

AGENDA

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 14 October 2015

Time: 5.00 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Ash, Bird, Brown, Burton (Chairman),
Carter, Chittenden, Clark, Cooke,
Cuming, Daley, English, Fort, Hotson,
T Sams, Mrs Stockell, Vizzard,
Mrs Whittle, Willis and J.A. Wilson

Page No.

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

Continued Over/:

Issued on 6 October 2015

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

5.	Disclosures of lobbying	
6.	To consider whether any items should be taken in private because of the possible disclosure of exempt information.	
7.	Minutes of the Meeting Held on 22 July 2015	1 - 9
8.	Petitions (if any)	
9.	Questions/Statements by members of the public	
10.	Report of KCC Highways, Transportation and Waste - Highway Works Programme 2015/16	10 - 28
11.	Report of KCC Head of Transportation - Chatham Road Report - Experimental Traffic Regulation Order	29 - 64
12.	Report of KCC, PROW and Access Service - Loose Greenway Scheme	65 - 71
13.	Report of KCC, PROW and Access Service - River Medway Towpath Scheme	72 - 78
14.	Report of LED Conversion Project Manager - Street Lighting LED Project Update Report	79 - 80
15.	Report of KCC Highway Manager - Operation Stack Update	81
16.	Report of KCC Head of Transportation - Progress report on technical work for the Integrated Transport Strategy	82 - 87
17.	Report of KCC Project Manager - Maidstone Bridges Gyratory Scheme	88 - 91
18.	Report of Parking Services Manager - Objections to Traffic Regulation Orders	92 - 164

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON WEDNESDAY 22 JULY 2015

Present: Councillor Burton (Chairman), and Councillors Mrs Blackmore, Burton, Carter, Clark, Cooke, Cuming, Daley, English, Fort, Hotson, Mrs Robertson, T Sams, Springett, Mrs Stockell, Vizzard, Mrs Whittle, Willis and Mrs Wilson

Also Present: Councillors English, Mrs Gooch, Newton, Mrs Ring, Mrs Robertson, and Sargent.

70. APOLOGIES FOR ABSENCE

It was noted that apologies for absence had been received from Councillors Ash, Bird, Harwood and J.A. Wilson.

71. NOTIFICATION OF SUBSTITUTE MEMBERS

The following Substitute Members were noted:

Councillor Mrs Blackmore for Councillor JA Wilson
Councillor Mrs Springett for Councillor Ash
Councillor Mrs Wilson for Councillor Harwood

Councillor English informed the Chairman of his intention to substitute for Councillor Willis at a later stage in the meeting.

72. URGENT ITEMS

The Chairman stated, that in his opinion, the following late enquiries should be taken as Urgent Items, and verbal updates provided, due to the length of time until the next meeting:

- An update on the Worcester Road Petition;
- The Bridge Gyrotory Widening Scheme;
- A letter from the residents of Shepway North Ward in relation to a 17 tonne HGV limit; and
- Urgent update report to item 10, Report of Head of Planning and Development - Results of the VISUM Transport Modelling.

It was stated that verbal updates would be taken following Item 9, Questions/Statements by members of the public.

73. NOTIFICATION OF VISITING MEMBERS

The following members were in attendance as observers and reserved the right to speak on any item on the agenda:

Councillor English,
Councillor Mrs Gooch,
Councillor Newton,
Councillor Mrs Ring,
Councillor Mrs Robertson, and
Councillor Sargent.

74. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by members or officers.

75. DISCLOSURES OF LOBBYING

It was noted that all members of the Board had been lobbied on item 10, Report of Head of Planning and Development - Results of the VISUM Transport Modelling.

76. TO CONSIDER WHETHER ANY ITEMS SHOULD BE TAKEN IN PRIVATE BECAUSE OF THE POSSIBLE DISCLOSURE OF EXEMPT INFORMATION

RESOLVED: That all items be taken in public as proposed.

77. MINUTES OF THE MEETING HELD ON 15 APRIL 2015

RESOLVED: That the minutes of the meeting held on 15 April 2015 be approved as a correct record and signed.

78. PETITIONS

Mrs Claire Brown presented the petition in the following terms:

We, the undersigned petitioners, and parents/governors of St Margaret's Collier Street School do hereby petition Kent County Council (KCC) to install adequate signage and road traffic calming measures to warn drivers of the presence of children crossing during school hours.

Parents, staff and governors are concerned about the number of speeding vehicles along Collier Street (B2612) and the junction with Green Lane, where the school is situated. There have been several near misses involving young children crossing the road to and from the car park during school hours. Adequate signage, reducing the speed limit, a zebra crossing and other appropriate traffic calming measures will help to address these issues and prevent a serious road traffic accident involving young children.

It was clarified during the course of the discussion that there had been no fatalities but a number of near misses had been recorded. Further funding

was sought in order to implement the measures suggested. The petition was given the full support of the Board.

RESOLVED: That the petition be accepted with the full support of the Board.

79. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

Ms Lizzie Hare asked the following question of the Committee:

I am aware of a disabled person with breathing difficulties affected by pollution in Hermitage Lane. The pollution is measured from the Wateringbury side of the Tonbridge Road and not Hermitage Lane where the problem is, why is this?

Steve Clarke, Principal Planning Officer, provided an initial response stating that Maidstone Borough Council (MBC) monitored pollution at the junction of Fountain Lane on Tonbridge Road as there was significant residential development near the highway, whereas Hermitage Lane currently had less residential development. As residential development came forward on Hermitage Lane monitoring points could be reassessed.

RESOLVED: That a report be brought to the Committee's next meeting by the Environmental Health Shared Services.

80. VERBAL UPDATES

Jeff Kitson, Parking Services Manager at MBC, provided the Board with an update on the Worcester Road petition. He informed the Board that all residents had been written to, and could confirm that there had been forty five replies. He reported a mixed response but the consensus was to keep verge parking in place. He confirmed that a formal response would be made to the petitioners.

Richard Emmett, the District Manager (Maidstone) KCC Highways, Transportation & Waste responded to an enquiry made on the Bridge Gyratory Widening Scheme, making the following points:

- The Maidstone Bridges Gyratory scheme formed part of the South East Local Partnership (SELEP) programme of works;
- KCC has been successful in securing funding to deliver the scheme in early 2016 combined with a sizeable investment from MBC;
- Engagement with local groups had commenced with a communications plan being developed with MBC;
- MBC were fully involved with the project and contributed to the scheme on a regular basis; and
- Further engagement would continue with the local community in the near future.

The following formed the progress update:

Outline Design	Completed May 2015
Detailed Design	On-going until September 2015
Tender process	October 2015 – December 2015
Contract award	January 2016
Vegetation Clearance	January 2016 – March 2016
Utility Pre-contract works	January 2016 – March 2016
Main contract works	May 2016 – September 2016

The following points were made during the course of the discussion

- MBC officers were consulted throughout the design process;
- The scheme sign off would be a joint process with MBC and KCC; and
- A report should be brought back to the Committee which made provisions for facilities for pedestrians and cyclists, planting to combat pollution and other associated improvements as part of the scheme.

The Chairman accepted a letter from the residents of Shepway North Ward in relation to Willington Street on behalf of the Board.

RESOLVED: That the updates be noted and a report on the Bridge Gyrotory Scheme be brought to the next available meeting.

81. AMENDMENT TO ORDER OF BUSINESS

RESOLVED: That item 10, Report of Head of Planning and Development - Results of the VISUM Transport Modelling, be taken as the last item on the agenda.

82. REPORT OF KCC HIGHWAYS, TRANSPORTATION AND WASTE - HIGHWAY WORKS PROGRAMME 2015/16

Michael Heath, KCC Traffic Engineer provided an overview of the Highway Works Programme 2015/16 report.

The report provided an update and summarised the following schemes that had been programmed for delivery in 2015/16:

Footway and Carriageway Improvement Schemes

- Drainage Repairs and Improvement; and
- Street Lighting.

Transport and Safety Schemes

- Casualty Reduction Measures; and

- Integrated Transport Schemes.

Developer Funder Works

- Bridge Works;
- Traffic Systems; and
- Combined Member Fund.

RESOLVED: That the report be noted.

83. REPORT OF KCC HEAD OF TRANSPORTATION - MARDEN PRIMARY SCHOOL

Michael Heath, KCC Traffic Engineer, provided an overview of the report into the recent incident at Marden Primary School which had been requested at the last meeting, including a progress report on Highways activities undertaken with regard to Marden Primary School.

It was highlighted during the course of the discussion that the timing of the crash, at approximately 7.36am, may have prevented a much more serious incident occurring. The proposed 20 mph speed limit was deemed sensible and its implementation supported by members.

RESOLVED: That the report be noted.

84. REPORT OF KCC HEAD OF TRANSPORTATION - PETITIONS REPORT - HEADCORN ROAD WEIGHT RESTRICTION

Michael Heath, KCC Traffic Engineer, provided an overview of the report which was to update the Board on the progress on a petition to introduce a 7.5t Weight Restriction on Headcorn Road. The report recommended that a Weight Restriction was not implemented given the good safety record and fact that HGV vehicles observed were legitimately accessing premises in the area.

It was highlighted by members during the course of the discussion that Headcorn Road was being used as a shortcut to the station as rail improvements were being made.

It was noted that there was an increase in traffic road users trying to avoid Operation Stack.

It was requested that a verbal update report on the lessons learned from the recent effect of Operation Stack be given at the next meeting.

RESOLVED: That

1. The report be noted; and
2. A verbal update be given at the next meeting on the lessons learned from Operation Stack.

85. REPORT OF KCC HEAD OF TRANSPORTATION - PETITIONS REPORT - HERMITAGE LANE JUNCTION WITH FOUNTAIN LANE

Michael Heath, KCC Traffic Engineer, provided an overview of the report which was to update the Board on the progress of a petition in relation to increased development along the Hermitage Lane Corridor. The petition contained a number of elements relating to planning matters. The report presented dealt solely with the request for improved pedestrian crossing facilities at Hermitage Lane junction with Fountain Lane.

The report concluded that the safety of pedestrians at this busy junction had been raised many times; however solutions had not been possible within the existing infrastructure. An upgrade would be costly in terms of civil engineering and modelling.

It was confirmed that a bid for funding had been made through the Local Transport Plan to upgrade the crossing, replace the controller and improve pedestrian facilities.

The availability of S106 monies was considered during the course of the discussion and possible uses for it. It was confirmed by the Head of Planning and Development at MBC that a S106 officer and assistant had been appointed and Board members were welcome to access the information available via this means.

It was agreed that Ward Members should pursue individual matters outside the meeting.

RESOLVED: That the report be noted.

86. REPORT OF KCC HEAD OF TRANSPORTATION - PETITIONS REPORT - LEAFY LANE

Michael Heath, KCC Traffic Engineer, provided an overview of the progress report on a petition to introduce a formal Zebra crossing at Leafy Lane.

Members heard that Leafy Lane was the sole means of access to Brunswick House Primary School. Problems occurred when parents parked on double yellow lines or the School's keep clear markings.

The School had taken steps to engage with parents, promoting safer parking practices and had a system in place to combat the issues.

The report concluded that a Zebra crossing was likely to be more respected than the existing yellow lines and a bid for funding from the Local Transport Plan budget had been submitted.

RESOLVED: That the report be noted.

87. REPORT OF KCC HEAD OF TRANSPORTATION, PETITIONS REPORT - B2010 AND B2163 EAST AND WEST FARLEIGH

Michael Heath, KCC Traffic Engineer provided an overview of the progress report on a petition to reduce the existing speed limits on the B2010 and B2163 through East Farleigh and West Farleigh.

The Board had recommended that KCC implemented a 30mph speed limit for the B2010 and B2163 between the existing 30mph limit in East Farleigh and the start of the existing 30mph limit at Yalding.

It was reported that a pragmatic approach had been taken in moving this forward, with the lead petitioner contacting the Local Member for the area who had previously agreed to part fund the scheme from her combined Members Grant. The Cabinet Member for Highways had been consulted and agreed that statutory consultation should proceed. The speed limit would be advertised for consultation in line with the previously submitted report to the April meeting of the Board.

RESOLVED: That the report be noted.

88. ADJOURNMENT

The meeting was adjourned from 6.20pm to 6.32pm.

89. REPORT OF HEAD OF PLANNING AND DEVELOPMENT - RESULTS OF THE VISUM TRANSPORT MODELLING

Officers from MBC and KCC provided an overview of the results of the VISUM transport modelling report. The Board then considered a presentation from AMEY which set out three options that would form the basis of Maidstone's Integrated Transport Strategy. They considered Do Something 1, Do Something 2 and Do Something 3 (DS1, DS2 and DS3) and the correlation between housing targets against the three options

Councillor Mrs Ring, Visiting Member, addressed the Committee. She advocated the need for a relief road, citing traffic issues on Willington Street and Parkwood Estate roads. She voiced her reticence at encouraging a modal shift with elderly residents, explaining how walking and cycling presented a challenge for the aging population.

The Head of Planning and Development at MBC explained the emphasis placed on sustainable transport in National Planning Policy Framework (NPPF) guidance and how this would be taken into account when transport policies were considered by an Inspector.

Affordability and funding opportunities were considered as part of the discussion, particularly in relation to key junction and road capacity improvements and the inclusion of a new relief road subject to cost/benefit analysis and an environmental impact assessment.

Consideration was given to the following during the course of the discussion:

- A modal shift within urban areas. This was thought to be less achievable in rural areas; and
- The sustainability of the Park and Ride was considered in terms of the subsidy paid by the council, and conversely the option of replacement bus services that would be based on a commercial need, otherwise this too would incur a subsidy.

It was clarified that, with reference to sustainable transport and achieving a modal shift in rural areas, the focus would be on Rural Service Centres that had train stations where cycling to the station could be encouraged, and car parks made larger at stations to allow a bus service to come in and out. This would achieve a modal shift. It was explained that commercial opportunities for bus companies lay with services provided for school children and commuters.

A consensus was reached by the Board on the following which formed the basis of its recommendation to the appropriate bodies at MBC and KCC for the Integrated Transport Strategy:

- The importance of adhering to the Local Plan timetable;
- That references to 'town centre parking charges' be amended specifically to 'long stay town centre parking charges';
- Key junction and road capacity improvements were needed;
- The East/West Park and Ride Service should continue;
- Sustainable transport and modal shift were permissible but the options should not tie in to specific percentage targets; and
- Frequent bus services were encouraged with appropriate junction improvements but at no detriment to existing traffic capacity.

RESOLVED: That this Board recommends to Kent County Council's Cabinet Member for Highways, Transportation and Waste and to Maidstone Borough Council's Strategic Planning, Sustainability and Transportation Committee that a combination of DS2 and DS3 form the basis of the Integrated Transport Strategy for Maidstone to underpin the Local Plan. This is with the exception of the following and subject to costing to ascertain affordability and the evaluation of feasibility, sustainability and deliverability:

- Additional North/South Park and Ride removed from DS2;
- All references to percentage targets removed from DS2;
- That it is specified that with reference to parking costs, it refers to long-term car parks; and
- That frequent bus services are encouraged with appropriate junction improvements but at no detriment to existing traffic capacity.

90. DURATION OF MEETING

5.03pm to 8.55pm

Agenda Item 10

To: Maidstone Joint Transportation Board
By: KCC Highways, Transportation and Waste
Date: 14th October 2015
Subject: Highway Works Programme 2015/16
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2015/16

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2015/16

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – See Appendix D

- **Casualty Reduction Measures** – See Appendix D1
- **Integrated Transport Schemes** – See Appendix D2
- **Local Growth Fund** – See Appendix D3

Developer Funded Works – Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Member Fund – see Appendix H

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Carol Valentine	West Kent Highway Manager
Richard Emmett	Maidstone District Manager
Alan Casson	Resurfacing Manager
Katie Lewis	Drainage Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Tony Ambrose	Structures Manager
Jamie Hare	Development Agreement Manager
Jamie Watson	Transportation and Safety Schemes Manager
Kirstie Williams	Combined Member Fund Manger

Appendix A – Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
Ware Street	Bearsted	The Green to Ash Tree Gardens	Completed
Willington Street	Maidstone	From its junction with Northumberland Road to Deringwood Drive	Completed
Florence Road	Maidstone	Full length	Works programmed for February 2016
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Poplar Grove	Maidstone	From its junction with Ash Grove to the junction with Maple Avenue (Footway reconstruction)	Works completed
South Road	Marden	Various sections from the junction with Howland Road to outside Property No. 10 South Road (Footway reconstruction - both sides)	Programmed to commence on the 22 nd November 2015 for 4 weeks
North Down	Staplehurst	Entire length (Footway reconstruction)	Programmed to commence on the 23 rd September 2015 for 4 weeks
Tomlin Close	Staplehurst	Entire length (Footway reconstruction)	Programmed to commence on the 23 rd September 2015 for 4 weeks
Brooklands	Headcorn	Entire length (Footway reconstruction)	To be programmed

Linton Hill	Linton	From its junction with Redwall Lane to the junction with Wheelers Lane adjacent to the bus stop (Footway protection treatment)	Works completed
Norrington Road	Maidstone	Entire length (Footway protection treatment)	Works completed
Ashford Road	Maidstone	From its junction with New Cut Road to its junction with Willington Street (Footway protection treatment)	Completed

Surface Treatments – Contact Officer Mrs Wendy Boustead

Micro Surfacing Schemes

Road Name	Parish	Extent and Description of Works	Current Status
Boxley Road/Pilgrims Way	Boxley	From its junction with Styles Lane to Hairpin bends	Completed
East Street	Hunton	From its junction with Hunton Hill to its junction with Stonewall Chainhurst	Completed
Eyhorne Street	Hollingbourne	From its junction with Tilefields to its junction with A20	Completed
Eyhorne Street	Hollingbourne	From its junction with Greenway Court Road to the war memorial by the school	Completed
Heath Road	Boughton Monchelsea/Chart Sutton	From its junction with Brishing Lane to its junction with A274 Sutton Road	Completed
Maidstone Road	Marden	From its junction with Chantry Road to property called "Hartridge"	Completed
Mallings Lane	Bearsted	From its junction with The Street to its junction with Fremlins Road	Completed

Roundwell/A20 Ashford Road	Thurnham/Bearsted	From its junction with Water Lane and to its Junction with A20	Completed
Water Lane	Thurnham/Bearsted	From its junction with Roundwell to its junction with Pilgrims Way	Completed
Yalding Hill and High Street Yalding	Yalding/West Farleigh	From its junction with Benover Road and Lughorse Lane	To be reprogrammed
Surface Dressing Schemes			
Road Name	Parish	Extent and Description of Works	Current Status
The Street and Pilgrims Way	Boxley	From its Junction with Styles Lane and the Hairpin bend where it joins Lidsing Road	Completed

Appendix B – Drainage

Drainage Works – Contact Officer Kathryn Lewis			
Road Name	Parish	Description of Works	Current Status
No Drainage works planned over £5000			

Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement this financial year. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Parish	Description of Works	Status
College Road	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Works programmed for completion by January 2016
Heath Grove	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Works programmed for completion by January 2016

Loose Road	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Works programmed for completion by January 2016
Allington Way	Maidstone	Replacement of 3 no street lights complete with LED Lanterns	Works programmed for completion by January 2016
Westmarsh Close	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Maxwell Drive	Maidstone	Replacement of 3 no street lights complete with LED Lanterns	Completed
Odiham Drive	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Tichborne Close	Maidstone	Replacement of 1 no street lights complete with LED Lanterns	Completed
Trevor Drive	Maidstone	Replacement of 1 street light complete with LED Lantern	Completed
Quinion Close	Boxley	Replacement of 1 no street light complete with LED Lantern	Completed
Spenlow Drive	Boxley	Replacement of 2 no street lights complete with LED Lanterns	Completed
The Spinney	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Completed
Woodlands	Coxheath	Replacement of 3 no street lights complete with LED Lantern	Completed
Elvington Close	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Works programmed for completion by January 2016
Langdale Rise	Maidstone	Replacement of 3 no street lights complete with LED Lanterns	Completed
Chamberlain Avenue	Maidstone	Replacement of 2 no street lights complete with LED Lanterns	Completed
Prospect Place	Maidstone	Replacement of 1 no street lights complete with LED Lanterns	Completed
Tonbridge Road	Maidstone	Replacement of 17 no street lights complete with LED Lanterns	Completed
Groewood Drive South	Boxley	Replacement of 1 no street lights complete with LED Lanterns	Completed

Bedgebury Close	Maidstone	Replacement of 4 no street lights complete with LED Lanterns	Completed
Bonnington Road	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Completed
Brewer Street	Maidstone	Replacement of 3 no street lights complete with LED Lanterns	Works programmed for completion by January 2016
Claremont Road	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Completed
Heathfield Road	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Completed
Newenden Close	Maidstone	Replacement of 2 no street lights complete with LED Lanterns	Completed
Union Street	Maidstone	Replacement of 3 no street lights complete with LED Lanterns	Works programmed for completion by January 2016
Waterlow Road	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Completed
Linton Road	Loose	Replacement of 1 no street lights complete with LED Lanterns	Completed
Howland Road	Marden	Replacement of 1 no street light complete with LED Lanterns	Completed
West End	Marden	Replacement of 2 no street lights complete with LED Lanterns.	Completed
Maidstone Road	Marden	Replacement of 1 no street light complete with LED Lanterns	Completed
Albert Street	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Completed
Bannister Road	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Barnhurst Road	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Completed
Becksbourne Close	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Chattenden Court	Maidstone	Replacement of 2 no street lights complete with LED Lantern	Completed
Granville Road	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed

Hope Street	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Ashford Road	Bearsted	Replacement of 1 no street light complete with LED Lantern	Works programmed for completion by January 2016
Bicknor Road	Maidstone	Replacement of 3 no street lights complete with LED Lantern	Completed
Bircholt Road	Maidstone	Replacement of 2 no street lights complete with LED Lantern	Completed
Wallis Avenue	Maidstone	Replacement of 2 no street lights complete with LED Lantern	Works programmed for completion by January 2016
Chapman Avenue	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Claygate	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Cranborne Avenue	Maidstone	Replacement of 2 no street lights complete with LED Lantern	Completed
Cumberland Avenue	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Lincoln Road	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Otterbourne Place	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Ufton Close	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Essex Road	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Hereford Road	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Worcester Road	Maidstone	Replacement of 2 no street lights complete with LED Lantern	Completed
Armstrong Road	Maidstone	Replacement of 2 no street lights complete with LED Lantern	Completed
Berwyn Grove	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Braddick Close	Maidstone	Replacement of 2 no street lights complete with LED Lantern	Completed

Eddington Close	Maidstone	Replacement of 3 no street lights complete with LED Lantern	Completed
Forest Hill	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Halstow Close	Maidstone	Replacement of 4 no street lights complete with LED Lantern	Completed
Higham Close	Tovil	Replacement of 1 no street light complete with LED Lantern	Works programmed for completion by January 2016
Leigh Avenue	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Norrington Road	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Sevington Park	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Warnford Gardens	Maidstone	Replacement of 1 no street light complete with LED Lantern	Works programmed for completion by January 2016
Sutton Road	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
Mote Road	Maidstone	Replacement of 1 no street light complete with LED Lantern	Works programmed for completion by January 2016

Appendix D – Transportation and Safety Schemes

Appendix D1 – Casualty Reduction

Identified to address a known history of personal injury crashes

Casualty Reduction Measures – <i>Contact Officer Michael Heath</i>			
Location	Parish	Description of Works	Current Status
A20 Ashford Road j/w Roundwell	Bearsted	Improved advanced direction signage, solar bollards on central islands and road-studs(to follow micro re-surfacing)	2014/15 scheme. Works complete
A20 Lenham j/w Faversham Road	Lenham	Improved ADS signage, warning signage and road markings approaching junction	Under consultation

Sandling Lane j/w Old Chatham Road (Running Horse PH)	Boxley	Junction warning signage	Works complete
Lidsing Road j/w Pilgrims Way (Boxley Hill)	Boxley	New chevrons, improved warning signs and road studs	Substantially complete

Appendix D2 – Integrated Transport Schemes

All other LTP funded non-casualty reduction schemes

Integrated Transport Schemes – <i>Contact Officer Paul Brand</i>			
Location	Parish	Description of Works	Current Status
Spot Lane	Bearsted	Amendments to traffic calming to improve bus access	Under design, consultation expected Autumn 2015

Appendix D3 – Local Growth Fund

Local Growth Fund programme update for the Maidstone Borough.

The Department for Transport (DfT) added £100m to the Local Growth Fund (LGF) pot in order to fund Local Sustainable Transport Fund Style schemes. KCC subsequently submitted four Local Sustainable Transport Fund (LSTF) capital bids 1) East Kent – A network for Growth, 2) Kent Thameside – Integrated door-to-door journeys and 3) West Kent – Tackling Congestion. The fourth was for Tonbridge Town Centre Regeneration, which included a highway improvements scheme in the Lower High Street as well as additional LSTF style measures. The objective of all of the capital bids is to boost economic growth by decreasing carbon emissions and reducing congestion.

The Kent Thameside, West Kent and Tonbridge Town Centre Regeneration bids were all successful. The schemes aim to:

- improve access to employment and services
- reduce the need to travel by the private car
- enhance pedestrian, cycle and public transport facilities
- improve sustainable transport connections

The following schemes have been submitted as part of the successful West Kent LSTF this financial year.

Local Growth Fund (Transport Innovations) – Contact Ryan Shiel		
Scheme Name	Description of Works	Current Status
Maidstone Cycle Parking	<p>Improvements to existing provision as well as new cycle parking facilities in locations across the Borough. Four locations have been agreed with Southeastern Railway in order of priority</p> <ol style="list-style-type: none"> 1. Bearsted Train Station 2. Hollingbourne Train Station 3. Maidstone West Train Station 4. Headcorn Train Station 	Legal agreement has been signed by Maidstone Borough Council, and is currently being approved by KCC

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) – Contact Officer Brian Claydon				
Scheme Name	Mastergov File Ref No	Parish	Description of Works	Current Status
10 Week Street	MA003059	Maidstone	Pavement re-grade	Agreement signed
Ashford Road Harrietsham	MA003058	Harrietsham	Upgrade of existing bellmouth	Stage 2 audit complete
Lenham Road	MA003057	Headcorn	New footway	Stage submission received
Valdene Industrial Estate	MA003054	Sutton Valence	Upgrade of existing bellmouth plus extension to footway	Stage 2 audit complete
Church Road Tovil (Courteney school)	MA003049	Tovil	New access	Agreement signed
Oak Lane	MA003048	Headcorn	New footway plus junction improvements	Stage 2 technical audit in progress
Bunyards Farm	MA003047	Maidstone	New bellmouth to Beaver Rd	Stage 2 audit complete

Former nurse's home Oakapple lane/Hermitage Lane	MA003046	Maidstone	New access into development plus drainage works	Stage 2 audit complete
531 Tonbridge Rd	MA003045	Maidstone	Service layby for new retail unit	Agreement signed
Brooklyn Yard	MA003041	Maidstone	New access	Works substantially complete
Land to the north of Sutton Rd (The Coppice)	MA3040	Maidstone	New right turn lane and bellmouth	Works substantially complete
8 Faversham Rd Lenham	MA003032	Lenham	New access	Agreement signed, works ongoing
Bell Lane Staplehurst	MA003030	Staplehurst	Upgrade of existing access for new development	Works substantially complete
Langley Park	MA003028	Maidstone	New roundabout	Works substantially complete
Andrew Broughton Way	MA003025	Maidstone	New Access/Egress to Car Park Andrew Broughton Way, Maidstone	Works complete
Vinters Park crematorium	MA003023	Maidstone	Bellmouth improvements	Works completed
Oliver Road Staplehurst	MA003019	Staplehurst	New pedestrian crossing to Marden Rd, junction improvements and bus boarders	Stage 2 audit complete
Old Ashford Rd Lenham	MA003018	Lenham	New footway plus access	Works substantially complete
Imperial Park	MA003017	Maidstone	New right turn lane and bellmouth, plus footway works	Works substantially complete

McDonalds Drivethru, Hart street Maidstone	MA003013	Maidstone	New access, improvements to Hart street.	Works substantially complete
MAP Depot, Goudhurst Road, Marden	MA003012	Marden	New Bellmouth and footway	Works substantially complete
York Road	MA003009	Maidstone	New Bellmouth	Works completed, on maintenance
Farleigh Hill	MA003007	Tovil	New access and speed limit relocation, footway and bus stop provision	Stage 2 technical audit in progress
Kings Street car park	MA003006	Maidstone	New access into new car park	Works completed
West Street Harrietsham	MA003004	Harrietsham	New access into new housing development and traffic calming to west street	Works complete

Appendix F – Bridge Works

Bridge Works – Contact Officer Tony Ambrose			
Road Name	Parish	Description of Works	Current Status
No works planned			

Appendix G – Traffic Systems

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.

Traffic Systems - <i>Contact Officer Toby Butler</i>		
Location	Description of Works	Current Status
A274 Sutton Road near Mangravet Avenue	Refurbishment of traffic signal controlled crossing	Completed June 2015
A229 Spine Road near Springfield Roundabout	Refurbishment of traffic signal controlled crossing	Completed June 2015

Appendix H – Combined Member Fund – programme update for the Maidstone District

Combined Member Fund (Highways) programme update for the Maidstone District.

The following schemes are those, which have been approved for funding by both the relevant Member and by Roger Wilkins, Interim Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design, or
- at consultation stage, or
- about to be programme, or
- have recently been completed on site.

The list is up to date as of **22 September 2015**.

The details given below are for highway projects only. This report does not detail -

- contributions Members have made to other groups such as parish councils, or
- highway studies, or
- traffic/non-motorised user surveys funded by Members, or
- requests for tree planting to be funded by Members

More information on the schemes listed below can be found via Kent Gateway the online database for all Combined Member Grant schemes and studies, or by contacting the Traffic and Safety Engineer for the Combined Member Grant (Maidstone).

Paul Carter

Details of Scheme	Status
<p>14-MHF-MA-94 Roseacre Lane and Yeoman Lane Proposed 20 mph Zone</p> <p>Proposed 20 mph speed limit to include new signs and white roundel road markings. The design process is complete and work has commenced on the Traffic Regulation Order process. A purchase order has been raised for the TRO Notice to be advertised during the first half of October. Formal consultation will commence at the same time</p>	<p>In progress - please refer to the notes provided opposite</p>
<p>The Running Horse, Old Chatham Road/Sandling Lane</p> <p>This scheme was originally considered in 2013. Provision of dropped kerb crossing for pedestrians crossing from the car park to the Running Horse (Harvester) Public House and Restaurant</p>	<p>Complete</p>

Brian Clark

Details of Scheme	Status
<p>15-MHF-MA-24 Cumberland Avenue, Shepway</p> <p>The scheme includes the provision of three parking bays, the installation of fencing and the removal of bollards, the upgrade of lighting and the extension of the existing verge area</p> <p>The design is currently subject to review by Adam Murdin of the KCC drainage team regarding any potential surface water issues that may be caused by the scheme, and if required, recommended remedial measures</p>	<p>In progress - please refer to the notes provided opposite</p>
<p>15-MHF-MA-25 Farleigh Hill, Tovil</p> <p>The scheme includes the provision of an informal drop kerb crossing on the footway outside the Tile Centre to allow disabled pedestrians to cross to Lidl if they come down from Tesco. The works will require infringement of private land and KCC Legal team is currently in discussion with the landowner with regards to the purchase of a small strip of land</p>	<p>In progress - please refer to the notes provided opposite</p>
<p>15-MHF-MA-20 Mayfair Avenue</p> <p>Provision of two bollards between footpath and allotment gate green area to left of the gate</p>	<p>Complete</p>
<p>14-MHF-MA-01 Plains Avenue/Loose Road</p> <p>Implementation of a yellow box junction marking</p>	<p>Complete</p>
<p>15-MHF-MA-54 Church Street, Tovil</p> <p>Proposed TRO to restrict access to HGVs. Formal consultation has been completed. One letter of support was received and no objections. The TRO has been sealed by the Legal Team and the Made Notice will now be advertised in the press and a works order raised for the new signs with the intention that the signs will be installed as soon as possible after the TRO becomes operational</p>	<p>In progress - please refer to the notes provided opposite</p>

<p>15-MHF-MA-19 Oxford Road, Maidstone The provision of bollards in the verge located opposite the scout hut</p>	Complete
<p>15-MHF-MA-51 Pheasant Lane, Maidstone It is proposed to remove the existing fence and bike inhibitor from its current location and relocate further south to align with the boundary of the wood and prevent vehicle access to a track</p> <p>Note: This scheme was intended to commence at the end of September/early October, however, due to staff changes within the team the start of the scheme may be subject to a slight delay</p>	In progress

Dan Daley and Rob Bird

Details of Scheme	Status
<p>15-MHF-MA-40 Bunswick School, Leafy Lane To provide two 'School Keep Clear' road markings with TRO and the provision of an informal tactile crossing</p> <p>The hours that the parking restrictions will apply has been agreed with the school and the TRO Notice will be advertised during the first week of October. Formal consultation will commence at the same time</p>	In progress
<p>15-MHF-MA-127 Stagshaw Close Parking Restrictions To provide two 'School Keep Clear' road markings with TRO and single yellow line parking restrictions. The hours that the parking restrictions will apply has been agreed with the school and the TRO Notices will be advertised during the first week of October. Formal consultation will commence at the same time</p>	In progress
<p>Bower Lane, Maidstone – amendment to completed scheme Proposed TRO to remove a 20 metre length of parking bay located at the junction with Evelyn Close to allow the refuse lorry and other large vehicles to navigate the turn into Evelyn Road. Vehicles parked in the bays currently severely restrict turning movements for all vehicles, but especially large goods vehicles. Formal consultation is complete. Three objections and no letters of support were received. The objectors have been contacted and a report provided to Andy Corcoran for consideration</p>	In progress

Eric Hotson

Details of Scheme	Status
<p>14-MHF-MA-125 Marsham Crescent and Mercer Way Provision of two 'No Through Road' signs</p>	Complete

15-MHF-MA-49 – Chart Sutton Replace stolen Chart Sutton boundary sign taken from Chart Hill Road	Complete
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Gary Cooke

Details of Scheme	Status
15-MHF-MA-65 Penfold Hill, Leeds Provision of yellow backed chevron signs for Ashbank/Penfold Hill in Leeds	Complete
15-MHF-MA- 68 Worcester Road, Maidstone Site investigation and design for the provision of off road grasscrete parking areas The site investigation is complete and it was intended to commence work on the scheme design and cost at the end of September/early October, however, due to staff changes within the team the start of the scheme may be subject to a slight delay	In progress

Ian Chittenden

Details of Scheme	Status
14-MHF-MA-11 Heathfield Road, Maidstone Amendment to TRO to remove two short lengths of double yellow lines in front of driveways outside numbers 36, 38 and 40	Complete
14-MHF-MA-74 Windsor Close off Sittingbourne Road Provision of dropped kerb pedestrian ramps with tactile paving at the junction of Windsor Close with Sittingbourne Road	Programmed to start on site during week commencing 21 September
15-MHF-MA-33 and 45 Sittingbourne Road, Maidstone Proposed extension of the existing 30 mph speed limit to Chiltern Hundred Roundabout and provision of a 30 mph speed limit VAS. The scheme design for the proposed reduction in speed limit has been completed and approved. A purchase order has been raised to advertise the TRO Notice at the beginning of October. Formal consultation will commence at the same time the Notice is published	In progress

Jenny Whittle

Details of Scheme	Status
<p align="center">14-MHF-MA-10 Maidstone Road, Headcorn</p> <p>The entrance to Headcorn Bowling Club is not clearly visible from Maidstone Road and there are issues with drivers accessing and exiting the Club. The road is subject to a 50 mph speed limit. Provision of direction signs and 'Slow' road markings to enhance the presence of the Club</p>	Complete
<p align="center">15-MHF-MA-26 Maidstone Road, Headcorn</p> <p>Proposed TRO to reduce the existing 50 mph speed limit to 40 mph. Formal consultation is currently underway (consultation completion date is 28 September 2015)</p>	In progress
<p align="center">15-MHF-MA-13 Faversham Road through Wichling and Lenham Road, Kingswood</p> <p>Proposed TRO to reduce the existing speed limits at both locations to 30 mph. Work has commenced on the production of the design, to include measuring up both sites. At the moment it is intended to produce a consolidated TRO to cover both locations, however, this is still subject to investigation</p>	In progress
<p align="center">15-MHF-MA-27 Detling Village</p> <p>Proposed TRO to implement a prohibition of motorised vehicles in the Village (except access). Work has commenced on the production of the TRO and draft designs have been provided for review by the Member</p>	In progress

Paulina Stockell

Details of Scheme	Status
<p align="center">15-MHF-MA-36 B2079 Goudhurst Road, Marden</p> <p>Proposed traffic calming scheme to include the conversion of the existing zebra crossing to a raised zebra crossing. Currently vehicles are driving round children when they are crossing the road and overtaking waiting vehicles. Design is currently underway, to be completed for review by the Member before the 2 October 2015</p>	In progress
<p align="center">15-MHF-MA-38 Lower Street/Station Hill junction improvements</p> <p>The scheme was previously looked at several years ago and work is being undertaken to review existing designs and new options with a view to moving the scheme forward</p> <p>Note: Due to staff changes within the team the work on this scheme may be subject to a slight delay</p>	In progress

<p style="text-align: center;">15-MHF-MA-37 West Street, Hunton</p> <p>Proposed upgrade of the gated entrance to the 30 mph speed limit located on West Street and resurfacing of the crossroad junction. The site visit has been completed and a summary of recommended provided to the Member for comment.</p> <p>Note: The scheme is currently on hold pending a response. Due to staff changes within the team the work on this scheme may be subject to a slight delay</p>	<p>In progress</p>
<p style="text-align: center;">15-MHF-MA-35 Tonbridge Road, Teston</p> <p>It was originally proposed to install a traffic island near Church Street; however, further investigation during the design process has highlighted a number of issues regarding the location of underground plant and type. A summary of recommended alternative measures have been provided to the Member for comment.</p> <p>Note: The scheme is currently on hold pending a response. Due to staff changes within the team the work on this scheme may be subject to a slight delay</p>	<p>In progress</p>

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.

Contacts: Carol Valentine / Richard Emmett 03000 418181

Agenda Item 11

To: Maidstone Joint Transport Board
By: Tim Read, Head of Transportation
Date: 14th October 2015
Subject: Chatham Road Report – Experimental Traffic Regulation Order
Classification: For Recommendation

Summary: Seeking recommendation to proceed with the recommendation in this report

1.0 Background

- 1.1 Lorry parking in Chatham Road has caused problems going back many years. These problems have manifested themselves in many formats ranging from antisocial behaviour in the form of verge fouling with human waste, litter and noise thorough to obstruction of buses and chemical spills resulting in costly resurfacing. Previous attempts to address these issues have proved ineffective.
- 1.2 Historically Maidstone Borough Council applied double yellow lines to restrict parking closest to the Bluebells Estate. This proved ineffective, as it was reliant on out of hours enforcement.
- 1.3 As a result in March 2014, we commenced on a Traffic Regulation Order to implement a Clearway restriction on all of Chatham Road with the exception of the marked lay-by areas and parking bays near Tyland Barn. The Clearway is a No Stopping restriction.
- 1.4 Following implementation of the Clearway it became apparent that Kent Police were unable to commit the necessary resources to enforce the restriction and other physical measures would be necessary.

2.0 Work undertaken

- 2.1 In January 2015 an experimental Traffic Regulation Order was commenced, the order involved extending the existing No Entry restriction at the northern end of Chatham Road south to the junction of Tollgate Way. The purpose of this was to enable the temporary narrowing of the northern section of Chatham Road to one lane, thus preventing lorries from being able to stop, without entirely blocking the road.
- 2.2 The narrowing was achieved using bolt down bollards and temporary water filled traffic management blocks together with vertical traffic signage.
- 2.3 At the same time the speed limit was permanently reduced to 40mph to enable the temporary reduced lane widths and geometry.
- 2.4 South of Tollgate Way the road remains two way traffic, with a reduced total width of 5.5m. The signed car parking bays at Tyland Barn were protected from lorry parking with water filled traffic management blocks.

- 2.5 The footway was signed as a shared cycle, pedestrian and equestrian path, to enable the no entry section of Chatham Road to be bypassed. The path had minor works undertaken to facilitate the experimental Traffic Regulation Order, however it must be stressed that the path in its current format is substandard for this purpose.

3.0 Support and Objections

- 3.1 The Experimental Traffic Regulation Order was advertised on the 9th January 2015, the period for objections ended on the 15th July 2015
- 3.2 Nineteen objections were received. The vast majority from cyclists regarding the poor state of the shared use path.
- 3.3 There were seven offers of support for the scheme, the objections and offers of support are attached (appendix a)

4.0 Conclusion

- 4.1 The Experimental Traffic Regulation Order and associated temporary works has been successful in addressing the problems associated with lorry parking in Chatham Road.
- 4.2 The car parking bays adjacent to Tyland Barn has experienced occasional problems when the water filled barriers get moved by lorry drivers, however in the main this is working.
- 4.3 The current poor condition of the shared cycle/ pedestrian/equestrian path (National cycle route 17) is not acceptable and must be addressed if this TRO is made permanent. A bid for LTP funding has already been submitted and due to the strategic significance of the effective severing of a national cycle route, it is considered likely that this will be successful.

5.0 Recommendation

- 5.1 The measures implemented have largely addressed the problems which have blighted Chatham Road for many years. It is recommended therefore that the Experimental Traffic Regulation Order be made permanent and that works to improve the shared path be implemented once funded.

Contact Officer: Michael Heath
Tel: 03000 418181

Heath, Michael - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 20 March 2015 14:06
To: Heath, Michael - GT HTW
Subject: FW: (TRO/Experimental/Chatham Road): Objection.
Attachments: DSCN0762.JPG; DSCN0763.JPG

From: [REDACTED]
Sent: 20 March 2015 11:34
To: Traffic Regulation Orders - GT KH
Subject: (TRO/Experimental/Chatham Road): Objection.

Dear Mr Burr

I am writing further to my previous e-mail of Thursday 12 February 2015. My objections are made in a personal capacity as a user of the cycle route.

Shortly after lodging my initial objection, Michael Heath of KCC contacted me to advise that the scheme as I had encountered it was incomplete. He explained that the intention was to prevent all HGV parking in the area to resolve associated issues of anti-social behaviour.

He further added that to mitigate the impact on cyclists the adjacent footway would be converted to a cycletrack.

Yesterday I returned to the area. The measures to prevent HGV parking appear to be complete. There has been a cut of the vegetation along the footway and signing added to indicate its shared use by equestrians, pedestrians and cyclists.

The cycle route is part of National Cycle Network Route 17, giving access for leisure riders between Maidstone and the Pilgrims Cycle Trail, an Explore Kent route. It is the principal alternative for cyclists who would otherwise use the A229 (National Speed Limit dual carriageway) and it is the prime cycle commuting route between Maidstone and the Medway Towns.

It is a significant cycle route and deserving of the highest possible standards.

LTN 2/08 8.5.2 states that "The minimum recommended width for a two-way cycletrack is 3 metres." That position is also supported by DMRB TA90/05. The existing footway is around 1 metre wide for significant parts of it's length. The condition of the footway is also extremely hazardous, I attach photographs. It is not fit for purpose.

Was a Non-Motorised User safety audit conducted before the implementation of the scheme and the conversion of the footway?

I continue to object to the scheme as it has had a significant negative impact on the safety and convenience of cyclists. Its design ignores the underlying principles of LTN 2/08, particularly the "Hierarchy of Provision".

There is considerable scope to provide provision for cyclists within the sections of carriageway removed from use by this scheme. I cannot understand why the opportunities presented by this scheme to improve the provisions for cyclists have not been taken.

Yours sincerely

[REDACTED]

On Thursday, 12 February 2015, 22:30, [REDACTED] > wrote:

Dear Mr Burr

I am writing to object to the implementation of the above order in its current form.

My objections are raised as a user of National Cycle Network Route 17 that follows Chatham Road. My objections are made in a personal capacity and do not reflect the opinions of any group.

Before the scheme was implemented cycle traffic used the northbound lane to a point immediately before the "no entry" signs and then crossed to a shared footway/cycletrack to continue north. Southbound cyclists would leave the cycletrack at the same point to join the southbound carriageway.

With the relocation of the "no entry" approximately 500 metres further south the cycle route has been severed. One of the stated aims of the experimental order is ""to preserve the amenities of the area through which the road runs ". The scheme in its present form fails to preserve the northbound route for cyclists.

Urgent arrangements need to be put in place to allow the safe passage of northbound cycle traffic through the temporary scheme. An instruction requiring cyclists to dismount and use the footway will not be acceptable.

The final scheme must make provision for northbound cycle traffic, ideally within the existing carriageway space. A contraflow lane protected by a kerb would appear suitable. Widening and resurfacing a further length of the footway to accomodate a cycletrack would not be acceptable. The resulting cycletrack would suffer from littering and it's proximity to the parked HGVs would make it's use intimidating.

I find it shocking that the experimental TRO designed to "preserve the amenities of the area through which the road runs" has entirely overlooked the needs of cyclists at this location. There needs to be a review of the process by which this scheme was approved.

Please keep me informed of any further developments and proposals with regard to this scheme.

Yours sincerely

[REDACTED]

Heath, Michael - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 19 June 2015 15:33
To: Heath, Michael - GT HTW
Subject: FW: TRO/Experimental/Chatham Road
Attachments: IMG_0266.JPG; IMG_0267.JPG

From: [REDACTED]
Sent: 19 June 2015 15:04
To: Traffic Regulation Orders - GT KH
Subject: TRO/Experimental/Chatham Road

Dear Sir/Madam,

I would like to object to the TRO (Reference - TRO/Experimental/Chatham Road) in its current form. This scheme fails to take into account cycling in any way, simply putting up signs on an incredibly inadequate footway to allow cycling is unacceptable. The space currently being used for nothing between the carriageway should be used as the cycle facility. I attach photos of my bike in the space that should be used for the cycle facility, and in the space I am expected to cycle in (cycle being a generous use of the word, since parts are are so narrow with overgrown vegetation it is impossible to cycle).

The current scheme is a complete disaster for non motorised users and so this cannot be allowed to be made permanent in its current form.

Regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Heath, Michael - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 16 March 2015 15:24
To: Heath, Michael - GT HTW
Subject: FW: EXPERIMENTAL/CHATHAM ROAD / SANDLING

From: [REDACTED]
Sent: 16 March 2015 14:17
To: Traffic Regulation Orders - GT KH; [REDACTED]; messengernews@thekmgroun.co.uk
Subject: EXPERIMENTAL/CHATHAM ROAD / SANDLING

Dear Sirs,

Im afraid that this is an email of complete disgust and complaint.

My first complaint is in relation to the Camera sited on a lamppost directly opposite my house that was installed recently. When I asked the installers if it were to be pointing at the entrance of Tollgate Way, as that is where it is needed and has been for many years, instead of relying on my home cctv system to protect the neighbourhood I was told, "No believe it or not it is to protect the lorries". When I picked myself up off the floor I questioned this further and was informed that the lorries are regularly broken into whilst parked so this monitors all traffic down this road so it will be easy to potentially catch the thieves, even though the camera cant even see the lorries, it will rely on a simply pick n mix of vehicles coming down the road between certain times as to which one may have just robbed the lorry.

Never mind we have been broken into 5 times in the last 10 years and so have many other houses on the estate.

And if I am honest this is protecting FOREIGN lorries mainly which adds even more salt into the wound. So its ok to protect cargo and property of people that are not even meant to park there or indeed live in this country but not ok to protect the community 20feet away from the camera.

RIDICULOUS to say the least.

Next is the bigger issue of this completely horrendous and totally stupid scheme that you have placed along the road, not only creating a formula one race track but also totally and utterly ruining the aesthetics of what was essentially a fairly quiet country road, un maintained, and yes at night was unfortunately subject to lorries parking and causing a disturbance to some of the houses but they were all gone very early in the morning and being totally honest, never really caused that much of a problem, apart from litter and some noise to the houses in close proximity.

You have now installed what you believe to be a solution which is pretty much the most ridiculous and unsympathetic to eye solution that you could have possibly dreamed up. It has totally ruined the countryside aspect of the road, it has probably devalued the houses on Chatham Road and facing the road such as mine, the boy racers are now coming tearing down the road as it has an inbuilt race track with a chicane, turning into Tollgate Way and out of tollgate way is now DANGEROUS especially if there is a car coming from each direction and then there is only just about enough room to do it and IF the bus stops at the stop its REALLY a problem!!!

Also the second part of the road where you have today started to install the other bollards which I thought I read on the notice, that it would remain with cones for a few more months to trial it and I beleive that the closing date for complaints is June or July ?? is far too Narrow, again if the bus is coming down the road you have to almost stop to let it pass, and it now prevents residents from parking out on the road also. Which if a resident wishes to have a gathering or party on the estate, generally most of the vehicles park out on the road, also in the snow MOST of the residents also park their cars out on the Chatham Road as Tollgate way gets badly affected with Ice and Snow and we are unable to get out.

The money that you are spending on this is a complete and utter waste of taxpayers money as it will not work and you will be removing them as quickly as you have installed them.

And in 13 years living here, FINALLY you decide to clear the path so it is safe and clear to walk on, now when the traffic is moved 6 feet away from it!!! but when the traffic was right next to the path you allowed people to walk on a strip of tarmac sometimes 12 inches wide with brambles and nettles etc pushing you further toward the traffic. Priceless !!!

The person(s) responsible for the design and this project are most probably the same people that designed the new road layout at the Running Horse Roundabout.

Why did you not simply add double yellow lines down both sides. Where the yellow lines were originally towards tollgate way nobody ever parked on them. The camera could have been moved up further and signs stating that if you parked on yellow lines you will receive an automatic fine. Yes problematic with Foreign drivers but most of them have company names on side of lorries.

It would generate income, rather than cost money, it would look normal instead of looking like a parade of multiplying penguins standing to attention and it would cost a lot less money.

Give resident permits to park down the house side of chatham road only and it is so so so simple.

Under the freedom of information Act I would ask for the Project Costs for the following :-

1. Old Chatham Road - CCTV Camera Installation and Monitoring
2. Old Chatham Road - Full Project Costs and Install costs in relation to the above.
3. The cost of the entire project including management fees, consultants, new signage installations, etc for the Running Horse Roundabout.

I have also copied this to the local newspapers.

I very much look forward to hearing from you shortly.

Regards

[REDACTED]

Heath, Michael - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 30 June 2015 10:03
To: Heath, Michael - GT HTW
Subject: FW: KCC Chatham Road, Boxley Experimental One Way Order 2015

From: [REDACTED]
Sent: 28 June 2015 18:22
To: Traffic Regulation Orders - GT KH; [REDACTED]
Subject: KCC Chatham Road, Boxley Experimental One Way Order 2015

Dear Mr Corcoran

I refer to the experimental order that was made on 14th January and has been implemented as a temporary scheme (Reference - TRO/ Experimental/ Chatham Road)

I have used this section of road as a cyclist on several occasions since the temporary order and scheme were implemented. In addition, my wife uses this route 3 times a week to travel to and from work.

We have both found the new arrangements for cyclists to be much less satisfactory than the previous arrangements. The implementation of the shared use footway has not been completed and has only been signed.

The condition and width of the footway is very sub-standard and actively encourages cyclists to use the carriageway in both directions.

Travelling south on the carriageway you are with the flow of traffic and can either use the main 3m wide lane that has been created (although this means potentially blocking vehicles) or cycle behind the bollards (although this presents some hazards when returning to the main running lane).

Travelling north you are confronted by the no entry signs at Tollgate Way, but physically can cycle into the area behind the bollards on the west side of the road up to the chicane and then cross to behind the bollards on the east side of the road (this is potentially hazardous). You can then join the footway as normal at the farm access and ride up behind the service station. Entry to the bollarded off sections is restricted at each end by water filled temporary road barriers, although there is evidence that other road users have moved these to create small gaps.

On Wednesday I tried to use the footway as signed for the first time travelling south. The footway is very narrow, and this was further decreased by high vegetation on the verges on each side, much of which contained nettles. This vegetation had been cut when I used the route on Friday, but is likely to reappear quickly, and with reduced verge maintenance budgets it will be some time before it is cut again. The surface condition of the footway is poor and caused me some hazard whilst I was trying to avoid being stung by nettles. Riding this would not be suitable for my wife's road bike at all.

As currently implemented it appears that the scheme is encouraging cyclists to use the carriageway, potentially to the detriment of their own safety and that of other road users. Recently my wife noted another cyclist going north using the 3m carriageway (against the one way), which was clearly unsafe, but perhaps represents a cyclist voting with their wheels.

Any road scheme needs to take into account the likely behaviour of road users. Cyclists are not saints, and will generally try and take the line of least resistance, like any other road user.

On this basis it strikes me that the shared use footway needs to be implemented in full, with a surface condition and width that is appropriate.

Alternatively, proper provision needs to be made for cyclists on the carriageway in both directions. There are long lengths of carriageway behind the new bollards that are safe for cyclists to use, but some thought would need to be given to how to enter and exit from these, and how to cross quickly and safely from the west to the east side of the road. It is probable that this would be a much cheaper option than a full footway reconstruction and widening over a considerable length.

Arrangements that treat cyclists as second class citizens requiring them to have to continually give way to other road users or use sub-standard facilities are unlikely to work, and may lead to potential hazards if this is not considered properly when this temporary scheme is implemented permanently.

National Cycle Network Route 17 is basically the main road for cyclists travelling to and from Maidstone from the Medway Towns. Encouraging the take up of cycling requires more consideration to be given to cyclists and their needs. This scheme is no different than many I have observed where cyclists are an afterthought, and not enough consideration has been given to the psychology of how cyclists are likely to behave. Unless this is a feature of the final scheme then the situation on Chatham Road will remain of potential hazard to cyclists.

I understand from reading the temporary TRO that the period for representations ends on 15th July. Please take this as a formal objection to the order as currently implemented on the basis of the lack of satisfactory provision for cyclists.

I look forward to receiving your confirmation that my objection has been received and an indication of KCC's intentions with regard to the provision for cyclists as part of any permanent scheme.

I have copied this email to my wife, and also to [REDACTED] who I understand has made direct representations on this issue to John Burr (Director of Highways and Transportation).

Yours sincerely

[REDACTED]

16/09/2015

Enquiry Trace Form - Preview

Enquiry: 160118	Logged by: CRMWEBFORM	on 17/06/2015 22:08
Service: Cycleway	Classification: Fault - Requires programming	
Subject: Request For New Cycleway		
Desc.: New bollards have been installed on this section of Old Chatham Road, to create a large section of road not doing anything. However cycling and horses have been put onto a pavement completely unsuitable for cycling, even by British standards. The newly bollarded off section should be used for cycling, rather than being completely wasted space.		

Street: CHATHAM ROAD (24200293), BOXLEY, KENT	Area: Maidstone
Street Address: CHATHAM ROAD	Ward: Boxley
Location: Between Tollgate Way and the Petrol Station	Contact: John Coupe
Street Notes:	Telephone: [REDACTED]
	Email: [REDACTED]

Customer: 160118	Time: 17/06/2015 22:08	Method: Web Form Map
Name: [REDACTED]	Telephone: [REDACTED]	
Address: [REDACTED]	Email: [REDACTED]	

Current Status:

No.	Effective	Status	Officer	Follow up Date
4	24/06/2015 13:58:43	Enquiry Resolved With Customer	Michael Heath	

Notes: Dear [REDACTED]

Our Ref CSM 160118 - Chatham Road, Boxley

You contacted Kent County Council with regard to NCN Cycle Route 17 at Chatham Road.

Your enquiry is that the path is not fit for purpose, the surface is poor and is too narrow.

The current configuration of Chatham Road is an interim measure for the duration of the experimental One-Way Traffic Regulation Order, the cycle path and use by equestrians was considered at the earliest stages of this proposal. The measures implemented to accommodate both of these groups represent the minimum to facilitate their usage for the duration of the experiment.

Once a final solution to the problems caused by the overnight lorry parking has been agreed, we will be looking to develop a permanent scheme which will address the issues that you have raised.

Yours sincerely

Michael Heath
Traffic Engineer

Status history:

No.	Effective	Status	Officer	Notes
3	19/06/2015 14:54	ENQ - Enquiry Reassigned	Michael Heath	please advise. thanks
2	19/06/2015 14:54	ENQ - Enquiry Acknowledged	SAFETY CRITICAL SCHEMES	
1	17/06/2015 22:08	Enquiry Logged	SAFETY CRITICAL SCHEMES	

Attributes:

Parameter	Value
1st Point Resolution Cont Cent	Not Known (NK)
Repeat Caller	0. Not Applicable (0000)
Quality of Contact Centre Note	0. Please Select (NS)
Quality of Contact Details	0. Please Select (NS)
Quality of Description	0. Please Select (NS)
Quality of Location	0. Please Select (NS)
Quality of Service/Subject	0. Please Select (NS)
Quality of H&T Notes	0. Please Select (NS)

Enquiry: 160276	Logged by: CRMWEBFORM	on 18/06/2015 18:04
Service: Cycleway	Classification: Fault - Requires programming	
Subject: Request For New Cycleway		
Desc.: New bollards have been installed on a section of Old Chatham Road, to create a large section of road not doing anything. However cycling and horses have been put onto a pavement completely unsuitable for cycling, even by British standards. The newly bollarded off section should be used for cycling, rather than being completely wasted space.		
Street: CHATHAM ROAD (24200293), BOXLEY, KENT		
Street Address: CHATHAM ROAD	Area: Maidstone	
Location: Between Tollgate Way and the Petrol Station	Ward: Boxley	
Street Notes:	Contact: [REDACTED]	
	Telephone: [REDACTED]	

Customer: 160276	Time: 18/06/2015 18:04	Method: Web Form Map
Name: [REDACTED]	Telephone: [REDACTED]	
Address: [REDACTED]		

Current Status:			
No.	Effective	Status	Officer
4	19/06/2015 15:48:52	Enquiry Resolved With Customer	Michael Heath
<p>Notes: called number not recognised: You contacted Kent County Council with regard to NCN Cycle Route 17 at Chatham Road.</p> <p>Your enquiry is that the path is not fit for purpose, the surface is poor and is too narrow.</p> <p>The current configuration of Chatham Road is an interim measure for the duration of the experimental One-Way Traffic Regulation Order, the cycle path and use by equestrians was considered at the earliest stages of this proposal. The measures implemented to accommodate both of these groups represent the minimum to facilitate their usage for the duration of the experiment.</p> <p>Once a final solution to the problems caused by the overnight lorry parking has been agreed, we will be looking to develop a permanent scheme which will address the issues that you have raised.</p>			

Status history:			
No.	Effective	Status	Officer
3	19/06/2015 14:06	ENQ - Enquiry Reassigned	Michael Heath
2	19/06/2015 14:06	ENQ - Enquiry Acknowledged	SAFETY CRITICAL SCHEMES
1	18/06/2015 18:04	Enquiry Logged	SAFETY CRITICAL SCHEMES

Attributes:	
Parameter	Value
1st Point Resolution Cont Cent	Not Known (NK)
Repeat Caller	0. Not Applicable (0000)
Quality of Contact Centre Note	0. Please Select (NS)
Quality of Contact Details	0. Please Select (NS)
Quality of Description	0. Please Select (NS)
Quality of Location	0. Please Select (NS)
Quality of Service/Subject	0. Please Select (NS)
Quality of H&T Notes	0. Please Select (NS)
Quality of H&T Officer Service	0. Please Select (NS)
PRO First Point Resolution	0. Please Select (NS)
PRO Location Insufficient	0. Please Select (NS)
PRO Site not KCC	0. Please Select (NS)
PRO Insufficient Information	0. Please Select (NS)
PRO Jobs in WAMS not attached	0. Please Select (NS)

Revised Status: _____

Name : _____ **Signed :** **21** **Date :** _____ **Time :** _____

Enquiry: 160221	Logged by: CRMWEBFORM	on 18/06/2015 13:27
Service: Cycleway	Classification: Fault - Requires programming	
Subject: Request For New Cycleway		
Desc.: New bollards have been installed on this section of Old Chatham Road, to create a large section of inaccessible road. However cycles and horses have been directed to a pavement completely unsuitable for cycling, even by British standards. The newly bollarded off section should be used for cycling, rather than being completely wasted space.		

Street: CHATHAM ROAD (24200293), BOXLEY, KENT	Area: Maidstone
Street Address: CHATHAM ROAD	Ward: Boxley
Location: Between Tollgate Way and the Petrol Station	Contact: [REDACTED]
Street Notes:	Telephone: [REDACTED]

Customer: 160221	Time: 18/06/2015 13:27	Method: Web Form Map
Name: [REDACTED]	Telephone: [REDACTED]	
Address: [REDACTED]		

Current Status:

No.	Effective	Status	Officer	Follow up Date
5	24/06/2015 14:58:36	Enquiry Resolved With Customer	Michael Heath	

Notes: spoke to a lady who answered the phone and advised this is a temp measure - see details below:
 You contacted Kent County Council with regard to NCN Cycle Route 17 at Chatham Road.

Your enquiry is that the path is not fit for purpose, the surface is poor and is too narrow.

The current configuration of Chatham Road is an interim measure for the duration of the experimental One-Way Traffic Regulation Order, the cycle path and use by equestrians was considered at the earliest stages of this proposal. The measures implemented to accommodate both of these groups represent the minimum to facilitate their usage for the duration of the experiment.

Once a final solution to the problems caused by the overnight lorry parking has been agreed, we will be looking to develop a permanent scheme which will address the issues that you have raised.

Status history:

No.	Effective	Status	Officer	Notes
4	19/06/2015 15:48	ENQ - Enquiry Reassigned	Michael Heath	called and left msg will try again
3	19/06/2015 14:15	ENQ - Enquiry Reassigned	Michael Heath	Another one for you Michael, please advise
2	19/06/2015 14:15	ENQ - Enquiry Acknowledged	SAFETY CRITICAL SCHEMES	
1	18/06/2015 13:27	Enquiry Logged	SAFETY CRITICAL SCHEMES	

Attributes:

Parameter	Value
1st Point Resolution Cont Cent	Not Known (NK)
Repeat Caller	0. Not Applicable (0000)
Quality of Contact Centre Note	0. Please Select (NS)
Quality of Contact Details	0. Please Select (NS)
Quality of Description	0. Please Select (NS)
Quality of Location	0. Please Select (NS)
Quality of Service/Subject	0. Please Select (NS)
Quality of H&T Notes	0. Please Select (NS)
Quality of H&T Officer Service	0. Please Select (NS)
PRO First Point Resolution	0. Please Select (NS)
PRO Location Insufficient	0. Please Select (NS)

16/09/2015

Enquiry Trace Form - Preview

Enquiry: 160192	Logged by: CRMWEBFORM	on 18/06/2015 11:43
Service: Cycleway	Classification: Fault - Routine 28 day	
Subject: Cracks/Erosion To Cycleway		
Desc.: New bollards have been installed on this section of Old Chatham Road, to create a large section of road not doing anything. However cycling and horses have been put onto a pavement completely unsuitable for cycling, even by British standards. The newly bollarded off section should be used for cycling, rather than being completely wasted space.		

