

# AGENDA

## MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 22 January 2014

Time: 5.00 pm

Venue: Town Hall, High Street,  
Maidstone

Membership:

Councillors Ash, Beerling, Bird, Mrs Blackmore,  
Brown, Carter, Chittenden, Clark,  
Cooke, Cuming, Daley, Hotson,  
Moriarty, B Mortimer, Moss, Paterson,  
Mrs Stockell (Vice-Chairman),  
Mrs Whittle and J.A. Wilson  
(Chairman)

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2. Notification of Substitute Members
3. Notification of Visiting Members

**Continued Over/:**

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**Issued on 14 January 2014**

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*Alison Broom*

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

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#### Registering for Public Speaking

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

## MAIDSTONE BOROUGH COUNCIL

### MAIDSTONE JOINT TRANSPORTATION BOARD

#### MINUTES OF THE MEETING HELD ON 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.

**Decision No (as appropriate)**

**From: Director of Highways & Transportation**

**To: Maidstone Joint Transportation Board**

**Date: 22<sup>nd</sup> January 2013**

**Subject: Yalding & surrounding area Experimental Weight Limit**

**Classification: Unrestricted**

**Summary:** This report presents Members with the results of the public consultation for the experimental 7.5 tonne weight restriction implemented last year in the Yalding area. Members are asked whether to recommend the scheme be made permanent with the proposed changes or be abandoned.

**Recommendations:** That the Board recommends to the Cabinet Member for Highways, Environment and Waste that the scheme is retained with the inclusion of additional roads including Claygate Road, Darman Lane, Spenny Lane, Pikefish Lane and Laddingford and the agricultural activities exemption is extended to include HGV's travelling through the zone.

## 1. Background

Concern over the impact of Heavy Goods Vehicles (HGVs) in the south west of the Borough of Maidstone has been an issue for many years and been subject to numerous reports to and discussions at this board. A group called TRAMP was set up in approximately 2002 consisting of 14 parish councils from the area and two of their agreed strategic actions were to protect the medieval bridges in the area and for Heavy Goods Vehicle restrictions from Pattenden towards Collier Street. This issue has also been debated at the County Councils Highways Advisory Board in 2008 and at least six times since 2009 at this Board. In 2008 a petition was submitted to Kent County Council (KCC), signed by 570 local residents, requesting the implementation of a HGV restriction through Yalding. In November 2010 HGV surveys were carried out in the whole area which identified 53 HGV's over 7.5 tonnes going to / from Green Lane through Yalding / Collier Street without stopping to make a delivery or pick up.

In response to the results of these surveys in 2012 the local County Councillor agreed to contribute, along with Yalding Parish Council, to a scheme via her discretionary Member Highway Fund to restrict through HGV movements in the area. However due to potential issues with installing local weight limits such as:

1. HGV's potentially diverting to less suitable routes
2. Additional mileage and its effect on businesses
3. Potential increase in emissions

4. Lack of perceivable effect due to non-compliance & enforcement issues
5. Increased sign clutter

It was agreed to trial an experimental scheme which restricted vehicles over 7.5 tonnes to travel through Yalding instead of implementing a scheme on a permanent basis in the first instance. An experimental scheme differs from a normal scheme in the fact that the consultation period is the first 6 months of its operation as opposed to carrying out consultation in advance.

## **2. Consultation**

Prior to the experimental scheme being implemented the County Council was legally required to follow procedures set down in the Road Traffic Regulation Act which necessitated the placing of a notice in a local paper informing residents and businesses of the intention to install a restriction. This notice appeared in the Kent on Sunday on the 8th December 2012. In addition KCC also wrote to local representatives and statutory consultees such as local Councillor's, Parish Councils, the Road Haulage and Freight Transport Associations informing them of our intentions on the 12th February 2013.

The signs required to make the scheme operational were installed in February 2013. In May 2013 additional advanced warning signs were implemented which would have potentially affected the results of the experiment so it was agreed that the consultation period should be extended until 7th November to ensure a full six months of the modified scheme being in operation.

The scheme originally had exemptions for vehicles if they were being used for the purposes of agriculture in connection with land adjacent to the roads or length of roads within the zone and for vehicles delivering to or accessing / egressing businesses, farms or land within the zone. A copy of the order and map of the area covered can be viewed at the following web link:-

**<https://shareweb.kent.gov.uk/Documents/roads-and-transport/using-the-road/traffic-regulation-orders/maidstone/7point5TonneWeightRestriction.pdf>**

Due to concerns raised by local businesses about the effects of the scheme it was subsequently agreed that in addition to the above exemptions and to minimise the effect of the scheme on local businesses an amendment was made to the weight restriction to allow businesses / farmers to apply for an exemption from the zone. Any applications were to be made to KCC Highways & Transportation and were to be determined on a case by case basis providing the applicant could evidence that they have been disproportionately affected by the weight limit.

## **3. Results of the Public Consultation**

The public consultation on the experimental scheme effectively ran from the 8<sup>th</sup> December 2012 until the 7<sup>th</sup> November 2013. However, responses were generally received in two main batches. The first was between the end April &



beginning of June 2013 and then in October / November 2013. This was due to the original end of the consultation being set for 10<sup>th</sup> June 2013 however, as there were some issues with the signing for the scheme and amendments required the deadline was extended until the 7<sup>th</sup> November.

In total over a thousand representations have been made (1030 in total) which included two petitions with 341 combined signatures, 563 letters / emails from residents, 28 representations from the business community, 90 letters / pictures from pupils of Yalding Primary School, 7 from Councillors / Parish Councils and Kent Police. It should be noted that some of those who signed the petitions will have also written in separately.

### **Methodology of Analysis**

Most of the responses received were in the form of emails or letters giving individual reasons for either supporting the scheme, requesting the scheme be amended or removed. The analysis of the responses had to be a subjective process with views being interpreted and then categorised to provide Members with a summary of the main points being made. Members can arrange to view all the representations made if required however due to data protection regulations they will not be on display or available to the public. The summary of responses are presented by the group that have made the comments as the views have tended to be similar subject to who made representation.

### **Responses by Residents**

563 letters and emails were received mainly from residents who have been directly or indirectly affected by the implementation of the experimental scheme. Of the 563 letters received only 9 indicated that they objected to the scheme mainly on the basis that HGV's are now using other routes where these individuals live which are less suitable than the area which they are now prohibited from as part of the experimental restriction. 32 representations were made in full support of the scheme and requested it be made permanent. While the vast majority of respondents (516) indicated that they supported the scheme with conditions or would not support the scheme without certain conditions being met.

These conditions were mainly the inclusion of additional roads in to scheme to avoid them being used as an alternative route to the area prohibited under the experimental scheme as they are even less suitable than the roads now restricted. These roads were generally Claygate Road, Darman Lane, Spenny Lane, Pikefish Lane and Laddingford. A petition with 54 signatures was also submitted requesting these roads be included within the zone. 90 letters and pictures were also received from pupils of Yalding Primary School in support of the scheme. The other main comment made in the responses was about the associated signing for the scheme specifically requesting the erection of advance warning sign/s in Maidstone, in the area of Hayle Road Old Tovil Road.

The main reasons given for the retention of scheme were improvements to the quality of life of the residents due to the reduction in large HGV's which has resulted in less noise, pollution, vibration, improvements to safety and a reduction in environmental damage. In six of the responses it was unclear whether they supported or objected to the scheme.

### **Responses by the Businesses**

28 representations were made by either local businesses or representatives of the business community. Of these 21 were from individual local businesses and 7 from groups representing the local business community. 25 of these representations indicated they objected to the scheme of which 19 objections were from individual local businesses.

By far the main reasons given by the businesses and business representative groups for objecting to the scheme was the impact on the businesses due to longer journey distances and times. The extra additional journey time and length has resulted in higher costs being borne by local businesses at a time of economic hardship. Some of the businesses have moved to using smaller vehicles which has led to more journeys and again increased running costs. It was also mentioned that increased journeys and mileage has led to more emissions which is worse for the environment.

Some of the businesses now report they have to use even less suitable routes than the B2162 and now have to travel through Marden, Maidstone Town Centre or other more minor rural lanes. Other comments received from the business community were that the scheme is unenforceable as it is too difficult for the Police to tell the difference between legitimate and non-legitimate journeys. The additional journey time and distance means more unreliable journeys and therefore ultimately reduces their productivity. The restriction to movement to and from Marden Industrial estate will also have a long term effect on the retention and attraction of new businesses to the estate which will ultimately lead to a loss of jobs in the area. Businesses making deliveries to and from premises just outside the zone are being most affected as the alternative route is disproportionately high compared to the length of the original journey before the experimental limit was installed.

A petition has also been received from the local businesses containing 287 signatures requesting the experimental restriction be removed as it is adversely affecting local businesses by increasing journey times and lengths which has increased costs. HGV's are now being diverted on to less suitable routes and due to the additional miles now being travelled the scheme has increased environmental harm due to greater emissions.

### **Responses by local Community Representatives**

A number of responses from local Parish Councils and other community representatives have been received and summarised below. Full copies of

these representations are included in the background documents to this report.

### **Horsmonden Parish Council**

At the present time the Parish Council cannot see that the restriction has been detrimental to Horsmonden, on the basis of the evidence currently available to them.

### **Yalding Parish Council**

Since the inception of the weight limit, there is no doubt that the number of heavy lorries passing through without stopping has dropped substantially. This has resulted in a reduction in the noise, pollution, vibration, safety issues and environmental damage to our villages that local residents petitioned for. There are a few foreign lorries, guided by their sat navs, still coming through Yalding and advanced signing in Maidstone is suggested.

The Parish made other comments regarding;-

- Businesses have received planning permissions designating the A229/A262/B2079/A21 as their lorry route to and from Pattenden Lane. The B2162 is not referred to as a suitable route for HGV traffic. It is noted that there was no objection from Marden Parish Council to the proposed lorry routes under MA/11/1138.
- It has been suggested that Yalding and Collier Street have been relieved of a significant amount of HGV traffic due to the closure of the Syngenta Works Site. Evidence has been submitted that disputes this and that HGV traffic was, in the main, prohibited from travelling through the villages.
- It has been suggested that two companies on Pattenden Lane were to close due to the impact of the experimental weight restriction. The Parish have met with the Regional Logistics Director of ADL who confirmed that both companies had been bought out by a German company and this is the reason why they must move to premises close to the motorway network. It was also confirmed that notice had been given to the landlord prior to the inception of the weight restriction and that planning permission had already been submitted on land close to the M20, J8.
- It has never been the intention to cause hardship to businesses and it was with this in mind, that the Parish urged KCC to amend the scheme to allow companies who could demonstrate severe hardship to apply for an exemption through the area.
- It is the HGVs who leave the motorway and other major routes to short-cut through the rural lanes that the weight restriction is in place to stop, along with the foreign lorries who seem to find the most unsuitable and

long-winded routes to their destinations. It is understood that once this restriction is made permanent, it will appear on satellite navigation systems.

- The suggestion that HGVs would cause no problem if the parking in Yalding was sorted out is nonsense. Admittedly, there are forty four properties in the centre of the village with no off-road parking but this is aside from the environmental and safety issues already mentioned and the damage to the ancient bridges.

Yalding Parish Council believes the scheme can work if everyone will allow it to. Additional restrictions coupled with the exemptions permitted to businesses will achieve the aim of stopping the rat-running of heavy vehicles whilst allowing businesses to undertake necessary journeys through the area. The Parish respectfully urges Members of this Board to recommend that the scheme be made permanent.

### **Marden Parish Council**

Are aware of the main responses from local businesses, especially those in Pattenden Lane, concerning the pressures they are now under following the implementation of the scheme and the views of residents living along the alternative routes on which larger lorries are now travelling to reach their various destinations. They are also aware of the views of the residents which are now subject to the weight restriction and thus have fewer lorry movements passing their properties.

However the Parish Council are very concerned over the increased number of larger lorries travelling along Maidstone Road and Goudhurst Road, especially (1) passing the primary school, and (2) in the centre of the village where lorries can experience difficulty turning at the junction of Maidstone Road and High Street. Both of which could have potential serious implications for both other drivers and pedestrians.

### **Collier Street Parish Council**

Fully support the implementation of a weight limit but request that the zone be amended to include Claygate Road and Spenny Lane as these roads are being used as an alternative route avoiding the experimental restriction. This will lead to an increasing amount of damage to the road structure and verges. Many people use these lanes for recreation and are now fearful for their safety. It is also suggested that additional advance warning signage is erected and that the initial reduction in HGV's has dissipated which may well be due to lack of Police enforcement.

### **Hunton Parish Council**

Supports the Experimental Order except the restriction should be extended up East Street and George Street and that Hunton Hill should be included up to Heath Road.

## **Cllr Steve McLoughlin, Maidstone Borough Councillor for Marden & Yalding**

As a Borough Councillor for the Marden & Yalding Ward I strongly support the weight restriction order that has been in trial operation this year. There can be little doubt that this has resulted in fewer heavy vehicles passing through the village lanes that, for many years, residents have asserted are quite unsuitable for this type of traffic. There has, as a result, been a marked reduction in noise levels, air pollution and environmental damage to our ancient bridges and grass verges and a corresponding improvement in resident's quality of life. It was right to amend the original order to enable local businesses in Marden, and particularly Pattenden Lane, to pass through the restricted area by exemption as Marden is very dependent on these businesses for local employment.

