

AGENDA

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 20 April 2011

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,
Mrs Whittle, J E Wilson and J.A. Wilson

Page No.

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

Continued Over/:

Issued on 12 April 2011

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**

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| 5. | Disclosures of lobbying | |
| 6. | Minutes of the Meeting held on 19 January 2011 | 1 - 4 |
| 7. | Petitions | |
| | Notice has been given pursuant to Council Procedure Rule 11 of the intention to present a petition in the following terms:- | |
| | We, the undersigned, petition the Joint Transport Board with a view to reducing the Speed Limit on Charlton Lane, West Farleigh, from 60 mph to 30 mph , for the safety and protection of all residents and road users. | |
| 8. | Questions/Statements by members of the public | |
| 9. | Report of the Director of Kent Highway Services - Water Damage Repairs - Update Information | 5 - 7 |
| 10. | Report of the Head of Transport and Development - Update on Member Highway Funds | 8 - 10 |
| 11. | Report of the Head of Transport and Development - Old Oakwood Hospital Housing Site | 11 - 12 |
| 12. | Report of the Head of Transport and Development - Maidstone Transport Strategy | 13 - 15 |
| 13. | Report of the Head of Transport and Development - Update on Petitions Submitted to Kent Highway Services | 16 - 20 |

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 19 JANUARY 2011

PRESENT: **Maidstone Borough Council**

**Councillors Mrs Blackmore, English, Hinder,
Marchant, Parr, J E Wilson and J.A. Wilson**

Kent County Council

**County Councillors Cooke (Chairman),
Chittenden, Daley, Robertson, Mrs Stockell
and Mrs Whittle**

ALSO PRESENT: **Councillor Mrs Gooch and Parish Councillors
Pepper (Boxley) and Mrs Selby (Headcorn)**

34. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Chell, Hotson, Beerling and Ross.

35. NOTIFICATION OF SUBSTITUTE MEMBERS

There were no Substitute Members.

36. NOTIFICATION OF VISITING MEMBERS

Councillor Mrs Gooch indicated her wish to speak on Agenda Items 6 and 10. Parish Councillor Mrs Selby (Headcorn) indicated her wish to speak on Agenda Item 11 and Parish Councillor Pepper (Boxley) indicated his wish to speak on Agenda Item 10.

37. DISCLOSURES BY MEMBERS AND OFFICERS

Councillor Hinder declared a personal interest in Agenda Item 10 as he is a Member of Boxley Parish Council.

38. DISCLOSURES OF LOBBYING

Councillors Mrs Blackmore, Hinder and J E Wilson declared they had been lobbied on Agenda Item 10 and Councillors English and Mrs Whittle declared they had been lobbied on Agenda Item 11.

39. MINUTES

The Chairman advised the Board that the Minutes circulated with the Agenda had since been amended to show Councillor Robertson as present at the meeting on 20 October 2010.

RESOLVED: That the Minutes of the Meeting held on 20 October 2010, as amended, be approved as a correct record and signed.

40. PETITIONS

There were no Petitions to be presented.

41. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

Mr Edwards addressed the Board regarding Agenda Item 11 – Objections to Traffic Orders. Mr Edwards stated that, although he had no objection to the proposed traffic orders for Headcorn, he was concerned that the road in which he lives, Chaplin Drive, would be affected by the migration of vehicles. He informed the Board that Chaplin Drive is close to the railway station and, at only 14' 6" wide, if cars started to park on the road there would not be enough room for emergency vehicles.

Mr Edwards requested the Board to put a further order through for Chaplin Drive.

42. HIGHWAY IMPROVEMENT SCHEMES

The Board considered the report of KCC's Head of Countywide Improvements setting out the progress of the highway improvement programme and Member Highway Fund schemes.

KHS Officers responded to queries raised by Members regarding Stoneacre Lane and Pendenden Heath Road. A Member commented that the transition time between a scheme being agreed and the implementation can take far too long in some cases and felt that a tightening up of that timescale was important to ensure the public do not lose faith.

RESOLVED: That the report be noted.

43. UPDATE ON PETITIONS SUBMITTED TO KENT HIGHWAY SERVICES

The Group considered the report of the Head of Transport & Development setting out updates on Petitions submitted to Kent Highway Services. Officers circulated a further update at the meeting regarding the closure of Pheasant Lane and a statement from Kent Police regarding 20mph speed limits around schools.

