

AGENDA

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 18 April 2012

Time: 5.00 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Ash, Beerling, Mrs Blackmore, Carter,
Chell, Chittenden, Cooke, Cox,
Cuming, Daley, English, Hinder,
Hotson, Robertson, Mrs Stockell,
Vizzard, Mrs Whittle and J.A. Wilson
(Chairman)

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Notification of Visiting Members

Continued Over/:

Issued on 10 April 2012

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**

4. Disclosures by Members and Officers
5. Disclosures of lobbying
6. Minutes of the Meeting held on 18 January 2012 1 - 3
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 Council to stop the re-routing of the Maidstone Hospital bus services through Tarragon Road, Maidstone on safety grounds. Tarragon Road is in a quiet residential area which would struggle to accommodate the volume of bus traffic proposed by Kent County Council on environment, safety, noise and access grounds.

8. Questions/Statements by members of the public
9. Report of the KCC Head of Transportation - Old Oakwood Hospital Housing Site 4 - 6
10. Report of the KCC Head of Highway Operations - Clapper Farm Lane 7 - 12
11. Report of the KCC Head of Transport and Development - Update on Petitions Submitted to Kent Highway Services 13 - 16

INFORMATION ONLY REPORTS

12. Report of the Head of Programmed Work - Drainage Cleansing Update 17 - 19
13. Report of the KCC Head of Highway Operations - Highway Works Programme 2011/12 20 - 25
14. Report of the KCC Commercial Manager - Results from the Highway Tracker Survey 2011 26 - 34

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 18 JANUARY 2012

Present: Councillor J.A. Wilson (Chairman), and
Councillors Beerling, Mrs Blackmore, Chittenden,
Cooke, Cox, Cuming, Daley, English, Hinder, Hotson,
Robertson, Thick, Vizzard and Mrs Whittle

Also Present: Councillor Nelson-Gracie
Parish Councillor Greenwood (Lenham
Parish Council)

40. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Carter and Mrs Stockell.

41. **NOTIFICATION OF SUBSTITUTE MEMBERS**

There were no Substitute Members.

42. **NOTIFICATION OF VISITING MEMBERS**

Councillor Nelson-Gracie and Parish Councillor Greenwood were in attendance.

43. **DISCLOSURES BY MEMBERS AND OFFICERS**

There were no disclosures by Members or Officers.

44. **DISCLOSURES OF LOBBYING**

There were no disclosures of lobbying.

45. **MINUTES**

RESOLVED: That the Minutes of the Meeting held on 2 November 2011 be approved as a correct record and signed.

46. **PETITIONS (IF ANY)**

There were no Petitions.

47. **QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC**

There were no questions/statements by members of the public.

48. OBJECTIONS TO TRAFFIC ORDERS

The Board considered the report of the Assistant Director of Environment and Regulatory Services relating to objections received to traffic regulation orders.

RESOLVED:

1. That the Cabinet Member for Environment be recommended to approve each of the recommendations identified in the appendices to the report of the Assistant Director of Environment and Regulatory Services and the objectors informed of the outcome.
2. That Kent County Council be recommended, as the Highway Authority, that the orders be implemented as outlined in the appendices to the report of the Assistant Director of Environment and Regulatory Services.

49. UPDATE ON PETITIONS SUBMITTED TO KENT HIGHWAY SERVICES

The Board considered the report of the Head of Transport and Development outlining the updates on Petitions submitted to Kent Highway Services.

The District Manager for Kent Highway Services informed the Board that the construction/implementation of the speed reduction pilot project outside schools is proposed to start in April 2012.

RESOLVED: That the report be noted.

50. KENT FREIGHT ACTION PLAN

The Board considered the report of the Director of Kent County Council Highways and Transportation Board setting out the current progress with the Kent Freight Action Plan and the next steps in the process before it is formally adopted.

The Chairman informed the Board that, as the presenter of the report was unable to attend the meeting and that the Freight Action Plan would be available for consultation at a later date, there was no need to debate this report.

RESOLVED: That the report be noted.

51. STREET LIGHTING

This report was for information only.

RESOLVED: That the report be noted.

52. HIGHWAY WORKS PROGRAMME 2011/12

This report was for information only. However, as some concerns had been raised by Members prior to the meeting regarding the Gully Cleansing Schedule, the Chairman had invited the KCC Drainage Manager to attend the meeting.

The Drainage Manager circulated an updated cleansing schedule, together with a briefing note on the changes to the gully cleansing process. The Drainage Manager responded to questions raised regarding, inter alia, frequency of cleansing, hot spots and priority response.

RESOLVED: That the report be noted.

53. DURATION OF MEETING

5.00 p.m. to 6.00 p.m.

Agenda Item 9

To: Maidstone Joint Transportation Board
By: Tim Read, Head of Transportation
Date: 18th April 2012
Subject: Old Oakwood Hospital Housing Site
Classification: For decision

Summary: Following the recent submission of a petition signed by approximately 350 local residents requesting the proposal to route buses through the Old Oakwood Hospital Housing Site be stopped the Board is asked to decide whether it continues to support the use of developer funding for this proposal and whether the Board wishes to recommend to the County Councils Cabinet Member for Environment, Highways and Waste that the proposal for the bus link through the development be officially abandoned.

Background

1. As previously reported to this board 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. This money is intended for improvements to public transport which are reasonably required as a result of the Oakwood Development and its expenditure requires the approval of this Board.
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 County Council (KCC) from the Borough Council and at the April 2011 meeting of this Board it was resolved for this money to be used to implement the bus only link by a rising bollard.

Bus Only Link

4. Since that meeting KCC's traffic consultants Jacobs have been working on the detailed design and costing of the bus gate. The current estimated cost for the provision of a rising bollard bus gate on the development is between £47.3k and £63k. The final cost would be dependent on agreeing the final supplier of the rising bollard, street lighting requirements, power and telecommunications connections. Approximately £10k of the £100k has to date been spent on design fees.

Petition

5. On the 19th March 2012 a 21 page petition containing approximately 350 signatures was received requesting the Council stop [the proposal of] re-routing of bus services through Tarragon Road on safety grounds. The petition sets out that Tarragon Road is in a quiet residential area which would struggle to accommodate the volume of bus traffic proposed on environmental, safety, noise and access grounds.
6. If the proposal was to continue a Traffic Regulation Order (TRO) would be required to implement the bus gate which would need a full statutory public consultation. It can be reasonably assumed following the submission of the petition that the result of the public consultation would be the majority of local residents objecting to the TRO. These objections would need to be reported back to this board to be resolved. If the proposal continued to a full public consultation the cost of consultation would need to be funded from the S106 developer funding.

The need for a Bus Only Link

7. The proposed bus gate will allow buses to access Maidstone hospital from the town centre without passing through the Fountain junction, which suffers heavily from congestion and adversely affects the punctuality and reliability of bus services. The bus gate would deliver both real and perceived benefit to bus services, reducing journey times as well as increasing punctuality and reliability, thereby enhancing the attractiveness of the bus service over the private car.
8. Arriva and KCC have recently introduced enhancements to the service 6, which operates between Maidstone and Tunbridge Wells, via the new Tunbridge Wells Hospital at Pembury. The service 6 has the potential to provide a important link between the two hospitals, which has become increasingly important as service have been moved from Maidstone Hospital to Pembury.
9. However, in order for this link to be established, it is critical that service 6 can access the hospital without using the Fountain junction twice, as congestion here causes significant delays to journey times, and would make the half hourly frequency on the service 6 unachievable. Arriva has made it clear that the service 6 is unable to serve Maidstone hospital if the bus gate is not introduced. 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.

Decision

10. Members or asked to consider the strategic reasons for the provision of the bus gate and implications of not proceeding against the local opposition shown in the submitted petition. As stated in the legal agreement for the Section 106 developer funding the JTB need to approve the expenditure of this funding. Therefore, the JTB need to confirm whether it continues to support the funding being used for the bus gate or whether it should now be used for other public transport improvements in the area.

11. As a result of the strong local opposition to the bus gate the JTB is also asked whether it wishes to make a recommendation to the County Councils Cabinet Member for Environment, Highways and Waste that the proposal for the bus link through the development be officially abandoned.

12. Members are asked to decide :-

- a. Whether the Joint Transportation Board still approves the use of the S106 funding for the provision of the Bus Gate
 - b. Whether the Joint Transportation Board wishes to recommend to the County Council's Cabinet Member for Environment, Highways and Waste that the proposal for the bus link through the development be officially abandoned.
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Background documents: Previous JTB report 20 th April 2011 & August 2005 and submitted petition.
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Contact officer: Andy Corcoran

Tel: 08458 247800

To: Maidstone Joint Transportation Board
By: Spencer Palmer – Head of Highway Operations
Date: 18 April 2012
Subject: U1647 Clapper Farm Lane
Classification: Decision Required

Summary: To consider the formal advertising of a Traffic Regulation Order (Prohibition of Motor Vehicles) with appropriate protection to Clapper Farm Lane (Part).

