the members of the public in attendance at the meeting regarding the petition for Sutton Road Service Road. He said that it was a serious situation and that the road was constantly being used as a "rat run". There had been a serious accident directly because of this involving the lady who had jointly conducted the petition. There is now a new Estate being built which will involve a further possible 300 vehicles entering the Sutton Road and he had been informed that vehicles leaving the estate will only be able to turn left. He felt this would mean more vehicles turning from the traffic lights at Morrison's into Nottingham Road and using either Sutton Road Service Road or

Nottingham Road as “rat runs” as they will be unable to turn right out of the estate.

KHS officers informed the Board and the members of public in attendance that having received the petition they would now investigate the issues raised and report back to the Board at a future meeting.

RESOLVED: That the report be noted.

60. LOCAL TRANSPORT PLAN SCHEMES 2010/11 UPDATE

The Board considered the report of KCC’s Head of Countywide Improvements regarding Highway Improvement Schemes for 2010-11.

Members raised a few questions with regard to specific schemes, to which responses were given by KHS officers.

RESOLVED:

1. That the progress of the highway improvement programme be noted.
2. That the construction of a zebra crossing in Maidstone Road, Nettlestead, as illustrated in Appendix B of the report of KCC’s Head of Countywide Improvements, be endorsed.
3. That the proposal that of the remaining highway schemes scheduled to be built in 2010-11 as listed in Appendix A of the report of KCC’s Head of Countywide Improvements, only that for the A274 Maidstone Road, Langley/Sutton Valence, be brought back to this Board for formal endorsement of the proposed works, be endorsed.

61. ITEM FOR DISCUSSION - MAIDSTONE LOCAL WINTER PLAN

Mr Corcoran, on behalf of Mr Moreton, read out the following statement:-

Following on from the worst winter in thirty years the intention is to start a round of consultation with our key stakeholders that include the JTB’s, Chief Executives of Districts, Parishes, County Members. This consultation will lead to a review of our winter policy and plan and the lessons learnt from the past severe winter.

The JTB’s are to be informed of the following:

- The consultation will be starting at the beginning of April (this document should now have been received). It will seeking the views via a questionnaire
- All members of JTB's will receive electronically a copy of the WS policy by the first week in April. It is also intended that they will receive a copy of their local plan that identifies specific roads
- If they have any comments or recommendations they need to emailed before the end of June and they will be incorporated in the report that will go to the EH&W POSC report in July

Members were requested to inform Mr Corcoran if they had not received the consultation document.

The Chairman read out a letter he had received from Alison Broom, the Director of Prosperity and Regeneration, copy attached at Appendix A.

The Board was also informed that following a further grant received from central Government, KCC had embarked on an intensive programme to repair the many pot holes that had arisen following the very harsh winter. The Board were informed that the backlog should be cleared within the next 3-4 months, but the programme was very reliant on pot holes being reported.

Officers were requested to ensure that the very large pothole on the Sutton Road was repaired as a matter of urgency.

62. ON STREET PARKING ENFORCEMENT - OPERATIONAL REVIEW

This report was for information only.

63. DURATION OF MEETING

5.00 p.m. to 5.47 p.m.

Agenda Item 9

MAIDSTONE BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

28 JULY 2010

REPORT OF KCC'S HEAD OF COUNTYWIDE IMPROVEMENTS

Report prepared by Andrew Burton, KCC Highway Schemes Manager

HIGHWAY IMPROVEMENT SCHEMES

1.1 Recommendations

Members are asked to:

- 1.1.1 **Note** the progress of the highway improvement programme and the withdrawal of funding from two schemes that were to be delivered in 2010-11.
- 1.1.2 Endorse Officers' recommendation that no additional permanent chicane is installed in Dunn Street, Bredhurst.

1.2 Background Documents

- 1.2.1 On 25 March 2010, Kent County Council's (KCC's) Cabinet Member for Environment, Highways and Waste announced the programme of works that would comprise the Integrated Transport Strategy 2010-11.

2 Discussion

- 2.1 On June 29 2010, as a result of the national savings in spending that the Government recently announced, KCC published details of those schemes it expected to be affected by a £4.1 million reduction in this year's integrated transport budget. These savings were confirmed at the meeting of Cabinet on 12 July 2010:

2010/11 Local Transport Plan Schemes NOT now to be Funded in 2010-11	Original budget
Bus Infrastructure Improvements - routes 71 & 101	£116,000
Medway Valley Line: Improved Access to Train Stations	£70,000

- 2.2 The schemes selected for withdrawal of funding are based on the degree to which their objectives meet four criteria: whether a scheme improves road safety; reduces congestion; is already underway; or has generated significant external funding that would otherwise be lost.

- 2.3 Whilst the removal of these schemes is a loss, the traveling public will still see the benefit from the following significant highway improvements in the Borough:

2010/11 Local Transport Plan Schemes Still Funded in 2010-11	Original budget	Forecast Outturn
Maidstone Quality Bus, upgrade of corridors in Shepway Estate PHASE 2 ("bus-friendly" road humps)	£100,000	£25,000
Leeds Rd/Maidstone Rd (A274 Five Wents) - junction alteration Crash Remedial Measure	£28,000	£28,000
Nettlestead Safety Improvements	£29,000	£29,000
Running Horse Roundabout (M20 Junction 6) Crash Remedial Measure	£13,000	£13,000
Wamlake Rd/High St, Sutton Valence - junction improvement Crash Remedial Measure	£18,000	£18,000
A20, Harrietsham - Right-Turn Lane at West Street	£7,000	£6,000
Laddingford - speed limit modification	£2,500	£2,500
Pheasant Lane, Maidstone - road closure	£5,500	£6,000

- 2.4 Some schemes affected by the Government reductions may yet receive partial funding from Kent County Council Members through the dedicated fund that each Member has to spend on roads in their area. Other schemes that have already received funding approval from this budget and have either been installed or are shortly be installed are:

