

AGENDA

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 15 April 2015

Time: 5.00 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Ash, Bird, Brown, Burton, Carter,
Chittenden, Clark, Cooke, Cuming,
Daley, Ells, English, Fissenden,
Hotson, Moriarty, Mrs Stockell
(Chairman), Mrs Whittle, J.A. Wilson
(Vice-Chairman) and Mrs Wilson

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Notification of Visiting Members

Continued Over/:

Issued on 7 April 2015

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting please contact Poppy Brewer on 01622 602242. To find out more about the work of the Committee, please visit www.maidstone.gov.uk

Alison Broom

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

4. Disclosures by Members and Officers

5. Disclosures of lobbying

6. Minutes of the Meeting Held on 21 January 2015

1 - 9

7. Petitions

1. Notice has been given pursuant to Council Procedure Rule 11 of the intention to present a petition in the following terms:

We, the users of Headcorn Road, specifically in and around the Grafty Green area and its extension into Lenham and Kings roads, petition the Kent County Council to impose a 7.5 tonne weight restriction (except for local/authorised traffic) on these roads which are totally unsuitable for heavy goods vehicles.

- There are very dangerous sections and serious impediments/hazards approaching and near/at Headcorn School and MOREOVER only single track widths at Liverton Hill, Sandway and near Platts Heath school.
 - There are accidents and frequent hold-ups on the single track width sections which are not all signed.
 - A KCC survey in January 2014 indicated total traffic volumes of 8021 light vehicles and 375 HGV's in one week which may be reasonable for a standard two lane road but unacceptable on a narrow road with two schools and single track width sections used by the largest articulated lorries, often Continental.
 - Headcorn Road is the only minor moderately DIRECT North/South route from the A20 to the A274 between Willington St and Charing without a restriction.
 - Traffic volumes will increase dramatically as surrounding developments proceed in Harrietsham, Headcorn, Lenham and at the M20 Junction 8.
 - This petition is supported by the Boughton Malherbe, Harrietsham, Headcorn and Ulcombe Parish Councils.
2. Notice has been given pursuant to Council Procedure Rule 11 of the intention to present a petition in the following terms:

We the undersigned as residents who will be most affected by the congestion, and linked pollution, noise and road safety impacts, arising from Council plans for massive development along the Hermitage Lane corridor in west Maidstone request that the Conservative run Maidstone Borough Council and Kent County Council ensure that:

- The scale of new housing proposed for our area is

reduced to a level appropriate to existing infra-structure and to protect local landscape character and quality of life

- Extensive areas of high quality green space are protected and new planting is provided to screen and mitigate against noise ,air and light pollution arising from any new development; and
- State of the art road safety measures accompany any new development (including a safe crossing point at the St. Andrew's Road / Fountain Lane intersection).

8. Questions/Statements by members of the public
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12. Report of the KCC Head of Transportation and Development - Transport Strategy Progress Verbal Report

INFORMATION ONLY REPORTS

13. Report of the KCC Head of Highways and Transportation - Highways Work Programme 2015/16 27 - 36
14. Report of the KCC Head of Transport and Development - Site Visit Fees Verbal Update

Registering for Public Speaking

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

Agenda Item 6

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON WEDNESDAY 21 JANUARY 2015

Present: Councillor Mrs Stockell (Chairman), and Councillors Ash, Bird, Brown, Burton, Carter, Chittenden, Clark, Cooke, Cuming, Daley, English, Fissenden, Moriarty, Powell and Mrs Wilson

Also Present: Councillors Mrs Blackmore, McKay, D Mortimer and Round

37. APOLOGIES FOR ABSENCE

It was noted that apologies for absence had been received from Councillors Ells, Hotson, JA Wilson and Mrs Whittle.

38. NOTIFICATION OF SUBSTITUTE MEMBERS

The following substitute Members were noted:

Councillor Powell for Councillor Ells

39. NOTIFICATION OF VISITING MEMBERS

It was noted that Councillors McKay, Mrs Blackmore, and Round were in attendance as visiting Members.

It was noted that Councillor D Mortimer was in attendance and indicated a wish to speak on the objectives of the SMART Update Report under item 8 – Questions/Statements from members of the Public.

40. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

41. DISCLOSURES OF LOBBYING

There were no disclosures of lobbying.

42. MINUTES OF THE MEETING HELD ON 15 OCTOBER 2014

RESOLVED: That the Minutes of the Meeting held on 15 October 2015 be agreed as a correct record and signed.

43. PETITIONS

Mr Bill Houston presented a petition requesting the immediate removal of parking restrictions imposed on Worcester Road on 26 May 2014, and explained to the Board that the 103 signatures were gained from residents across 86 homes. Mr Houston stated that the fines issues to residents and visitors was felt to be disproportionate to the scale of the problem, and that whilst removal of the restriction would allow verge parking, this would give peace of mind to residents as it would allow greater access to wider vehicles such as those used by the emergency services. Members were asked to consider other methods to improve parking in this area and to undertake further consultation with residents before the implementation of restrictions.

The petition was referred to the Cabinet Member for Planning, Transport and Development.

44. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

Mr Sean Carter and Councillor D Mortimer addressed the Board regarding the objectives of the SMART Update Report, and explained that SMART represented several groups in north Loose and surrounding areas. It was explained that research had been undertaken into air quality, volumes of traffic and congestion, and that the full report would be issued on 12 March 2015.

Councillor Cheryl Taylor-Maggio of Langley Parish Council addressed the Board with regard to item 13 – Transport Strategy Progress, and expressed concerns that a new road through Langley may trigger development which would impact on the infrastructure of the area and provision of utilities such as sewerage.

45. REPORT OF THE KCC HEAD OF TRANSPORTATION - UPDATE ON PETITION TO EXTEND THE 30MPH SPEED LIMIT ON THE A274 AT HEADCORN

Richard Emmett, the District Manager for Maidstone at Kent County Council Highways and Transportation, provided an update on the petition received to extend the 30mph speed limit on the A274 at Headcorn, to include the Stonestile Road crossroads and Headcorn Business Park at Barradale Farm.

The Board heard that current vehicle speeds from existing speed data were found to be in excess of the 30mph posted speed limit and very close to 40mph. Based on this and the likelihood that any reduced speed limit would largely not be complied with, as well as the sound safety reasons for not imposing an artificially low speed limit, the KCC Cabinet Member for Highways, Transportation and Waste responded declining the request.