Officers were requested to ensure that the results of the O&D surveys in Yalding were circulated to all those involved as soon as they are received.

Members raised concerns with regard to the statement from Kent Police about 20mph speed limits around schools. Generally, Members felt it was not necessary for all schools to have a 20 mph limit, but that there were many schools that did require it and each application should be considered on its merits. Members raised the fact that in other areas of the Country the police do support 20mph limits.

Members felt it was important to engage with Kent Police regarding their stance on this issue and that the Cabinet Member for Environment, Highways and Waste be informed of the Board's views.

RESOLVED:

1. That the Cabinet Member for Environment, Highways and Waste be recommended that, subject to no objections being received by Kent Highway Services by the end of January 2011, the closure of Pheasant Lane be made permanent.
2. That the Chairman of the Board meet with Kent Police regarding their policy on 20mph speed limits and report back to the next meeting.
3. That the Cabinet Member for Environment, Highways and Waste be informed of the Board's views on 20mph speed limits.
4. That the report be noted.

44. OBJECTIONS TO TRAFFIC ORDERS

The Board considered the report of the Assistant Director of Environment and Regulatory Services regarding objections received as part of the formal consultation following the advertising of The Kent County Council (Borough of Maidstone) Waiting Restrictions Order (variation No 5) Order 2010 and the Kent County Council (Borough of Maidstone) Designated Parking Places Order (variation No 5) Order 2010.

Officers advised the Board, regarding the issue raised by Mr Edwards earlier in the meeting, that the migration of vehicles in Headcorn would be closely monitored and should any problems occur further Orders would be made if appropriate.

A member asked that Fant Lane continue to be monitored as this is a vehicle confrontation issue, especially as it is the No. 8 bus route.

RESOLVED TO RECOMMEND:

1. That the Maidstone Borough Council Cabinet Member for Environment agrees the recommendations identified in the appendices to the report of the Assistant Director of Environment and Regulatory Services.

2. That the Kent County Council Cabinet Member for Environment, Highways and Waste agrees the orders, as outlined in Appendices A and B to the report of the Assistant Director of Environment and Regulatory Services, be implemented.

45. DURATION OF MEETING

5.00 p.m. to 6.40 p.m.

Winter Damage Repairs - Update Information

A report by the Director of Kent Highway Services to the Joint Transportation Board.

1.1 Summary

- 1.1.1 Following on from last years programme of weather damaged repairs to potholes, Kent Highway Services(KHS) had planned further action for this winter should it prove necessary.
- 1.1.2 Due to December's harsh weather, the plan was instigated by expanding further the number of KHS crews working on weather damage potholes whilst also using additional external contractors.
- 1.1.3 Further to this, a programme of 'find and fix' work will commence during April 2011. This will be similar to last year where external contractors are employed to permanently repair potholes in nominated roads.
- 1.1.4 During the period from January to March, 43 roads were visited and 1070 potholes repaired, the locations are listed below for the Boards' information.

Road Name	Potholes repaired
Ashdown Road	6
Avery Lane Langley	6
Bell Lane	34
Bimbury Lane Stockbury	6
Broomfield Road	15
Burberry Lane	11
Cayser Drive Broomfield	6
Chapman Avenue	25
Chegworth Lane	11
Chegworth Road	30
Church Lane Bearsted	15
Claygate	9
Court Dane Shaws Wormshill	42
Douglas Road Lenham	3
Dunn Street Road	11
East Street Hunton	36
Eastwood Road Boughton Malherbe	11
Eastwood Road Ulcombe	91
Faversham Road	22
Forge Lane East Farleigh	122

Gallants Lane East Farleigh	30
George Lane Leeds	19
Gravelly Bottom Road	32
Greenway Court Road	39
Grove Road	47
Headcorn Road	11
Hunton Hill	53
Lancashire Road	34
Landway	15
Lidsing Road	6
New Road Langley	9
Nottingham Avenue Maidstone	29
Oak Tree Avenue Maidstone	32
Otham Street	49
Oxford Road	30
Pleasure House Lane	17
Pye Lane	11
Scragged Oak Road	49
The Street Ulcombe	7
Ulcombe Road	2
West Street Harrietsham	16
Westerhill Road Linton	12
Whitehill Road	9

1.1.5 This was in addition to the day to day, routine work undertaken by KHS such as:

- Works identified by the Highway Inspectors during their routine inspections,
- Programmed repairs on carriageways and footways,
- Gully cleansing
- Completion of the project to remove unnecessary guardrails from within and around the Town Centre.