Member Highway Fund Schemes Approved For Implementation
Boxley Rd Signing Improvements (Mr Chittenden)
Romney Place, Maidstone - pedestrian improvements (Mr Robertson)
Offens Drive, Staplehurst - "Health Centre" sign - (Mr Hotson)
Station Approach, Staplehurst: five pram ramps (Mr Hotson)
The Quarries, Boughton Monchelsea: Signs of pedestrians in road (Mr Hotson)
Croft Gdns, Lenham: Pram Ramp (Mrs Whittle)
Dickley Lane, Lenham: two pram ramps (Mrs Whittle)
Ham Lane, Lenham: Pram Ramp Mrs (Mrs Whittle)
Lenham Sq, Lenham: Pram Ramp (Mrs Whittle)
Loder Close, Lenham: Pram Ramp (Mrs Whittle)
Smarden Rd Headcorn (nr Kennels) - "Duck" crossing sign (Mrs Whittle)

- 2.5 Two schemes previously reported to this Board as complete remain the subject of ongoing reviews; the traffic calming schemes in Coxheath and Bredhurst.
- 2.6 At the last meeting of this Board, officers advised a review of the traffic calming scheme in **Coxheath** would be carried in time to report the outcome to this Board. Unfortunately, major temporary traffic management caused by the roadworks necessary for Scotia Gas Networks' mains replacement have prevented meaningful data to be gathered. Accordingly, the Coxheath review has been deferred until the roadworks are complete and the traffic calming features are reinstated.
- 2.7 At **Dunn Street, Bredhurst**, one aspect of the traffic calming remains a source of dissatisfaction with some local residents and the Parish Council. Towards the southern end of the village, the consultation plan had included a physical chicane outside Camellia that was designed to ensure speeds would be low in the newly traffic calmed area. During detailed design, however, it became apparent that a physical chicane at this location could potentially cause traffic to come to a standstill because larger vehicles that had priority would be unable to pass a larger vehicle that was waiting at the "give-way" for oncoming traffic to pass. The disadvantage in deleting the physical build out was that drivers would, over time, ignore the road markings and drive through this gateway regardless of the traffic signs and road markings. Nonetheless, the independent safety audit that was carried out upon the scheme's completion did not mention that this was a problem that needed resolving and the scheme was therefore signed off as being complete.
- 2.8 Recognising some local disquiet at this, in April 2010, KCC arranged for a temporary physical chicane to be installed outside Camellia for a trial for three weeks to assess the actual impact on traffic flow. KCC received no reports of traffic coming to a standstill and the majority of people who contacted the Parish Council during the trial supported it being made permanent; as a result, the Parish Council is very much in favour of this structure being made permanent. Of the local Members, Cllr Greer (MBC Member for Boxley) is of the opinion that no chicane should be installed and Cllr Mrs Hinder (MBC Member for Boxley) considers that the cost to install a permanent is unwarranted and that the traffic calming measures already in place are sufficient.
- 2.9 Whilst the work itself would cost an estimated £3,800, the road would need to be closed to carry out the work and this would add £4,800 to the cost. In view of the budgetary constraints described earlier in this report, this Board is asked to endorse the officer's recommendation that these costs are out of proportion to the level of benefit a physical chicane would bring and that no further work should be carried out.

Update on Petitions submitted to Kent Highway Services

A report by the Head of Transport & Development to the Joint Transportation Board

Summary

1. A report to update the Board on the current status of petitions received by Kent Highway Services (KHS) and notification of any new petitions received since the last meeting.

Traffic Calming Measures, Heath Road, Coxheath

2. A petition was submitted in April 2008 by 59 residents, lead by Mr A R Monk of Westerhill Road, Coxheath. It sought action to improve the traffic calming measures installed along Heath Road, Coxheath as the petitioners felt these were dangerous.
3. As reported in the schemes update report at the last meeting of this Board, officers advised a review of the traffic calming scheme in Coxheath would be carried in time to report the outcome to this Board. Unfortunately, major temporary traffic management caused by the roadworks necessary for Scotia Gas Networks' mains replacement have prevented meaningful data to be gathered. Accordingly, the Coxheath review has been deferred until the roadworks are complete and the traffic calming features are reinstated.

Request for the Implementation of a Weight Restriction through Yalding

4. A petition was submitted in September 2008 by Yalding Parish Council with over 570 signatures supporting a previous request for a weight restriction through Yalding and that surveys of lorry movements through Yalding and East Farleigh be undertaken.
5. Through discussions with the local Members and the Parish Council funding has been secured to carry out HGV surveys in the Yalding area. The cost of these surveys will be in the region of £4,500 and is being funded from Cllr Stockell's Member Highway Fund and a contribution from TRAMP. It has been agreed these surveys will take place in September to avoid any impact summer holidays may have on the results and the agricultural traffic is heaviest due to the fruit and hop harvest.

Closure of Pheasant Lane, Maidstone South

6. A petition was submitted in August 2008 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.
7. At the October 2009 meeting of this Board it was approved to close Pheasant Lane to all through traffic on an experimental basis. The closure will come into operation on Monday 26th July 2010.

Road Safety Measures along Walderslade Woods Road

8. Kent Highway Services received a petition from Mrs Gillian Tatnell from Walderslade Woods with 212 signatures requesting a reduction in speed limit with traffic islands and hatching. The petition received the support of Boxley Parish Council although Walderslade Woods Road falls within both Maidstone and Tonbridge and Malling and has been reported to both Joint Transportation Boards.

X.1

9. At the last meeting of this Board it was reported that KHS had submitted a bid for funding through the Local Transport Plans Integrated Transport Programme for 2011/12 for a scheme consisting of gateway signage improvements, improvements to the side road junction warning signs and also to provide traffic islands to protect right turning traffic. An update on the Integrated Transport Programme for 2011/12 can not be given until the implications of the Governments Comprehensive Spending Review and the budget for 2011/12 are known.

Speed Limit Review on the A20 through Harrietsham

10. As previously reported to this Board KHS had received a petition from residents of Harrietsham and Lenham in response to the review of speed limit on A20. 48 Pages of signatures were received highlighting residents' extreme disappointment of the review carried out by the County Council on the speed limit on the A20 through Harrietsham and Lenham. The petition requested that a new review is carried out which looks at implementing speed reduction measures along the route. The petition was passed to the speed limit review team to respond to the issues raised in the petition.
11. As reported to this Board the Speed Limit Review has recently been suspended due to Government reductions in grant funding. Once the full implication of the suspension of the review is understood a further update will be reported to this Board.