Following this decision a site meeting was held between the lead petitioner Cllr Round (MBC), the KCC Cabinet Member Mr Brazier, local interested residents, and KCC Highways. The meeting resolved that further investigation would be undertaken with a view to reviewing the previous decision based on current accurate speed data being available. This data

once collected would be presented to a future meeting of the Board. Kent Police were consulted and stated that based on previously recorded speeds they would object a proposed extensions of the 30mph limit on the basis that it would result in an unrealistic expectation of enforcement.

In her absence Councillor Mrs Whittle had provided a written statement to the Chairman confirming that she had been in attendance at the Headcorn site visit, and wishing this to be recorded.

RESOLVED: That the report be noted.

46. **REPORT OF THE KCC HEAD OF TRANSPORTATION - UPDATE ON PETITION TO REDUCE THE EXISTING SPEED LIMIT ON THE A20 ASHFORD ROAD, LENHAM TO 40MPH**

The KCC Manager for Maidstone at Kent Highways and Transportation presented an update report on the petition received to reduce the exiting speed limit on the A20 Ashford Road, Lenham to 40mph and on Faversham Road to 30mph.

It was explained that there had been a number of recent planning applications made on sites adjacent to and accessed from the A20 Ashford Road. If successful these would alter the characteristics of Ashford Road, which had little housing directly fronting the road with the exception of the properties near the Faversham Road junction. As a statutory consultee to the planning process, Kent County Council had requested that as part of these developments the current national limit on the A20 is reduced to 50mph which is supported by recent speed data. An artificially low speed limit could lead to additional overtaking manoeuvres and could be counterproductive in terms of road safety making a 40mph limit inappropriate.

The junctions of Faversham road had also been identified as part of a yearly review of crash cluster sites. The site was to be looked at in conjunction with Kent Police in a review that was scheduled to take place in the subsequent weeks, and engineering measures to address these crashes would be considered where appropriate. With regards to Faversham Road, the level of development would not currently support the introduction of a lower speed limit.

In response to questions Mr Emmett confirmed that an interim update on the review would be provided to the next meeting.

RESOLVED:

1. That the report be noted.
2. That an interim update on the review of crash cluster sites pertaining to the junction of Faversham Road be provided to the April meeting of the Board.

47. REPORT OF THE KCC HEAD OF TRANSPORTATION - HIGHWAY WORKS PROGRAMME 2014/15

Mr Emmett, the KCC Manager (Maidstone) for Highways and Transportation, presented the Highways Works Programme 2014/15 which updated Members on the progress of Footway and Carriageway Improvement Schemes, Street Lighting, Traffic Systems, Bridge Works and Drainage Repairs and Improvements.

It was noted that some of the information referred to schemes completed in 2013. This was clarified as an admin error.

The following matters were discussed:

- There had been an increase in burglary committed during the daytime hours, which a Member enquired whether this could be put down to street lighting switching on later in the evening during the winter months. Structural testing of street lights also removed some from operation.
- Members noted the cost efficiency of using LED lights in street lighting and asked if the intention was for all units in need of repairs to receive these automatically, and whether this would allow lighting at night time hours in the future. Mr Emmett advised that although the LED lights once in place were cost efficient, the purchase and implementation of LED lighting incurred a cost, and that a bid put forward to central Government for funding to replace all units with LED was yet to receive a decision.
- It was raised that when members of the Public reported a faulty street light, they were requested to provide exact details of the location which they may be unable to provide. Mr Emmett said that clarification on the procedure and the necessity of location details would be provided to the next meeting of the Board.
- The footpath from Tudor Park to junction 8 would be complete by the end of the financial year.
- The re-camber and site of gully work on the area of flood caused by surface run off at Loose Road and Wheatsheaf Close had been handed over to Amey to be carried out but the start date for this work was yet to be confirmed.
- The notices of parking restrictions posted on lampposts on Maxwell Drive in Allington prevent verge parking. However there had since been replacement of lamp columns and the notices had not been reattached, causing confusion as to the status of enforcement of the restrictions. Mr Emmett reassured Members that these would be replaced.

RESOLVED:

1. That the report be noted.
2. That a report on street lighting be produced by the KCC relevant officer for the April meeting of the Board containing:
 - a. An update on the schedule for structural testing;
 - b. Clarification on the bid to central Government for funding to replace the current lighting with LED; and
 - c. The relevance of clarifying the exact positioning of reported lights by members of the public.
3. That an update on the date of the re-camber and site of gully work to be undertaken by Amey on the area of surface run off at Loose Road and Wheatsheaf Road be provided to the Board when confirmed.
4. That for clarity an additional column be added to future Highways Works Programme reports to define the programmed and completed dates for works to be undertaken.

48. REPORT OF THE KCC HEAD OF TRANSPORTATION - HIGHWAYS IMPROVEMENT SCHEMES

The Manager for Maidstone at Kent County Council Highways and Transportation provided a report on the progress of traffic and safety schemes currently being progressed.

Members were advised that:

- The A229 Running Horse Roundabout scheme continued to be monitored and minor amendments had been proposed. The work to alter the road markings was weather dependant but it was intended that this be carried out in the subsequent weeks.
- A scheme had been developed for A229 Stile Bridge to Knoxbridge which included improved direction signage, high friction surfacing and improved cats-eyes, as well as substantial vegetation removal, all of which except the large advanced signage had been completed.
- Work on the previously identified Crash Remedial sites was largely completed with signage works at B2163 Penfold Hill, Leeds and A20 Roundwell, Bearsted still outstanding. Work had also commenced on the identification of future sites requiring intervention.

During discussion it was noted that:

- The data contained in the report was historical, and that this type of information could prove useful as a reminder of jobs requiring updates.
- The fee for Officers to attend site visits still applied. Clarification was requested on whether this would continue to apply under combined grants.
- The KCC Member for Maidstone North East advised the Board that additional work had been undertaken that was not referenced in this report, and requested that this be detailed in the next report.

RESOLVED:

1. That the report be noted.
2. That further clarification on the status of site visit fees for the allocation of combined grants be provided at the April meeting of the Board.
3. That the additional schemes programmed by the KCC Member for Maidstone North East be included in the next Highways Improvement Schemes Report.