Street: CHATHAM ROAD (24200293), BOXLEY, KENT	Area: Maidstone
Street Address: CHATHAM ROAD	Ward: Boxley
Location: Between Tollgate Way and the Petrol Station	Contact: [REDACTED]
Street Notes:	Telephone: [REDACTED]
	Email: [REDACTED]

Customer: 160192	Time: 18/06/2015 11:43	Method: Web Form Map
Name: [REDACTED]	Telephone: [REDACTED]	
Address: [REDACTED]	Email: [REDACTED]	

Current Status:

No.	Effective	Status	Officer	Follow up Date
8	17/07/2015 13:08:19	Enquiry Resolved With Customer	Michael Heath	
Notes: called and discussed				

Status history:

No.	Effective	Status	Officer	Notes
7	30/06/2015 13:38	ENQ - Enquiry Reassigned	Michael Heath	Hi Michael, please advise customer as how long these bollards will be here and if they are a temporary fix regarding the lorries, also if this is this case is there any chance of the space being used for horses and cyclists? Thank you.
6	23/06/2015 12:44	INSP - Inspection Required	Claire Chewter	please inspect,(job no 81000493) mapping not working.
5	19/06/2015 13:50	INSP - Inspection Required	Samantha Stevens	please inspect,(job no 81000493) mapping not working.
4	19/06/2015 13:38	ENQ - Enquiry Reassigned	Countywide West	FAO Michael Heath (Job 81000493?)
3	19/06/2015 13:29	ENQ - Enquiry Acknowledged	HMC West Maidstone	
2	19/06/2015 13:21	ENQ - Enquiry Acknowledged	HMC West Maidstone	
1	18/06/2015 11:43	Enquiry Logged	HMC West Maidstone	

Attributes:

Parameter	Value
1st Point Resolution Cont Cent	Not Known (NK)
Repeat Caller	0. Not Applicable (0000)
Quality of Contact Centre Note	0. Please Select (NS)
Quality of Contact Details	0. Please Select (NS)
Quality of Description	0. Please Select (NS)
Quality of Location	0. Please Select (NS)
Quality of Service/Subject	0. Please Select (NS)
Quality of H&T Notes	0. Please Select (NS)
Quality of H&T Officer Service	0. Please Select (NS)
PRO First Point Resolution	0. Please Select (NS)
PRO Location Insufficient	0. Please Select (NS)
PRO Site not KCC	0. Please Select (NS)
PRO Insufficient Information	0. Please Select (NS)
PRO Jobs in WAMS not attached	0. Please Select (NS)

Revised Status:

23

Name : Signed : Date : Time :

Enquiry: 160116 Logged by: CRMWEBFORM on 17/06/2015 21:40

Service: Cycleway Classification: Fault - Requires programming
 Subject: Request For New Cycleway

Desc.: New bollards have been installed on this section of Old Chatham Road, to create a large section of road not doing anything. However cycling and horses have been put onto a pavement completely unsuitable for cycling, even by British standards. The newly bollarded off section should be used for cycling, rather than being completely wasted space.

Street: CHATHAM ROAD (24200293), BOXLEY, KENT
 Street Address: CHATHAM ROAD Area: Maidstone
 Location: Between Tollgate Way and the Petrol Station Ward: Boxley
 Street Notes: Contact: [REDACTED]
 Telephone: [REDACTED]

Customer: 160116 Time: 17/06/2015 21:40 Method: Web Form Map
 Name: [REDACTED] Telephone: [REDACTED]
 Address: [REDACTED]

Current Status:

No.	Effective	Status	Officer	Follow up Date
3	19/06/2015 15:49:59	Enquiry Resolved With Customer	SAFETY CRITICAL SCHEMES	
<p>Notes: called no. unavailable: You contacted Kent County Council with regard to NCN Cycle Route 17 at Chatham Road.</p> <p>Your enquiry is that the path is not fit for purpose, the surface is poor and is too narrow.</p> <p>The current configuration of Chatham Road is an interim measure for the duration of the experimental One-Way Traffic Regulation Order, the cycle path and use by equestrians was considered at the earliest stages of this proposal. The measures implemented to accommodate both of these groups represent the minimum to facilitate their usage for the duration of the experiment.</p> <p>Once a final solution to the problems caused by the overnight lorry parking has been agreed, we will be looking to develop a permanent scheme which will address the issues that you have raised.</p>				

Status history:

No.	Effective	Status	Officer	Notes
2	19/06/2015 15:09	ENQ - Enquiry Acknowledged	SAFETY CRITICAL SCHEMES	
1	17/06/2015 21:40	Enquiry Logged	SAFETY CRITICAL SCHEMES	

Attributes:

Parameter	Value
1st Point Resolution Cont Cent	Not Known (NK)
Repeat Caller	0. Not Applicable (0000)
Quality of Contact Centre Note	0. Please Select (NS)
Quality of Contact Details	0. Please Select (NS)
Quality of Description	0. Please Select (NS)
Quality of Location	0. Please Select (NS)
Quality of Service/Subject	0. Please Select (NS)
Quality of H&T Notes	0. Please Select (NS)
Quality of H&T Officer Service	0. Please Select (NS)
PRO First Point Resolution	0. Please Select (NS)
PRO Location Insufficient	0. Please Select (NS)
PRO Site not KCC	0. Please Select (NS)
PRO Insufficient Information	0. Please Select (NS)
PRO Jobs in WAMS not attached	0. Please Select (NS)

Revised Status:

Name : Signed : Date : Time :
 Report generated by : Michael Heath

Enquiry: 160115

Logged by: CRMWEBFORM

on 17/06/2015 21:31

Service: Cycleway

Classification: Fault - Requires programming

Subject: Request For New Cycleway

Desc.: New bollards have been installed on this section of Old Chatham Road, to create a large section of road that is not being used for any purpose. However cycling and horses have been put onto a pavement completely unsuitable for cycling, even by British standards, as it is narrow, poorly surfaced and overgrown. The newly bollarded off section should be used for cycling, rather than being completely wasted space.

Street: CHATHAM ROAD (24200293), BOXLEY, KENT

Street Address: CHATHAM ROAD

Location: Between Tollgate Way and the Petrol Station

Street Notes:

Area: Maidstone

Ward: Boxley

Contact: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

Customer: 160115

Time: 17/06/2015 21:31

Method: Web Form Map

Name: [REDACTED]

Telephone: [REDACTED]

Address: [REDACTED]

Email: [REDACTED]

Current Status:

No.	Effective	Status	Officer	Follow up Date
5	24/06/2015 14:02:24	Enquiry Resolved With Customer	SAFETY CRITICAL SCHEMES	
Notes: Dear [REDACTED] Our Ref CSM 160115 - Chatham Road, Boxley You contacted Kent County Council with regard to NCN Cycle Route 17 at Chatham Road. Your enquiry is that the path is not fit for purpose, the surface is poor and is too narrow. The current configuration of Chatham Road is an interim measure for the duration of the experimental One-Way Traffic Regulation Order, the cycle path and use by equestrians was considered at the earliest stages of this proposal. The measures implemented to accommodate both of these groups represent the minimum to facilitate their usage for the duration of the experiment. Once a final solution to the problems caused by the overnight lorry parking has been agreed, we will be looking to develop a permanent scheme which will address the issues that you have raised. Yours sincerely Michael Heath Traffic Engineer				

Enquiry: 160113 Logged by: CRMWEBFORM on 17/06/2015 21:17

Service: Cycleway

Classification: Fault - Requires programming

Subject: Request For New Cycleway

Desc.: New bollards have been installed on this section of Old Chatham Road, to create a large section of road not doing anything. However cycling and horses have been put onto a pavement completely unsuitable for cycling, even by British standards. The newly bollarded off section should be used for cycling, rather than being completely wasted space.

Street: CHATHAM ROAD (24200293), BOXLEY, KENT

Street Address: CHATHAM ROAD

Area: Maidstone

Location: Between Tollgate Way and the Petrol Station

Ward: Boxley

Street Notes:

Contact: [REDACTED]
Telephone: [REDACTED]

Customer: 160113 Time: 17/06/2015 21:17 Method: Web Form Map

Name: [REDACTED]
Address: [REDACTED]

Telephone: [REDACTED]

Current Status:

No.	Effective	Status	Officer	Follow up Date
3	19/06/2015 15:22:37	Enquiry Resolved With Customer	SAFETY CRITICAL SCHEMES	
<p>Notes: called and spoke to cust. advised the below: You contacted Kent County Council with regard to NCN Cycle Route 17 at Chatham Road.</p> <p>Your enquiry is that the path is not fit for purpose, the surface is poor and is too narrow.</p> <p>The current configuration of Chatham Road is an interim measure for the duration of the experimental One-Way Traffic Regulation Order, the cycle path and use by equestrians was considered at the earliest stages of this proposal. The measures implemented to accommodate both of these groups represent the minimum to facilitate their usage for the duration of the experiment.</p> <p>Once a final solution to the problems caused by the overnight lorry parking has been agreed, we will be looking to develop a permanent scheme which will address the issues that you have raised.</p>				

Status history:

No.	Effective	Status	Officer	Notes
2	19/06/2015 15:10	ENQ - Enquiry Acknowledged	SAFETY CRITICAL SCHEMES	
1	17/06/2015 21:17	Enquiry Logged	SAFETY CRITICAL SCHEMES	

Attributes:

Parameter	Value
1st Point Resolution Cont Cent	Not Known (NK)
Repeat Caller	0. Not Applicable (0000)
Quality of Contact Centre Note	0. Please Select (NS)
Quality of Contact Details	0. Please Select (NS)
Quality of Description	0. Please Select (NS)
Quality of Location	0. Please Select (NS)
Quality of Service/Subject	0. Please Select (NS)
Quality of H&T Notes	0. Please Select (NS)
Quality of H&T Officer Service	0. Please Select (NS)
PRO First Point Resolution	0. Please Select (NS)
PRO Location Insufficient	0. Please Select (NS)
PRO Site not KCC	0. Please Select (NS)
PRO Insufficient Information	0. Please Select (NS)
PRO Jobs in WAMS not attached	0. Please Select (NS)

Revised Status:

Enquiry: 160107	Logged by: CRMWEBFORM	on 17/06/2015 19:31
Service: Cycleway	Classification: Fault - Requires programming	
Subject: Request For New Cycleway	Desc.: New bollards have been installed on this section of Old Chatham Road, to create a large section of road not doing anything. However cycling and horses have been put onto a pavement completely unsuitable for cycling, even by British standards. The newly bollarded off section should be used for cycling, rather than being completely wasted space.	
Street: CHATHAM ROAD (24200293), BOXLEY, KENT	Area: Maidstone	Ward: Boxley
Street Address: CHATHAM ROAD	Contact: [REDACTED]	Telephone: [REDACTED]
Location: Between Tollgate Way and the Petrol Station	Email: [REDACTED]	
Street Notes:		
Customer: 160107	Time: 17/06/2015 19:31	Method: Web Form Map
Name: [REDACTED]	Telephone: [REDACTED]	Email: [REDACTED]
Address: [REDACTED]		
Current Status:		
No. Effective	Status	Officer
3 24/06/2015 14:46:00	Enquiry Resolved With Customer	SAFETY CRITICAL SCHEMES
Notes:		
Dear [REDACTED]		
Our Ref CSM 160107 - Chatham Road, Boxley		
You contacted Kent County Council with regard to NCN Cycle Route 17 at Chatham Road.		
Your enquiry is that the path is not fit for purpose, the surface is poor and is too narrow.		
The current configuration of Chatham Road is an interim measure for the duration of the experimental One-Way Traffic Regulation Order, the cycle path and use by equestrians was considered at the earliest stages of this proposal. The measures implemented to accommodate both of these groups represent the minimum to facilitate their usage for the duration of the experiment.		
Once a final solution to the problems caused by the overnight lorry parking has been agreed, we will be looking to develop a permanent scheme which will address the issues that you have raised.		
Yours sincerely		
Michael Heath Traffic Engineer Safety Schemes		
Status history:		
No. Effective	Status	Officer
2 19/06/2015 15:01	ENQ - Enquiry Acknowledged	SAFETY CRITICAL SCHEMES
1 17/06/2015 19:31	Enquiry Logged	SAFETY CRITICAL SCHEMES
Attributes:		
Parameter	Value	
1st Point Resolution Cont Cent	Not Known (NK)	
Repeat Caller	0. Not Applicable (0000)	
Quality of Contact Centre Note	0. Please Select (NS)	
Quality of Contact Details	0. Please Select (NS)	
Quality of Description	0. Please Select (NS)	
Quality of Location	0. Please Select (NS)	
Quality of Service/Subject	0. Please Select (NS)	

Enquiry: 17039480	Logged by: Blessing Edekovwere	on 06/03/2015 16:47
Service: Complaint	Classification: Complaint - 3 day and 20 day	
Subject: About Decision or Policy		
Desc.: Customer is concerned that the work been carried out on the A229 Chatham Road will affect their parking. It will affect the parking btw Tollgate Way to Tyland Lane. Customer would like the road work to be reviewed.		

Street: CHATHAM ROAD (24200293), BOXLEY, KENT	
Street Address: CHATHAM ROAD	Area: Maidstone
Location: A229 Chatham Road	Ward: Boxley
Street Notes:	

Customer: 17034351	Time: 06/03/2015 16:47	Method: Telephone
Name:	Telephone:	
Address:		

Current Status:			
No.	Effective	Status	Officer
7	09/04/2015 14:01:58	Enquiry Resolved With Customer	KHS Business Perf
Notes: See previous notes			

Status history:				
No.	Effective	Status	Officer	Notes
6	09/04/2015 13:30	ENQ - Enquiry Reassigned	KHS Business Perf	I've tried to contact the customer, unfortunately I've only been able to leave a message. But I have explained the background to these works and they have my name and mmobile number if required
5	09/03/2015 09:04	ENQ - Enquiry Reassigned	Michael Heath	
4	09/03/2015 08:31	ENQ - Enquiry Reassigned	R/WORKS CO-ORD TUN/TON/MAIDST	Could you please arrange for someone to contact the customer to discuss his issues. Could you then update the CSM notes with the outcome and reassign to KHS Business Perf. Thanks
3	09/03/2015 08:31	ENQ - Enquiry Acknowledged	KHS Business Perf	
2	06/03/2015 16:43	Enquiry Logged	KHS Business Perf	
1	06/03/2015 16:43	Enquiry Logged	KHS Business Perf	

Attributes:	
Parameter	Value
1st Point Resolution Cont Cent	Not Known (NK)
Equality Impact	No (2.)
Type of Complaint	1. Prior to Stage 1 (PRS1)
Team Complaint is About	05. Traffic Schemes and MHF (TSMF)
Complaint Outcome	1. Not Upheld (CNUP)
Response Quality	0. Satisfactory Response (NA)
Area of Complaint	1. KCC H&T (KHS)
Repeat Caller	0. Not Applicable (0000)
Quality of Contact Centre Note	0. Please Select (NS)
Quality of Contact Details	0. Please Select (NS)
Quality of Description	0. Please Select (NS)
Quality of Location	0. Please Select (NS)
Quality of Service/Subject	0. Please Select (NS)
Quality of H&T Notes	0. Please Select (NS)
Quality of H&T Officer Service	0. Please Select (NS)

Revised Status:

Enquiry: 160403	Logged by: CRMWEBFORM	on 19/06/2015 14:51
Service: Cycleway	Classification: Fault - Requires programming	
Subject: Request For New Cycleway		
Desc.: New bollards have been installed on this section of Old Chatham Road, to create a large section of road not doing anything.		
At the same time, cycling, walking and horse-riding have been put onto a narrow strip of footway completely unsuitable for cycling. The newly bollarded off section should be used for cycling, rather than being completely wasted space.		

Street: CHATHAM ROAD (24200293), BOXLEY, KENT	Area: Maidstone
Street Address: CHATHAM ROAD	Ward: Boxley
Location: Between Tollgate Way and the Petrol Station	Contact: [REDACTED]
Street Notes:	Telephone: [REDACTED]
	Email: [REDACTED]

Customer: 160403	Time: 19/06/2015 14:51	Method: Web Form Map
Name: [REDACTED]	Telephone: [REDACTED]	
Address: [REDACTED]	Email: [REDACTED]	

Current Status:			
No. Effective	Status	Officer	Follow up Date
5	24/06/2015 14:54:47 Enquiry Resolved With Customer	SAFETY CRITICAL SCHEMES	
<p>Notes: Dear [REDACTED]</p> <p>Our Ref CSM 160403 - Chatham Road, Boxley</p> <p>You contacted Kent County Council with regard to NCN Cycle Route 17 at Chatham Road.</p> <p>Your enquiry is that the path is not fit for purpose, the surface is poor and is too narrow.</p> <p>The current configuration of Chatham Road is an interim measure for the duration of the experimental One-Way Traffic Regulation Order, the cycle path and use by equestrians was considered at the earliest stages of this proposal. The measures implemented to accommodate both of these groups represent the minimum to facilitate their usage for the duration of the experiment.</p> <p>Once a final solution to the problems caused by the overnight lorry parking has been agreed, we will be looking to develop a permanent scheme which will address the issues that you have raised.</p> <p>Yours sincerely</p> <p>Michael Heath Traffic Engineer</p>			

Enquiry: 160287	Logged by: CRMWEBFORM	on 18/06/2015 22:14
Service: Cycleway	Classification: Fault - Requires programming	
Subject: Request For New Cycleway		
Desc.: This is a promoted cycle trail from Kent CC (http://explore-kent-bucket.s3-eu-west-1.amazonaws.com/uploads/2015/03/03123421/pilgrims-cycle-trail.pdf), and National Cycle Route 17.		
I cycled through earlier this year, before the changes, feeling very nervous. The new setup (to discourage lorry parking) looks really bad for cyclists.		

Street: CHATHAM ROAD (24200293), BOXLEY, KENT	Area: Maidstone
Street Address: CHATHAM ROAD	Ward: Boxley
Location: Between Tollgate Way and the Petrol Station	Contact: [REDACTED]
Street Notes:	Telephone: [REDACTED]
	Email: [REDACTED]

Customer: 160287	Time: 18/06/2015 22:14	Method: Web Form Map
Name: [REDACTED]	Telephone: [REDACTED]	
Address: [REDACTED]	Email: [REDACTED]	

Current Status:

No.	Effective	Status	Officer	Follow up Date
3	19/06/2015 15:39:28	Enquiry Resolved With Customer	SAFETY CRITICAL SCHEMES	

Notes: called and spoke to cust. advised the below: You contacted Kent County Council with regard to NCN Cycle Route 17 at Chatham Road.

Your enquiry is that the path is not fit for purpose, the surface is poor and is too narrow.

The current configuration of Chatham Road is an interim measure for the duration of the experimental One-Way Traffic Regulation Order, the cycle path and use by equestrians was considered at the earliest stages of this proposal. The measures implemented to accommodate both of these groups represent the minimum to facilitate their usage for the duration of the experiment.

Once a final solution to the problems caused by the overnight lorry parking has been agreed, we will be looking to develop a permanent scheme which will address the issues that you have raised.

Status history:

No.	Effective	Status	Officer	Notes
2	19/06/2015 14:02	ENQ - Enquiry Acknowledged	SAFETY CRITICAL SCHEMES	
1	18/06/2015 22:14	Enquiry Logged	SAFETY CRITICAL SCHEMES	

Attributes:

Parameter	Value
1st Point Resolution Cont Cent	Not Known (NK)
Repeat Caller	0. Not Applicable (0000)
Quality of Contact Centre Note	0. Please Select (NS)
Quality of Contact Details	0. Please Select (NS)
Quality of Description	0. Please Select (NS)
Quality of Location	0. Please Select (NS)
Quality of Service/Subject	0. Please Select (NS)
Quality of H&T Notes	0. Please Select (NS)
Quality of H&T Officer Service	0. Please Select (NS)
PRO First Point Resolution	0. Please Select (NS)
PRO Location Insufficient	0. Please Select (NS)
PRO Site not KCC	0. Please Select (NS)
PRO Insufficient Information	0. Please Select (NS)
PRO Jobs in WAMS not attached	0. Please Select (NS)

Revised Status: 30

Name : **Signed :** **Date :** **Time :**

16/09/2015

Enquiry Trace Form - Preview

Enquiry: 160185	Logged by: CRMWEBFORM	on 18/06/2015 11:20
Service: Cycleway	Classification: Fault - Routine 28 day	
Subject: Safety Concerns On Cycleway		
Desc.: Bollards obstructing use of road by all users, forcing National Cycleway users, pedestrians and horse riders to use narrow, overgrown, unsurfaced footpath while roadway has space for access for all.		

Street: CHATHAM ROAD (24200293), BOXLEY, KENT	Area: Maidstone
Street Address: CHATHAM ROAD	Ward: Boxley
Location: Between Tollgate Way and the Petrol Station	Contact: [REDACTED]
Street Notes:	Telephone: [REDACTED]

Customer: 160185	Time: 18/06/2015 11:20	Method: Web Form Map
Name: [REDACTED]	Telephone: [REDACTED]	
Address: [REDACTED]		

Current Status:

No.	Effective	Status	Officer	Follow up Date
4	19/06/2015 15:51:26	Enquiry Resolved With Customer	Michael Heath	

Notes: called no. unavailable: You contacted Kent County Council with regard to NCN Cycle Route 17 at Chatham Road.

Your enquiry is that the path is not fit for purpose, the surface is poor and is too narrow.

The current configuration of Chatham Road is an interim measure for the duration of the experimental One-Way Traffic Regulation Order, the cycle path and use by equestrians was considered at the earliest stages of this proposal. The measures implemented to accommodate both of these groups represent the minimum to facilitate their usage for the duration of the experiment.

Once a final solution to the problems caused by the overnight lorry parking has been agreed, we will be looking to develop a permanent scheme which will address the issues that you have raised.

Status history:

No.	Effective	Status	Officer	Notes
3	19/06/2015 14:17	ENQ - Enquiry Reassigned	Michael Heath	please advise. thanks
2	19/06/2015 14:17	ENQ - Enquiry Acknowledged	SAFETY CRITICAL SCHEMES	
1	18/06/2015 11:20	Enquiry Logged	SAFETY CRITICAL SCHEMES	

Attributes:

Parameter	Value
1st Point Resolution Cont Cent	Not Known (NK)
Repeat Caller	0. Not Applicable (0000)
Quality of Contact Centre Note	0. Please Select (NS)
Quality of Contact Details	0. Please Select (NS)
Quality of Description	0. Please Select (NS)
Quality of Location	0. Please Select (NS)
Quality of Service/Subject	0. Please Select (NS)
Quality of H&T Notes	0. Please Select (NS)
Quality of H&T Officer Service	0. Please Select (NS)
PRO First Point Resolution	0. Please Select (NS)
PRO Location Insufficient	0. Please Select (NS)
PRO Site not KCC	0. Please Select (NS)
PRO Insufficient Information	0. Please Select (NS)
PRO Jobs in WAMS not attached	0. Please Select (NS)

Revised Status:

31

Name : Signed : Date : Time :

Enquiry: 160111	Logged by: CRMWEBFORM	on 17/06/2015 20:11
Service: Cycleway	Classification: Fault - Requires programming	
Subject: Request For New Cycleway	Desc.: Bollarded-off section should be made cycleway - it has an excellent surface and would give a v good level of service for people who cycle (or would like to cycle).	

Street: CHATHAM ROAD (24200293), BOXLEY, KENT	Area: Maidstone
Street Address: CHATHAM ROAD	Ward: Boxley
Location: Between Tollgate Way and the Petrol Station	Contact: [REDACTED]
Street Notes:	Telephone: [REDACTED]

Customer: 160111	Time: 17/06/2015 20:11	Method: Web Form Map
Name: [REDACTED]	Telephone: [REDACTED]	
Address: [REDACTED]		

Current Status:

No.	Effective	Status	Officer	Follow up Date
5	13/07/2015 10:51:44	Enquiry Resolved With Customer	Michael Heath	
Notes: spoke with customer and explained this cycle path will be subject to a future LTP bid for improvements				

Status history:

No.	Effective	Status	Officer	Notes
4	24/06/2015 14:51	ENQ - Enquiry Reassigned	Michael Heath	hi michael, this customer wants you to speak to your colleagues in public health and address the fact that walking and cycling should be a priority in order to keep people healthy.
3	19/06/2015 15:41	ENQ - Enquiry Acknowledged	SAFETY CRITICAL SCHEMES	left6 message will call bk
2	19/06/2015 15:10	ENQ - Enquiry Acknowledged	SAFETY CRITICAL SCHEMES	
1	17/06/2015 20:11	Enquiry Logged	SAFETY CRITICAL SCHEMES	

Attributes:

Parameter	Value
1st Point Resolution Cont Cent	Not Known (NK)
Repeat Caller	0. Not Applicable (0000)
Quality of Contact Centre Note	0. Please Select (NS)
Quality of Contact Details	0. Please Select (NS)
Quality of Description	0. Please Select (NS)
Quality of Location	0. Please Select (NS)
Quality of Service/Subject	0. Please Select (NS)
Quality of H&T Notes	0. Please Select (NS)
Quality of H&T Officer Service	0. Please Select (NS)
PRO First Point Resolution	0. Please Select (NS)
PRO Location Insufficient	0. Please Select (NS)
PRO Site not KCC	0. Please Select (NS)
PRO Insufficient Information	0. Please Select (NS)
PRO Jobs in WAMS not attached	0. Please Select (NS)

Revised Status:



21/3/15

Dear Sir/Madam

I am writing to oppose the new experimental traffic order / parking restrictions on Old Chetham Road, Sandling, near Maidstone, between Cassington Garage & Tyland Lane.

It must of cost a lot of money to put in all those bollards, money that could of been spent improving roads, in preparation for all the new houses in the area.

What was wrong with the lorries parking there? Out of way of traffic, easy exit, not too near houses (if that was problem, why not parking restrictions just by houses). The North end is not near anyone.

I regularly cycle, ride a horse or walk past and never had a problem with the lorries. Now walkers are unable to park & walk the Boxley / Pilgrims Way area.

Surely it is better to have lorries & others able to park on old Chetham Road

and having a rest/sleep/meal than
going over driving time and causing
a accident. There is not many places to
stop on journeys, this seems idea area.

With the bollards like they are it feels
as though driving on wrong side of
road round a bend - bit dangerous.

Please reconsider parking restrictions
and allow lorries/cars to park on
Old Chestern Road again.

Yours faithfully

[REDACTED]

[REDACTED] [REDACTED] [REDACTED]



24th March 2015

Cllr Matthew Balfour
County Hall
Maidstone
Kent
ME14 1XX

Dear Cllr. Balfour

Experimental Traffic Regulation Order preventing Parking on old Chatham Road,
Aylesford between Cossington Garage and Tyland Lane

We object to this Order.

Lorry drivers must be allowed rest periods (otherwise they break the law and may fall asleep while driving).

This section of semi-redundant road seems a suitable rest place

- easily accessible from the main road
- near only a very few dwellings
- serviced by Cossington Garage for snacks etc.

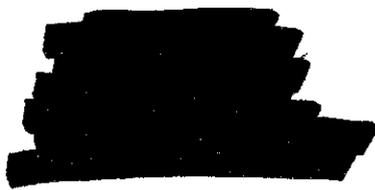
Preventing lorries parking here will only make them have to park somewhere else less suitable

We observe that there is very little littering here, and no unpleasant smell. If the problems cited by residents are due to the need for toilet facilities, perhaps Cossington Garage might be asked to provide a 24 hour toilet (with suitable discreet signs).

Also this semi-redundant section of the Chatham Road has provided a popular and suitable place for people to park cars close to the North Downs Way and other paths in the AONB while walking or cycling (recently produced walk leaflets from Boxley Parish Council start the walks from here).

We request that this Experimental TRO be removed before the summer holiday season.

Yours sincerely



Heath, Michael - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 19 January 2015 10:21
To: Heath, Michael - GT HTW
Subject: FW: 14/TS/MH - Chatham Road

From: From NU-VENTURE - local buses in Kent & Medway. [mailto: [REDACTED]]
Sent: 15 January 2015 19:50
To: Traffic Regulation Orders - GT KH
Subject: 14/TS/MH - Chatham Road

Thank you for your letter regarding the experimental changes. We welcome this, on road safety grounds.

[REDACTED]
Director and Company Secretary

Nu-Venture Coaches Ltd, Unit 2f Deacon Trading Estate, Aylesford, ME20 7SP.
Telephone 01622 882288. Fax 01622 718070.
Registered in England Number 1239389.

A locally-owned and managed business operating local bus services in Kent & Medway.

WEBSITE WWW.NU-VENTURE.CO.UK

Heath, Michael - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 02 June 2015 09:28
To: Heath, Michael - GT HTW; Fletcher, Robert
Subject: FW: TRO/Experimental/Chatham Road

From: [REDACTED]
Sent: 31 May 2015 12:48
To: Traffic Regulation Orders - GT KH
Subject: Fwd: TRO/Experimental/Chatham Road

-----Original message-----

From : [REDACTED]
Date : 31/05/2015 - 12:45 (GMTDT)
To : TRO@kent.goc.uk
Cc : wendyhinder@maidstone.gov.uk
Dear Mr Burr,

We write, as residents of the Tollgate Way estate that backs onto Chatham Road, to make representation in regard to the above Experimental Order.

We wish to state that we are wholly and unequivocally in favour of the Order and support it becoming a permanent feature.

The positive impact these temporary measures have had on the quality of our daily lives has been dramatic. It has stopped completely the practice of lorries parking overnight, directly outside our house, with the attendant noise of running refrigeration units and engines warming up in the early hours of the morning and lorries departing

The speed restriction and barriers have dramatically improved the safety on this stretch of road.

The amount of litter has reduced dramatically.

The aim of the Order, to preserve the amenities of the area, to protect the environment and improve the quality of lives of local residents has been achieved.

We are grateful to elected members and officers of the local authorities who have listened to the concerns of residents and have taken decisive and effective action to address these concerns. We look forward to these measures being made permanent.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

21/05/2015

Heath, Michael - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 02 June 2015 09:29
To: Heath, Michael - GT HTW; Fletcher, Robert
Subject: FW: [REDACTED]

From: Barry Stevens [mailto:[REDACTED]]
Sent: 01 June 2015 09:42
To: Traffic Regulation Orders - GT KH
Cc: Hinder, Wendy - Maidstone District Councillor
Subject: [REDACTED]

RE: Old Chatham Road, Sandling

Since the road has become single track one way it has made a huge difference for me and my family. We live at number [REDACTED] and when the lorries parked along the road and along my fence we were the ones that caught the full brunt of the problem. We were unable to play in our own garden with our three year old daughter due to lorries parked along our fence on the wrong side of the road looking into our garden watching our daughter play, these lorries come from all over the world and could be anyone, causing us concern.

The drivers used to use our fence as a toilet and on many many occasions I found used toilet tissue in our back garden which is absolutely disgusting. Drivers would urinate against the fence day and night. The noise was 24 hours, night fridge lorries would hum all night right outside my daughters window causing her to wake up at all hours. Sometimes the lorries would be being repaired at all hours of the night with angle grinders and hammers being used.

I moved to this area so we can enjoy our garden in our own privacy and feel safe, when the lorries are parked there we do not get this and no one should be made to live like this.