Residents of Tovil Green Court

12. It was reported to this last meeting of this Board that a petition, containing 31 signatures, had been received from the residents of Tovil Green Court, Maidstone requesting the provision of pedestrian facilities along Burial Ground Lane and Farleigh Hill to enable better pedestrian access to Tesco's and Lidl's.
13. A scheme consisting of a new footway together with an enhancement of the crossing facilities along Tovil Hill has been submitted for funding through the Local Transport Plans Integrated Transport Programme for 2011/12. An update on the Integrated Transport Programme for 2011/12 cannot be given until the implications of the Governments Comprehensive Spending Review and the budget for 2011/12 are known.

Penenden Heath Pre-School, Maidstone

14. It was reported to this last meeting of this Board that a petition, containing 99 signatures, had been received from the local residents and parents of children at Penenden Heath Pre-School, Maidstone requesting safety improvements along the road approaching Penenden Heath Roundabout from Boxley Village.
15. A scheme consisting of a crossing on the Boxley Road (between The Bull and the mini-roundabout) has been submitted for funding through the Local Transport Plans Integrated Transport Programme for 2011/12. An update on the Integrated Transport Programme for 2011/12 cannot be given until the implications of the Governments Comprehensive Spending Review and the budget for 2011/12 are known.
16. Cllr Chittenden is however funding, via the Member Highway Fund, a scheme to install 30 mph repeater roundels on Boxley Road in the 30mph section without street lighting from the mini roundabout heading west together with a junction warning sign, SLOW road markings and red surfacing at the Boxley Road / Neville Close junction. These improvements should help to reduce traffic speeds in the area.

Pedestrian Crossing on Loose Road between Armstrong Road & The Wheatsheaf

17. It was reported to this last meeting of this Board that a petition, supported by 186 signatures, had been received from the local residents requesting a Pedestrian Crossing on Loose Road between Armstrong Road & The Wheatsheaf. KHS have commissioned Jacobs, with funding from Cllr Chell's Member Highway Fund, to carry out pedestrian surveys in this area to ascertain the demand for a pedestrian crossing. Once the result of these surveys have been analysed a further update will be reported to this board.

Parking Issues Tudor Avenue

18. It was reported to this last meeting of this Board that KHS had been passed a petition with 54 signatures from the residents of Tudor Avenue, Maidstone requesting parking restrictions be implemented to deal with commuter parking that the residents feel is causing potential road safety problems.
19. KHS will be advertising a Traffic Regulation Order giving notice of the intention to install double yellow lines at certain points along Tudor Avenue to improve road safety. It is proposed that the existing single yellow lines at the Tudor Avenue / Park Avenue junction be made into double yellow lines and be extended 15m north and double yellow line corner protection be installed at the Tudor Avenue / Norman Close and Tudor Avenue / Sittingbourne Road junctions.
20. If the County Council receive any objections to these proposals they will be reported back to this Board in due course.

Sutton Road Service Road

21. It was reported to this last meeting of this Board that KHS had received a petition supported by 55 out of the 66 residents in Sutton Road service road raising concerns over the volume and speed of traffic using the service road to avoid the traffic signals on the A274. KHS has commissioned a traffic survey to ascertain the extent of the volume of traffic bypassing the signals on the A274 and using the service road instead. Once the result of these surveys have been analysed a further update will be reported to this board.

New Petitions Received

22. At the time of writing this report KHS have not received any new petitions since the last meeting of this board.

Accountable Officer: Andy Corcoran 01622 798378

Agenda Item 11

Update on the Speed Limit Review

A report by the Head of Transport & Development to the Joint Transportation Board

Summary

1. A report to update the Board that the Speed Limit Review has been suspended.

Speed Limit Review

2. The Secretary of State for Communities and Local Government has announced reductions to Road Safety funding for 2010 / 11 as part of the wider local government contribution to reducing the level of grant funding.
3. The decision has been taken by the County Council to mirror the reduction within individual grant lines, Road Safety capital grant and Road Safety revenue grant. It is been agreed to cease work on the Speed Limit Review on the grounds that there is neither revenue nor capital funding available to implement the study recommendations. The Secretary of State has recently indicated that future years' Road Safety grant is likely to be reduced, this means that the current speed limit review is suspended until such a time financial resources are restored.
4. A further update will be reported to this Board once the full implication of the suspension of the review is known.

Accountable Officer: Andy Corcoran 01622 798378

REPORT OF THE HEAD OF TRANSPORT AND DEVELOPMENT

Report To: Joint Transportation Board

Date: 28th July 2010

Report Title: Draft Maidstone Borough Transportation Strategy

Report Author: Peter Rosevear

Summary:

This brief interim report describes progress towards a Borough Transportation Strategy, particularly its relationship with the MBC Local Development Framework Core Strategy, and identifies the current timescale for more detailed consultation with the Board

Decision: Report for Information and Comment

Affected Wards: All

Recommendations: Members of this Board will be invited to comment and contribute to a transport strategy that will support future development in the Borough when the appropriate local development targets have been clarified

Financial Implications:

The measures that will emerge into the final version of the strategy will be funded from a variety of sources, including Kent County Council (via the Local Transport Plan), Maidstone Borough Council, and developers.

Purpose of the Report

1. Members are invited to identify their issues and concerns regarding progress on transportation matters.

Background

2. Kent Highway Services and Maidstone Borough Council have been working together on the evolution of a Transportation Strategy that would both support the expectations of growth identified in the LDF Core Strategy and also identify the various continuing strands of transportation work across the Borough.
3. The LDF will set out the planning authority's development expectations for the period up to 2026. The revocation by the government in early July of the South East Plan, which previously identified targets and policies for

the LDF, requires that the Borough Council now identifies development targets which it believes are more locally appropriate. The SEP target for housing was 11,080 new homes to be built in the period 2006-2026. Of this total, some 2,000 have already been built, and a further 3,000 have received planning permission, which would leave sites to be allocated for 6,000 if the target was to be carried forward. However, MBC has yet to reach conclusions on its preferred level and location of both housing and employment development. Whereas we had expected to be able to report a Draft Transport Strategy to this meeting of the Board, the currently evolving situation regarding the national planning system has delayed the Core Strategy process.

