

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Wednesday 12 January 2022

Time: 5.00 pm

Venue: (Informal) Remote Meeting - The Public Proceedings of the Meeting will be broadcast live and recorded for playback on the Maidstone Borough Council Website.

Membership:

Councillors Brown, Burton, Cannon, Carter, Chittenden, Clark, Cooke (Vice-Chairman), Cooper, Cox, Cuming, Daley, Fort, Hinder, Khadka, Parfitt-Reid, Prendergast, T Sams, Springett (Chairman), S Webb and Wilson

The Chairman will assume that all Members will read the reports before attending the meeting. Officers are asked to assume the same when introducing reports.

AGENDA

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Urgent Items
4. Notification of Visiting Members
5. Disclosures by Members and Officers
6. Disclosures of Lobbying
7. To consider whether any items should be taken in private because of the possible disclosure of exempt information
8. Minutes of the Meeting held on 13 January 2021 1 - 6
9. Presentation - 20MPH Speed Limits

Notice has been given pursuant to Council Procedure Rule 13 of the intention to present a petition in the following terms:

'I hereby petition Kent County Council to introduce a default 20mph speed limit in Bower Mount Road and its surrounding roads including Cornwallis Rd, Oakwood Rd and all other residential roads in Maidstone'

Issued on Tuesday 4 January 2022

Continued Over/:

Alison Broom

Alison Broom, Chief Executive

10. Questions and answer session for members of the public (if any)	
11. Maidstone Joint Transportation Board Work Programme	7
12. A229 and A249 Links between M2 and M20 - Verbal Update	
13. Update on the Kent Rail Strategy 2021 - 2026	8 - 11
14. Hart Street-Barker Road – Options Report	12 - 18
15. A229 Blue Bell Hill Improvement Scheme	19 - 23
16. Maidstone Integrated Transport Package - to follow	
17. Maidstone Highway Works Programme	24 - 43

INFORMATION FOR THE PUBLIC

In order to ask a question at this meeting, please call **01622 602899** or email committee@maidstone.gov.uk by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Monday 10 January 2022). You will need to provide the full text in writing.

If your question is accepted, you will be provided with instructions as to how you can access the meeting.

In order to make a statement in relation to an item on the agenda, please call **01622 602899** or email committee@maidstone.gov.uk by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Monday 10 January 2022). You will need to tell us which agenda item you wish to speak on.

Please note that as this is an informal meeting of Board, there will be no formal recommendations or decisions resulting from the meeting. The meeting will be held virtually and webcast live onto the Council's YouTube Channel.

To find out more about the work of the Board, please visit www.maidstone.gov.uk.

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON WEDNESDAY 13 JANUARY 2021

Present: Councillors Bird, Brown, Chittenden, Clark, Cooke, Cooper (Chairman), Cox, Cuming, Daley, Hinder, Hotson, Kimmance, Prendergast, T Sams and Wilson

Also Present: Councillors English and Springett

187. APOLOGIES FOR ABSENCE

Apologies were received from Councillors Brindle, D Burton, Carter, Stockell and Wilby.

188. NOTIFICATION OF SUBSTITUTE MEMBERS

Councillor Mortimer was present as Substitute Member for Councillor Wilby.

Councillor Perry was present as Substitute Member for Councillor Brindle.

189. URGENT ITEMS

There were no urgent items.

190. NOTIFICATION OF VISITING MEMBERS

Councillors English was present as a Visiting Member for Item 14 – Emergency Active Travel Fund – Maidstone.

Councillor Springett was present as a Visiting Member for Item 13 – Verbal Update – Update Following the End of the Brexit Transition Period and Item 14 – Emergency Active Travel Fund – Maidstone.

191. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

192. DISCLOSURES OF LOBBYING

Councillors Bird, Cooke, Cox, Cuming, Kimmance, Perry and Prendergast had been lobbied on Item 14 – Emergency Active Travel Fund – Maidstone.

Councillors Cuming, Kimmance and Perry had been lobbied on Item 15 – Update on the Leeds Langley Relief Road – MJTB Resolution 14 October 2020.

193. EXEMPT ITEMS

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

194. MINUTES OF THE MEETING HELD ON 14 OCTOBER 2020

RESOLVED: That the Minutes of the meeting held on 14 October 2020 be approved as a correct record and signed at a later date.

195. PRESENTATION OF PETITIONS

There were no petitions.

196. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

There were two questions from Members of the Public.

Question from Mr Duncan Edwards to the Chairman of the Maidstone Joint Transportation Board

'This meeting agenda includes the results of the Active Travel Fund tranche 1 in King Street and reports: "response to the attitudinal surveys has been positive". Surveys across the country have borne out the desire of around 80% of the public for improved cycle infrastructure.

The tranche 2 Active Travel Schemes are now in consultation across Kent, but the committee will be aware that there is more to this than just a funding stream, it is part of an initiative called Gear Change run by the Department for Transport which is supported by a set of infrastructure standards called LTN1/20.

The DoT intend to make future funding dependent on audited compliance with LTN1/20 so should Kent adopt this standard now for all new cycle infrastructure schemes?'

The Chairman responded to the question.

Mr Edwards asked the following supplementary question:

'Many residents in Maidstone feel they have critical congestion in their area and this affects all road users in terms of delays, pollution and road safety. Sometimes residents, KCC and MBC agree on critical congestion issues, but despite this there is a definition of what congestion isn't but not for what it is. This is a central government issues, but this gives local pain. Is there anything we can do locally to seek a resolution?'

The Chairman responded that a written response would be provided.

Question from Mr Chris Passmore to the Chairman of the Maidstone Joint Transportation Board

'As a long-term driver and occasional cyclist of Hermitage Lane it can take over 15 minutes to cover the 2 miles and is clear that the level of congestion in the road will continue to increase with even more developments along the road some of which are in the TMBC area. This increasing congestion will critically affect access to Maidstone Hospital for Emergency Services and staff as well as local residents and those travelling from further afield to go to and from the M20. I understand that there was a good and productive meeting about one part of the solution after the last JTB however there needs to be effective "cross border working" to create a holistic plan for the whole "Hermitage Lane Corridor" to secure the right contributions from all the developers to manage all aspects of the road, including having an effective active travel plan for the whole length of the road.

This problem is highlighted by the fact that there isn't even the money to develop the short but extremely hazardous stretch between the Barming Station and Maidstone Hospital which is used by many 10's of pedestrians and cyclists each day.

What can be done by MBC or KCC to ensure this and other projects involve collective working with both sides of the border?'

The Chairman responded to the question.

Mr Passmore asked the following supplementary question:

'Looking at the minutes of the last meeting, covering Section 106 schemes, it is stated that that is still a shortfall of funding gap for the cycle way improvements between Barming Station and the hospital. How close are we to closing this gap and is there a timeline for the improvements to be made?'

The Chairman stated that a written response would be provided.

The full responses were recorded on the webcast and were made available to view on the Maidstone Borough Council Website.

To access the webcast recording, please use the link below:

<https://www.youtube.com/watch?v=PWtM45e08uM>

197. MAIDSTONE JOINT TRANSPORTATION BOARD WORK PROGRAMME

It was requested that the A26 Tonbridge Road junction with Fountain Lane and the junctions within the Junction Improvement Plan be added to the work programme.