## **Cllr Malcolm Greer, Cabinet Member for Economic & Commercial Development - Maidstone Borough Council**

Based on the correspondence and information Malcolm had received, mainly from the business community, he recommended the Order should be either permanently removed or serious consideration be given to amending it positively to address the concerns expressed by both businesses and residents.

## **Kent Police**

In principle offered no objection to the proposed scheme, provided it is implemented to the current guidelines. However they made the following observations:

Kent Police would seek that the legislation and advice given in the Traffic Signs Regulations and General Directions 2002 is complied with in relation to the proposed scheme.

It is also pointed out that as with all new Traffic Regulation Orders they would look for their introduction to be in the main self-enforcing. This fact needs to be taken into account when making new orders and methods to ensure self-enforcement must be provided to maintain credibility of the order. The demands on Kent Police are becoming ever greater, enforcement is labour intensive and competes with other important policing issues of public concern, therefore the deployment of resources must be prioritised and this means in real terms that the enforcement of this weight restriction is likely to receive a low priority.

## **4. Discussion**

As predicted, the implementation of this experimental weight limit in the Yalding area has proved very contentious, justifying the experimental nature of the scheme. The results of the consultation have shown a clear difference

in views between local residents and the local business community. The directly affected residents generally feel that the scheme has had a benefit in reducing the volume of large HGV's running through the area which has improved safety and the quality of life of residents by reducing noise, pollution, vibration and damage to the road and properties. Local residents have highlighted the problem of Heavy Goods Vehicles using even less suitable alternative routes to avoid the current experimental restriction and many respondents will not support the scheme unless additional roads are included within the zone such as Claygate Road, Darman Lane, Spenny Lane, Pikefish Lane and Laddingford.

Lorry surveys were carried out in November 2010 before a scheme was proposed in the area and these have been replicated in November 2013 with the addition of a couple of new sites to measure the highlighted alternative route HGV's are using to avoid the experimental weight limit. Ideally an Origin and Destination (O&D) survey would have been carried out to analysis the effects of a scheme of this nature but this requires HGV's to be stopped and the driver interviewed as to their purpose, origin and destination. Unfortunately due to the nature and geometry of the local roads in the area it would not have been safe to conduct an O&D survey. Instead the details of every HGV were logged as they passed through a number of junctions in the area and the time it took the HGV to reach the next junction was measured and recorded. By analysing this data it could be determined whether the vehicle had stopped in the area to carry out a delivery or was driving through the area without stopping. Due to the cost of the survey it was only possible to obtain one days' worth of data and while this type of survey is not 100% accurate it does give a useful snap shot as to the effect of the scheme.

When comparing the before and after HGV surveys it has not shown any statistically significant reduction in the number of HGV's travelling through the area. There is also no evidence from the surveys to show that HGV's are now using Claygate Road, Darman Lane, Spenny Lane, Pikefish Lane and Laddingford as an alternative route to avoid the experimental restrictions. This is not to say that the resident's perceptions are incorrect as they live in the area and experience conditions on a daily basis, merely that these perceptions are not collaborated by our survey data.

The local businesses and their representatives have made a very clear case that the scheme is detrimentally affecting their business due to the increased running costs of having to travel further and for longer to avoid the restricted roads. It cannot be disputed that the effect of the scheme has meant and will mean local businesses having to travel further in certain circumstances thus increasing their running costs. This is obviously worse for local businesses located just outside the zone such as those in Pattenden Lane who need to travel to locations just the other side of the zone. This can lead to disproportionately long detours for relatively short journeys including having to take HGV's through Maidstone Town Centre.

It was never the intention of the scheme to significantly disadvantage local businesses or farmers carrying out local business or agricultural activities in

the area. To that end it was agreed during the trial period to issue exemption permits to local businesses and farmers who could demonstrate they are suffering a financial hardship due to the introduction of the scheme. The fundamental purpose of the scheme was to ensure HGV's carrying out long distance deliveries use the main strategic highway network as set out in Objective 3 of Kent's Freight Action Plan "To effectively manage the routing of HGV traffic to ensure that such movements remain on the Strategic Road Network for as much of their journey as possible". This is also compatible with the planning permissions granted for some of the businesses located in Pattenden as evidenced by Yalding Parish Council. The issuing of permits added to the existing exemptions for any vehicles delivering, collecting or carrying out any agricultural activity within the zone itself means the effect on local businesses should now be nominal.

Three permits have already been issued to two individual businesses and it is now understood that this is working well and they are no longer experiencing any adverse problems. A few other enquires have been received for new permits however, on the basis of the objections received from local businesses about the financial hardship being faced it was expected the take up of permits would be greater. This could be down to businesses being unsure whether they qualify for a permit or being unaware of the ability to apply for a permit. If the scheme was to be retained then further publicity could be given with regards to the availability of exemption permits. The long term issuing and renewal of exemption permits would be a potential burden on the County Council and if the scheme was retained the resourcing of this would need to be considered. Some of the businesses have raised concerns that while permits are currently being offered free of charge as part of the trial the Council may charge for these in the future. While there are no current proposals to charge for permits it could not be a guaranteed that an administration charge would levied in the future.

A proposal to overcome some of the businesses objections to the scheme and the need to issue exemption permits would be to extend the current exemption for agricultural activities to all vehicles whether they are within the zone or wish to travel through the zone. Approximately a third of all the businesses / business representatives that commented on the scheme were involved in agricultural activities. As a rural area it is clear that a high proportion of the HGV's in the area are engaged in agricultural activities such as the collection and delivery of fruit. As a predominately seasonal and variable activity it is understood that the pre-application of permits could be difficult therefore, if the scheme was retained and to overcome many of the businesses objections it is recommended that the agricultural activities exemption be extended to include those HGV's wishing to travel through the zone.

The main condition for many of the residents to support making the scheme permanent is the inclusion of the Claygate Road, Darman Lane, Spenny Lane, Pikefish Lane and Laddingford within the zone. With the objections from the businesses on the principal of the scheme and those who only give conditional support if these roads are added it cannot be recommended to

retain the scheme in its current form. If Members agree to make the scheme permanent then to ensure continued community support it must be on the basis that Claygate Road, Darman Lane, Spenny Lane, Pikefish Lane and Laddingford are included within the zone. Legally as this is an extension to the existing scheme then a new Traffic Regulation Order would be required to be made.

## **5. Conclusions**

Concerns over the impact of Heavy Goods Vehicles (HGVs) in the south west of the Borough of Maidstone has been an issue for many years and been subject to many reports, petitions, surveys, much media attention and local campaigns for action. It has been discussed at this Board many times and debated at the County Councils Highways Advisory Board. In response to community demands the local County Councillor funded the implementation of an Experimental Order to restrict HGV's over 7.5 tonnes travelling through a number of roads in the Yalding area. The fundamental purpose of the scheme was to improve the quality of life of residents living along these roads following a campaign for action which has lasted many years. The scheme and its objectives meet with one of the central themes in Kent's Local Transport Plan 3 Enjoying Life in Kent (Improve Quality of Life) and Objective 3 of Kent's Freight Action Plan "To effectively manage the routing of HGV traffic to ensure that such movements remain on the Strategic Road Network for as much of their journey as possible" and Objective 4 "To take steps to address problems caused by freight traffic to communities".

From the results of the public consultation the scheme has the general support of the local community subject to Claygate Road, Darman Lane, Spenny Lane, Pikefish Lane and Laddingford being included within the zone. The local community feel the scheme has improved their quality of life but the traffic survey carried out the County Council does not show any statistically significant change in the number of HGV's travelling through the area despite clear local perception that is has.

Some of the effects of the scheme could be seen as conflicting with one of the key priorities for the County Council as set out in Bold Steps for Kent which is helping the Kent economy grow. The amendments made to the scheme allowing the issuing of exemption permits and the proposal to extend the general exemption for agricultural purposes to include HGV's travelling through the zone should minimise the effect of the scheme on most local businesses but it cannot be totally mitigated against. Maidstone Borough Council did commission an Economic Impact Assessment regarding the scheme, but this was received by the County Council too late for the outcome to be reported in this report. It is understood an update will be provided at the meeting.

Members are asked to consider and compare the perceived benefits of the scheme to the quality of life of the local residents against the effects on the local businesses and make a recommendation as to whether to make the



scheme permanent and include Claygate Road, Darman Lane, Spenny Lane, Pikefish Lane and Laddingford or abandon the scheme.

## **6. Recommendations**

On the basis of the consultation results that the majority of the local community wish to see the scheme retained subject to the inclusion of Claygate Road, Darman Lane, Spenny Lane, Pikefish Lane and Laddingford within the zone and that the issuing of exemption permits and the extension of the agricultural activities exemption minimises the schemes effects on local businesses it is recommended:-

That the Board recommends to the Cabinet Member for Highways, Environment and Waste that the scheme is retained with the inclusion of additional roads including Claygate Road, Darman Lane, Spenny Lane, Pikefish Lane and Laddingford and the agricultural activities exemption is extended to include HGV's travelling through the zone.

## **7. Contact details**

**Name:** Andrew Corcoran  
**Title:** Traffic Schemes & Member Highway Fund Manager  
**Tel No:** 01233 648302  
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# Agenda Item 10

## **MAIDSTONE BOROUGH COUNCIL**

### **MAIDSTONE JOINT TRANSPORTATION BOARD**

**WEDNESDAY 22 JANUARY 2014**

#### **REPORT OF HEAD OF ENVIRONMENT AND PUBLIC REALM**

**Report prepared by Jeff Kitson**

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

##### 1.1 Issue for Decision

1.1.1 To consider the objections received as part of the formal consultation following the advertising of;

- The Kent County Council (Borough of Maidstone) (Prohibition of Stopping on the Footway or Verge) (Variation No2) Order 2013
- The Kent County Council (Borough of Maidstone) Waiting Restrictions Order (Variation No 15) Order 2013.

##### 1.2 Recommendation of the Head of Environment and Public Realm

1.2.1 That the Joint Transportation Board recommends to the Cabinet Member for Planning, Transport and Development each of the recommendations identified in the appendices to the report be agreed and the objectors informed of the outcome.

1.2.2 That the Joint Transportation Board recommends to Kent County Council as the Highway Authority that the orders be implemented as outlined in Appendix A,B, and C.

##### 1.3 Reasons for Recommendation

1.3.1 Various requests have been received by Parking Services for the introduction of parking restrictions at several locations across the Borough. These have been surveyed and evaluated to assess the impact on parking provision within each local area where significant parking problems were identified. Proposed orders were advertised and all comments received during the formal consultation were reviewed and considered.

- 1.3.2 A Public Notice formally advertising the orders for the Prohibition of Stopping on the footway or Verge (Variation No2) was published in the Local Press during the week ending Friday 11<sup>th</sup> October 2013.
- 1.3.3 A Public Notice formally advertising the orders for Waiting Restrictions (Variation No 15) was published in the Local Press during the week ending Friday 15<sup>th</sup> November 2013.
- 1.3.4 Full details were contained in the draft orders which, together with a copy of the Public Notices, site plans and a statement of the Council's reasons for proposing to make the orders were placed on deposit at the Main Reception, County Hall, Maidstone, Kent, ME14 1XX, and at the Gateway Reception, King Street, Maidstone, ME15 6JQ.
- 1.3.5 The details were also available on-line at [www.kentonline.co.uk](http://www.kentonline.co.uk), and [www.maidstone.gov.uk](http://www.maidstone.gov.uk).
- 1.3.6 Letters were sent to statutory and non statutory consultees, street notices were also posted in the affected roads.
- 1.3.7 Appendix A provides the proposed orders not receiving objections to the Prohibition of Stopping on the footway or Verge order (Variation No2) and the relevant recommendations.
- 1.3.8 Appendix B provides the proposed orders receiving objection, to the Prohibition of Stopping on the footway or Verge order (Variation No2) with a summary of the objections and the relevant recommendations.
- 1.3.9 Appendix C provides the proposed orders receiving objections to Waiting Restrictions (Variation No 15) with a summary of the objections and the relevant recommendations.
- 1.3.10 Appendix D provides maps of the proposed and amended orders.
- 1.3.11 Appendix E provides a summary table detailing information relating to the consultation comments received for each proposal.
- 1.4 Alternative Action and why not Recommended
  - 1.4.1 To not proceed with the recommendations would result in some much needed traffic regulation orders not being implemented, which are intended to regulate parking and reduce identified difficulties.
  - 1.4.2 To make the orders as advertised would not take account of comments received during formal consultation.

1.5 Impact on Corporate Objectives

1.5.1 The proposals are intended to resolve parking problems and improve traffic flow by reducing localised congestion; this is in accordance with the Council's priorities to improve access across the Borough through better roads and to provide a clean and attractive environment for people who live in and visit the borough.

1.6 Risk Management

1.6.1 Consideration must be given to objections and formal letters of support with regard to each proposal. However this must be balanced against the risks involved in relation to road safety, free flow of traffic, managing parking demand and the environmental impact.