4. Once conclusions have been reached by the planning authority on a preferred development scenario (or possibly potential options), a draft transport strategy to support its delivery can be finalised. This would be subject to discussion by Members before accompanying the Core Strategy out to public consultation in the autumn. This timescale is dependent on the implications of any further policies, advice or guidelines being issued by the government (or possibly the Planning Inspectorate).
5. At the time of writing, it is therefore very difficult to confirm the measures that would be included in the transport strategy. There will inevitably be very serious issues to deal with, particularly the limited funds that will be available for infrastructure. The existing conditions on the road network show congestion at peak times in the town and around the motorway junctions. Whatever level of growth is expected to take place, there will be increasing pressure on the highway and transport networks. A balance must be found that would allow us to manage this pressure to prevent ever increasing congestion without deterring the inward investment that would encourage the town to thrive.
6. It would be appropriate for this Board to receive a full report at its next meeting, or at any appropriate intermediate date, to allow Members to debate the emerging strategy in relation to the development aspirations that the Borough Council will adopt.

Views of Local Members

7. All members representing Maidstone wards will be invited to comment, both through this Board and/or through the wider consultation in the autumn

Views of Statutory Consultees

8. All stakeholders and interested parties will have the opportunity to make representations in the autumn

Conclusion

9. Most of the issues on the highway and transport networks are not new, and many have been the subject of much discussion at this Board and elsewhere. The opportunity now exists to set these issues into the context of the Borough Council's long term spatial planning objectives, and seek to coordinate public

and developer funding streams towards potential solutions. The discussion will begin in detail when the Borough's local development aspirations have been confirmed.

Contact: Peter Rosevear – Kent Highway Service
Email: peterrosevear@maidstone.gov.uk or peter.rosevear@kent.gov.uk

Agenda Item 13

HEAD OF TRANSPORT AND DEVELOPMENT

Report to Maidstone JTB July 2010

The withdrawal of the Arriva 101 Service from Bus Stops at Cobtree Golf Course and Salisbury Road, Kits Coty

Introduction

On Monday 28 June Arriva withdrew their 101 bus service from serving two bus stops on the A229 at Cobtree Golf Course (A229 northbound) and opposite Salisbury Road, Kits Coty, (A229 southbound). Both withdrawals were on health and safety grounds. Arriva's action was prompted by a number of incident reports from their drivers which highlighted concerns over the location and layout of the stops.

Background

The 101 is a frequent express service linking Maidstone and Medway. It is provided on an entirely commercial basis and, because Arriva were so concerned over health and safety, they withdrew the service at very short notice. It is understood that information was posted on all of the buses on the route on 23 June as well as at local stops and drivers were speaking to affected passengers. The number of passengers using these bus stops is relatively low. Some 21 passengers were recorded getting off at the Cobtree stop by an Arriva survey of 28 September 2009, 15 of these on 3 occasions between 15.45 and 16.17. No passengers boarded the bus during that day.

Arriva issued the following press release prompted by the reaction to the withdrawal of the service from the Cobtree bus stop: "We have had to take the decision to withdraw the Service 101 stop at Cobtree Golf Course on safety grounds. The location of this stop requires buses to pull out of a short lay-by directly into traffic which at that point is entering the 70mph zone and which is being joined by traffic coming off the M20 slip road just behind the bus stop. Drivers of vehicles joining the main carriageway will be concentrating on what is approaching from their offside and will often not notice a bus pulling out in front of them. The speed and density of traffic at this point of the A229 therefore creates a serious safety hazard and can cause considerable delays while our drivers wait for a safe distance between other vehicles to allow them to join the flow. Representatives of Kent County Council have considered the feasibility of making adjustments to the sites but this is not currently possible."

Kent Highway Services have explored alternative designs for the lay-bys including lengthening the exits in order to allow buses to build up speed prior to joining the main road traffic flow. Subject to outline design and the presence of statutory undertakers, costs are estimated at £100k for the Cobtree lay-by and £250k for the Salisbury Road lay-by. Given the limited

number of passengers using these stops, it would be difficult to justify this level of investment particularly with the recent cuts to capital budgets.

150 Bus Service

The bus stops in question are also served by the 150 operated by Kent Top Travel under contract to Kent County Council. This provides 6 journeys Mon-Sat from 7.45 to 17.09 inbound to Maidstone from the Salisbury Road Stop and 6 outbound journeys to Lords Wood and Walderslade between 8.40 and 17.52 from the Cobtree Golf Course Bus Stop.

Following Arriva's action, County Council officers have been monitoring the impact on passengers and are investigating some amendments to Service 150 to try to accommodate some of the affected journeys. An additional bus stop could be introduced in the Chatham Road/ Lower Bell area to serve Kits Coty passengers who would otherwise use the Salisbury Road Stop. The 16:04 from Maidstone Chequers can accommodate the afternoon peak of passengers recorded by the Arriva survey.

A Safety Engineer has undertaken a full review of the bus stops in question and the Service 150's ability to access them safely. Forward visibility of the stops meets the required standard and there is no record of injury crashes on the A229 involving bus services for the past 6 years (crash investigations normally look at 3 year data). Carriageway relining, vegetation clearance and repainting of the shelters are recommended to improve driver awareness of the bus stops and the fact that they may need to slow down. Increasing the exit taper lengths would be an improvement, but it is not considered essential. The 150 buses are single deck and they have a better acceleration rate compared to the double deck 101s and so there is less of a problem for them in picking up speed when joining the traffic flow. In respect of Cobtree the 150 Service goes via the Running Horse Junction whereas the 101 follows the grade separated route and needs to cross the traffic joining from the M20 prior to accessing the bus stop.

Conclusions

The Service 101 is provided on a wholly commercial basis by Arriva and so the County Council has little influence over this decision. Whilst their concerns are understandable their decision in this matter is disappointing. Safety checks have been undertaken and the Service 150, provided under contract to Kent County Council, will continue to serve the bus stops in question.

David Joyner
Sustainable Transport Manager
Kent Highways
01622 69 6852

Agenda Item 14

HEAD OF TRANSPORT AND DEVELOPMENT

Maidstone Quality Bus Partnership

1. Summary

- 1.1 The Maidstone Quality Bus Partnership was formed in 1999 and has made significant progress in improving bus services in the town. However in recent years the QBP has become less effective and therefore it is proposed to relaunch the QBP with Member involvement in autumn 2010.
- 1.2 The 'Access to West Kent Hospitals' Kickstart bid had been provisionally accepted by the Department for Transport (DfT), but the scheme has subsequently been withdrawn as a cost saving measure. KCC and Arriva are working in partnership to identify whether some service enhancements can still be delivered through a 'Kent Kickstart' initiative.
- 1.3 There have been rumours that local bus services supported by KCC are to be withdrawn due to cost savings. However, there are no plans to withdraw KCC supported bus services in the area.
- 1.4 It is recommended that:
 - the Maidstone Joint Transportation Board supports the relaunch of the Maidstone Quality Bus Partnership
 - the Joint Transportation Board appoint two representatives (one Borough Member, one County Member) to sit on the Maidstone QBP board and attend meetings twice annually.

