

# MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Wednesday 10 July 2019  
Time: 5.00 pm  
Venue: Town Hall, High Street, Maidstone

## Membership:

Councillors Bird, Brindle, Brown, D Burton (Chairman), Carter, Chittenden, Clark, Cooke, Cooper (Vice-Chairman), Cuming, Daley, Hinder, Hotson, Kimmance, Powell, Prendergast, T Sams, Stockell, Wilby 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

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Urgent Items
4. Notification of Visiting Members
5. Disclosures by Members and Officers
6. Disclosures of Lobbying
7. To consider whether any items should be taken in private because of the possible disclosure of exempt information
8. Minutes of the Meeting Held on 17 April 2019 1 - 4
9. Presentation of Petitions (if any)
10. Questions and answer session for members of the public (if any)
11. Maidstone Joint Transportation Board Work Programme 5 - 7
12. Reference from Maidstone Borough Council: Implementation of a 20 MPH Speed Limit in Fant 8 - 11
13. 20 MPH Policy Review 12 - 14

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**Issued on Tuesday 2 July 2019**

**Continued Over/:**

*Alison Broom*

**Alison Broom, Chief Executive**

- |   |         |
|---|---------|
| 14. Verbal Update - Leeds Langley Relief Road       |         |
| 15. Maidstone Integrated Transport Package (MITP)   | 15 - 27 |
| 16. B2246 Hermitage Lane/A26 Tonbridge Road Project | 28 - 38 |
| 17. Maidstone Highway Works Programme               | 39 - 60 |

## **PUBLIC SPEAKING AND ALTERNATIVE FORMATS**

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In order to speak at this meeting, please contact Democratic Services using the contact details above, by 5 p.m. one clear working day before the meeting (i.e. Monday 8 July 2019). If asking a question, you will need to provide the full text in writing. If making a statement, you will need to tell us which agenda item you wish to speak on. Please note that slots will be allocated on a first come, first served basis.

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## **MAIDSTONE BOROUGH COUNCIL**

### **MAIDSTONE JOINT TRANSPORTATION BOARD**

#### **MINUTES OF THE MEETING HELD ON WEDNESDAY 17 APRIL 2019**

**Present:** Councillors Bird, Brown, D Burton, Chittenden, Clark, Cooper (Chairman), Cuming, Daley, Hinder, Hotson, D Mortimer, Prendergast, T Sams, Spooner, Wilby and Wilson

92. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from:

- Councillor Springett
- Councillor Carter

93. **NOTIFICATION OF SUBSTITUTE MEMBERS**

It was noted that Councillor Spooner was substituting for Councillor Springett.

94. **URGENT ITEMS**

There were no urgent items.

95. **NOTIFICATION OF VISITING MEMBERS**

There were no Visiting Members.

96. **DISCLOSURES BY MEMBERS AND OFFICERS**

There were no disclosures by Members or Officers.

97. **DISCLOSURES OF LOBBYING**

There were no disclosures of lobbying.

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

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

99. **MINUTES OF THE MEETING HELD ON 16 JANUARY 2019**

**RESOLVED:** That the minutes of the meeting held on 16 January 2019 be approved as a correct record and signed.

100. PRESENTATION OF PETITIONS (IF ANY)

There were no petitions.

101. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC (IF ANY)

There were no questions from members of the public.

102. MAIDSTONE JOINT TRANSPORTATION BOARD WORK PROGRAMME

It was requested that an item regarding the M2 Junction 5 and associated works be considered at the next meeting. The Board suggested that a representative from Highways England be invited to this meeting.

A further report, regarding the safety of M20 junctions impacted by Operation Brock, was requested. It was stated that metal barriers had remained in situ on the westbound carriageway after Operation Brock had been deactivated. This represented a safety risk.

It was suggested that the Strategic Planning and Infrastructure Committee at Maidstone Borough Council conduct a review regarding the impact of introducing 20mph speed limits.

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

103. MAIDSTONE BRIDGES GYRATORY – POST SCHEME MONITORING

Mr Russell Boorman, Senior Major Capital Programme Project Manager (Kent County Council), explained that the report contained initial findings from the post-scheme monitoring of the Maidstone Bridges Gyratory. A final report was to be submitted to the Maidstone Joint Transportation Board containing information regarding cycling and pedestrian safety. It was stated that the scheme had been a success when considering the reduction in the number of recorded incidents.

The Board commented that landscaping work was not complete at the site. Maidstone Borough Council was working on the generation of proposals, in liaison with Parish Councils.

In response to questions from the Board, Mr Boorman stated that:

- Kent County Council (KCC) was working with central government to obtain additional enforcement powers. These powers ensured that box junction blockages could be resolved. This would improve the performance of the gyratory scheme.
- An update on the design and implementation of flood prevention measures was to be provided to Members via email.

The Board requested that Mr Boorman attend the next Agenda Setting meeting to assist with the preparation and scheduling of reports.

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

104. MAIDSTONE INTEGRATED TRANSPORT PACKAGE (MITP)

Mr Boorman stated that on 12 April 2019, SELEP agreed the remaining funding for the Maidstone Integrated Transport Package (MITP). A total of £8.9m had therefore been secured. Mr Boorman explained that the schemes within the report demonstrated a package of works that was considered to be achievable within the budget and time requirements.

The Board commented that:

- The original Willington Street Maidstone A274 Sutton Road Junction scheme had been rejected, however, a smaller scheme with reduced impact on vegetation could be designed.
- Although the A20 Hall Road Aylesford project was a mitigation scheme, it did not benefit Maidstone.

In response to questions from the Board, Mr Boorman replied that:

- It was not possible to retain the current traffic signals at the Coldharbour Roundabout. The reconfiguration meant that vehicles were required to stop in different locations. It was suggested that the designs include the infrastructure necessary to enable the implementation of signals if these were required at a later date.
- Options for the Willington Street Maidstone A274 Sutton Road Junction were to be returned to a future meeting of this Board for consideration.
- SELEP funding for the Willington Street Maidstone A274 Sutton Road Junction project required the scheme to demonstrate good value for money. Any proposal was therefore subject to the same level of scrutiny as other schemes within the MITP.
- The removal of the A20 Hall Road Aylesford scheme from the MITP risked losing the funding available for the work if another scheme was not delivered in its place.

**RESOLVED:** That:

1. The report be noted.
2. The Maidstone Joint Transportation Board recommends that the A20 Hall Road Aylesford scheme be removed from the Maidstone Integrated Transport Package.

Voting: Unanimous

105. MAIDSTONE HIGHWAY WORKS PROGRAMME

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

106. DURATION OF MEETING

5.00 p.m. to 6.26 p.m.

# Maidstone Joint Transportation Board Work Programme

5

Ref	Date to MJTB	Report Title	Report Author	Lead Authority	Notes	Date of Request
1	16 October 2019	M2 J5/A249		KCC	A report to cover the proposed scheme and funding.  Highways England have agreed to attend the JTJB meeting on 16 October 2019.	Requested by Cllr Prendergast:  10/04/19
2	16 October 2019	A20 Upgrade Scheme through Harrietsham		KCC	An update report regarding the A20 upgrade scheme through Harrietsham.	Requested by Cllr T Sams:  10/06/19
3	16 October 2019	Bridges Gyratory Post-Scheme Monitoring Report	Russell Boorman	KCC	A report containing further information regarding the performance of cars travelling on the scheme before and after implementation. This report should also include information regarding the safety of cyclists and pedestrians.  To include a 'before and after' performance comparison for the bridges gyratory changes.	Requested by Cllr Clark on:  17/04/19  Re-requested by Cllr Clark on  29/05/19