49. REPORT OF THE KCC HEAD OF TRANSPORTATION - TRANSPORT STRATEGY PROGRESS

The KCC Strategic Transport Planner, Peter Rosevear, reported on the progress towards a transport strategy to support the Local Plan, following on from the Transport Workshop that was held in December.

The Board was advised that:

- The presentation made by Amey at the Workshop has indicated that the road network would come under increasing pressure from substantial additional demand for journeys as development proceeded into the future. By the end of the Local Plan period the results were showing an increased demand for travel of 17-18% in both peak hours.
- With the implementation of a full package of capacity improvement schemes, the projected increase in total journey time across the network was calculated as a 25% increase in the morning peak (8-9 a.m.) and a 34% increase in the evening (5-6 p.m.)
- The reduction in resilience created by the increases would entail a greater impact on congestion should any incident - such as breakdowns and road works - occur.
- It was suggested that two new model runs be undertaken. The first would be based upon the current Local Plan development

expectations supported by the package of capacity improvements. This would include sustainable transport improvements but not the Leeds Langley Bypass. The second would be a KCC specified run which would assess suggested alternative development scenarios and transport improvements.

- The results of the first of these would be available in February. There was an opportunity for another informal workshop to be held for Members to discuss the outcome.

Discussion included the following points, among others:

- The modelling to date had been undertaken on urban areas and was strategic. Rural areas would be included within smaller level modelling on specific junctions. The MBC Head of Planning and Development confirmed that VISIN modelling had been undertaken on three junctions in Coxheath and two in Staplehurst, with both sets of findings being available from February 2015. The same modelling could be undertaken for Headcorn due to an increase in applications for this area. The primary reason for undertaking VISIN modelling was to provide a firm foundation when dealing with applications, and to clarify the impact of housing numbers on congestion, as and when planning decisions are required to be made. It was clarified that VISIN modelling was conducted at a strategic level.
- The Amey modelling work concentrated on producing headline results which will be available as soon as completed. Three models had been undertaken: base model, do-minimum, and do-something which included the proposed package of measures. There would then be a choice between asking Amey to produce all documentation or the modelling of other options. As MBC had chosen a detailed dispersed route which incorporated relatively small sites it would require detailed modelling. It was suggested that MBC Officers and Members may wish to produce a list of questions that they would like the modelling to address. Members expressed an interest in viewing the validation report for the base model.
- Reports to Planning Committee invited responses to applications from statutory organisations, one of which being KCC Highways. It was requested that further detail from these organisations would benefit the consideration of applications in areas where highways difficulties were foreseen, and that this might be assisted by Officers being provided with the modelling that was being undertaken. It was also noted that it was essential to get further detail on the do-minimum position, to allow developers to undertake their own modelling and utilise the detail already produced.
- The Community Infrastructure Levy and Section 106 agreements provided funding for highway improvements, however Members raised the concern that more properties had to be built in order for these funds to be raised, which had the potential to further add to future congestion. The Local Growth Fund had been accessed which

would make the package of measures proposed affordable should the maximum grant be given.

- The Planning Inspectorate would require evidence to make decisions, and modelling would provide information regarding potential constraints on housing numbers. It was posited that the main constraint was securing funding for the schemes and that greater detail on costs and availability of funding was essential.

It was queried whether highway developments would have a knock-on effect on areas where there was no development. Mr Rosevear advised that the dispersed growth route avoids the exacerbation of town centre congestion which may impact on other areas. This would need to be expressed and addressed through modelling

RESOLVED:

1. That the report be noted.
2. That the following documents be circulated to Members of the Board:
 - a. Presentations delivered by Amey and KCC Officers to the December workshop
 - b. The validation report for the base model
3. That further details on the cost of schemes and the availability of funding be provided when available.

50. **REPORT OF THE KCC HEAD OF PROGRAMMED WORKS - HIGHWAY DRAINAGE**

Mr Emmett provided the Board with an update on the approach to maintaining and improving the highway drainage system and ensuring providing customers with a quality service against a background of increasing severe weather events, originally reported to the KCC Environment and Transport cabinet Committee on 5 December 2014.

It was explained that:

- The County Council was responsible for the maintenance of the 5400 miles of public highway roads including 250,000 roadside drains (gullies) and associated drainage systems.
- The primary objectives of the highway drainage system were the removal of surface water from the carriageway, effective sub-surface drainage, and minimisation of impact of highway surface water on adjacent environment including properties.

- In the last 12 months, around 10,000 enquiries related to drainage and flooding have been received. Of these, 3000 were related directly to highway flooding and 500 to incidents of highway flooding that had resulted in damage to private properties.
- The allocated budget for highway drainage cleansing was £2,408,300, reflecting a saving of £300,000 made as part of the wider Highway, Transportation and Waste efficiencies for 2014/15.

It was noted that Amey had been working together with Southern Water to address waste water concerns that had particularly affected south Maidstone. Southern Water were looking into replacing pumps and manhole covers. I was also clarified that they were not a statutory consultee on planning applications.

RESOLVED: That the report be noted.

51. DURATION OF MEETING

5.07 p.m. to 7.04 p.m.

To: Maidstone Joint Transport Board

By: Tim Read, Head of Transportation

Date: 15th April 2015

Subject: Petitions Report

1. A20 Ashford Road, Lenham
2. Faversham Road, Wichling

Classification: For Information

Summary: The purpose of this report is to provide members with a progress report on petitions currently being considered by KCC Highways and Transportation

1. Petitions Received

A Petition to reduce the existing speed limit on the A20 Ashford Road, Lenham (1) to 40mph and on Faversham Road, Wichling to 30mph (2).

2. Work undertaken

A20 Ashford Road

A petition containing 72 signatures was received at the October meeting of this board. Kent County Council Highways and Transportation investigated this request.

There have been a number of recent planning applications made on sites adjacent to and accessed from the A20 Ashford Road.

As a statutory consultee to the planning process, Kent County Council has requested that as part of any development fronting the A20 Ashford Road, the current national speed limit on the A20 is reduced to 50mph, which is supported by recent speed data. Whilst one of the proposed developments has currently not received full planning consent, it is possible that it will be re-submitted. If ultimately successful these developments will alter the characteristics of Ashford Road, which currently has little housing directly fronting the road with the exception of the properties near the Faversham Road junction.

The junction of Faversham Road has also been identified as part of this year's review of crash cluster sites, proposals are currently being developed into a scheme for delivery 2015/16.