2 Maidstone Quality Bus Partnership

- 2.1 The Maidstone Quality Bus Partnership (QBP) was signed between Arriva Southern Counties, Kent County Council and Maidstone Borough Council in November 1999.
- 2.2 Since its inception the QBP has delivered significant improvements to Bus Services in the area, including the introduction of new buses, infrastructure improvements and marketing campaigns.
- 2.3 Improvements delivered through the QBP on services 82 and 85 have delivered growth in use of the services of 14.4% between 2006 and 2009.
- 2.4 However, in recent years the Maidstone QBP has become ineffective. With LTP 3 and a new Maidstone Integrated Transport Plan currently being developed that will include the Quality Bus Partnership, it is

appropriate to revitalise and re-launch the partnership. It is therefore proposed to relaunch the Maidstone QBP with a new agreement being signed between the three parties.

- 2.5 Officers consider that it is important for Members to be involved in the Quality Bus Partnership. It is therefore recommended that the Joint Transportation Board appoint two representatives (one Borough Member, one County Member) to sit on the Maidstone QBP board and attend meetings twice annually.
- 2.6 It is recommended that the Board supports the relaunch of the Maidstone Quality Bus Partnership.

3 The DfT Kickstart Scheme and Cost Savings

- 3.1 In July 2009 KCC submitted three Kickstart bids, including a 'West Kent Access to Hospitals' bid, focussed upon improving the services 6 and 7 between Maidstone and Tunbridge Wells. It was announced on the 25th March 2010 that all three bids had been provisionally accepted and that the West Kent bid would receive the full £380k requested over three years.
- 3.2 However, following the formation of the new government, the scheme was withdrawn by the DfT as a cost saving measure. KCC are now working with Arriva to identify whether some service enhancements can still be made through a 'Kent Kickstart' initiative. A report will be brought to the next JTB meeting with details of a new scheme.
- 3.3 There have been rumours that local bus services supported by KCC are to be withdrawn due to cost savings. However, there are no plans to withdraw KCC supported bus services in the area.

4 Recommendations

- 4.1 It is recommended that:
 - the Maidstone Joint Transportation Board supports the relaunch of the Maidstone Quality Bus Partnership
 - the Joint Transportation Board appoint two representatives (one Borough Member, one County Member) to sit on the Maidstone QBP board and attend meetings twice annually.

Tom Pierpoint
Public Transport Team Leader (West Kent)
Kent Highway Service
01622 221303

Agenda Item 15

Report of objections received for Traffic Regulation Orders submitted to Kent Highway Services

A report by the Head of Transport & Development to the Joint Transportation Board

Summary

1. A report to update the Board on objections to advertised Traffic Regulation Orders received by Kent Highway Services (KHS).

Laddingford Speed Limit

2. Following a long running request from Yalding Parish Council to reduce the speed limit in Laddingford which resulted from a review of the existing speed limit, a Traffic Regulation Order was advertised.
3. One objection has been received from Mr Ian Bruce of East Farleigh, regarding the introduction of a reduction to the existing speed limit at Laddingford. Mr Bruce has objected to the reduction in speed limit on various grounds cited in his attached correspondence.
4. The review team undertook the study in Laddingford following national guidance from the relevant document Circular Roads 01/2006. This states that 30mph should be the norm in villages and that 40mph should be considered where there is a lesser degree of development.

Recommendation

5. That the 30mph and 40mph Traffic Regulation Orders advertised should be implemented as they accord with national guidance.

Request for School Keep Clear Markings, Barming School

6. A request to improve road safety at Barming Primary School was received in September 2008. Following a site meeting at that time it was agreed that School Keep Clear entrance markings should be applied to improve safety at both school entrances.
7. Kent Highway Services were unable to action the request at that time due to staffing and funding resources not being available.
8. In December 2009 Cllr Stockell indicated that she would be willing to fund this work from her Member Highway Fund budget and the Traffic Regulation Order was subsequently advertised.
9. Two objections have been received. Mr and Mrs J Cooke and Mr J Easdown, both of North Street Barming, have objected to the marking in North Street at the pedestrian entrance, but not to the Belmont Close main entrance. Their letters of objection are attached.
10. One comment of support for the Belmont Close entrance site has been received from Mrs Ellen, who lives adjacent to the school entrance in Belmont Close.

11. Site observations have revealed that both school entrances are busy and parents who drive to the school have to park on either North Street or Belmont Close and then escort their child into the school. There is not a footway on the Western side of North Street and consequently there are fewer crossing movements at this vicinity. Instead most parents tend to park on the eastern side of the road in order to use the footway

Recommendations

12. It is recommended that the Belmont Close School Keep Clear entrance marking be implemented whilst the North Lane site is abandoned as few children tend to cross at this location.

Boughton Lane Waiting Restrictions (Double Yellow Lines)

13. Following works to improve pedestrian facilities on the approach to the new Oldborough School site it was considered necessary to implement double yellow lines, to deter drivers from parking in the area which previously had been an entrance taper but was now footway. Parking at this location now presented a hazard to residents trying access or exit their properties in Boughton Lane
14. It was considered that a double yellow lines marking, on the approach to the shared entrance to Five Acre Wood School and Oldborough School would deter drivers from parking. The Lines would extend 67m northwards and 22m to the south of the access.
15. A Traffic Regulation Order was advertised and one letter of objection was received from Mr Peter Craven of 87 Boughton Lane, whose letter is attached. Two Letters were received in support of the proposal from Mr and Mrs S Atkins of 54 Boughton Lane and Mr and Mrs Webb of 52 Boughton Lane. Their correspondence is also attached.

Recommendations

16. These waiting restrictions are considered necessary on safety grounds, and therefore it is recommended they be implemented.