It was confirmed that the Board's request that the previous A274 Willington Street/Sutton Road scheme would not be added to the work programme as the scheme was no longer available.

The Rail Project Manager would be invited to attend the next meeting of the Board following the publication of the Kent Rail Strategy 2021-2026.

RESOLVED: That the Board Work Programme be noted.

198. 20 MPH DEFAULT SPEED LIMIT ON NEW HOUSING DEVELOPMENTS

The District Manager introduced the report and noted that the Kent Design Guide (KDG) required that all new developments have design speeds of 20mph through the road layout and traffic calming measures. The KDG was currently under revision, however this principle would remain.

No policy or requirement existed to install a 20mph speed limit on those roads designed with a target speed of 20mph or lower; additional signage and road lining measures were therefore deemed unnecessary. The District Manager highlighted that Kent Police would not be able to enforce 20mph speed limits, in reference to public expectations should the speed limit be introduced.

The Board expressed concerns on Kent Police's inability to enforce speed limits, with the Kent County Council (KCC) Well Managed Highways Framework and Vision Zero – Road Safety Strategy for Kent 2021-2026 referenced. The comments received would be passed to the relevant teams at KCC, with any response given to be shared with Members of the Board.

RESOLVED: That the report be noted.

199. VERBAL UPDATE - UPDATE FOLLOWING THE END OF BREXIT TRANSITION PERIOD

The Senior Highway Manager gave a verbal update and stated that the traffic management plan, as presented during the Member Briefing at the 14 October 2020 Board meeting, had been implemented since 1 January 2021. The border control issues between the United Kingdom and France over the Christmas period had provided the opportunity to test Operation Fennel.

Travellers to France would continue to be tested for Covid-19 before travelling for the foreseeable. Fewer vehicles than expected had been recorded since Operation BROCC's implementation.

In response to questions, it was confirmed that British hauliers have up to 28 days to pay fines, with any other haulier expected to pay fines immediately or their vehicle would be clamped. Due to Covid-19, the number of CSAS officers available to patrol the M20 following the Junction 8 roadblock had decreased. Police Officers would be present until additional Highways Officers were available. There were no plans for an additional Government inland border facility in Kent.

The Board expressed their thanks to all Officers involved for their hard work in recent weeks.

RESOLVED: That the verbal update provided be noted.

200. EMERGENCY ACTIVE TRAVEL FUND - MAIDSTONE

The Senior Major Capital Programme Project Manager introduced the report and referenced the Emergency Active Travel Fund created in direct response to the Covid-19 pandemic. The Tranche One schemes had been implemented without prior consultation, which had become a requirement for Tranche Two schemes.

It was confirmed that the King Street pop-up cycle lane would be removed due to the Council's upcoming bus station improvement project, most likely in February 2021.

Two attitudinal surveys had been undertaken on the King Street and Earl Street schemes. In response, a permanent King Street scheme would be considered in line with the government guidance for cycleways and prior public consultation. The Earl Street scheme would be retained for the foreseeable future, with further consideration to be given to moving the parklets and parking to maximise their utility and local economic recovery once the lockdown period ended.

A consultation process on the concept of the Tranche Two schemes was ongoing, with further consultation to take place once the schemes to be taken forward had been decided.

The Board expressed support for the public consultations to be undertaken and highlighted the importance of disability parking bays. The Senior Major Capital Programme Project Manager extended a meeting invitation to the relevant Members for Earl Street in relation to the active travel scheme in place.

Confirmation was given that Equality Impact Assessments would be undertaken for these schemes. The disability parking bays that had been moved to Church Street would be re-instated in King Street once the cycle lane had been removed. Additional disability parking bays should have been placed outside the Hazlitt.

RESOLVED: That the report be noted.

Note: Councillor Brown exited the meeting during the item's presentation.

201. UPDATE ON THE LEEDS LANGLEY RELIEF ROAD – MJTB RESOLUTION 14 OCTOBER 2020

The continued commitment of Kent County Council and the Council to work jointly was highlighted.

RESOLVED: That the report be noted.

202. MAIDSTONE HIGHWAY WORKS PROGRAMME

RESOLVED: That the report be noted.

203. DURATION OF MEETING

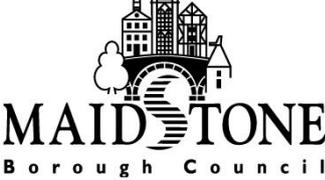
5.00 p.m. to 7.02 p.m.

Note: The meeting was adjourned between 6.45 p.m. to 6.50 p.m. in order that technical difficulties could be resolved.

Maidstone Joint Transportation Board Work Programme

Ref	Date to MJTB	Report Title	Report Author	Lead Authority	Notes	Date of Request
1	April 2022	Update on Active Travel; Cycle Lane between Hermitage Lane/Maidstone Hospital to London Road	KCC	KCC	Requested as an agenda item for January 2022 Meeting. Update scheduled for April 2022, pending available information.	Requested 1 December 2021.
2	April 2022	Briefing on the current usage and state of Bus Services in Maidstone	/	/	A previous agenda item from 27 October 2022. Arriva and NuVenture have been invited to attend the April 2022 meeting.	Requested 27 October 2020.
3	Standing Item	A26 Fountain Lane Junction Update on the Junctions within the MITP: A20 Coldharbour Roundabout, A229 Loose Road: Armstrong Road/Park Way, A229 Loose Road: Cripple Street/Boughton Lane, A20 Ashford Road Junction with Willington Street, A274 Sutton Road Junction with Willington Street.	KCC	KCC	All MITP Schemes and the A26 Fountain Lane junction to be included within the work programme.	Requested by resolution of the MJTB: 13 January 2021.

Agenda Item 13

Maidstone Joint Transportation Board  MAIDSTONE Borough Council	 Kent County Council kent.gov.uk	12 January 2022
------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------	--------------------------------

Update on the Kent Rail Strategy 2021

Decision Making Authority	KCC
Lead Director	Simon Jones, Director of Highways, Transportation & Waste
Lead Head of Service	Tim Read, Head of Transportation
Lead Officer and Report Author	Mark Welch, Principal Transport Planner
Wards and County Divisions affected	All
Which Member(s) requested this report?	Cllr Chittenden

This report makes the following recommendations:

For Information. This report is for update purposes only and the board are asked to note its contents.

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	12 January 2022

Update on Kent Rail Strategy 2021

1. ORIGIN OF REPORT

- 1.1 Councillor Chittenden requested that a report be provided to update the October JTB on progress being made to implement the Kent Rail Strategy.