1.7 Other Implications

1.7.1

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

1.7.2 Financial

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

1.7.3 Legal

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

1.8 Appendices

Appendix A

Proposed orders receiving no objection to the Prohibition of Stopping on the Footway or Verge, Variation No2, Order 2013.

Appendix B

Proposed orders receiving objections to the Prohibition of Stopping on the Footway or Verge, Variation No2, Order 2013.

Appendix C

Proposed orders receiving objections to the Waiting Restrictions Order Variation No 15, Order 2013.

Appendix D

Maps relating to each traffic regulation order proposal.

Appendix E

Consultation summary table.

1.8.1 Background Documents

None

<b><u>IS THIS A KEY DECISION REPORT?</u></b>		<b><u>THIS BOX MUST BE COMPLETED</u></b>	
Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
If yes, this is a Key Decision because: .....			
.....			
Wards/Parishes affected: .....			
.....			

**Proposed orders receiving no objection to the Prohibition of Stopping on the Footway or Verge, Variation No2, Order 2013.**

**MAIDSTONE: Oxford Road**

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

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**MAIDSTONE: Sutton Road**

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

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**MAIDSTONE: Worcester Road**

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

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**STAPLEHURST: Poyntell Road**

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

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**Proposed orders receiving objections to the Prohibition of Stopping on the Footway or Verge, Variation No2, Order 2013.**

**MAIDSTONE; Bower Close**

3 Objections Including 21 signature petition, 3 comments 1 support

Objections were raised on the grounds that the imposition of a prohibition of parking on the footway & verge would have a significant detrimental impact on the local residents who currently suffer from a lack of parking, and It will therefore have a direct influence on parking levels also the dispersion of vehicles into other street would also have a detrimental effect on the other residential streets.

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

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**MAIDSTONE; Chatham Road**

2 Objections were received on the grounds that the proposal to create a prohibition of parking on the footway & verge would have a detrimental influence on the residents and visitors as they have no alternative parking and other roads in the area are already congested, There is also a busy shop with limited parking whose business could be seriously jeopardised if these restrictions are imposed. Why this restriction is limited to the area between Monckton's Lane and Calder Road as you will find a far worse situation down Calder Road and indeed throughout the whole estate where streets are crammed with cars parking on the pavement to allow room for the buses to pass through.

There is clearly a local problem with obstruction of local authority footways provided for pedestrians and damage to public property (verges and posts). It is inevitable that there will be dispersion effect, this will have to be monitored if the proposals are approved and if necessary further restrictions may need to be implemented, however this will need to be managed carefully to reduce the impact on residents although we must appreciate that there is not an infinite amount of space on street.

**Recommendation:** To recommend to the Cabinet Member to proceed with the proposal.

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**MAIDSTONE; Mote Avenue**

3 Objections Including 21 signature petition from 18 properties although 4 had also responded separately, 1 was subsequently withdrawn after further clarification, 2 comments and 6 letters of support were also received.

The main objections were raised on the grounds that the proposals were ambiguous and they do not make it clear if the restrictions include the access

road to the residents properties, residents and their visitors occasionally use the approach ramp and grass verge to park, however the use of the footpath is never impaired and they only use the verge when there is no more room for vehicles on the drive outside the properties. To lose this would be unfair to the majority of residents on the Avenue, and would have a detrimental influence on the residents and visitors.

There is currently signage stating under Section 86 of County of Kent Act 1981 No vehicles on Mown Verge which is not at present being enforced, there is also a byelaw which is intended to preserve the road margins, the proposed restriction will supersede these and enable our Civil Enforcement Officers to enforce the above restriction, regrettably our mapping system does not depict the access's to the properties however it is not our intention to enforce these areas.

**Recommendation:** To recommend to the Cabinet Member to proceed with the proposal.

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**Proposed orders receiving objections to the Waiting Restrictions Order (Variation No 15) Order 2013.**

**STAPLEHURST; Little Field/Greenhill**

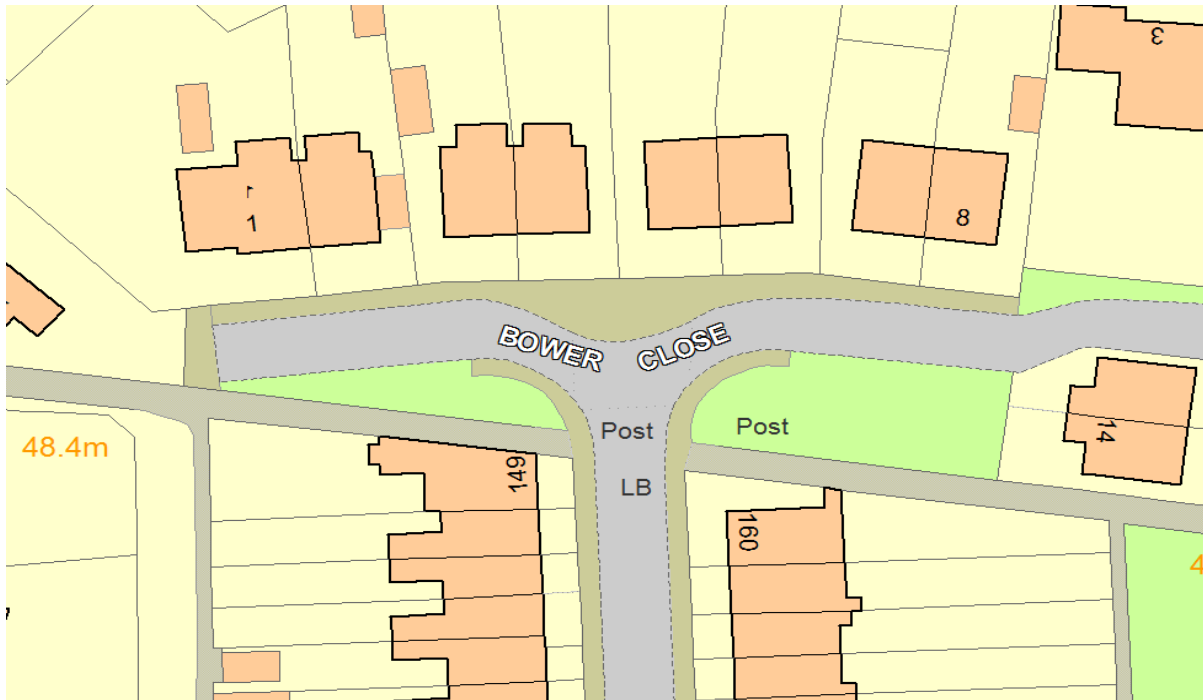
1 Objection and 1 correspondence with comments were received.

The main objection was raised on the grounds that the proposals did not include provision for the junction to be protected, 1 comment was received requesting residents parking bays.

**Recommendation:** To recommend to the Cabinet Member to proceed with the proposal.

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**Bower Close**



**Chatham Road**



### Mote Avenue



### Oxford Road



## Sutton Road

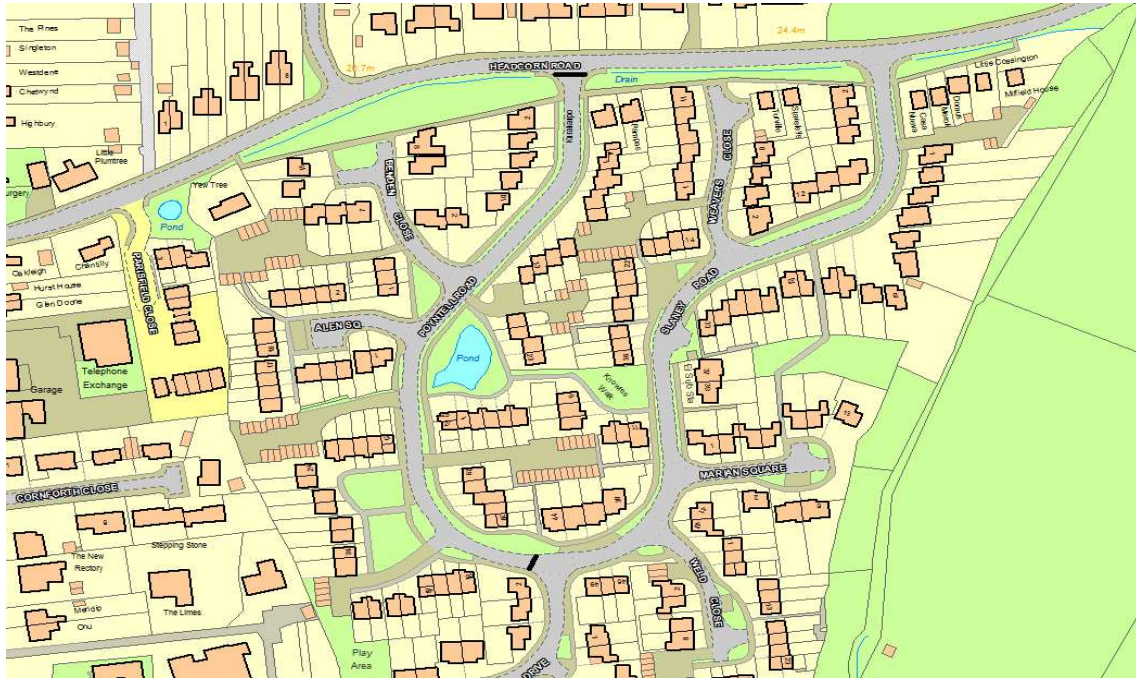


## Worcester Road

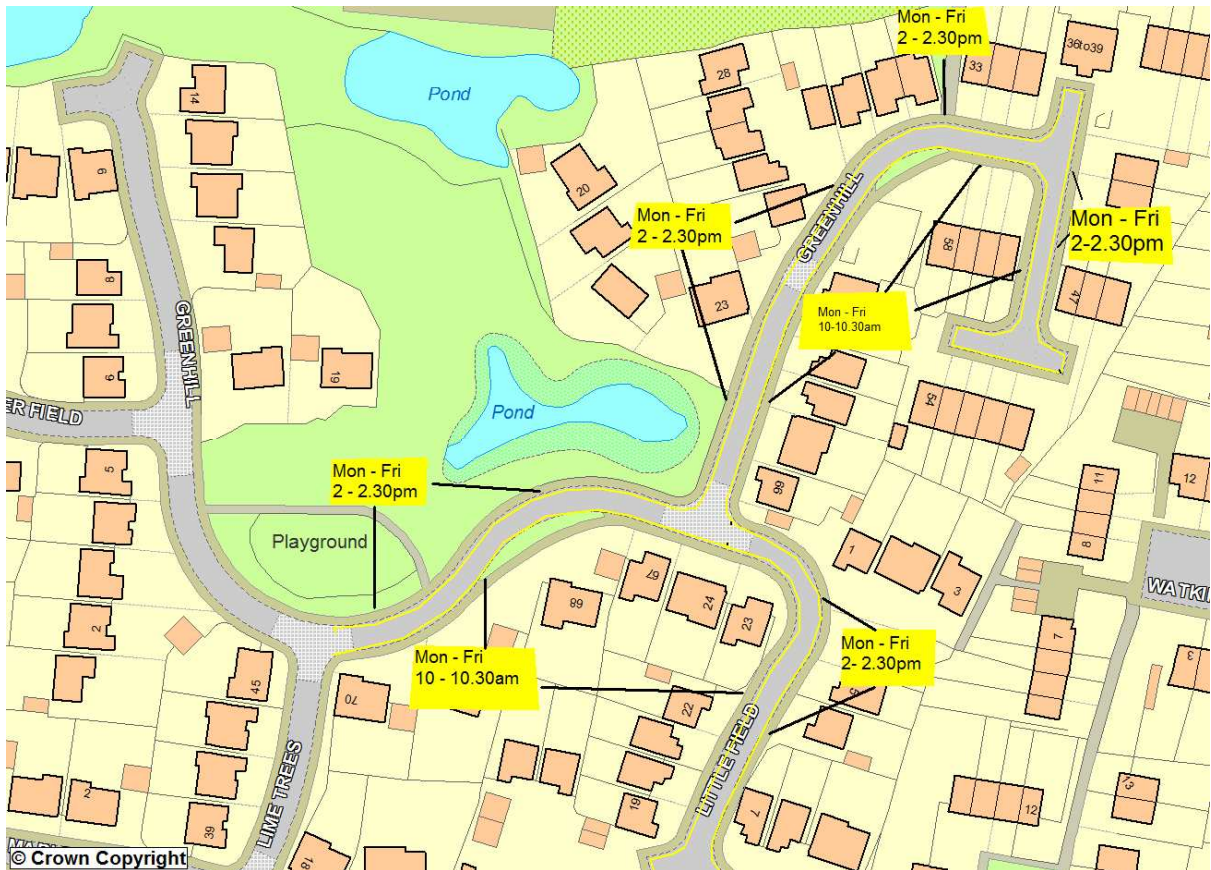


# Staplehurst

## Poyntell Road



## Little Field/Greenhill




Chatham Road

2 Objections	0 Comments	0 Support
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Name	Address	Comments	Objection / Support	Response
Resident [REDACTED]	Chatham Rd	<p>I am writing to protest about the parking restrictions that you plan to make on the Chatham Rd between Moncktons Lane and Calder Road.</p> <p>In that you propose to impose penalties for persons parking their vehicles on the pavement and grass verge along the stretch of the road.</p> <p>This estate was built in the 1930's when there was not nearly so much traffic on the roads and the designers could not possibly have envisaged the volume of motor traffic that it would be subject to 70 years later. Between Moncktons Lane and Calder Road there are a number of houses with no off road parking available to them. There is also a busy shop with limited parking whose business could be seriously jeopardised if these restrictions are imposed. I myself do have off road parking but there are four adults in my household, all using cars. With other members of the family wanting to visit there is no room for everybody to park on the drive so we often park cars on the access to my drive between the two pavements. Can you tell me why this restriction is limited to the area between Monckton's Lane and Calder Road as you will find a far worse situation down Calder Road and indeed throughout the whole estate where streets are crammed with cars parking on the pavement to allow room for the buses to pass through. If you impose parking restrictions</p>	Objection	<p>Maidstone Council only looked at this issue following complaints from residents in relation to damage to verges and obstruction of footways by parked vehicles. Both of these activities are unauthorised but the current road traffic order was not up to date and was therefore unenforceable. To continue not to enforce would open the Council up to challenge from those individuals who demand that the County of Kent Act and obstruction legislation is implemented. We have received two objections to the regularising of the enforcement situation within the consultation period – however a greater number of local households lodged the initial complaint to the local councillors. There is clearly a local problem with obstruction of local authority footways provided for pedestrians and damage to public property (verges and posts).</p> <p>It is inevitable that there will be dispersion effect, this will have to be monitored and if necessary further restrictions may need to be implemented,</p>