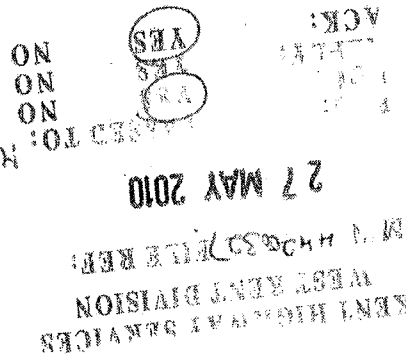
Accountable Officer: Andy Corcoran 01622 798378



Lantern House
The Priory
East Farleigh
Kent
ME15 0EX

Tel (01622) 729292

Kent Highway Services
Ashford Highway Depot
Javelin Way
Henwood Industrial Estate
Ashford
Kent
TN24 8AD



F.A.O. Transportation & Development Manager

14th May 2010

Copy by email: td.maidstone.tonbridgeandmalling@kent.gov.uk

Proposed Speed Limit Order Laddingford & Yalding

Dear Sirs,

Further to your public notice regarding the introduction of 30mph and 40mph speed limits on sections of:

Lees Road
Gravelly Way
Symonds Lane
Claygate Road
Clevesland
Darman Lane
St. Mary's Close

I should like to **object** to the introduction of lower than National Speed Limit restrictions on these roads, for the following reasons:

1. A competent driver can drive safely along many sections of these roads at speeds higher than those recommended, and in places up to the NSL, in appropriate conditions.
2. The application of an 'overall' limit that is too low in some sections will result in not only those sections being ignored, but other sections as well, where the limit may be more appropriate. It is not practical to vary the limit on rural roads according to each short section, nor mark every bend as a hazard. Drivers must be encouraged to take responsibility for their actions and concentrate on their surroundings, not on their speedometer.
3. Numerically posted speed limits encourage drivers to believe that it is safe to drive at the posted speed, along the whole length of the road, regardless of the conditions. Drivers should be warned of specific unforeseeable hazards with signage, allowing them to travel at an appropriate speed for the section of road they are using, and the prevailing conditions.

4. The increased use of varying NSL/50/40 limits reduces the effectiveness of the 30mph limits at village centre boundaries, where they are appropriate. Without a significant differential in speed limits, it is likely that the 30mph limits in the village centres will be exceeded more frequently.
5. The considerable cost of the numerous 'repeater' signs that would need to be installed would be better spent on improvements to road layouts, markings and hazard warnings where appropriate, together with driver education in hazard anticipation and perception.
6. The installation of the repeater signs causes an urbanisation of the rural landscape and detracts from the environment.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'Ian Bruce', with a long horizontal stroke extending to the right.

Ian Bruce



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Heath, Michael - EHW KHS

From: e-mail susan.cooke [susan.cooke@blueyonder.co.uk]
Sent: 26 May 2010 16:31
To: Heath, Michael - EHW KHS
Subject: Re: prohibition of parking application, barming

Further to my original email I wish to point out an additional reason for an objection to the plan. When our house was built in 1973 a lay-by was created to ease the parking on the road. The existence of this lay-by provides a clear line of sight up North Street from the schools back entrance, even when a car is parked outside number 38. There is no such lay-by on the other side of the entrance outside number 36.

Our argument is that the lay-by has always fulfilled your object of creating a safer crossing point for the children and therefore a parking restriction outside number 38 is not needed.

We suggest that another survey should be done to examine whether the proposed cost to the council and the resulting inconvenience to the residents would actually make any difference to the safety of the children.

Sue and Jerry Cooke

On 25 May 2010 11:15, <Michael.Heath@kent.gov.uk> wrote:

Dear Mr and Mrs Cooke

**THE KENT COUNTY COUNCIL
(BOROUGH OF MAIDSTONE)
PROHIBITION OF PARKING OUTSIDE SCHOOLS (VARIATION No 1) ORDER 2010**

This email is to acknowledge receipt of your objection in respect of the above proposed Traffic Regulation Order.

Michael Heath

Transportation and Development Engineer

Doubleday House

Aylesford

Kent ME20 7BU

From: e-mail susan.cooke [mailto:susan.cooke@blueyonder.co.uk]
Sent: 21 May 2010 20:09
To: Kent Thameside Consultations- EHW
Subject: prohibition of parking application, barming

I wish to object to the proposed application to prohibit parking outside 36 and 38 North Street. I live at 40 North Street and I feel that such a prohibition, all be it only in school hours, will place a further strain on the parking in the street.

I assume the reasoning behind this application is to do with child safety. A more effective method would be to restrict the speed at which vehicles pass the school exit to 20 mph. Also, the street is used as a "rat run" by traffic in order to avoid the lights on the Tonbridge Road. Perhaps a plan could be devised to prevent this from happening, so as to improve road safety for the school children and local residents alike.

If it had not been for my neighbours eagle eyed son your notice would have gone unseen! Why were we not notified individually of this application? Was this a deliberate ploy to sneak the application through?

Sue and Jerry Cooke

Mr J N Easdown
38 North Street
Barming
Maidstone
Kent
ME16 9HF

28th May 2010

The Transport and Development Manager
(Maidstone and Tonbridge & Malling)
Kent Highway Services
Double Day House
St Michaels Close
Aylesford
ME20 7BU

Dear Sirs,

Notice attached to post outside Barming School entrance in North Street, Barming

Re. The Kent County Council (Borough of Maidstone) Prohibition of Parking outside schools
(Variation No 1) Order 2010
Consultation ending 31st May 2010

We are writing to register that we object to zig-zag lines being placed across the frontage of 38 North Street, Barming.

The reasons for this objection are contained in the three points attached.

Yours sincerely,



Mr J N Easdown C Eng



Mrs J E Easdown

1. Lack of Justification

- A. There have been no reported incidents at the North Street entrance of Barming School, which is on a straight wide road. The school entrance is for pedestrians only and has by estimation, less than 10% of pupils using it.

This is compared to the main entrance in Belmont Close which has a driveway, is at the end of a cul-de-sac with narrow approach roads and bends. The vast majority of pupils use this entrance.

Considering the differences of the two entrances, any proposed approach at Belmont Close should be automatically applied to North Street. The case for each entrance should be treated on its own merits.

For comparison, the two entrances are shown as Plate 1 and Plate 2.