4	TBC	MITP		KCC	An update on the return of the £2m in funding, shown last time against Hall Road in Tonbridge and Malling, back to Maidstone junction improvements and the plan for this funding.	Requested by Cllr Clark:  29/05/19
5	TBC	Coldharbour Roundabout – Traffic Lights		KCC	A report regarding the proposal to remove the traffic lights at the new enlarged Coldharbour Roundabout on the A20, adjacent to Jct 5 on the M20, and the analysis that has been undertaken as part of this proposal.	Requested by Cllr Bird:  07/06/19
6	TBC	Proposed Improvements to A229/A249 links between the M2/A2 and M20 Corridors			A report on the proposed improvements to the A229 and A249 links between the M2/A2 and M20 corridors taking into account the additional traffic expected resulting from the Lower Thames Crossing.	Requested by Cllr Bird
7	TBC	M20 Safety Report			Concerns have been raised regarding metal barriers that have remained in situ on the Westbound carriageway after Operation Brock had been deactivated.	Requested by Cllr Bird on:  17/04/19
8	TBC	Establishment of a Public Transport Forum				Requested by Cllr Bird on:  03/06/19



9	TBC	Objections to Traffic Regulation Orders		MBC	New Parking Restrictions – Consultation Responses	
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# Agenda Item 12

## **MAIDSTONE BOROUGH COUNCIL**

### **MAIDSTONE JOINT TRANSPORTATION BOARD**

**10 JULY 2019**

#### **REFERENCE FROM MAIDSTONE BOROUGH COUNCIL**

##### **PETITION – IMPLEMENTATION OF A 20 MPH SPEED LIMIT ACROSS FANT**

At the meeting of the Borough Council held on 10 April 2019, Councillor Paul Harper presented a petition in the following terms:

*We support the implementation of a 20mph speed limit across Fant in the roads bounded by Tonbridge Road and the River Medway. We believe that this will make our environment safer for all residents and people who travel through our communities.*

In presenting the petition, Councillor Harper said that:

- The petition was self-explanatory. Discussions had been taking place within the Council about 20 mph speed limits in residential areas for a long time. The petition had grown out of the frustrations of the residents of Fant about the need for action. It was hoped that the petition would help the Council to press for 20 mph speed limits in residential areas in the discussions at the Maidstone Joint Transportation Board.
- The arguments in terms of safety for the elderly, children and people with disabilities were well known, but most casualties were motorists in areas where traffic travelled too fast on unsuitable roads.
- Fant also suffered from rat running, and residents believed that a 20 mph speed limit would discourage rat running from Glebe Lane to the gyratory system in the town centre. Only nine roads led into Fant. It was a well-defined community and one which was eminently suited to introducing this type of speed control, so perhaps the Council might want to look at Fant as a 20 mph speed area pilot study.

A factual briefing note prepared by the Officers with input from KCC Highways was circulated to assist Members in the discussion on the petition (copy attached as Appendix A).

During the discussion, Members made a number of points, including:

- Strongly support the petition, but this is not just about Fant. There are many other areas in the Borough including a number of rural village centres which could benefit from 20 mph speed limits. A wider debate is

required as the petition raises issues across the Borough, including High Street, North and East Wards and parts of Staplehurst, Headcorn, Harrietsham and Lenham.

- In Fant there is nowhere to park so 20 mph speed limits and parking issues need to be looked at in parallel. As part of the Local Plan review, consideration should be given to ways to solve parking problems in urban areas.
- There are many wards where similar petitions might be forthcoming so the scope of any review should be opened up to enable other areas to contribute. A speed survey has already been undertaken in Staplehurst and some serious speed incidents were recorded. Fant residents should consider undertaking a survey to support their case.
- The 30 mph speed limit in residential areas should be reduced to 20 mph but should be enforceable and accompanied by some form of traffic calming infrastructure.
- Most cars are very inefficient when travelling at 20 mph so if 20 mph zones were to be rolled out over a wider area there could be an impact on air pollution. Speed limits need to be enforced and traffic calming measures should be provided to reduce traffic speeds.
- Traffic calming is required to make the lower speed limit self-enforcing. Lower speed limits reduce traffic fatalities and serious injuries so action is required now.
- In terms of traffic calming infrastructure, other methods such as chicanes would be better than speed humps.
- There are many country roads in the Borough which could benefit from 20 mph speed limits, but an effective enforcement regime is required.
- Consideration should be given to ways to change speed behaviour, but in addition to education and publicity other speed reduction measures are required.
- The support of Kent County Council and the Police is required for 20 mph speed limits and schemes need to be enforceable. 20mph limits are most appropriate for roads where average speeds are already low.
- Traffic calming measures are required in Buckland Hill which is used by huge numbers of children during the morning and afternoon school rush hours.
- Members should lobby for speed limiter technology in cars.

- Driving at lower speeds is less efficient, produces more pollution and increases respiratory problems.
- There is a need to work with Kent County Council regarding the implementation of 20mph speed limits on residential roads across the Borough. Slowing down traffic speeds to 20 mph reduces fatalities and improves quality of life. Innovative solutions are needed to reduce traffic speed and tackle parking problems.

The petition and the points raised during the discussion were referred to the Maidstone Joint Transportation Board for consideration.

**RECOMMENDED:** That the Maidstone Joint Transportation Board consider the petition relating to the implementation of a 20mph speed limit across Fant in conjunction with the 20 mph policy review report at agenda item 13.

**MAIDSTONE BOROUGH COUNCIL**

**COUNCIL**

**10 APRIL 2019**

**AGENDA ITEM 9 – PETITION – 20 MPH SPEED LIMIT ACROSS FANT**

**Briefing Note**

A petition in the following terms is to be presented at the Council meeting on 10 April 2019:



*"We support the implementation of a 20mph speed limit across Fant in the roads bounded by Tonbridge Road and the River Medway. We believe that this will make our environment safer for all residents and people who travel through our communities."*

The Strategic Planning, Sustainability and Transportation Committee (SPST) has looked at the possibility of implementing 20mph schemes on several previous occasions. Following discussion of the matter of 20mph speed limits and zones at Full Council in December 2015 it was resolved to "Request that the Strategic Planning, Sustainability and Transportation Committee review all the available evidence; consider the implementation of 20mph speed limits within the Borough of Maidstone; and refer the findings to the Cabinet Member at Kent County Council." The most recent report to SPST was in March 2018. As part of this officers sought comprehensive advice from Kent County Council who, as the Highways Authority, would be responsible for identifying, assessing, funding and implementing any schemes. KCC has a clear policy regarding the funding of 20mph schemes and as there is no identified funding for these schemes at present, each location is assessed on evidence and potential benefit. The development of 20mph schemes is therefore primarily funded through the County's Casualty Reduction Strategy or the Combined Member Grant.

In November 2018, following additional published government research into the potential benefits of 20mph schemes, KCC's Cabinet Member for transport, Councillor Mike Whiting, committed to reviewing the Kent policy for the implementation of 20mph zones. This review will result in a draft policy being taken to the KCC Environment and Transport Cabinet Committee meeting in May 2019. An item will be brought to the Maidstone Joint Transportation Board regarding the outcomes of the review and the potential consideration of schemes in Maidstone Borough once it has been produced.

The Kent County Council 20mph policy indicates that to introduce 20mph speed limits without providing additional traffic calming infrastructure the existing mean speed must be below 24mph. Therefore, a traffic speed survey will be required to ascertain the existing average vehicle speeds. This survey is to be funded by whoever is promoting the scheme. The cost of a traffic speed survey is likely to be around £300 per location although this can vary.

# Agenda Item 13

<b>Maidstone Joint Transportation Board</b>		<b>10 July 2019</b>
		

## 20mph Policy Review

<b>Decision Making Authority</b>	Kent County Council
<b>Lead Director</b>	Simon Jones
<b>Lead Head of Service</b>	Tim Read
<b>Lead Officer and Report Author</b>	Paul Leary, Project Manager (KCC report author) & Tay Arnold, Planning Projects and Delivery Manager (MBC lead)
<b>Wards and County Divisions affected</b>	All
<b>Which Member(s) requested this report?</b>	JTB

### This report makes the following recommendations:

That the Kent County Council's 20mph policy review be noted

<b>Timetable</b>	
<b>Meeting</b>	<b>Date</b>
Maidstone Joint Transportation Board	10 July 2019

# 20mph Policy Review

## 1. ORIGIN OF REPORT

- 1.1 Councillors on JTB have previously requested an executive summary of Kent County Council's 20mph policy review, with a view to considering the introduction of 20mph schemes in Maidstone.