		<p>outside our houses where are my neighbours and our visitors supposed to park. They cannot go round the corner to park because these roads are already full of parked cars.</p> <p>We look to our local councillors to provide care and support for our community by providing solutions to our problems. To impose draconian restrictions like these would do the opposite making an already difficult situation intolerable. There is also the matter of policing the area. How much is the council going to spend on paying for wardens to patrol this area to ensure the ruling is upheld. Would the residents who would be inconvenienced by this ruling be expected to pay for its enforcement.</p> <p>The area mentioned in the notice has two parallel footpaths with grass verges between them. Do we need two footpaths? Can we do without the grass verges? Yes it might not look so pretty but if the path nearest to the road were converted into spaces and a cycle path put between them and the footpath it would solve two problems. The parking situation and it would give cyclists no excuse for using the footpath as a cycle route riding at speed past my drive entrance. You may say that the cost of such an enterprise would prohibit it but how much would it cost and how many years of paying out for parking wardens would that money cover. A lot has been spent making the town centre attractive to encourage visitors and tourists. Can't a little more be spent on making its outskirts more pleasant so that they don't have to travel through run down overcrowded areas to get to it.</p>		<p>however this will need to be managed carefully to reduce the impact on residents although we must appreciate that there is not an infinite amount of space on street.</p> <p>Kent County Council are responsible for road improvements and therefore any request to implement parking spaces on the current verge areas should be addressed to them for consideration.</p>
Resident	Chatham Rd	I am writing to register my objection to the proposed	Objection	Maidstone Council only looked at this issue

	<p>Prohibition of Stopping on the Footway or Verge Order-Variation No 2 Order 2013.</p> <p>Our Home is within the area of the proposed order. At the moment there is no safe on-street parking outside our house as the road is too narrow to park at the kerbside without causing a dangerous obstruction for other road users. Our house is owned by the Golding Homes housing association and does not have any provision for parking off the street.</p> <p>Moncktons Lane or Calder Road are both residential streets with any available on-street parking taken up by their own residents.</p> <p>Our only vehicle is a van which my husband uses for his work. As a self-employed tradesman his van is essential for him to earn his living and he cannot afford for it to be out of service. Even parked outside our house it has already been broken into twice and we are very concerned that if we had to park it away from the house it would be even more vulnerable to theft and damage.</p> <p>A further concern is that disabled people will not be able to visit us. My mother is suffering from Leukaemia and is very weak and unable to walk any distance. If she were not allowed to park outside she would not be able to visit us.</p> <p>The verge outside our house consists of two separate footpaths separated by a grass area. Parking on the roadside footpath does not hinder pedestrian passage as the second footway is still clear for use.</p> <p>We believe that this space has the width to be adapted to incorporate residents parking bays and a cycle path in addition to an existing footpath.</p> <p>I also wish to complain about the position selected to post the notice about this order. It was not a place that most</p>	<p>following complaints from residents in relation to damage to verges and obstruction of footways by parked vehicles. Both of these activities are unauthorised but the current road traffic order was not up to date and was therefore unenforceable. To continue not to enforce would open the Council up to challenge from those individuals who demand that the County of Kent Act and obstruction legislation is implemented. We have received two objections to the regularising of the enforcement situation within the consultation period – however a greater number of local households lodged the initial complaint to the local councillors. There is clearly a local problem with obstruction of local authority footways provided for pedestrians and damage to public property (verges and posts).</p> <p>It is inevitable that there will be dispersion effect, this will have to be monitored and if necessary further restrictions may need to be implemented, however this will need to be managed carefully to reduce the impact on residents although we must appreciate that there is not an infinite amount of space on street.</p> <p>Kent County Council are responsible for road improvements and therefore any request to implement parking spaces on the current verge areas should be addressed to them for</p>
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		<p>people would pass normally. There is no pedestrian crossing nearby and indeed no footpath on the other side of the road. It gives the impression that it was put there in order to be obscure. I am enclosing photos to illustrate this.</p>		<p>consideration. Public Notices where erected on 8<sup>th</sup> Oct and removed on 12<sup>th</sup> Nov in the following locations:</p> <p>On LC KCBY014 o/s Church Hall &amp; LC KCBY021 O/S 101,opp 95, on Roundabout sign jct with Moncktons Lane</p>
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Bower Close

3 Objections Including 21 signature petition	3 Comments	1 Support
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Name	Address	Comments	Objection / Support	Response
Resident [REDACTED]	Bower Street	<p>It has come to my attention that there is a proposal for Prohibition of Footway and Verge Parking in Bower Close. A residents of Bower Close has made this known to me, as letters have only been sent to those particular residents (9 in total, of which 3 do not have cars due to being elderly). [REDACTED], knowing that a lot of normal working families suffer because of this and wanted to get this order through without their knowledge.</p> <p>The impact that it will have to me is that I work unsociable hours for the NHS and this would force me to then park in Bower Mount Rd and I would have to walk down an unlit alley, where it has been reported that drug addicts use late at night (of which this particular Councillor did not want to get involved with and put no importance to this situation), putting myself and other residents in danger. There should be importance placed on resident’s safety first surely. I have gone out there late at night and residents of Bower Street do not park across residents drive and would gladly meet the Councillor in question over the next week to prove this point, as I feel his priorities are disjointed.</p> <p>It has also come to my attention also that outside of these particular houses there are grass verges of which have no use, apart from dogs going to toilet. Has anyone not looked into making parking facilities for the residents that would</p>	Comments	<p>We are proposing to place a prohibition on parking on the Footway or Verges in a number of roads within the borough due to an increase in vehicles parking upon them and in order to preserve the ambience and characteristics of the area, and to protect further degradation which includes Bower Close, however it would appear that Bollards have been placed which will protect the main grass verge and although the current parking restriction does not cover the evening period as parking in the area is limited to increase the operational times would have an adverse affect on residents of the area.</p> <p>If vehicles are causing an obstruction then this can be dealt with by the Police as we have no powers to enforce this offence.</p>

		<p>affected by this? If the Councillor thinks this is high priority, Then surely he must look at alternatives to assist the families with young children who will suffer, issues of lighting in the alleys would benefit all residents and not just Bower Close.</p> <p>Lastly, I understand and appreciate that I'm not guaranteed a parking place in the bay, although I pay £25 annually and understand that it's a bonus, but feel that in this case it's not what you know, but who you know.</p> <p>I would gladly meet up with the Councillor to go through these issues including the added risk to residents and health and safety at any time outside my working hours and feel there is more to this that should be taken into account before any decision is approved.</p>		
Resident █	Bower Street	<p>I wish to object to the above proposed order as I feel it would further compound the problems of parking in bower St/Bower Close. I have previously written regarding the single yellow line restriction which commences at 8am until 6.30pm. This I found to be bizarre and served no real purpose other than to raise funds for the issue of parking tickets. I have witnessed parking attendants drive to Bower Close , just after 8am and issue parking tickets. This was a specific purpose as vehicles parked in the road were ignored. Previously vehicles have been parked in the residents parking area without tax but nothing was done to check these or arrange for removal. I previously gave two registration numbers and have photographs on my desk top of a traffic warden parked after 8am in the restricted area taken photographs of a car to issue a ticket.</p> <p>I leave home at 7am and arrive back at approx 6.30pm. I</p>	Objection	<p>We are proposing to place a prohibition on parking on the Footway or Verges in a number of roads within the borough due to an increase in vehicles parking upon them and in order to preserve the ambience and characteristics of the area, and to protect further degradation which includes Bower Close, however it would appear that Bollards have been placed which will protect the main grass verge and although the current parking restriction does not cover the evening period as parking in the area is limited to increase the operational times would have an adverse affect on residents of the area.</p> <p>If vehicles are causing an obstruction then this can be dealt with by the Police as we have no powers to enforce this offence.</p>

		<p>sometimes have no option other than to park in Bower Close not obstructing a driveway. I could park in Bower Mount Road and walk down the dark alley, dodge the dogs mess and hope I don't encounter any unsavoury characters on route. I know there have been previous incidents in the area of mobile phone theft. The pavements are not used for people to walk down in Bower Close as they are very short. No doubt it is inconsiderate residents in Bower Close who do not have a problem and only think of themselves, typical of the world. There are two grass verges at the top of the road, which serve no purpose other than for people to allow their dogs to foul upon. Why can the grass verges not be removed the area tarmacked to allow additional residents parking alleviate the problem.</p> <p>Luckily for David Pickett he does not own a car [REDACTED] [REDACTED] [REDACTED] It would seem a letter was sent by David Pickett but to the residents of Bower Close only and a notice pinned to a lamp post conveniently not walks past and therefore not viewed by many people (probably the intention). This affect the whole of Bower Street and Bower Close so it is unfair and underhand to only make certain residents aware. I thought councillors were meant to be impartial [REDACTED]</p>		<p>Kent County Council are responsible for road improvements and therefore any request to implement parking spaces on the current verge areas should be addressed to them for consideration.</p>
<p>Resident [REDACTED]</p>	<p>Bower Close</p>	<p>I am writing as a resident of [REDACTED]. I am highlighting my concern that should this proposed parking alteration to the public highway of bower close be made it will force the residents to look for alternatives which is likely to impact on the privately owned Bower Close No's [REDACTED]. There is considerable ill feeling due to the</p>	<p>Objection</p>	<p>It is inevitable that there will be dispersion effect if the proposal is approved, this will have to be monitored and if necessary further restrictions may need to be implemented, however this will need to be</p>

		<p>development removing 40 garage spaces in the area and I think the proposal would further antagonise the people living in Bower Street who use these verges in the evening and weekends. In my opinion a single yellow line is sufficient and unless you can assure me that this would not adversely impact the new development I feel that I have to object.</p> <p>If you could please communicate this to the relevant parties I would be grateful.</p>		<p>managed carefully to reduce the impact on residents.</p>
<p>Resident</p> <p>█</p>	Bower Street	<p>A letter has come into my possession regarding the prohibiting of stopping on the footway and verge in Bower Close. This letter was only sent to the residents in Bower Close so of course they are going to agree to it. I live in Bower Street and have to pay £25 a year for the privilege of sometimes not parking in my road let alone outside my house. The only respite we get is on a Sunday when there are no parking wardens. Why not make it fairer and tarmac the grass verge that is of no use and let us have a bit more parking in the road. Bower Close are lucky enough to have drives and I can understand why they dont like all the cars up there. There is a large grass area that is doing nothing. Why cant that be used for parking ?</p> <p>The letter was written by Councillor David Pickett and surely it should have gone to Bower Street as well as Bower Close. We pay to park and Bower close don't. Surely we should be entitled to a little leeway.</p>	Comments	<p>We are proposing to place a prohibition on parking on the Footway or Verges in a number of roads within the borough due to an increase in vehicles parking upon them and in order to preserve the ambience and characteristics of the area, and to protect further degradation which includes Bower Close, however it would appear that Bollards have been placed which will protect the main grass verge and although the current parking restriction does not cover the evening period as parking in the area is limited to increase the operational times would have an adverse affect on residents of the area.</p> <p>Kent County Council are responsible for road improvements and therefore any request to implement parking spaces on the current verge areas should be addressed to them for consideration.</p>