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 2.1 This report provides an update on progress in the context of the circumstances of the pandemic, which has heavily affected rail demand, and the proposed Government reforms to the railways.
-

3. INTRODUCTION AND BACKGROUND

- 3.1 KCC adopted the Kent Rail Strategy 2021 (henceforth 'KRS') in March 2021. The Strategy was prepared in 2020, in anticipation of a forthcoming franchise renewal of the South Eastern network in London and Kent. The KRS set out a series of proposals that KCC promoted delivery or development of within the next contract award for the South Eastern network, ranging from fares to rolling stock, amongst other aspects.
- 3.2 The continuance of the pandemic and associated restrictions and changes to travel patterns up to the time of writing, have had an inevitable bearing on the implementation of the KRS. Also, since publishing the KRS there has been the published proposed reforms to the rail industry – set out in the Great British Railways White Paper on 20th May 2021.
-

4. PROGRESS

KRS implementation given the pandemic

- 4.1 The KRS set out proposals that sought to influence Government and secure the following broad outcomes from future services to be specified in the next train services contract:
- More frequent services
 - Lengthened services
 - Faster services
- 4.2 These outcomes were sought based on a presumed growth of rail demand that would exceed the demand that drove the then 2019 timetabled services. The pandemic has knocked the trend for rail demand far off course. It is likely that a return to the service levels of 2019 and furthermore additional services to those as outlined in the KRS will be contingent on demand levels returning to pre-pandemic levels. It is, however, not known when that will be.
- 4.3 It is apparent from discourse within the rail industry that, given the high subsidy provided to train service operators to maintain essential rail

services, train service operators and the network operator Network Rail will be under pressure to reduce costs. We do not yet know how that may impact rail services in Kent.

- 4.4 We have and will continue to emphasise to Government and rail industry colleagues the importance of services being attractive in quality and time to attract passengers back to rail, given it will be a part of achieving sustainable growth and decarbonised travel.
- 4.5 The publication of the proposed reforms to the railways in England take account of the pandemic's impact on the viability of the former franchise model. As such we know that the next contract award will be an effective concession and is presumed to be to the current operator Southeastern as part of a transition from the current Emergency Recovery Measurement Agreements towards the desired new model of a Passenger Service Contract.
- 4.6 Within the reforms outlined in the White Paper, there are indications that KCC may have further opportunities for input into the operation and planning of rail services which may aid our future implementation of the KRS. The reforms state that *"In London and the South East, a new strategic partnership will be established to support housing, economic growth and the environment across the highly interconnected transport network in that part of the country. This will bring together Great British Railways, TfL and local authorities and businesses to co-ordinate timetabling and investments and to provide a consistent passenger experience in areas such as accessibility, ticketing and communications"*.
- 4.7 We do not know yet know further details of these reforms, with elements such as the partnership proposal outlined above expected to be made clearer in the forthcoming Levelling Up White Paper.

Progress made on the KRS 2021

- 4.8 Despite the challenges arising from the pandemic, a range of proposals within the KRS have been progressed, including:
 - Continued lobbying for the introduction of Thameslink services to the Maidstone East line.
 - Lobbying of central Government in respect of the upgrade and expansion of the High-Speed train fleet to support longer services, more frequent services and new journey destinations.
 - Work underway to consider wider network infrastructure options for long term service performance and connectivity, as part of Transport for the South East's Area Studies and Network Rail's Modular Planning
 - Lobbying Eurostar International for re-instatement of Ebbsfleet International and Ashford International station services.
 - Progression of the pre-feasibility study of Westenhanger Station upgrade.
 - Submission of a Levelling Up Fund bid for reducing journey times on the High-Speed network between Dover / Folkestone and London St Pancras International.

- Completion of a pre-feasibility study by Network Rail on the Marshlink line from Ashford International
- Preparation of a Strategic Outline Business Case, following studies and public consultation, for improving rail connectivity between Abbey Wood and Ebbsfleet / Gravesend.

4.9 We will continue to ensure the KRS and other relevant strategies and plans such as our Local Transport Plan are responsive to the evolving circumstances concerning National Rail demand and service recovery. Furthermore, that the KRS and our Local Transport Plan reflect our priorities across the county to ensure the rail network supports growth and regeneration and sustainable travel.

Agenda Item 14

Maidstone Joint Transportation Board  MAIDSTONE Borough Council	 Kent County Council kent.gov.uk	12 January 2022
------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------	--------------------------------

Hart Street/Barker Road – Options Report

Decision Making Authority	Kent County Council
Lead Director	Phil Lightowler, Director of Highways, Transportation & Waste
Lead Head of Service	Tim Read, Head of Transportation
Lead Officer and Report Author	Jennie Watson – Project Manager Ryan Shiel – Programme Manager, Schemes Planning and Delivery Team
Wards and County Divisions affected	Fant Ward, Maidstone
Which Member(s) requested this report?	Committee

This report makes the following recommendations:

This report details investigations and works by KCC officers over the past 12 months in relation to the traffic congestion concerns at Barker Road / The Broadway (Maidstone Gyratory). Officers are seeking a recommendation from the JTB as to how officers should proceed based on the possible recommendations detailed in section 4 of this report.

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	12 January 2022

Hart Street/Barker Road – Options Report

1. ORIGIN OF REPORT

- 1.1 This report has been requested by the Hart Street/Barker Road Working Group.

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 2.1 This report outlines the discussions and investigative work carried out to date in relation to measures for reducing queuing and congestion on Barker Road/Hart Street, and in turn the impacts this then has on the Maidstone gyratory. The large-scale options to expand and enhance the Barker Road / The Broadway junction are currently beyond the control of KCC to deliver due to funding requirements and the need to utilise non highway land, most of which is within MBC ownership. Concerns have been raised that short term options discussed to date will not solve the issues and will likely lead to other problems which are detailed further in this report.

3. INTRODUCTION AND BACKGROUND

- 3.1 Lockmeadow Estate consists of Barker Road, Hart Street and various residential side roads and cul-de-sacs. The site contains a mix of retail, leisure and residential use and has been gradually developed over the last 5-10 years, with MBC progressing various regeneration projects more recently in this area. As a result of this gentrification and development the amount of traffic in and out of this site has increased. Although there are alternative pedestrian/cycle routes into Lockmeadow, via the river and the railway station, all vehicle access is via the one entry/exit at Barker Road onto A20 The Broadway. During the first lockdown in 2020 the issues around traffic and congestion were exacerbated by the high number of customers wishing to reach the McDonalds Restaurant drive-thru facilities. This led to vehicles queueing back out of McDonalds, along Hart Street and backing up along Barker Road and then onto The Broadway (Maidstone gyratory). Although the queues were particularly noticeable during lockdown there was previous tailbacks noted during certain times, such as when there was a particularly popular film showing at the cinema. Various residents, customers and business owners have been in contact with KCC and MBC officers raising concerns about the congestion at the site.
- 3.2 In 2020 KCC officers submitted a bid to the local transport plan (LTP) for funds to carry out detailed traffic surveys and identify some potential 'quick win' experimental schemes which may be able to help alleviate queues and congestion in the area. To ensure that officers had the support of the local community, and to allow local input, a working group was formed in 2021 consisting of all elected KCC and MBC councillors for the area, local business owners/managers and resident representatives from the Barker Road estate. Officers from both authorities were also involved with the working group.
- 3.3 Funding is available via the Section 106 money Macdonald's contributed, much of this has been used for the expenditure on the Bridge Gyratory according to the wording of the S106 and £32,314.70 is still available which can be used towards any junction improvements. In addition to this, KCC Highway Officers have successfully bid for £15,000 Local Transport Plan funding to carry out designs and initial surveys to allow possible options to be explored. The £15,000 has been spent on the various

traffic and movement surveys already carried out at Barker Road/The Broadway for the details design and auditing of the various options and the ongoing topographical surveys, which are due to be carried out next year.