Background:

1. A report was previously brought before the Board regarding Clapper Farm Lane.
2. Clapper Farm Lane is a rural “green” lane within the Parishes of Marden and Staplehurst, the majority of the Lane being in Marden.
3. For a number of years, the lane had not been used and had become overgrown and inaccessible. This had been further exacerbated by the depositing of a variety of vehicles and a large amount of soil and rubble at the western end of the lane.
4. Kent County Council (KCC) were approached in 2006/2007 by Marden and Staplehurst Parish Councils along with local parishioners requesting that the obstructions be removed, the vegetation cut back and the lane re-opened for access to the exception of motorised vehicles.

Current Position

5. Following the previous report to the JTB the lane was cleared of vegetation and spoil so as to re-open the lane. The vehicles and equipment that were blocking the lane at western end to the most part have been moved to one side to allow passage. Any future blocking of the lane by vehicles may be a Police enforcement issue.
6. In terms of the concerns raised initially, there have been no reports to KCC regarding fly tipping and misuse of the lane for anti social behaviour. We have however had complaints regarding limited access at times from the western end of the lane; these have been investigated on each occurrence.

We do however understand local concerns from the residents that live within the lane. The previous report outlined a number of measures and this report looks to continue to deliver the next phase.

7. In order to provide protection to the lane, as previously set out in the original report to the Board, KCC Highways have undertaken an informal consultation. This has taken place with the local residents of the lane and Marden / Staplehurst Parish Councils to gauge the current view before formally advertising. This was to ensure we had support before proceeding with a financial commitment of a formal Traffic Regulation Order (TRO).
8. The comments that we received were generally supportive of the TRO to prohibit motor vehicles. There were however mixed views on the type of physical protection with some parties supporting the Kent Carriage Gap set up with bollards and others preferring to see the horse stile / hop over gate arrangements (see attached photos - appendix C). We would however have to provide a maintenance gate on one end for future cutting of the lane.

Proposals

9. Formally advertise of Traffic Regulation Order (Prohibition of Motor Vehicles).
10. Members to vote on the following options to support the Traffic Regulation Order:

Option 1 – Kent Carriage Gap: – offers physical protection from cars and 4x4 but not from motorcycles / quads - it does allow access to pedestrians / horse riders and horse drawn vehicles.

Option 2 – Horse stile /hop-over gate arrangement: – best form of physical protection from vehicles but limits lane to pedestrians and horse riders only.

Conclusion

11. In order to try to balance the concerns of the local residents with the groups wishing to use the lane there needs to be compromise on all sides. It has been established that this “green lane” forms part of the highway; we must however look at use of public funds and consider the longer term objectives. Looking at the numbers of users from evidence on the ground and speaking with local’s it appears that the lane is used primarily by horse riders and walkers with limited horse drawn vehicle use.

As per the previous report, the lane provides no real highway purpose and would be more suitable for walkers and equestrians. Therefore, future consideration needs to be given to reclassifying the lane as a bridleway/Public Right of Way and maintained as such with a more substantial surface.

Recommendations

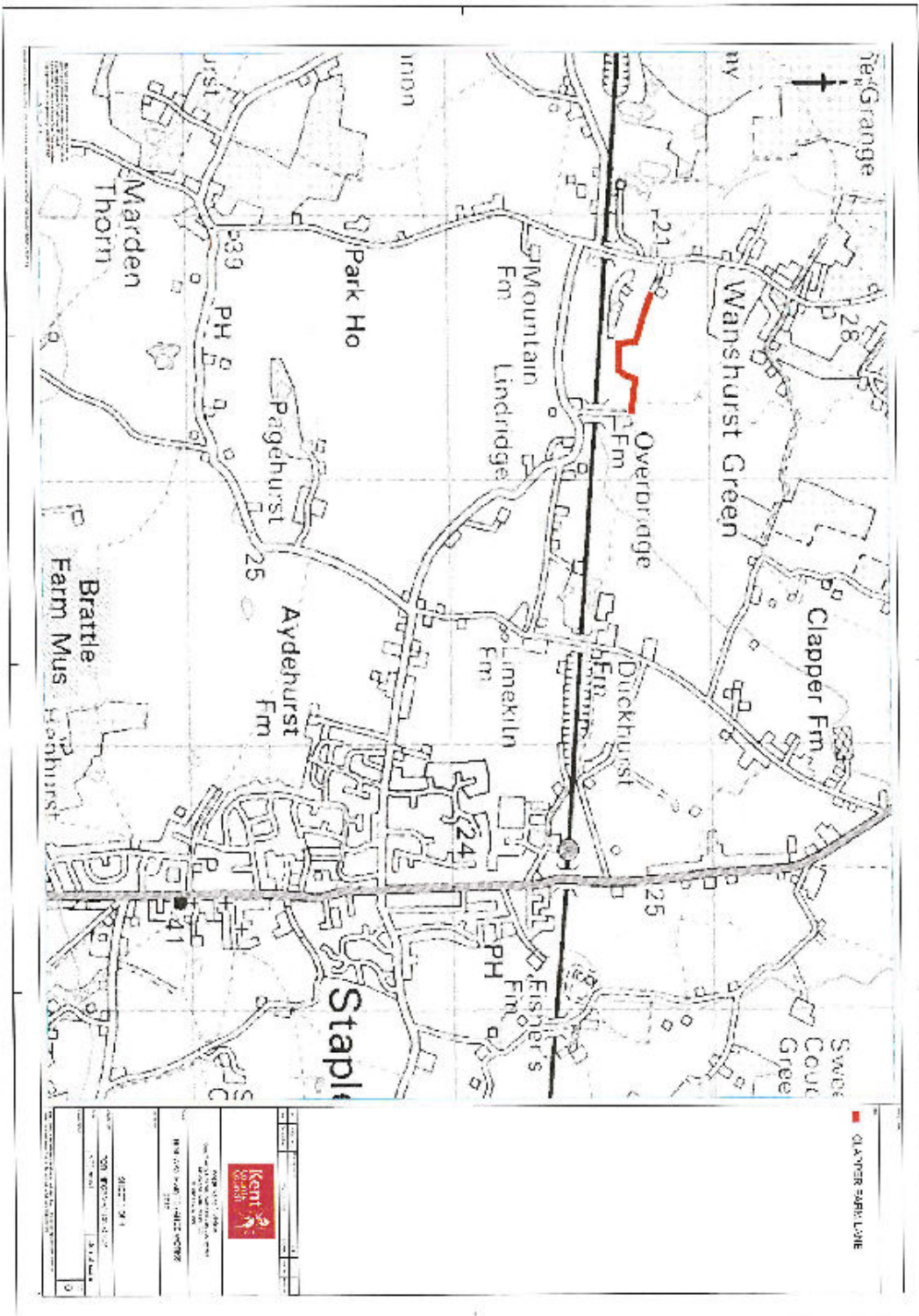
12. The Board support the formal advertising of Traffic Regulation Order (Prohibition of Motor Vehicles).
13. One of the options is supported with the Traffic Regulation Order, as set out in the proposals.

14. Public Rights of Way are consulted to the prospect of reclassifying the section of the lane if the Traffic Regulation Order and protection are implemented.

Appendices – A/B/C

Contact officer: Richard Emmett

Tel: 08458 247800



General Photos of Lane

Clapper Farm Lane from Western End – As from photos it can be seen that this is a rural “green Lane” Proposed location for Start of TRO / Protection feature



Examples of options for physical barriers to protect Lane



Option 1
Kent Carriage Gap



Option 2
Horse Stile / Hop over
Gate Barrier

Update on Petitions submitted to Kent County Council

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.
4. Arrangements are currently being undertaken by the Cabinet Member in organising a meeting with Coxheath Parish Council to discuss a way forward.

Request for the Implementation of a Weight Restriction through Yalding

5. 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.
6. 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.
7. Kent County Council has undertaken a meeting with Cllr Wilson, Cllr Stockell, and Cllr Blackmore together with Mrs Brown of Yalding Parish Council. It has been agreed that Kent County Council will trial a Weight Restriction on a section of the B2162 to seek the effects of the restriction on surrounding roads. KCC Officers are currently working on the scope of the restrictions, funding is being sourced from Cllr Stockell's Member Highway Fund.