Resident [REDACTED]	Bower Street	<p>We are really dismayed after conversations we have had with you Re parking in Bower Street, and now to read about proposed parking order in Bower Close.</p> <p>Bower Street is full of cars during the day and has limited spaces.</p> <p>The parking permit is £25 and cannot guarantee parking even in the next street. We have lost many parking spaces in the last 2 years due to the garages all rentals sold with spaces for parking for new houses in Bower Close. There are many families with young children as well as older people with difficulty walking from their cars including the safety issue of the dark winter nights and pending ice and snow issues.</p> <p>We as residents of Bower Street feel we are being victimised and used as cash cows for MBC, with wardens sitting in their own cars, hiding in back alley ways to catch people out who have no choice but to load their cars outside of their houses.</p>	Comments	<p>We are proposing to place a prohibition on parking on the Footway or Verges in a number of roads within the borough due to an increase in vehicles parking upon them and in order to preserve the ambience and characteristics of the area, and to protect further degradation which includes Bower Close, however it would appear that Bollards have been placed which will protect the main grass verge and although the current parking restriction does not cover the evening period as parking in the area is limited to increase the operational times would have an adverse affect on residents of the area.</p>
Resident [REDACTED]	Bower Close	<p>I would like to support the proposed prohibition of footway and verge parking in Bower Close it is only a narrow road when car park on footways you have got to walk in the road also cars are parked opposite drive ways it makes access to my drive way very difficult especially going to work at 6am in the mornings.</p> <p>Thank you for your help in this matter.</p>	Support	
Resident [REDACTED] [REDACTED]	Bower Street	<p>It has come to my attention that, due to complaints from a few residents of Bower Close, you are intending to implement further parking restrictions on all boundaries of Bower Close. Although the manner of the restrictions has not been stated I can only assume that this means double</p>	Objection	<p>We are proposing to place a prohibition on parking on the Footway or Verges in a number of roads within the borough due to an increase in vehicles parking upon them and in order to preserve the ambience and</p>

<p>signature petition</p>	<p>yellow lines. The residents of Bower Close had the courtesy of being informed about this with a letter from Councillor David Pickett the Liberal Democrat for Bridge Ward ( his letter attached). However we, the residents of adjoining Bower Street, had no such privilege and I find it extremely underhand that it was deemed unnecessary to inform us of such plans. This is because parking in this area is totally inadequate and at a premium and WE WILL BE FAR MORE AFFECTED by this decision than those in Bower Close. The complainants of Bower Close have the enviable luxury of having driveways or garages to park their vehicles. Therefore further restrictions will have LITTLE effect on them other than the view from their windows. In this day and age a lot of people have put up with this and do not purposely cause hardship to others because of it. However, the implementation of further restrictions will DRASTICALLY and UNFAIRLY have dire consequences for residents of Bower Street. For us it is already a nightmare to find a parking space when we get home at the end of the day. This is despite having to pay outlandish fees for our parking permits but still with no guarantee of a parking space. Unlike the residents of Bower Close, with their driveways/garages and no fees to pay, we in Bower Street have a daily struggle to find parking spaces let alone the finances to pay it. I understand that it is being said by some residents of Bower Close that the evening and overnight parking on the single yellow lines is causing obstruction. I live [REDACTED] and totally refute this allegation. I, amongst others, frequently have to park on these lines (there being no spaces in Bower Street) and I can personally vouch, not only for myself but also for others</p>	<p>characteristics of the area, and to protect further degradation which includes Bower Close, however it would appear that Bollards have been placed which will protect the main grass verge and although the current parking restriction does not cover the evening period as parking in the area is limited to increase the operational times would have an adverse affect on residents of the area. We can confirm that the proposal is to prohibit parking on the grass verge and footway, the current parking restriction which operates from Mon-Sat 8am – 6.30pm will remain and therefore vehicles will still be permitted to park adjacent to the kerb.  If vehicles are causing an obstruction then this can be dealt with by the Police as we have no powers to enforce this offence.  Parking Services did amend some of the parking restrictions in a number of residential zones within the borough from Mon-Sat 8am -6.30pm to Mon-Fri 9am – 5pm however none of the streets in the west area where included in the proposals.  Kent County Council are responsible for road improvements and therefore any</p>
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	<p>too, that we are mindful of the residents needs and can truthfully say that in no way are footpaths totally obstructed or their driveways blocked. If there are some cars on the footpaths/verge it is purely to make it easier for Bower Close residents to exit their driveways. However this parking is only between the permitted times of the single yellow line stipulations i.e between 6.30pm and 8.00am so the parking is not all day long, day in day out. I might add at this point that the majority of Bower Close residents also cause obstruction by leaving their refuse bins on the footpath at all times. I do believe that this is against regulations too. It is also unnecessary as they have much more space on their properties to store their bins that we on Bower Street do.</p> <p>It has also been bandied about that there is ample parking for Bower Close residents on the next road up which is Bower Mount Road. That may be but that would necessitate the use of the alleyway between the two roads which exits at the junction of Bower Street with Bower Close. This is not a viable option and is <b>TOTALLY UNACCEPTABLE</b> for several reasons.</p> <ol style="list-style-type: none"> <li>1, The sheer distance is not viable for the elderly or infirm</li> <li>2, it is also not an option for parents with young children, pushchairs and shopping to contend with.</li> <li>3, The arguments at numbers 1 and 2 are further validated by the instances of undesirables frequenting these alleyways and causing intimidation.</li> <li>4, These alleyways are littered with dog excrement which is never cleared away. I have on occasion also seen hypodermic needles discarded.</li> <li>5: The arguments at 3 and 4 are even more important after dark as the alleyways are inadequately lit and even more hazardous to the safety of those using them.</li> </ol>		<p>request to implement parking spaces on the current verge areas should be addressed to them for consideration.</p>
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		<p>6, After dark no one should be expected to use these dingy, unlit alleyways strewn with dog excrement. With the loitering of undesirables they should, especially, not be expected to be used by vulnerable people such as women and children or the elderly and infirm.</p> <p>I cannot understand how the Council can make such a complete reversal on the parking restrictions in this area. Approximately five years ago there were plans by the Council to implement lowering the restrictions on the single yellow lines by altering the restricted times from 8.00am -6.30pmk to 9.00am – 5.00pm. At the time ONE Bower Close resident objected to the plan and it was, therefore not implemented. JUST ONE – how can that be a fair outcome when so many wanted (needed!) the restrictions lowered. I would hope that the many voices of Bower Street residents, objecting to these latest proposals, will have the same effect as that ONE person five years ago in stopping these new parking restrictions being implemented.</p> <p>Since the development of new houses at the end of Bower Close there has been even more need for parking spaces. Although these residents have their own allotted parking spaces their visitors do not. WE are therefore also competing with even more people for a place to park. This leads me on to the grassed area of land between this development and post box. This is waste land, rarely maintained and covered in dog excrement (despite a dog bin nearby) and in my opinion, when parking is in such short supply, is a total was of space. Surely this could be turned into a much needed parking area.</p> <div style="background-color: black; width: 100%; height: 20px; margin-top: 10px;"></div>		
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		<p>[REDACTED]</p> <p>I sincerely hope that my objections, along with other residents of Bower Street who also object, to these proposals are dealt with in a sympathetic and correct manner as I find the fact that we have not been officially informed by letter and therefore left in the dark regarding these proposals most unacceptable.</p>		
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Mote Avenue

3 Objections including a 21 signature petition from 18 properties although 4 had also responded separately. 1 has been subsequently withdrawn.	6 Support	2 Comment
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Name	Address	Comments	Objection /Support	Response
Resident [REDACTED]	Mote Ave	<p>In my defence for submitting these comments late, I would like to point out that I had great difficulty in viewing a copy of the Order. I was unable to find this document on both the Maidstone Borough Council and Kent County Council websites and on enquiring at the reception desk in Gateway, King Street on a Saturday morning, I was informed that they did not have a copy and to go to County Hall! I also emailed Kent County Council via their website, quoting the Order, asking if they could send me a pdf copy. To date I have not had a reply or even an acknowledgement to the online request! As I do not work locally I had to enlist the assistance of a friend to view the order and obtain a copy of the plan for me which I was able to view this weekend.</p> <p>Thank you for your time and I look forward to hearing from you with regard to the issues raised within my letter.</p> <p>-----</p> <p>I note from your email that it is not the Council's intention to enforce these restrictions to the access's of the properties in Mote Avenue and given that this will be the case, I am happy to withdraw my objection. As stated in my letter, I do agree that parking should not be allowed on the grass verges or footpaths in Mote Avenue which are currently being ruined in places, so welcome these proposals. I would, however, ask that when these restrictions come into effect, you inform your civil</p>	Objection Withdrawn	<p>We are proposing to place a prohibition on parking on the Footway or Verges in a number of roads within the borough due to an increase in vehicles parking upon them and in order to preserve the ambience and characteristics of the area, and to protect further degradation which includes Mote Avenue.</p> <p>As you may be aware there is currently signage stating under Section 86 of County of Kent Act 1981 No vehicles on Mown Verge which is not at present being enforced, there is also a byelaw which is intended to preserve the road margins, the proposed restriction will supersede these and enable our Civil Enforcement Officers to enforce the above restriction, regrettably our mapping system does not depict the access's to the properties however it is not our intention to enforce these areas.</p> <p>I hope this clarifies the present situation and I respectfully request that you consider withdrawing your objection</p>

		<p>enforcement officers for this area of this arrangement, to prevent any misunderstandings occurring. Thank you for taking the time and trouble to get back to me on this matter, which is appreciated.</p> <p>I appreciate my comments are beyond the consultation period but I hope you will look at these favourably and clarify the issues raised.</p>		<p>which would enable us to continue with the proposal, if you are agreeable to withdrawing your objection this must be in writing, if you wish to discuss the matter further please do not hesitate in contacting me.</p>
<p>Unkown ██████</p>	<p>Unknown</p>	<p>I am thrilled to hear of Maidstone Borough Council's proposal to enforce illegal parking on verges and footways on Mote Avenue, with new signage to ensure offenders are caught. Bravo! New signage should be introduced where possible throughout Maidstone!</p>	<p>Comment</p>	
<p>Resident ██████</p>	<p>Mote Ave</p>	<p>I support whole heartedly the above proposed order. Please put a stop to this thoughtless and dangerous practice.</p>	<p>Support</p>	
<p>Resident ██████</p>	<p>Mote Ave</p>	<p>My main concern is the driving of motors driving along the footpath to access to ██████ are we waiting for a fatality to happen?? ████████████████████</p> <p>I am in favour of the proposed parking order, But with better clarification.</p>	<p>Support</p>	
<p>Resident ██████</p>	<p>Mote Ave</p>	<p>I am writing to you concerning your proposed Prohibition of Footway and Verge Parking in Mote Ave. Although having gone to view the proposed plans at your Gateway offices and speaking to someone there it was not clear if this parking restriction included the tarmac approach or if it included weekends and during the evenings. So therefore at the time of writing I am unable to obtain precise information of what you are proposing. I</p>	<p>Objection to ban on parking on approach road.</p>	<p>The proposal is to prohibit parking on the verge and footway at all times, As you may be aware there is currently signage stating under Section 86 of County of Kent Act 1981 No vehicles on Mown Verge which is not at present being enforced, there is also a byelaw which is intended to preserve the road</p>

		<p>would therefore like you to take into account the following.</p> <p>I have no objection to the stop the parking on grass verges, but having lived at this address for the past 28 years without fear of my family or friends being unable to park on my drive or on the tarmac approach area before the walking pavement when necessary until now. So therefore I do strongly OBJECT to stop the parking on the approach to my property if this is part of the proposed plans.</p> <p>To the best of my knowledge this has never caused any problems or concerns in all the time that I have been living here.</p>		<p>margins, the proposed restriction will supersede these and enable our Civil Enforcement Officers to enforce the above restriction, regrettably our mapping system does not depict the access's to the properties however it is not our intention to enforce these areas.</p>
<p>Resident [REDACTED]</p>	<p>Mote Ave</p>	<p>I am delighted and please to support the above proposed prohibition.</p> <p>Section 86 of the County of Kent 1981 act has been ignored for far too long. There are far too many vehicles parked on the lovely grass verge and I hope a Penalty is in future fully enforced.</p> <p>Thank you very much.</p>	<p>Support</p>	
<p>Resident [REDACTED]</p>	<p>Mote Ave</p>	<p>My husband and I are delighted at last something is being done to stop people parking on the grass verge and driving along the pathways. When there is an event in the park we have to endure people parking all over the grass verge, such as when the music festival was on recently. In bad weather it churns up the grass and makes deep muddy ruts which are very unsightly.</p> <p>Also constantly parking on the verge does not help the grass to grow properly. And when the men come to mow the verges, they can't do it properly with cars parked on the grass. It is also unsafe for people to drive along the pathways to get on to Mote Ave. We have been here 18 years and never do this only in an emergency when we</p>	<p>Support</p>	