This has been a huge improvement for us and I hope things are made permanent very soon. The works were carried out over a week and finished on 20th March so the six month trial period should end on 20th September as the works were due to start on January 2nd but with many different delays the works did not get started and finished until much later.

When the lorries parked there I had to call 101 most nights as did also my neighbours as lorries would park on the wrong side of the road, fridge lorries going all night, prostitution at all hours. 101 informed myself and my neighbour Lee not to approach the drivers but 95% of the time the police would not even respond and the odd time they did respond they would do absolutely nothing or ask us "what do you want us to do about it" the police reactions and response was shocking. The lorries were parked on a clearway and most times on the wrong side of the road.

This is the only option to keep the road single track and one way made permanent. Even when the lorries were parked in the parking bays we could still hear the fridge lorries, it still sounded as they were right outside my front door. Some of the lorries had dangerous chemicals or board or flammable materials, others had items causing crime in the area due to break ins and diesel theft.

Old Chatham Road is not the place for the lorries. Before this trial period came into effect I asked the police, council and traffic officers "WOULD YOU WANT THIS IN YOUR BACK GARDEN" and "WOULD YOU WANT TO LIVE LIKE THIS" the answer always came back "NO" so why should any of us? We pay our taxes, we pay to live in a nice area and have this on our back door step.

I am more than happy to attend any meetings or to have anyone call me to discuss the above email or for me to go in more detail. I have thousands of examples, reasons and matters to stress on this topic and am happy to explain them, My mobile number is [REDACTED]

Kind Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

BUILDING • CIVIL ENGINEERING • GROUNDWORK



FS 566982

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Heath, Michael - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 03 August 2015 09:33
To: Heath, Michael - GT HTW
Subject: FW: TRO/experimental/Old Chatham Road

Richard Heaps MIHE

Traffic Engineer
Traffic and Safety Team
Tel: 03000 418181

Kent County Council Highways, Transportation & Waste
Ashford Highway Depot
Henwood Industrial Estate
Javelin Way
Ashford
TN24 8AD

 Please consider the environment before you print this e-mail

From: [REDACTED]
Sent: 18 July 2015 19:52
To: Traffic Regulation Orders - GT KH
Subject: TRO/experimental/Old Chatham Road

[REDACTED]
[REDACTED]
[REDACTED]
18/07/2015

Dear Sirs,

We are very happy with the new traffic arrangement in Old Chatham Road.
It has improved the area considerably.

We are grateful to Kent County Council

Yours faithfully

[REDACTED]

Heath, Michael - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 03 August 2015 09:32
To: Heath, Michael - GT HTW
Subject: FW: TRO/Experimental/Chatham Road

Richard Heaps MIHE

Traffic Engineer
Traffic and Safety Team
Tel: 03000 418181

Kent County Council Highways, Transportation & Waste
Ashford Highway Depot
Henwood Industrial Estate
Javelin Way
Ashford
TN24 8AD

 Please consider the environment before you print this e-mail

From: [REDACTED]
Sent: 15 July 2015 13:50
To: Traffic Regulation Orders - GT KH
Subject: TRO/Experimental/Chatham Road

Dear Sir

TRO/Experimental/Chatham Road

With reference to the above experimental order I would like to add our comments as Residents.

The prevention of the lorries parking in the lay bay and outside the Housing Estate with their Engines/Chillers running is extremely beneficial to the local community.
There is less rubbish, smell of urine and noise pollution.

For this to remain permanent can only be a positive way forward for our community.

There are however some adjustments that we feel should be made.

- 1) The many waste bins along the road should be removed. Perhaps replace with 1 dog litter bin
- 2) The 2 road arrows referring to traffic flow should be removed as they are confusing to the motorist.
(They have been blacked over but you can still see them)
- 3) The present arrangement is ugly this needs to be addressed.
- 4) The lorries still come down the road looking for somewhere to park. We understand this will reduce as time goes by but a sign at the top of the road perhaps forbidding all HGV except for access?
- 5) The safety of cyclists also needs to be addressed.

Kind Regards

[REDACTED]

Heath, Michael - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 15 July 2015 09:27
To: Heath, Michael - GT HTW
Subject: FW: The Kent County Council (Chatham Road, Boxley) (County of Kent) (One Way) Experimental Order 2015

Hi Michael,

Do you want me to log this on WAMS?

Thanks

Fiona Wiles
Technical Support Officer
Ashford Highway Depot, 4 Javelin Way, Ashford, Kent, TN24 8AD
☎ 03000 418181
🌐 www.kent.gov.uk/highways



♻️ Please consider the environment before you print this e-mail

From: [REDACTED]
Sent: 13 July 2015 12:26
To: Traffic Regulation Orders - GT KH; Hinder, Wendy - Maidstone District Councillor
Subject: The Kent County Council (Chatham Road, Boxley) (County of Kent) (One Way) Experimental Order 2015

The effect of the barriers in Old Chatham Road, thereby creating a one way system, has achieved the purpose for which it was intended.

It was always accepted that the parking issue would be moved elsewhere, which did occur when heavy good vehicles started parking in Tyland Lane shortly after the introduction of the changes, but this was short lived.

Parking of heavy goods vehicles has also occurred within the bays designated for cars south of Tollgate Cottage.

I see no reason why the system is unworkable and that it is breaking the law by using the vacant lane created by the bollards. An opening in the "jersey bollards" to allow pedestrians, cyclists and horse riders to cross at the chicane, with appropriate safety signs, would be beneficial.

I would however agree that the directions for pedestrians, cyclists and horse riders, to use the footpath is not an action one would undertake due to the severe crumbling condition of the foot path which is difficult to walk on let alone ride a cycle or a horse.

There have been several very dangerous instances where motor cyclists have gone against the one way, north of Tollgate Way despite the NO ENTRY sign and on one occasion a motorist driving against the one way system.

The changes have brought a level of tranquillity to Old Chatham Road not experienced for many years and should remain in place.

Please acknowledge receipt of this communication.



The Traffic Schemes and Member Highway Fund Manager
The Kent County Council
Ashford Highways Depot
Javelin Way
Henwood Industrial Estate
Ashford
TN24 8AD

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

14th January 2015

Dear Sirs

Ref TRO/Experimental/Chatham Road

I am in receipt of the Public Notice regarding

The Kent County Council (Chatham Road, Boxley) County of Kent (One Way) Experimental Order 2015.

I am in agreement with this proposal as the residents of Sandling have endured the problems associated with inconsiderate and inappropriate actions caused mainly by heavy goods lorries and vans, whether parking within the designated parking bay or not.

Having examined the details I note, from **Statement of Reason**, page 2, clause 1, that the reverse use of the one way section North of Tolgate Way is, quite rightly, restricted to police, emergency and local authority vehicles or unless authorised by a police officer in uniform.

However, I would bring to your attention that Chatham Road is used, and designated, as a cycle route to Rochester as indicated on the web site
http://www.cycle-route.com/routes/Maidstone_to_Rochester

It may therefore be necessary to add an additional sign beneath the NO ENTRY signs, being located North of Tolgate Way, "except cyclist" and include appropriate road markings.

This may be considered as a minor point but it could be raised as a point of objection against the proposals.

It is also noted that there is no mention of Chatham Road being a "Clearway" and this provision, introduced during August 2014 and has had an effect in the reduction of parking of vehicles at the lower end of Chatham Road. It is assumed that the "Clearway" will remain in place and confirmation of this would be appreciated.

Yours sincerely

[REDACTED]

Agenda Item 12

Sustainable Access to Education and Employment LEP Scheme – Delivering Kent's Rights of Way Improvement Plan

To: **Maidstone Joint Transportation Board 14th October 2015**

Main Portfolio Area:

By: KCC, PROW & Access Service

Classification: **For recommendation**

Ward: Loose, Tovil and Bridge

Division: Environment, Planning and Enforcement

Summary: This report provides further detail on the approved LEP scheme to provide a direct active travel route between Loose and Maidstone, known as the Loose Greenway.

1.0 Introduction and Background

1. Introduction

- 1.1 This report is to update the JTB on progress made on the LEP approved scheme for the development of an active travel transport route between Loose Village and Maidstone Town Centre.
- 1.2 The overall purpose of the investment is to encourage cycling and walking by providing attractive, direct routes for cyclists and pedestrians to Maidstone Town Centre and reduce the need for vehicular use on short journeys to the school and local services in Loose.
- 1.3 It is intended that this project will also deliver benefits to reduce congestion, pollution and improve health and well-being for Loose residents.

2.0 Loose Greenway (LEP) Scheme

- 2.1 The scheme was approved through the LEP in 2014 and grants have been approved. Since then KCC's PROW and Access Service have been progressing with the required land negotiations to enable construction in early 2016.
- 2.2 The scheme is supported by the North Loose Residents Association, KCC Councillor Brian Clarke and MBC Councillors, Susan Grigg and Derek Mortimer.
- 2.3 Recent consultation with the Loose Parish Council has highlighted resident concerns with a section of the route going into the Loose Valley. Residents have raised concerns in respect of the motor vehicle and motorbike use along with cyclists speeding. Residents also felt that the proposed surfacing and width would be of detriment to the conservation value of the area and crucially the Loose Amenities Association have stated that they will not enter into agreement with the County Council to widen the route to width suitable for the proposed use. Residents also believe that the gradient of the hill will deter users and would provide no benefit to the ageing community of the valley. Officers and Councillors have highlighted that this section of the route is intended to be of benefit to new and existing residents of Coxheath and pupils accessing the New Line Learning Academy (NLL) at Cornwallis.
- 2.4

A position statement on the matter was requested from Loose Parish Council who have responded as follows: “ We discussed this matter at our Parish Council meeting of the 21st Sept 2015 and the opinion of the Parish Councillors in respect of the Greenway improvements to footpath KB22 was as follows:

1. The LPC supported the view that the (Kirkdale) path to be widened back to that originally mapped in 1952 and the old surfacing exposed.
2. The LPC supported the remainder of the proposed route and of the principle of creating a traffic free pedestrian cycle route to Maidstone.
3. The LPC wish to support the popular choice of ragstone/Limestone surfacing.
4. The LPC were in favour of the timber’ gateway’ feature as shown during the presentation. We would also like further engagement on a potential ‘route symbol/logo’ with ragstone featured in this.

2.5 Suggestions were made by the public that the pavements and grass verge between Linton Crossroad and the valley could accommodate a shared pedestrian/cycle pavement. This will be investigated by officers.

2.6 Representations have also been made to support the proposed Kirkdale link. Points raised in favour have included the increase to personal security and accessibility. The current path is narrow and surfacing becomes very muddy in winter. Improvements would include surfacing and drainage. The concerns regarding vehicle use and speed can be addressed by the introduction of chicanes and barriers at either end of the path. Further representations have stated that the Kirkdale route is of far less a gradient than the road alternatives and therefore would be more attractive.

2.7 The Kent Local Access Forum supports the improvements in particular for the connectivity of the non-motorised network and evidenced demand from less able users, parents with children in pushchairs, cyclists and equestrians.

2.8 Attached to this report is an outline plan of proposed longer distance route for reference of the locations mentioned in this report. Until such time as an agreeable solution to the Coxheath/NLL link is found the project is being confined to the area between the Loose Primary School at Lancet Lane to Maidstone Town Centre. Works to upgrade the first section between Cripple St and Lancet Lane are expected to commence this winter.

2.9 ***Members of the JTB are invited to recommend whether further alternatives into the valley should be sought, or determine that a Highways Act Section 26 “Creation by Order” for the “Kirkdale” link into the valley should be pursued.***

2.10 Further engagement is planned in October with the Primary School and those residents of Shepway and Westwood Roads whose property abuts the path being improved.

2.11 Consultation with the management companies for the Riverside flats, off Clifford Way/Hart Street, are also programmed for October.

3.0 Financial

3.1 The project has an approved £250,000 budget, further amounts may be forthcoming through developer contributions.

3.2 Approximately £150,000 of the funding is committed at this stage.

4.0 Legal implications

4.1 The route follows the alignment of an existing Public Right of Way and as such the planning authorities have confirmed this scheme falls within permitted development rights.

4.2 Creation agreements have been secured for stretches between Lancet Lane and Cripple St to upgrade the existing Public Footpath to Public Bridleway status to facilitate cycling.

4.3 A section of existing Public Footpath along the River Medway is to be upgraded by way of a Cycle Tracks conversion Order to formalise access rights that reflect the current use.

4.4 Decisions on the appropriate legal approach to the link to NLL and Coxheath are outstanding.

5.0 Conclusions

5.1 The scheme remains on course for delivery in 2016 with designs and stakeholder engagement progressing well other than on the section from Loose School south.

6.0 Recommendations

6.1 The Officer recommends members review the proposed Outline Plans and contact the Lead Officer with any comments or recommendations they wish to provide.

Future Meeting if applicable:	Date:
-------------------------------	-------

Contact Officer:	
Reporting to:	

Annex List

<i>Annex 1</i>	<i>Scheme Proposal / Plan</i>
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In our previous document of 2013, the Cycle Lane provision on the A229 southern approach to Maidstone, was identified as fragmented and inadequate. It is notable that the MBC Blue/Green consultation document on Sustainable Movement (Map 7 & Page 37) failed to list any cycle route provision at all in this sector!

Loose Parish Council and SMART previously outlined a potential route which apparently broadly mirrored MBC thinking on this matter. After consultation and discussion with interested parties, some minor alterations to the original route (marked in green) have been suggested.

a) North of the new Hayle Stud Farm estate, a route following Gleneagles Drive and the footpath link to Caernarvon Drive might be preferable to the previously suggested Forest Hill.

b) Notwithstanding proposals for development both beside the new estate and at Orchard Place at Cripple Street, the existing path from Hayle to Cripple Street is not entirely suitable for cycle traffic as it stands. In the short term, using a route via Richmond Way and Regent Drive, with lighting and other infrastructure already in place, seems an easier option.

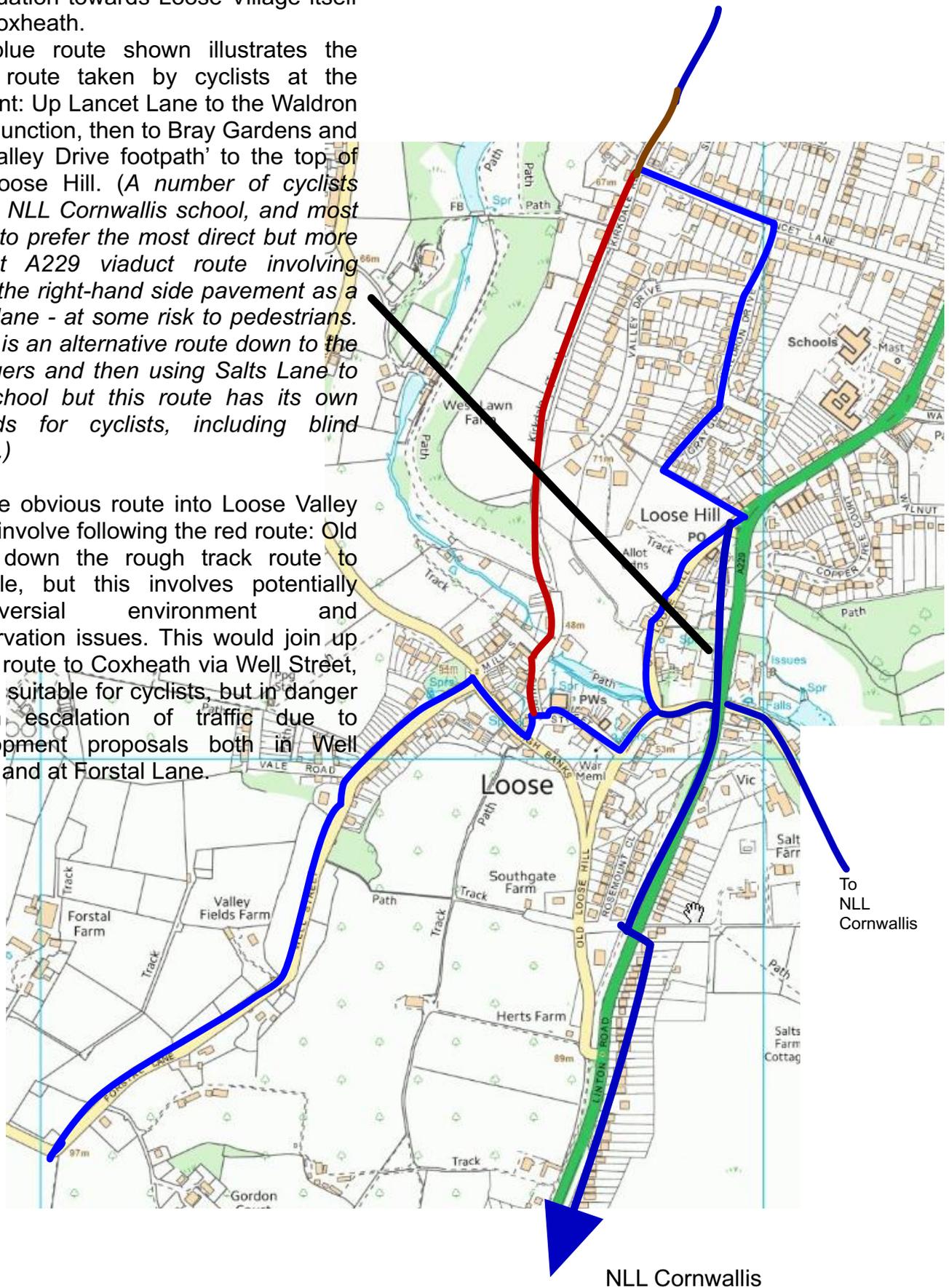
c) Cripple Street to Old Drive, Loose, is already becoming a popular pedestrian and cycle route. There are some issues on the surface puddling and collecting mud, and encroaching vegetation is a problem suffered by many footpaths and routes in the area. Despite the need for some lighting if the route is more formally adopted, the upgrade of this path has worked well.

The Loose Extension

The original route in the 2013 SMART report stopped at Old Drive, Loose, but obviously there has been interest in the continuation towards Loose Village itself and Coxheath.

The blue route shown illustrates the usual route taken by cyclists at the moment: Up Lancet Lane to the Waldron Road junction, then to Bray Gardens and the 'Valley Drive footpath' to the top of Old Loose Hill. (A number of cyclists attend NLL Cornwallis school, and most seem to prefer the most direct but more fraught A229 viaduct route involving using the right-hand side pavement as a cycle lane - at some risk to pedestrians. There is an alternative route down to the Chequers and then using Salts Lane to the school but this route has its own hazards for cyclists, including blind bends.)

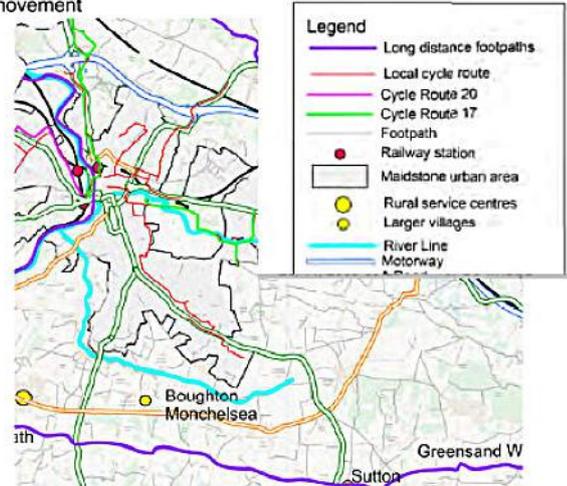
A more obvious route into Loose Valley might involve following the red route: Old Drive down the rough track route to Kirkdale, but this involves potentially controversial environment and conservation issues. This would join up with a route to Coxheath via Well Street, a road suitable for cyclists, but in danger of an escalation of traffic due to development proposals both in Well Street and at Forstal Lane.



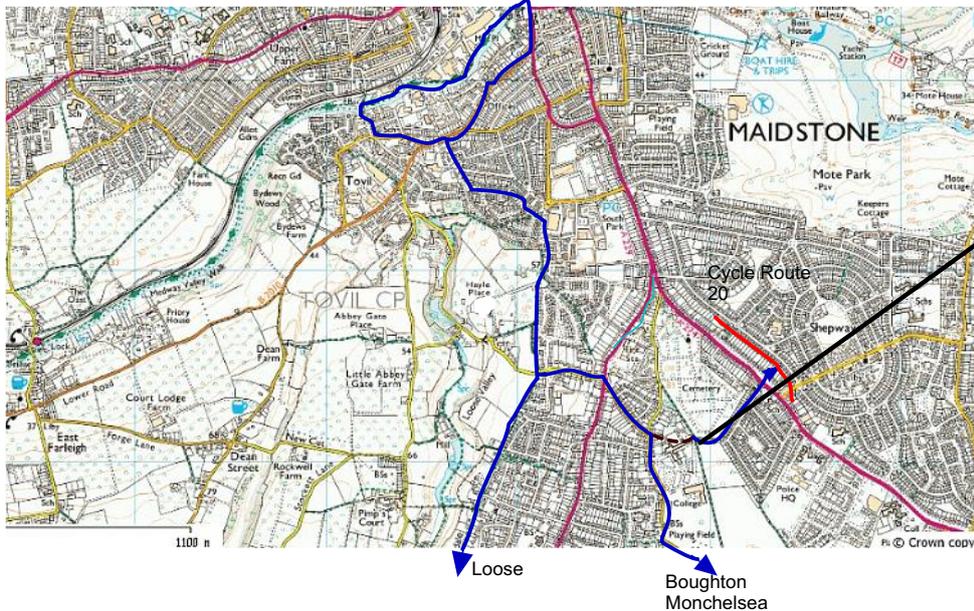
As noted, the MBC Green/Blue Draft Plan document made no reference to provision in the South Maidstone area. (Map 7, shown right)

Proposed links from the potential route detailed on previous pages and the existing Maidstone Cycle Routes are outlined below.

Sustainable movement links - Detail from Map 7



Cycle Route 17/Town Centre



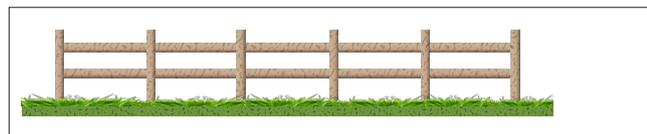
Link via Cripple St. and Boughton Lane to existing route 20 relies on access through the NLL Oldborough site from Boughton Lane to Mangravel and on to Sutton Road

LOOSE GREENWAY CRIPPLE STREET



The drawing represents an artistic impression of the path leading to Cripple Street, running behind the properties of Sheppey Road. The path is currently surfaced with uneven ragstone to a width of 1.5 metres.

To encourage use of the path for commuting it is proposed to include a bound stone or sealed surface in keeping with the area. It is also proposed that a wide grass verge be made available to enable passing and a wildflower corridor to establish. Entry treatments at Cripple Street will include a chicane and tactile paving as a warning to the approaching road crossing.

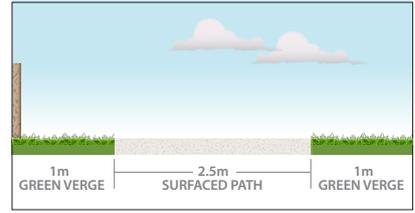


WILDFLOWER CORRIDOR



TACTILE PAVING

Material options		CURRENT PATH SURFACE
		OPTION 1 - COXWELL STONE
		OPTION 2 - LIMESTONE
		OPTION 3 - RESIN BOUND



Maidstone Sustainable Access to Education and Employment LEP Scheme – River Medway Towpath

To: **Maidstone Joint Transportation Board 14th October 2015**

Main Portfolio Area:

By: Colin Finch, KCC, PROW & Access Service

Classification: **For Information**

Ward: Aylesford South, Allington, Bridge, Fant, and Barming

Division: Environment, Planning and Enforcement

Summary: This report provides further detail on the approved LEP scheme to improve the River Medway towpath between Barming Bridge and Aylesford Bridge

1.0 Introduction and Background

1. Introduction

- 1.1 This report is to update the JTB on progress made on the LEP approved scheme for the development of a traffic free sustainable transport route alongside the River Medway from urban fringes into central Maidstone.
- 1.2 The overall purpose of the investment is to encourage cycling and walking by providing attractive, direct routes for cyclists and pedestrians to access employment, education and other facilities in Maidstone Town Centre and along the River Medway corridor.
- 1.3 It is intended that this project will also deliver benefits to health, transport and enhance the desirability of Maidstone as a location for employment and residence.

2.0 Sustainable Access to Maidstone Education and Employment (LEP) Scheme

- 2.1 The scheme was approved by leaders of both KCC and MBC through the LEP in 2014. Since then KCC's PROW and Access Service have been progressing with the required ecological surveys and designs to enable construction of the route during the Summer of 2016.
- 2.2 The scheme has been further endorsed through the report and recommendations made by the MBC "Planning, Transport and Development Overview and Scrutiny Committees" report on "A Review of Transport in Maidstone Borough" 2014-2015.
- 2.3 Ongoing consultation with the Borough Council has resulted in two notable changes to project, these being;
 - i. The original scheme has been extended to East Farleigh bridge. A further recommendation from the Maidstone Cycle Forum and Borough Councillors was received, requesting an extension to Barming Bridge. This request has been approved by the County Council and Barming Parish Council.
 - ii. That a cycling "Hub" be created at the Lockmeadow retail site. Discussions are required with MBC property and the management team for the site.
- 2.4 Outline designs of the section between Allington Lock and Barming Bridge have been received and are attached to this report for review and comment.
- 2.5 Outline designs for the section between Aylesford and Allington Lock have been commissioned and are due for return at the end of February 2016. These will be shared

through a subsequent report to this JTB at the appropriate time. This section is subject to Tonbridge and Malling Borough Council approval and financial contribution.

3.0 Financial

- 3.1 The project has an approved £3 Million budget.
- 3.2 £2 Million is to be provided through a LEP grant. Whilst the scheme has been agreed, it remains subject to Business Case approval which is expected to be secured before November of this year.
- 3.3 MBC capital contribution towards the scheme was approved at committee on 13th August 2014.
- 3.4 Aylesford Parish Council has also approved a financial contribution of £10k towards the scheme.
- 3.5 KCC PRoW & Access Service has identified a contribution to be made from its capital allocation.

4.0 Legal implications

- 4.1 The route follows the alignment of an existing Public Right of Way and as such the planning authorities have confirmed this scheme falls within permitted development.
- 4.2 Although cyclists already use the route, unchallenged, a Cycle Tracks Conversion Order will be sought for the avoidance of doubt and to formalise access rights that reflect the current use.

5.0 Conclusions

- 5.1 The scheme remains on course for delivery in 2016 with designs and stakeholder engagement progressing well.
- 5.2 Further discussion will be required with Tonbridge and Malling and Maidstone Borough Councils in respect of the section between Allington Lock and Aylesford.

6.0 Recommendations

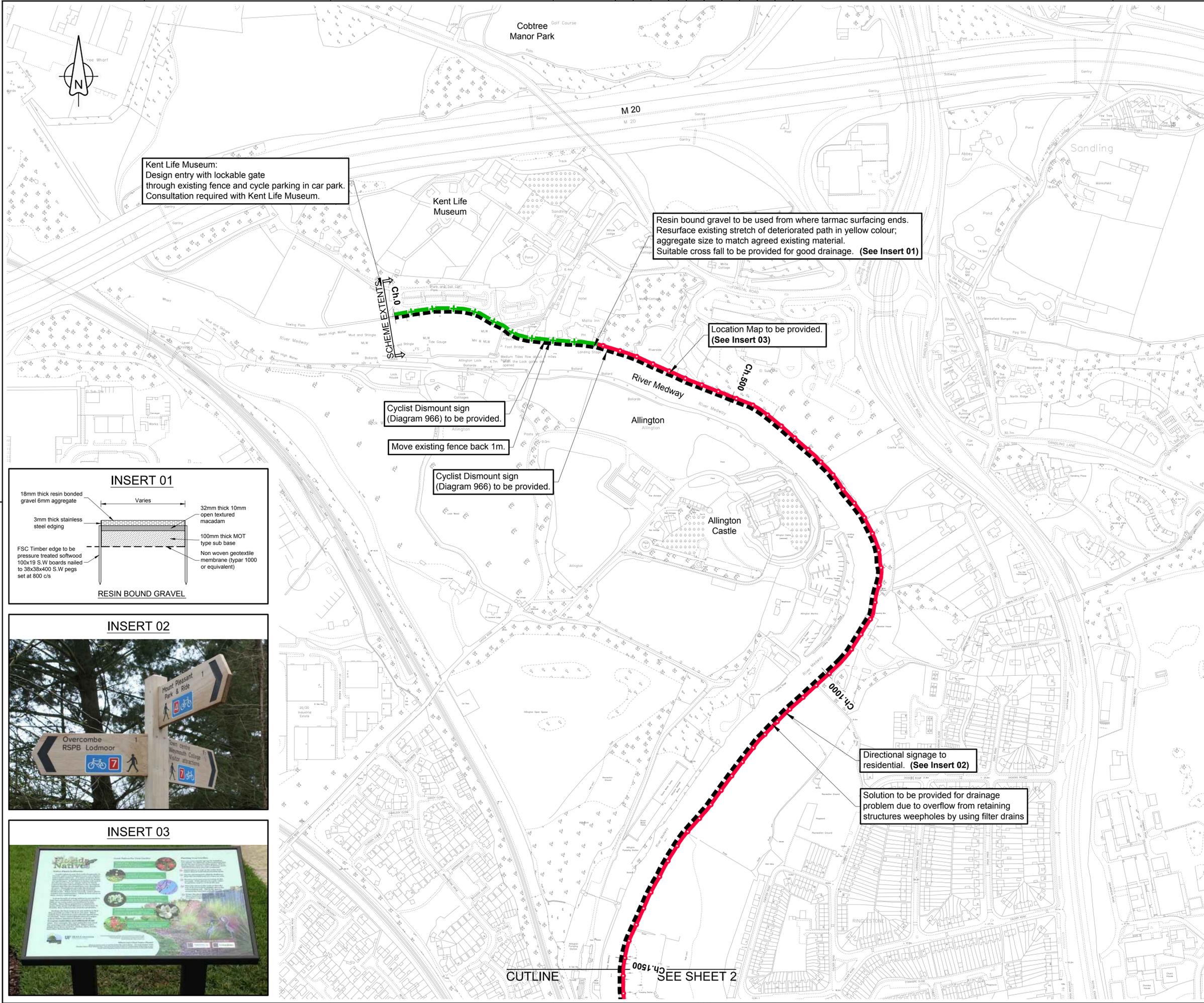
- 6.1 The Officer recommends members review the proposed Outline Designs and contact the Lead Officer with any comments or recommendations they wish to provide.

Future Meeting if applicable:	Date:
-------------------------------	-------

Contact Officer:	
Reporting to:	

Annex List

<i>Annex 1</i>	<i>Scheme Proposal / Plan</i>
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Kent Life Museum:
Design entry with lockable gate
through existing fence and cycle parking in car park.
Consultation required with Kent Life Museum.

Resin bound gravel to be used from where tarmac surfacing ends.
Resurface existing stretch of deteriorated path in yellow colour;
aggregate size to match agreed existing material.
Suitable cross fall to be provided for good drainage. (See Insert 01)

Location Map to be provided.
(See Insert 03)

Cyclist Dismount sign
(Diagram 966) to be provided.

Move existing fence back 1m.

Cyclist Dismount sign
(Diagram 966) to be provided.

