

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON 9 OCTOBER 2013

Present: Councillor J.A. Wilson (Chairman) and
Councillors Ash, Bird, Mrs Blackmore, Brown (KALC),
Cooke, Cuming, Daley, B Mortimer, Moss, Paterson,
Mrs Stockell and Mrs Whittle

Also Present: Councillors Burton and English

1. **APOLOGIES FOR ABSENCE**

It was noted that apologies for absence had been received from Councillors Carter, Chittenden, Clark, Hotson and Moriarty.

2. **NOTIFICATION OF SUBSTITUTE MEMBERS**

There were no Substitute Members.

3. **NOTIFICATION OF VISITING MEMBERS**

Councillors Burton and English attended the meeting as observers.

4. **DISCLOSURES BY MEMBERS AND OFFICERS**

There were no disclosures by Members or Officers.

5. **DISCLOSURES OF LOBBYING**

There were no disclosures of lobbying.

6. **EXEMPT ITEMS**

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

7. **MINUTES OF THE MEETING HELD ON 17 APRIL 2013**

RESOLVED: That the Minutes of the meeting held on 17 April 2013 be approved as a correct record and signed.

8. **MATTERS ARISING FROM THE MINUTES OF THE MEETING HELD ON 17 APRIL 2013**

Minute 72 – Invitation to the Police to Attend a Future Meeting of the Board

In response to questions by Members, the representative of the Head of Transportation said that he would follow up the invitation to the Police to attend a future meeting of the Board to discuss their approach to traffic regulation enforcement and the enforcement of weight and width restrictions.

9. PETITIONS

There were no petitions.

10. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

Councillor Roger Levett of Teston Parish Council addressed the Board on the possibility of imposing fines on the drivers and operators of vehicles that breach weight and width restrictions. Councillor Levett made specific reference to the enforcement of these restrictions and the possible use of CCTV cameras to provide evidence of suspected breaches. During the ensuing discussion, reference was made to the following:

- Kent Police were responsible for the enforcement of weight and width restrictions, and should be asked to explain their approach.
- Restrictions with exemptions in order to allow access to collect or deliver goods or to carry out maintenance were difficult to enforce.
- Advance signing should be used to advise drivers of recommended alternative routes when weight and width restrictions are used to prevent large vehicles from using inappropriate roads and routes.
- The need for signs to be in symbolic format so that they can be universally understood.
- The need to encourage drivers and operators of HGV vehicles not to use Satellite Navigation systems designed specifically for the car market.

The representative of the Head of Transportation undertook to investigate the points arising from Councillor Levett's statement and to report back to the Board in due course.

11. MAIDSTONE BRIDGES GYRATORY CAPACITY IMPROVEMENTS

The Board considered the report of the Head of Transportation updating progress to date on the development of a proposed capacity improvement scheme for the Maidstone Bridges Gyratory. It was noted that:

- In June 2013, KCC commissioned its new Technical and Environmental Services Contractor, Amey, to review previous design and transport modelling work on a potential junction capacity improvement scheme for the Bridges Gyratory.

- The proposed scheme involved the provision of two additional northbound traffic lanes and associated traffic signals on the east bank of the River Medway. This would remove the need for through traffic on the A229 to traverse both the Broadway and St Peter's Bridges, thereby easing congestion throughout the intersection.
- Amey's review of the previous design work had concluded that the proposed layout changes remained a viable option in the context of land availability and the information received to date from Statutory Undertakers. It was also Amey's view that a previously disregarded 'reduced lane width option', which avoided the need to relocate the electricity substation, should be reconsidered. Both options were being examined, and more work was required before a view could be taken on which scheme to progress.
- The estimated cost of the scheme, which would result in a reduction in average journey time delays and average maximum queue lengths, was now £5.7m. Bids would be submitted for external funding, for example from the Government's Local Pinch Point Fund. Subject to the necessary funding being secured, it was hoped that the scheme could be delivered within the next three years, with a construction period of six months.

In response to questions by Members, the representative of the Head of Transportation confirmed that regular liaison would continue with Maidstone Borough Council to ensure that the scheme complemented current and planned regeneration and environmental health (air pollution) projects in the lower High Street and along the River Medway. Local Ward Members would be involved at an early stage in the development of the scheme.

Members of the Board welcomed the proposals, but requested that specific consideration be given to the management of traffic entering the gyratory system from St Peter's Street and to monitoring box junction contraventions with a view to the prosecution of offenders.

RESOLVED: That the report be noted and that the Officers be requested to have regard to the points raised in the discussion when developing the proposed capacity improvement scheme for the Maidstone Bridges Gyratory.

12. POTHOLE FIND AND FIX UPDATE

This report was for information only.

13. LOCAL WINTER SERVICE PLAN

This report was for information only.

14. MEMBER HIGHWAY FUND UPDATE

This report was for information only.

15. HIGHWAY IMPROVEMENT SCHEMES

This report was for information only.

16. HIGHWAY WORKS PROGRAMME 2013/14

This report was for information only.

17. DURATION OF MEETING

5.00 p.m. to 5.50 p.m.