## 2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 2.1 This report provides an executive summary of Kent County Council's 20mph policy review as information to Maidstone Borough Council, to assist them in the future consideration of potentially implementing 20mph speed limits. The 20mph policy review went to the Environment and Transport Cabinet Committee on 24 May 2019, which proposed some amendments to the previous policy. The next stage is for KCC to conduct a series of research pilots to trial this approach at various sites within the County.

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## 3. INTRODUCTION AND BACKGROUND

- 3.1 The review was undertaken to ensure Kent County Council's approach to setting 20mph speed limits was up to date in line with the latest guidance.
- 3.2 The review proposes some enhancements to the current approach to setting 20mph speed limits and the associated supporting engineering measures to seek to achieve compliance.
- 3.3 The review recommends that a number of pilot schemes be trialled to understand the effectiveness of more innovative traffic calming measures at certain locations.

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## 4. KEY POINTS TO CONSIDER FROM THE 20MPH POLICY REVIEW

- 4.1 20mph speed limits which are advertised solely through the use of repeater signs and road marking roundels generally achieve a reduction in vehicle speeds of 1-2 mph. Such an approach is therefore appropriate where the average traffic speed is found to be 24 mph or lower. When the prevailing speeds are higher than this it is considered appropriate to install formal traffic calming features in a bid to reach compliance.
- 4.2 Traditional physical traffic calming measures such as speed humps do have a better effect at reducing vehicle speeds but features can prove cost prohibitive to implement and are often viewed as unpopular by many types of user.
- 4.3 Alternative, more innovative and less intrusive traffic calming measures should therefore be considered for use on 20mph schemes where the average traffic speed is 24-28 mph.

- 4.4 Potential methods include centre line removal, bus build-outs, on-street parking bay modifications and gateway features. In addition to being lower in cost, such measures are more psychological in nature and therefore encourage a reduction in vehicle speed through changing driver's perception of the road environment.
- 4.5 Amendments to the current 20mph policy are therefore proposed as part of a two-stage approach:
1. Verify community support for a 20mph speed limit, along with a scheme sponsor (e.g. Parish Council, County Member etc).
  2. Verify local benefits and need for a 20mph speed limit (scheme appraisal based on local factors) to determine the effectiveness of proposed measures in reducing vehicle speeds and personal injury collision rates, in addition to an improvement in the road environment i.e. increased levels of walking, cycling etc.
- 4.6 In light of the above, KCC will trial schemes to deliver 20mph limits at sites around the County which have followed the two-stage process. This is where the existing average traffic speeds are found to be 24-28mph and where the location is considered to be appropriate for alternative innovative traffic calming measures. At this stage the pilot locations have not been confirmed.
- 4.7 Pilot schemes will be evaluated 12 months after implementation, with the results reported back to Cabinet Committee. The precise timing of this report is not yet confirmed. However, a report can be brought back to this committee following Environment and Transport Cabinet Committee's consideration on the results. There are costs associated with implementing 20mph schemes, however there is a small amount of Local Transport Plan funding made available to monitor and review these sites that may come forward with community support for the pilots.

## **5. AVAILABLE OPTIONS**

- 5.1 *That this report be noted*
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## **6. REPORT APPENDICES**

- 6.1 N/A
- 

## **7. BACKGROUND PAPERS**

- 7.1 The full paper can be read at <https://democracy.kent.gov.uk/documents/s90424/Item%2011%20-%20Report%20-%2020mph%20Policy%20Review.pdf>



<b>Maidstone Joint Transportation Board</b>		<b>10 July 2019</b>
		

## Maidstone Integrated Transport Package (MITP)

<b>Decision Making Authority</b>	Kent County Council
<b>Lead Director</b>	Simon Jones
<b>Lead Head of Service</b>	Tim Read
<b>Lead Officer and Report Author</b>	Russell Boorman/Lee Burchill
<b>Wards and County Divisions affected</b>	Maidstone Borough including Tonbridge & Malling
<b>Which Member(s) requested this report?</b>	Committee

### This report makes the following recommendations:

That the report be noted.

<b>Timetable</b>	
<b>Meeting</b>	<b>Date</b>
Maidstone Joint Transportation Board	10 July 2019

# Maidstone Integrated Transport Package (MITP)

## 1. INTRODUCTION AND BACKGROUND

- 1.1 This report provides an update in respect of the proposed junction improvements contained within the Maidstone Integrated Transport Package (MITP).
- 1.2 A decision regarding the release of the remaining Local Growth Funding provisionally allocated to this programme (£6.2m) was announced at the SELEP Accountability Board on the 12<sup>th</sup> April 2019. The business cases for these schemes were reviewed by SELEP's Independent Technical Evaluator as presenting high value for money with medium to high certainty of achieving this and funding released accordingly.
- 1.3 Public consultation on the remaining schemes will commence in September 2019. Members will be given the opportunity to make comment through the consultation process with prior communication being undertaken with associated stakeholders.
- 1.4 Design work is being carried out contemporaneously on all schemes to mitigate any delays and achieve the SELEP spending requirement of 2021. A programme of delivery has been derived to minimise the impact on the network and ensure network resilience with the uncertainty of BREXIT and other key Strategic schemes being delivered in and around the Borough of Maidstone.

## 2. Scheme Updates:

### 2.1 A20 Coldharbour Roundabout:

- 2.2 The detailed design continues with good progress. This element of the scheme will be completed in September/October 2019. It is anticipated that the next stage of the project will follow immediately, moving into the procurement stage.
- 2.3 Early discussions with KCC's corporate procurement team have commenced with a procurement plan being developed to ensure the procurement stage can be delivered between November 2019 and March 2020. An award of contract is expected in March 2020, with a construction commencement in April 2020.
- 2.4 A buildability review is being undertaken as part of the detailed design, with the majority of the works being constructed 'off-line', it is anticipated the construction duration will be approximately 6-8months.
- 2.5 This scheme has been de-risked following positive land negotiations with the RBLI, who have agreed in principle the sale of their land as per previous conversations prior to a personnel change.
- 2.6 A report was presented to KCC's Infrastructure Commissioning Board (ICB) on the 24<sup>th</sup> June 2019 for approval to spend and enter into contracts

accordingly, which received approval. This scheme will also be considered by KCC Environment and Transport cabinet committee on 16th July 2019.

2.7 Previous concerns regarding the removal of the signalisation on this particular scheme have been taken into consideration and confirmation is given to the board that part time signalisation is being considered as part of the detailed design phase.

2.8 The general arrangement for this scheme can be seen in **Appendix 1**.

### **3. A229 Loose Road corridor:**

3.1 To provide good value for money and due to their close proximity, the A229 Loose Road corridor commission includes the following junctions:

- A229 Loose Road at its junction with the A274 Sutton Road (Wheatsheaf junction);
- A229 Loose Road at its junction with Armstrong Road;
- A229 Loose Road at its junction with Boughton Lane/Cripple Street; and,
- A229 Loose Road at its junction with Sheals Crescent

#### **3.1.1 A229 Loose Road at its junction with the A274 Sutton Road (Wheatsheaf junction)**

3.1.2 A signalised lozenge roundabout delivers the best capacity benefits but requires the acquisition of the Public House to deliver, which KCC is progressing. This has de-risked the scheme significantly.

3.1.3 It must be noted that the junction of Cranbourne Avenue and Loose Road will need a full closure in order to deliver the required benefits. However, KCC is developing proposals to improve the environment, streetscape and community feel of this section of Cranbourne Avenue. A review of the impact of this closure on the surrounding junctions will also be undertaken.

3.1.4 The new proposal provides spare capacity beyond 2032. The indicative proposal can be seen in **Appendix 2**. This design will continue to be developed and the detailed design is continuing at pace.

3.1.5 The current programme has the detailed design completing in October 2019, and like A20 Coldharbour, the procurement will follow immediately.

3.1.6 A single contract will be issued containing all junctions to enable a contractor the flexibility to programme works accordingly thereby minimising the disruption caused by these essential works.

3.1.7 Layout designs for Armstrong Road, Cripple Street/Boughton Lane and Sheals Crescent can be seen in **Appendix 3, 4 and 5**.