Directional signage to residential. (See Insert 02)

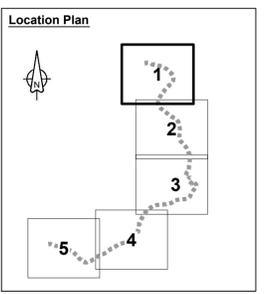
Solution to be provided for drainage
problem due to overflow from retaining
structures weepholes by using filter drains

CUTLINE SEE SHEET 2

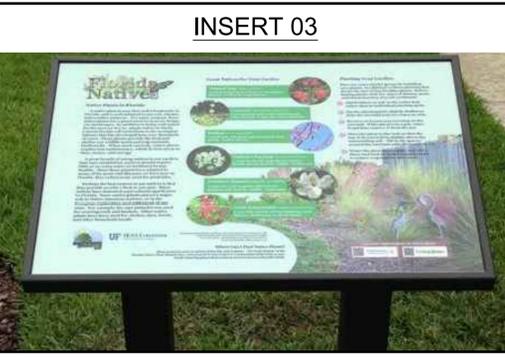
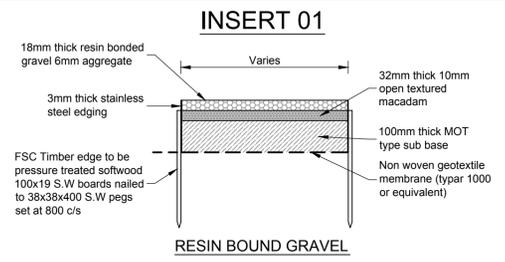
RESIDUAL DESIGN HAZARDS
(The following information has been collected from Preconstruction Information and Amey Process PLC-H&S-201 – Hazard Management for Designers.)
1. Please enter project specific hazards here.

NOTES
1. All dimensions are in metres unless stated otherwise.

- LEGEND**
- Existing Towpath
 - Existing tarmac surface to be widened to 2.5m / maintained / provided with 1.5m grass verge on either side where possible
 - Provide and lay 2.5m wide Type 1 sub-base course 150mm thick to match existing
 - Provide and lay 1.5m wide Type 1 sub-base course 150mm thick to match existing
 - New block paving to match existing
 - Provide 2.5m wide tarmac surface with 1.5m grass verge on either side where possible
 - Provide and lay 2.5m wide resin bound gravel surface with 1.5m grass verge on either side where possible
 - Move existing fence by 1m and extend existing concrete surfacing by 1m



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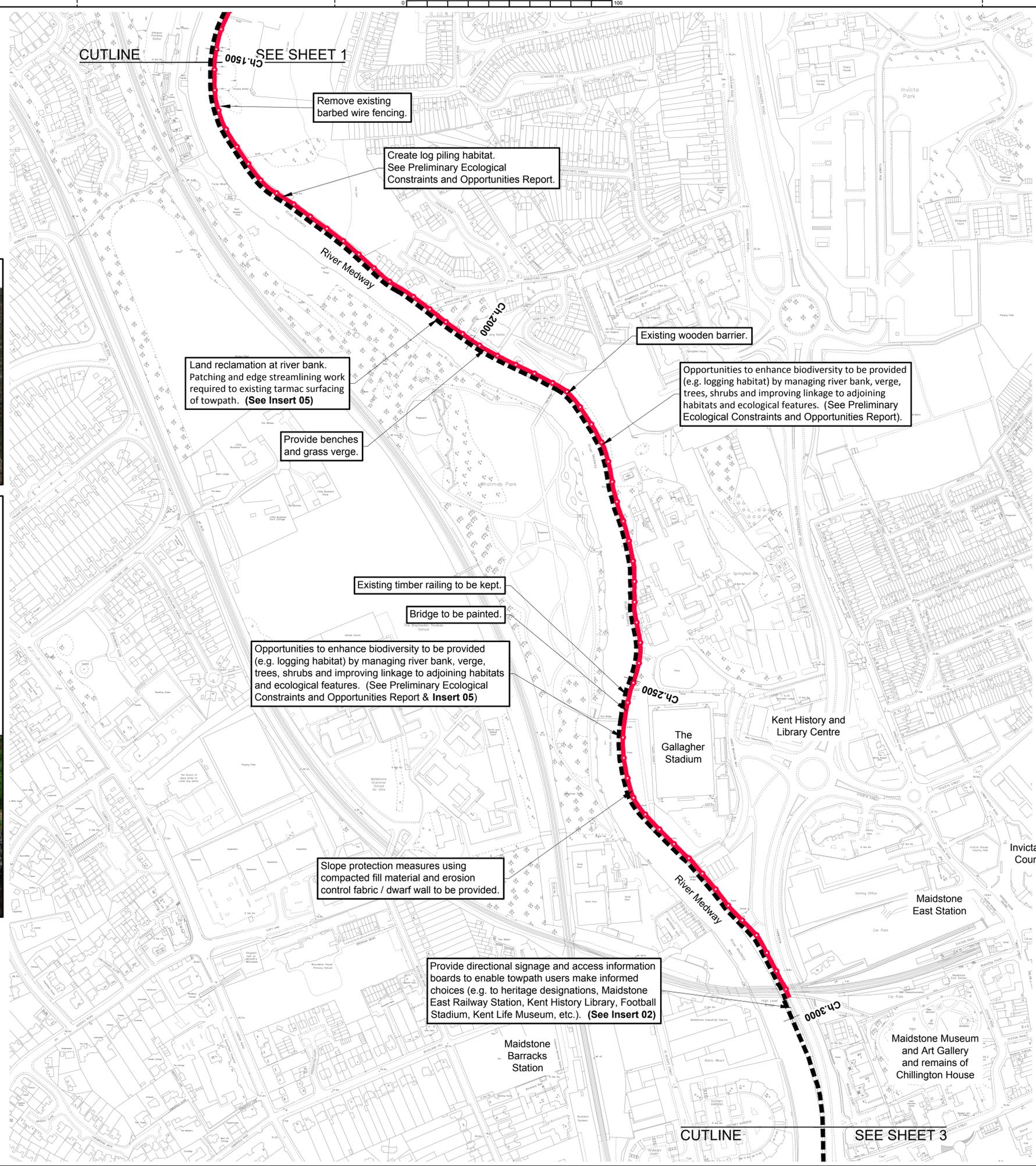
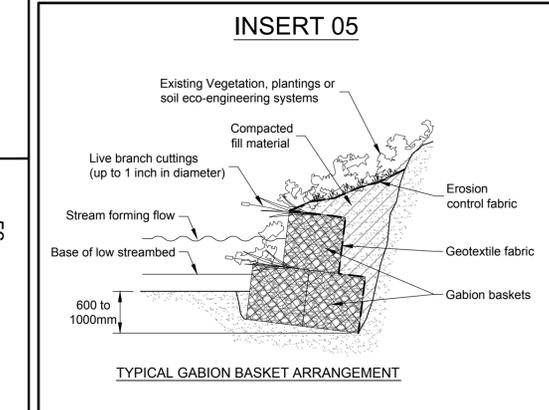


Rev	Revision details	Chkd	Appd	Date
Drawn:	JH			Preliminary
Design:	JO			For comment
Chkd:	NF			For tender
Appd:	NF			For construction
Date:	20/07/2015			As constructed
				For comments



Client
Project Name
River Medway Towpath, East Farleigh to Allington Lock
Drawing Title
Highways Proposed Towpath Improvements Sheet 1 of 5

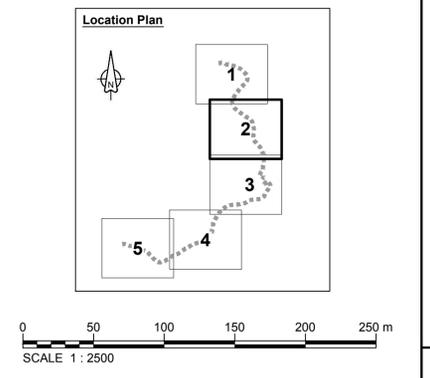
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Drawing No CO04300297/001	Rev -



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Rev	Revision details	Chkd	Appd	Date
	Drawn: JH		Preliminary	✓
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	Date: 20/07/2015		As constructed	
			Other	

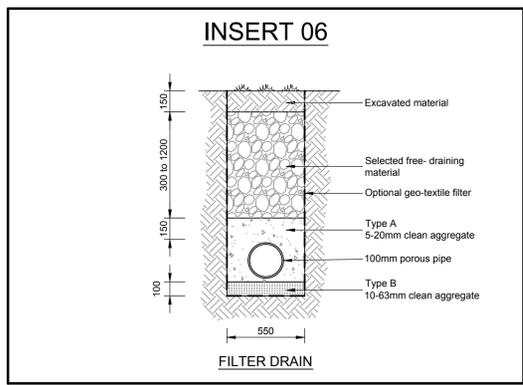
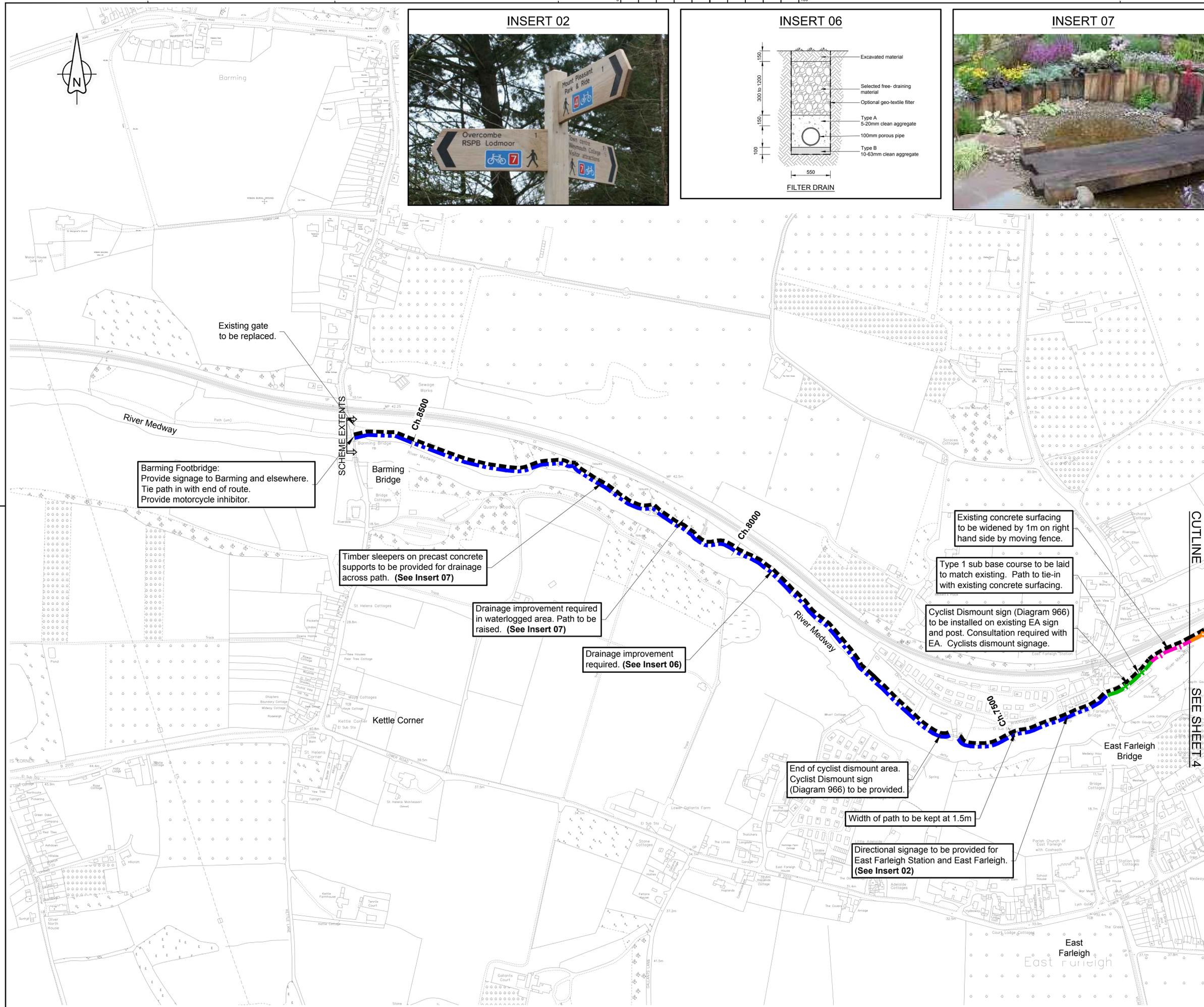


Project Name
**River Medway Towpath,
 East Farleigh to Allington Lock**

Drawing Title
**Highways
 Proposed Towpath Improvements
 Sheet 2 of 5**

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 Scale : 1:2500@A1 Copyright © Amey

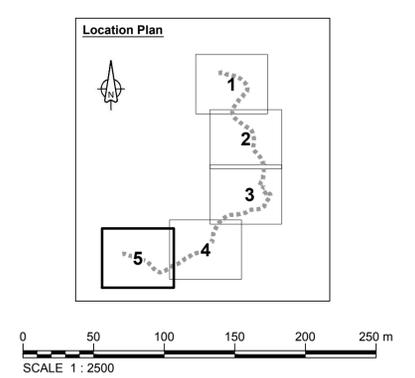
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RESIDUAL DESIGN HAZARDS
 (The following information has been collected from Preconstruction Information and Amey Process PLC-H&S-201 – Hazard Management for Designers.)
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Drawn: JH	Preliminary	✓
Design: JO	For comment	
Chkd: NF	For tender	
Appd: NF	For construction	
Date: 20/07/2015	As constructed	
	Other	



Client
 Project Name
River Medway Towpath, East Farleigh to Allington Lock
 Drawing Title
Highways Proposed Towpath Improvements Sheet 5 of 5

Original Drawing Size : A1 Dimensions : -
 Scale : 1:2500@A1 Copyright © Amey

Drawing No
CO04300297/005 Rev
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Barming Footbridge:
 Provide signage to Barming and elsewhere.
 Tie path in with end of route.
 Provide motorcycle inhibitor.

Timber sleepers on precast concrete supports to be provided for drainage across path. (See Insert 07)

Drainage improvement required in waterlogged area. Path to be raised. (See Insert 07)

Drainage improvement required. (See Insert 06)

Existing concrete surfacing to be widened by 1m on right hand side by moving fence.

Type 1 sub base course to be laid to match existing. Path to tie-in with existing concrete surfacing.

Cyclist Dismount sign (Diagram 966) to be installed on existing EA sign and post. Consultation required with EA. Cyclists dismount signage.

End of cyclist dismount area. Cyclist Dismount sign (Diagram 966) to be provided.

Width of path to be kept at 1.5m

Directional signage to be provided for East Farleigh Station and East Farleigh. (See Insert 02)

Agenda Item 14

Street Lighting LED Project Update Report

To: **ALL**

Main Portfolio Area:

By: **LED Conversion Project Manager – Robert Clark**

Classification: **For Information**

Summary: This report provides an update of the LED conversion project, trial switch off sites review and consultation on street lighting.

1. The new Street Lighting Terms Services Contract is currently out for tender with submissions due back in September 2015. It is anticipated that this will be awarded so the LED conversion works will commence in early 2016. Full details of the programme will be confirmed shortly after the new contractor has been appointed. The programme will be communicated with all stakeholders detailing which areas will be completed and when these are scheduled. Residential areas with street lights (approx. 60,000) will be converted within 14 months, with all street lights in town centres and main routes to follow this.
2. Phase 1 trial switch off sites within the county are currently being reviewed to determine whether these will be permanently removed or switched back on. A report detailing all sites and their recommendation in each district will be reported to the appropriate JTB during November and December 2015. Any site recommendations for permanent removal will be signed off by the Cabinet Member for Environment and Transport.
3. A consultation is scheduled to start from the 21 September 2015 until Sunday 29 November 2015. This will allow Kent residents and stakeholders to have their say on the street lighting policy. It will ask questions on the following as reported at the recent E & T Cabinet:
 - Part night lighting – current level of service
 - All night lighting
 - Dimming
4. This consultation process will help inform the County Council's decision on the new street lighting policy that will be incorporated during the LED conversion project. Details on this approach can be found in the E & T Cabinet report. We have been working with the consultation and communications team to ensure the right approach has been adopted. Once the consultation is live, all parishes and districts will be informed. Any changes to the policy will only be applied to those lights that have been converted to LED and commissioned on the Central Management System.

5. An update report will be presented at the next JTB which will provide further detail on the progress of each work stream.

Recommendation: Kent County Council Highways, Transportation & Waste request that the Board note this information report.

Contact Officers;

Robert Clark – LED Project Manager
03000 41 81 81

Agenda Item 15

Operation Stack Update Report

To: **ALL**
By: **Highway Manager**
Classification: **For Information**

Summary: This report provides an overview of Operation Stack.

1. Operation Stack was originally introduced as a method to safely hold goods vehicles unable to cross the channel due to industrial action. Originally the M20 from Ashford to Folkestone was used, however in time a phased approach was implemented; Phase 1 was M20 junction 11 -12, Phase 2 was M20 junction 8 – 9, and phase 3 was M20 junction 9 – 8.
 2. In June this year, industrial action due to the sale of the My Ferry Link ferries caused a blockade of the Port of Calais. Operation Stack Phase 1, 2 & 3 were implemented and Phase 4 was created due to the increasing quantity of goods vehicles. Added to the problems caused at Calais, the Channel Tunnel was affected by migrants gaining access to the tunnel, causing increased delays through the tunnel, adding to the quantity of goods vehicles in Stack.
 3. Due to the problems with capacity of the phases of Operation Stack, a review by Kent Police, Highways England (HE) & Kent County Council (KCC) agreed that new stages should be created; Stage 1 is M20 junction 8 – 9, Stage 2 extends to junction 11, Stage 3 is junction 9 – 8 and Stage 4 extends from junction 11.
 4. During July, Stage 1 & 2 were regularly implemented and Stage 3 also implemented on occasion. Traffic congestion between Maidstone and Dover increased with increased pressure on HE, KCC & Kent Police to find a solution.
 5. On 24th July a meeting was held at County Hall where HE was tasked with implementing a contraflow on M20 to relieve pressure on A20. HE concluded that a contraflow was not safe to be implemented. On 31st July the Roads Minister Andrew Jones MP chaired a further meeting at County Hall following which alternative locations for stacking goods vehicles were considered; Ebbsfleet Station, Manston Airport and Ramsgate Port.
 6. Following discussions between DfT, HE, KCC & Kent Police, plans were developed for a trial to use Manston Airport as an alternative site to stack goods vehicles. If required, Operation Stack Stage 1 would be implemented followed by Stage 2. If Stage 3 probable, Operation Stack (Manston) would be initiated with Port of Dover goods vehicles diverted away from M20 to Manston and then along A256 to Dover, whilst Channel Tunnel freight would continue to use M20.
-

Recommendation: Kent County Council Highways, Transportation & Waste request that the Board note this information report.

Agenda Item 16

To : Maidstone Joint Transportation Board

By : Tim Read – KCC Head of Transportation

Date : 14th October 2015

Subject : Progress report on technical work for the Integrated Transport Strategy

Classification: For Information and Discussion

Summary : This report summarises the progress made in evaluating the feasibility and affordability of the highway schemes identified by this Board for inclusion in a future Integrated Transport Strategy and describes the approach to further traffic modelling.

1. Introduction

1.1 Maidstone, in common with many other similar sized towns across the country, faces considerable challenges in how growth has continued to place additional demands on infrastructure. These pressures are manifested in the worsening of road congestion.

1.2 The latest version of Maidstone Local Plan will bring forward approximately 18,560 new homes over the period to 2031. The County Council and Borough Council are continuing to work towards an Integrated Transport Strategy (ITS) that can underpin the Local Plan and enable the planned growth to be accommodated.

1.4 As the Board will be aware, MBC is currently undertaking a further focussed Regulation 18 Consultation on the draft Maidstone Borough Local Plan which concludes at 5pm on Friday 30 October. As well as further new housing allocations, the consultation includes the proposed deletion of two previously proposed Park & Ride sites and consequential amendments to policy DM15 (Park & Ride). Amendments to policy DM 13 (Sustainable Transport) and DM 14 (Public Transport) are to be published in a separate Regulation 19 consultation.

2. Background

2.1 At the last meeting of this board in July 2015, Members were presented the results of the travel demand analysis that had been undertaken by Amey using the Maidstone VISUM Transport Model. This work was predicated on a range of scenarios relating to the potential composition of the ITS.

2.2 The scenarios tested were:

2031 Do Minimum (DM)

- Original housing and employment allocations (17,381 homes)
- Maidstone Gyrotory scheme only

2031 Do Something 1 (DS1)

- Original housing and employment allocations (17,381 homes)
- Package of transport improvements
 - Highway capacity improvements
 - Leeds - Langley Link Road

2031 Do Something 2 (DS2)

- Original housing and employment allocations (17,381 homes)
- Package of transport improvements
 - Highway capacity improvements
 - Public transport improvements
 - Increased walking and cycling
 - Increased parking costs

2031 Do Something 3 (DS3)

- Revised housing and employment allocations (16,247 homes)
- Package of transport improvements
 - Highway capacity improvements
 - Leeds-Langley Link Road
 - Public transport improvements
 - Increased parking costs

2.3 Further sensitivity testing was also undertaken using the DS3 scenario to assess the implications of an additional 2,250 homes in south east Maidstone, with and without the Leeds-Langley Link Road.

2.4 Each of the above scenarios provided a basis for quantifying how differing strategies could influence travel demand and the associated effects on conditions on the highway network.

2.5 Following a discussion on the relative merits of the various scenarios, Members resolved:

“That this Board recommends to Kent County Council’s Cabinet Member for Highways, Transportation and Waste and to Maidstone Borough Council’s Strategic Planning, Sustainability and Transportation Committee that a combination of DS2 and DS3 form the basis of the Integrated Transport Strategy for Maidstone to underpin the Local Plan. This is with the exception of the following and subject to costing to ascertain affordability and the evaluation of feasibility, sustainability and deliverability:

- *Additional North/South Park and Ride removed from DS2;*
- *All references to percentage targets removed from DS2;*
- *That it is specified that with reference to parking costs, it refers to long-term car parks; and*
- *That frequent bus services are encouraged with appropriate junction improvements but at no detriment to existing traffic capacity.”*

2.6 This report provides an update on the work recently undertaken to provide further clarity on the feasibility and affordability of the highway schemes proposed for inclusion in the ITS. It also informs Members of the assumptions underpinning a further iteration of the modelling analysis.

3. Highway Schemes

3.1 The highway schemes earmarked to be included in the ITS were identified at a previous JTB workshop. They are aimed at tackling key congestion hotspots within the urban area by providing the additional capacity necessary to support future growth.

3.2 Following the July meeting of this Board Amey consultants were asked to identify feasibility designs for each of the schemes drawing upon any available concept designs that may be available. Exploratory junction capacity testing has been undertaken to inform the designs and provide an indication of any potential changes to traffic flow and queue lengths.

3.3 Each of the designs has been reviewed by quantity surveyors to identify headline cost estimates. These estimates should be regarded as purely indicative at this stage given that **they exclude costs associated with statutory undertakings and potential land acquisition.**

3.4 Attached to this report are the feasibility designs and cost breakdowns for the following highway schemes:

3.5 A20/M20 Junction 5

3.5.1 The proposal is to partially signalise the existing roundabout so as to provide those exiting the M20 with dedicated opportunities to enter the circulatory arrangement. This new arrangement will be supported by localised widening on the M20 slip roads and circulatory carriageway to achieve additional queuing capacity. A dedicated left turn lane will also be provided on the A20 to facilitate continuous traffic movement onto the M20 westbound on-slip, thereby removing an element of traffic from the circulatory part of the junction.

3.5.2 Capacity modelling has indicated that the proposals will achieve a 20% improvement on the most congested junction arm, the M20 eastbound off-slip.

Estimated Cost: £383,000

3.6 A229/A274 Wheatsheaf Junction

3.6.1 This junction is currently the subject of a County Council proposal to close the Cranborne Avenue arm to exiting road users so as to enable the traffic signals to devote additional green time to the A229 and A274.

3.6.2 The Cranborne Avenue closure is proposed to be included in a more comprehensive upgrade that will widen the northbound A229 approach to the traffic signals. This will provide capacity benefits by enabling vehicles to queue in two lanes over a much longer distance. Importantly, this scheme does not compromise the retention of the existing pedestrian crossing facilities.

3.6.3 Initial indications suggest that an overall improvement of 12-17% in capacity could be achieved through these proposals.

Estimated Cost: £483,000

3.7 A20/Willington Street Junction

3.7.1 The proposal is to widen the westbound A20 approach in order to create two lanes for queuing traffic. The lanes will be individually allocated to the left turn into Willington Street and the straight ahead movement along the A20, thereby enabling a greater volume of traffic to move through each cycle of the traffic signals.

3.7.2 Initial indications suggest that an overall improvement of around 10% in capacity could be achieved through these proposals.

Estimated Cost: £86,000

3.8 A274/Willington Street and A274/Wallis Avenue Junctions

3.8.1 The proposal utilises the verge on the southern side of the A274 to widen the carriageway. This will accommodate an additional lane for westbound traffic on the A20 on the approaches to both the Willington Street and Wallis Avenue junctions, with a merge arrangement provided to the west of Wallis Avenue as the road reverts to single carriageway. It will also enable an additional lane to be provided for eastbound traffic on the section of the A20 between the Willington Street and Wallis Avenue junctions.

3.8.2 The improvements will provide additional queuing capacity in both directions and enable a greater volume of traffic to move through each cycle of the traffic signals.

3.8.3 Initial indications suggest that an overall improvement of around 13% in capacity could be achieved through these proposals.

Estimated Cost: £267,000

3.9 A20/Hermitage Lane

3.9.1 The proposal is to widen the westbound A20 approach to the junction to achieve four lanes for queuing traffic. The widening will then continue westwards up to the Mills Road junction to provide three continuous lanes. This will increase the capacity of both junctions and reduce the potential for queuing that blocks back from one junction to another.

3.9.2 The improvements involve the removal of the existing section of bus lane, which currently provides a marginal benefit to bus journey times. This loss will be compensated by the removal of the bus layby further to the west, as the new on-carriageway stopping arrangement will alleviate the difficulties bus drivers currently experience in trying to pull out into moving traffic.

Estimated Cost: £499,000

3.10 It is proposed that the above highway schemes are taken forward through further design work and modelling analysis. This will enable any implications on highway safety and traffic flow to be better understood.

3.11 Further work will also enable the indicative cost estimates to be refined to provide greater certainty but, even allowing for land and statutory undertakers costs, it is anticipated that the cost of the schemes can be met in full through the £8.9 million that has been allocated to the ITS through the Local Growth Fund.

3.12 In addition to the above schemes, there are a number of key schemes where designs are already being developed and funding has been secured towards implementation. These schemes are:

- **Bridges Gyratory** – provision of an additional two lanes for northbound traffic on the eastern side of the Rover Medway, which will enable northbound A229 traffic to avoid the gyratory and reduce congestion in this area.
- **A20/Coldharbour Lane roundabout** – a reduction of the island to increase circulation capacity and the provision of left turn slip roads.
- **A249/Bearsted Road and Bearsted Road/New Cut junctions** – capacity improvements and the provision of pedestrian crossing facilities.
- **A26/Fountain Lane junction** – a reconfiguration of the road markings and the installation of MOVA and pedestrian detection systems to optimise the junction operation.

3.13 Consultants have also carried out a desktop exercise to consider a representative sample of route corridors for a Leeds & Langley Relief Road to both the east and west sides of the villages that were last considered and consulted upon in the 1990's, to assess their current design and engineering feasibility. The estimated overall cost of a Relief Road at today's prices is about £50m.

3.14 The feasibility work undertaken by Amey also confirmed that two schemes would not achieve benefits sufficient to warrant further design work. This is due to the physical constraints and potential effects on operating conditions elsewhere on the local network.

3.15 The excluded highway schemes are:

- **A229 White Rabbit roundabout** – the proposal to signalise the roundabout was found to provide only a marginal benefit as the size of the junction limits the scope to queue traffic within the circulatory carriageway.
- **A249 Sittingbourne Road widening** – the proposal to widen the carriageway would have effect of increasing vehicle speeds and thereby increase the rate at which vehicles will queue further downstream on this corridor.

4. Traffic Modelling

4.1 The highway schemes form part of the combined ‘Do Something 2’ and ‘Do Something 3’ package that this Board recommended as a basis for a future ITS.

4.2 A further iteration of the traffic modelling is now required in view of the increased housing numbers in the Local Plan and the need to demonstrate the impact of the emerging ITS to this Board.

4.3 Discussions have therefore taken place between officers of the County Council, Borough Council and Amey to identify a set of modelling assumptions that reflect the Board resolution.

4.4 As a result of these discussions the following modelling assumptions are proposed:

- the quantum of development to be assessed is 18,560 new homes;
- the distribution strategy for development should follow that currently proposed by the Borough Council;
- scenarios with and without the principle of a Leeds-Langley Link Road to be included;
- typical 10 minute bus frequency;
- discounting of walk/cycle trips to be based on a distance threshold of 5km within the town centre;
- 50% increase in long-stay parking charges; and
- removal of park and ride sites at Linton and M20 J7.

4.5 The work has been jointly commissioned by the County Council and Borough Council and will be completed before the current Local Plan Consultation period ends on 30th October.

5. Summary

5.1 The work requested by this Board to progress the ITS has been undertaken through the development of feasibility designs and indicative cost estimates for a number of key highway schemes. This has established a viable set of proposals that can be taken forward for inclusion in a future ITS.

5.2 Further modelling work is required to test the effects of the Board’s resolution on the ITS in accordance with an agreed set of assumptions.

Contact Officers:

KCC : Tim Read , Brendan Wright – 03000 418181

Agenda Item 17

Maidstone Bridges Gyratory Scheme

To: **Maidstone Joint Transportation Board - 14th October 2015**

Main Portfolio Area: Maidstone

By: Russell Boorman, Project Manager,

Classification: **For Information**

Ward:

Division:

Summary:

Kent County Council received funding from the Local Growth Fund combined with significant contribution from Maidstone Borough Council (MBC) to deliver the Maidstone Bridges Gyratory improvement scheme. Construction is due to commence in spring 2016.

1.0 Introduction and Background

1. Introduction

- 1.1 The scheme will see the construction of two additional northbound lanes on the eastern side of the River Medway. The new junctions will be controlled by traffic signals. This will enable northbound traffic on the A229 to avoid crossing both bridges, thereby reducing journey distances and travel times and enabling the regeneration of the western riverside.
- 1.2 The Gyratory is a recognised congestion and air quality hotspot within Maidstone Town Centre, lying at the point where the A20, A26, and A229 routes converge and cross the River Medway.
- 1.3 The scheme has been the subject of a successful bid to the government's Local Growth Fund and will also be supported by Maidstone Borough Council's New Homes Bonus. Construction is intended to commence in the next financial year (2016/17).
- 1.4 The total cost of the scheme is £5.74m. The scheme is expected to increase the capacity of the overall junction by some 10-20% in each of the peak hours, resulting in the reduction of delay of some 25% to drivers using the gyratory.

2.0 Body of the report

- 2.1 Detailed design has been progressing in conjunction with MBC through regular Steering Group meetings. The original scheme layout remains predominately unchanged. The lane separating central islands have been slightly extended to create increased capacity for queueing on the new north bound lanes at the newly introduced traffic signals.
- 2.2 Enhancements to the scheme have been discussed with MBC and a range of opportunities have presented themselves through the detailed design process.