Faversham Road, Wichling

With regards to the request to consider Faversham Road, Wichling for a 30 mph speed limit, following the last meeting of this board, residents made contact with their Local Member Mrs Whittle and the Cabinet Member for Highways and Waste, Mr Balfour.

Subsequently a site meeting was held between concerned residents, Mr Balfour and KCC Officers. The meeting resolved that Mr Balfour would raise the matter with Mrs Whittle, who was not present at the site meeting. This has now happened and further discussions are now ongoing with respect to new works to be undertaken.

Contact Officer: Michael Heath
Tel: 03000 418181

To: Maidstone Joint Transport Board
By: Tim Read, Head of Transportation
Date: 15th April 2015
Subject: Petitions Report B2010 and B2163 East and West Farleigh
Classification: For Information

Summary: The purpose of this report is to provide members with a progress report on petitions currently being considered by KCC Highways and Transportation

1. Petitions Received

1.1 A petition to reduce the existing speed limits on the B2163 and B2163 through East Farleigh and West Farleigh, the petition comprised two separate petitions, one from St Helens Montessori School, the other from the West Farleigh Road Action Group.

2. Work undertaken

2.1 The two petitions, which when combined contained near 1000 signatures were considered in conjunction, Kent County Council Highways and Transportation, used existing and newly collected survey data to investigate this request.

2.2 With regard to the East Farleigh section of the B2010 Lower Road, existing survey data indicated the existing actual driven speeds are in the region of 35mph. It may be possible based on this to propose a reduction from the existing 30mph limit currently just west of Gallants Lane to just west of the St Helens Lane junction, this section is where the St Helens Montessori School is located.

2.3 West of Helens Lane, survey data would indicate actual driven speeds to be in the order of 37mph, therefore it may be possible to extend the 40mph limit from its current location west of Teston Lane, to join the 30mph west of St Helens Lane.

2.4 With regard to the national speed limit section of Smiths Hill through to Yalding Hill. New data has indicated that existing actual driven speeds are in the region of 33mph. A reduction in speed limit from the national limit to 40mph is therefore not proposed as this would seem unnecessary when the current actual speeds are less and conversely may send out the wrong message to some drivers.

2.5 Whilst these potential speed limit changes may be possible based on new and existing speed data, our current objectives remain the reduction of personal injury crashes, where they are currently occurring. Consequently these changes would not currently be able to be funded from our Crash Remedial Measures budgets.

2.6 However if alternative funding could be made available, Kent County Council would of course consider progressing these changes, following all necessary statutory consultations.

Contact Officer: Michael Heath
Tel: 03000 418181

To : Maidstone Joint Transportation Board
By : Tim Read – KCC Head of Transportation
Date : 15th April 2015
Subject : A229 Corridor Study
Classification: For Information and Discussion

Summary : A proposal for a Study and implementation of potential capacity improvements to the A229 Loose Road in Maidstone

1.Introduction

1.1 A Corridor Study of the A229 in Maidstone from its junction with Upper Stone Street/Sheals Crescent to the Boughton Lane/Cripple Street junction is proposed. The opportunity has arisen to use Local Growth Fund grant to investigate capacity problems on this route, to implement any appropriate minor measures, and to identify any major improvements schemes that could be funded by developer contributions. The Study would be managed by Andrew Westwood, the KCC Network Manager.

1.2 Other work is also in progress on the A229. The Bridges Gyratory improvement is due for construction over the next two financial years, and Mott Macdonald are working on behalf of Maidstone Borough Council to assess potential improvements to Linton Crossroads and Staplehurst Crossroads.

1.3 This work will run in parallel to the discussions being held by this Board over the evolution of an overall transport strategy to support the Local Plan, and will help to guide our responses on planning applications. Its conclusions will also inform future action to improve conditions in Maidstone's Air Quality Management Area, and support the Maidstone Quality Bus Partnership (through which Arriva have also raised concern about congestion problems on this route).

2.Background

2.1 This section of the A229 has been the subject of considerable concern from both Kent County Council and Maidstone Borough Council Members, in respect of both current planning applications and the longer term Local Plan Transport Strategy.

2.2 Concerns have also been raised through the Maidstone Quality Bus Partnership, the SMART group (a partnership of Parish Councils and local interest groups in South Maidstone), and the emerging North Loose Neighbourhood Plan.

2.3 In principle, the Study will :-

a) Look at minor improvements that have already been identified by KCC, MBC, Arriva, SMART and other parties

b) Propose a programme of actions that could be undertaken from currently available funding

c) Propose steps to make progress on any appropriate major improvements that would be needed to deal with the long term growth expected through the emerging Local Plan

3. Potential Schemes

3.1 Loose Road/Upper Stone Street/Sheals Crescent

3.1.1 The junction was subject to a revised layout during recent maintenance works, which brought the two streams of traffic turning into Sheals Crescent into separate lanes. This was observed to operate well, and would overcome the blockage of Upper Stone Street that occurs when vehicles have to give way to traffic coming down the Loose Road in two lanes.

3.2 Loose Road/Armstrong Road/Park Way junction

3.2.1 There are two potential improvements here. The first would be either the relocation of the northbound bus stop on Loose Road from the south to the north of the junction, or its complete removal. The second would be the creation of a right turn lane for traffic turning right from Loose Road into Armstrong Road. This regularly causes congestion at busy times. A separate right turn lane would allow the A229 to run with two lanes south through the junction.

3.2.2 This could be achieved in two ways, one by removing the central pedestrian island and using road marking to create the lane. The other by retaining the island, but relocating it westwards and creating the additional lane by widening Loose Road into the wide footway at this point. The second option would have the benefit of retaining a crossing for pedestrians moving to and from Park Way and South Park, but would be much more expensive.

3.3 Loose Road/Sutton Road (Wheatsheaf) Junction

3.3.1 Historic attempts to create additional capacity at the Wheatsheaf junction have looked at a major change to the layout, creating a gyratory system to separate out the turning movements. The Study will initially look at less radical means of improving capacity.

3.3.2 The first step would be the removal of some of the traffic by closing the exit from Cranbourne Avenue into the junction. This would concentrate the available capacity on the A229 and A274. Traffic movements into Cranbourne Avenue would still be allowed, as these take place at the same time as other movements rather than as a separate dedicated phase of the traffic signals.