#### **3.2 A20 Ashford Road at its junction with Willington Street:**

3.2.1 The improvement to the A20 Ashford Road at its junction with Willington Street requires the relocation of the listed 'rag stone' wall and therefore a

planning application will need to be approved. This may be subject to objection on grounds of the associated vegetation removal. However, any vegetation removed can be replaced as part of the scheme.

3.2.2 This may add delay to the programme, however, there is sufficient float in the timetable for the construction commencement to not be affected.

3.2.3 The planning application will be submitted shortly, and the detailed design commenced. The indicative outline design can be seen in **Appendix 6**.

3.2.4 Construction of this particular project has been placed at the back end of the programme due to other key strategic infrastructure projects in the vicinity but can still be delivered in the LGF spend timescales.

### 3.3 **A274 Sutton Road at its junction with Willington Street & Wallis Avenue:**

3.3.1 The A274 Sutton Road at its junction with Willington Street has been redesigned based on the 2015 alignment, which was endorsed by this board at its meeting on 22/02/2016.

3.3.2 As historically recorded, this scheme was beyond capacity after the first year of construction.

3.3.3 In addition to the 2015 scheme, off-line bus stops have been incorporated, with the existing bus stop on the southern (Bell Meadow) side, being relocated to provide extra opportunities for planting and retention of the existing cherry trees.

3.3.4 To provide the best capacity benefits possible, following the recommendation by this board in January 2018, that a smaller scheme be investigated, increased capacity has been generated by widening both the northern and southern sides of Sutton Road between Wallis Avenue and Willington Street to give longer dedicated directional lanes.

3.3.5 Furthermore, widening on Willington Street is proposed to increase the stacking capacity on the approach to the traffic signals. Delivery is dependent on the acquisition of third-party land and is therefore a potential risk to the proposal.

3.3.6 A complimentary planting scheme can be provided to add screening to the adjacent properties with native species. It must be noted that by moving the carriageway closer to the cherry trees, the canopy may need lifting to ensure large vehicles can pass underneath safely. This proposal also requires the removal of an element of the highway grass verge to accommodate the widening and off-line bus stops.

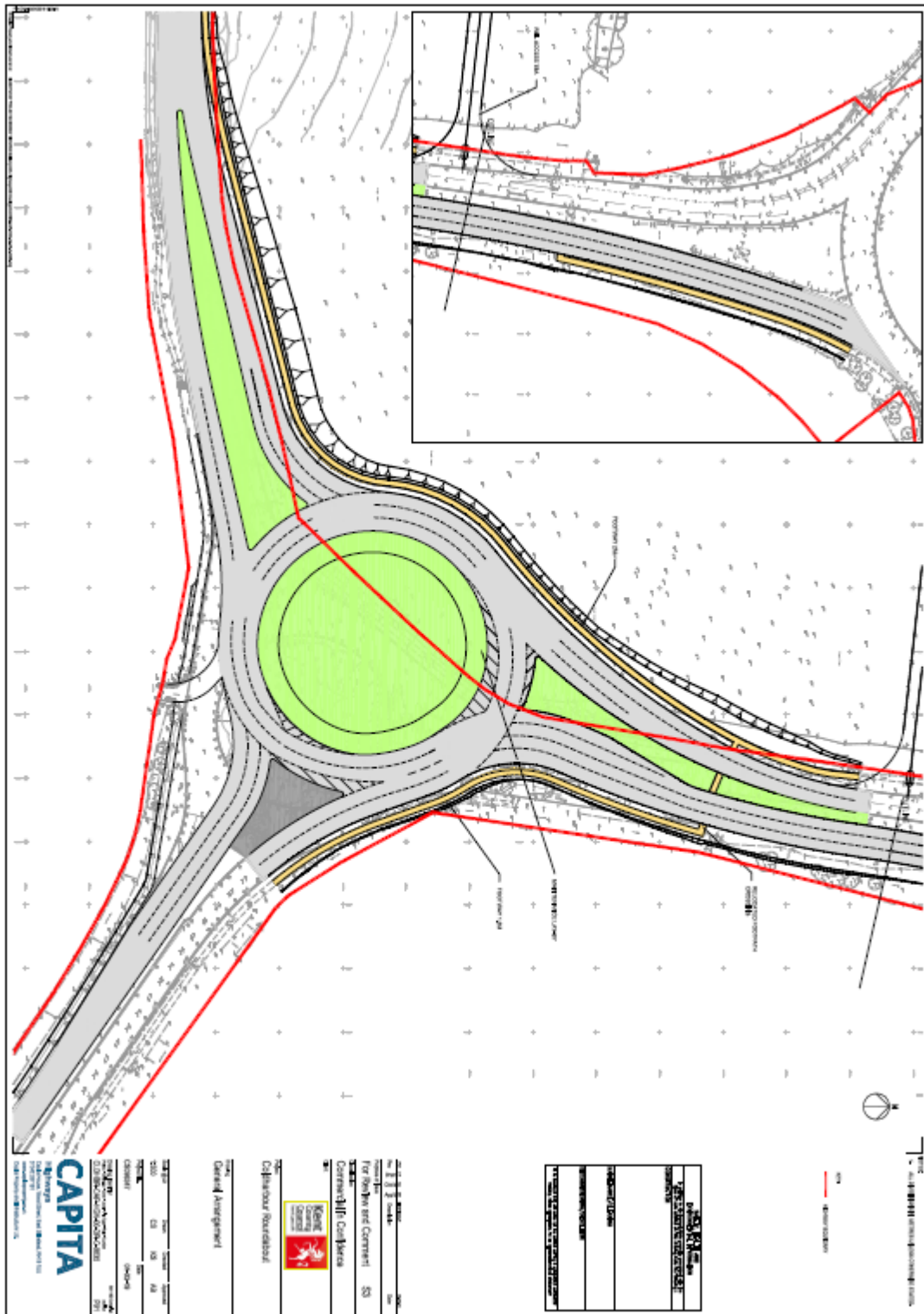
3.3.7 This proposal only offers limited capacity benefits and modelling has demonstrated that this junction would be over capacity in 2021 providing minimal improvement.

3.3.8 KCC continue to review the costs associated with this scheme and funding opportunities. The indicative proposal can be seen in **Appendix 7**.