Parking Issues Tudor Avenue

8. 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.
9. 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.
10. Kent Highway Services are now in a position to progress the Order. However, due to limited funding being allocated to safety related parking restrictions, officers are batching requests with the view to advertise different locations within Maidstone under a single Traffic Order. This is to provide efficiency and a more cost effective way of managing funds.
11. Due to the timescales, Cllr Chittenden has agreed to fund the said restrictions with additional measures through his Member Highway Fund. The said Traffic Order is to be advertised in November 2011 together with other locations through Cllr Chittenden's MHF process.
12. Cllr Chittenden has agreed to fund the work through his Member Highway Fund, it has proved more cost effective to combine these works with additional parking requests in his ward. Works are progressing.
13. Consultation is currently being undertaken by Kent County Council for the proposed restrictions.

Postley Road, Maidstone

14. 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 met 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.
15. The above meeting was held between local Councillors and it has been agreed that Postley Road will be proposed as part of the Speed Reduction pilot project with measures to be implemented to reduce vehicular speed on Postley Road.
16. Designs are currently being made and discussions are ongoing with the County Councillor regarding the scheme.
17. Design has been approved; Kent County Council will now undertake formal consultation regarding the location of Interactive Signs associated with the scheme with the view to advertise the Traffic Order Associated with the works.

Boxley Road and Beechen Bank Road

18. 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.
19. A meeting was held between Officers, Boxley Parish Council and Cllr Carter regarding speed limits along the above-mentioned roads. The results of the surveys showed that the existing speed limit could be reduced and Boxley Parish Council is liaising with officers regarding funding for these works.
20. Boxley Parish Council is funding the speed limit reduction on Boxley Road, designs and costs have been approved by Boxley Parish Council. Negotiations are ongoing regarding the delivery of the works.

Speed limit Reduction - Charlton Lane, West Farleigh

21. At the previous meeting of this Board, the Chairman of West Farleigh Parish Council, presented a petition requesting a reduction in 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.
22. At the meeting it was confirmed that Cllr Stockell had agreed to fund the cost of the reduced speed limit in Charlton Lane from her Member Highway Fund and that KCC will be proceeding on that basis. A Traffic Regulation Order to reduce the speed limit will be produced and future updates will be included in the Member Highway Fund Update report.
23. Consultation in process regarding the speed limit alteration.

Speed Limit Reduction in Sheephurst Lane, Collier Street

24. Kent Highway Services have received a petition from residents of Sheephurst Lane requesting that the current speed limit is reduced. The petition has 68 signatures supporting a change in the existing speed limit. There have been no reported personal injury crashes over the last 3 year period as a resultant of speeding.
25. Kent Highway Services will investigate the request from the lead petitioner with the view to provide an update at the next Joint Transportation Board.
26. The safety record along this route has been investigated. The analysis of the personal injury crashes on Sheephurst Lane 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.
27. Cllr Stockell has agreed to fund the speed limit reduction. Works will be progressed through the Member Highway Fund process.

Speed Limit Reduction in Green Lane, Collier Street

28. Kent County Council Highway Services has received a petition from residents of Green Lane Cottages, Green Lane, requesting that the current speed limit is reduced. The petition has 7 signatures supporting a change in the existing speed limit. There have been no reported personal injury crashes over the last 3 year period as a resultant of speeding.
29. Kent Highway Services will investigate the request from the lead petitioner with the view to provide an update at the next Joint Transportation Board.
30. Cllr Stockell has agreed to fund the speed limit reduction. Works will be progressed through the Member Highway Fund process.

New Petitions

31. There are currently no new petitions to report to this Board.

Update on 20MPH Zones in Maidstone

32. Kent County Council Highway Services are in the process of installing the said measures at locations previously agreed. Surveys are currently being undertaken onsite identifying the existing vehicle speeds in the vicinity of the schools.
33. Designs are currently being drafted at selected locations with the view to install the measures in 2012. Kent County Council will be working with Schools trying to reduce any congestion during the construction phase.
34. Discussions are still ongoing with County Councillors regarding each individual scheme ensuring that the trialled 20Mph Zones meet the requirements of the County Councillors. For updates on the 20Mph zones, I encourage Members of this board to contact the Highway Officer working on the scheme.

Accountable Officer: Andy Corcoran 01233 648302

To: Maidstone Joint Transportation Board

By: Behdad Haratbar – Head of Programmed Work

Date: 18 April 2012

Subject: Drainage Cleansing Update

Classification: Information only

Summary: A report to the Joint Transportation Board on the progress delivering scheduled drainage cleansing - Maidstone District

Introduction

This report sets out details of the move from a reactive to scheduled programme of gully cleansing with specific reference to the progress made within the Maidstone district.

Background

There are some 335,000 highway drains (gullies) within the County's highway network. The intention had always been to move from reactive maintenance to a cyclical scheduled cleansing programme based on a balance of asset and customer needs.

Scheduled gully cleansing began on 1st September 2011, with the initial focus being on high priority areas such as flooding hotspots and strategic roads. Work is programmed on a monthly basis to reflect predefined cleansing frequencies and reports of blocked drains received from Highway Inspectors and Stewards, Members and the public. The programme is updated on a weekly basis to reflect progress and to allow for further reports of blocked drains to be incorporated within the programme wherever possible without compromising efficiency.

On the basis of the 2012/13 budget allocation, the following cleansing frequencies have been adopted:

Type of road	Description	Frequency
Flood routes	Roads known to flood on a frequent basis	Every 3 months
High speed roads	Roads with a speed limit of 70mph, for example A299 Thanet Way	Every 6 months
Strategic	Roads that provide the main connection	Every 12

Type of road	Description	Frequency
routes	between towns and villages across the county.	months
Urban and rural routes	All other roads	Every 12 to 18 months

This equates to cleansing 245,000 gullies per year at a cost of approximately £2,450,000

Progress to Date

After 7 months of scheduled cleansing, some 78,500 gullies have been cleansed countywide. In the district of Maidstone this amounts to approximately 6,500. Details of the programme delivered between September 2011 and March 2012 can be found at Appendix A.

Where it is not possible to clear all of the drains, these locations are marked, reported and are attended to as part of a planned, efficient programme. In Maidstone, it is necessary to make a return visit to approximately 11% of roads. A breakdown of the reasons for return visits and the subsequent action taken is as follows:

Reason for Re-Attendance	Follow Up Action
Additional traffic management required	The location is reprogrammed for attendance with the correct traffic management. Traffic Management needs recorded for future reference
Unable to access gullies due to road width	The location is reprogrammed for attendance by a crew with drainage rods Restricted access recorded for future reference
Gullies obstructed by parked cars	The location is reprogrammed and returned to at the earliest opportunity without compromising efficiency
Blockages in the gullies or pipes	An order is raised for the gully and adjacent pipes to be cleared and the works programmed for completion as part of a countywide programme
Broken/ jammed drain covers	An order is raised for the cover to be freed/ replaced and the works programmed for completion as part of a countywide programme

As part of the scheduled cleansing approach, additional asset information including traffic management requirements and site restrictions are being collected. Furthermore, work is continuing to implement technology which will enable the collection of supplementary information including the exact location of each gully and the volume of debris removed. By recording the volume of debris removed we will be able to determine how frequently each gully requires cleansing to ensure that it works effectively. This enhanced knowledge of the asset will lead to more effective planning and programming and deliver better value for money.

The adoption of a scheduled approach to gully has meant that 60% more gullies have been cleansed over the past 7 months than would have been done had the previous approach continued. We are able to provide improved visibility of the maintenance service and are better able to estimate the cost of delivery, with greater clarity around the level of service that can be delivered within the available budget.

Recommendations

It is recommended that members of the board note the content of this report.

Background documents: None

Appendix A - Maidstone Drainage Cleansing Programme: September 2011 – March 2012

Contact officer: Kathryn Lewis, Drainage Manager Highways and Transportation

Tel: 08458 247800

Agenda Item 13

To: Maidstone Joint Transportation Board
By: Spencer Palmer, Head of Highway Operations
Date: 18 April 2012
Subject: Highway Works Programme 2011/12

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2011/12

1. Introduction

This report is an update on that made to previous meetings of the board and summarises the identified schemes that have been programmed for construction by Kent County Council in 2011/12

Highway Maintenance Schemes

Carriageway Schemes – see Appendix A1

Other Works

Bridge Works – see Appendix B1

Development Update – see Appendix B2

Major Capital Projects – see Appendix B3

4. Conclusion

This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **0845 8247 800**

Carol Valentine	Highway Manager (West)
John Farmer	Major Capital Project Manager
Tony Ambrose	Structures Manager
Richard Emmett	District Manager
Mary Gillett	Resurfacing Manager


Appendix A – Carriageway Schemes

Appendix A1


Please note that this is an estimated date that Kent County Council plan for the works to commence however if emergency situations occur then dates are likely to change.