1.2 Legal Implications

1.2.1 Nil

1.3 Financial and Value for Money Considerations

1.3.1 The programme is being financed within KHS budgets.

1.4 Risk Assessment

1.4.1 N/A

Accountable Officer:

Andy Moreton 08458 247 800

Agenda Item 10

Update on Member Highway Fund Schemes

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

Member Highway Fund Approved Schemes

1. The current approved position on this Funding programme is as follows:

Member	Scheme description	Estimate	Current Status
Paulina Stockell – Maidstone Rural West	Implement School Keep Clear markings and install corresponding signs at both the pedestrian and vehicular entrance to Barming Primary School. Introduce red surfacing and additional SLOW marking on the carriageway Belmont Close and North Street, Barming	£7556	Approved, awaiting programme date
Dan Daley – Maidstone Central	Install 23 timber posts in verge, remove unauthorised bollards and reseed verge. Mark 'Diag. 1026.1' access highlight markings to all drives at top end of the road. Buckland Lane, Maidstone	£4,793	Work completed.
Dan Daley – Maidstone Central	To replace 22 trees with water irrigation and strimmer guards Adisham Drive, Maidstone	£10,855.50	Work complete, except for watering to take place in summer months.
Malcolm Robertson – Maidstone Central	To replace 22 trees with water irrigation and strimmer guards Adisham Drive, Maidstone	£3921.50	Work complete, except for watering to take place in summer months.
Ian Chittenden – Maidstone North East	Install a pair of dropped kerbs Hampton Road, Maidstone	£2855	Approved, awaiting programme date
Dan Daley – Maidstone Central	Installation of width restriction signs Bower Place, Maidstone	£5812	Approved, awaiting programme date
Paulina Stockell – Maidstone Rural West	Install bus shelter Heath Road, Coxheath	£7494	Work completed.
Paul Carter – Maidstone Rural North	Provide a contribution towards a kerb build out Dunn Street Road, Bredhurst	£3750	Approved, awaiting programme date
Paulina Stockell – Maidstone Rural West	Provide contribution towards the upgrade of riverside path surface Public footpath KB11/KB4 between Tovil Bridge and Barming Bridge	£5000	Contribution provided to PROW, work due to take place in March.
Ian Chittenden – Maidstone North East	Plant 11 new trees St Luke's Road, Pine Grove, Salisbury Road and Holland Road, Maidstone	£2698	Approved, awaiting programme date
Ian Chittenden – Maidstone North East	Install red surfacing and junction warning sign on yellow backing. Enhance existing	£3118	Approved, awaiting programme date

	30mph terminal signs. Install 30mph roundels on carriageway where there is no streetlighting. Penenden Heath Road, Maidstone		
Malcolm Robertson – Maidstone Central	Install pram ramps and tactile paving patches along pedestrian route and mark 'Look Left' and 'Look Right' on carriageway at accesses. Romney Place, Maidstone	£5631	Work completed.
Eric Hotson – Maidstone Rural South	Installation of new kerb line to reduce vehicles striking the existing ragstone wall. Bottlescrew Hill, Boughton Monchelsea	£10,167	Approved, awaiting programme date
Ian Chittenden – Maidstone North East	Install bus shelter Alkham Road, Maidstone	£8153	Approved, awaiting programme date
Paulina Stockell – Maidstone Rural West	Install village gateways, with new village nameplates, relocated speed signage and carriageway markings Hunton	£8757	Approved, awaiting programme date
Paulina Stockell – Maidstone Rural West	Install double sided direction sign to Barming School Beverley Road, Barming	£116	Approved, awaiting programme date
Jenny Whittle – Maidstone Rural East	To provide 1 salt bin with 3 refills Groom Way, Lenham	£595.53	Work completed.
Jenny Whittle – Maidstone Rural East	Improve warning signs, to include road narrows signs and single track road signs, improve carriageway markings and install verge marker posts. Headcorn Road, Boughton Malherbe	£6404	Approved, awaiting programme date
Malcolm Robertson – Maidstone Central	Implement TRO to allow enforcement of footway parking and install appropriate signage Poplar Grove, Maidstone	£5009	Approved, awaiting results of TRO consultation before programming
Malcolm Robertson – Maidstone Central	Implement TRO to allow enforcement of footway parking and install appropriate signage Beaver Road, Maidstone	£4323	Approved, awaiting results of TRO consultation before programming
Ian Chittenden – Maidstone North East	Plant 3 trees Boxley Close and Farraday Road, Maidstone	£816	Approved, awaiting programme date
Paulina Stockell – Maidstone Rural West	To provide 1 salt bin with 3 refills Barn Hill, Hunton	£595.53	Work completed.
Paulina Stockell – Maidstone Rural West	Install 4 dropped kerbs and the associated tactile paving Amsbury Road and The Beacons, Coxheath	£2486	Approved, awaiting programme date
Eric Hotson – Maidstone Rural South	To provide 2 salt bins each with 3 refills The Parade and Lodge Road, Staplehurst	£1191.06	Work completed.