3.3.3 The restriction would be achieved by a physical narrowing of the side road, supported by a Traffic Regulation Order to create a formal ban on movements into the junction from Cranbourne Avenue. It would have to be supported by diversion signs on the neighbouring roads, so that drivers would be made aware of alternative routes. This TRO would have to be advertised and subject to public consultation. We would have to prepare evidence on the capacity benefit that we would expect to gain at the Wheatsheaf junction, and the impact that diverted traffic on the surrounding road network. If we receive a number of objections, the issue would be reported back to JTB for consideration.

3.3.4 If the proposal goes ahead, we would monitor the effect on junction capacity and nearby alternative routes.

3.3.5 A further assessment would be needed in respect of the expected long term Local Plan growth. If sufficient capacity could not be gained by the restriction of the Cranbourne Avenue arm of the junction, we would consider the next step up in providing additional capacity. This is likely to be the consideration of a widening of the A229 approach to the junction from the south to provide two lanes northbound through the junction. This would involve land outside the current limit of highway. We would only wish to do this if there was clear evidence that we could not solve the capacity problems within highway land, and that such a scheme would fit within an agreed long term transport strategy.

3.4 Loose Road/Boughton Lane/Cripple Street Junction

3.4.1 This junction has experienced considerable growth in side road traffic in recent years, as well as growth on the A229. The junction was converted to traffic signal control a few years ago in association with the development of the New Line Learning Academy on the Oldborough site.

3.4.2 Further development proposals have followed on Boughton Lane and Cripple Street. Investigations have been carried out by consultants, but the approaches to the junction are constrained and do not offer easy capacity improvements. Other forms of junction control have been considered, but would have difficulty coping with the combination of competing traffic flows and the need to allow pedestrians to cross both the main road and side roads safely. As planning applications have come in, we have therefore sought contributions to the wider transport strategy along the A229.

3.4.3 A suggestion made by the SMART group will be pursued, that being a bus layby on the northbound Loose Road just south of the junction. At this point, the bus stops within the carriageway, and has been observed to hold A229 traffic back when the signals turn green, thereby artificially reducing the main road capacity. There appears to be room within the wide footway to construct a bus layby to overcome this problem

3.5 **Review of Other Bus Stop Locations**

3.5.1 There are other bus stops that might benefit from relocation, or the provision of bus laybys to allow traffic to pass in both directions while a bus is pick up or dropping off passengers. Laybys may not have to be of the full standard width, just enough to retain passing width. This would help to overcome issues regarding available footway width and allow buses to rejoin the traffic stream more easily.

4. **Summary**

4.1 The propose Study will be carried out by Local Growth Fund grant. It will be carried out over the next six months, and produce an implementation programme of small scale improvements and identify any future major works. There are some measures that could be carried out in the short term before the main programme is finalised, and these will be reported to the Joint Transportation Board in the interim, and will be subject to consultation with local Members, residents, bus companies, and other interest parties as appropriate. The outcomes of the Study will be intended to complement the wider discussion of the Local Plan Transport Strategy.

4.2 It is suggested that the first step is to convene a meeting between the Project Manager, Andrew Westwood, and the local KCC and MBC Members. This would allow Members to discuss the scope of the Study in more detail, and to advise how/when to involve both the public and representative parties such as SMART.

Contact Officers:

KCC : Andrew Westwood , Peter Rosevear – 03000 418181

To: Maidstone Joint Transportation Board
By: Tim Read, Head of Transportation
Date: 15th April 2015
Subject: Schemes Report
Classification: For Information

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

1. A229 Running Horse Roundabout

We are continuing to monitor the scheme and propose minor amendments to the signage and road markings on two approaches to the roundabout. We hope this may improve lane discipline on the approaches and roundabout. These alterations are now programmed for April 2015

2. A229 Stile Bridge to Knoxbridge

We developed a scheme including improved direction signage, high friction surfacing and improved cats-eyes, as well as undertaking substantial vegetation removal. These works are now complete and we will continue to monitor the sites safety going forward.

3. 2014-15 Crash Remedial Measure Schemes

Work on the previously identified 2014/15 Crash Remedial sites is now complete. One site, the junction of the A20 at Roundwell, Bearsted remains outstanding.

4. 2015- 16 Crash Remedial Measures Schemes

Work has commenced on identifying future sites requiring intervention. This has identified potential schemes for the current 2015/16 financial year at:

- A20 Lenham j/w Faversham Road
- Lidsing Road j/w Pilgrims Way (Boxley Hill)
- Sandling Lane j/w Old Chatham Road (Running Horse PH)

Contact Officer: Michael Heath
Tel: 03000 418181

Appendix B:

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

The following schemes are those which have been approved for funding by both the relevant Member and by John Burr, Director of Highways and is up to date as of 18 March 2015.

*The details provided below are for Highway Schemes only (i.e. schemes that are either in design, or awaiting/in the process of being constructed or recently completed on site). The list does not refer to contribution only requests, including contributions to other groups such as Parish or District Councils. Feasibility and investigation studies may be mentioned, but are also excluded from the update list**

*More information on highway schemes, and including highway contributions and highway studies, can be accessed by each Member via the online database or by contacting their Highway Project Engineer.

Combined Member Fund Highway Schemes

Paul Carter

Details of Scheme	Status
Roseacre Lane and Yeoman Lane – Proposed 20 mph Zone	Traffic survey and draft design complete. Design check underway, and consultation with statutory stakeholders and other relevant parties will commence in April
Old Chatham Road/Sandling Lane – provision of dropped kerb crossing for pedestrians crossing from the car park to the Running Horse (Harvester) Public House and Restaurant	Design complete and a Road Safety Audit is in progress. Consultation with the Harvester Group has commenced
<i>Mr Carter has provided funding towards the Old Chatham Road HGV Management and Parking Scheme in addition to funding for Boxley shrub maintenance and PROW KH3 north link</i>	

Brian Clark

Details of Scheme	Status
Corrance Green - Replace recently felled Tree. Grind Stump of felled tree in Corrance Green and replant.	With the County Member

Cumberland Avenue - Provision of parking, installation of fencing and the removal of bollards, upgrade of lighting and extension of the existing verge area	Design underway. Street lighting investigating the upgrade.
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Brian Clark (continued)