- 2.3 Working closely with the Environment Agency the construction of the carriageway crests to a specific height to accommodate flood alleviation in the future when funding is available.
- 2.4 Re-design of the lower High Street at the junction with Bishops Way to incorporate the existing 'street scene' with improved access to the crossing point for both pedestrians and cyclists.
- 2.5 A proposal to holistically look at the gyratory system in relation to pedestrian/cycling facilities has been undertaken. A route from the St Peters Bridge to the High Street is being investigated. Consideration is being given to an 'at grade' crossing on the western side of the Broadway Bridge. Modelling work is currently being carried out to assess the impact on the benefits of the gyratory scheme.
- 2.6 Dependant of the outcome of the modelling works in **2.5**, a second proposal to utilise the existing western sub-way for pedestrians/cyclists to cross the Tonbridge Road and continue along the Broadway Bridge to the High Street is being investigated. It is recognised that upgrading the surface water drainage system, lighting, materials and overall aesthetics will be required and KCC/MBC are working on these requirements.
- 2.7 Initial discussions have been held with MBC in relation to landscaping requirements. A proposal to transfer the maintenance of the soft landscaping is being developed. This will incorporate a standardised planting regime in a wider area than just the gyratory system. This would be cost neutral to both KCC & MBC
- 2.8 Existing Air Quality Station to be relocated to a location identified by MBC.

3.0 Financial

- 3.1 The cost of the scheme is £5.74m. £4.6m SELEP funding and £1.14m MBC contribution.

4.0 Legal implications

- 4.1 There are no legal implications associated with this scheme.
- 4.2 The scheme is progressing through permitted development and therefore planning permission is not required.

5.0 Conclusions

- 5.1 Continue with the detailed design and move towards contract award in March 2016. Pre-works commencing in January 2016 and main contract construction spring 2016.
- 5.2 Extended working hours will assist in mitigating the impact on the travelling public with 20% less traffic throughout the summer school holidays.
- 5.3 Communication and engagement will begin immediately with a campaign to capture the wider audience to inform of the forthcoming works following the JTB. Specific Member sessions have been arranged and engagement sessions with the local business community are due to take place.
- 5.4 Steering group meetings will continue to and throughout the construction phase to ensure all parties are kept informed of progress.
- 5.5 Consultation in respect of the 'Stopping Up' order to commence with a 6 month period, this will be completed prior to construction. Consultation will be distributed the local community and affected groups with local media being utilised to disseminate the proposals accordingly.

5.6 Identify signage requirements for the pedestrian/cycling routes on both sides of the bridge. Investigate electronic signage to highlight car park capacity with the town centre on the A229, A20 and A26 approaching the gyratory system.

6.0 Recommendations

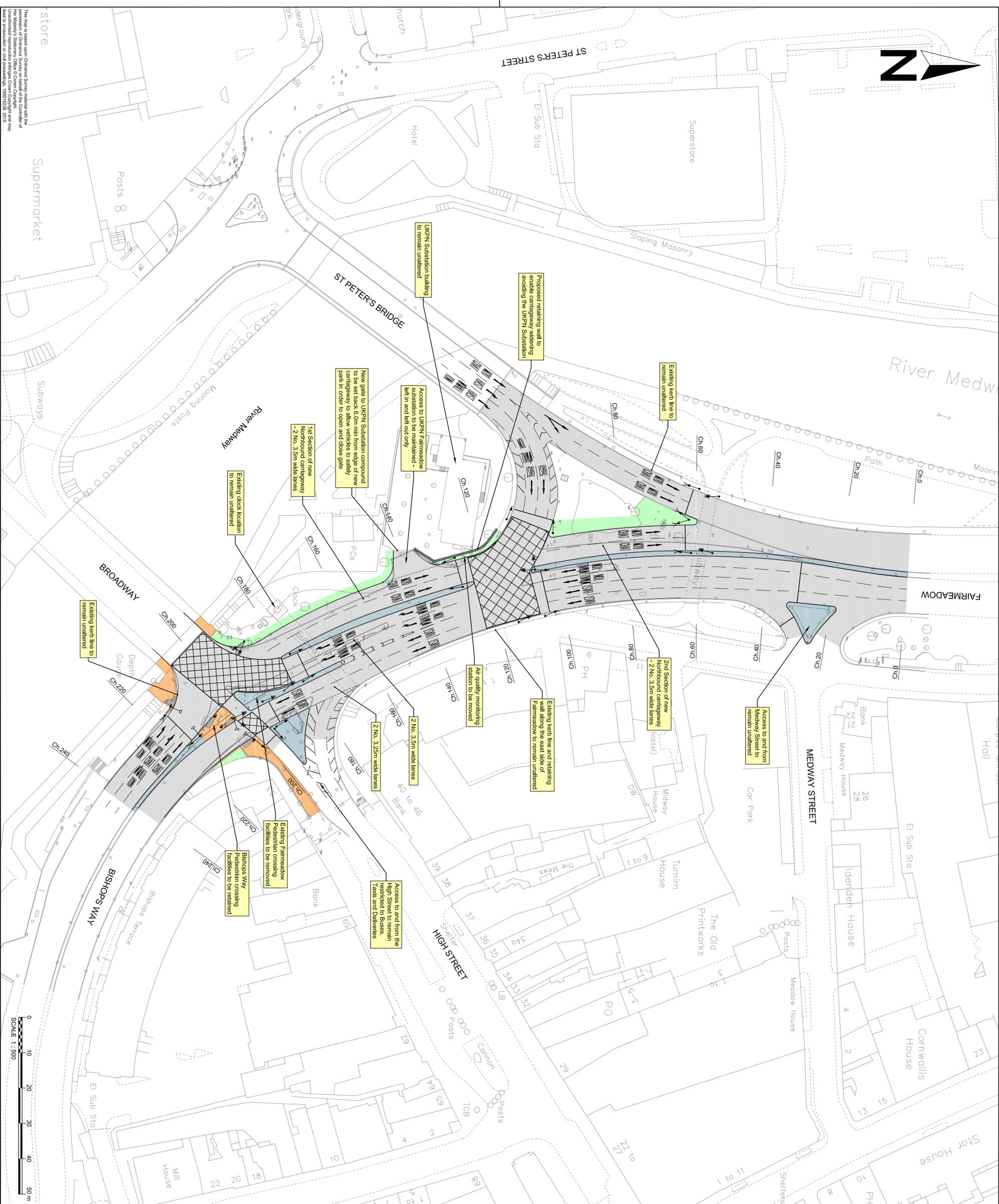
6.1 It is recommended that the scheme continues in line with the current programme.

Future Meeting if applicable:	Date:
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Contact Officer:	
Reporting to:	

Annex List

<i>Annex 1</i>	<i>Scheme Proposal / Plan</i>
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Notes
1. Road markings and traffic signal head positions are indicative only.

KEY	
	Carriageway Improvement
	Verge / Earthworks / Landscaping
	Footway
	Non Pedestrian Handstanding

2	Central Spitter Islands Amended	JP	JP	20-08-15
1	Extents of Carriageway Improvement Amended	JP	JP	26-05-15
Rev	Revision details	Chkd	Apprd	Date
Drawn:	TMW			
Design:	JJP			For comment
Check:	JJP			For tender
Appd:	API			For construction
Date:	19 February 2015			As constructed
				Other

Client

Project Name
MAIDSTONE GYRATORY

Drawing Title
Scheme Plan

Original Drawing Size: A1
Scale: 1:500
Dimensions: -
Copyright © Amey

Original Drawing Size:	A1	Dimensions:	-
Scale:	1:500	Copyright:	© Amey
Drawing No	4300273/000/02	Rev	2

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Agenda Item 18

Joint Transportation Board

14th October 2015

Is the final decision on the recommendations in this report to be made at this meeting?

No

Objections to Traffic Regulation Orders

Final Decision-Maker	Strategic Planning Sustainability and Transportation Committee.
Lead Head of Service	Jeff Kitson, Parking Services Manager
Lead Officer and Report Author	Charlie Reynolds, Operations Engineer
Classification	Public
Wards affected	All

This report makes the following recommendations to this Committee:

1. That the Joint Transportation Board recommends to the Strategic Planning Sustainability and Transport Committee each of the recommendations identified in the report be agreed and the objectors informed of the outcome.
2. That the Board recommends to Kent County Council as the Highway Authority that the orders be implemented as outlined in this report.

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all.
By managing parking demand and regulating dangerous and antisocial parking.
- Securing a successful economy for Maidstone Borough.
By ensuring traffic flow, easing congestion.

Timetable

Meeting	Date
Joint Transportation Board	14 October 2015
Strategic Planning Sustainability and Transportation Committee.	10 November 2015

Objections to Traffic Regulation Orders

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Identify proposals which are intended to resolve parking problems and improve traffic flow by reducing localised congestion; this is in accordance with the Council's priority to improve access across the Borough through better roads.
 - 1.2 To enable the Joint Transportation Board to recommend to the Strategic Planning Sustainability and Transport Committee, each of the recommendations identified in the report and the objectors informed of the outcome.
 - 1.3 To enable the Joint Transportation Board to recommend to Kent County Council as the Highway Authority that the orders be implemented as described.
-

2. INTRODUCTION AND BACKGROUND

- 2.1 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 difficulties were identified. Proposed orders were advertised and all comments received during the formal consultation were reviewed and considered.
-

3. AVAILABLE OPTIONS

- 3.1 To recommend to the Strategic Planning Sustainability and Transport Committee each of the recommendations identified in section 4. (DYL means waiting to be prohibited at all times by double yellow lines; SYL and loading restrictions means no waiting at the times prescribed).
 - 3.2 To not proceed with the recommendations would result in some much needed orders not being implemented, which are intended to regulate parking to reduce identified difficulties.
 - 3.3 To make the orders as advertised would not take account of comments received during formal consultation.
-

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 Orders not receiving objections to Waiting restrictions variation No 30 and Designated Parking Places Variation No 11

- 4.2 Recommendation: To recommend to the Strategic Planning Sustainability and Transportation Committee to proceed with the proposals 4.3 to 4.15 and agree for the Orders to be made.
- 4.3 Waiting restrictions.
- 4.4 MAIDSTONE; Ashburnham Road and Downs View Road;
To introduce a 30 minute restriction from Mon-Fri 1.30pm -2.pm with amendments to the DYL to help alleviate congestion at certain times and allow free flow of traffic and safe passage. Although No objections were received we did receive correspondence which suggested some changes to the scheme and raised concerns in relation to vehicle migration.
- 4.5 MAIDSTONE; Brunswick Street, George St and Orchard St;
Amend the current restrictions from a SYL Mon-Fri 9am -5pm to a DYL in some locations and introduce additional resident parking bays due to a change from commercial to residential properties.
- 4.6 MAIDSTONE; Tarragon Road and Tarragon Road (Exit road from Maidstone Hospital) Hermitage Lane and Coriander Drive;
To formalise the existing restrictions due to the adoption of the road by Kent County Council.
- 4.7 MAIDSTONE; Heathfield Road;
To extend the existing DYL due to inconsiderate parking to allow free flow of traffic. 2 letters of support and 1 comment received raising concerns in relation to vehicle migration and increased speeds.
- 4.8 MAIDSTONE; Waterlow Road;
To introduce a small section of DYL to perverse access/egress.
- 4.9 MARDEN; Church Green;
To amend the current Mon-Fri 1.30-2pm to Mon -Fri 10.30-11am, at the request of local councillors and the Parish to review the parking restrictions in the Village.
- 4.10 Loading Restrictions.
- 4.11 MAIDSTONE; Earl Street and Week Street;
To formalise the existing restrictions.
- 4.12 Residents parking.
- 4.13 MAIDSTONE; Brunswick Street, George St, Orchard Street;
Introduce additional resident parking bays due to a change from commercial to residential properties and amend existing bays.
- 4.14 Designated disabled persons parking places.
- 4.15 MAIDSTONE; Bower Lane, Dover Street, Foley Street, King Edward Road, Milton Street, and Whitmore Street;
Establish new parking places for disabled persons vehicles (Blue Badge Holders)

- 4.16 Orders receiving objection to Waiting restrictions variation No 30 and Designated Parking Places Variation No 11 together with a summary of the objections and the relevant recommendations.
- 4.17 A full summary of the consultation results are contained in Appendix A
- 4.18 MAIDSTONE; John Street;
To amend the current Mon-Fri 9am-5pm restrictions to DYL at the junctions to preserve sightlines and free flow of traffic.
4 objections were received on the grounds that the imposition of a 24 hour restriction would have a significant detrimental impact upon the residents in the area, by removing the ability to park outside of the current restriction times, They would also have a negative impact upon the running of the business in the area, in both in terms of the delivery of supplies and also impact upon customers and patrons of the business.
Although it is appreciated that the proposal will reduce parking availability it should also be noted that you should not park opposite or within 10 metres of a junction, however the original decision to amend the initial order was made to increase the parking availability and if there are difficulties which relate to safety then these should be referred to Kent County Council.
1 letter in support.
- 4.19 Recommendation: To recommend to the Strategic Planning Sustainability and Transportation Committee not to proceed with the proposal.
- 4.20 MAIDSTONE; Sandling Road;
To amend the current Mon-Fri 9am-5pm restrictions to Mon-Sat 8am-6.30pm and DYL to preserve sightlines and free flow of traffic and reduce traffic congestion.
1 comment was received on the grounds that the proposal to change the current restriction to the proposed Monday to Saturday 8.00am – 6.30pm restriction would have a detrimental impact on the residents parking availability, it was also suggested that the current Residents Parking restriction times should be reduced to a 5 minute waiting limited.
The original request raised concerns in relation to the vehicles parking on the current restrictions which impeded vehicle movement, we have no plans to change the current waiting limit in the residents parking bays as a proposal to change the waiting times in North 1 was put forward in 2013 however was not approved due to objections received, we did however change the upper section of Sandling Road to 30 mins as this was supported.
- 4.21 Recommendation: To recommend to the Strategic Planning Sustainability and Transportation Committee to proceed with the proposal.
- 4.22 MAIDSTONE; St Laurence Avenue;
To introduce DYL opposite the access/egress to a commercial property.
1 objection was received on the grounds the restrictions are no longer warranted as the company who occupied the premises and who requested the restrictions no longer occupy the land negating the need for the restrictions.

4.23 Recommendation: To recommend to the Strategic Planning Sustainability and Transportation Committee not to proceed with the proposal.

4.24 MAIDSTONE; The Mallows;

To introduce restrictions from Mon-Sun 8am -6pm to manage parking demand and allow free flow of traffic and safe passage.

7 objections were received on the grounds that the imposition of the current proposed Monday to Sunday 8.00am – 6.00pm restriction would have a significant detrimental impact on the residents parking availability, and the dispersion of vehicles into other street would also have a further effect on the other residential streets. 3 comments were also received and 3 letters of support, however some residents do not consider that there was a problem with parking.

The proposal is designed to manage the current parking demand in the area and migration of vehicles may occur, however this will be monitored, and if necessary further restrictions may need to be considered, although this will need to be managed carefully to reduce the impact on residents.

We have written to the residents with an amended proposal of Mon-Fri 09.00am – 5.00pm and have received 1 correspondence withdrawing their objection to the original proposal and in favour of the new proposal.

4.25 Recommendation: To recommend to the Strategic Planning Sustainability and Transportation Committee not to proceed with the proposal as there remains substantial objections to the scheme.

4.26 MARDEN; High Street;

To amend the current Mon-Fri 1.30-2pm restriction to Mon –Fri 10.30-11am and amend the Monday to Saturday 08:00 to 18:30 restriction opposite Maidstone Road to DYLS to improve safety, at the request of local councillors and the Parish Council to review the parking restrictions in the village.

1 objection was received on the grounds that the imposition of a 24 hour restriction would have a significant detrimental impact upon the running of the business in the area, in both in terms of the delivery of supplies and also impact upon customers and patrons of the business and their generally safety. It will therefore have a direct influence on customer levels; the dispersion of vehicles into other street would also have a detrimental effect on the mainly residential streets.

The proposal is only to change a small section of SYL from Mon-Sat 8am-6.30pm restriction, opposite the Maidstone Road junction to a 24 hr restriction, therefore currently vehicles cannot park in this location during these hours, we are also proposing to amend the existing SYL from Mon – Fri 1.30 -2pm to Mon-Fri 10.30am -11.am and will still leave sufficient parking for customers; and there is also alternative parking within the Village Car Park.

We have been working in liaison with the Parish Council and have had responses back from Councillors, they did not make comment on the consultation as they agreed with the DYLS proposal, however their comments are: DYLS are supported outside the Post Office mainly on road safety grounds as it is opposite Maidstone Road junction which is particularly

difficult junction for larger vehicles. The effects on businesses would be no different during the day as the restriction period is the same and reduced outside of the operational hours (with parking available nearby for any early morning deliveries / collections).

4.27 Recommendation: To recommend to the Strategic Planning Sustainability and Transportation Committee to proceed with the proposal.

4.28 Designated free parking places

4.29 MARDEN; High Street;

To introduce a 4 hour waiting limited bays to increase vehicle turnover due to the review of the parking restrictions in the Village.

2 objections and 2 letters containing comments on the proposal were received on the grounds that, the imposition of a 4 hour waiting restriction would have a significant detrimental impact upon the residents and businesses in the area, in both in terms of the delivery of supplies ect and also impact upon customers and patrons of the business.

It could therefore have a direct influence on customer levels; the dispersion of vehicles into other street would also have a detrimental effect on the mainly residential streets.

4.30 Recommendation: To recommend to the Strategic Planning Sustainability and Transportation Committee not to proceed with the proposal.

4.31 Appendix A provides a summary of the consultation and responses.

4.32 Appendix B provides maps of the proposed orders.

5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

5.1 Correspondence was sent to statutory and non statutory consultees, Street notices were also posted in the affected roads.

5.2 A Public Notice formally advertising the orders for Waiting Restrictions Variation No 30 and Designated Parking Places Variation No 11 were published in the Local Press during the week ending Friday 17th July 2015.

5.3 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.

5.4 Proposed orders were advertised and all comments received during the formal consultation were reviewed and considered.

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 The recommendations of the Joint Transportation Board will be presented to the Strategic Planning Sustainability and Transportation Committee for consideration and the Traffic Regulation Order amended accordingly.
- 6.2 The objectors informed of the outcome.

7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The proposals are intended to resolve parking problems and improve traffic flow by reducing localised congestion; this is in accordance with the Council's priority to improve access across the Borough through better roads, thereby keeping Maidstone Borough an attractive place for all.	Parking Services Manager
Risk Management	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, environmental impact and vehicle migration.	Parking Services Manager
Financial	The costs of the order variation and implementation will be met from within the existing Parking Services budget.	Finance Team
Staffing	None	
Legal	Formal orders will need to be made and signed by Kent County Council as the Highway Authority.	Kate Jardine, Team Leader (Planning) Mid Kent Legal Services
Equality Impact Needs Assessment	None	
Environmental/Sustainable Development	None	

Community Safety	None	
Human Rights Act	None	
Procurement	None	
Asset Management	None	

8. REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

- Appendix A: Consultation Summary of responses.
- Appendix B: Maps of the Proposals

9. BACKGROUND PAPERS

None.

The Mallows

Objection 7	Support 3	Comment 4
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Name	Address	Comments	Objection /Support /Comment	Response
[REDACTED]	[REDACTED] The Mallows	<p>Thank you for your letter outlining the proposal for parking restrictions at The Mallows, this is most welcome.</p> <p>I am writing to bring to your attention the possibility of cars being parked on two pedestrian pathway areas (non lowered) directly outside my boundary area, on the opposite side of the proposal. Cars have been known to park up on the pavements quite often, thus making the entry/exit from my cul de sac opposite difficult. This has meant forcing pedestrians to walk in the road of the traffic. These are the only two areas along this side and are approximately three feet in length. I have highlighted this on the attached map with a red cross for ease of reference. It may be prudent to include these areas for yellow lining as well as it may cause damage to the pathway and possibility an accident. Hoping you can take these comments into consideration.</p>	Comment	<p>The proposal is designed to manage the current parking demand in the area and migration of vehicles may occur, however this will be monitored, and if necessary further restrictions may need to be considered, although this will need to be managed carefully to reduce the impact on residents.</p> <p>The properties currently have access highway marking protecting their driveways, and 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>[REDACTED]</p>	<p>[REDACTED] The Mallows, Maidstone, Kent, [REDACTED]</p>	<p>As residents of 'The Mallows', firstly may I say that the proposal for parking restrictions, i.e; a single yellow line, to be implemented on The Mallows, is something which we are pleased to consider and long awaited, as a result of the increased amount of traffic parking along the road during the day and restricting access to drives and additionally restricting access for the refuge collection services and for emergency services, such as Fire and Ambulance.</p> <p>As each property has its own drive in The Mallows, the complaints have been generated because of the parking issues created by daytime parking, Monday to Friday, of an increasing number of people who are parking here to go to work, rather than pay for car parking within the town centre. In your letter to the residents, you have stated that this is 'in response to requests received in relation to ongoing parking difficulties'. As residents, only a few of us actually park on this road and that would only be after we return from work in the evenings. The issue is an access problem due to the disrespectful way in which the daytime traffic park on the road and not necessarily a parking difficulty for the residents.</p> <p>That said, the issue only arises Monday to Friday, due to the people parking to go to work, and seldom does it become an issue at the weekends. At the weekends we do see a number of cars parking for a short space of</p>	<p>Objection</p>	
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		<p>time to walk dogs by the river, using the toll path for a quick stroll and in very few occasions do we see traffic build up at weekends for lengthy periods as during the weekdays, and we are quite tolerant of this weekend usage. The exception to this is at times when the park is being for an event, however, we were told that when this occurs, 'No Parking' enforcement 'cones' will be put on the street to stop excess parking. This has been done on some events, however, not considered at others. May be this is something that needs addressing at times of park events.</p> <p>We do have some annoying issues with anglers, parking on the road for access to the river, which additionally has created a build up of litter, as they leave their rubbish in carrier bags by the river side or thrown into the woodland. In a separate issue, we would strongly suggest more litter bins.</p> <p>We are in favour of having a 'Monday to Friday restriction' on the road, which really does not have to be any more than an hour or two during the day, to stop persistent use of the road by those using it as a 'car park' to go to work. Restricting the parking at weekends, resolves few issues and indeed then will create difficulties for the residents, when we have visiting family and friends during the weekend. This is currently not a problem, so in fact, the restrictive times that you have proposed will create difficulties and problems for residents,</p>		<p>Parking Services do not place cones on the highway, however event organisers may consider this as a way of managing the parking during events.</p>
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		<p>where they never existed before!</p> <p>Many residents work locally or within a short drive, so they leave in the mornings about 8.30am and return home for around 5'o'clock. Those of us that do have vehicles on the road side, will have so many issues if the 8.00am to 6.00pm times are imposed. It's not at all necessary for a 'full-day' restriction, let's say '10am-2pm, would curb the parking issues and also then not create problems for residents parking after work, after all this is supposed to be a proposal to help the residents not hinder them move.</p> <hr/> <p>We have listed our main objections to this proposal below, however, we do welcome some sort of parking restriction that is logical, fair and in keeping with the considerations of the people who live on the street;</p> <ul style="list-style-type: none"> a) We object to Saturday and Sunday restrictions, as this is not resolving any particular issue that we have. Indeed this will surely create difficulties for residents rather than responding to our requests. A 'Monday to Friday' only restriction is generally requested and preferred. (This restriction can be seen in use on Sandling road, Maidstone, behind the 'White Rabbit pub', as an example). b) We are not in favour of the 8am to 6pm time restriction, as this is totally not 		<p>Consideration could be given to an amendment to the order, which will alleviate some of the residents concerns such as a reduction in the current proposal to the suggested Mon-Fri 9.am – 5pm restriction or a half hour restriction during the day to prevent all day parking.</p>
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		<p>necessary and it is not being considered with residents in mind. Because we are only trying to curb the increasing 'work traffic' that parks here all-day, then a shorter period would be sufficient, e.g. 10am-2pm and then this would not impose on residents.</p> <p>c) If a longer restriction is felt to be necessary then please acknowledge that many residents leave for work after 8am and are back home by 5pm-5.30pm. A restriction of 9am – 4pm/ 5pm is surely much fairer when considering the needs of the residents.</p> <p>d) Cars park not only on the south side of this street but are now parking between white lines on the opposite side of the street and parking up the curbs. They also park in the area opposite the 'turning area' at the end of the street, by the side of No. 22. Wouldn't it be better to increase the single yellow line enforcement to this area as well, as this is the main area which restricts access by the refuge collection van. If the single yellow line could be put between the white lines in front of drives, then this would be increasingly helpful, as we know that, once the restrictions are placed, the drivers will simply migrate from one side to the other, when the restrictions take place and then block our drive access. They will also start to</p>		
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		<p>park on 'Foxglove Rise' without a doubt, as this will then be their only option.</p> <p>e) We would consider parking bays as there are on Moncktons lane. Many residents were hoping that this was going to be in the initial proposals.</p> <p>f) Address the issues of putting 'No Parking' cones along the street on Saturdays/ Sundays when an event is being staged in the park or by the river. This is not always done, even though the council have agreed to this on several occasions.</p> <p>Thanking you for your attention and we trust that our considerations are taken into account.</p>		<p>due to the nature of the restriction we will not be provided permits for residents and We have no plans to extend the current residents parking scheme or introduce parking bays.</p>
<p>██████████ ██████████ ██████████</p>	<p>██████████ The Mallows Maidstone, Kent, ██████████</p>	<p><u>RE: Proposal: Single yellow line, Monday to Sunday 8.00am – 6pm. South Side,. From a point 6 metres east of western property boundary of No 9 for a distance of 120 metres in a west/north westerly then southerly direction.</u></p> <p>With reference to the above, I am very concerned that your proposal to put these yellow lines in our road as per your diagram. I have lived in The Mallows for 20 years and we</p>		

		<p>have never had any real parking issued. To have these lines imposed on us will cause untold upset, especially to the 3 / 4 bedroom properties with grown up children with cars, all the properties only have 2 parking spaces and not much front garden to extend their parking. These lines will only add to the problem (would anyone want to park in another road) moving the parking to another area, giving that road a problem !!</p> <p>The only time I can recall parking issues was when Watman Park have events and cones were put down the road exactly where the intended lines will go. People then parked on the other side of the road thoughtlessly whereby people could not get in out of their drives as the turning circle was blocked.</p> <p>Please reconsider this scheme of a yellow line. We have a good family community going on in The Mallows and this could cause unnecessary arguments and family fall outs over parking.</p>		
<p>██████ ██████ ██████</p>	<p>██████ The Mallows, Maidstone, Kent, ██████</p>	<p>I am writing in response to your proposed restrictions in The Mallows which I fully support.</p> <p>I have read my neighbours letter to you and can only but concur with everything he has detailed. I would like to add to these, please see my comments below.</p> <p>With reference to the flooding water can reach</p>	<p>Support</p>	

	<p>my drive and my small border at the bottom, when cars drive through the flood at which ever speed to cause the biggest wave this will wash up my drive and wash my shale border décor into the road, again as my neighbour has mentioned we are often unable to clear the drains opposite because of parked vehicles. Sometimes the water is so deep that people will drive on the path to avoid causing more damage.</p> <p>People will often turn in my drive usually at speed because it is 'home time' and so for the second time I will have to have the gully at the bottom of my drive repaired as the metal drain covers are ruined, something which is not cheap. These gullies were in fact put in to alleviate the drainage issue caused by the inadequate main system.</p> <p>I have a large estate company vehicle for my work and the manoeuvring of this can be challenging when the road is full of commuters, whatever even though I am a very experienced driver I have to use my grass verge to get in the drive and my neighbours to reverse out! Something neither of us thinks is reasonable.</p> <p>Having spoken with [REDACTED] we understand that some of our neighbours further down aer not so keen to have parking restrictions, this is fine because when the commuters/fishermen/Mums start blocking</p>		
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		<p>their drives and leaving rubbish behind they might feel different but in the meantime if they do not support this then just implement them from numbers 2 to 12. [REDACTED]</p> <p>[REDACTED] There will also be funds to improve the safety of the junctions at Foxglove Rise and Moncktons Rise as [REDACTED] mentioned, even if all the restrictions for the Mallows go through this essential part of the road the implementation of double yellow lines must happen. I am sure you must have considered it prior to this and as your team are here to 'line the Mallows then it must be cost effective to do this area at the same time. This will also make the 'hidden' access to the back of Moncktons Rise properties safer.</p> <p>If I can be of any further assistance please do not hesitate to contact me.</p>		<p>The request to place restrictions as only been considered within the Mallows due to concerns raised, regrettably migration of vehicles may occur however this will be monitored, and if necessary further restrictions may need to be considered, although this will need to be managed carefully to reduce the impact on residents.</p>
<p>[REDACTED]</p>	<p>[REDACTED] The Mallows, Maidstone, Kent, [REDACTED]</p>	<p>Further to your much supported and much needed proposals may I suggest a small extension to your plans for safety reasons, as I have also mentioned to Ian Chittenden.</p> <p>The addition to your plan would be to have double yellow lines from Kerry Hill Way from the pumping station entrance down to the start of the Mallows i.e. property No: 1 and on the opposite side of the road from Monckton's Rise down and around the corner of Foxglove Rise on the adjacent corner down the Mallows to number 2. The reason being that people will park as close to and on the unmarked corner's</p>	<p>Support</p>	

	<p>causing an accident black spot, although there have not as yet been any fatalities or serious injuries at these junctions (I was informed this needed to happen before double yellow lines would be laid) it is an accident waiting to happen. <u>Prevention is better than cure</u>. These proposals would keep both junctions clear and much safer. Keeping these parts of Monckton's Lane clear would also allow the road to be swept properly as most of the dead leaves and other debris are washed down to The Mallows from these areas which can cause severe flooding in the road between No's 2 to 10.</p> <p>A further point I would like to mention is that if your team are already here yellow lining, to include these additional works would be cost effective saving your return to 'double yellow' after a severe accident, which I hope <u>will</u> never happen but will if these additions are not actioned with the rest of your workings. Having lived in The Mallows from the first build I can assure you the offending commuters, fisherman, Mums going to Whatman Park will fill any possible car room space to save an hourly fee.</p> <p>Things that the Mallows has endured for too long:</p> <p>Sex in vehicles opposite Defecating in the wood opposite Urinating by their car or in the wood</p>		<p>Any restrictions need a Traffic Regulation Order, unfortunately it is not a case of placing further yellow lines</p>
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		<p>Minor fly tipping Abuse when asking people to move their vehicle for a practical reason Road not swept (a service we pay for) All kinds of personal or picnic rubbish (even disposable bbq's sometimes hot) a fire risk, adult / child burns? The Mallows being used as a 'park and ride.' Four cars arrive they all get in one and drive off till the evening Dirty nappies Refuse Lorries having difficult access or having to revisit to do their job Total disrespect by commuters for the local residents Possible emergency services inhibited or delayed access (at peak times, school holidays, weekends) any time 06.00 till 19.00 the London team don't leave till 19.00 The emergency gate to the river in The Mallows blocked by anyone and everyone, no thought for emergencies of any kind or respect for others Emptied ashtrays at the side of the road not cleared because the road sweeper cannot access the gullies. The road may still flood but not so dangerously or deep, maybe up to ½ meter or more at time !! (We then clean the drains ourselves).</p> <p>I have enclosed a map of my additional restrictions and highlighted the junctions mentioned.</p>		
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		<p>Your comments would be much appreciated.</p> <p>Please see my contact information below; I am more than happy to discuss any of the above with you.</p>		
<p>██████████ ██████████</p>	<p>██████ The Mallows, Maidstone, Kent, ██████████</p>	<p>I write to you concerning your proposal to place a single yellow line parking restriction for the length of 120 metres along The Mallows, Maidstone, ME14 2PX.</p> <p>Firstly I would like to understand what the issues are with the current un-restricted parking. I am a resident of this street and I have never had a problem with parking. There is nearly always parking spaces available, driveways are very rarely blocked (I have never experienced this problem) and when people do park on the street they are always very fair. Cars are not parked nose-to-tail; they always park close to the kerb and never cause a nuisance to local residents. In the time I have lived on this street I have only ever found parking 'tricky' once. This was when there was an event within the Whatman park, however this is once in a blue moon and understandable when living so close to local amenities.</p> <p>My second concern with the parking restriction proposed, a single yellow line, with no parking Monday-Sunday 0800-1800 seems excessive for a street with no real parking problems. The problem for me is that I often have close family</p>	<p>Comment</p>	<p>The initial request for parking restrictions was raised at a site meeting with the local councillor after concerns where raised by the residents.</p>