Road Name	District	Area	Road Section Affected	Start Date	End Date	Duration	Times	Note	Diversions/Notes
Attwater Court	Maidstone	Lenham	Full length	28.04.11	04.05.2011	7 Days	7:00 – 19:00	Rd Closure	Complete
Blind Lane	Maidstone	Detling	Full length	04.05.11	06.05.2011	3 Days	7:00 – 19:00	Rd Closure	Complete
Broomfield Lane	Maidstone	Broomfield	Red HFS to Chartway Street	TBA	TBA	5 Days	9:30 – 15:30	Rd Closure	Complete
Bushy Grove	Maidstone	Broomfield	Full length	10.05.11	12.05.11	3 Days	7:00 – 19:00	Rd Closure	Complete
 Norton Road Cambridge Crescent	Maidstone	Maidstone	Full length	05.05.11	09.05.11	5 Days	7:00 – 19:00	Rd Closure	Complete
Church Road	Maidstone	Otham	Whole length	19.04.11	19.04.11	1 Day	09:00 – 17:00	Rd Closure	Complete
Fauchions Close	Maidstone	Bearsted	Full length	05.05.11	06.05.11	2 Days	7:00 – 19:00	Rd Closure	Complete
Grange Lane	Maidstone	Boxley	Whole length	06.05.11	06.05.11	1 Day	09:00 – 17:00	Rd Closure	Complete
Lower Road	Maidstone	Sutton Valence	Full length	17.06.11	20.06.11	4 Days	07:00 – 19:00	Rd Closure	Complete
Norton Road	Maidstone	Sutton Valence	Full length	08.05.11	10.05.11	3 Days	7:00 – 19:00	Rd Closure	Complete
Peens Lane	Maidstone	Boughton Monchelsea	Whole length	18.04.11	18.04.11	1 Day	09:00 – 17:00	Rd Closure	Complete
Priory Close	Maidstone	East Farleigh	Full length	06.05.11	10.05.11	5 Days	7:00 – 19:00	Rd Closure	Complete
South Green Lane	Maidstone	Stockbury	Full length	22.05.11	24.05.11	3 Days	7:00 – 19:00	Rd Closure	Complete
Stickfast Lane	Maidstone	East Sutton	Whloe length	18.04.11	19.04.11	2 Days	09:00 – 17:00	Rd Closure	Complete
The Street	Maidstone	Stockbury	Full length	04.05.11	06.05.11	3 Days	7:00 – 19:00	Rd Closure	Complete

Appendix A – Carriageway Schemes

Tilefields	Maidstone	Hollingbourne	Full length	28.04.11	04.05.11	7 Days	7:00 – 19:00	Rd Closure	Complete
Ulcombe Road	Maidstone	Ulcombe	Full length	13.05.11	17.05.11	3 Days	7:00 – 19:00	Rd Closure	Complete
Warmlake Road	Maidstone	Chart Sutton	Whloe length	19.04.11	19.04.11	1 Day	09:00 – 17:00	Rd Closure	Complete
White Bean Drive	Maidstone	Cox Heath	Whloe length	TBC	TBC	TBC	TBC	Rd Closure	Complete
Wierton Hill	Maidstone	Boughton Monchelsea	Whloe length	20.04.11	20.04.11	1 Day	09:00 – 17:00	Rd Closure	Complete
Thurnham Lane	Maidstone	Thurnham	Ware Street to Castle Hill (surface dressing)	TBC	TBC	TBC	TBC	Rd Closure	Works ordered
School Lane	Maidstone	Maidstone	From Willington St to western most speed table from bend (surface dressing)	TBC	TBC	TBC	TBC	Rd Closure	Works ordered
Redwall Lane	Maidstone	Linton	From A229 Linton Hill to Bonflower Lane (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
 Northumberland Road	Maidstone	Maidstone	From A274 Sutton Rd from Willington Street (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
Bottom Pond Road	Wormshill	Maidstone	Corner by Copes Farm near Church to Well Cottage junction (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
Lancet Lane	Maidstone	Maidstone	From A229 Loose Road to Old Drive(surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
Bedmonton Lane	Wormshill	Maidstone	Above Danes Bottom Pace to Yew Tree Farm, Wormshill (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
Clapper Lane	Staplehurst	Maidstone	From Lindridge to Marden Road (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
Greenway Forstal	Harrietsham	Maidstone	Greenway Court Road to A20 (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered

Appendix A – Carriageway Schemes

Hubbards Hill	Lenham	Maidstone	From A20 to 'The Harrow' PH (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
Teston Lane	West Farleigh	Maidstone	North/East end of bridge from Lower Rd (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
Castle Hill	Thurnham	Maidstone	Castle Hill to end (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
Woodcock Lane	Boughton Malherbe	Maidstone	Just past j/w Church Road to j/w Coldbridge Lane (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
Stede Hill	Harrietsham	Maidstone	Northgate Lodge to l/w Hogbarn Lane (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
 Sandway	Boughton Malherbe	Maidstone	Bowley Lane through Boughton Malherbe including Church Road to j/w Woodcock Lane, Platts Heath (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
Old Mill Road	Leeds	Maidstone	A20 through to Brogden Farmhouse junction (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
Gossy Hill Road	Frinted	Maidstone	Frinted Church junction to Bottom Pond Road (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
Battle Lane	Staplehurst	Maidstone	From end of railway bridge approach to j/w B2079 Maidstone Rd (surface dressing)	TBC	TBC	TBC	TBC	TBC	Works ordered
Upper Road	Maidstone	Maidstone	Willow Way to Lower Road (Micro Asphalt)	TBC	TBC	TBC	TBC	TBC	Works ordered
Marion Crescent	Maidstone	Maidstone	Plains Avenue to Somerset Road (Micro Asphalt)	TBC	TBC	TBC	TBC	TBC	Works ordered

Appendix A – Carriageway Schemes

Headcorn Road	Lenham	Maidstone	Lenham Square via Sandway via Platts Heath crossroads to Woodcock Lane, Grafty Green (Micro Asphalt)	TBC	TBC	TBC	TBC	TBC	Works ordered
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Bridge Works

Appendix – B1

Road	Area	Works	Dates
Great Tilden	Maidstone	Small culvert replacement	Late Jan to mid Feb
Little Tilden	Maidstone	Small culvert replacement	Mid Jan to end of Jan
Hermitage Lane	Maidstone	Small culvert replacement	Early Jan to mid Jan

Development Update

Appendix - B2

NEW ROADS AND STREET WORKS ACT 1991 CO-ORDINATION SCHEDULE (SEHAUC FORMAT)

PERIOD – JANUARY 2012 –MARCH 2013

CONTACT: Neil Campbell, Kent County Council - Highways & Transportation - 08458 247 800

Road Name	Location / Parish	Description of Works
A229 Maidstone Road, Sandling	Maidstone	S278 ongoing works for new Audi Garage
Maidstone High Street	Maidstone	S278 ongoing works
Bearsted	Maidstone	2278 Kim's hospital works at junction with Bearsted Road and New Cut Road to enlarge roundabout
Eclipse Park	Maidstone	S278 works on Bearsted Road between Chiltern Hundreds and A249 roundabout to from new traffic controlled junction and changes to A249 roundabout.
Tonbridge Road	Maidstone	S278 works - junction improvements
Hastings Road	Maidstone	New Housing Development
Collington Terrace, Parkwood	Maidstone	New Bellmouth leading to new housing development

Major Capital Projects

Appendix B3

There are no Major Capital Projects in the Maidstone area.

Contact: Carol Valentine / Richard Emmett 08458 247 800

Agenda Item 14

By: David Beaver (Commercial Manager)

To: **Maidstone Joint Transportation Board**

Subject: **Results from the Highway Tracker Survey 2011**

Classification: Unrestricted

Summary: Inform Joint Transportation Boards of the key results of the 2011 Resident, County Member and Parish/Town Council Highway Tracker Survey. The full survey report is published on the KCC website.

Introduction

1. Satisfaction surveys, to gauge perception of the highway service have been carried out since 1987. The 2011 survey was undertaken between November 2011 and January 2012 and sought views from residents, County Members and Parish/Town Councils.
2. To reduce the overall costs much of the survey was undertaken by the KCC Contact Centre. An independent market research company called BMG was used to undertake the specialist face to face survey work with residents.
3. A summary of the results are presented in this report. This information will be used by the Director and Divisional Management team to identify actions to help improve service delivery. Indeed the 2010 survey was used to help shape the structure of Highways and Transportation as implemented last summer.
4. A total of 1,205 face to face interviews were carried out on a representative sample of Kent residents with approximately 100 interviews in each of the twelve Districts, reflecting the age, gender and economic status.
5. In addition to residents views the same survey questions were asked of all County and Parish/Town Councils. A total of 49 County Members responded (a response rate of 58%) and for Parish/Town Councils a total of 164 completed the survey (a response rate of 54%). Both of these response rates are higher than last year.
6. The questionnaire comprised 30 questions, ranging from satisfaction with the condition of roads, pavements, streetlights and local bus and train services through to views on congestion, safety cameras, Member Highway Fund and the Parish Annual Meeting.