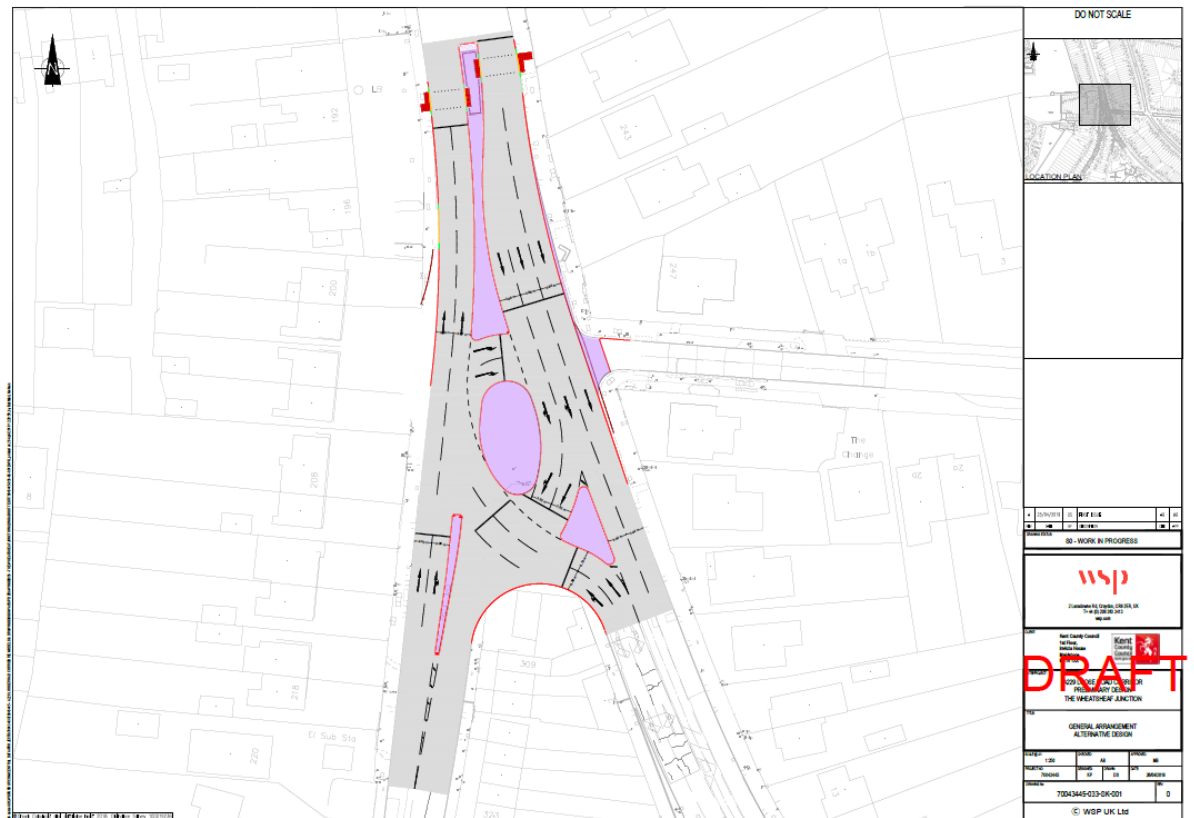
## **4. Risks**

- 4.1 These schemes, with the exception of the A274 Sutton Road proposal, offer significant capacity benefits and journey time improvements. There are risks still associated with the delivery of the MITP; however, these are being mitigated and reduced. Any delays to delivery could compromise the LGF funding which could result in the LGF being reallocated to other LGF priorities.
- 4.2 Some difficult decisions still need to be made but without these schemes development within the area will continue to be delivered without the associated transport mitigation measures.
- 4.3 Acquisition of third-party land has yet to be completed and officers will engage with Local Members and affected parties accordingly. The improvements are aimed to address the current congestion and future growth and benefit all highway users.
- 4.4 KCC will keep Members and the board updated at key milestones throughout the next stages.

## Appendix 1:



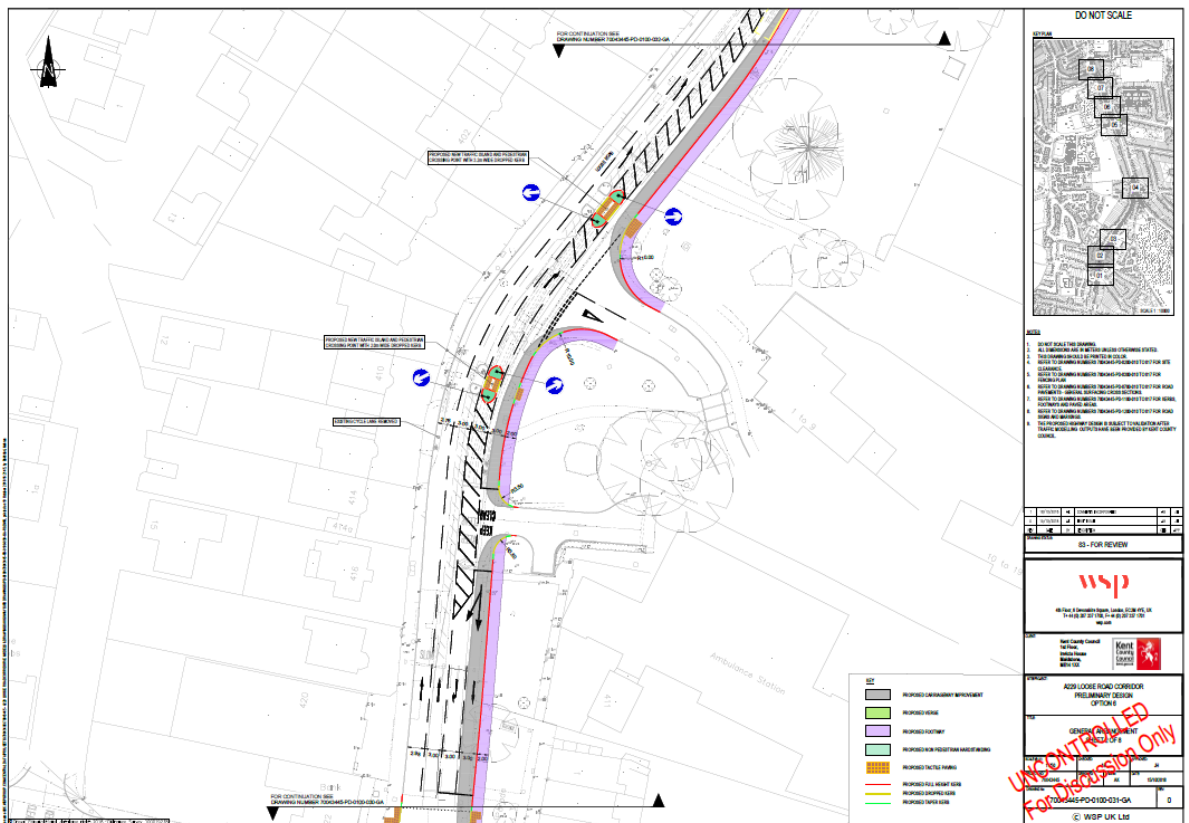
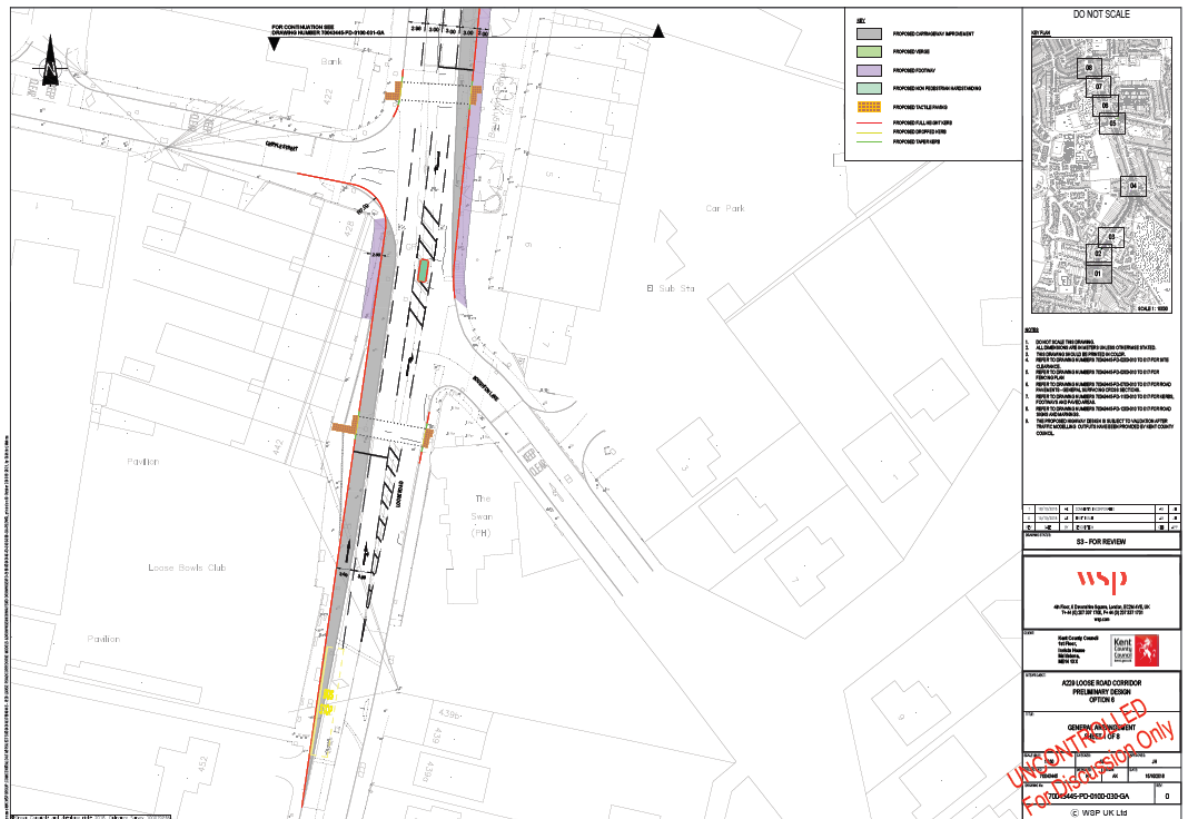
## Appendix 2:



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## Appendix 4:

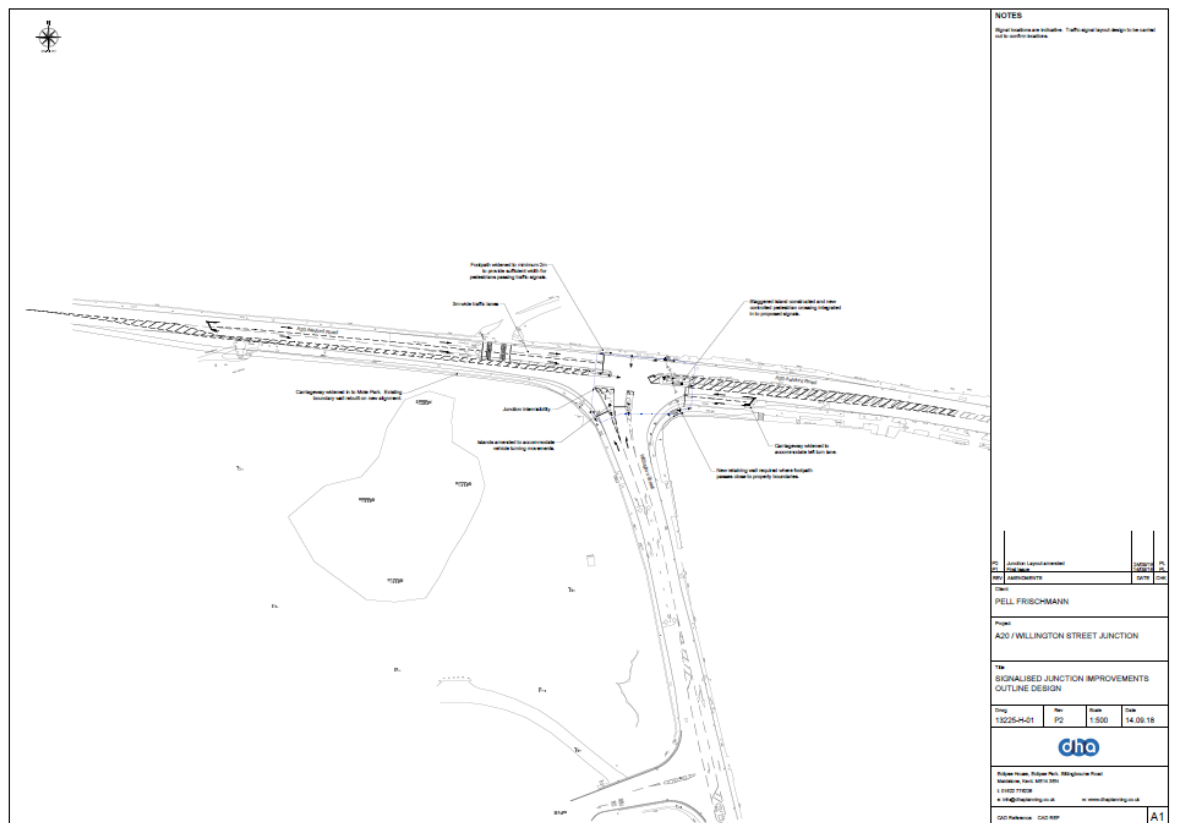




## Appendix 5:






## Appendix 6:



## **Appendix 7:**

**TBC:**

# Agenda Item 16

<b>Maidstone Joint Transportation Board</b>			<b>10 July 2019</b>
			

## B2246 Hermitage Lane/A26 Tonbridge Road Project

<b>Decision Making Authority</b>	Kent County Council/Maidstone Borough Council
<b>Lead Director</b>	Simon Jones
<b>Lead Head of Service</b>	Tim Read
<b>Lead Officer and Report Author</b>	Russell Boorman/Benjamin Cuddihee
<b>Wards and County Divisions affected</b>	Maidstone Borough including Tonbridge & Malling
<b>Which Member(s) requested this report?</b>	Councillor Rob Bird

### This report makes the following recommendations:

That the Maidstone Joint Transportation Board recommends that the current options for the B2246 Hermitage Lane/A26 Tonbridge Road Project are not progressed.

<b>Timetable</b>	
<b>Meeting</b>	<b>Date</b>
Maidstone Joint Transportation Board	10 July 2019

# B2246 Hermitage Lane/A26 Tonbridge Road Project

## 1. INTRODUCTION AND BACKGROUND

- 1.1 This report provides an update in respect of the proposed junction improvements contained within the B2246 Hermitage Lane and A26 Tonbridge Road project.
- 1.2 The road project was previously part of the Maidstone Integrated Transport Package (MITP) but was removed due to the lack of demonstratable benefits and good value for money. The project has since continued to be developed via a Member led working group utilising S106 funding.

## 2. Optioneering:

- 2.1 Through the Member led working group, several options have been worked up. However, the reduced funding available for the scheme must be highlighted, now that the proposals are being progressed through S106 contributions and not the Local Growth Fund. The scope of the works has thus reduced and subsequently the proposed options comprise of minor alterations to the existing junctions to derive short term benefits. Largely focusing on targeting congestion at each of the identified scheme junctions.
- 2.2 Appendix 1 outlines the current s106 contributions committed by developments in the nearby vicinity of the project. The board are asked to note that further housing development is planned along Hermitage Lane and in other nearby locations. Therefore, further developer contributions may be committed to the project to add to the existing funding available.
- 2.3 There is a reasonably large pot of funding available for the project from committed s106's. Although it is noted that a relatively low amount of the committed contributions has been received by KCC and any funding will only be received when the relevant triggers are reached. This may have some impact on the programme of the scheme.
- 2.4 The working group have considered a range of options, to try and find the best solution to current congestion issues. A number of these options have been discarded, due to a range of concerns including the availability of the land, the suitability of the proposals and the impact of the proposal on the current road network in terms of safety and/or operation.
- 2.5 Table 1 provides a list of options previously discounted by the working group.

Option	Description	Reason for discounting
1	One-way system: Fountain Lane one way northbound, St. Andrews one way eastbound, A26 Tonbridge Road remains two way.	Diversion of traffic wishing to travel southbound along Fountain Lane.
2	A proposed double roundabout at the junction between Fountain Lane/Tonbridge Road.	Land Take requirements, cost, safety concerns for pedestrians crossing the junction and Safety concerns for vehicles turning left from Farleigh Lane into Tonbridge Road.
3	Bus Lane along A26 Tonbridge Road for eastbound buses.	Availability of the land, removal of parking and utility diversions.
4	Upgrade the A26 Tonbridge Road/Queens Road junction to a roundabout	Road safety concerns, land take requirement, utility diversions, unlikely to reduce congestion.
5	Hermitage Lane southbound no right turn into Heath Road, with right turners directed through Heath Grove.	Unsuitability for HGV's, reconstruction of local roads to increase traffic levels.
6	St. Andrews Church land take to assist right turns from St. Andrews road to A26 Tonbridge Road.	Availability of land + utility diversions.
7	Bus Lay by on Fountain Lane on currently vacant shop land.	Road safety issues, land take requirement, CPO, utility diversions.

Table 1: Previously discounted working group options.

- 2.4 The board must note that due to the available funding for the B2246 Hermitage Lane and A26 Tonbridge Road project, the remaining scheme options are not anticipated to deliver long term benefit in terms of relieving the significant congestion experienced at this location. The following schemes have been identified as providing a short-term level of benefit to the area and are proposing the removal of the current Traffic Regulation Order on the no through road along St Andrews road.

### 3. Working Group Proposed Scheme Options

- 3.1 The two remaining options identified from the design appraisal process reflect schemes which have been adapted through the working group and are thought to be deliverable within the available budget. The following options consist of a do minimum scheme and a do maximum scheme with the latter comprising of several further additions in order to maximise the potential benefit derived from the scheme.
- 3.2 Table 2 outlines the two options currently being proposed by the working group.



Option	Description	Cost (incl. full carriageway resurfacing)
1	Amended one-way system: Fountain Lane and A26 Tonbridge Road remain two-way, the no through road restrictions on St. Andrews road removed, to become one-way eastbound. (Appendix 3).	£2,435,079
2	Amended. One-way system with additional works: Northern bus stop along the A26 Tonbridge road converted into a layby to allow a better free flow, adjustment of road markings at southern end of Fountain Lane (one for right turners and one for through traffic), flaring of Heath road/Hermitage Lane junction to increase provision of southbound traffic. (Appendix 4)	£2,881,399*

*Table 2: Options currently being proposed.*

\*Land take requirements for the flaring of Heath road have not been included and would need to be explored.

- 3.3 A Cost Consultant has been engaged to cost the various scheme options. The indicative costings outlined above are the worst-case scenario and thus include the full resurfacing of Tonbridge Road, Fountain Lane and St. Andrews Road. It is not anticipated that this level of resurfacing will be required. Therefore, the final costings are likely to be significantly lower than the above estimates. Revised cost estimates are being sought and will be presented to the board on 10<sup>th</sup> July.
- 3.4 KCC officers have also engaged a consultant to undertake traffic counts and modelling of the Hermitage Lane/Fountain Lane, A26 Tonbridge Road/Fountain Lane and A26 Tonbridge Road/Queens Road junctions to understand whether the options proposed will deliver the expected benefits and will provide a betterment on the current conditions experienced in the vicinity of the scheme. Officers felt it was necessary to model all three junctions to understand how traffic flows through the full extents of the scheme and to help identify the dominant flows of traffic. Unfortunately, due to slow mobilisation of the consultant and equipment damage, this data was not available at the time of submission of this report.
- 3.5 Instead a base model has been produced using previous traffic data collected as part of 3<sup>rd</sup> party Housing Developer's Transport Assessments. The modelling includes some assumptions and forecasting owing to the variance in the age and level of data available for each of the junctions highlighted as part of the scheme. Based on the information currently available the two options proposed are likely to provide 3 – 5 years benefit before the adjusted layouts would be overcapacity.
- 3.6 The results of the most recent traffic counts will be reported once they become available. This more detailed modelling is unlikely to demonstrate a significant increase in the viability of the options currently being considered and thus it is unlikely that the benefit cost ratio of either option will improve sufficiently.

#### **4. Associated Costs/Risks:**

- 4.1 There are risks with the delivery of either of the two options proposed by the Working Group and these are identified below:
- 4.2 **Option 1:** The amended one-way option requires the removal of the restrictions on an existing residential road to make it a through road which will require a public engagement/consultation event. There is always a risk that this will not be viewed favourably, and the project may suffer significant delays. There would also be a requirement to introduce 2 more signal phases into the Queen's Road and St. Andrews junction, which will increase queue lengths at other junction arms.

**Option 2:** This option incorporates the risks as highlighted above but with the additional risks related to the extra improvements proposed within this option. The bus lay by will likely require a utility diversion and the relocation of a VAS sign and street furniture. The waiting time for buses using the layby will also increase, especially during peak hours or heavy traffic flows. The adjustment of the road markings at the Southern end of Fountain Lane could result in vehicles overrunning the lanes which would increase the safety risk because of oncoming traffic. The flaring of Heath Road/Hermitage Lane would require the removal of several mature trees, the adjustment of the internal Barming Heath footpath and some land take to suit the new proposed road alignment. There are also rudimentary concerns regarding the operation of the new alignment particularly for traffic movements Northbound through the junction.

#### **5. Recommendations**

- 5.1 Kent County Council officers recommend to the board that the current proposals are not taken forward due to the limited benefit forecast for the current options being proposed. This recommendation mirrors the similar conclusion reached whilst the scheme was part of the MITP, that the current proposals do not offer sufficient value for money when considering the cost of the scheme and the benefit period.
- 5.2 Whilst there is a relatively sizeable pot of s106 funding available, this is not enough to implement an improvement scheme capable of fully alleviating the impact of predicted future growth in the Hermitage Lane/A26 Tonbridge Road corridor and nearby congestion issues within the Maidstone Urban Centre. Further investment will need to be committed to provide an effective solution capable of relieving the network constraints expected with future predicted growth.
- 5.3 The options presented to the board reflect the range of the scheme designs considered through the member led working group. Unfortunately, none of these options deliver the junction capacity improvements required to mitigate congestion.
- 5.4 The working group will continue to assess minor works to the current operation of the junctions using the s106 contributions available. Initial options being considered include the realigning of the Tonbridge

Road/Fountain Lane junction to improve traffic flow, the provision of a pedestrian crossing facility at the Hermitage Lane and Heath Road junction and the installation of intelligent traffic signals at the three junctions highlighted within the scheme.