Plate 1 : Barming Primary School, Belmont Close entrance

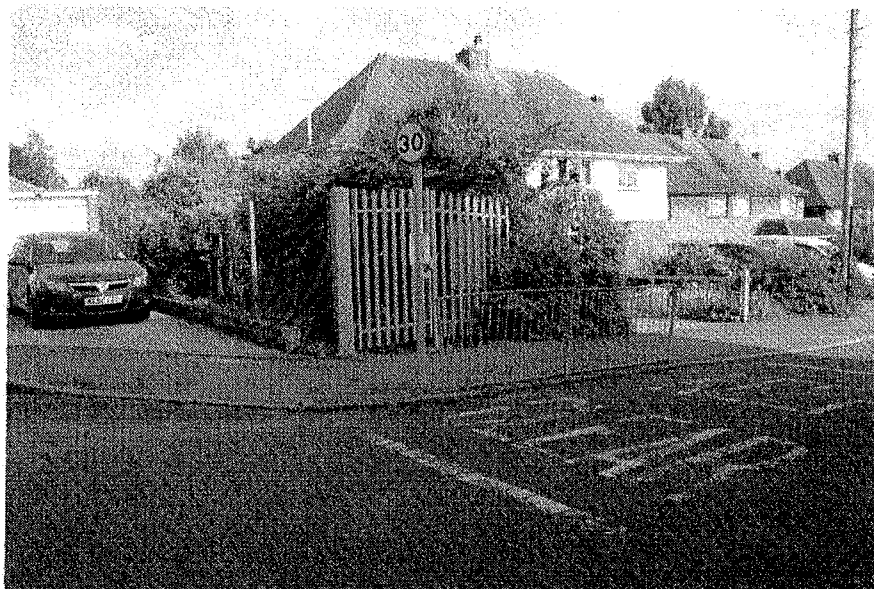


Plate 2 : Barming Primary School, North Street Entrance

- B. It is believed that the addition of a zig-zag line across the frontage of 38 North Street will not significantly improve visibility there.

The roadway in front of the house is a lay-by for residents' parking that was purpose built at the time of constructing the houses (in accordance with Council requirements at the time). It is set back from the lower line of the road by at least a car width, making the school entrance a promontory

Hence, a parked car still gives full visibility of the school entrance when approaching from the North or looking Northwards from the gate. See Plates 3 and 4.

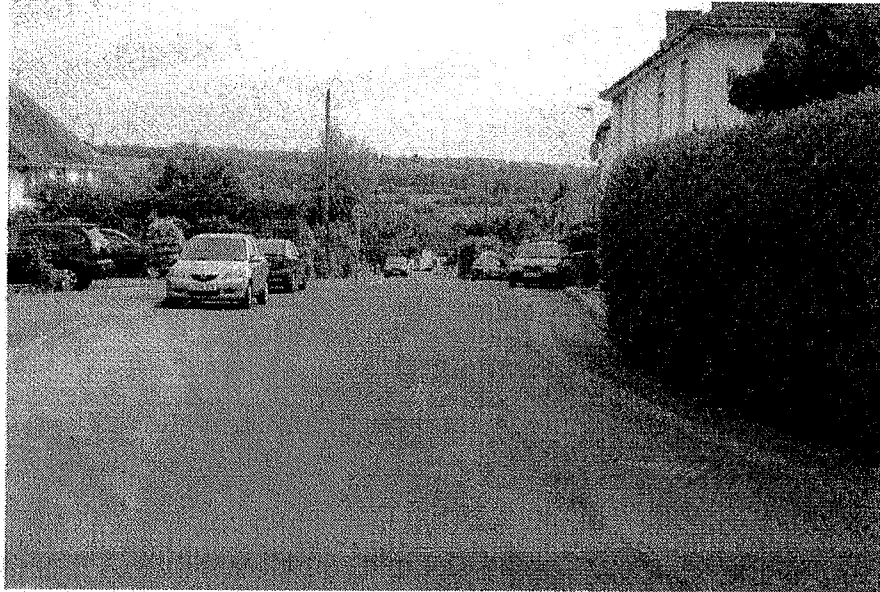


Plate 3 : Approaching the school gate from the North



Plate 4 : Looking Northwards from the school gate

2. Loss of Amenity for Residents

Restricting the parking in front of 38 North Street will be a loss of amenity for residents there.

Residents on the North-East side of North Street currently enjoy non-restricted parking in the lay-by and this is used by residents with non-standard working hours.

For the residents of number 38, they have two cars which cannot be accommodated safely on the driveway at the same time without one jutting onto the footpath.

Furthermore, when Mrs Easdown senior stays (aged 79 and registered disabled) the parking in front of number 38 provides easiest access.

If a disabled parking place outside of number 38 was to be requested in future, how could this be accommodated ?