Jenny Whittle – Maidstone Rural East	To provide 1 salt bin with 3 refills Bedmorton Lane, Wormshill	£595.53	Work completed.
Ian Chittenden – Maidstone North East	Provide two new pedestrian dropped kerbs and improve the existing centre island with tactile paving to assist the visually impaired. Enhance Keep Left signage and illuminated bollards with LED illumination units. Sittingbourne Road, Maidstone	£3228	Approved, awaiting programme date

Accountable Officer: Andy Corcoran 01233 648302

Old Oakwood Hospital Housing Site

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

Background

1. A sum of £200,000, minus the cost of any other agreed highway works, was negotiated from the housing development on the Old Hospital site between Hermitage Lane & Queens Road as reported to this Board in August 2005. This money is intended for improvements to public transport which are reasonably required as a result of the Oakwood Development.
2. The money was to be paid in two parts with the first being £100,000 index linked paid before occupation of the 40th unit and the balance upon the provision of a bus-only link between Hermitage Lane in the west and Queens Road in the east through the site.
3. The first £100,000 has been received by Kent Highway Services (KHS) from the Borough Council.

Bus Only Link

4. The payment of the balance is conditional to the provision of bus-only link between Hermitage Lane in the west and Queens Road in the east through the site. The detail of how link can be provided without creating a rat run to the town centre has been at the centre of discussions and negotiations for a number of years. Originally the proposal was for a rising bollard however due to problems experienced in Beaver Road, Ashford it was felt that alternative systems should be investigated.
5. KHS's traffic consultants Jacobs were asked to investigate methods of control including rising bollards, a lifting barrier, gate, CCTV / cameras and a sump breaker. After investigation a report was prepared on the various differing methods which concluded that despite potential problems associated with bollards and the ongoing maintenance costs it was still felt that a physical closure in the form of a rising bollard would best meet the requirements set out in the brief.
6. Following discussions with the Director of KHS concerning the outcome of this report and further information about the improved performance of the rising bollard in Ashford, since an upgrade to the system a year ago, it has been agreed to move forward with a bus only link controlled by a rising bollard.

The need for a Bus Only Link

7. In 2009 Kent County Council (KCC) submitted a Kickstart bid to the Department for Transport for funding to pump prime enhancements to the services 6 and 7, which operate between Maidstone and Tunbridge Wells. Whilst the bid was initially successful, the funding stream was subsequently withdrawn by the new Government in 2010. Since this time Arriva and KCC have been working together to implement parts of the enhancement which will result in an increase in the frequency of the service 6 to half hourly when Phase 1b of the new Pembury Hospital opens in September 2011. The service 6 has the potential to provide an excellent link between Pembury and Maidstone hospitals, which will become increasingly important as services are moved from Maidstone Hospital to Pembury.

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8. However, in order for this link to be established, it is critical that buses travelling into and out of Maidstone town centre can access the hospital without using the Fountain junction, as congestion here causes significant delays to journey times, and would make the half hourly frequency on the service 6 unachievable. The service 78 would also benefit significantly from using the link, providing faster and more reliable services between the Maidstone hospital and the town centre.

Funding

9. The original Section 106 between the developer and Maidstone Borough Council for the site set out that the cost of the bus gate should be borne by the developer. In order for KHS to provide Maidstone Borough Council with the relevant information to request payment a detailed design and cost estimate is required. However, due to the length of time since the Section 106 was agreed the developer is within their rights to request for the Section 106 to be renegotiated which would significantly delay any payment, may result in the loss of this payment and the prospect of getting the improved bus service in for the hospitals.
10. It is therefore, recommended that the existing £100,000 be used to design and implement the bus gate to allow the improved bus service to be provided as early as possible while the developer is being pursued for any outstanding payments. There is a potential risk that the additional funding will not be secured however this could be the case if the Section 106 is renegotiated. Due to the importance of providing an improved bus service between Maidstone and Pembury hospitals it is felt that regardless of receiving any further payments from the developer than the expenditure of the £100,000 on the bus only link would be justified.
11. The Section 106 set out that the expenditure of the highways contribution needs to be approved by this Board.

Recommendation

12. It is therefore, recommended that subject to the views of this Board, that the current £100,000 held by Kent County Council be used to implement the bus only link controlled by a rising bollard while the developer is being pursued for any outstanding payments.

Accountable Officer: Andy Corcoran 01233 648302

Maidstone Transport Strategy

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

Report To: Joint Transportation Board

Date: 20th April 2011

Report Author: Peter Rosevear

Summary:

This report describes the current position with regard to the preparation of a Transport Strategy in support of the Core Strategy of the MBC Local Development Framework

Decision: Report for Information and Comment

Affected Wards: All

Recommendations: Members of this Board are invited to comment and contribute to the evolution of the Transport Strategy

Financial Implications:

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

Purpose of the Report

1. Update Members on the Maidstone Transport Strategy

Background

2. Kent Highway Services and Maidstone Borough Council have been working together on the evolution of a Transportation Strategy that would support the expectations of growth identified in the LDF Core Strategy, and address existing and newly created transport issues.
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 2010 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. MBC adopted a lower target of 10,080 homes in February 2011. A decision on the amount and location of employment development has been deferred.

4. MBC and KCC Members were invited to a Transport Workshop on 16th March, and discussed issues related to the predicted growth. Members have been circulated with responses to queries raised on the night.
5. Various options have been tested with a Visum multi modal transport model. The results from this, as would be expected, show that the increasing demand for travel (on an already congested network) from the additional homes and jobs would lead to a severe increase in peak hour congestion if no changes were made in transport provision or people's travel choices. The model is a strategic tool. It is not intended to make accurate predictions of traffic flows on every road, or turning movements at every junction in the peak hours in 2026. It provides a base from which to assess the performance of the transport network for various options, testing the impact of assumptions on the level and distribution of future development and the transport measures that might be implemented to support them.
6. As we have little opportunity to make significant increases in the capacity of the network by building new roads, particularly in the town centre, we have concentrated on looking at a combination of investment in sustainable transport, including the Park and Ride service, and demand management. The latter element involves the reduction in the number of long stay car parking spaces in the town centre, and the substantial raising of fees for those spaces remaining. This approach tries to "rebalance" the future demand to encourage more people to travel by more sustainable modes. The initial results from the model show considerable increases in travel times and overall network congestion, even with assumptions of a significant increase in the number of Park and Ride spaces and restrictive car park management, and hence emphasise the scale of this challenge.
7. Without these measures, predicted congestion would continue to rise further. It is extremely unlikely that drivers would choose to stay in ever increasing peak hour queues. Their most likely choices (certainly in the morning peak) would be to travel at off peak times, explore the potential for working at home, or choose a different destination.
8. Members therefore have a difficult set of decisions to deal with. If there is no action taken to address congestion, it is likely to be a deterrent to the inward investment needed to fulfil the Borough's regeneration aspirations, and to deal with a increasing population. However, if demand management measures are applied, they might also be considered as a deterrent to development. In addition, if congestion continues to increase, the air quality problems within the Borough's Air Quality Action Area (which covers all the built up area) would also deteriorate.
9. The acceptable levels of investment in public transport have also yet to be determined. The current Park and Ride services run by the Borough Council require a substantial annual subsidy, so there are

pressing concerns about the funding of the service in its current format, as well as consideration of the potential for investment in additional sites and services that would contribute to the town's prosperity. The relationship between the provision of Park and Ride spaces and the reduction of town centre car parking spaces is also a matter for debate, as are the parking standards to be applied to new housing and employment developments.

Views of Local Members

10. All members representing Maidstone wards will be invited to comment, both through this Board and the wider consultation in the summer.

Views of Statutory Consultees

11. All stakeholders and interested parties will have the opportunity to make representations through the public consultation process.

Conclusion

12. 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 next steps will be the confirmation by MBC of the full LDF Core Strategy development proposals for 2026, including the size and location of housing, employment, and retail sites. In addition, a schedule of transport measures that will be implemented to mitigate the impact of growth must also be determined. The model will then be used to create a final set of transport evidence that accompanies the LDF Core Strategy out to public consultation.

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

Agenda Item 13

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).

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. A number of changes have been carried out to the traffic calming since the submission of this petition and as previously reported KHS had agreed to carry out a review of the safety record in Coxheath, further speed checks and complete the safety audit of the current scheme. This work has been completed and sent to the both the County Councillor and Parish Council. The Parish Council have recently held an exhibition to consult the community of Coxheath on alternative proposals put forward by their independent consultants prior to further discussions with Kent County Council.

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. It was reported at the last meeting of this Board that surveys, paid for by the local County Councillor and Parish Council, had been carried out in November 2010. KHS received the results of these surveys in February 2011 and have subsequently circulated these to the relevant Councillors and Parish Councils. Once the Councillors and Parish Councils have had opportunity to consider these results further discussions will be held with the local community on the way forward. A verbal update on the Freight Action Plan for Kent will be given at the meeting.

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 last meeting of this Board the permanent closure of Pheasant Lane to all through traffic was approved. The process to make the initial Experimental Traffic Regulation Order permanent has been initiated. The existing arrangement of preventing through traffic by removable plastic bollards has not proved durable and has now become a maintenance problem. KHS have investigated more robust options and are working with manufacturers on a design which should restrict motor vehicles, but remains accessible for disabled users and cyclists and importantly, can be removed quickly should emergency access be required.

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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.
9. At previous meetings of this Board it has been 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. A verbal update on the Integrated Transport Programme for 2011/12 will be given at the meeting.

Residents of Tovil Green Court

10. At previous meetings of meeting of this Board it was reported 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.
11. A scheme consisting of a new footway together with an enhancement of the crossing facilities along Tovil Hill had been submitted for funding through the through the Local Transport Plans Integrated Transport Programme for 2011/12. A verbal update on the Integrated Transport Programme for 2011/12 will be given at the meeting.

Penenden Heath Pre-School, Maidstone

12. It has been reported to previous meetings 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.
13. A scheme consisting of a crossing on the Boxley Road (between The Bull and the mini-roundabout) had been submitted for funding through the through the Local Transport Plans Integrated Transport Programme for 2011/12. A verbal update on the Integrated Transport Programme for 2011/12 will be given at the meeting.
14. 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 and is with our contractor for programming.

Parking Issues Tudor Avenue

15. It has been reported to previous meetings 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.

16. It was proposed that KHS would advertise a Traffic Regulation Order giving notice of the intention to install double yellow lines at certain points along Tudor Avenue to improve road safety on the 26th January 2011. However, due to staff sickness and shortages it has not been possible to progress this Order and KHS are now procuring additional resources and expertise to overcome this problem. Once these resources are in place this Order will be progressed as a priority.

Sutton Road Service Road

17. KHS 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. At the last meeting of this board it was reported that the local County Councillor, if supported by local residents, would look to use their Member Highway Fund to turn the service road into a cul-de-sac by the use of removable bollards at one end of the road.
18. KHS have consulted the residents of Sutton Road service road seeking their views on whether they support a formal closure and if so at which location. The consultation closes on the 12th April and a verbal update of the results will be given at the meeting.

Speed Limit Review on the A20 through Harrietsham & Lenham

19. 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.
20. As reported to this Board the Speed Limit Review was suspended due to Government reductions in grant funding. In August 2010 the Cabinet Member for Environment, Highways & Waste wrote to all Members and Parish Councils updating them on the County Councils position with regards to the review of speed limits outlining that in cases where a speed limit demonstrates a quantifiable injury crash saving a funding bid will be made accordingly.
21. The safety record along the A20 Harrietsham has been investigated as part of our annual Casualty Reduction Programme. The analysis of the personal injury crashes through Harrietsham and Lenham does not demonstrate that a lower speed limit would provide a quantifiable crash saving and does not meet with the intervention level set by the County Council therefore, funding would not be available via the Casualty Reduction Programme. KHS will discuss these findings with the local Member to see whether any alternative measures could be provided via the Member Highway Fund.

20mph Speed Limits Around Schools

22. At the July 2010 meeting of this board a petition was received calling upon Kent County Council to review its policy on speed limits starting with those around schools. The petitioners would ideally like a 20mph speed limit in all residential areas, but to start with they called for the County Council to pro-actively work with schools, and where there is a request from parents and support from local residents to implement 20mph speed limits in the area around that school. This was to be done in full consultation with the community.

23. At the last meeting of this board Kent Police submitted a statement reiterating that that they do not support 20mph limits unless they are self enforcing. Either by the fact current speeds are already near 20mph or that sufficient traffic calming measures are put in place to reduce the speed of most traffic to 20mph or less thereby making them self enforcing.
24. Members raised concerns with regard to this statement especially that it places significant financial burdens on introducing any 20mph limit if it requires traffic calming to be self enforcing. Generally, Members felt it was not necessary for all schools to have a 20 mph limit, but that there were many schools that did require it and each application should be considered on its merits. Members raised the fact that in other areas of the Country the police do support 20mph limits without the need to have traffic calming.
25. Members felt it was important to engage with Kent Police regarding their stance on this issue and that the Chairman of the Board meet with Kent Police regarding their policy and report back to the next meeting. The Chairman of this Board, Cllr Gary Cooke, Kent Highway Services and Kent Police met at County Hall on 8th March 2011. Kent Police were represented by PC Geoff Bineham and Sergeant Gary Fittall - Traffic Management Unit Sergeant
26. Kent Police explained that they have very limited resources to proactively enforce traffic offences in Kent hence the requirement for new limits to be self enforcing. Kent Police only have 100 specifically trained traffic officers which equates to a maximum of 20 officers on shift at any one time. The priority for these officers is to concentrate enforcement on major roads which includes Kent's motorway network. It was also mentioned by Kent Police that some of the existing 20mph limits currently in operation without traffic calming such as Sandwich in Kent and the Portsmouth scheme existing traffic speeds were generally at 20mph before the implementation of the limit.
27. At the meeting with the Police various potential options were discussed to find a mutually agreeable way forward. The ideas from this meeting have been discussed with the County Councils Cabinet Member and a further verbal update will be given at the meeting.

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

28. It has been previously reported to this Board that a petition had been received calling for the reinstatement of the 101 bus service to the Cobtree Golf Course Bus Stop and a report was submitted proposing a number of options and seeking Members views.
29. It was agreed that further quotes be obtained for Option 2 in an attempt to reduce the costs of this preferred option. These quotes have been returned to KHS and passed to Paul Carter, the local County Councillor, for consideration for funding. A verbal update will be given at the meeting.

Postley Road, Maidstone

30. A petition has been received from the residents of Postley Road, Maidstone which raises concern over the dangerous and increasingly unacceptable use of the road by buses including speeding. Kent Highway Services have meet with the lead petitioner and are investigating the issues raised by the petitioners. KHS are currently arranging a meeting with the local Councillors to discuss a way forward with respect to this petition.

Boxley Road and Beechen Bank Road

31. At the a previous meeting of this Board a petition was received requesting a reduction in the speed limit along Boxley Road and Beechen Bank Road. KHS commissioned a speed survey and have now received the results from its consultants and have reviewed the personal injury crash records along Boxley & Beechen Bank Road. KHS are currently arranging a meeting with the local Councillors and Parish Council to discuss a way forward with respect to this petition.

Footpath along Lenham Road to Sports Field, Kingswood

32. At the last meeting of this board a petition was submitted by Broomfield & Kingswood Parish Council signed by 101 residents requesting a footpath be constructed along the Lenham Road, Kingswood to ensure the safety and well being of pedestrians accessing the Sports Field and its facilities.
33. Early investigations revealed that third party land not in the control of the Highway Authority will be required to construct the footway and excluding land costs the footway could cost in the region of £40,000 to £50,000. KHS have written to the land owners in control of the land to ascertain, if funding was available, whether they would be willing to agree in principle to transfer the land to KHS.

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