- 3.4 The aim of improving the junction is two-fold. KCC is concerned about vehicles turning left into Barker Road and queuing on The Broadway which blocks the gyratory which can cause wider issues around the town and residents and businesses need relief from severe congestion at certain times of the day/week when exiting Barker Road.
- 3.5 Several options were submitted and discussed with the working group. These included variations of an experimental one-way system and a couple of options for more significant improvements to the junction of The Broadway/Station Approach and Barker Road. Plans of proposals for Barker Road and The Broadway are shown in Appendix A.
- 3.6 **Option 1** shows a clockwise one-way system with a no right turn into Hart Street from Barker Road and the introduction of a mini roundabout at the southern end of Barker Road/Hart Street.

Pros:

- The possible introduction of new on-street parking/loading bays in Hart Street
- Removes the right turn into Hart Street from Barker Road and the risk that vehicles queuing to make the turn will cause traffic to back up onto the gyratory
- Enables the traffic signals to operate more effectively but reducing the number of gaps in the vehicle flow approaching the lights.

Cons:

- This is an experimental one-way Order and if it doesn't resolve the issues may not be a long-term solution
- Any maintenance required in Hart Street would mean making the northern end of Hart Street two-way again and the removal of the build out at the Barker Road junction
- Does not completely remove the gap in traffic on Barker Road which causes issues for the efficient operation of the traffic signals
- Would make deliveries to B&Q difficult
- Not obvious to drivers how they access McDonalds

- 3.7 **Option 2** is like option 1 but gives priority to traffic exiting Hart Street over traffic travelling along Barker Road.

Pros:

- The possible introduction of new on-street parking/loading bays in Hart Street
- Removes the right turn into Hart Street and the risk that vehicles queuing to make the turn will cause traffic to back up onto the gyratory
- Removes the gap in queuing traffic which is adversely affecting the efficiency of the traffic signal junction

Cons:

- Maintenance in Hart Street would require making the northern end of Hart Street two way again along with the removal of the build-out at the Barker Road junction
- Possible issue with loading for B&Q
- Not obvious for drivers how they get to McDonalds and other businesses in Hart Street

3.8 **Option 3** is like option 2 but makes Barker Road one-way south bound between the two Hart Street junctions requiring all traffic leaving Lockmeadow to use Hart Street.

Pros:

- Potential new on-street parking/loading bays in Barker Road and Hart Street
- Removes conflict between traffic emerging from Hart Street and that heading north on Barker Road.

Cons:

- Maintenance in Hart Street would require a closure and the removal of the one-way in Barker Road and northern Hart Street, associated buildouts, and parking
- Possible issue with loading for B&Q
- Not obvious for drivers how they get to businesses in Hart Street
- People heading to business in Hart Street could get stuck in the queue of people leaving the area increasing queue length
- Exit from McDonalds more affected by queueing traffic leaving the area

3.9 **Option 4** makes Hart Street one-way southbound over its whole length and introduces a mini roundabout outside McDonald's entrance and at the Hart Street/Barker Road southern junction.

Pros:

- Potential new on-street parking/loading bays in Hart Street
- Mini roundabout by McDonalds gives priority to traffic leaving the restaurant ensuring the site does not get congested

Cons:

- Maintenance in Hart Street would require making the northern end of Hart Street two way again and require the removal of the build-out at the Barker Road junction
- Possible issue with loading for B&Q
- Does not completely remove the gap in traffic which causes issues for the efficient operation of the traffic signals
- People heading for McDonalds could get stuck trying to turn right into Hart Street causing traffic queues to back up onto the gyratory

3.10 As outlined above, various options were explored that could be introduced within Hart Street and Barker Road without making changes on the gyratory.

All of these options could be introduced on a permanent or a temporary basis but would all involve limiting movements by the introduction of either one-way systems and/or banned turning movements. These options were shared and discussed with the working group at the meeting on 21 June 2021 and various concerns were raised, including difficulties with access for deliveries, potential concern about loss of trade and likelihood of drivers disobeying the long, alternative routes. As such, officers were asked to explore further, more bold options which are detailed below, and these options were presented and discussed at the working group meeting on 19 July 2021.

3.11 **Option 5** includes alterations to the road layout at The Broadway/Barker Road junction to give a free-flowing exit lane from Barker Road. Land would be required from MBC to facilitate this option.

Pros:

- Traffic exiting Barker Road will only be held up if there are pedestrians using the pelican crossing, significantly reducing the likelihood of queues forming

Cons:

- Reducing the traffic heading along The Broadway out of town to a single lane is likely to have a significant impact on the capacity of the road to handle the traffic demand. This is likely to result in traffic backing up around the gyratory.
- There is likely to be an increase in crashes on the approach to the junction over the Medway Bridge as drivers merge lanes

3.12 **Option 6** shows a major junction alteration which includes a two lane exit from Barker Road and two lanes entering Lockmeadow from The Broadway junction. If a two-lane exit can be achieved then it would be a major improvement, although the signal green times would not be significantly altered this would allow two lanes of traffic to exit the site simultaneously.

Pros:

- This will provide a significant increase in capacity at the junction, reducing queuing into and exiting the Lockmeadow area.
- This retains the right turn into Hart Street, maintain easy access to local businesses.
- Additional carriageway space would simplify future maintenance

Cons:

- It will be necessary to remove trees
- Land will be required from MBC
- Access for deliveries to Thai Orchid/Waterfront Café bar may be affected
- Broadway News building will need to be demolished and possibly relocated in a new position
- The cost of this scheme is likely to be more than £300K and there is no identified budget for a scheme at this stage.
- Disruption to the local area during construction.

3.13 **Option 7** is a similar junction alteration to option 6 but only provides a single exit lane from Broadway onto Barker Road and prohibits the right turn into Hart Street.

Pros:

- This will provide a significant increase in capacity at the junction, reducing queuing into and exiting the Lockmeadow area.
- Maintenance of the exit lane from Barker Road onto the gyratory will be easier due to the additional carriageway space

Cons:

- It will be necessary to remove trees
- Land will be required from MBC
- Access for deliveries to Thai Orchid/Waterfront Café bar may be affected
- Not obvious for drivers how they get to businesses in Hart Street
- Potential issues for deliveries to B&Q
- The cost of this scheme is likely to be more than £300K and there is no identified budget for a scheme at this stage.

- Disruption to the local area during construction.
- 3.14 In August 2021 KCC and MBC officers met with Network Rail and Southeastern Railway to investigate the possibility of utilising Station Approach as an alternative exit through the car park from Hart Street. The land is owned by Network Rail and Southeastern Railway, and they have advised that they understand the issues in the area and are willing to consider proposals to use their land to relieve traffic. They did advise that they would have to consider their needs for the area in terms of parking, access, and rail customer safety along with the needs of various businesses who lease areas of this land. KCC have commissioned surveys of the area to enable design work for a potential route to be progressed. Network Rail have advised that the approval process for any design is likely to take a minimum of 18 months.
- 3.15 There have been safety concerns about the junction of Tonbridge Road/Station Approach due to visibility exiting the Maidstone West station and adding additional traffic would potentially increase the risk of crashes occurring so any design would have to take this into account.
- 3.16 KCC Officers have also monitored the efficiency of the traffic lights at the junction of the A20 The Broadway and Barker Road. The current signal operation is linked to other junctions on the gyratory using the Urban Traffic Control system to maximise the flow on the strategic highway network. The exit from Barker Road receives up to 30 seconds of green time and this limit is being reached during the peak periods, which typically allows up to 15 vehicles to leave every cycle. However, increasing this opportunity further would have a detrimental impact on the wider network and is not viable.