		<p>have been blocked in by a delivery lorry or something similar.</p> <p>We look forward to this being implemented as soon as possible.</p>		
Resident █	Mote Ave	<p>For a while I have not understood why you have not understood why you have not been enforcing parking restrictions on the verges. I fully support your proposal.</p>	Support	
Via Councillor	Mote Ave	<p>We totally support the above mentioned proposal to ban parking of vehicles on the footpaths and especially the verges in Mote Ave.</p> <p>It is rarely people attending events in Mote Park who cause the most damage to the verges, but the residents of Mote Ave. This is particularly relevant to number 36, who runs a business from home.</p> <p>We have lived at number █ for 27 years and have only once heard of the existing single yellow line restrictions, which apply up to the cartilage of the properties being enforced.</p>	Support	
Via Councillor	Resident █	<p>I live at █ and we have a tarmac area leading up to the drive of our house. When we have visitors to our house they park on this tarmac area. Can you tell me if this area is to be included in the proposal to be prohibited or is it merely grass verges and footpaths.</p> <p>Thank you for the clarification that the tarmac areas will not be affected by any proposed parking restrictions in Mote Ave. It does however beg the question as to why the proposal has been made in the first place. It is already illegal to park on the footway and the grassed areas are covered by the existing bylaw that prohibits parking on the grass.</p>	Comments	<p>My apologies for the delay in replying I only managed to catch up with Charlie Reynolds in parking serves this afternoon as he was out on site most of yesterday. The clear view from the officer was that the proposal only covers verges (ie grass, or possibly mud) and footway. So drives and tarmac are not covered. This would be reinforced by consideration that the householder and other visiting the householder would possess a right of way over the direct access route.</p>
Via	Resident	I object to the imposition of parking restrictions on the	Objection	All the properties in Mote Ave have

Councillor	█	<p>footway and verge areas on the avenue. I believe the majority of residents on Mote Ave are not adversely affected by parking on the Avenue while events are on at Mote Park. I have never experienced problems with the public parking on the approach ramp or the verge outside my property. I believe the imposition of parking resections would adversely affect me. On a few weekends and public holidays during the year, we have visitors to our home who use the approach ramp and grass verge to park.</p> <p>Use of the footpath is never impaired and we only use the verge when there is no more room for vehicles on the drive outside my property. To lose this facility because a few residents close to the park complained would be unfair to me and the majority of residents on the Avenue.</p> <p>If it is impossible to police parking on the Avenue during events at Mote Park, and in the event that restrictions are necessary, would it be possible to issue parking permits to residents on the Mote Avenue to give to visitors so that we can continue to allow the use of the areas outside the property to be used as I have described above.</p>		<p>ample off road parking facilities, there are also numerous roads within the area where there is the ability to park, residents can also purchase permits to parking within the residents parking scheme.</p>
Via Councillor	Resident █	<p>I live in Mote Ave and would like to object to the proposed prohibition of parking. I have family members who visit on a regular basis to help look after my disabled son and without being able to park outside they would have to park elsewhere which would not only be miles away but may also be at a cost.</p> <p>I feel this will also lead to more people using Mote Park, the Leisure Centre and possibly the Rugby clubs parking, thus leading to more disruption to others.</p> <p>I live █ houses away from █, so this proposed problem parking during events probably affects us more than anyone else down the road, most people are courteous when parking and would move if asked to.</p>	Objection	<p>All the properties in Mote Ave have ample off road parking facilities, there are also numerous roads within the area where there is the ability to park, residents can also purchase permits to parking within the residents parking scheme.</p>

		<p>Mote Park is the heart of our town and if people were not allowed to park nearby then they may not attend these events which would be a great shame.</p> <p>The organisers generally inform us of up and coming events and some even offer free tickets as compensation, so residents should not really be perturbed by one or two days disruption.</p> <p>My friends and family should not have to have the extra worry of not being able to park near my house when they would like to visit and I find it unfair that a few neighbours feel the need to complain, we knew we was moving next to a park so you take the rough with the smooth.</p> <p>Another idea would to be make sure the organisers plan the parking properly and steward the events before and after to ensure the least amount of disruption to residents.</p>		
<p>46</p> <p>Including 21 signature petition from 18 properties although 4 had also responded separately.</p>	<p>Resident</p>	<p>Having been made aware of the above proposal by the way of a letter from Councillor Clive English, I contacted him to clarify the exact details however, Mr English was unable to clarify as to whether the hard standing areas giving access to the residents properties was also included in the proposal and suggested viewing the 'proposed orders' at the Council Offices.</p> <p>When I visited the Gateway and was eventually given a copy of the proposal to peruse, I was none the wiser as it was extremely ambiguous, with no mention made of the afore-mentioned areas.</p> <p>When I pointed this out to the lady on the reception desk, I was told to "assume" that the hard-standing/access were not included! Obviously , I stated that I could not afford to " assume" and asked if I could see a member of the Parking Services Dept to clarify the proposal, only to be told "I don't think anyone will come down to see you" When I</p>	<p>Objection</p>	<p>It is disappointing that there was no one available to see you when you visited the Gateway, I would therefore like to take this opportunity to clarify the present situation.</p> <p>We are proposing to place a prohibition on parking on the Footway or Verges in a number of roads within the borough due to an increase in vehicles parking upon them in order to preserve the ambience and characteristics of the area, and to protect further degradation which includes Mote Avenue.</p> <p>As you may be aware there is currently signage stating under Section 86 of County of Kent Act 1981 No vehicles on Mown Verge which is not at present</p>



		<p>persisted the receptionist then disappeared briefly, returning only to state that nobody from Parking Services would see me, I immediately contacted Councillor English again, only to be told that the ambiguity of the proposal would form the basis of the objection.</p> <p>Subsequent enquiries from residents of Mote Avenue to Parking Services have been met with the following, varying responses :-</p> <ol style="list-style-type: none"> <li>1 The person dealing with it is unavailable.</li> <li>2, The proposal DOES include the hard-standing area</li> <li>3, The proposal DOES NOT include the hard-standing area.</li> </ol> <p>To sum up, I would confirm my objection to the proposal on the basis of the obvious ambiguity of same.</p> <p>Furthermore, I would also like to state my dismay and incredulity at the way in which this process has been handled by Parking Services which can be at best described as unprofessional and at worst, underhand and shambolic. Accordingly, I look forward to receiving your response and comments on the above.</p>		<p>being enforced, there is also a byelaw which is intended to preserve the road margins, the proposed restriction will supersede these and enable our Civil Enforcement Officers to enforce the above restriction, regrettably our mapping system does not depict the access's to the properties however it is not our intention to enforce these areas.</p> <p>I hope this clarifies the present situation and I respectfully request that you consider withdrawing your objection which would enable us to continue with the proposal, if you are agreeable to withdrawing your objection this must be in writing, if you wish to discuss the matter further please do not hesitate in contacting me.</p> <p>We have also meet with the gateway manager to review the current arrangements and will make some changes to allow staff to be available to discuss future proposals.</p>
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Little Field/Greenhill

1 Objection	1 Comment
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Name	Address	Comments	Objection /Support	Response
█	Little Field	<p>I would like to speak to someone to clarify the proposed parking restrictions in Staplehurst in Lime Trees / Greenhill and the cut through to the Station in particular.</p> <p>Dependant on the outcome of the clarification, the possibility of lodging an objection to the proposal before the deadline of Monday 9th December 2013.</p> <p>Having looked at the detail of the proposal it looks to me as if you are suggesting painting solid yellow lines with parking restrictions around the whole of the problem area, including the current solid white lines that are currently there to protect the junctions. I live in the road at █ Little Field</p> <p>If this is the case and further restrictions are not to be out in place to protect the junction then I would like to lodge an objection.</p> <p>We currently have a problem with cars parked outside our home on the kerb, making it dangerous and impossible to pull out without risk, let alone pedestrians and children not being able to use the pavement. It is predominantly our next door neighbour and their visitors and has been recorded by the Police</p> <p>If the white line is replaced by the solid yellow line they could quite rightly say that the only restriction to parking is the stated on the notices and therefore it would be unacceptable to us.</p> <p>It would make sense to me to make the junction a double</p>	Objection	<p>We contacted the resident and advised him that the proposal was to manage the current parking availability and that we did not intend to introduce corner protection as we were unaware of any difficulties being experienced.</p> <p>If vehicles are causing an obstruction then this can be dealt with by the Police as we have no powers to enforce this offence.</p> <p>If necessary further restrictions may need to be implemented, however this will need to be managed carefully to reduce the impact on residents.</p>

		yellow line to protect the junction at all times.		
██████	Little Field	Customer has called he has forwarded 3 appeals against the decision for single yellow line in the above area. I have directed him to KCC proposed TRO's but I know we maybe involved. But what he wants advice on is he is prepared if this goes through to have a bay if possible and pay for permits. There are 3 car at this property and he needs advice please.	Comment	We contacted the resident and advised him that the proposal was to manage the current parking availability and due to the nature of the restriction we will not be provided permits for residents and that we have no intention to introduce parking bays.

# Agenda Item 11

**To:** Maidstone Joint Transportation Board

**By:** Tim Read, Head of Transportation

**Date:** 22<sup>nd</sup> January 2014

**Subject:** Cuckoowood Avenue

**Classification:** For Decision

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**Summary:** The purpose of this report is to provide members with a progress report on proposed changes to waiting restrictions in Cuckoowood Avenue, Sandling, Maidstone

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## 1. Background

A previous Traffic Regulation Order, to implement the existing double yellow lines in Cuckoowood Avenue, was implemented in September 2012, having received no objections when advertised. The lines extend the entire length of Cuckoowood Avenue on both sides of the road and also extend into Sandling Lane by 12.5m. Local residents of Boarley Court have complained that the existing arrangements prevent parking by local residents who have insufficient parking for their needs within Boarley Court itself.

## 2. Proposed Alterations

Following discussions with representatives of the residents of Boarley Court, a proposal to remove 67m of double yellow lines on the south eastern side of Cuckoowood Avenue was advertised on 21 September 2013 (appendix a). There have not been any reported crashes within Cuckoowood Avenue in the past 10 years (appendix b). There has been one reported crash on Sandling Lane at the junction with Cuckoowood Avenue; this involved a vehicle waiting to turn right into Cuckoowood Avenue which was struck from the rear. It was felt this offered a suitable compromise to residents whilst keeping the junction of with Sandling Lane clear.

## 3. Objections and Support

We received a total of seven objections and a petition from the residents with 15 signatures and 13 sets of comments. (appendix c)

## 4. Officers recommendation

It is felt the proposed changes to the existing waiting restrictions offer a reasonable compromise to residents of Boarley Court, who currently do experience difficulties when trying to park. There is a possibility that residents of the Sandling Park development, who also have limited parking may choose to park in Cuckoowood Avenue, as they did previously. However with the double yellow retained at the junction it is felt, given the previous crash history, that this represents a reasonable balance between preventing dangerous obstruction and allowing necessary residential parking.

**Contact Officer:** Michael Heath  
Tel: 03000 418181

### Comments in Support (13)

1	Yes a very good idea as I'm sick and tired with facing this situation every evening after a long day at work, there is never any space to park. We have one car in the garage + can never get the second car parked. In result of this we have received numerous parking tickets as there was no other option!!
2	We are in full agreement of the proposal due to the stress and upset between neighbours at Boarley Court and the inconvenience caused to everybody at the flats. The pretty grounds are constantly being ruined by residents having no choice but to park on our green. Not to mention dangerous parking. The sooner the proposal is complete, the better.
3	I approve of the proposal to remove the double yellow lines re: Cuckoowood Avenue. Hopefully this will help the daily stress of parking at Boarley Court. The sooner this <u>PROBLEM</u> is resolved the better for <u>ALL</u> concerned.
4	In full agreement to proposal.
5	Overall, I believe that this new proposal would be acceptable. I would wish to make a couple of comments however (see attached map). <ul style="list-style-type: none"> <li>1) Removing 2 metres of the existing double yellow lines from this position would ensure that we could always park 3 cars in this position, without 'bunching'.</li> <li>2) Leaving 3 metres of the existing double yellow lines by the pillars at the entry to Sandbourne Drive would ensure that there would always be easy access for the residents there, so they would not be inconvenienced.</li> </ul> <p>We could then have back the packing that we deserve, without any potential restriction to emergency services.</p>
6	The sooner the alterations are made, the better for all residents in Boarley Court. If everyone then stuck to the suggestions stated in our newsletter about parking, everyone should be happier.
7	The lack of parking at Boarley Court has caused many problems for residents. The double yellow line should never have been put there in the first place. They were only required at the entrance onto Sandling Lane. I fully endorse the removal of the yellow line as per the diagram attached, as soon as possible.
8	Removing all restrictions on the 67m, Cuckoowood side is the correct thing to do. No time restrictions, no vehicle type restrictions. <p>As indicated in red, the area inside Boarley Court private car park should not be part of the Highways Department restrictions. 1. It is in a private car park, owned by residents of Boarley Court, 2. It has no impact on free movement up or down Cuckoowood Avenue.</p>
9	It would be great to get any break with the parking (why were double lines installed in the first place, single surely) could the double lines that are remaining not be changed to single.