The 2011 survey results

7. To ensure independence in the analysis of the survey results the independent market research company (BMG) was commissioned to identify key issues emerging from the three stakeholder groups. The

graphs in the following appendix present the results as % satisfied (green line) and % dissatisfied (red line). Results will not add up to 100% as respondents are also offered a neither satisfied or dissatisfied option if they have no strong positive or negative views. Across all stakeholder groups BMG identified the following key points;

- a) Road satisfaction is fairly positive following a substantial dip in 2010 albeit Parish/Town Councils are the least satisfied with concern for country lanes (Fig. 1, 4, 7 and 10). For pavements the results are more mixed with a fall in overall net satisfaction from Parish/Town Councils, with County Members most concerned about pavements in town centres, shopping/ pedestrianised areas (Figs 2, 5, 8 and 11). Views on streetlights are also highly inconsistent, positive overall but far more so amongst County Members (Figs 3, 6, 9 and 12).
 - b) The overall improvement in perception of the service amongst Parish/Town Councils and County Members continues and builds on the benefits of closer liaison with the District Managers and Stewards. There is more to be done to build on and improve communication as in many cases there are new faces and relationships still to be fully developed (especially with Parish/Town Councils).
 - c) Currently only 21% of residents know about the single 08458 number to contact KCC about a fault and only 12% of residents have contacted them in the last 12 months to log an enquiry. Whilst satisfaction with the service received by those who have reported a problem remains strong across all three groups more work is needed to raise awareness of how and who to contact. The KCC plan for 'unified communications' and the roll out of 0300 numbers will provide an opportunity to raise awareness of the telephone number and on-line fault reporting.
 - c) Satisfaction with those who use local train and bus services remains strong. However the cost of fares and frequency of public transport services continue to be areas of concern for all stakeholder groups using public transport.
 - d) Different Districts are experiencing problems with off-peak congestion compared to those with peak-time congestion. Over 60% of Residents and County Members agree that safety cameras are helping to make Kent road safer but this falls to 44% of Parish/Town Councils.
8. Examples of some of the main results included in the full report are set out in Appendix 1. Figures 1-3 show the combined County Members, Residents and Parish/Town Councils satisfaction results for Roads, Pavements and Streetlights. Figures 4 to 6 set out resident satisfaction results with roads, pavements and streetlights. Figures 7-9 show the results from Parish Councils and Figures 10-12 for County Members.

Conclusions from the Director of Highways and Transportation

- 9. Overall the results show a positive trend, this is a significant achievement in light of the worst winter for almost a generation, and significant reductions (over 20%) in both budget and staffing levels. During this time the business has been totally restructured, a new works contractor appointed and significant financial savings delivered. It has been a year of transformation and putting in place the foundations for a service that will meet public needs and excel in service delivery.

10. Clearly there is always room for improvement and the Highways and Transportation Division is continuing to develop its service delivery ethos and focus on delivering ever improving outcomes for our ultimate customers, the public of Kent. The contents of this report will be used to help shape our future actions and improvement plans and as such is greatly valued.

Further Information

11. The full tracker survey report is very large and contains much more information along with a more detailed executive summary of the issues identified from the results by BMG. A copy of the report is available on the KCC website

Background Documents: None

Other Useful Information: Highways & Transportation Highway Tracker Survey 2011

Author Contact Details

David Thomas, Business Manager, Kent County Council Highways & Transportation

Contact: David Thomas – 0845 8247 800

Results from the Highway Tracker Survey 2011

Figure 1 – Combined Results - Satisfaction with the condition of roads in the local area – year-on-year comparison (average of residents, County Members & Parish/Town Councils)

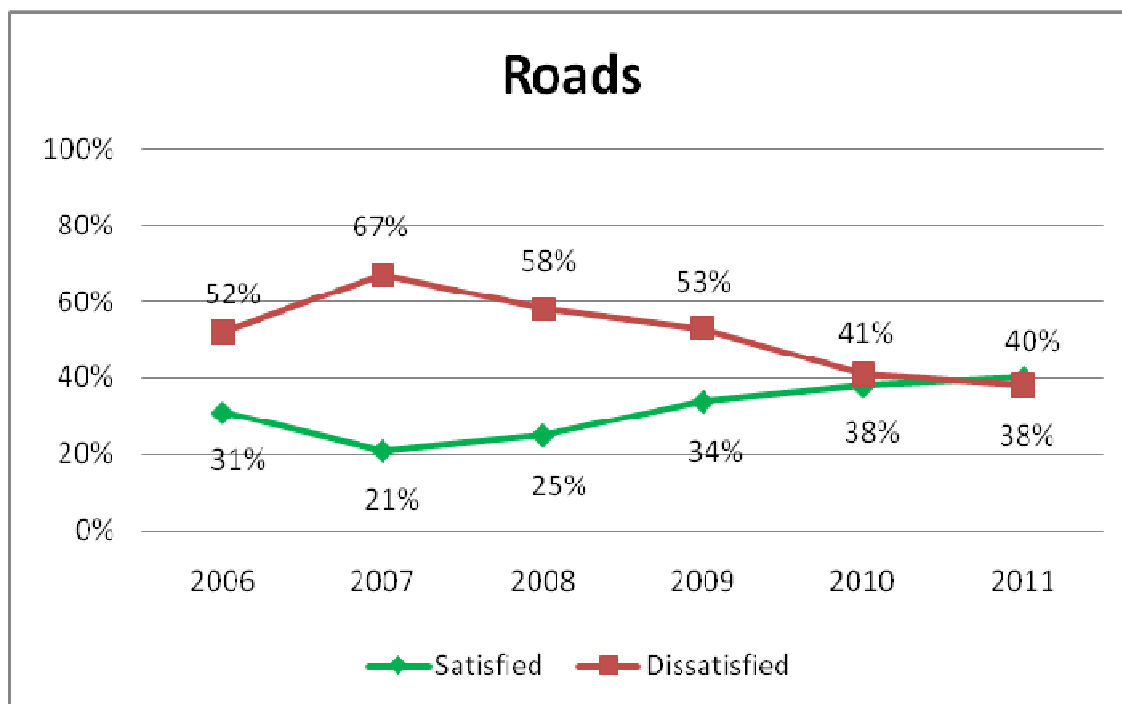


Figure 2 - Combined Results - Satisfaction with the condition of pavements in the local area – year-on-year comparison (average of residents, County Members & Parish/Town Councils)

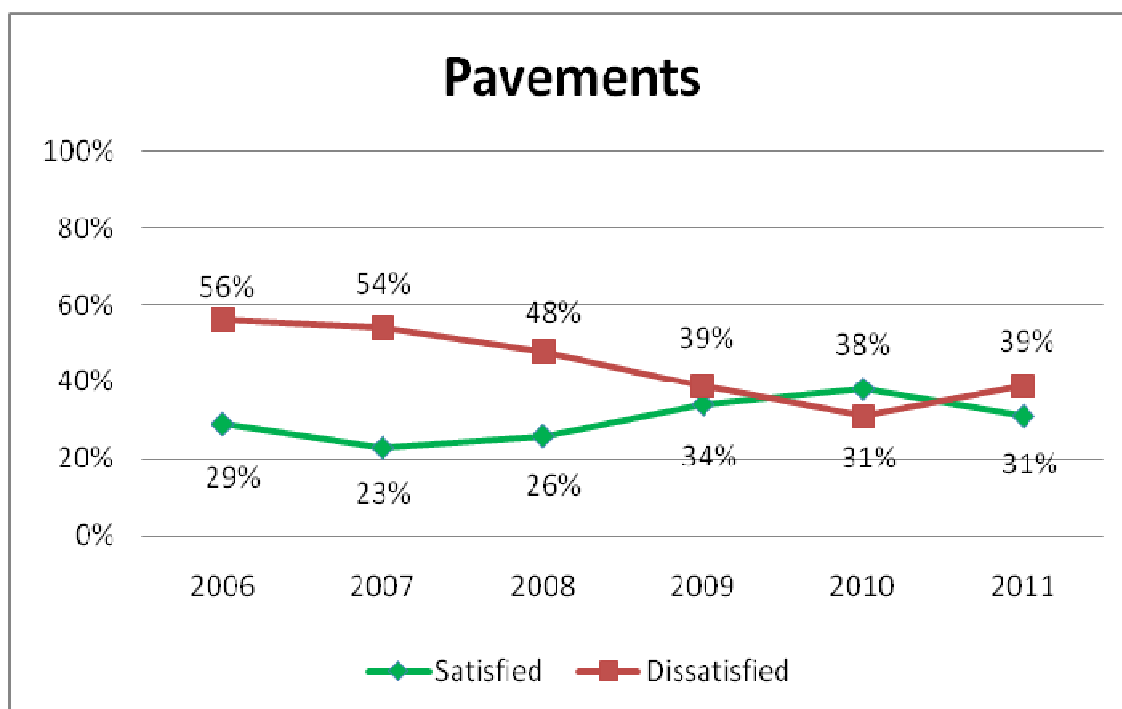


Figure 3 - Combined Results - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison (average of residents, County Members & Parish/Town Councils)