		<p>and friends visit at the weekends and this would stop anybody being able to park near my property. My partner also often has visitors during the day, both at weekends and during the school holidays. Due to the location of the street, the parking restrictions would leave no where local for guests of residents to park. This is my biggest issue. Currently the only other local street that resident's guests could park on is Foxglove Rise. However placing parking restrictions along The Mallows will only cause a problem on Foxglove Rise, as a high density of people try to park in a smaller area.</p> <p>Finally I can see potential issues for other residents of The Mallows. I am fortunate enough to own a property with a two parking spaces. In comparison the majority of my neighbours have only one parking space. This means they regularly park a second car on the street. The proposed parking restrictions will cause a great problem for these people. A problem that currently does not exist. To demonstrate this I have attached a number of photographs, these were taken at different times and days. All show that there is no problem with parking along the street.</p> <p>As a local resident I do not feel there is currently a problem with parking along The Mallows. Should the current parking proposal be approved there will be a large scale problem for many residents along The Mallows. It will</p>		
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		also create a problem on the local street Foxglove Rise and upset residents of this street.		
██████████ ██████████	█████ The Mallows, Maidstone, Kent, ██████████	<p>Thank you for sight of your plan for the intended implementation of a single yellow line at the above location.</p> <p>From a personal point of view, I would be happier if the line started directly from my western boundary rather from the west side of my drive. This is because I occasionally have visitors and it is convenient to park on the road rather than shunt vehicles in and out of the drive.</p> <p>The main problem of parking on the Mallows is due to local workers (and possibly even commuters as the East Station is only a ten minute walk along the towpath) who take advantage of current free parking by leaving vehicles parked throughout the day. Although Maidstone Council constructed the excellent Whatman Park, in their wisdom they did not provide an area of parking for visitors to the park, therefore some vehicles are occasionally left by parents with children visiting the park and also fisherman accessing the adjacent River Medway. However, these are fairly few and far between, they do not park throughout the day and naturally are infrequent in winter months.</p> <p>I would suggest that the best option would be</p>	Comment	

		<p>the implementation of the yellow line but with a no-parking restriction for a couple of hours during the middle of the day. This would continue to allow limited free parking for visitors to local residents and to local amenities including the park and the river. I would also suggest that there is more chance of obtaining revenue for the council by checking vehicles during the no-parking period, which drivers are more likely to abuse than within an area of total no-parking restriction.</p>		
<p>██████ ██████</p>	<p>██████ The Mallows, Maidstone, Kent, ██████</p>	<p>I write in response to your letter of 17 July 2015 regarding the proposed parking restrictions for The Mallows.</p> <p>During the twelve years that I've lived at this address I have been unaware of parked cars causing any obstruction or road safety concerns. I therefore feel that the proposed restrictions are unnecessary and would result in loss of parking for residents in an area where there is already limited parking space.</p> <p>Cars that park along this stretch of road seem to belong to residents, guests of residents or those visiting the River Medway when canoeing, fishing and walking. If parking is restricted as you propose, this will cause problems for residents and visitors alike.</p> <p>Many of the visitors parking here are elderly or have small children and some have equipment that they need to carry from vehicles. I have</p>	<p>Objection</p>	

		<p>not found the number of cars parked along the road to be a problem and it is good to see people enjoying this area of outstanding natural beauty.</p> <p>In addition, the removal of parked cars from the road may encourage passing traffic to drive faster, which will have a detrimental effect on the area and cause increased noise and danger to pedestrians.</p> <p>I object therefore to the above application and would ask that you reconsider this proposal.</p>		
<p>██████████ ██████████ ██████████</p> <p>SAME RESIDEN CE AS ABOVE</p>	<p>██████████ The Mallows, Maidstone, Kent, ██████████</p>	<p>Since moving to The Mallows twelve years ago, I have felt very lucky and privileged to have the natural beauty of the River Medway on my doorstep. Not only is this one of the most outstanding parts of the river, it has also managed to stay idly sleepy despite being surrounded by the hustle and bustle of Maidstone and the M20. I therefore object to your proposed parking restrictions for the following reasons:</p> <ul style="list-style-type: none"> As a resident I want to be able to park on the road in front of my house, without restriction. I also have guests who park in The Mallows. Although the frontage of my house could accommodate two cars (at present I have space for one on the drive) it would mean cutting down a cherry tree, pulling up hedges and digging up the lawn – the 	Objection	

		<p>appearance of which I take great pride in. The front garden is also a refuge for slow worms, hedgehogs, numerous birds, and squirrels and I would be very unhappy to further encroach on their environment when we have a perfectly good tarmac road already <i>in situ</i> for cars to park on. Other residents of The Mallows also have aesthetically pleasing front gardens and it would be a shame if they too had to be destroyed to make space for alternative parking.</p> <ul style="list-style-type: none">• Yellow lines painted on the road will have an adverse effect on the pleasant and rural appearance of the area and will not be in keeping with the wooded surroundings.• People park in The Mallows because it is a safe and idyllic location in which to start their riverside activities. Many are infirm and every step they take is precious. Parking in The Mallows allows them to be in a delightful area with minimal effort. Likewise parents bring their infants and toddlers here to enjoy the wildlife and natural surroundings.• Fishermen occasionally park here and are generally respectful of the area and it enabled them to have easy access to the riverbanks with their equipment. Canoeists also park here for the same reasons to enjoy a day on the river.		
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		<p>Even though visitors park in our road, never has it caused me any concern and I feel it would be a great loss to the community if this facility was removed from the public domain. Before I moved to The Mallows I also used to park here to enjoy walking along the towpath. If I were to move away from here, I would like to think that I could once again park here as a visitor. There has been no car crime here as far as I am aware and people can leave their cars knowing that they will be relatively safe whilst unattended.</p> <p>I feel very strongly that people should be able to enjoy the river just as we lucky residents do. There are no problems with parking on the whole in my experience and so I object to the proposed restrictions.</p>		
<p>██████████ ██████████ ██████████</p>	<p>██████████ The Mallows, Maidstone, Kent, ██████████</p>	<p>Regarding the proposed parking restrictions for The Mallows, ME14 2PX ("Waiting Restrictions Order, Variation No 30, Order 2015").</p> <p>I understand that there are concerns regarding individuals parking on The Mallows in the morning and walking to work. If this is the main concern then a reasonable solution would be an hour restriction e.g. no parking weekdays between 12-1pm. This should be accompanied by a residents' permit so we are able to use the road reasonably.</p> <p>This seven-day, ten hour restriction is an extreme reaction which punishes residents</p>	<p>Objection</p>	

		<p>more than the intended individuals. There are more reasonable solutions available and I ask that these are considered instead.</p> <p>Please let me know if there are any other opportunities for us to object to this proposal.</p>		
<p>██████████ ██████████ ██████████</p>	<p>██████████ The Mallows, Maidstone, Kent, ██████████</p>	<p>Regarding the proposed parking restrictions for The Mallows, ME14 2PX ("Waiting Restrictions Order, Variation No. 30, Order 2015"). I have very strong objections to this proposal on the following grounds.</p> <p>My wife and I are teachers with a six-month old daughter. We work at different schools and have two cars with space for one car on the drive. If these harsh parking restrictions are put in place (with no resident parking permits) then I am left without a place to park at all. The only option is to park street away or pay (£5000 approximately) for a front drive which is an unreasonable expectation.</p> <p>I understand that there may have been some concerns regarding individuals parking on The Mallows in the morning and walking to work. If this is the main concern then a reasonable solution would be an hour restriction e.g. no parking weekdays between 12-1pm. This should be accompanied by a residents' permit so we are able to use the road reasonably.</p> <p>If there are safety / practical concerns regarding larger vehicles I can confidently say</p>	Objection	

		<p>that a fire engine had no trouble accessing The Mallows on the 21st of July and a refuse truck had no trouble on the 22nd of July 2015.</p> <p>We have lived on The Mallows for three years and I can categorically say that we have very rarely had any trouble parking. This seven-day, ten hour restriction is an extreme reaction which punishes residents more than the intended individuals. There are more reasonable solutions available and I ask that these are considered instead.</p> <p>I have contacted our local councillors alongside our MP Helen Grant to ask for advice and they have been very helpful. Please let me know if there are any other opportunities for us to object this draconian proposal.</p>		
<p>██████████ ██████████</p>	<p>NO ADDRESS PROVIDED</p> <p>Email: ██████████ ██████████ ██████████ ██████████</p>	<p>Regarding the proposed parking restrictions for The Mallows, ME14 2PX ("Waiting Restrictions Order, Variation No. 30, Order 2015").</p> <p>I understand that there are concerns regarding individuals parking on The Mallows in the morning and walking to work. If this is the main concern then a reasonable solution would be an hour restriction e.g. no parking weekdays between 12-1pm. This should be accompanied by a residents' permit so we are able to use the road reasonably.</p> <p>This seven-day, ten hour restriction is an extreme reaction which punishes residents</p>	<p>Objection</p>	<p>Due to the nature of the restriction there is no provision to provide permits for residents</p>

		<p>more than the intended individuals. There are more reasonable solutions available and I ask that these are considered instead.</p> <p>Please let me know if there are any other opportunities for us to object to this proposal.</p>		
<p>██████ ██████</p>	<p>██████ The Mallows, Maidstone, Kent, ██████</p>	<p>I am responding to support the proposed parking restrictions for The Mallows. I attempted to get the council to make it residents only for the Mallows back in 2006 but unfortunately nothing came of it.</p> <p>Commuters, fisherman and visitors to the park using our road for parking is a problem and has been for some time. The 1 hour restriction idea suggested by another resident will not address these. Also people parking in turning areas or on the corner of turns is a safety problem. If there was a fire it could be a problem for the fire engine to access, which is something that cannot be ignored by the council.</p> <p>Whilst we park all our cars on our driveway we would like to have a residents parking permit if our friends or family visit.</p> <p>I am therefore happy to support this as long as we can get a permit.</p>	Support	<p>Due to the nature of the restriction there is no provision to provide permits for residents</p>

<p>UNKNOWN</p>	<p>█ The Mallows, Maidstone, Kent, █</p>	<p>Having received notification of intended introduction of parking restrictions at the above location, I firstly object to the proposal.</p> <p>However I note you can only take into account valid matters sadly these have not been included in the notification can I therefore ask that I be advised so that I may correctly address this matter.</p>	<p>Objection</p>	
<p>█ █</p>	<p>█ The Mallows, Maidstone, Kent, █</p>	<p>Thank you for the proposal letter and in reply to that letter detailing the parking proposal for our street I wanted to raise some concerns. I appreciate that the main reasons for the restriction is to ensure emergency vehicles and waste disposal vehicles etc. have the appropriate access, as is only right, as well as ensuring those of us that live here are no longer impeded by people abusing the capacity to park in our road.</p> <p>I do feel personally it is right some form of restriction is put in place, but I do feel what you propose is too harsh and actually ends up penalising those of us that live here, too much.</p> <p>I should make it clear that by living at █ overall the restriction will not impact us too badly in this house, however I do feel that others in the street would suffer unfairly as a consequence and also the remaining 2 spaces at the foot of our drive, that would have no restriction over them according to your proposal, would become themselves a potential political problem in the street.</p>	<p>Comment</p>	

		<p>To my understanding the issue has been at its worst during the week and partly due to people leaving cars parked to walk in to town for a days work, and with this in mind would it not be just as effective to have a restriction window shorter than that proposed, say for example 10am – 2pm, or 11am – 3pm on the line?</p> <p>Also weekends are often quiet in the road and the suggested restriction will simply limit the capacity of parking for visitors of the residents. Alternatively would a parking permit scheme not be just as satisfying a solution for the residents and ensure the same result?</p> <p>One last side not I would make, the sign at the top of Moncktons Lane which states parking in the roads for people visiting the park is not allowed is obscured by a tree, also it is very high up so really not noticeable at present.</p> <p>I hope this aides your ultimate decision and thank you for being given the opportunity to voice our opinion.</p>		
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Ashburnham Road

Objection	Support	Comment 2
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97

Name	Address	Comments	Objection /Support / Comment	Response
[REDACTED]	[REDACTED] Raymer Road Penenden Heath [REDACTED]	<p>I am writing in regards to the proposal to amend the parking restrictions on ASHBURNHAM ROAD and DOWNS VIEW ROAD, SANDLING. I would like to make representations regarding the proposal, as I believe they are unsuitable, unworkable and will not have the desired effect. My property is sited [REDACTED].</p> <p>Currently vehicles parked on DOWNS VIEW ROAD near to SANDLING LANE appear often to be involved in ` lift-shares' as they are parked early and meeting other vehicles each morning. Residents own about four other vehicles parked on the road. Vehicles parked on this road cause severe congestions in the morning and afternoon when vehicles use DOWNS VIEW ROAD to drive towards Sandling School in order to drop off and pick up children. The congestion, whilst severe at times, is brief –limited to 20 minutes twice a day.</p> <p>Allowing a two-way, single carriage way would</p>	Comments	<p>The proposal is designed to manage the current parking demand in the area, after a site meeting with Local Councillors, representatives from the School and KCC due to the ongoing problems, mainly at school drop-off and collection times.</p> <p>Reducing commuter parking ect will create more availability to park and thus reduce congestion; however any restrictions implemented within residents area will inevitable have an adverse effect on those residents.</p> <p>Vehicle migration may also occur, however this will be monitored, and if necessary further restrictions may need to be considered, although this will need to be managed carefully to</p>

		<p>reduce congestion and allow easier access to the School, however the proposed parking restrictions will not facilitate this. Restricting parking between 1330 and 1400 hrs will, no doubt , prevent commuters parking on the road (they will be displaced elsewhere in the locality) but will only encourage more parents to drive and park near to the school as there will be ample parking as a direct result of the proposed restrictions. The consequence will be the same congestion at school times which I believe you intend to avoid, but will prevent residents parking outside their properties throughout the week, including school holidays when the congestion is not an issue.</p> <p>The situation is similar in ASHBURNHAM ROAD; vehicles parking on the west side of the road are, in this case primarily Sandling School staff. Vehicles generally arrive between 0800 hrs and leave by 1600hrs. The Parking on the west side of the road prevents two-way traffic flow and certainly contributes to congestion at school drop-off and pick-up times. However, crucially the traffic remains slow moving and allows children to cross the road safely. I am inconvenienced by parking on the west side of the road (vehicles parked directly opposite by driveway and cause difficulty existing my property) but I accept this state of affairs.</p> <p>Allowing a two-way, single carriageway on ASHBURNHAM ROAD would again reduce congestions and allow access to the school, however the proposed parking restrictions simply</p>		<p>reduce the impact on residents.</p> <p>KCC did investigate the erection of bollards near the school access however this proved to be difficult due to the drive accesses.</p>
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		<p>prevents sensible parking by Sandling School staff and will encourage more parents to drive to school and park in the now-empty road. This will result in the same physical obstructions that cause congestion in the first place. The current restrictions therefore, simply inconvenience Sandling School Staff, prevent members of my household from parking on the road (when required) and will cause more parents to drive to school. It will also have an impact on parking within RAYMER ROAD and DOWNS VIEW ROAD (northern section) as more drivers will choose park their cars there.</p> <p>I will accept that deliveries to the school are adversely affected during the day due to parking issues, but this is exclusively the result of drivers choosing to park their vehicles on the east side of the road (adjacent to my property) causing a chicane that lorries and school coaches cannot negotiate. During periods of drop-off and pick-up, drivers also choose to flout restrictions on the corner of RAYMER ROAD and ASHBURNHAM by parking on the corner and, most of the time, on the actual pavement- preventing children walking past. I should also add it obstructs my front driveway and dropped kerb; however I rarely use it and is does not concern me.</p> <p>I also have doubts that the parking restrictions will ever be enforced; I rarely witness enforcement officers in the road enforcing the `no waiting at any time` and `zig-zag` restrictions currently. It is this unlawful parking that causes danger to</p>		
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	<p>children and exacerbates congestion, not necessarily the status quo.</p> <p>Consequently, I would make the following recommendations.</p> <ol style="list-style-type: none">1, Do not restrict the west side of ASHBURNHAM ROAD, therefore allowing Sandling School staff to retain the custom of parking close to the school and provide a natural restriction to force traffic to slow down as it approaches the school.2, Extend the 'zig-zag' markings on the west side by an additional 10 metres in order to further encourage no waiting during specified times and allow ease of access into RAYMER ROAD at times of congestion.3, Place 'no waiting at any time' restrictions on the east side, extending to the existing restrictions north and south, of ASHBURNHAM ROAD to prevent inconsiderate parking that prevents delivery and coach access to the school.4, Extend 'no waiting at any time' restriction on the DOWNS VIEW ROAD further north (about 15 metres) from the existing restrictions SANDLING LANE to allow cars to pass queuing traffic waiting to exit onto SANDLING LANE. Continue with the proposed restrictions for the remaining section of road.5, Consider placing (attractive) bollards at the edge of the footway at the corner of RAYMER ROAD and ASHBURNHAM ROAD to prevent waiting. This will allow children to not only use the footpath without obstruction, but also to cross with full view		
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		<p>of the road and allow traffic to exit RAYMER ROAD without obstructing vehicles entering. (I have considered placing large white-painted rag stone blocks on the pavement myself).</p> <p>Sir, I therefore respectfully request that the proposal is reviewed and my observations taken into account. I write to you with impartial views ██ ██ I accept the inconvenience of the current parking situation and congestion, but I also see the need to improve it.</p>		
Councillor Jenni Paterson	██████████ ██████████ ██████████ ██████████ ██████████ ██████████	<p>The proposed restrictions will lead to the displacement of vehicles into surrounding roads which do not benefit from any road traffic restrictions, giving rise to considerable inconvenience to the people who live there. Hillary Rd, Bannister Rd and The Hedges already suffer from all day commuter parking with no spare capacity as you will be aware. The consequence will inevitably be that any displaced vehicles will be parked in the number of unadopted roads in the surrounding area.</p> <p>Down Rd, an unadopted road off Downs View Rd. has suffered for years from inconsiderate parking and additional wear and tear to the road surface and verges to the dismay of residents.</p> <p>Whilst the safety of children is paramount Sandling School seems to have done little over the years to attempt to address a problem which is partly of their making.</p>	Comment	

John Street

Objection 4	Support 1	Comment
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Name	Address	Comments	Objection /Support /Comment	Response
██████████	██████ Thornhill Place, Maidstone, Kent, ██████████	We are writing this letter to express our utter disbelief and objection to the proposed parking changes t John Street (waiting restrictions order no 30 order 2015). If the planned changes go ahead and the single yellow lines get changed to double, where will the residents who rely on these parking spaces after 5pm and weekend park? There are not enough spaces as it is, is the council going to provide alternative parking as this scheme will mean we lose around 10 spaces. My husband and I have lived here for 18 years now over the years things have changed originally the parking was free, bays have been reduced in size and more disabled bays have appeared, we understand this but what about the other residents? We pay quite happily each year for our parking permit and visitors permit but it now seems what for? We should be able to park in the area we live other wise how can you charge for something you cannot provide. There are certain residents who do not have permits such as the large red home serve van who has caused continuous problems with our rubbish being collected, he just takes a chance and moves the van, how is this fair? We don't	Objection	

		<p>feel there is a problem and my neighbour ■■■ has spoken to a parking attendant who felt there was not a parking problem and rarely an issue, we feel this is another money making scheme by the council to draw in more revenue, as this parking restriction will make it even easier to ticket more and more cars, I hope these plans do not go ahead as it make parking even more stressful than usual it also alters your life, you have to think about going out later in the evening as if you have a space in the day the likely hood of getting a space when you return is practically impossible which is when the single yellow line is helpful, we hope that enough protest as all neighbours feel very strongly about this issue.</p>		
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<p>██████ ██████</p>	<p>██████ Thornhill Place, Maidstone, Kent, ██████</p>	<p>I am writing this letter to express my utter disgust and objection to the proposed parking changes t John Street (waiting restrictions order no 30 order 2015). If planned changes go ahead and the single yellow lines get changed to double, where will the residents who rely on these parking spaces after 5pm and weekend park? Is the council going to provide other parking spaces as we will lose around 10 spaces? I feel this is a blatant money making scheme on the councils part, the council know the residents will be forced to park in said areas as there is not enough parking spaces now. With things as they are there is at least one space to park in the area when I get home in the evening or weekends. There will be no legal parking at all if the plans go ahead and I feel that the £100 we pay for 2 residents and visitors permits will be an utter waste of money as I won't be able to park. I may as well take my changes and not bother paying for permits and hope for the best as I will be forced to park on double yellows so what's the point of paying £100 for a permit when I'm going to get parking fines anyway. I don't feel there is an issue with things as they are, I even spoke to a parking attendant in John Street to gauge his opinion on it and he said he felt there was no need to do this as parking was not an issue on the road. I've also spoke to a number of residents and they obviously feel the same as me, I just hope they express there disgust too. I hope these plans</p>	<p>Objection</p>	<p>The proposal is designed to manage the current parking demand in the area and migration of vehicles may occur, however this will be monitored, and if necessary further restrictions may need to be considered, although this will need to be managed carefully to reduce the impact on residents.</p>
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		do not go ahead as it will make living in an area that I love living in a nightmare and to top it off it will also make selling up harder too		
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<p>[REDACTED]</p>	<p>[REDACTED] JOHN STREET, MAIDSTONE, KENT, [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>	<p>I am writing to object to</p> <p>THE KENT COUNTY COUNCIL (BOROUGH OF MAIDSTONE) WAITING RESTRICTIONS ORDER (VARIATION NO. 30) ORDER 2015</p> <p>John Street; DYL, South-west side, From its junction with Peel Street for a distance of 23 metres in a south-easterly direction, From a point 30 metres south-east of its junction with Peel Street to its north-west junction with Thornhill Place, From its north-west junction with Hardy Street for a distance of 8.5 metres in a north-westerly direction, From its south-eastern junction with Hardy Street for a distance of 12 metres in a south-easterly direction, From its junction with Boxley Road for a distance of 11 metres in a North-westerly direction.</p> <p>The reasons for my objection are that:</p> <ol style="list-style-type: none"> 1. There is not enough parking in John Street at present. The single yellow lines are filled with parked cars every evening and weekend, so removing this facility would effectively halve the on street parking for residents after 5pm and on Sundays. 2. There is no other parking currently available in this area. There are no reasonable sized car parks for residents and currently not sufficient parking for residents. 	<p>Objection</p>	
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		<p>3. The council's communication of these proposed plans has been inadequate. There have been few signs and no other information given to residents. It would also be helpful if residents had the option to respond to this planning notice using email or through a website.</p> <p>4. There is no reason stated for the proposed changes, nor has there been any consultation with the residents regarding this planning notice that I am aware of.</p> <p>5. Residents currently have to pay to park in the form of parking permits. To overload the current parking bays would not be good value for money.</p> <p>I look forward to your response and would appreciate a receipt to confirm my objections have been received (please feel free to use email).</p>		
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<p>██████████ ██████████</p>	<p>██████ John Street, Maidstone, Kent, ██████████</p>	<p>Re. The Kent County Council (Borough of Maidstone) Waiting Restrictions Order (Variation No. 30) Order 2015</p> <p>I would like to object to the above waiting restrictions order.</p> <p>The grounds for my objections are as follows:</p> <ul style="list-style-type: none"> • I am a resident on John Street and there is already very limited parking on John Street and the surrounding roads. • There are more residents/vehicles than there are spaces available. • Due to the insufficient parking in the area with the <i>current</i> parking restrictions, drivers often park too close to other vehicles. This often leads to damage of vehicles and sometimes means that people are blocked in. I regularly come out to my car to find that it has been scratched and have been late for work on occasions where I have been blocked in by others. I have also witnessed a number of heated arguments between people due to damage to vehicles or being blocked in. • The current difficulties with parking understandably increase stress levels in residents and I know that I often become anxious about whether I am going to be able to park on the return from my journeys. 	<p>Objection</p>	
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		<ul style="list-style-type: none">• I rely on parking on the single yellow lines when I return from work, as all of the bays are full. I currently pay for a residents and visitors parking permit and am very rarely able to park in a bay, due to the high volume of residents with cars and the limited parking. I am therefore already not receiving the service I am paying for.• The current parking is so difficult that people put up their own signs, put out cones to reserve places, and there is a man with a garage next to me, who has painted his own double yellow line that extends beyond the access to his garage.• In a recent incident, the man who has painted his own double yellow line became very aggressive towards me and my boyfriend, when I parked with a wheel over his painted line. Although I was not causing an obstruction to his garage, he repeatedly banged on my door in a very aggressive manner at 8am. He was then verbally aggressive and assaulted my boyfriend when we tried to explain that I was not causing an obstruction and I had only parked there because there was nowhere else for me to park.• If the proposal of prohibiting waiting at all times on the locations suggested is approved this is going to make an		
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		<p>already unmanageable situation worse. People will be forced to either park illegally or will have to park a long way away from their house.</p> <ul style="list-style-type: none">• I am [REDACTED] and part of my role involves being "On Call", which involves assessing young people who have deliberately harmed themselves or have taken overdoses and are often at risk of suicide. It is important that I am able to get to my car quickly in the event of a crisis. If I have to walk a long distance to get to my car, this will delay my journey and will affect the quality of care that young people and their families receive. <p>I hope that you take my grounds for objection into consideration.</p> <p>If you would like any further information then please do not hesitate to get in contact with me on [REDACTED]</p>		
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Councillor Jenni Paterson	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>I do have concerns about the extension of the double yellow lines from the junction of Peel Street and the consequential effect this will have not only on customer / delivery parking for Peel Street Stores and the fish and chip shop opposite but also the reduction of much needed residential parking.</p> <p>I hope these observations are constructive in reaching the final decisions which local residents will live with on a daily basis.</p>	Comment	
Councillor Ian Chittenden		<p>I fully support the St. Johns Street proposal. Some of the corners in that area are almost impossible to go round when everyone parks at night.</p>	Support	

High Street, Marden Bays

High Street, Marden Restrictions

Objection 2	Support	Comment 2	Objection 1	Support	Comment
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112

<p>[REDACTED]</p>	<p>[REDACTED] High Street, Marden, Kent, [REDACTED]</p>	<p>With reference to the proposed on the above in changing the parking to 4 hour waiting bays in the High Street of Marden. I strongly object to the change in parking due to living and working at the above address for which I and several residents would be affected.</p> <p>It would be very difficult for me to keep moving the car while in a consultation with a customer. The only other place is the car park behind the library which is being filled up with commuters and they also use the High Street instead of the station car park. I have children so it is much more helpful if my car is near my house and not a few minutes' walk away. It would not be possible for me to move my car 4 hours later if I have travelled by train somewhere or travelled with someone else, which I do sometimes. I can see there is a need for a disabled parking spot for the chemist and the</p>	<p>Objection</p>	
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		<p>hairdressers older clients.</p> <p>If you also brought back the restriction time in the library car park to stop commuters parking that might help or to give residents permits to park. Another issue is that on the corner by The Unicorn near me, there should be a drop in speed limits as I have seen school children coming off the school bus with almost fatalities due to people not dropping their speed on the corner. I have had a few near misses with my children and had to cross over further towards the farm shop.</p>		
<p>██████ ██████</p>	<p>Marden Pharmacy 2 High Street Marden</p>	<p>I realise that the appeal date for the above has passed, but the above notice which was not placed in a very obvious place has just been brought to my attention.</p> <p>At Marden Pharmacy we offer a free daily prescription service to house bound patients in the area and run a van for this purpose which we park outside the pharmacy. If the above proposal goes ahead this service will have to stop and presumably social services will have to make arrangements for these patients to get their medicines.</p> <p>Furthermore, we employ pharmacists from outside the area as none are available locally; they need to have their cars available for emergency visits and deliveries to patients so on call provision would be</p>	<p>Comment</p>	<p>The proposed bays will have a waiting limit of 4 hours which therefore should not adversely affect the delivery service.</p> <p>Staff could park with the village car park which is only a short walk from the pharmacy.</p> <p>Permits,</p>

		<p>made impossible.</p> <p>I know parking issues are a problem and suggest that if the restriction is to go ahead the pharmacy is allowed a permit to overcome the above problem.</p>		
<p>██████ ██████ ██████</p>	<p>██████████ ██████████ ██████</p>	<p>I am writing to object to the proposal to place double yellow lines outside the post office in high street marden</p> <p>I have been the postmaster in marden since september 1993 and during that period there have never been any serious vehicle related problems with the road outside and when we are in the post office counter area we are looking out at the road all day long.</p> <p>The placing of double yellow lines outside the post office would probably finish our business all together as well as causing problems for a lot of our customers, it is hard enough making a living these days in a small post office business as it is.</p> <p>We are both a newsagent and post office as it is very difficult for a small business to survive as just a post office</p>	<p>Objection</p>	

		<p>In the morning we rely a great deal on passing trade i.e. Customers stopping on their way to work to buy a paper and other items, this makes up a large proportion of our trade, double yellow lines would kill of all this trade.</p> <p>Also a large number of elderly people in the area often with mobility problems are dropped off outside the post office by friends and relatives to collect their pensions, pay bills or draw cash, in many cases this is their only outing of the week and double yellow lines would stop this practice as well, most only stop for a short period, as we un an efficient counter service.</p> <p>Recently the high street was resurfaced and for about a week there were no road marking at all and during that period no vehicle related problems arose.</p> <p>We already have a single yellow line outside the post office and i am asking you not make it a double line which will help to ensure the survival of the marden post office, as you probably know Post Office ltd are making it hard for postmasters to survive these days with village sub post offices disappearing all the time, without other influences putting another nail in the sub post office coffin.</p> <p>I hope you will cancel this proposal and leave things as they are.</p>		
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	<p>SAME AS ABOVE</p>	<p>I am writing in response to your proposal Designated Parking Places Order (variation no 11) order 2015 in high street marden.</p> <p>I have lived in the High street now for over 20 years and have used the area for parking as it is the only place in the high street we can now park because of other parking restrictions.i.e the half hour restriction between 1330 and 1400.</p> <p>I realise this measure is probably to stop commuters parking all day in this area, however for the sake of a odd commuter parking there you are penalising the local residents who will be left now with no unrestricted high street parking.</p> <p>We have a local car park but it is usually full and no one would want to leave a car parked there over night because of local vandals.</p> <p>The only option you are leaving us is to park outside other people's houses on nearby housing areas, an option which would only cause complaints from residents there.</p> <p>If you are going ahead with this proposal (which i hope you do not),could you provide local residents in the high street with permits to override these parking restrictions on both sides of the High street, (which would also stop the problem of commuter parking.)</p>	<p>Objection</p>	