10	Please remove yellow lines. Thank you.
11	We approve of the removal of the double yellow lines as indicated.
12	<p>I would like to comment on the proposal as follows:</p> <p>I fear that if the double yellows are downgraded to singles, vehicles from the flats on the other side of Sandling Lane will take advantage of it and park there overnight as they did in the past. As a result our own people's cars will be crowded out.</p> <p>My preferred solution is for each flat of Boarley Court to have a permit to park in Cuckooood Avenue at any time day or night and to leave the double yellow lines are they are.</p> <p>If this cannot be arranged with the Highway authorities, then I agree with reducing the double line to singles but I think this is the second best option.</p>
13	<p>Thank you for chasing up the the draft plan that Micheal Heath has kindly sent. I have forwarded this on to the Management Company for the building who will respond and will ensure that it is displayed appropriately for comment by other residents.</p> <p>My own query/comments are that whilst this goes in some measure to address the issue, I do not understand why there is a time restriction at all on the area that it is proposed is reduced to a single yellow line. ('no parking 8.30am to 6.30pm' – there always was little if any parking during the day time – the real issue being where people parked on their return from work).</p> <p>In my own opinion the lines should be removed completely along the dotted line indicated on the plan - there is little cost implication for the Highways Dept in removing both and the time restriction serves no purpose.</p> <p>It is my understanding from the management company that the double yellow lines were the result of concerns raised of reduced visibility caused by cars parked on or near the corners of the exit/entrance to Boarley Court and the exit onto Sandling Lane ONLY - somehow this has resulted in our current situation. Whilst I appreciate that safety must be a priority, If this was the concern originally expressed, then it confirms that there is <u>no requirement for lines at all</u> along the proposed 67m reduction area.</p> <p>Thank you for your continuing correspondence.</p> <p>Kind regards</p>

### Comments Opposing (7)

1.	<p>Dear Sir/Madam,</p> <p>I am writing to you on behalf of the Burleigh Drive Residents Association to register our strong opposition to a proposed Traffic Regulation Order, which would require the removal of a 67m section of double yellow lines from the side of Cuckoowood Avenue bounded by Cuckoo Wood.</p> <p>As _____ has stated in his letter dated October 10th, local residents campaigned, for a number of years for double yellow lines to be put down, because of the safety hazzard caused by vehicles that were parked at, or close to, the junction with Sandling Lane. Given that these lines were only put in place towards the end of last year, and that the campaign was supported by Wendy Hinder of Maidstone Borough Council, on safety grounds, it is difficult to understand why the proposed scheme is even being considered.</p> <p>As _____ has said, if these lines are removed, it will be of little benefit to the residents of Boarley Court, because experience has shown that any parking spaces in Cuckoo Wood Avenue are used, mainly, by residents of Sandling Place, as an overflow car park for their commercial vehicles.</p> <p>All the problems that existed before these parking restrictions were put in place, e.g. safety hazzards, restricted access for emergency vehicles, and litter, will almost certainly reoccur, if the restrictions are removed. Furthermore, even if double yellow lines are retained, at junction between Cuckoowood Avenue and Sandling Lane, there is a real danger that large commercial vehicles will, once again, park at, or near, the junction, which presents a particular danger, because vehicles emerging from Cuckoowood Avenue have little or no visibility of traffic passing along Sandling Lane. This danger is exacerbated when the roads are wet or icy, and could easily lead to a serious accident.</p> <p>In the event that this proposal is approved by the Council, you may be sure that local residents will campaign to have the preset parking restrictions reinstated. Furthermore, if the safety of any resident is endangered, as a result of their removal, we will ensure that the cause receives maximum publicity.</p> <p>Yours faithfully,</p>
2.	<p>Dear Sirs / Madam</p> <p>As a resident in Sandbourne Drive I would like to voice my objections to the proposed removal of yellow lines.</p> <p>This will result in the problem of not being able to see when either coming into Cuckoowood road or when pulling out, as before.</p> <p>Many of the parked cars overflow into both Burleigh Drive and Sandbourne Drive thus encouraging more cars to be left there that have nothing to do with Boarly Court. Most are vans and commercial vehicles, usually an overflow from Sandling Court. The problems had been removed when the yellow lines we're put in.</p> <p>Yours Sincerely</p>
3.	<p>Dear Sir/Madam,</p>

	<p>I am writing to object to the PROPOSED REMOVAL OF DOUBLE YELLOW LINES IN CUCKOOWOOD AVENUE.</p> <p>We had campaigned for double yellow lines for several years and through assistance from Wendy Hinder, the double yellow lines were put down late last year. The main reason for this application were due to how dangerous it was becoming to leave Cuckoowood Avenue onto Sandling Lane with cars &amp; Vans parked on either side of the Road. In addition, residents of <b>Sandling Park</b> parked on Cuckoowood Avenue. These were mainly residents that drove commercial vehicles as these are not allowed to be parked in their estate. Removing the yellow lines will not necessarily benefit the residents of Boarley Court flats at all. Commuters left vehicles in Cuckoowood Avenue in the morning for car share purposes, due to the proximity to the M20.</p> <p>In addition, the entrance to Sandbourne Drive was quite often obstructed which is a concern, due to the fact that an emergency vehicle could be potentially restricted into Sandbourne Drive.</p> <p>Since the double yellow lines there has been much less litter and the road can now be swept on a regular basis. The lines have dramatically improved Safety, as drivers have full visibility in and out of the road when manouvering, especially in snowy/icy conditions.</p> <p>The whole point of the double yellow lines is that it makes the road safe travelling into and out of it, and by taking up the lines this still will cause a safety issue because of the gradient of the hill in question. In addition, the extra spaces that you are hoping to be able to give to the residents of Boarley Court flats will no doubt be taken up by Sandling Park residents and others that use this road for commuting purposes which will completely defeat the object.</p> <p>I hope you will consider these factors when considering the proposal.</p> <p>Yours Sincerely,</p>
4.	<p><b>Subject: Proposed removal of double yellow lines to Cuckoowood Avenue</b></p> <p>Dear Mr Corcoran,</p> <p>I am writing to object in the strongest possible terms to the above.</p> <p>As you may or may not know, we have campaigned for double yellow lines for several years and through persistence and help from Wendy Hinder our local councillor, the double yellow lines were put down late last year.</p> <p>The reason for the double yellow lines was for a safety perspective. Vehicles coming in and out of the road because of the location being on a hill, do not have any visibility and it has always been an issue when vehicles are parked on one side. The residents felt an accident was waiting to happen. In addition, residents of Sandling Park have regularly parked on Cuckoowood Avenue. These were mainly residents that drove large signed vans as these are not allowed to be parked in their estate. We also noted that cars were dropped in Cuckoowood Avenue in the morning for a car share as we are close to the M20. In addition, the entrance to Sandbourne Drive was quite often obstructed which was also one of the residents' concerns due to the fact an emergency vehicle could be potentially restricted into Sandbourne Drive. Sandbourne Drive is also home to children and</p>



	<p>with the winter approaching we are concerned for their well-being.</p> <p>Since the double yellow lines there has been very little litter and the road can now be swept on a regular basis. It is a pleasure being able to have full visibility in and out of the road and is now completely safe.</p> <p>I understand that the proposal is to ensure that one side of Cuckoowood Avenue remains as double yellow lines and the other side has the lines removed (apart from a few metres at the top). The whole point of the double yellow lines is that it makes the road safe travelling into and out of and by taking up the lines this still will cause a safety issue because of the gradient of the hill in question. In addition, the extra spaces that you are hoping to be able to give to the residents of the flats will no doubt be taken up by Sandling Park residents and others that use this road for commuting purposes which will completely defeat the object.</p> <p>I have noticed and have photos to show that in the evening (when the majority of the residents of the flats require parking) that cars manage to park in the flats car park. All flats also have a garage which can be used.</p> <p>I look forward to a favourable response.</p> <p>Yours faithfully</p>
5.	<p>Dear Sirs</p> <p>I am writing to object to the above.</p> <p>As you may or may not know, we have campaigned for double yellow lines for several years and through persistence and help from Wendy Hinder our local councillor, the double yellow lines were put down late last year.</p> <p>The reason for the double yellow lines was for a safety perspective. Vehicles coming in and out of the road because of the location being on a hill, do not have any visibility and it has always been an issue when vehicles are parked on one side. The residents felt an accident was waiting to happen. In addition, residents of Sandling Park parked on Cuckoowood Avenue. These were mainly residents that drove large signed vans as these are not allowed to be parked in their estate. We also noted that cars were dropped in Cuckoowood Avenue in the morning for a car share as we are close to the M20. In addition, the entrance to Sandbourne Drive was quite often obstructed which was also one of the residents' concerns due to the fact an emergency vehicle could be potentially restricted into Sandbourne Drive. There was also some thought that drug trafficking may have been allowed to happen as syringes and associated paraphernalia have been found in the past in Cuckoowood Avenue.</p> <p>Since the double yellow lines there has been very little litter and the road can now be swept on a regular basis. It is a pleasure being able to have full visibility in and out of the road and is now completely safe.</p> <p>I understand that the proposal is to ensure that one side of Cuckoowood Avenue remains as double yellow lines and the other side has the lines removed (apart from a few metres at the top). The whole point of the double yellow lines is that it makes the road safe travelling into and out of and by taking up the lines this still will cause a safety issue because of the gradient of the hill in question. In addition, the extra spaces that you are hoping to be able to give to the residents of the flats will no doubt be taken up by Sandling Park residents and others that use this road for</p>

	<p>commuting purposes which will completely defeat the object.</p> <p>I have noticed and have photos to show that in the evening (when the majority of the residents of the flats require parking) that cars manage to park in the flats car park. All flats also have a garage which can be used.</p> <p>I look forward to a favourable response.</p> <p>Yours sincerely</p>
6.	<p>Dear Sirs,</p> <p>We wish to object against your recent proposal to remove some of the double yellow lines in Cuckoo Wood Ave. The residents have fought hard to get them installed and have noticed the improvement to our environment.</p> <p>Once you remove the parking restrictions it won't be long before it will be full up with parked cars and vans. The road is not very wide and can cause restrictions for service vehicles and emergency services to access the residential streets. It will also cause a litter problem where people from the parked cars just dump there rubbish out of the windows encouraging vermin. In the past vans who have parked there use it to fly tip their waste, this can be a health and safety issue to the growing number of young children now in the area. It will make the road a single track because of the constant parked cars ,that will make it dangerous approaching the main road as often you meet on coming traffic turning blind into the road, making yet another danger to cope with.</p>
7.	<p>Good Afternoon</p> <p>I appreciate that the double yellow lines on one side of Cuckoowood Avenue would remain but it does concern me that they are to be removed on the opposite side of the road.</p> <p>One of my concerns would be access for emergency vehicles. There doesn't seem to me to be enough turning room if there are cars parked on one side of Cuckoowood Avenue as it doesn't seem to be wide enough to allow parking and for, say a fire engine to access and turn. There is very limited access to turn in Burleigh Drive and Sandbourne Drive.</p> <p>My other concern is when you are exiting by car from Burleigh Drive and Sandbourne Drive the restrictions cars parking along one side of Cuckoowood Avenue would have on visibility.</p> <p>There are at least 15 children who live in both Burleigh and Sandbourne Drives and parked cars would also affect their visibility when crossing Cuckoowood Avenue.</p> <p>My other concern is vandalism and theft of cars if they are parked along that road overnight. Cuckoowood Avenue is very secluded by the woods around it and myself and other residents fear that these types of incidents would increase.</p> <p>The above are my concerns so yes, i do feel it appropriate to object to the</p>

proposed traffic regulation order.

Many thanks.

-----Original Message-----

From: [Michael.Heath@kent.gov.uk](mailto:Michael.Heath@kent.gov.uk)

To:

Sent: Tue, 8 Oct 2013 13:30

Subject: Re - double yellow lines in CuckooWood Avenue

Dear Sir/Madam

The actual junction markings at Sandling Lane will be retained. But yes, it is probable that there will be overnight parking on the unrestricted section. Please see the attached.

I have looked at the 10 year crash history. There has been one reported crash. This occurred on Sandling Lane, a vehicle, waiting to turn right into CuckooWood Avenue, was struck from behind. So parked vehicles were not a contributory factor.

Are you objecting to this proposed Traffic Regulation Order?

Michael Heath  
Traffic Engineer  
Safety Schemes  
Maidstone and Tonbridge & Malling  
08458 247800

-----Original Message-----

From: Traffic Regulation Orders - EE KH

Sent: 08 October 2013 13:11

To: Heath, Michael - EE KH

Subject: FW: double yellow lines in CuckooWood Avenue

-----Original Message-----

From: \_\_\_\_\_

Sent: 07 October 2013 16:22

To: Traffic Regulation Orders - EE KH

Subject: double yellow lines in CuckooWood Avenue

I believe you are proposing to remove the double yellow lines along CuckooWood Avenue.

I live in Burleigh Drive and have 2 small children. To remove these lines would be disastrous as huge vans and cars could once again park along there which would make vision whilst exiting our close extremely dangerous.

As well, when you are trying to come in and get out onto the main road to Peneden Heath - which is extremely busy - it wont be safe if you are trying to get around park cars and vans as well.

I would urge you to rethink removing them - you have only just put them in!

I fear if you remove them that an accident will be imminent.

Date: 10-January-2014

Time: 06:39:15

Title: **Sandling Lane junction with Cuckoowood Avenue**

Requested output: **D - Print Crash Report**

Date: 10-January-2014

Accident Date BETWEEN '01-Oct-2003' AND '30-Sep-2013'

There was 1 reported crash resulting in injury

## D-PRINT CRASH REPORT

10-Jan-2014  
06:39:15

Sandling Lane junction with Cuckoowood Avenue  
Accident Date BETWEEN '01-Oct-2003' AND '30-Sep-2013'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved	
1	<b>Road No C349    Grid 575753E</b> <b>Section 033      Ref 157984N</b>	SLIGHT	1/2008 00:0	6	18:30	DRK STL	Wet/Damp	Rain Wind		R.TURN		
Sandling Lane at Junction with Cuckoowood Avenue Maidstone									Maidstone			
V2 was Stationary Waiting to Turn Right. V1 Hit V2 from Behind.							Veh1, car, SE -> NW				Casualties    1	
							Veh2, car, SE -> NE				Vehicles        2	

09

**Key**    Involved

PED    Pedestrian  
HGV    Heavy Goods Vehicle  
GV      Goods Vehicle  
M/C    Motor Cycle  
P/C    Pedal Cycle  
PSV    Bus/Coach

Street Lighting

L        Daylight  
  
STL      Street Lights  
USL      Street Lights Unlit  
NSL      No Street Lights  
STU      Street Lights Unknown

FACTORS

+VE      Positive Breath Test  
R.TURN   Right Turn Manoeuvre  
O/TAKE   Overtaking Manoeuvre  
S.VEH    Single Vehicle

Special Conditions

ATS OUT    Traffic Lights Not Working  
ATS DEF    Traffic Lights Defective  
SIGNS      Road Signs Defective or Obscured  
RD WRKS    Road Works  
Surface     Road Surface Defective



Existing double yellow line restrictions to remain unaffected.

Existing double yellow line restrictions to remain unaffected.

Existing double yellow line restrictions removed for a distance of 67m.



Kent County Council  
Ashford Highway Depot  
Henwood Industrial Estate  
Ashford TN24 8AD  
Tel: 08458 247 800

Drawing title  
**PARKING RESTRICTION AMENDMENT  
PARTIAL DOUBLE YELLOW LINE REMOVAL  
CUCKOOWOOD AVENUE  
MAIDSTONE**

Drawing status  
**CONSULTATION**

Scale  
1:1000 at A4 Do not scale

Drawing number  
\*\*/\*\*/\*\*/\*\*/\*\*  
Rev  
**0**

Project  
**TRAFFIC SCHEMES**

0	05/06/13	FIRST ISSUE	GDL		
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

# Agenda Item 12

**To:** Maidstone Joint Transportation Board

**By:** KCC Highways and Transportation

**Date:** 22<sup>nd</sup> January 2014

**Subject:** Highway Works Programme 2013/14

**Classification:** Information Only

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Summary: This report updates Members on the identified schemes approved for construction in 2012/13

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## 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2013/14

**Footway and Carriageway Improvement Schemes** – see Appendix A

**Drainage Repairs & Improvements** – see Appendix B

**Street Lighting** – see Appendix C

## Conclusion

1. This report is for Members information.

## Contact Officers:

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

Carol Valentine	Highway Manager (West)
Richard Emmett	Maidstone District Manager
John Farmer	Major Capital Project Manager
Mary Gillett	Resurfacing Manager
Sue Kinsella	Street Lighting Manager
Katie Lewis	Drainage Manager



## **Appendix A – Footway and Carriageway Improvement Schemes**

These schemes are weather dependent operations; in the event that it is not possible for them to be carried out on the planned date a new date will be arranged and the residents informed by a letter drop to their homes.

<b>Surface Treatments - <i>Contact Officer Neil Tree</i></b>			
<b>Micro Asphalt Schemes</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Buckland Road	Maidstone	From Buckland Hill to the school entrance	Completed
<b>Machine Resurfacing – <i>Contact Officer Russell Boorman</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Tonbridge Road	Barming	At its junction with Queens Road	Completed
A26 Tonbridge Road	Barming	At its junction with Fountain Lane	Programmed to start Spring 2014
Detling Hill	Detling	At its junction with Scragged Oak Road	Completed
M20 J7 Roundabout	Boxley	A249 Detling Hill	Completed
<b>Footway Improvement - <i>Contact Officer Wendy Boustead</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
Gabriels Hill	Maidstone	Both sides from the junction with High Street to the junction with Palace Avenue – relaying blockwork on a concrete base and replacing where necessary	This is still in the design stages and yet to be programmed
Upper Fant Road	Maidstone	From its junction with Hackney Road to its junction with Bower Lane – Replacement of asphalt surface and kerbs where necessary	Completed
Charles Street	Maidstone	Whole length and including outside numbers 1 to 7 Reginald Road. Replacement of asphalt surface and kerbing where required.	Completed

Glebe Lane	Barming	From its junction with Tonbridge Road to its junction with Farleigh Lane - Replacement of asphalt surface and kerbing where required.	Completed
Eyhorne Street	Hollingbourne	From Musket Lane and Hasteds - Replacement of asphalt surface and kerbing where required. This scheme is still in the design stages	Due to the need for a closure to carry out these works we have had to postpone this due to another road closure in the area.

**Appendix B – Drainage Repairs & Improvements**

<b>Drainage Repairs &amp; Improvements - <i>Contact Officer Katie Lewis</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Smith's Hill	West Farleigh	Installation of new gullies and kerbs	Completed
Tonbridge Road	Teston	Addition of deepbore to existing soakaway	Completed
Bonnington Road	Vinters Park	Installation of new Soakaway and gullies	Completed

## Appendix C – Street Lighting

<b>Street Lighting Column/Lamp Replacement – Contact Officer Al Tanriverdi</b>			
<b>Road Name</b>	<b>Column Ref</b>	<b>Location</b>	<b>Status</b>
M20	KFRE001	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE002	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE003	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE004	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE005	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE006	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE007	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE008	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE009	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE010	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE011	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE012	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE013	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE014	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE015	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE016	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE017	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE018	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014
M20	KFRE019	Junction 7, junction with A249 roundabout	w/c 27 Jan 2014

Works programmed for week commencing 27 January 2014 subject to weather conditions and Highway Agency approving traffic management on M20 fast lanes

## **Appendix D – Bridge Works**

<b>Bridge Works – Contact Officer Tony Ambrose</b>			
Road Name	Parish	Description of Works	Current Status
Chart Hill Road	Staplehurst	Bridge refurbishment/repair Road closed 8 <sup>th</sup> – 12 <sup>th</sup> November.	Completed

## **Appendix E – ITS**

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
Location	Description of Works	Current Status
A20 High Street near Fairmeadow	Refurbishment of traffic signal controlled crossing.	Works completed during September 2013 as part of High St improvements.

### **1.1 Legal Implications**

1.1.1 Not applicable.

### **1.2 Financial and Value for Money Considerations**

1.2.1 Not applicable.

### **1.3 Risk Assessment**

1.3.1 Not applicable.

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Contact: Carol Valentine / Richard Emmett 08458 247 800

# Agenda Item 13

To: Maidstone Joint Transportation Board

**By:** Tim Read, Head of Transportation

**Date:** 22<sup>nd</sup> January 2014

**Subject:** Schemes Report

**Classification:** For Information

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**Summary:** The purpose of this report is to provide members with a progress report on traffic and safety schemes currently being progressed by KCC Highways and Transportation

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## **1. A229 Running Horse Roundabout**

This scheme is programmed for mid-April. We are currently working with local businesses to try to ensure their operations are not disrupted more than necessary. The 7.5t weight limit at Aylesford will be temporarily removed for the duration of the works to allow HGV's to access the A20 near Quarry Wood Industrial Estate as this will be the signed diversion route.

## **2. A229 Stile Bridge to Knoxbridge**

A detailed route study has been commissioned. This is expected within the next month.

## **3. A20 Ashford Road j/w Old Ashford Road**

This crash remedial scheme is in complete on site. Works included high friction surfacing, associated road markings and signage.

## **4. St Faith Street**

This crash remedial scheme was delayed due to Christmas and then the very bad weather. Once conditions improve, we will look to complete this minor scheme which includes signage and repositioning the give way markings when exiting the car park exit.

## **5. B2015 Maidstone Road j/w B2162 Hampstead Lane**

This crash remedial scheme is complete on site; works comprised improved signage and high friction surfacing

## **6. A2045 Walderslade Woods j/w Impton Lane (east)**

This scheme has now been completed on site;

## **7. A20 Ashford Road j/w Broomfield Road**

This site is also complete, works included new warning signs, carriageway markings and verge marker posts to try to give clear indication of the bend and side junction.

**Contact Officer:** Michael Heath  
Tel: 03000 418181

## Member Highway Fund

### Member Highway Fund programme update for the Maidstone District.

The following schemes are those which have been approved for funding by both the relevant Member and by John Burr, Director of Highways and is up to date as of 13<sup>th</sup> January 2014.

The details below are for Highway Schemes only and do not detail contributions Members have made to other groups such as Parish or District Councils.

More detail on their schemes can accessed by each Member via the online database or by contacting their Member Highway Fund Engineer.

## Overview of 2012/13 Schemes

### Gary Cooke – Maidstone South East

Scheme	Status
<b>B2163 Leeds</b> – Gateway Improvements	Awaiting implementation

### Dan Daley – Maidstone Central

Scheme	Status
<b>Newbury Ave &amp; Allington Way</b> – Installation of warning signage and associated carriageway markings	Programmed Feb 2014

### Eric Hotson – Maidstone Rural South

Scheme	Status
<b>Marden Road, Staplehurst</b> – Extension of 30Mph Speed Limit	Awaiting TRO & implementation

### Rob Bird – Maidstone Central

Scheme	Status
<b>Newbury Ave &amp; Allington Way</b> – Installation of warning signage and associated carriageway markings	Programmed Feb 2014

### Paulina Stockell – Maidstone Rural West

Scheme	Status
<b>St Margaret's School, Collier Street</b> – Installation of Interactive Sign and parking restrictions in the vicinity of St Margaret's School	Awaiting implementation

## Overview of 2013/14 Schemes

### Brian Clark

Scheme	Status
Contribution to the KM Safety Campaign	MHF3 Handed over for Delivery
To plant 1 mature tree to replace one which was felled - Parkway	MHF3 Handed over for Delivery
KB49 Pathway resurface Old Drive to Anglesea Avenue	Works Completed
Installation of 2 no. timber bollards – Cripple Street	Works Completed
To reconstruct ramps either side of table top plus a 3m length of carriageway in the landing area either side of ramp feature.	MHF3 Handed over for Delivery

### Dan Daley

Scheme	Status
To install pedestrians in road ahead lit warning signs on lamp columns either side of existing informal crossing point -Buckland Hill	MHF3 Handed over for Delivery
Carry out improvements to signing – Marigold Way	MHF3 Handed over for Delivery
Provide down-lighting at crossing point and warning sign for traffic coming round bend from Tonbridge Rd	MHF3 Handed over for Delivery
Provide Warning Sign on Upper Fant Rd for traffic travelling westwards into Hackney Rd together with SLOW marking on roadway	Works Completed

### Eric Hotson

Scheme	Status
New 30mph interactive speed sign – A229 by Church Green	MHF3 Handed over for Delivery
To install timber bollards to prevent parking on the footway – Gybbon Rise	MHF3 Handed over for Delivery



### Gary Cooke

Scheme	Status
Installation of timber bollards to prevent inconsiderate parking at school pick up and drop off times – Wexford Place	Works completed
An additional parking bay in Buckingham Row	Works completed
To install Unsuitable for HGVs signage in Downswood	MHF3 Handed over for Delivery

### Ian Chittenden

Scheme	Status
Contribution for the replacement of 2 flower beds, including new trees and shrubs – Heathorn Street	Works completed
To install a directional sign for Maidstone Football Club	Works completed
To replace or remove trees within this division	MHF3 Handed over for Delivery

### Jenny Whittle

Scheme	Status
To install Unsuitable for HGVs signage – Rayners Hill	MHF3 Handed over for Delivery
To install Unsuitable for HGVs signage – A20 before the Broomhill Road junction	MHF3 Handed over for Delivery

### Paul Carter

Scheme	Status
Installation of ‘Cyclists Dismount’ signs – Ragstone Road	Works completed
To make a contribution to PROW for resurfacing the top 20 metres of path - Pathway KM79 in Bearsted by the BP Garage.	Works completed

### Paulina Stockell

Scheme	Status
To install village gateway with welcome to Hunton sign, remove redundant posts, relocate existing footpath sign and install marker posts	MHF3 Handed over for Delivery
Installation of School Warning signs – Lower Road, near St Helens school	Works completed
Road marking improvements – various locations in	MHF3 Handed over for Delivery

East Farleigh	
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**Rob Bird**

<b>Scheme</b>	<b>Status</b>
Install pedestrians in road ahead lit warning signs on lamp columns either side of existing informal crossing point. Existing lamp columns are unable to house the new lit signs installations so will be replaced as part of the works -Buckland Hill	MHF3 Handed over for Delivery
Carry out improvements to signing – Marigold Way	MHF3 Handed over for Delivery
Provide down-lighting at crossing point and warning sign for traffic coming round bend from Tonbridge Rd	MHF3 Handed over for Delivery
Provide Warning Sign on Upper Fant Rd for traffic travelling westwards into Hackney Rd together with SLOW marking on roadway	MHF3 Handed over for Delivery