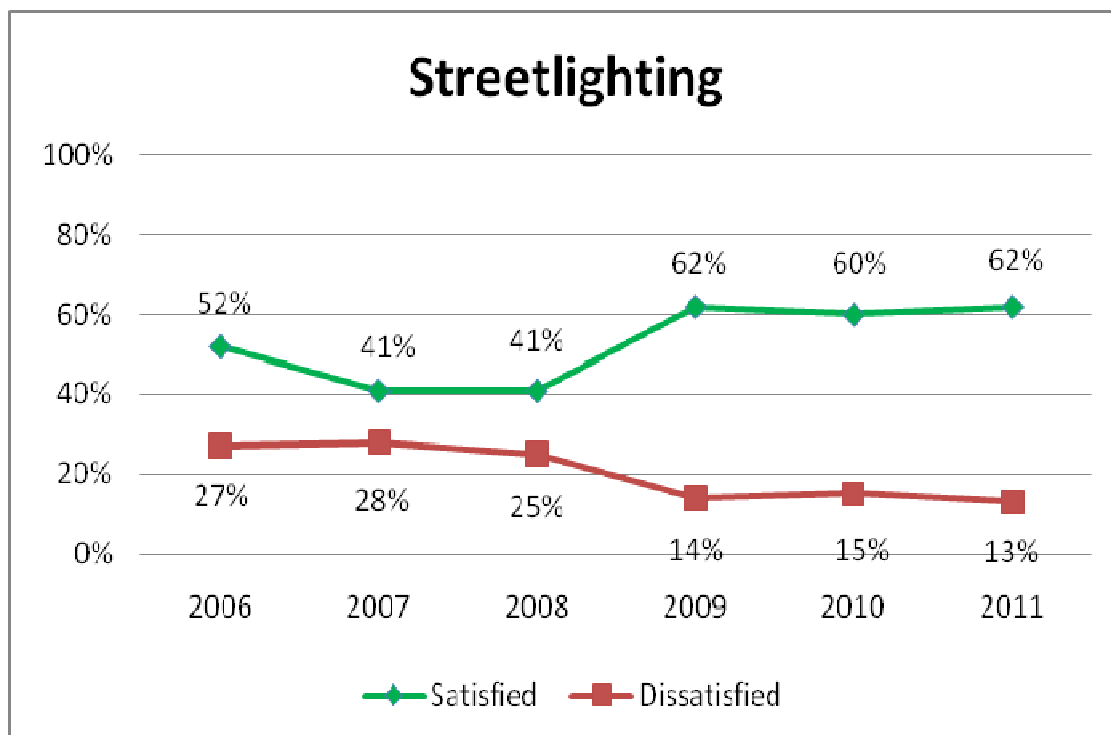


Figure 4 -Residents - Satisfaction with the condition of roads in the local area – year-on-year comparison

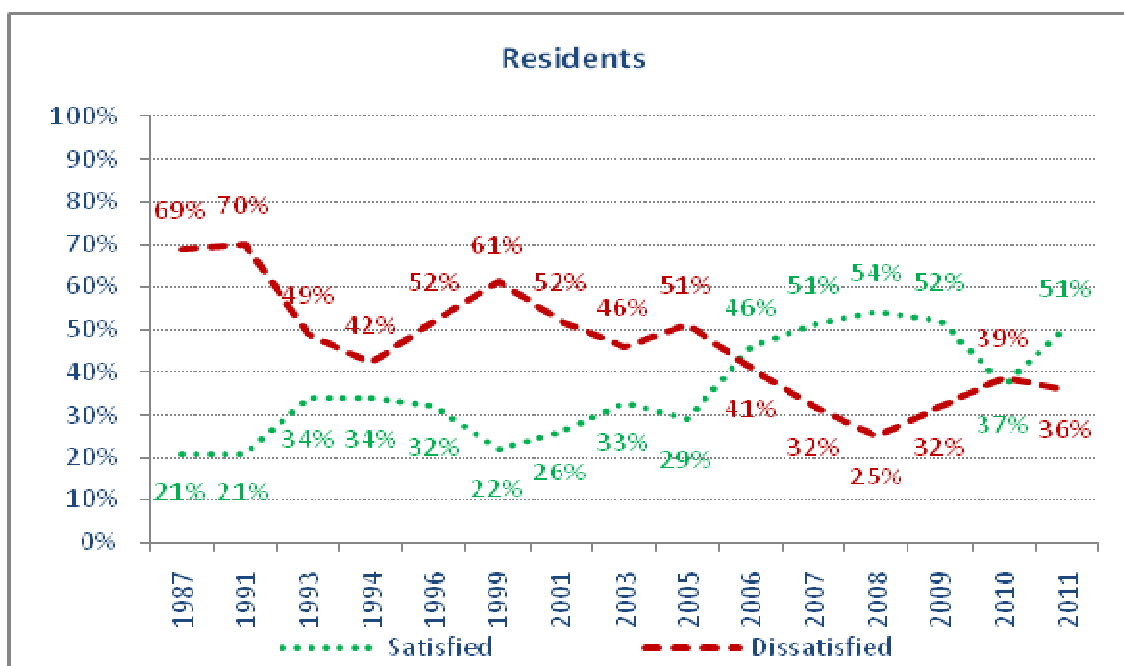


Figure 5 - Residents - Satisfaction with the condition of pavements in the local area – year-on-year comparison