Farleigh Hill – Provision of an informal drop kerb crossing on the footway outside the Tile Centre to allow disabled pedestrians to cross to Lidl if they come down from Tesco. The works will require infringement of private land which has been agreed to by the land owner	Design complete. Awaiting legal agreement between KCC and the land owner to be completed
Lancet Lane - implement double yellow line junction protection at the Waldron Drive/Lancet Lane junction to prevent hazardous parking	TRO with legal for sealing. Works to be ordered upon completion of the sealing of the Order
Pheasant Lane (1) - Install new wooden bollards in the green area around post box at entrance of Pheasant Lane to prevent vehicles parking on the grass or mounting the kerb	Handed over for delivery. Works are imminent
Pheasant Lane (2) – Provision of lockable bollards to prevent Pheasant Lane being used as a through road	Works completed 13 March 2015
West Park Road – Salt bin	Handed over to the KCC Operations Team for delivery
Caernarvon Drive – Salt bin has been provided but in the wrong place and is to be relocated to its correct position as per the original request	Handed over to the KCC Operations Team for delivery
Plains Road - Implementation of a yellow box marking at the Plains Avenue/Loose Road junction Maidstone. The works will be carried out on a weekday between up and 11pm to avoid to the Kent Lane Rental charges	Handed over for delivery. No completion certificate has been issued. Engineer to check site.
Westward Road – Salt bin	Handed over to the KCC Operations Team for delivery
Mayfair Avenue - between footpath and allotment gate green area to left of the gate, install 2 bollards to prevent trucks parking on the green verge in front of the allotments	Handed over to Amey Consulting for design and delivery
Broad oak Avenue nr Cripple Street - Plant 2 trees, outside 5 and 7	Seeking site approval and quotation form the Soft Landscape Team

Parkway – Plant 2 trees	Seeking site approval and quotation form the Soft Landscape Team
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Dan Daley

Details of Scheme	Status
Bower Lane, Fant – TRO (yellow lines)	Handed over for delivery. No completion certificate has been issued. Engineer to check site
Cherry Orchard Way - TRO (yellow lines)	With Amey Consulting for implementation (TRO sealed). Engineer has been advised a road space permit is being arranged and a gang sourced for out of hours working
Buckland Road - TRO, removal of 1 residents parking bay outside no. 53 opposite no. 42 to improve access to driveways of properties and allow emergency vehicles to pass (C Reynolds of MBC)	With Amey Consulting for progression. KCC Engineer has requested an update
Upper Fant Road – South west end of Upper Fant Road just before the bend leading into Hackney Road	Handed over for delivery. No completion certificate has been issued. Engineer to check site
Fant Lane outside Bower Grove School - Provide down-lighting at crossing point and warning sign for traffic coming round the bend from Tonbridge Road and on the roadway in both directions	Handed over for delivery. No completion certificate has been issued. Engineer to check site
Keswick Drive junction with Shearwater – Salt bin	Complete
Freshland Road – junction with Melford Drive – Salt bin	Complete
Stagshaw Close – TRO (single yellow lines and school Keep Clear)	With Amey Consulting for design and progression of the TRO in conjunction with Maidstone Borough Council Parking Team

Eric Hotson

Details of Scheme	Status
Brishing Lane, Boughton Monchelsea - Advanced warning of Unsuitable HGV sign on Brishing Lane. Lorries are either ignoring the existing sign or the existing sign is in the wrong place with HGVs not seeing the sign until it's too late	Handed over to Amey Consulting for delivery
Marsham Crescent and Mercer Way - 2 x No Through Road Signs	Handed over for delivery
Linton Road, Loose - Salt bin outside Loose Valley Nursing Home	Handed over to the KCC Operations Team for delivery
<i>Mr Hotson has also submitted a request for an investigation into improvements at Chart Sutton</i>	

Gary Cooke

Details of Scheme	Status
Brishing Lane, Boughton Monchelsea - Advanced warning of Unsuitable HGV sign on Brishing Lane. Lorries are either ignoring the existing sign or the existing sign is in the wrong place with HGVs not seeing the sign until it's too late	Handed over to Amey Consulting for delivery
<i>Mr Cooke has provided funding for Spring Clean Events to take place across his district in Leeds, Otham, Downswood, Boughton Monchelsea (north) and Parkwood/Shepway (south). The project is a joint venture involving Highways, Consultation and Engagement, the Parish Councils and local volunteers.</i>	

Ian Chittenden

Details of Scheme	Status
St. Pauls School, Hatherall Road, Maidstone - 1. Extension of zig zag lines one side outside St Pauls school for about 30m to cover new pedestrian entrance where there has already been dangerous occurrences.	Handed over for delivery. No completion certificate has been issued. Engineer to check site
Heathfield Road, Maidstone - Outside numbers 36, 38 and 40, Amendment to TRO to remove two short lengths of double yellow lines in front of driveways	Handed over to Amey Consulting for delivery. Consultation resulted in design change. Amended Notice to be advertised

Ian Chittenden (continued)

Maidstone - Please provide three new trees (1) In the verge opposite 1 Moncktons Avenue where a tree has been removed (2) Tree pit in the verge outside 15 Curzon Road (3) In the grass verge opposite the Hilton Hotel in Bearsted Road to replace a large cherry tree that has been removed	Handed over to the KCC Soft Landscape Team for delivery
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Windsor Close off Sittingbourne Road - drop kerbs pedestrian ramps with tactile paving at the junction of Windsor Close with Sittingbourne Road	Handed over for delivery
<i>Mr Chittenden has provided funding for an investigation into options for reducing speed and improving road safety along Sittingbourne Road in Maidstone to the Chiltern Hundreds roundabout, including the potential to extend the 30 mph speed limit</i>	

Jenny Whittle

Details of Scheme	Status
Chegworth Lane/A20 – HGV sign improvements and provision of HGV gateways. Scheme also includes upgrading the centre island direction signs (works are being undertaken and funded in conjunction with Richard Emmett)	In progress. Design and costing are complete.
East Sutton Parish Church – Salt bin	Handed over to the KCC Operations Team for delivery
Maidstone Road, Headcorn - The entrance to Headcorn Bowling Club is not clearly visible from Maidstone Road and there are issues with drivers accessing and exiting the Club. The road is subject to a 50 mph speed limit. Provision of direction signs and 'Slow' road markings to enhance the presence of the Club	Handed over for delivery
<i>Mrs Whittle has provided funding to allow the continuation of a taxi Service that replaces the withdrawn Wormshill to Sittingbourne Post Bus.</i>	

