

# MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Wednesday 6 April 2022  
Time: 5.00 pm  
Venue: Town Hall, High Street, Maidstone

Membership:

Councillors Brown, Burton, Cannon, Carter, Chittenden, Clark, Cooke, Cooper, Cox, Cuming, Daley, Fort, Hinder, Khadka, Parfitt-Reid, Prendergast, T Sams, Springett, 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.*

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## **AGENDA**

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**Issued on Tuesday 29 March 2022**

**Continued Over/:**

*Alison Broom*

**Alison Broom, Chief Executive**

### **INFORMATION FOR THE PUBLIC**

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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](mailto:committee@maidstone.gov.uk) by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Monday 4 April 2022). You will need to tell us which agenda item you wish to speak on.

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## **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 BOROUGH COUNCIL**

### **MAIDSTONE JOINT TRANSPORTATION BOARD**

#### **MINUTES OF THE MEETING HELD ON WEDNESDAY 12 JANUARY 2022**

**Present:** Councillors Burton, Cannon, Carter, Chittenden, Clark, Cooke, Cox, Cuming, Fort, Hinder, Khadka, Parfitt-Reid, Prendergast, T Sams, Springett (Chairman), S Webb and Wilson

**Also Present:** Councillors English, Harper, Naghi and M Rose

204. **APOLOGIES FOR ABSENCE**

Apologies were received from Councillors Brown, Cooper and Daley.

205. **NOTIFICATION OF SUBSTITUTE MEMBERS**

There were no Substitute Members.

206. **URGENT ITEMS**

The Chairman had agreed to take an urgent item and an urgent update, both of which contributed to the debate. These were the Maidstone Integrated Transport Package Report and Urgent Update to Item 14 – Hart Street/Barker Road – Options Report.

207. **NOTIFICATION OF VISITING MEMBERS**

Councillors English, Harper and M Rose were in attendance for Item 9 – Petitions.

Councillor Harper was in attendance for Item 13 – Update on the Kent Rail Strategy 2021-2026.

Councillors English, Harper, Naghi and M Rose were in attendance for Item 14 – Hart Street/Barker Road Options Report.

Note: Councillor Parfitt-Reid joined the meeting at 5.08 p.m.

208. **DISCLOSURES BY MEMBERS AND OFFICERS**

There were no disclosures by Members or Officers.

209. DISCLOSURES OF LOBBYING

Councillors Burton, Cannon, Clark, Cooke, Cox, Parfitt-Reid, Prendergast, J Sams, Springett and S Webb had been lobbied on Item 14 – Hart Street/Barker Road Options Report.

Note: Councillor Cannon joined the meeting at 5.10 p.m. and Councillor S Webb joined at 5.12 p.m.

210. EXEMPT ITEMS

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

211. CHANGE TO THE ORDER OF BUSINESS

The Chairman intended to take Item 16 – Maidstone Integrated Transport Package Report, prior to Item 8 – Minutes of the Meeting held on 13 January 2021, as the presenting officer was available for a short time only.

212. MAIDSTONE INTEGRATED TRANSPORT PACKAGE

The Senior Project Manager introduced the report and provided an update on the schemes contained within the Maidstone Integrated Transport Package.

The A249 Bearsted Road scheme was dependent on the outcomes of two planning applications, to be considered by Maidstone Borough Council and Kent County Council's Planning Committees as required. The outcome should be known by February 2022, with works to begin that month to avoid nesting season. The works should be completed by spring 2023.

The procurement process for the A20 Coldharbour Roundabout scheme had begun. Due to the interactions between the highway, the M20 and Bearsted Road, the schemes commencement was dependent on the completion of the Bearsted Road scheme. Offline works could commence by winter 2022. Similarly, the A20 London Road scheme would commence after the Coldharbour scheme's completion.

In relation to the A229 Loose Road Corridor scheme, there had been substantial delays in progressing the related A274 Sutton Road Scheme, which had been split into two phases. Phase one involved implementing an experimental traffic order in Cranbourne Avenue to be trialed from February 2022. Phase two would focus on the construction works and was scheduled to commence in the spring of 2023. The works relating to Armstrong Road and Sheals Crescent would be conducted over the summer of 2022.

The schemes related to Cripple Street/Boughton Lane had been paused due to the feedback received on the scheme relating to the loss of landscaped area. A scheme of reduced scope was being considered,

although it was unlikely to deliver significant capacity benefits as the highway was heavily constrained.

The progress of the A20 Ashford Road/Willington Street scheme was dependent on a planning consent, which was likely to be considered in February 2022. The proposed April 2023 commencement date depended on the progress of the other schemes within the MITP. The A274 Sutton Road/Willington Street scheme had been paused to prioritise resources amongst the other schemes. There was insufficient funding to continue the A26 Tonbridge Road/Fountain Lane scheme, which was funded through Section 106 monies, although a feasibility design had been completed.

In response to questions, the Senior Project Manager stated that ducting would be implemented as part of the A20 Coldharbour Roundabout scheme to minimise future disruption should traffic lights be installed retrospectively. Traffic surveys would be undertaken following the TRO's implementation in Cranbourne Avenue to assess traffic displacement, with no traffic lights proposed in Plains Avenue for that purpose. The potential to use the data collected to refine the A229 Loose Road/A274 Sutton Road scheme's design was highlighted.

In response to concerns expressed by several Members, the Senior Project Manager would raise the possibility of short-term measures at the A20 Coldharbour Roundabout, and the phasing of traffic signals at the Fountain Lane junction, with the relevant officers.

The Board expressed their thanks for the update provided.

**RESOLVED:** That the report be noted.

213. MINUTES OF THE MEETING HELD ON 13 JANUARY 2021

**RESOLVED:** That the Minutes of the meeting held on 13 January 2021 be approved as a correct record and signed.

214. PRESENTATION - 20MPH SPEED LIMITS

Mr Stuart Jeffrey introduced the petition and reiterated the community support for the implementation of 20mph in Bower Mount Road and the surrounding areas.

The Board expressed support for the petition and for the implementation of 20mph schemes more widely. It was felt that the petition should be directed to the relevant Cabinet Member at Kent County Council, with the Board wished to receive an update on any action taken following its submission.

**RESOLVED:** That

1. The petition be passed to the Cabinet Member at Kent County Council for their attention; and

2. An item be placed onto the work programme to receive a report on the progress of the petition.

## 215. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

There were three questions from members of the public.

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

*'There's no one silver bullet to solving our transport problems in Maidstone, but clearly one avenue we must investigate is active travel and using cycle lanes, particularly for ultra-short journeys. Quite a lot of the congestion in Hermitage Lane is caused through ultra-short journeys, which could if we had adequate cycle lanes and active travel in that area, reduce the congestion in that area and allow the traffic to flow more freely. We are discussing at a number of times, a planned cycle track along hermitage lane from Maidstone Hospital to Barming Station, but there is actually one major problem in my view. That is the bridge over the railway to access Barming station which can only be accessed northside is only 2.5metres wide and that is incredibly narrow if you're trying to get cyclists and pedestrians over that bridge. When we get that cycle lane built are we taking into account getting that bridge in some way widened to allow passengers and cyclists to access the northside of Barming Station through Hermitage Lane?'*

The Chairman responded to the question.

### Question from Mr Stuart Jeffrey to the Chairman of the Maidstone Joint Transportation Board

*'During financial year 2020 / 2021 across this borough, how much has been spent by Maidstone Borough Council and Kent County Council on: a. road schemes (excluding speed reductions), b. cycling improvement, c. pedestrian improvements?'*

The Chairman stated that a written response would be provided.

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

*'The traffic issues at Hart Street / Barker Road are on the agenda for this meeting. There are no options which, in the words of the NPPF "identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport". Without these options on the table don't we run the risk of not finding the most cost effective, sustainable and workable solution to this issue?'*

The Chairman responded to the question.

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

To access the webcast, please use the link below:

[Maidstone Joint Transportation Board Meeting - 12th January 2022 - YouTube](#)

216. MAIDSTONE JOINT TRANSPORTATION BOARD WORK PROGRAMME

**RESOLVED:** That the Board Work Programme be noted.

217. A229 AND A249 LINKS BETWEEN M2 AND M20 - VERBAL UPDATE

The Major Capital Programme Manager introduced the report and stated that the scheme was being promoted as part of the Department for Transport's (DfT) 'Large Local Majors Programme'. A public consultation had taken place in August 2020, with work continuing to build the business case required to secure financial support.

In response to questions, the Major Capital Programme Manager stated that the DfT had requested Kent County Council to conduct further modelling works on the scheme proposed. The importance of progressing the scheme was reiterated, in the hope that it would be completed before the Lower Thames Crossing. If approved, construction could begin in 2026, however a significant amount of work was still required.

It was reiterated that all available options continue to be considered, but that the options were dependent on considerations such as available land and the associated cost/benefit analysis.

The Board expressed support for the proposed scheme and its progression. Officers were thanked for the work undertaken.

**RESOLVED:** That the report be noted.

218. UPDATE ON THE KENT RAIL STRATEGY 2021 - 2026

The Principal Transport Planner introduced the report and stated that the Kent Rail Strategy (KRS) had been adopted in 2021 and aimed to clearly set out Kent County Council's view on the future rail service provision. The KRS was written with consideration to the recovery from the Covid-19 pandemic.

The continued progress made against the KRS was outlined, which included lobbying for improved services between Maidstone and London. It was noted that Southeastern Railway had made provision for additional off-peak, semi-fast services from Blackfriars to Maidstone from February 2022. It was reiterated that the impact of the Covid-19 pandemic, including the recent omicron variant, had affected the demand for rail services generally.

In response to feedback from the Board, the Principal Transport Planner reiterated the importance of ensuring that a suitable and increased level of high-speed rail services to the County.

The Board expressed support for the actions undertaken and progress made.

**RESOLVED:** That the report be noted.

219. ADJOURNMENT OF MEETING

The Board adjourned for a short break between 6.39 p.m. to 6.45 p.m.

Note: Councillor Prendergast left the meeting at 6.39 p.m.

220. HART STREET-BARKER ROAD – OPTIONS REPORT

The Schemes Project Manager introduced the report and reiterated the queuing and congestion issues prevalent in and around the Lockmeadow Estate, which were exacerbated through the Covid-19 pandemic. The appendices to the report were outlined.

Local stakeholders had been consulted in considering future options to alleviate the traffic pressures, however they were not supportive of an experimental one-way traffic scheme. Particular attention was drawn to the options aimed at providing long-term benefits, with funding available to conduct further design work to understand the improvement's suitability and provide a cost estimate. Additional funding would be required for construction. An alternative option was to pursue the installation of a relief road through Station Approach, with the relevant third parties supportive of the concept. Funding would be available to progress the designs and land agreements.

A report would be presented to the Board at a later date concerning the chosen scheme.

The Board felt that both short-term and long-term options to alleviate the traffic concerns should be considered, to ensure maximum benefits. Whilst consideration was initially given to Option 3 of the report, it was felt that it would be too restrictive on local traffic. Option 1 as per the report was the preferred option, as it provided greater flexibility to the existing traffic whilst aiming to minimise congestion.

The Board were informed that if a short-term trial option was implemented, the overall funding available to progress any long-term scheme would be reduced. The Scheme Project Manager advised that Option 1 could provide greater resilience to the road network than Option 3, as a highway problem would affect the entire one-way system proposed in the latter.

In response to questions, the Schemes Project Manager confirmed that an experimental traffic order (TRO) could be implemented for six to eighteen

months. If agreed, it was possible that the TRO could be implemented within six-months.

**RESOLVED:** The Board recommend that

1. Option 1 be instructed on a trial basis;
2. Further consideration be given to the options contained in point 3.14 of the report as part of the Maidstone Town Centre Strategy;
3. If larger schemes were identified, design work also be undertaken as part of the Maidstone Town Centre Strategy.

Note: Councillor T Sams left the meeting at 7.25 p.m.

221. A229 BLUE BELL HILL IMPROVEMENT SCHEME

**RESOLVED:** That the item be considered alongside Item 12 – A229 and A249 Links between M2 and M20 – Verbal Update, due to the overlapping subject matter.

222. MAIDSTONE HIGHWAY WORKS PROGRAMME

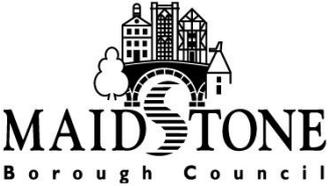
**RESOLVED:** That the report be noted.

223. DURATION OF MEETING

5.00 p.m. to 7.45 p.m.

# Maidstone Joint Transportation Board Work Programme

Ref	Date to MJTB	Report Title	Report Author	Lead Authority	Notes	Date of Request
1	TBC	A229 and A249 links between M2 and M20 with the proposed new Lower Thames Crossing	TBC	KCC	Report adjourned from MJTB meeting on 16 October 2019. Update to be provided once the appeal outcome is known.	Requested by resolution of the MJTB:  16 October 2019.
2	April 2022	Briefing on the current usage and state of Bus Services in Maidstone	/	/	Nu-Venture and Arriva to be invited to attend the Board's first meeting of the 2022-23 Municipal Year.	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.

<b>Maidstone Joint Transportation Board</b>  	<b>6 April 2022</b>
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## Process for Requests for 20mph Schemes

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

### **This report makes the following recommendations:**

This report sets out Kent County Council's process for 20mph requests and is For Information only

<b>Timetable</b>	
<b><i>Meeting</i></b>	<b><i>Date</i></b>
Maidstone Joint Transportation Board	6 April 2022

## Process for Requests for 20mph Schemes

### 1. ORIGIN OF REPORT

1.1 This report has been requested by the Chair of the Joint Transportation Board.

### 2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

2.1 The purpose of the report is to provide guidance on the process for 20mph requests.

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### 3. INTRODUCTION AND BACKGROUND

3.1 Kent County Council's (KCC) approach to implementing 20mph schemes was established in 2013 and was reviewed in May 2019 to reflect current learning and best practice.

3.2 It is also based on the 2013 Department for Transport (DfT) Circular 'Setting Local Speed Limits'. This follows the core principle that the existing road environment is key to the setting of appropriate speed limits.

3.3 In 2013, DfT revised the guidelines (DfT Circular 01/2013) and stated authorities could set 20mph speed limits in areas where local needs and conditions suggested the current speed limit was too high.

3.4 There are a number of options to take into account when considering a 20mph speed restrictions including:

- 20mph speed limit zones
- 20mph limits
- Variable and part time 20mph limits

3.5 **20mph limits** are areas where the speed limit has been reduced to 20mph but there are no physical measures to reduce vehicle speeds within the area. Drivers are alerted to the speed limit with 20mph speed limit repeater signs. 20mph speed limits are the most appropriate for roads where average speeds are already low and below 24mph.

3.6 **20mph zones** use traffic calming measures such as chicanes, speed humps, road narrowings and traffic islands to reduce the adverse impact of motor vehicles in built up areas and to ensure that vehicles slow down to speeds below the limit. This means that the speed limit zone becomes "self-enforcing".

3.7 **Variable and part time 20mph limits** are sometimes used outside schools and in areas where there is high pedestrian activity at certain times during the day. Variable speed limits are generally highlighted through use of flashing interactive signs which indicate when the variable speed limit is in force.

3.8 The following is a summary of the Government's guidance on the implementation of 20mph schemes:

- Successful 20mph limits and zones should be self-enforcing.
  - Self-enforcement can be achieved either, by the existing road conditions or using measures such as signing or traffic calming to attain mean/average speeds compliant with the speed limit. Measured speed data is used to demonstrate if self-enforcement is possible / achievable for each site.
  - To achieve compliance there should be no expectation on the Police providing additional enforcement unless explicitly agreed.
  - The full range of alternative options should be considered before introducing 20mph schemes:
  - Zones should not include roads where motor vehicle movement is the primary function, such as on motorways and classified A – roads.
  - While the Government has reduced the traffic calming requirements in zones they must be self-enforcing and include at least one physical traffic calming feature such as a road hump or build out.
  - 20mph limits are generally only recommended where existing mean/average speeds are already below 24mph. This is because speeds do not generally reduce more than a few miles per hour for a sign and line along schemes.
- 3.9 Consultation and engagement with local communities and other stakeholders, including the emergency services, is of vital importance and Kent County Council would strongly recommend that informal consultations are carried out with local residents to ensure community support before any formal consultation or detailed investigation into new 20mph requests are carried out.
- 3.10 Kent County Council consider requests on a case-to-case basis, the whole road environment and context will be assessed in relation to our Vision Zero and Active Travel Strategies and other related strategies.
- 3.11 Requests also need to be tested against local opinion, as objections are often revealed when schemes progress to implementation.
- 3.12 Site requirements to consider are:
- Physical traffic calming measures have to be carefully considered against the needs of the public transport services and emergency services as well as high flows of HGVs, especially on A or B classified roads.
  - Traffic speed surveys will need to be carried out to identify current traffic speeds and to enable the assessment and potential design of traffic calming measures if required. If average (mean) speeds are at or below 24mph signing and road markings alone will be suitable. If average speeds are between 24mph and 28mph then other innovative

measures should be applied to assist in reducing speeds. This could involve some innovative approaches such as on-street parking creation/relocation, removal of centre lines where applicable, provision of planters (to be owned and maintained by the scheme sponsor), coloured surfacing, virtual traffic calming road markings etc. If average speeds are above 28mph then more significant physical traffic calming measures would be required such as speed cushions or build-outs and these are not always appropriate.

- Most physical traffic calming measures need to be lit at night and so 20mph zones are usually in areas with street lighting.
- No point within a 20mph zone should be more than 50 metres from a traffic calming feature. This can be a natural feature such as a tight bend or an installed measure such as a cushion / hump.
- All speed limit changes require a Traffic Regulation Order (TRO). The TRO process involves a legal order to be written and formally advertised, within this process a public consultation must be carried out with all statutory consultees including residents who may be directly affected by the proposals.
- The TRO process takes approximately 3-6 months and must be completed before any changes to speed limits/weight limits/parking restrictions can be implemented. During the consultation process if there are sufficient valid objections, a report may need to be presented to the JTB and Kent County Council may decide not to proceed with the proposed speed limit.
- There needs to be suitable locations to install the speed limit signage on all entry points into any speed limit / zone to make the speed limit legal and enforceable.

## **4.0 20mph schemes across Kent**

4.1 Two town wide 20mph trial schemes were implemented in Kent in 2020-21 for Faversham and Tonbridge. These schemes were fully funded through the DfT emergency active travel fund (EATF) budget. This budget was allocated to councils in the wake of the first covid lockdown to encourage more walking and cycling and increased social distancing. The outcomes of the two 20mph trials are detailed in the bullet points below:

### **Faversham**

- During consultation 668 replied to the consultation process of which 63% of resident respondents were in favour of the 20mph town-wide limits
- The average ATC speed reduction was 0.9mph after the 20mph was implemented with 2 roads experiencing a speed increase
- 4.1% reduction in overall speed with an increase in vehicles travelling below 24mph and some roads with average speeds below 20mph
- A quarter of Faversham residents said that there was more aggressive driving since the implementation of the 20mph trial.

- Overall, the scheme has been considered a success and all roads within the trial have now been permanently made 20mph. The Faversham scheme had strong support from all political levels and was promoted by the Faversham 20's plenty group for some years prior to the trial schemes implementation which is one of the reasons why it was so successful.
- The full Faversham 20mph JTB report can be viewed on the Swale Borough Council website or by using the following link: <https://services.swale.gov.uk/meetings/documents/s21502/Swale%20JTB%20report%20Dec%202021%20Townwide%2020mph%20trial%20final.pdf>

### **Tonbridge**

- During consultation 1,123 replied to the consultation process of which 26% of resident respondents were in favour of the 20mph town-wide limits
- The average ATC speed reduction was 3mph after the 20mph was implemented
- 10.3% reduction in overall speed. No sites showed average speeds below 20mph and only 33% showed speeds between 20 and 24mph
- Half of Tonbridge residents said that there was more aggressive driving since the implementation of the 20mph trial.
- Many roads within the scheme have now been made permanently 20mph, however there are some roads including some classified A and B roads which have now been returned to their previous speed limits. In some cases, this was due to increased speeds, but also due to public opinion during the trial. There was far less early engagement and promotion of the Tonbridge scheme than there was in Faversham, which is further evidence that detailed engagement before implementing 20mph schemes is key to their success.
- The full Tonbridge 20mph JTB report can be viewed on the Tonbridge and Malling Borough Council website or by using the following link: <https://democracy.tmbc.gov.uk/documents/s57742/Report%20of%20Head%20of%20Transportation%20Kent%20County%20Council.pdf>

### **20mph Petition - Bower Mount Road, Maidstone**

- In January 2022, a petition was presented to the Board concerning 20mph schemes, as outlined below:

*'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'*

- Following the petition's presentation, the Board resolved to send the petition to the relevant Cabinet Member. The response is outlined at Appendix A to the report and is aligned with the contents of this report regarding the pursuit of 20mph schemes.

## **5.0 Process for requests**

- 5.1 Step 1 - The promotor will need to contact Kent County Council, Schemes Planning and Delivery Team, with the extents of the proposed 20mph speed limit, detailing the support currently given to the scheme and any informal consultation carried out to date.
- 5.2 Step 2 - KCC Officers will assess the location and appraise against a list of local factors such as whether it will help vulnerable road users around community centres, doctors' surgeries, nursing homes, schools and shops.
- 5.3 Step 3 - speed and traffic count data will be necessary to assess the measures that may be required in order to implement a compliant and safe speed limit. KCC can arrange the surveys on behalf of the promotor although there will most likely be a cost associated with this.
- 5.4 Step 4 - If the mean speeds and road environment favours a 20mph scheme and there is support from the local community and other stakeholders, a Traffic Regulation Order will be advertised. Kent County Council do not have designated funds to deliver 20mph schemes. The promotor must ensure that funding is available to deliver the scheme. This includes the cost of a traffic survey, which has to be carried out before officers can determine if a speed limit can be safely implemented, and what type of 20mph limit/zone would be suitable. If a speed limit change is possible and funding is secured, then advertising of the Traffic Regulation Order (TRO) and the design and delivery process can commence. The TRO process costs in the region of £2,000-£4,000, this is separate from any physical build and construction costs. There is no guarantee that at consultation the proposals will be successful, in which case the TRO process may result in abortive costs. This is why the early engagement and informal consultation by the scheme promotor(s) is so vital.
- 5.5 Step 5 - KCC consult with Kent Police in relation to the setting of appropriate speed limits. Kent Police will not support 20mph speed limits unless the average speed of vehicles is 24mph or less but are supportive of appropriate 20mph schemes where a high level of compliance is expected.
- 5.6 Step 6 - Following successful consultation outcomes, discussions with the scheme promotor, and once funding is received the speed limit change can be delivered/installed on site.

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## **6 REPORT APPENDICES**

Appendix A – Response to Petition for 20mph, Bower Mount Road Maidstone – presented at the January 2022 meeting of the Maidstone Joint Transportation Board.

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## **7 BACKGROUND PAPERS**

N/A

case No. 27234145

Dear Mr Jeffrey,

**Petition – Request for 20mph – Bower Mount Road, Maidstone**

I refer to your recent petition to reduce the speed limit to 20mph in Bower Mount Road and the surrounding roads.

I appreciate the time you have taken to raise this issue with me and please be assured that we take every suggestion about road safety very seriously.

With regard to your particular request for a 20mph speed limit, the number of requests for 20mph speed limit has increased exponentially over the last few years. Any changes to speed limits requires public consultation and amendments to the Traffic Regulation Order (TRO). This is to ensure that it is enforceable and as part of this process a formal consultation is carried out with all statutory consultees including the emergency services, bus companies, affected residents and businesses. There is a cost for this process, and it takes approximately 3 months or more if we receive objections and have to submit a report to the Joint Transportation Board (JTB) for the proposals to be reviewed. The JTB meets approximately every 4 months, all such requests are assessed to see whether or not a scheme is deliverable and appropriate for that location. KCC do not have designated funds for such projects unless it is a known crash site and we therefore rely on a sponsor such as the County Member or a Residents Group who would be willing to fund such works.

If my officers feel that Bower Mount Road is a potential site for a 20mph speed limit and the County Members are in support, a two-stage approach is required. The first being to ensure that there is strong community support for a 20mph speed limit which has been evidenced by the petition you have collated. The proposal would then be appraised against a list of local factors. For example, will it help vulnerable road users around community centres, schools or shops?

If deemed appropriate, the second stage would involve traffic surveys which will confirm if the location is suitable for consideration as a 20mph site. This is where existing speeds are between 24-28mph and more innovative and psychological traffic methods could practicably be implemented. The aim is therefore to help encourage lower speeds by changing the driver's perception of the road environment.

We receive many requests for the implementation of improvements on the highway, and all requests are reviewed and prioritised. We use an evidence-based approach to prioritise investment in our highway improvement projects to achieve safer roads and streets. Our first priority is to check if there is any pattern of personal injury crash records for the past three years that could be addressed by engineering methods.

Following our checks, we have established that in this location there is no such pattern; it is therefore very difficult to prioritise this site for Crash Remedial Measures against locations across the County where a pattern of incidents is occurring. Implementing highway improvements at known crash hotspots remains our priority. At this stage we have no programmed works at this location, although we will of course continue to monitor the site.

However, we recognise that whilst prioritising our efforts based on known crash data is an established and sensible approach, not all problems will be highlighted using this approach. We have also therefore recently established a process with local Parish Councils and County Members to ensure that a community voice helps to prioritise our efforts, and in many cases, help support funding for improvements that do not achieve sufficient priority through our countywide assessments.

I would urge you to contact your County Members, Tom Cannon and Dan Daley in the first instance to ensure that they are in support of a 20mph scheme in this location and are willing to promote on your behalf.

We have also recently developed and published a new approach to casualty reduction in Kent and this is called 'Vision Zero' Road Safety Strategy (see link below)

<https://www.kent.gov.uk/roads-and-travel/road-safety/road-casualty-reduction-strategy>.

This new approach is designed to build a more complete picture which understands that people make mistakes and aims to ensure these mistakes do not cause a death or a life-changing injury. This is called the 'Safe System Approach' and consists of looking at safe roads and streets, safe speed, safe behaviour, safe vehicles and post collision response.

We are therefore reviewing how we evaluate and prioritise road safety schemes to reflect the principles of the Vision Zero Strategy. Once we have finished this review, we aim to publish the way that communities and residents can report their concerns to us and how we engage with them to deliver our new approach.

However, clearly not all issues can be solved by the County Council and by changes to the road layout.

If you believe that drivers are driving at excess speed and without due care, then this is a matter for the Police using their existing powers. Such concerns can be reported to them on their non-emergency number 101.

There are also schemes such as Speed Watch that allows the local community to record speeding vehicles on roads in their area, by using portable speed devices. The owners of vehicles seen repeatedly speeding anywhere in Kent over a 12-month period are then sent a warning letter and advice by the police. I would encourage you to contact Kent Police Speed Watch Team who can provide training on community led speed action. See link below:

<https://www.kent.police.uk/advice/advice-and-information/wsi/watch-schemes-initiatives/kent/community-speedwatch/>

For future reference the current process for how to request highway improvements can be found at:

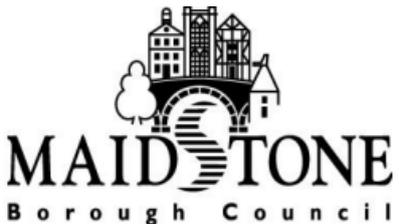
[www.kent.gov.uk/roads-and-travel/what-we-look-after/roads/changing-roads-in-your-area](http://www.kent.gov.uk/roads-and-travel/what-we-look-after/roads/changing-roads-in-your-area)

As you can see from the information above our new approach recognises that everyone plays a part in helping to reduce casualties on our roads, whether it is our highway team to improve the road layout, communities to encourage those who use local roads to do so appropriately or our local Police colleagues to enforce speed limits. Community engagement is at the heart of this strategy; if Vision Zero is to succeed it will depend on Kent's public and all road users sharing our ambition.

I would like to reassure you that reducing the number of people injured on our roads is one our top priorities.

Thank you for raising this matter with me and I hope that you have time to look at the website links above and especially more information about our Vision Zero Road Safety Strategy.

# Agenda Item 14

<b>Maidstone Joint Transportation Board</b>  	<b>6 April 2022</b>
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## Update on the Review of the proposed new bus route into the Orchard Fields and Pea Field Development

<b>Decision Making Authority</b>	MBC
<b>Lead Director</b>	William Cornall, Director of Regeneration & Place, Maidstone Borough Council
<b>Lead Head of Service</b>	Rob Jarman, Head of Planning & Development
<b>Lead Officer and Report Author</b>	Rob Jarman, Head of Planning & Development, Carole Williams, CIL & S106 Team Leader
<b>Wards and County Divisions affected</b>	Barming, Maidstone
<b>Which Member (s) requested this report?</b>	Cllr Holmes

### **This report makes the following recommendations:**

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

<b>Timetable</b>	
<b>Meeting</b>	<b>Date</b>
Maidstone Joint Transportation Board	6 April 2022

# Update on the Review of the proposed new bus route into the Orchard Fields and Pea Field Development

## **1. ORIGIN OF REPORT**

- 2.1 Councillor Holmes requested that a report be provided to update the review of the proposed new bus route into the Orchard Fields & Pea Field Development.
  - 2.2 This report provides an update on the bus service progress in the context of the Section 106 agreement relating to approved application 20/501773/FULL (181 dwellings) at Land off Oakapple Lane which secures a financial contribution to divert buses into the application site.
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## **3. BACKGROUND**

- 3.1 The legal agreement secures £246,159 to subsidise the diversion of buses into the site for 3 years in the AM and PM peaks (any bus operator), which was established as being feasible at the planning application stage. MBC does not hold any of this money as the development has not started yet.
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## **4. PROGRESS**

- 4.1 MBC has recently held meetings with the KCC Transport and Development regarding Section 106 public transport contributions, in particular relating to improved bus services. MBC will be liaising with KCC's Public Transport team on such contributions who can either award commercially or tender to provide new services/frequency of services.
-

# Agenda Item 15

**To:** Maidstone Joint Transportation Board  
**By:** KCC Highways, Transportation & Waste  
**Date:** 6<sup>th</sup> April 2022  
**Subject:** Highways Forward Works Programme: 2021/22 and 2022/23  
**Classification:** Information Only

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

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## 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 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 a number of 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.

<b>Machine Resurfacing – Contact Officer Mr Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Kings Road	Headcorn	Between A274 and Forge Lane	Programmed 30 <sup>th</sup> March 2022
A274 Maidstone Road	Headcorn	Kings Road to Stonestile Road	Programmed 11 <sup>th</sup> April 2022
A20 Ashford Road	Hollingbourne	M20 Junction 8 roundabout to east of B2163	Programmed 6 <sup>th</sup> June 2022
A249 Wat Tyler Way	Maidstone	Between A229 Upper Stone Street and A20 Ashford Road	Programmed 6 <sup>th</sup> July 2022
<b>Footway Improvement - Contact Officer Mr Neil Tree</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
Coombe Road	Tovil	<u>Footway Reconstruction</u> Two Sections 1. Old Tovil Rd to Quarry Rd 2. Courtney Rd to o/s No. 72.	Completed
A20 Ashford Road	Harrietsham	<u>Footway Reconstruction</u> Sections from the junction with Church Road to the Junction with Marley Road (Petrol Station)	Completed
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.
<b>Surface Treatments – Contact Officer Mr Jonathan Dean</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
CLAYGATE ROAD (PART)	Marden	Jarmons Lane to Claygate Road <b>(In situ Road Recycling)</b>	Programmed for May 2022
JARMONS LANE (PART)	Collier Street	Collier Street to Claygate Road <b>(In situ Road Recycling)</b>	Programmed for May 2022
SPENNY LANE	Collier Street	Claygate Road to Martins Fruit Farm <b>(In situ Road Recycling)</b>	Programmed for May 2022
CHART ROAD	Sutton Valence	Church Road to Chart Hill Road <b>(In situ Road Recycling)</b>	Programmed for May 2022
CRUMPS LANE	Ulcombe	Headcorn Road to Lenham Road <b>(In situ Road Recycling)</b>	Programmed for May 2022
TILDEN LANE	Marden	Stilebridge Lane to Underlyn Lane <b>(Surface Dressing)</b>	Programmed for Late July / Early August 2022
GRIGG LANE (PHASE 2)	Headcorn	Grigg Farm/Baker Lane to Oak Lane <b>(Surface Dressing)</b>	Programmed for Late July / Early August 2022
STILEBRIDGE LANE	Marden	Linton Hill to Underlyn Lane <b>(Surface Dressing)</b>	Programmed for Late July / Early August 2022
WHITE HOUSE LANE	Headcorn	Shenley Road to A274 Biddenden Road <b>(Surface Dressing)</b>	Programmed for Late July / Early August 2022
HEATH ROAD	Linton	Brishing Lane to A229 Linton Hill <b>(Surface Dressing)</b>	Programmed for Late July / Early August 2022
TONBRIDGE ROAD	Teston (Barming)	Church Road, Teston to South Lodge Bends <b>(Surface Dressing)</b>	Programmed for Late July / Early August 2022
ASHFORD ROAD	Bearsted	Roundwell to Otham Lane <b>(Surface Dressing)</b>	Programmed for Late July / Early August 2022
MAIDSTONE ROAD	Staplehurst	George Street to Couchman Green Lane <b>(Surface Dressing)</b>	Programmed for Late July / Early August 2022

UPPER STREET	Leeds	Horseshoes Lane to Blair House <b>(Micro Surfacing)</b>	Programmed for August 2022
MARLEY ROAD (DICKLEY LANE)	Lenham (Harrietsham)	Marley Works to Steeds Hill <b>(Micro Surfacing)</b>	Programmed for May 2022
NORTH STREET	Barming	From Heath Road to A26 Tonbridge Road <b>(Micro Surfacing)</b>	Programmed for May 2022
GRIGG LANE (PHASE 3) Section not done due to covid vaccination centre access	Headcorn	Headcorn Surgery (The Hardwicks) to Oak Lane <b>(Micro Surfacing)</b>	Programmed for May 2022
MALLING ROAD	Teston	Whole Road <b>(Micro Surfacing)</b>	Programmed for May 2022
LEES ROAD (INC LADDINGFORD & CLAYGATE ROAD)	Laddingford	From Lees Road to two hundred metres past Laddingford School <b>(Micro Surfacing)</b>	Programmed for May 2022
PATTENDEN LANE	Marden	Underlyn Lane to West End <b>(Micro Surfacing)</b>	Programmed for May 2022
MAIDSTONE ROAD	Marden	New Barn Cottage to A229 <b>(Micro Surfacing)</b>	Programmed for May 2022
THE STREET	Bredhurst	Forge Lane to County Boundary (Medway) <b>(Micro Surfacing)</b>	Programmed for May 2022
ROUNDWELL (& THE STREET)	Bearsted	From A20 Ashford Road to Church Lane (incl. The Street) <b>(Micro Surfacing)</b>	Programmed for May 2022
TONBRIDGE ROAD	Barming	South Lodge Bends to North Street <b>(Micro Surfacing)</b>	Programmed for May 2022
CHART ROAD	Sutton Valence	A274 Sutton Valence Hill to Church Road <b>(Micro Surfacing)</b>	Programmed for May 2022
MAIDSTONE ROAD	Marden	High Street to Hartridge <b>(Micro Surfacing)</b>	Programmed for August 2022

**Appendix B - Drainage**

<b>Drainage Repairs &amp; Improvements - <i>Contact Officer Earl Bourner</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
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 required. Anticipate undertaking further works in Summer.
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	All works within highway boundary now complete
Harp Farm Road	Boxley	Existing soakaway unmaintainable due to location in field. Replacement soakaway(s) to be considered	Permanent Road liable to flooding signs have been installed in the interim. Awaiting confirmation of capital budget to prioritise sites for scheme works.
Lenham Road	Headcorn	Ditch overflowing onto carriageway	Land drainage team to reassess when water subsides
Rawdon Road	Maidstone	Large void in footway	Works complete
Neville Close	Maidstone	Investigate broken pipework in rear garden of no 5 to prevent further flooding of property	Works complete
Marden Road	Staplehurst	Ditching works and culvert replacement due to historical flooding issues in area	Works complete
Chalky Road	Stockbury	Installation of new gully and inspection chamber	Works complete
Lughorse Lane	Hunton	Replace collapsed headwall and pipework	Works complete

Lenham road	Platts Heath	New gully installation and replace damaged pipework to rear of property	Works complete
Benover road	Yalding	Replaced broken pipework to ditch outfall	Works complete
Warmlake road	Chart Sutton	Replace entire length of broken mainline to outfall	Works ongoing – SGN damage to pipework – due for completion 01/04/2022
Holmoaks	Maidstone	Maintenance to existing system to stop damage to footway in park	Due for completion 23/03/2022
Ashford road	Weavering	Additional gully added to alleviate flooding into Poplar Close	Works complete
The Street	Ulcombe	Repair broken pipework leading to stream	Works programmed for 19/04/2022
Buckland road	Maidstone	Repair broken pipework at entrance to school	Works programmed for 04/04/2022
Trapfield close	Bearsted	Repair section of broken pipe to alleviate property flooding	Works programmed for 30/03/2022
The Green	Bearsted	Repair section of broken pipework to stop voids in village green	Works complete
East Street	Hunton	Investigate cause of sunken driveway – 600mm piped culvert running underneath	Works programmed for 25/04/2022

## **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.

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>				
<b>Road Name</b>	<b>Column</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
Tonbridge Road	KTBU022	Fant	Replacement of Street Light	Completion end July 22
Tonbridge Road	KTBU051	Fant	Replacement of Street Light	Completion end July 22
Sutton Road	KSGF007	Shepway South	Replacement of Street Light	Completion end July 22
Thornhill Place	KTBG002	North	Replacement of Street Light	Completion end July 22
Farleigh Hill	KFAH002	South	Replacement of Street Light	Completion end July 22
King Street	KKAM013	High Street	Replacement Street Light	Completion end July 22
Loose Road	KLCQ055	South	Replacement Street Light	Completion end July 22
Brishing Lane	KBFE010	Park Wood	Replacement Street Light	Completion end July 22
Ashford Road	KABQ005	Boxley	Replacement Street Light	Completion end July 22
Ashford Road	KABQ007	Boxley	Replacement Street Light	Completed
Ashford Road	KABQ009	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 July 22
Brownelow Copse	KBHO005	Boxley	Replacement Street Light	Completed

Faversham Road	KFAQ007	Harrietsham	Replacement Street Light	Completion end July 22
Old Ashford Road	KOAG011	Harrietsham	Replacement Street Light	Completion end July 22
Old Ashford Road	KOAG012	Harrietsham	Replacement Street Light	Completion end July 22
Tonbridge Road	KTBU025	Fant	Replacement Street Light	Completion end July 22
Westerhill Road	KWBP001	Coxheath	Replacement Street Light	Completion end July 22
Heath Road	KHCH024	Coxheath	Replacement Street Light	Completion end July 22
Amsbury Road	KAHV004	Coxheath	Replacement Street Light	Completion end July 22
Granville Road	KGBG005	North	Replacement Street Light	Completion end July 22
Tower Lane	KTCC002	Bearsted	Replacement Street Light	Completion end July 22
Willington Street	KWCY317	Shepway North	Replacement Street Light	Completion end July 22
Forstal Lane	KFCB008	Coxheath	Replacement Street Light	Completion end July 22

## Appendix D – Transportation and Safety Schemes

### Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Maidstone Borough, to meet Kent County Council's strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Status correct as of 22<sup>nd</sup> March 2022.

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, which has meant the scheme is now likely to be implemented in the 23/24 financial year. Once the required budget is secured the detailed design and appropriate stakeholder liaison will be carried out.

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

Location	Parish	Description of Works	Lead officer	Current Status
Buckland Hill	Maidstone	New Zebra Crossing	Jennie Watson	Scheme due to be constructed in April 2022
Hart Street/Barker Road	Maidstone	Experimental Traffic Regulation Order for One-Way System	Jennie Watson	As recommended at the January JTB meeting, we will be looking to implement the one-way system in Summer/Autumn 2022
PROW KB18 North of Maidstone Hospital	Maidstone	Upgrading of route to allow cycling and	Jennie Watson	Scheme complete

		improve wayfinding signs.		
Cycle route Link between London Road Park and Ride site and Maidstone Hospital	Maidstone	Signed cycle route linking London Road Park and Ride site with Maidstone Hospital	Jennie Watson	Scheme is currently at design stage

### **Externally Funded Schemes**

The Schemes Planning & Delivery team is implementing schemes within **Maidstone Borough** funded by external corporations whilst still meeting Kent County Council's strategic targets with the road network.

<b>Section 106 Schemes</b>				
<b>File Ref.</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
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. A consultation on existing designs is planned for June/July 2022 with a meeting between local Parishes to be arranged prior to the consultation.
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**

<b>File Ref.</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
2122-PAR-MA-09	Lenham Square	Lenham	20mph scheme	TRO due to go out to consultation – Scheme currently in design
2122-PAR-MA-07	West Street/Church Road	Harrietsham	20mph scheme	TRO due to go out to consultation – Scheme currently in design

**Other External Schemes**

<b>File Ref</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
2122-EXT-MA-3001	A249 Detling Hill	Detling	Extension of 50mph speed limit	TRO has been advertised. Scheme has been passed to Contractor, Bouygues in October 2021. Contractor have advised scheme to be delivered in June 2022 under lane closures.

## **Appendix E – Developer Funded Works**

**Developer Funded Works (Section 278 Agreement Works) Maidstone Borough** - *Contact Officer Sarah Parris*

Scheme Name	File Ref.	Officer	Parish	Description of Works	Current Status
Bell Farm, North Street	MA003098	SN	Barming	New accesses to split sites, shared surface and new crossing point	Highway works completed. Stage 3 Safety Audit Awaited.
Barty Farm, Roundwell,	MA003278	AD	Bearsted	New Bellmouth and Lining works	Defects issued
Cross Keys	MA003100	JH	Bearsted	New access, crossing point and parking area	Phase 1 works due 14/03/22, Phase 2 works due 11/04/22.
Bicknor Road	MA003256	AP	Bicknor	Formation of hard surfaced passing places	Awaiting technical approval
Lyewood Farm, Green Lane	MA3247 MA3248	AP	Boughton Monchelsea	New housing development and access	Awaiting remedial works
Hubbards Lane	MA003084	CV	Boughton Monchelsea	Two accesses to minor developments	Works substantially completed
Heath Road/Church Street	MA003111	SP	Boughton Monchelsea	New access, footway works, yellow lines and crossing upgrade	Completion of footway still outstanding along with defects picked up, and drainage issues.
Church Road/Deringwood Drive/Willington Street/Spot Lane	MA003426/ MA003429/ MA003430/ MA003431/ MA003436/ MA003437	SP	Boxley	Alterations to existing highway to include traffic signals, widening of road and junction widening/narrowing	Received and going through Technical Approval Process
Heath Road (North side)	MA003063	CV	Coxheath	New access and Footway work	At Final remedial stage prior to adoption

Linden Farm, Stockett Lane	MA003107	SP	Coxheath	Access to new development and footway link to community hall	Adopted
Heath Road, Coxheath	MA003134	SP	Coxheath	New access and new footway adj medical centre	Awaiting completion of snagging for adoption
Forstal Lane	MA003141	SP	Coxheath	Widening of road and new footpath with access to new development	Works completed, however drainage issues and defects so 1 year maintenance not yet started
Land north of Heath Road Phase 2	MA3257	SP	Coxheath	Access to new development	Still awaiting defective works to be completed
Gatland House, Gatland Lane	MA003081	CV	Fant	Parking restrictions, signage, road markings and tactile crossings for new school	Works completed, Remedials to do
Bell Farm, Ashford Road	MA003094	CV	Harrietsham	Realignment of Church Road to form new access onto A20. New footway along A20	Works in maintenance
Harrietsham Primary School	MA3388	CV	Harrietsham	New access to car park, extend traffic calmed area	Works completed, in maintenance
Mayfield Nursery, Ashford Road	MA003135	SP	Harrietsham	New access and alterations to existing Highway to adjoin upcoming Scheme Works	Adopted
Forge Meadows	MA3253	AP	Headcorn	Access to two new properties and vehicle crossovers to	Works in Maintenance

				existing properties	
Kings Road/Millbank	MA3262	AP	Headcorn	Signalised crossroads (linked to Ulcombe Road MA3150)	Works Adopted
Oak Lane and Wheeler Street	MA003048	CV	Headcorn	New footway plus junction improvements	Works at end of maintenance, final remedials due
Grigg Lane, Lenham Road,	MA003050	CV	Headcorn	Access onto Grigg Lane and Lenham Road. Footway on Grigg Lane	New accesses Grigg Lane and Lenham Road & new footway Grigg Lane all in maintenance
Lenham Road (South side)	MA003057	CV	Headcorn	New footway	Footway and speed gateway works due for completion over Easter Hols
Lenham Road (North side)	MA003062	CV	Headcorn	New Footway to site and extend speed limit boundary	At Final remedial stage prior to adoption
Mill Bank Headcorn	MA3119	CV	Headcorn	New bus stops and extend 30mph zone	Works commenced, to complete March '22 (before resurfacing)
Stonestile Road	MA003412	JH	Headcorn	New access to twelve houses	Works underway
Gibbs Farm Grigg Lane & Wheeler Street	MA3250	SAS	Headcorn	Access Gibbs Farm dev'tment, zebra crossing on Wheeler St	Works Complete, RSA3 raised defects, waiting for developer to act on these.
Ulcombe Road	MA003150	SP	Headcorn	Access to new development	Works complete now in maintenance
Woodcut Farm, Ashford Road	MA00	SP	Hollingbourne	Alterations to A20 and access for new development	Still going through Technical Approval
Genco Office	MA003433	SP	Hollingbourne	New Access to Business and carriageway alterations	Going through Technical Approval
Ledian Farm	MA003086	JH	Leeds	New access and	Access in maintenance period,

				bus stop works	bus stop to be started in due course
Westwood Park, Ham Lane	MA003305	AP	Lenham	Main and emergency accesses to new housing dev.	Works Completed
Old Ashford Road, Adj Groom Way	MA003356	AP	Lenham	New access and footway	Awaiting start of works on site
8 Faversham Road	MA003032	CV	Lenham	New access	In maintenance, streetlight to replace
The Paddocks, Ashford Road (Grove House, Old Ashford Road)	MA3114	CV	Lenham	New access, traffic island, speed reduction to 50mph & f/way link to Faversham Rd	Adoption imminent
Headcorn Road Adj Rail bridge	MA3404	CV	Lenham	New access road and extend 30mph limit	Complete – In maintenance
Loder Close	MA3424	JH	Lenham	New bell mouth access and footway	Under review
Heath Road	MA3326	JH	Linton	New Access	In Maintenance Period
Gleamingwood Drive	MA003441/ MA003440	SP	Lordswood	New Access and development	Going through Technical Approval
Bicknor Green, Gore Court Road	MA003053	AD	Maidstone	Change of road priorities and widening / upgrading	In Maintenance
Oakapple Lane/ Hermitage Lane	MA003046	AD	Maidstone	New bellmouth junction and associated ancillary works incl new bus stop, for new development	Paperwork outstanding prior to adoption
St Saviours Road, Maidstone	MA003136	AD	Maidstone	Changes to layout for Morrisons Junction	Agreement signed
Buffkyn Way / Sutton Road	MA003218	AD	Maidstone	Signalisation of the junction	Approved – not signed

The Poplars, Ashford Road	MA3254	AP	Maidstone	Access to new development	Works Adopted
Springwood Road Maidstone	MA003438	AP	Maidstone	Stopping up of existing access and provision of new through footway	Works Completed
531 Tonbridge Road	MA003045	CV	Maidstone	Service layby for new retail unit	Adoption imminent
Wallis Avenue Phase 3, Parkwood	MA003085	CV	Maidstone	Redevelopment of car park & shops opp. Longshaw Rd	Works in maintenance
Maidstone East Station	MA3447	CV	Maidstone	Footway upgrade (& private parking improvement)	Works in progress
Royal Engineers Rd/Mill Lane	MA3312	JH	Maidstone	Access to New Development	Revised scheme under Technical Review after comments from local Members
Medway Street	MA3326	JH	Maidstone	Subway Flood Protection Works	Awaiting input from scheme promotor – no information rec'd
Howard Drive	MA003303	SP	Maidstone	Junction works to facilitate Bus Gateway entrance to Croudace site	TRO going through
Hermitage Lane, (opp. Maidstone Hospital)	MA003060	SP	Maidstone	New Traffic signal junction	In Maintenance. Remedials being completed
Hermitage Lane/ Howard Drive	MA003070	SP	Maidstone	New access for development (opposite the quarry entrance)	Awaiting final snagging items
Royal Engineers Road	MA003127	SP	Maidstone	New footpaths to development	Awaiting works start date
Union Street, Car Park	MA003319	SP	Maidstone	New Access to development and footway works	Works complete now in maintenance

Castle Dene, Maidstone	MA003352	SP	Maidstone	New Access and further footway work and repairs	Works completed
Perryfield Street	MA3411	SP	Maidstone	New footpath/access to new houses	Awaiting works start date
Oakapple Phase 2A, Hermitage Lane	MA003444	SP	Maidstone	Development adjoining existing development	Going through Technical Approval
Langley Park Farm	MA003130	AD	Maidstone / Langley	New Roundabout and associated works for entrance to Countryside Estate	Works complete
MAP Depot, Goudhurst Road	MA003012	CV	Marden	New Bellmouth junction and footway	Final Remedials due
The Parsonage, Goudhurst Road	MA003066 MA003067	CV	Marden	New access and associated upgrade works	In maintenance
Napoleon Drive and Plain Road	MA003079	CV	Marden	New access on each road for new housing development	Adoption imminent
Goudhurst Road/West End (Plain Road Development)	MA3118	CV	Marden	Refurbish Zebra crossing outside school and Bus Borders to add by Library stops.	Works in Maintenance, near adoption
Albion Road, Marden	MA003132	SP	Marden	New Access & development	Snagging works for S278 and S38 ongoing
Fishers Farm (West), Headcorn Road (Bovis) (off- site works)	MA3037/1	AP	Staplehurst	Pedestrian crossovers on Headcorn Road/ Hurst Close	Works completed, remedial works completed, stage 3 road safety audit response required before first certificate issue
Oliver Road Staplehurst	MA003019	CV	Staplehurst	Ped crossing to Marden Road, junction markings and bus boarders	Near end of maintenance

Hen and Duckhurst Farm, Marden Road	MA003109	CV	Staplehurst	New Roundabout for development access	In Maintenance, additional speed roundels etc to be added
High Street Staplehurst	MA3446	CV	Staplehurst	2 x new bus stop upgrades (kerbs and markings)	Agreement due for signing – works will be undertaken shortly
Fishers Farm (East) Headcorn Road (Redrow)	MA3106	SP	Staplehurst	Realignment and new access at Headcorn Road/Pile Lane junction	Works still ongoing
Sainsbury's new site Station Rd	MA3387	SP	Staplehurst	Roundabout and new access	Cert 1 issued in maintenance period
Pristling Lane	MA3415	SP	Staplehurst	Widened access & Ditch works	Cert 1 issued in maintenance
Sapphire Kennels Headcorn Road	MA3407	AP	Sutton Valence	Access to new development and 40mph extension	Works in Maintenance
Valdene Industrial Estate	MA003054	CV	Sutton Valence	Upgrade of existing bellmouth and extension to f/w	Adoption imminent
The Oaks, Maidstone Road	MA003078	CV	Sutton Valence	Upgrade existing Vehicle crossing access to Bellmouth with tactile crossing.	Works complete
Appleacres, Maidstone Road	MA003152	SP	Sutton Valence	Access to new development and footway works	Works complete, however ditch issues outstanding
Warmlake Nurseries	MA003443	SP	Sutton Valence	New access to small development	Access works booked in then resurfacing/HFS to be completed separately
Farleigh Hill Tovil (Opp KCC waste site)	MA3413	AP	Tovil	New access opp Burial Ground Ln KCC Recycling centre	Technical approval granted. Site being sold to new developer
Site opposite cottages 129-147 Dean Street/Farleigh Hill	MA003007	CV	Tovil	New access speed limit relocation, new footway and bus	At Final remedial stage prior to adoption

				stop provision	
Cripple Street Maidstone	MA003093	CV	Tovil	New access to development, widening and footway works	Due for adoption – remedials due
Tovil Green Lane	MA003095	CV	Tovil	New Footway and crossing point to side of site	In maintenance
Mount Ave/Blunden Lane	MA3180	CV	Yalding	New accesses at site entrance	In maintenance
Vicarage Road	MA003121	SP/JH	Yalding	New access to development and speed restraints on existing Highway	Under review

**Appendix F – Bridge Works**

<b>Bridge Works – <i>Contact Officer: Helen Rowe</i></b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Description of Works</b>	<b>Current Status</b>
		None	

## **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.

<b>Traffic Systems - <i>Contact Officer: Toby Butler</i></b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
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	Completed October 2021

## **Appendix H - Combined Members Grant programme update**

### **Member Highway Fund programme update for the Maidstone Borough Council**

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
- at consultation stage
- about to be programmed
- recently completed on site.

The list is up to date as of 24<sup>th</sup> March 2022

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
- highway studies
- traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the District Manager for the Maidstone Borough Council.

[ ]

<b>Details of Scheme</b>	<b>Status</b>
None	

[ ]

<b>Details of Scheme</b>	<b>Status</b>

Legal Implications

1.1.1 Not applicable.

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

1.2.1 Not applicable.

## **1.3 Risk Assessment**

1.3.1 Not applicable.

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**Contacts: Richard Emmett/ Susan Laporte 03000 418181**