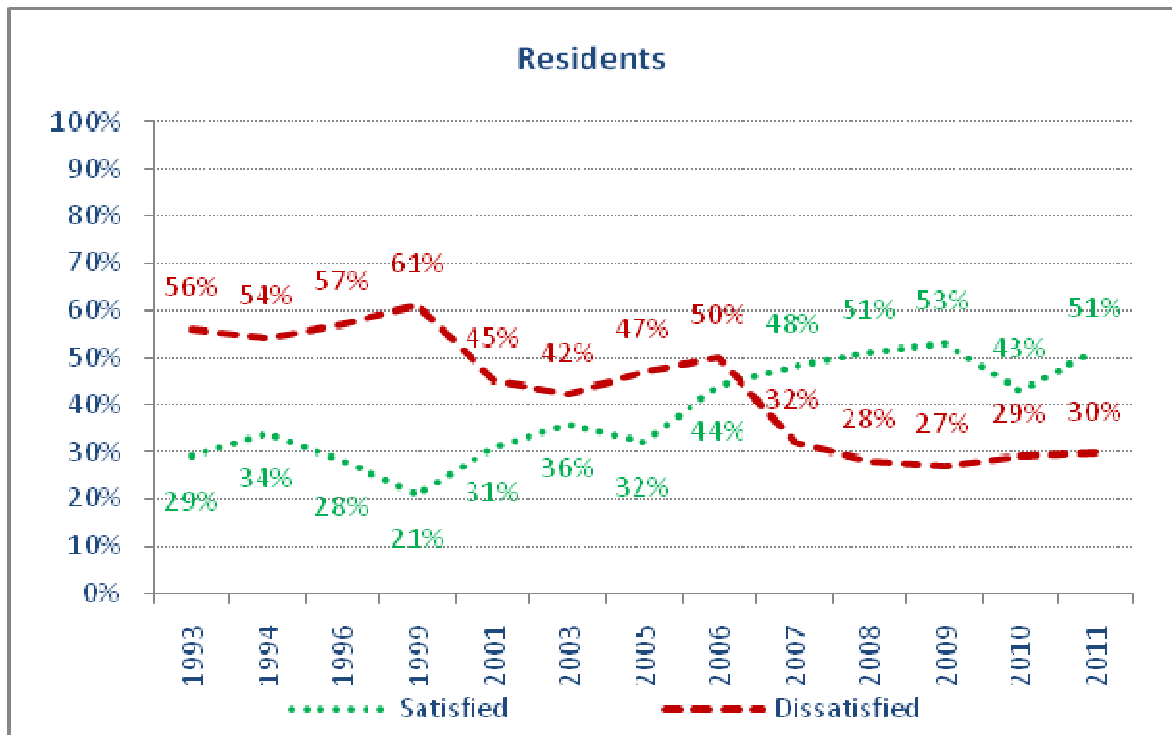


Figure 6 - Residents - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison

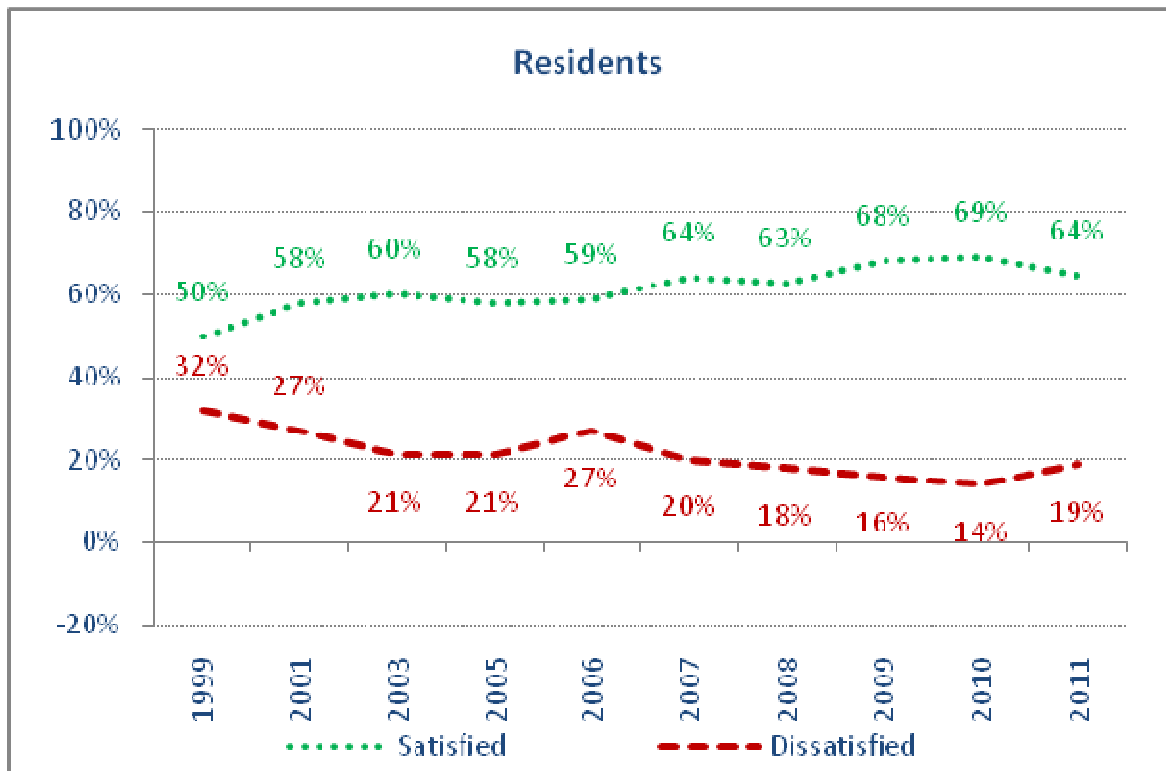


Figure 7 –Parish/Town Councils - Satisfaction with the condition of roads in the local area – year-on-year comparison

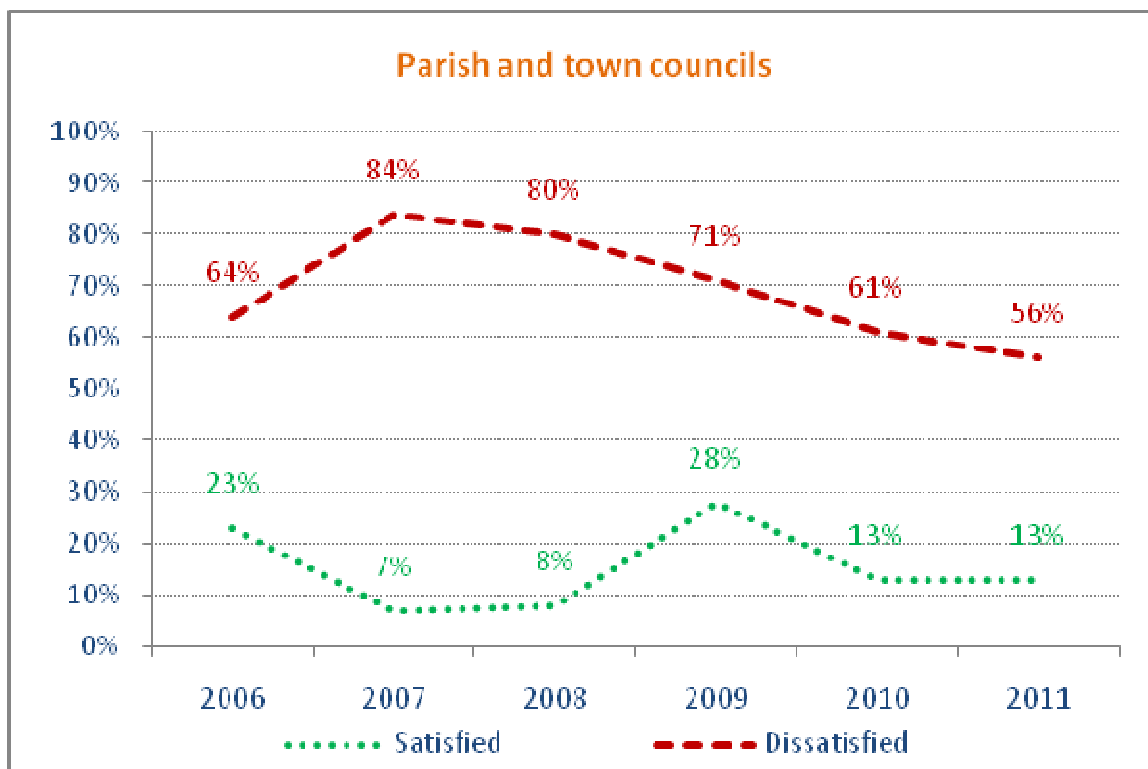


Figure 8 - Parish/Town Councils - Satisfaction with the condition of pavements in the local area – year-on-year comparison

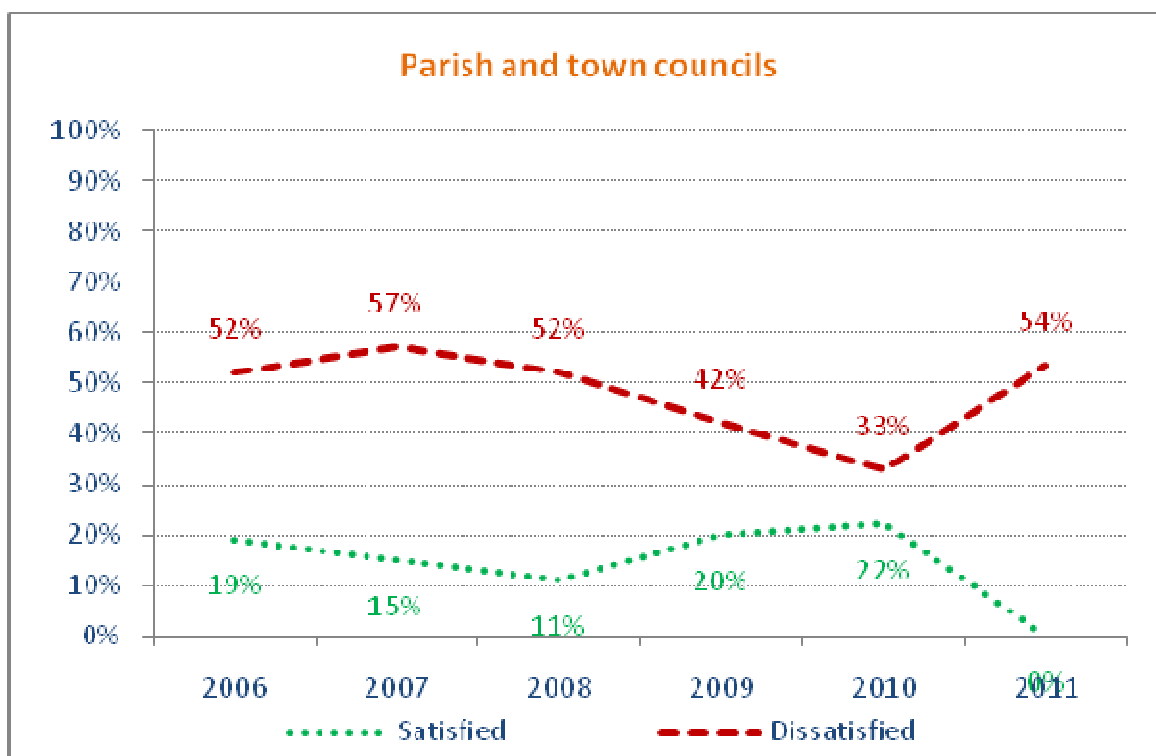


Figure 9 - Parish/Town Councils - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison

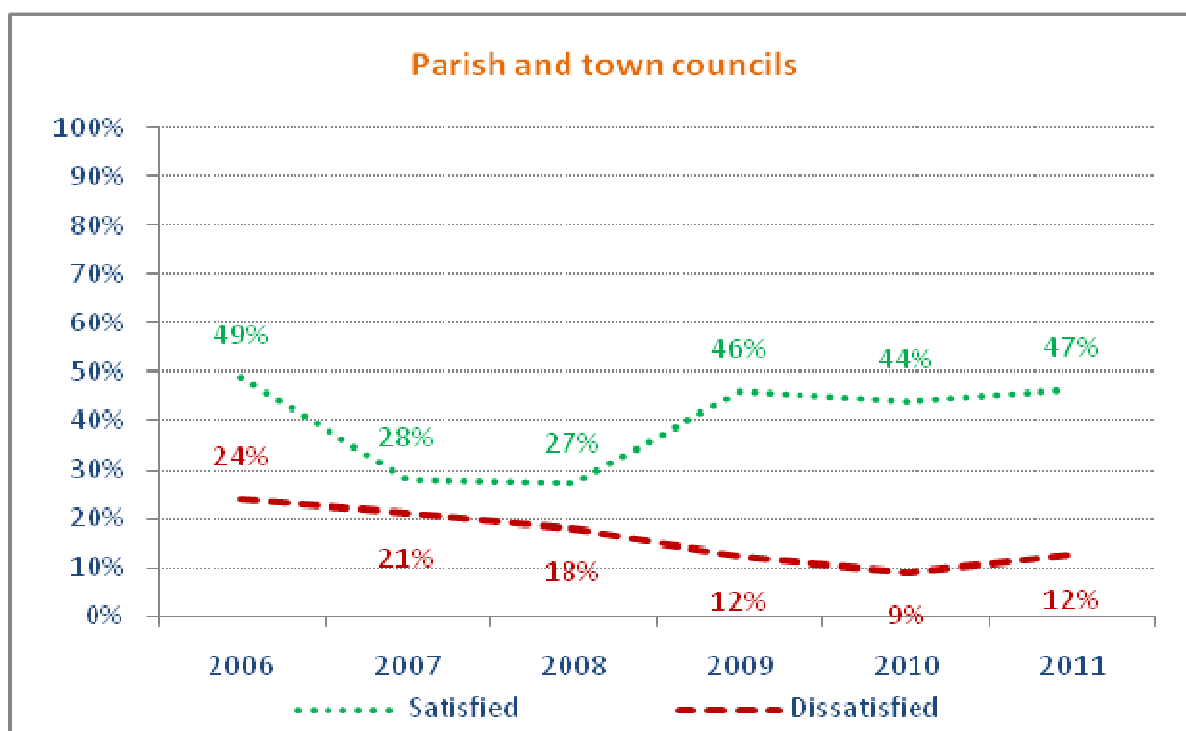


Figure 10 –County Members - Satisfaction with the condition of roads in the local area – year-on-year comparison

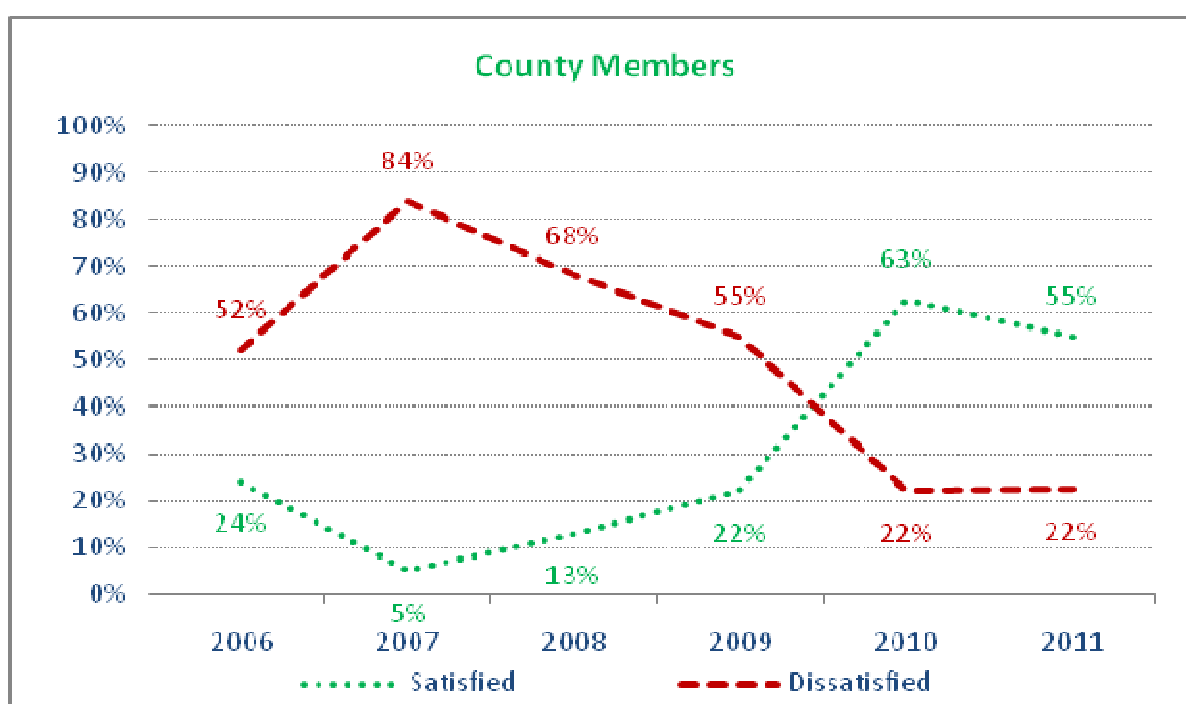


Figure 11 - County Members - Satisfaction with the condition of pavements in the local area – year-on-year comparison

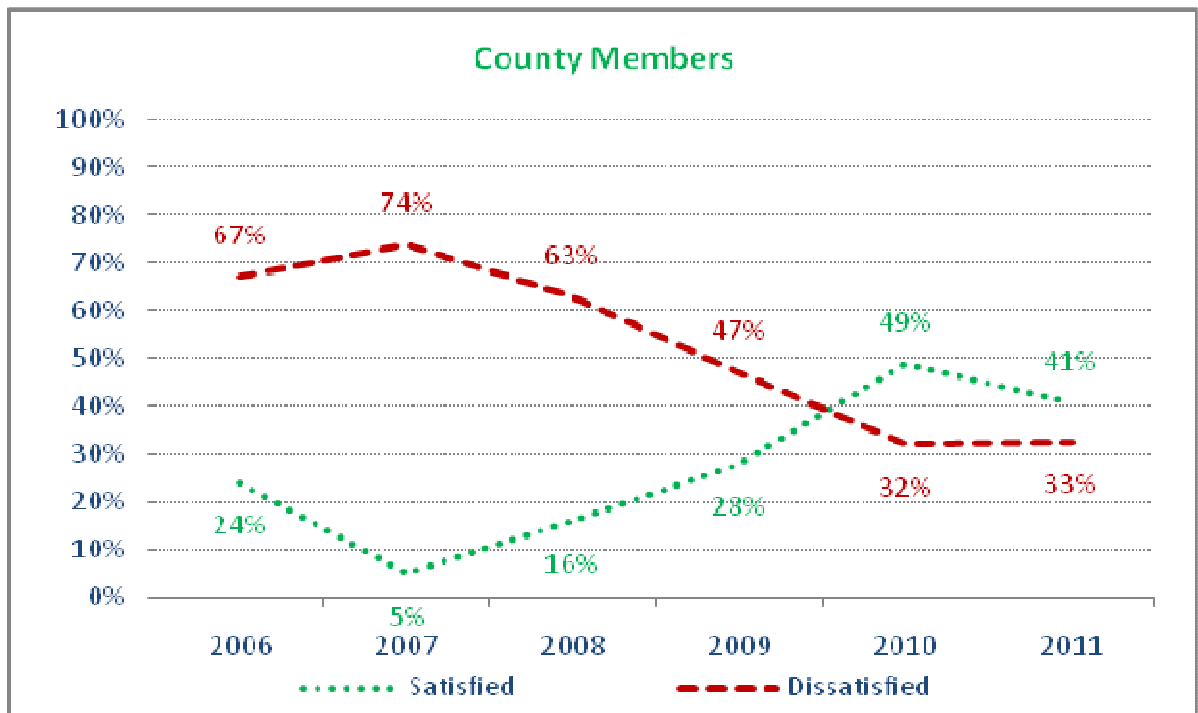


Figure 12 - County Members - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison