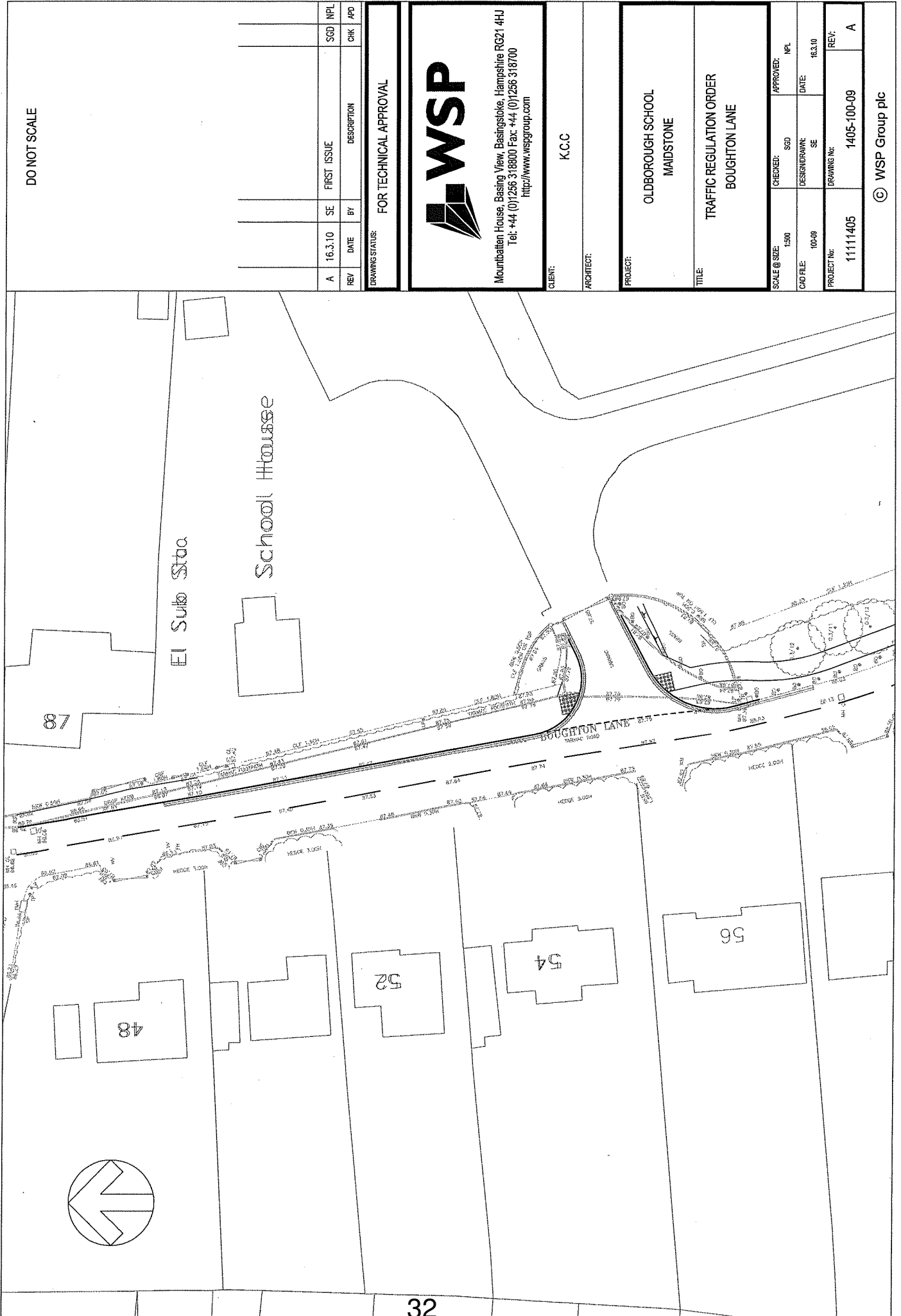
The loss of one parking space will aggravate an already difficult parking situation. As residents who live in the cottages on the opposite side (ie North-West side) have space for only one vehicle in front of their property and they tend to use the lay-by also. Non-standard working hours makes the restricted space unusable.

3. Established Right to Park in the Lay-by

When moving to 38 North Street in April 2003, the Land Registry documents were scrutinised by the Solicitors providing legal advice at the time and it was established that the residents of number 38 had a right to park in front of the property in the lay-by. A copy of those documents was retained.

The schedule of H.M. Land Registry document reference K416030 clearly defines the rights of residents of number 38 to park in the lay-by and also clearly indicates the lay-by on a plan. These rights have now been exercised for more than seven years and are believed to be established and in force. We do not waive those rights and have seen no legal order removing them.

It is believed that to remove those rights a legal judgement and order would be required and legal advice may be sought if the Council seeks to place restrictions on the parking there.



Mr and Mrs S Atkins

54 Boughton Lane, Loose, Maidstone, ME15 9QS

01622 743332

~~Transport and Development Team Leader~~

Maidstone and Tonbridge & Malling area

Doubleday House

Aylesford

Kent ME20 7BU

19 May 2010

Dear Sirs

Prohibition of Waiting (Double Yellow Lines) – Oldborough School, Boughton Lane

We support these proposals in full.

We need the yellow lines to ensure unrestricted access to our house which does not have the benefit of a pavement outside.

Yours faithfully



Stephen and Sandra Atkins

KENT HIGHWAY
WEST KENT
M/N 44200318

21 MAY 2010

FAO
LOG:
REPLY:
ACK:

YES
YES

NO
NO

52, BOUGHTON LANE
MAIDSTONE
KENT

ME15 9QS

25 April 2010

Dear Sirs

PROHIBITION OF WAITING (DOUBLE YELLOW LINES)
OLD BOROUGH SCHOOL BOUGHTON LANE

With reference to the above we fully support the proposal to provide double yellow lines on the approach to and at the access to the school. We would suggest that you also include the road between the two gates and a short distance beyond the second gate.

Removal of the deceleration lane has made exiting the drives opposite the school an extremely hazardous operation, if people are allowed to park it will make the situation worse. Double yellow lines will at least keep both lanes open to traffic.

Yours faithfully

J.M. Webb

JOHN M. WEBB

Heather Webb

HEATHER WEBB

KENT HIGHWAY SERVICES
WEST KENT DIVISION
MIN 4420328

27 MAY 2010

Mr Peter Craven & Mrs Elaine Craven
Orchard House
87 Boughton Lane
Maidstone
Kent.
ME15 9QP

Transport and Development Team Leader
Maidstone and Tonbridge & Malling Area
Doubleday House
Aylesford
Kent.
ME20 7BU

21 May 2010

**RE: Prohibition of Waiting (Double Yellow Lines) – Oldborough School,
Boughton Lane**

Dear Sir

I refer to your letter of the 18th May concerning the above proposal.

Your drawing attached to the letter indicates that the restrictions on parking will commence to the south side of my driveway at 87 Boughton Lane. I feel that I must object to these proposals which are the outcome of poor planning with regards to traffic flow in Boughton Lane in so far as:

1. The conversion of the existing lay-by/parking area in the lane to a wider than really necessary footpath.
2. My wife and I hold various committee meetings at our house to do with our social and business interests; where are the committee members going to park?
3. If the parking is to be restricted to one side of the road there is a real danger that residents of Boughton Lane from number 48 down and 85 down will have their driveways blocked or there will be parking on the existing pavement further decreasing the lane's width.

To conclude I do not think that the alterations to the pavement and the road width have been well planned and I would like to register my objections to the proposals regarding the double yellow lines which in my opinion will be another disaster for the residents of Boughton Lane.

Yours Faithfully


Peter Craven

KENT DISTRICT COUNCIL
WEST KENT DIVISION
M/N 144200324

26 MAY 2010

FAQ
LOG
REPLY
ACK:

489
Y68

36