<p>[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>	<p>[REDACTED] [REDACTED] [REDACTED] High Street, Marden, Kent.</p>	<p>Regarding the proposed parking restrictions Marden: designated parking places order (variation no.11) order 2015.</p> <p>We live in Marden High Street where there are four businesses and four residences. There is a parking layby in front of the eight properties and the new order proposes that a parking restriction be put in place whereby parking between 8.00am and 6.30pm is restricted to a four hour period with no return within one hour.</p> <p>Firstly, we are very pleased that Maidstone Borough Council is aware of the parking problems that do exist in Marden and has put forward a series of integrated proposals throughout the village. In the past, further problems have arisen after new parking restrictions were put in place as they were not fully integrated; the new integrated proposals are very sensible.</p> <p>There is currently a problem with commuter parking as some commuters, who live outside the village, are using both the village car park and on-street parking which is unfair to both businesses and residents. When I have spoken to them, they have demonstrated no consideration for those who live and work in the village, including the disabled and elderly, and so we realise that restrictions seem to be the only answer. It is upsetting to see a commuter car parked outside our houses and shops for many house making it well-nigh impossible for</p>	<p>Comment</p>	
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	<p>elderly residents who have limited mobility use the barber shop. My own father had great mobility difficulties and when he visits, my mother need to park close to our house.</p> <p>There is also a problem with visitors to the bowls club who seem reluctant to use the village car park and who often park in the parking layby in the High Street or on the street for hours on end much to the inconvenience of local residents and shopkeepers. It is frustrating to see the village car park virtually empty at weekends at the same time as the High Street is crammed for hours with cars belonging to visitors to the bowls club.</p> <p>We do also welcome the proposal to have marked parking bays in the parking layby in front of our houses as it is frequently annoying when looking for a parking space to see vehicles badly parking thus limiting the number of parking spaces. The proposed yellow lines on the corner in front of the post office are also a very good idea; it is often extremely dangerous when cars park there as it limits visibility for both approaching vehicles and pedestrians.</p> <p>The only further comment that we would like to make is a plea for parking permits for those who live in the High Street for when the restrictions come into place. I know that a similar system operates in Staplehurst where there has also been a problem with commuter parking. There are several reasons for this request:</p>		
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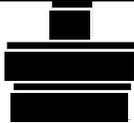
		<ol style="list-style-type: none">1. We could also end up with the situation that if we went on holiday by train (as we did earlier this summer) then we would have to get someone to move our car to the library car park and then back to the High Street every day or face daily parking fines which is clearly ridiculous (and not good for the environment either).2. Although we both work, when we have a day off we often use public transport to travel to a nearby town such as Tunbridge Wells. If we could not leave our car at home, we would have to travel always by car thus adding to the congestion on the roads. I need a car as it is not possible to travel to work by public transport; when we moved here thirteen years ago we made the decision to have only one car as despite there being enough space outside our house for two vehicles, we realised that parking places would be limited.3. We do sometimes have a builder, plumber or electrician come to do work on the house and they need to park closely as they have heavy equipment which they need to fetch throughout the day. It would not be practicable for them to park in the car park and they would be able to use our parking permit for the day.4. Two of our neighbours have babies and toddlers. It would be dangerous for them to leave the children alone whilst they re-park		
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		<p>their car after four hours.</p> <p>Therefore, while we do genuinely welcome some integrated thinking regarding parking in the village, we hope that it will not simply make a bad situation worse by penalising residents and businesses. Hence as a minimum, we do request that any changes are accompanied by granting at least one residents permit per property (whether commercial or domestic) exempting a designated vehicle from the restrictions.</p> <p>We realise there is no 'magic wand' and that the centre of the village evolved before the motor car but your new proposals coupled with parking permits do seem the best way forward.</p>		
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Heathfield Road

Objection	Support 2	Comment 1
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121

	<p>■ Heathfield Road, Penenden Heath, Maidstone, Kent, ■ ■</p>	<p>I am writing to state my support for the proposal to prohibit waiting at all times (using double yellow lines) at the eastern end of Heathfield Road. These yellow lines will run directly along the northern perimeter of my residence and I am fully supportive of this proposal.</p>	Support	
	<p>■ Heathfield Road, Penenden Heath, Maidstone, Kent, ■ ■</p> <p style="text-align: center;">SAME RESIDENCE AS ABOVE</p>	<p>I am writing to state my support for the proposal to prohibit waiting at all times (using double yellow lines) at the eastern end of Heathfield Road. These yellow lines will run directly along the northern perimeter of my residence and I am fully supportive of this proposal.</p>	Support	

Councillor Jenni Paterson		As this road is used as a rat-run to avoid the Penenden Heath mini roundabout I would have thought that the removal of parked cars other than at junctions (for safety) would only increase the speed of vehicles using it and the lack of obstructions would add to the useage of this road as a quick shortcut. A consequence of which will be additional traffic at the junction with Boxley Road where the visibility is limited, likewise traffic coming the other way and increasing the amount of vehicles exiting onto the difficult junction at Penenden Heath Rd.	Comment	
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St. Laurence Avenue

Objection 1	Support	Comment
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123

		<p>Following my discussion with [REDACTED] (Parking Operations) I write to object to the plan to implement double yellow lines to St Laurence Avenue, Twenty Twenty Industrial Estate. I have pasted details of the relevant County Council proposal below (Variation 30). Thank you for taking this feedback as agreed on 17 August.</p> <p>I object to the plan because of the following:</p> <ul style="list-style-type: none"> • The company (Allsands) that requested the change no longer uses the road. • The plot of land previously occupied by Allsands is vacant. It seems unlikely that the new tenant will request the same change. • The change described to me by [REDACTED] is 	Objection	<p>I can confirm that the initial request to place restriction in this location was received from the company that no longer reside at the address, as the restrictions are no longer required as the property is currently unoccupied and due the difficulties the placing of the restrictions could create we will no longer proceed with the proposal.</p>
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		<p>for double yellow lines to run 30 metres east and 15 metres west from the junction with St Barnabas avenue. This is not near to the ex-Allsands plot or gates.</p> <ul style="list-style-type: none">• St Laurence Avenue (south side) is used by workers and visitors for most of the businesses on the street.• There are rare times when the street is full of vehicles on the south side. Removing almost 45 metres of parking space would result in this becoming a frequent occurrence.• When the south side of the street has no parking space available cars park on the pavement of the north side of the street. This reduces safety, visibility and space for pedestrians using the street.• The street is used by heavy goods vehicles which will not benefit from the proposed double yellow line, however will be affected by trying to drive through a chicane of cars.• The heavy goods vehicles could cause damage as they try to move through cars parked on both sides of the street.• The limited visibility of having a narrow use-able road section could result in injury to vulnerable road users such as cyclists and pedestrians.		
		<p>Please do not implement these double yellow lines to St Laurence Avenue. It does not seem</p>		

		<p>to be of benefit to anyone. It may cause a safety risk to vulnerable roads users and damage risk to cars. It will reduce the parking available to businesses that currently use the road.</p> <p>I would be happy to discuss these points in more detail. I would be grateful if you could confirm the timescale for consultation and planning of changes.</p>		
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Sandling Road

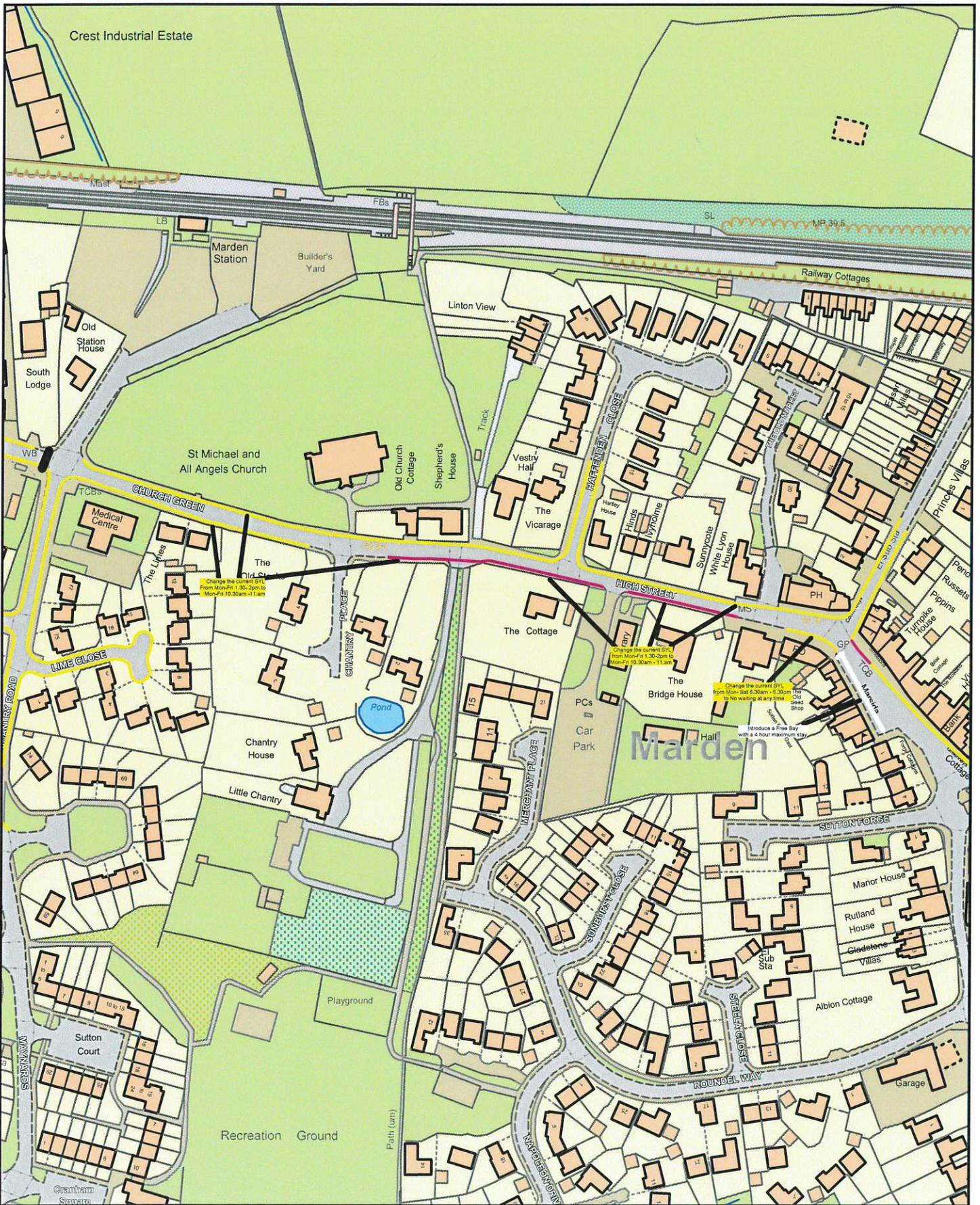
Objection	Support	Comment 1
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126

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<div style="background-color: black; width: 100%; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 100%; height: 15px;"></div> <p>(SAME AS</p>	<div style="background-color: black; width: 100%; height: 15px; margin-bottom: 5px;"></div>	<p>Thanks for the info. I really can't understand why any</p>	Comments	

ABOVE)		<p>resident would not want the resident scheme enforced 24hr. Ive lived here 20 years and never once spoken to anyone of that opinion since this system was forced on us and promised that it would be free.</p> <p>There are no businesses in Sandling Road that would need more than 5 min parking here, and most of those are open only in the evenings, so the extra pressure this is going to put on the resident bays is inevitable especially early evening/morning.</p> <p>The double yellow lines on the southern end is a good idea.</p> <p>I'd like to know the reasoning behind changing a system (eastern single yellows) that has worked well enough for 15 years?</p> <p>It is the evening parking habits of the many delivery drivers for the takeaways, parking on the junctions, double yellows as well as speeding and the chaos caused by the football matches that really needs to be</p>		
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		<p>addressed, not the odd shopper wandering the mile into town on a Saturday afternoon.</p> <p>Also none of it will be enforceable if the Hedge is allowed to grow over the signs as it has over the last 10 years.</p> <p>I am part of a Resident group where this has been discussed and 100% of that people in that group specific to Sandling Road are against this change, If our opinion is not worth considering now because of historical results (I'd also be interested to see the data) when is it going to be important?</p> <p>Sadly I can see the residents being the only losers here as usual.</p>		<p>We have no plans to change the current residents parking to residents only, we did however put forward a proposal to change the waiting times in North 1 in 2013 however not approved due to objections received, we did however change the upper section of Sandling Road to 30 mins as this was supported.</p> <p>We also have no record of any other correspondence received</p>
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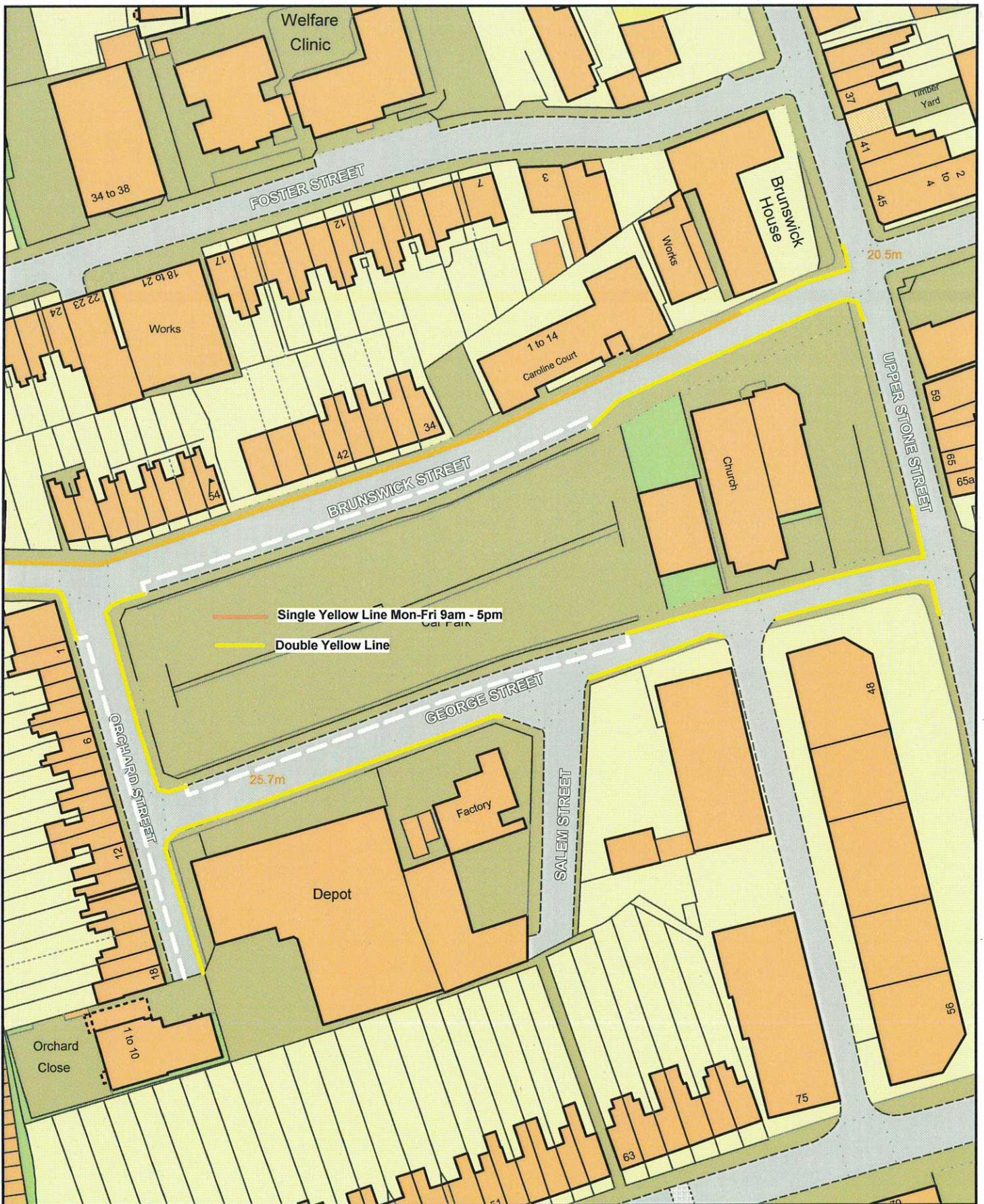
Marden Amendment



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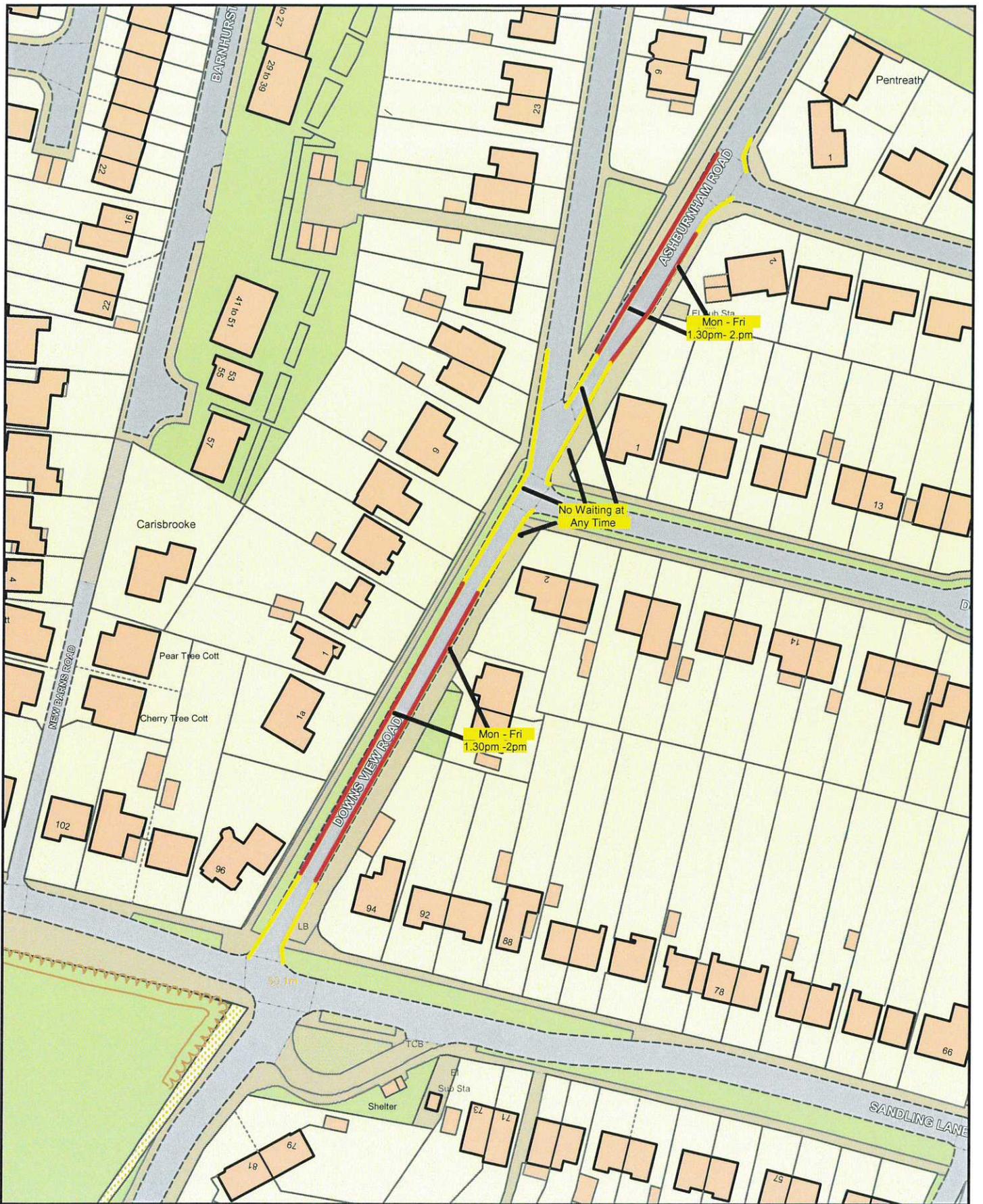
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Brunswick Street / George Street



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Downs View Road

Ashburnham Road proposal



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The Mallows



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Heathfield Road Proposals



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Tarragon Road Scheme



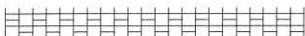
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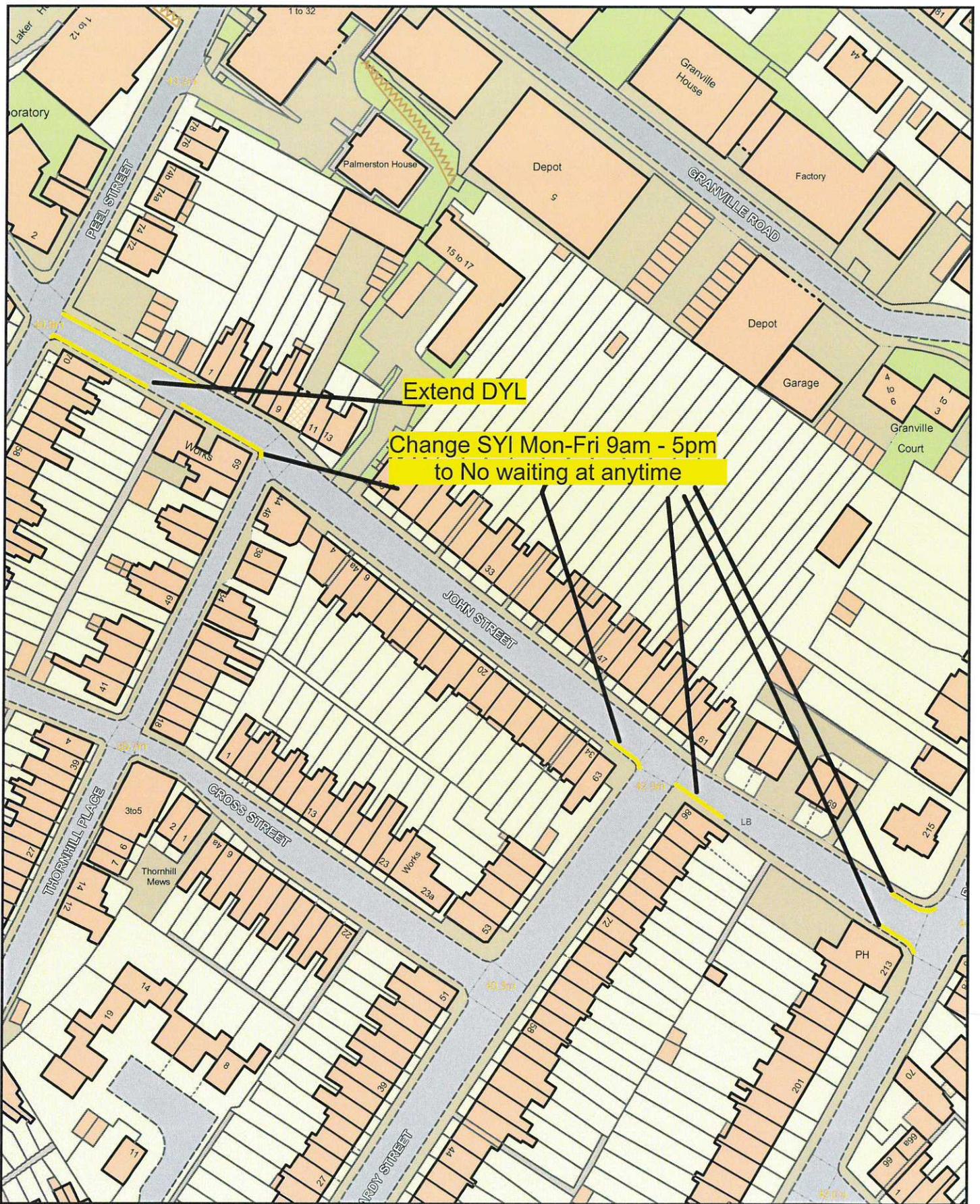
Waterlow Road Proposal



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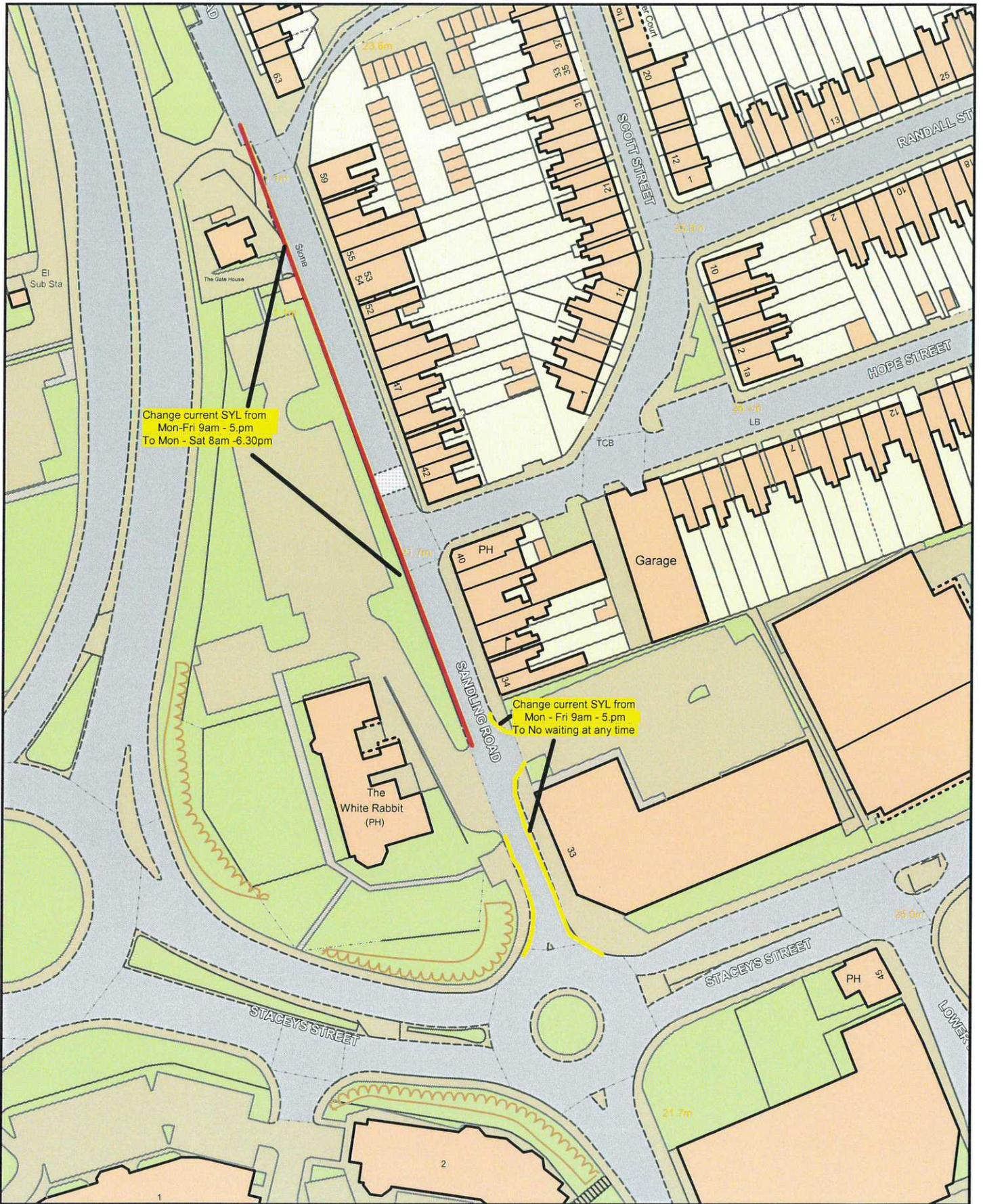
John Street Proposal



0 1 2 3 40m



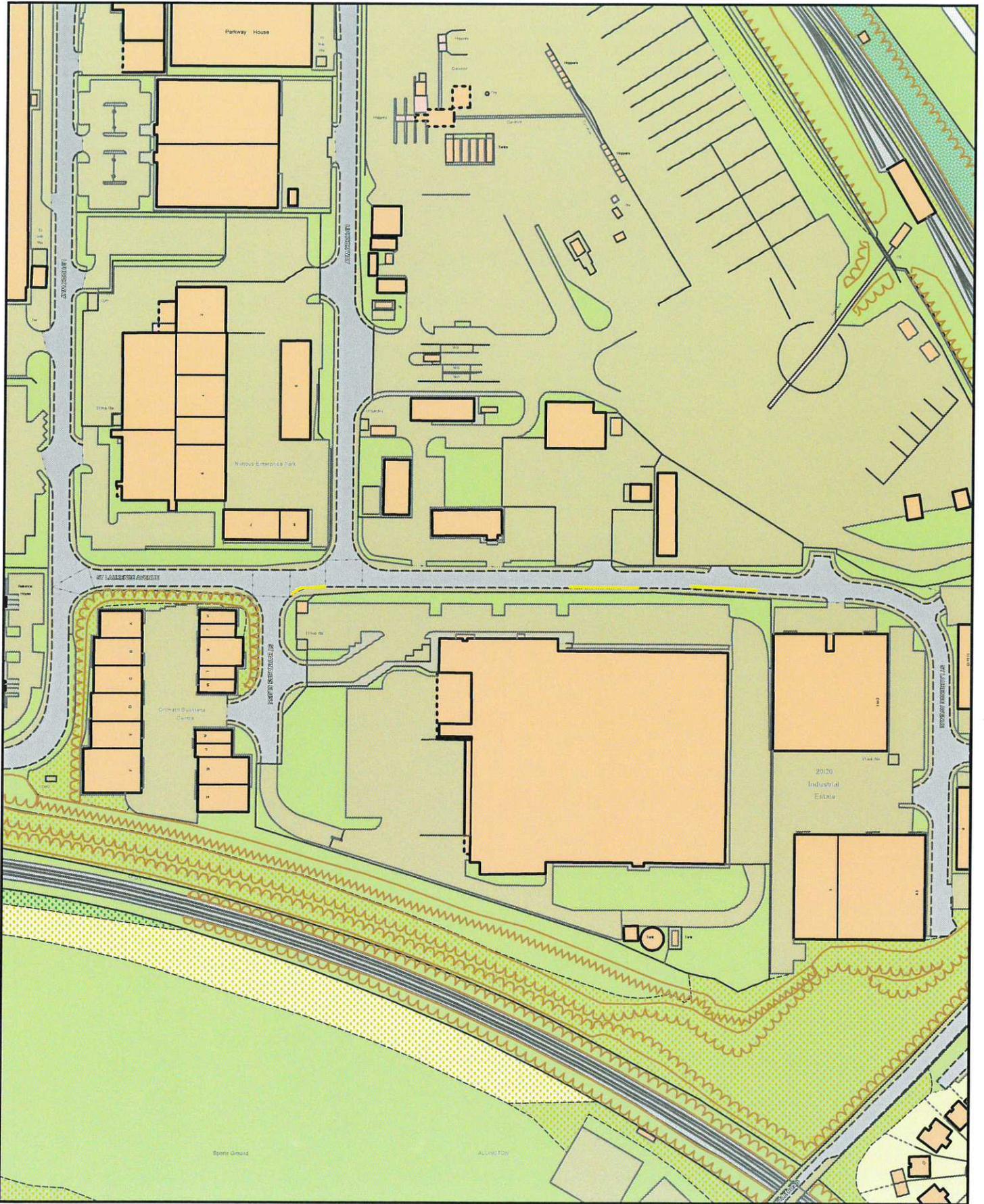
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Sandling Road Proposal



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St Laurence Avenue Proposal



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