Paulina Stockell

Details of Scheme	Status
Dean Street - Junction with Heath Road at one end past Forge Lane toward Tovil at the other, extend the existing 30mph speed limit	Handed over for delivery. Road will be closed for two Sundays in addition to week day working. Amey Consulting is arranging the road closures, with works expected to take place in May/June pending approval and media advertising of the closure
West Street, Hunton - Install 6 verge marker posts in the location as discussed with Donna Rixson and to act as an extension to the three previously installed. To include isolated hedge cutting.	Handed over for delivery.
<i>Sutton Valence Primary School - Ms Stockell has provided funding for an investigation into the provision of new gate and a proposed new access to the rear of the school, from the PROW.</i>	

Rob Bird

Details of Scheme	Status
Bower Lane, Fant – TRO (yellow lines)	Handed over for delivery. No completion certificate has been issued. Engineer to check site
Cherry Orchard Way - TRO (yellow lines)	With Amey Consulting for implementation (TRO sealed). Engineer has been advised a road space permit is being arranged and a gang sourced for out of hours working
Buckland Road - TRO, removal of 1 residents parking bay outside no. 53 opposite no. 42 to improve access to driveways of properties and allow emergency vehicles to pass (C Reynolds of MBC)	With Amey Consulting for progression. KCC Engineer has requested an update
Upper Fant Road – South west end of Upper Fant Road just before the bend leading into Hackney Road	Handed over for delivery. No completion certificate has been issued. Engineer to check site

Rob Bird (continued)

Fant Lane outside Bower Grove School - Provide down-lighting at crossing point and warning sign for traffic coming round the bend from Tonbridge Road and on the roadway in both directions	Handed over for delivery. No completion certificate has been issued. Engineer to check site
Keswick Drive junction with Shearwater – Salt bin	Complete
Freshland Road – junction with Melford Drive – Salt bin	Complete
Stagshaw Close – TRO (single yellow lines and school Keep Clear)	With Amey Consulting for design and progression of the TRO in conjunction with Maidstone Borough Council Parking Team

Agenda Item 13

To: Maidstone Joint Transportation Board

By: KCC Highways and Transportation

Date: 15th April 2015

Subject: Highway Works Programme 2015/16

Classification: Information Only

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

1. Introduction

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

Footway and Carriageway Improvement Schemes – see Appendix A

Street Lighting – see Appendix B

Traffic Systems – see Appendix C

Bridge Works- see Appendix D

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on 03000 41 81 81

Carol Valentine	Highway Manager (West)
Richard Emmett	Maidstone District Manager
Sue Kinsella	Street Lighting Manager
Neil Tree	Footway and Minor resurfacing Treatment
Alan Casson	Resurfacing Manager
Mary Gillett	Major Projects Planning Manager
Wendy Boustead	Carriageway Surface Treatment Team Leader
Byron Lovell	Machine Resurfacing Team Leader
Katie Lewis	Drainage Manager
Toby Butler	Intelligent Transport Systems Manager
Tony Ambrose	Structures 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
Willington Street	Maidstone	From its junction with Beauworth Park to Chapman Avenue.	Works programmed for 5 th April to 19 th April 2015
Willington Street	Maidstone	From its junction with Madginford Road to A20 Ashford Road.	Works programmed for 15 th April to 18 th April 2015
Willington Street	Maidstone	From its junction with Northumberland Road to Derringwood Drive.	Works programmed for Summer 2015
Ware Street	Bearsted	The Green to Ash Tree	Works programmed for 26 th May to 30 th May 2015
A274 Sutton Road	Maidstone	Wheatsheaf PH to Longfield Place	Completed
A249 Sittingbourne Road	Boxley	Southbound approach to M20 J7 Roundabout	Completed by Traffic Safety Team.
Florence Road	Maidstone	Full extent	Works programmed between April and November
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Sutton Road	Maidstone	From its junction with Cranbourne Avenue to its junction with Mangravat Avenue. Replacement of existing surface with asphalt	Works completed
Ashford Road	Thurnham/Hollingbourne	From its junction with Roundwell to its junction with Musket Lane.	Works Completed

		Replacement of asphalt surface.	
Poplar Grove	Maidstone	From its junction with Ash Grove to the junction with Maple Avenue (Footway Reconstruction).	To be programmed
Knights Way	Headcorn	Entire Length (Footway Reconstruction).	To be programmed
South Road	Marden	From the junction with Howland Road to outside Property No. 10 South Road. (Footway Reconstruction -both sides).	To be programmed
North Down	Staplehurst	Entire Length (Footway Reconstruction).	To be programmed
Tomlin Close	Staplehurst	Entire Length (Footway Reconstruction).	To be programmed
Linton Hill	Linton	From its junction with Redwall Lane to the junction with Wheelers Lane adjacent to the bus stop. (Footway protection treatment).	To be programmed (Works are subject to Specialist contractor assessment.)
Norrington Road	Maidstone	Entire Length (Footway protection treatment).	To be programmed (Works are subject to Specialist contractor assessment.)
Ashford Road	Maidstone	From its junction with New Cut Road to its junction with Willington Street. (Footway protection treatment).	To be programmed (Works are subject to Specialist contractor assessment.)
Surface Dressing - Contact Officer Mrs Wendy Boustead			
Fairmeadow	Maidstone	Northbound - St Peters Bridge to White Rabbit roundabout. Southbound - White Rabbit roundabout to Earl Street	Programmed to start 17/05/2015 for 1 day
Maidstone Road	Staplehurst	Railway bridge (George Street) past Clapper Lane to Chart Hill Road	Programmed to start 18/05/2015 for 2 days