4 AVAILABLE OPTIONS

- 4.1 Continue to monitor, carry out additional surveys and review further developments closely.
- 4.2 Introduce a One-Way system (from the options outlined above) or similar experimental scheme in Barker Road and Hart Street. £15,000 has been secured via LTP funding for this.
- 4.3 Identify funding sources to progress long term solution to widen the Hart Street/Barker Road junction and make changes on the gyratory. There are currently no funding sources available apart from the Section 106 money of £32,314.70 and this scheme would cost more than £300,000 so will require contributions from both MBC and KCC.
- 4.4 Investigate the option of introducing a route through the station car park (Station Approach). There are currently no funding sources available but if the one-way system is not taken forward, there will be £15,000 available from the LTP funding stream.

5 PREFERRED OPTION AND REASONS FOR RECOMMENDATION

- 5.1 Options 4.3 and 4.4 would be the preferred ways forward and is the long-term solution. However, 4.3 is the most difficult option to achieve due to the funding requirements (any scheme will cost more than £300K) and

requires land outside of the Highway Authority's control. KCC need the commitment of the land before bidding for funding.

6 REPORT APPENDICES

Appendix A – Options drawings
Appendix B – Traffic Survey summary

7 BACKGROUND PAPERS

7.1 For information the west bank of the river from B&Q to the Power Hub is a location for change and mixed use residential led redevelopment but this will not affect the Barker Road junction issue.

<https://maidstone.gov.uk/home/primary-services/planning-and-building/additional-areas/planning-guidelines-for-opportunity-sites>

To: Maidstone Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: **04 January 2022**
Subject: A229 Blue Bell Hill Improvement Scheme
Classification: Information Only

Summary: This report updates Members on the current position of the A229 Blue Bell Hill Improvement Scheme

1. Introduction

- 1.1 The A229 Blue Bell Hill is a section of dual carriageway which runs between Junction 6 of the M20 in Maidstone and Junction 3 of the M2 at Blue Bell Hill village. This section of road is a key link between the M20 and M2, and between Maidstone and Medway.



Figure 1 - Plan showing the location of the proposals

- 1.2 A feasibility study was undertaken to assess the key routes in Kent against the objectives of the Major Road Network. This study ranked the A229 as the second worst section of A road in the county against criteria of traffic levels, delays, collisions and journey time

reliability. It also determined that the M20 and M2 junctions have a significant role in the delays and collisions on Blue Bell Hill.

- 1.3 Road users of Blue Bell Hill have long experienced high volumes of traffic which result in significant congestion issues and concerns about road safety. These congestion issues are likely to be made worse by future housing developments in the surrounding area and the new Lower Thames Crossing, which will both generate additional traffic.
- 1.4 Proposals that have been developed previously have not been sufficient to impact on the existing issues and therefore more significant improvements to Blue Bell Hill are required to improve journey time reliability, reduce delays and improve road safety across this section of the road network.
- 1.5 A bid has been submitted to the Department for Transport at Strategic Outline Business Case stage for funding from the Large Local Majors programme.

2. Scheme Description and Delivery

- 2.1 The overall aim of the scheme is to improve journey time reliability and road safety. This will allow the road to accommodate an increase in future traffic, expected as a result of the Lower Thames Crossing and proposed local developments, while providing suitable routes and facilities for public transport, pedestrians and cyclists.
- 2.2 The aim of the scheme is supported by a set of objectives, agreed by the key stakeholders which will develop as the project progresses:
 - To improve journey time reliability at M2 Junction 3 and M20 Junction 6 interchanges of the A229
 - To reduce congestion along the route
 - To enable the local area to develop in accordance with population and housing growth predicated under Local Plans
 - To reduce the impact of additional traffic from the Lower Thames Crossing (LTC) and allow LTC to maximise potential benefits it can provide for the Kent area
 - To improve road safety and address known collision hotspots
 - To make best use of existing assets including land and highways
 - To provide suitable routes and facilities for public transport
 - To provide safe and improved routes for pedestrians and cyclists
 - To improve air quality, particularly in the Air Quality Management Area (AQMA)
 - To protect and enhance the local environment.
- 2.3 An optioneering process has been followed to establish the two options that were submitted as part of the Strategic Outline Business Case. The process involved ideas generation workshops with stakeholders followed by a sifting process (making use of traffic modelling) to determine the potential impact of these different ideas on traffic levels. The works were also assessed against a number of criteria as laid out by the Department for Transport (DfT).
- 2.4 The ideas that scored best against the criteria were combined into three options which were taken through to a public consultation exercise. Further details of the consultation results can be found on the KCC website at www.kent.gov.uk/a229bluebellhill.

- 2.5 As a result of further work and the results of the public consultation option 3 was dropped from further development. Whilst option 3 provided a number of benefits, these were outweighed by the significant impacts on the M20 and the local area.
- 2.6 The remaining options 1 and 2 can be viewed on drawing numbers [60633526-ACM-HML-A229_SW_ZZ_ZZ-DR-CH-0025_P04.2](#) and [60633526-ACM-HML-A229_SW_ZZ_ZZ-DR-CH-0026_P04.2](#) and a summary and comparison of the options is provided below:

Table 1 - Summary and Comparison of works for Options 1 and 2

	Option 1	Option 2
Northern end of Blue Bell Hill		
Improvements to the slip road onto the A229 southbound at Lord Lees Roundabout	✓	✓
Increase the road width between Taddington and Lord Lees Roundabouts to four lanes	✓	
A new slip road onto the M2 (westbound) from the A229 immediately after Lord Lees Roundabout	✓	✓
Upgrade of the current signalised junction at Taddington Roundabout allowing traffic travelling from the M2 eastbound to A229 via a new bridge over the M2	✓	
A new separate left turn lane from the M2 westbound to the A229 at Taddington Roundabout	✓	✓
A new slip road from the M2 eastbound to a new junction arrangement at Bridgewood Roundabout		✓
Southern end of Blue Bell Hill		
Enlarge the Running Horse Roundabout to the west	✓	✓
Improve the slip road onto the M20 eastbound from Cobtree Roundabout	✓	✓
A new grade separated junction, where the existing Forstal Road bridge is currently located		
Along the length of Blue Bell Hill		
Widen the A229 to three lanes when travelling southbound towards Maidstone (between Lord Lees and Cobtree Roundabouts)	✓	✓

- 2.7 An assessment of the options at this stage has not demonstrated that either would be more preferable to the other. Benefits and disbenefits have been reviewed against a number of criteria to make the assessment.
- 2.8 The scheme is still at a very early stage and the options will need to be developed further through more detailed modelling and additional design work to determine a preferred option.
- 2.9 The preferred scheme would then be progressed in more detail followed by further public consultation and Statutory Consents and Orders.
- 2.10 KCC will work very closely with National Highways (formerly Highways England) to meet their requirements to allow for the sections of the scheme on the Strategic Road Network to be progressed.