Linton Road	Loose	From its junction with Old Loose Road to its junction with Linton Crossroads.	Programmed to start 16/05/2015 for 1 day
Headcorn Road	Sutton Valence	From its junction with Homestead to its junction with New Barn Road (4 Gladwish Cottages)	Programmed to start 19/05/2015 for 1 day
Biddenden Road	Headcorn /Frittenden/Biddenden	From its junction with Baptist Chapel cross roads (Frittenden Road) to its junction with Tile Barn Farm	Programmed to start 20/05/2015 for 1 day
Ashford Road	Harrietsham	From its junction with Holm Mill Road to its junction with Chippendayle Avenue	Programmed to start 17/05/2015 for 2 days
Maidstone Road	Headcorn	From its junction with East Sutton Road (Plumtree Rd) to its junction with West View (Nr Headcorn Bowls Club)	Programmed to start 19/05/2015 for 2 days
Harp Farm Road	Boxley	From its junction with Lidsing Road to its junction with M20 bridge	Programmed to start 17/05/2015 for 1 day
Shingle Barn Lane	Yalding/Hunton	From its junction with Smiths Hill to its junction with Hill Top (continues to Upper Barn Hill)	Programmed to start 16/05/2015 for 1 day
Hill Top	Hunton/Yalding	From its junction with Shingle Barn Lane to its junction with Upper Barn Hill	Programmed to start 16/05/2015 for 1 day
Micro Surfacing - Contact Officer Mrs Wendy Boustead			
Heath Road	Boughton Monchelsea/Chart Sutton	From its junction with Birshing Lane to its junction with Plough Wents Road	Programmed to start 09/07/2015 for 4 days
Water Lane	Thurnham\Bearsted	From its junction with Roundwell to its junction with Pilgrims Way	Programmed to start 01/07/2015 for 3 days
Eythorne Street	Hollingbourne	From its junction with Tilefields to its junction with A20	Programmed to start 23/07/2015 for 3 days
Roundwell	Bearsted/Thurnham	From its junction with Water Lane to its junction with A20	Programmed to start 07/07/2015 for 2 days

Eyhorne Street	Hollingbourne	From its junction with Greenway Court Road to its junction with War Memorial	Programmed to start 23/07/2015 for 3 days
Mallings Lane	Bearsted	From The Street to Fremlins Road	Programmed to start 06/07/2015 for 2 days
Yalding Hill	YaldingWest Farleigh	From its junction Yalding High Street to its junction with Kenward Road	Programmed to start 21/07/2015 for 2 days
Maidstone Road	Marden	From its junction with Chantry Road to its junction with Hartridge	Programmed to start 15/07/2015 for 2 days
East Street	Hunton	From its junction with Hunton Hill to its junction with Stonewall chainhurst	Programmed to start 16/05/2015 for 4 days

Appendix B – Street Lighting

Following the results of the programme of structural testing, the columns identified below require replacing. Column replacement work has been delayed across the County; provisions are in place to complete all outstanding work by the end of June 2015.

Street Lighting Column Replacement – Contact Officer Sue Kinsella				
Road Name	Ward	Column Ref	Location	Status
BIRCHOLT ROAD	PARK WOOD	KBCP016	OPP J/W HERONDEN RD	COMPLETED
COLLEGE ROAD	HIGH STREET	KCFC001	J/W HAYLE ROAD	JUNE
HEATH GROVE	HEATH	KHCE003	O/S 21/21a	JUNE
HILLDEN SHAW	SOUTH	KHEA001	S/O 64 BROADOAK AVENUE	COMPLETED
HOWARD DRIVE	ALLINGTON	KHFD003	O/S 22	JUNE
LOOSE ROAD	LOOSE	KLCQ092	O/S 496/498	JUNE
LOOSE ROAD	LOOSE	KLCQ067	OPP 372	JUNE
LOOSE ROAD	LOOSE	KLCQ063	O/S 347	JUNE
LOOSE ROAD	LOOSE	KLCQ204	ON FOOTBRIDGE S/O 81	JUNE
PICKERING STREET	SOUTH	KPBK005	ON FP S/O 45A OR 47 NEW HOUSE	COMPLETED
QUEENS ROAD	HEATH	KQAG042	BTW 189/199 FLATS & 96/98	JUNE
QUEENS ROAD	HEATH	KQAG044	BTW 189/199 FLATS & 96/98	COMPLETED
RANDALL STREET	NORTH	KRAC002	O/S 18	JUNE
SHIRLEY WAY	BEARSTEAD	KSBP901	O/S 19	JUNE
SUTTON ROAD	SHEPWAY SOUTH	KSGG021	O/S 24	Column installed awaiting Lantern
SUTTON ROAD	SHEPWAY SOUTH	KSGG022	OPP J/W LONGFIELD PLACE	Column installed awaiting Lantern
SUTTON ROAD	SHEPWAY SOUTH	KSGG024	OPP 52/54	Column installed awaiting Lantern
SUTTON ROAD	SHEPWAY SOUTH	KSGG025	O/S 60	COMPLETED
SUTTON ROAD	SHEPWAY SOUTH	KSGG026	OPP 68	APRIL
SUTTON ROAD	SHEPWAY SOUTH	KSGG027	OPP 76/78	APRIL
SUTTON ROAD	SHEPWAY	KSGG028	OPP 86	APRIL

	SOUTH			
SUTTON ROAD	SHEPWAY SOUTH	KSGG029	OPP 1-10 VALENCE HOUSE	APRIL
SUTTON ROAD	SHEPWAY SOUTH	KSGG030	OPP J/W MANGRAVET AVENUE	APRIL
SUTTON ROAD	SHEPWAY SOUTH	KSGG031	ADJ J/W MANGRAVET AVENUE	APRIL
SUTTON ROAD	SHEPWAY SOUTH	KSGG032	OPP OAK TREES SCHOOL	APRIL
SUTTON ROAD	SHEPWAY SOUTH	KSGG034	O/S 94/96	APRIL
SUTTON ROAD	SHEPWAY SOUTH	KSGG036	O/S 207/209	APRIL
SUTTON ROAD	SHEPWAY SOUTH	KSGG037	OPP J/W GROVE ROAD	APRIL
SUTTON ROAD	SHEPWAY SOUTH	KSGF003	ADJ POLICE HQ	APRIL

Appendix C – Traffic Systems

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

Traffic Systems - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
A274 Sutton Road near Mangravet Avenue	Refurbishment of traffic signal controlled crossing	Spring 2015
A229 Spine Road south of Barracks Roundabout (n/b)	Refurbishment of traffic signal controlled crossing	Summer 2015
A229 Royal Engineers Road north of Barracks Roundabout (n/b)	Refurbishment of traffic signal controlled crossing	Summer 2015
A229 Spine Road near Springfield Roundabout (n/b)	Refurbishment of traffic signal controlled crossing	Summer 2015

Appendix D- Bridge Works

Bridge Works – <i>Contact Officer Tony Ambrose</i>			
Road Name	Parish	Description of Works	Current Status
No Works Planned			

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contact: Carol Valentine/ Richard Emmett – 03000 41 81 81