- 2.11 KCC plan to deliver the Improvement Scheme prior to the opening of Lower Thames Crossing.
- 2.12 The scheme is expected to cost a maximum of £199m (based on estimations within the Strategic Outline Business Case). The current funding request from the DfT is for £169m (85%) with the remaining £30m (15%) due to come from developer contributions (s106) and other external funding sources. Opportunities for these additional funding sources are being pursued.

3. Current Position

- 3.1 There has been no further work developing the design of the options presented at consultation and commented on by MBC. Work carried out following the consultation concentrated on developing the Strategic Outline Business Case (SOBC) which was submitted to the DfT on 23 December 2020.
- 3.2 Following the submission of the business case, KCC have been responding to queries from DfT. In July 2021, DfT requested that additional modelling work be carried out to support the Value for Money case. This work is currently being undertaken and will be presented to DfT around Christmas 2021.
- 3.3 KCC are also making preparations for the next work stage required to develop the scheme. However, this next stage of work cannot take place until a funding agreement is in place with DfT. The original programme expected that a funding agreement would be in place in Summer 2021, but this is now expected to follow the spending review and come forward in 2022.
- 3.4 Once DfT have confirmed that the SOBC has been accepted and a funding agreement is in place, the programme for delivery will be updated. Based on the current expectations the indicative key dates are:
- Funding agreement – Autumn 2022
 - Submission of the next stage of the business case to the Department of Transport including details of the preferred scheme – Winter 2023/24
 - Submit planning permission and consents – Summer 2024
 - Further detailed design – Summer 2023 to Summer 2025
 - Submission of full business case to the DfT – Winter 2025/26
 - Construction to begin – Summer 2026
 - Completion of scheme – Autumn 2028 (aim to be completed before the Lower Thames Crossing opens to traffic)
- 3.5 Further rounds of consultation will be included in the updated programme.

4. Conclusion

- 4.1 This report is for Members' information.
- 4.2 The DfT Large Local Majors funding programme offers KCC an opportunity to undertake a significant major project that addresses existing congestion and safety issues on the A229 Blue Bell Hill and its key junctions while providing further capacity for future growth.
- 4.3 The current delivery programme is reliant on confirmation of funding. If successful, the DfT grant will cover 85% of the project costs with the remaining 15% being sourced from developer contributions or other external funding sources.

- 4.4 The scheme is at an early stage and further work needs to be carried out with key stakeholders and other parties to develop a preferred option.
- 4.5 It is expected that this scheme will be in place prior to the opening of Lower Thames Crossing.

Contact Officers:

The following contact officers can be contacted on **03000 418181** or **a229bluebellhill@kent.gov.uk**

Victoria Soames	Project Manager, Major Capital Programme Team
Lee Burchill	Programme Manager, Major Capital Programme Team

Agenda Item 17

To: Maidstone Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 12th January 2022
Subject: Highways Forward Works Programme: 2021/22 and 2022/23
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2021/22 and 2022/23.

Kent County Council has recently published a forward works programme for the next five years covering planned maintenance of our highway assets. It is in two parts: the first concerns the next two years (2021/22 - 2022/23), and most of the sites included have already been verified by our engineers. The second part relates to years three to five of our five-year programme (2023/24 - 2025/26) and is largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified.

This programme is subject to regular review and may change for several reasons including budget allocation, contract rate changes, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added, or others advanced if their condition deteriorates rapidly so that we need to react to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:

<https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

Road, Footway & Cycleway Renewal and Preservation 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**
- **Externally funded schemes**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Members Grant – Member Highway Fund – see Appendix H

Conclusion

1. This report is for Members' information.

Contact Officers:

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

Richard Emmett	Highway Manager Mid Kent
Susan Laporte	Maidstone District Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage Asset Manager
Neill Coppin	Structures Operations Team Leader
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Jamie Hare	Development Agreements Manager
Jamie Watson	Schemes Programme Manager

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
A274 Sutton Road (Phase 1)	Maidstone	Buffkyn Way to west of Willington Street	Completed
A274 Sutton Road (Phase 2)	Maidstone	Willington Street to west of St Saviours Road	Completed
Kings Road	Headcorn	Between A274 and Forge Lane	To be programmed March/April 2022
A274 Maidstone Road	Headcorn	Kings Road to Stonestile Road	To be programmed March/April 2022
A20 Ashford Road	Hollingbourne	M20 Junction 8 roundabout to east of B2163	To be programmed April/May 2022
A249 Wat Tyler Way	Maidstone	Between A229 Upper Stone Street and A20 Ashford Road	To be programmed April/May 2022
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Coombe Road	Tovil	<u>Footway Reconstruction</u> Two Sections 1. Old Tovil Rd to Quarry Rd 2. Courtney Rd to o/s No. 72.	Commenced on site and on-going. Expected to complete by the beginning of November 2021
A20 Ashford Road	Harrietsham	<u>Footway Reconstruction</u> Sections from the junction with Church Road to the Junction with Marley Road (Petrol Station)	Commenced on site and on-going. Expected to complete by mid-October 2021.

Heathfield Road	Penenden Heath	<u>Footway Protection Treatment</u> Full extent	Completed.
Hedley Street (including Lucerne)	Maidstone	<u>Footway Protection Treatment</u> Full extent	Completed.
Foley Street	Maidstone	<u>Footway Protection Treatment</u> Full extent	Completed.
Surface Treatments – Contact Officer Mr Jonathan Dean			
Road Name	Parish	Extent and Description of Works	Current Status
Marden Road	Staplehurst	A229 Station Road to west of junction with Clapper Lane (Micro Surfacing)	Completed
Willow Way and Mote Avenue (inc. Upper Road and Lower Road)	Maidstone	Square Hill Road to West Park Road (Micro Surfacing)	Completed
Sandling Lane	Penenden Heath	Between 40mph terminal to Running Horse Roundabout (Micro Surfacing)	Completed
Howland Road	Marden	Maidstone Road to South Road (Micro Surfacing)	Completed
Lenham Road	Ulcombe	Chegworth Road to Runham Lane (Micro Surfacing)	Completed
Marley Road (Dickley Lane)	Lenham	Marley Works to Steeds Hill (Micro Surfacing)	Postponed until 2022
Old Ashford Road	Lenham	Lenham Square to A20 Ashford Road (Micro Surfacing)	Completed
Ashford Road (Overbridge near Junction (M20))	Hollingbourne	A20 to A20 (Micro Surfacing)	Completed
Lower Road	East Farleigh	Priory Close to Kettle Corner (Micro Surfacing)	Completed
Hackney Road	Fant	From Unicomes Lane to Gatland Lane (Micro Surfacing)	Completed
Rayners Hill	Lenham	A20 to Water Ditch Road (Micro Surfacing)	Completed

Leeds Road	Leeds	Plough PH crossroads to Horseshoes Lane (Micro Surfacing)	Completed
North Pole Road	Barming	From Heath Road to Red Hill (Micro Surfacing)	Completed
North Street	Barming	From Heath Road to A26 Tonbridge Road (Micro Surfacing)	Completed
Stockett Lane	Tovil	From KFRS to Brockingford Lane (Micro Surfacing)	Completed
Pagehurst Road	Staplehurst	Marden Road to 250m south of j/w Thorn Road (Retread – Road Recycling)	Completed
Sherenden Lane	Marden	Whole length (Wilden Park Road to Goudhurst Road) (Retread – Road Recycling)	Completed
Tilden Lane	Marden	Khernfields Farmhouse to Underlyn Lane (Retread – Road Recycling)	Completed
Grigg Lane (Phase 2)	Headcorn	Grigg Farm/Baker Lane to Oak Lane (Retread – Road Recycling)	Completed
Stilebridge Lane	Marden	Linton Hill to Underlyn Lane (Retread – Road Recycling)	Completed
White Horse Lane	Headcorn	Shenley Road to A274 Biddenden Road (Retread – Road Recycling)	Completed
Faversham Road	Wichling	Old Lenham Road to Ringlestone Road (Doddington) (Surface Dressing)	Completed
Ashford Road	Lenham	Faversham Road to Dickley Lane (Surface Dressing)	Completed
Southernden Road (inc. part of Grigg Lane)	Egerton	Barhams Mill Road to Grigg Farm / Baker Lane (Surface Dressing)	Completed
Linton Hill	Linton	Stilebridge Lane (Marden) to Redwall Lane (Surface Dressing)	Completed

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Earl Bourner			
Road Name	Parish	Description of Works	Current Status
Eyhorne/Upper Street/Hollingbourne Hill	Hollingbourne	Various repairs to the highway drainage system completed. Further work required to reinstate outfall to pond.	Further landowner liaison in progress.
A20 Ashford Rd under rail bridge by Square Hill	Maidstone	The existing drainage has been cleaned and surveyed and is working but an improvement scheme is to be developed to reduce risk of blockages and flooding	Works incomplete due to unmapped services being found despite pre-site surveys. Further works programmed February half term.
Harp Farm Road	Boxley	Existing soakaway unmaintainable due to location in field. Replacement soakaway(s) to be considered	Entered onto forward work programme. Permanent Road liable to flooding signs have been installed in the interim.
Fairmeadow Subway (near Medway Street)	Maidstone	Faulty non-return valve and damaged Aco Channel drainage covers.	Works complete. Recent flooding due to channel being blocked by leaf fall. Cleansing arranged.
Gravelly Bottom Road	Kingswood	Multiple defects found in CCTV survey	Job complete. Cleansing required once pothole blitz works are carried out.
Lenham Road	Headcorn	Ditch overflowing onto carriageway	Visiting site with Land Drainage 01/12/21
Bonnington Road	Maidstone	Locate cause of large void in carriageway	Investigations and repairs completed. Road reinstated.
Trevor Drive	Maidstone	Large void in carriageway	Investigations and repairs completed. Road reinstated.

Groveswood Drive North	Weaving	Large void in footway	Investigations and repairs completed. Area reinstated.
Rawdon Road	Maidstone	Large void in footway	Works commenced 29/11/21
Shingle Barn Lane	West Farleigh	Extra drainage installed to alleviate flooding issues and property damage	Works complete
Ashburnham Road	Penenden Heath	Replacement pipe work and gullies to existing soakaways	Works complete
Neville Close	Maidstone	Investigate broken pipework in rear garden of no 5 to prevent further flooding of property	Works due to commence 03/12/21
Marden Road	Staplehurst	Ditching works and culvert replacement due to historical flooding issues in area	Works complete

Appendix C – Street Lighting

Column replacement testing of KCC owned streetlights has identified the following as requiring. 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	Column	Parish	Description of Works	Status
Tonbridge Road	KTBU022	Fant	Replacement of Street Light	Completion end April 22
Tonbridge Road	KTBU051	Fant	Replacement of Street Light	Completion end April 22
St Peters Bridge	KSCE001	High Street	Replacement of Street Light	Completed
Bicknor Road	KBCG010	North Downs	Replacement of Street Light	Completed
Bicknor Road	KBCG012	North Downs	Replacement of Street Light	Completed
Sutton Road	KSGF007	Shepway South	Replacement of Street Light	Completion end April 22
Station Road	KSFA021	Staplehurst	Replacement of Street Light	Completed
Rawdon Road	KRAD001	High Street	Replacement of Street Light	Completed
Thornhill Place	KTBG002	North	Replacement of Street Light	Completion end April 22
Farleigh Hill	KFAH002	South	Replacement of Street Light	Completion end April 22
King Street	KKAM013	High Street	Replacement Street Light	Completion end April 22
Loose Road	KLCQ055	South	Replacement Street Light	Completion end April 22
Brishing Lane	KBFE010	Park Wood	Replacement Street Light	Completion end April 22
STRAW MILL HILL	TSAS016	South	Replacement Street Light	Completed
Ashford Road	KABR032	Boxley	Replacement Street Light	Completed
Ashdown Close	KABI001	Heath	Replacement Street Light	Completed

Ashford Road	KABQ005	Boxley	Replacement Street Light	Completion end April 22
Ashford Road	KABQ007	Boxley	Replacement Street Light	Completion end April 22
Ashford Road	KABQ008	Boxley	Replacement Street Light	Completed
Ashford Road	KABQ009	Boxley	Replacement Street Light	Completion end April 22
Ashford Road	KABQ013	Boxley	Replacement Street Light	Completed
Ashford Road	KABQ014	Boxley	Replacement Street Light	Completed
Ashford Road	KABQ017	Boxley	Replacement Street Light	Completion end April 22
Ashford Road	KABQ019	Boxley	Replacement Street Light	Completion end April 22
Ashford Road	KABR032	Boxley	Replacement Street Light	Completed
Badger Road	KBAF108	Boxley	Replacement Street Light	Completed
Berwyn Grove	KBCB006	South	Replacement Street Light	Completed
Bicknor Road	KBCG032	North Downs	Replacement Street Light	Completed
Bicknor Road	KBCG033	North Downs	Replacement Street Light	Completed
Brownelow Copse	KBHO005	Boxley	Replacement Street Light	Completion end April 22
Faversham Road	KFAQ007	Harrietsham	Replacement Street Light	Completion end April 22
Foxden Drive	KFCL006	Downswood	Replacement Street Light	Completed
Goudhurst Close	KGBB002	Bridge	Replacement Street Light	Completed
John Street	KJAG003	North	Replacement Street Light	Completed
Old Ashford Road	KOAG011	Harrietsham	Replacement Street Light	Completion end April 22
Old Ashford Road	KOAG012	Harrietsham	Replacement Street Light	Completion end April 22
Palmar Road	KPAF001	Bridge	Replacement Street Light	Completed
Pennine Way	KPDT007	Downswood	Replacement Street Light	Completed

Perryfield Street	KPBE004	North	Replacement Street Light	Completed
Podkin Wood	KPDM004	Boxley	Replacement Street Light	Completed
Raymer Road	KRAE003	North	Replacement Street Light	Completed
Redsells Close	KRCM001	Downswood	Replacement Street Light	Completed
Redsells Close	KRCM004	Downswood	Replacement Street Light	Completed
Rushmead Drive	KRCB002	South	Replacement Street Light	Completed
Sevington Park	KSBA005	South	Replacement Street Light	Completed
Station Road	KSFA025	Staplehurst	Replacement Street Light	Completed
Tonbridge Road	KTBU010	Fant	Replacement Street Light	Completed
Tonbridge Road	KTBU015	Fant	Replacement Street Light	Completed
Tonbridge Road	KTBU019	Fant	Replacement Street Light	Completed
Tonbridge Road	KTBU025	Fant	Replacement Street Light	Completion end April 22
Watersmeet Close	KWFR001	South	Replacement Street Light	Completed
Westerhill Road	KWBP001	Coxheath	Replacement Street Light	Completion end April 22
Heath Road	KHCH024	Coxheath	Replacement Street Light	Completion end April 22

APPENDIX D

APPENDIX D1 – CASUALTY REDUCTION MEASURES - identified to address a known history of personal injury crashes

Location	Parish	Description of Works	Lead officer	Current Status
Running Horse Roundabout	Maidstone	Virtual lane separation system using road markings & coloured surfacing	Christopher Koningen	Traffic modelling completed, showing a reduction in congestion if the scheme is implemented as proposed. Funding needs to be sought to enable construction in the 22/23 financial year. This is ongoing, and once the required budget is secured the detailed design and appropriate stakeholder liaison will be carried out.
Tonbridge Road junction Westree Road	Maidstone	Signing and lining improvements	Claire Venner	Works complete
Fairmeadow/Stacey's Street Roundabout	Maidstone	Signing and lining improvements	Jennie Watson	Works to be carried out by developer as part of their S278 Agreement works
Linton Hill/Stilebridge Lane	Maidstone	New junction layout	Jennie Watson	Works complete
Royal Engineers Roundabout	Maidstone	Lining improvements	Jennie Watson	Scheme part complete – Concentric lining still outstanding
A20 Hollingbourne	Hollingbourne	New clearway signs	Jennie Watson	Works complete
Eyhorne Road – Outside Primary School	Hollingbourne	Introduction of 20mph	Jennie Watson	Works complete

APPENDIX D2 – INTEGRATED TRANSPORT SCHEMES – all other LTP funded non-casualty reduction schemes

Location	Parish	Description of Works	Lead officer	Current Status
Walderslade Woods	Boxley	Reduction of speed limit to 50mph and associated traffic calming measures	Jennie Watson	Works complete.
A229 Cranbrook Road/High Street	Staplehurst	Virtual Traffic Calming Scheme	Demi Richards	Works complete
Pheasant Lane	Maidstone	Improvements to encourage cycling – vegetation clearance and signage works.	Paul Leary	Works complete.
Buckland Hill	Maidstone	New Zebra Crossing	Jennie Watson	Currently at design stage. Scheme due to be handed over to contractor January 2022 and to be constructed in Spring 2022
Hart Street/Barker Road	Maidstone	Experimental Traffic Regulation Order for One-Way System	Jennie Watson	Currently exploring options for a long-term permanent solution and utilising Network Rail and Southeastern Rail land. Stage 1 Road Safety Audit to be carried out before KCC can share proposals in the public realm. A detailed update will be provided at the JTB meeting in January 2022
PROW KB18 North of Maidstone Hospital	Maidstone	Upgrading of route to allow cycling and improve wayfinding signs.	Jennie Watson	Scheme handed over to contractor November 2021 and scheme due for construction early 2022

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 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 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 – Tackling Congestion bid.

Location	Parish	Description of Works	Lead officer	Current Status
Week Street junction with Station Road	Maidstone	A highway improvement consisting of a raised table and improvements to 2 pedestrian crossings to better link Week Street to Maidstone East Rail Station	Alan Osuoha	Works complete
Maidstone East Station Improvements	Maidstone	Station Improvements	Annette Bonner	Works on the station improvements commenced in January 2020, with the temporary ticket office installed by Southeastern operational since January 2020. Contract Completion date had been delayed due to emerging changes to designs in some areas

			<p>and working restrictions due to COVID 19 with an estimated completion of July 2021. While works on the public realm were progressing, restrictions on internal works in the station building necessitate different working practices, creating inefficiency and slowing progress. KCC Schemes team worked closely with NR, SE, and MBC to co-ordinate the highway & forecourt design with the raised table. MBC have completed the wayfinding design which tied in with the wider improvement works. Forecourt works are complete, and planting will take place in October (planting season). NR have completed their handover to SE for the improvement works to begin on the access (Barracks side of the station). WBP have been appointed and works are planned to start in October 2021 with a December completion date. A launch event is being planned for October 2021.</p>
--	--	--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Appendix E – Developer and Other Externally Funded Works

Section 106 Schemes				
File Ref.	Road Name	Parish	Description of Works	Current Status
S106-MA-819	Linton Crossroads	Linton/Loose	Junction/signal upgrade	KCC investigating how any funding gap can be dealt with. At present there is not a programme for construction.
S106-MA-1104	Hermitage Lane and M20 junction 5 lining	Maidstone	Cycleway improvements between rail station and hospital on east side	Croudace development for 330 homes off Hermitage Lane if planning permission is to be granted will deliver via a S278 the section between the train station and Chapelfield Way. The remaining section to the hospital may well also be funded by a S106 agreement with Croudace. M20 Junction 5 lining has been implemented with directions signs still to be installed.

Parish Council Funded Schemes				
File Ref.	Road Name	Parish	Description of Works	Current Status
2021-EXT-MA-1232	Linton Hill	Linton	Traffic Calming Scheme	Works complete
2021-CMG-MA-1252	Village Centre	Boughton Monchelsea	20mph scheme	Works complete
2021-EXT-MA-1000	Grafty Green	Boughton Malherbe	Traffic Calming Scheme	Works complete

Other External Schemes

File Ref	Road Name	Parish	Description of Works	Current status
2122-EXT-MA-3001	A249 Detling Hill	Detling	Extension of 50mph speed limit	TRO has been advertised. Scheme has been passed to Contractor October 2021. Works anticipated to be carried out December 2021/January 2022 under lane closures dependant on workspace.

Appendix F – Bridge Works

Bridge Works – Contact Officer Neill Coppin			
Road Name	Parish	Description of Works	Current Status
A20 Maidstone Road	Maidstone	Raigersfield East Bridge (180m west of Willington Street junction), strengthening / renewal of bridge. Works will not affect traffic flow.	Complete

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; 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
A249 Bearsted Road near Hampton Road, Maidstone	Renewal and upgrade of signal controller crossing	Completed August 2021
A299 Palace Avenue near Gabriels Hill, Maidstone	Renewal and upgrade of signal controller crossing	Proposed September 2021

Appendix H

Combined Members Grant (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 Simon Jones, Director of Highways, Transportation and Waste. The list only includes schemes, which are

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

The list is up to date as of 15 December 2021.

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

Dan Daley

Details of Scheme	Status
2021-CMG-MA-1001 – Buckland Hill, Maidstone 20mph scheme	Works complete

Shellina Prendergast

Details of Scheme	Status
20/21-CMG-MA-1003 – Shenley Road, Headcorn Installation of pedestrian warning signs	Works complete
2021-CMG-MA-08 – Upper Street, Hollingbourne Gateway to village to be enhanced	Works complete

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: Richard Emmett/ Susan Laporte 03000 418181