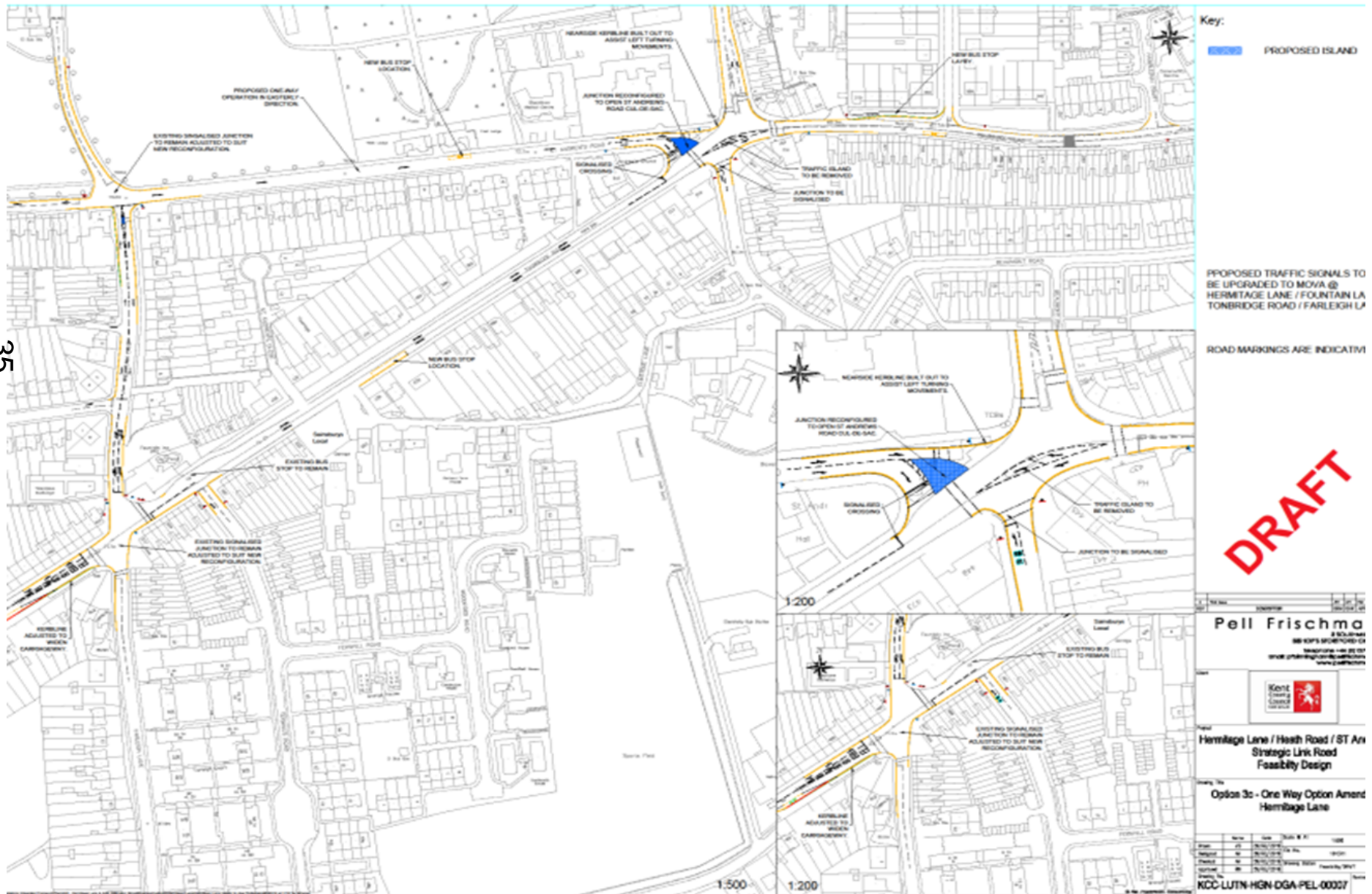
## Appendix 1

Planning Ref.	Developer Agreement	No. of Homes	Tonbridge Road/Fountain Lane	Hermitage Lane/St. Andrews Road/Heath Road	Constraints	Monies Received	Notes
13/1749	Land to East, of Hermitage Lane (MBC s106)	500	£200,000 for junction improvements (£400 per dwelling)	£16,500 (£33 per dwelling for pedestrian crossing). £22,000 (£44 per dwelling for shared cycle pedestrian footway).	Not to occupy any of the dwellings in a phase till 50% of the Highways Contribution for the phase has been paid. Not to occupy more than 50% of the dwelling in a phase until the balance of the Highways Contribution for the phase is paid. Pedestrian Crossings contribution for facilities on Hermitage Lane to the north of the site. Shared footway works on eastern footway of Hermitage Lane.	£40,755.00	£17,160 received for Pedestrian crossing & £23,595 received for Shared Cycle route
13/1702	Land West of Hermitage Lane (MBC s106)	250	1st: £96,250 for junction improvements (£385 per dwelling). 2nd: £338,000 junction improvements	n/a	1st Highways Contribution is due within 28 days of the occupation of 62 <sup>nd</sup> unit. 2nd Highways Contribution is towards the costs of improving the A20/Coldharbour Lane Junction and A26/Fountain Lane junction due within 28 days of the first occupation of 150 <sup>th</sup> unit.	0	Awaiting confirmation as to number of units occupied to see if trigger has yet been reached.
13/2079	Land South West of, Oakapple Lane (MBC s106)	80	£32,000 for junction improvements (£400 per dwelling)	£32,480 for Junction Improvements (£406 per dwelling)	Tonbridge road contribution by occupation of 5th dwelling. Hermitage Lane contribution by occupation of 10th dwelling.	0	Trigger not yet met.
14/500412/FULL	Land at Oakapple Lane	65	£29,408 Junction Improvements	n/a	Contribution includes A20/Coldharbour Junction improvements as well. 33% on 1 <sup>st</sup> occupation, 33% on 20 <sup>th</sup> and 33% on 35 <sup>th</sup> .	£29,483.27	Banked (Received 25/06/15)
16/505427/FULL	Erection of 35 Dwellings, Bell Farm, North Street (MBC s106)	35	n/a	£14,210.00	For Pedestrian Crossing Facilities at the Hermitage Lane/Heath Road Junction, prior to 18 <sup>th</sup> Occupation.	0	Awaiting confirmation to see if invoice has been raised.
12/1749 - 15/507487	Land off Marigold Way (MBC s106)	40	n/a	Condition 23: Refuge Island upon Hermitage Lane to the north of the existing traffic lights. £10,000 has been secured instead	Not viable to close Hermitage Lane for the require TM in such proximity to the Hospital. £10,000 has been secured for the inclusion of a pedestrian phasing to the traffic light signals on the crossroads of Hermitage Lane/Fountain Lane/Heath Road/St. Andrews Road. A pedestrian access to St. Andrews Road will still be provided.	£10,281.58	Banked (01/10/18)
Sub-Total			£526,658	£95,190			
Total				£621,848		£80,519.85	

Table 1: Committed Developer Contributions

## Appendix 3 - Working Group Option 1

35



## 36

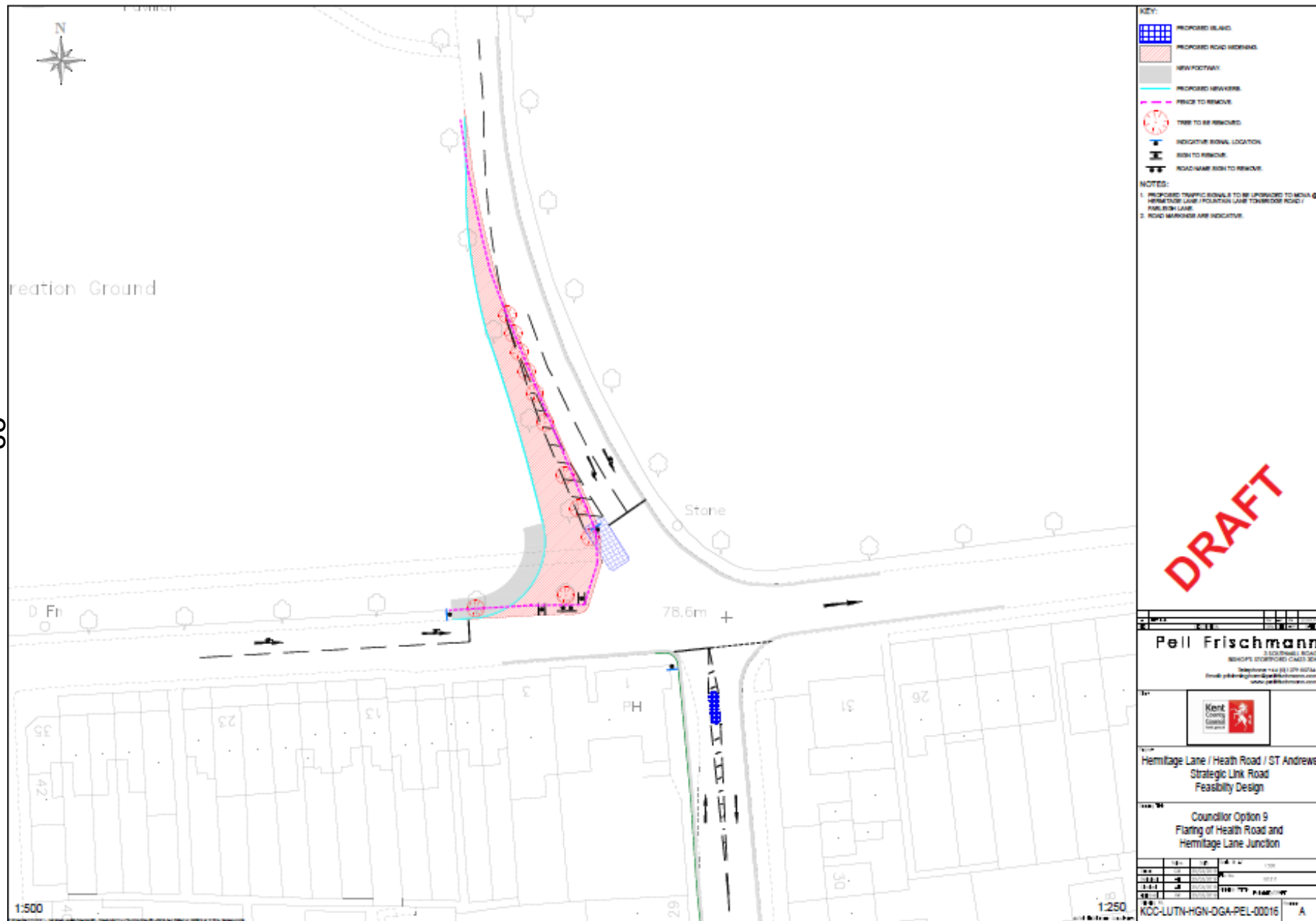
## 36







### 3. Flaring of Western extent of Hermitage Lane/Heath Road Junction





**To:** Maidstone Joint Transportation Board  
**By:** KCC Highways, Transportation & Waste  
**Date:** 10<sup>th</sup> July 2019  
**Subject:** Highway Forward Works Programme – 2019/20 onwards  
**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 2019/20.

Kent County Council has agreed a substantial increase in the budget for planned highway works over the next three years, and as a result we are still in the process of identifying and designing schemes for inclusion in our full Year One to Two (2019/20 and 2020/21) and Year Three to Five (2021/22 to 2023/24) programmes. Because of this, we have decided to publish an interim programme, and to publish the full programmes later this year. For some assets this interim programme covers approximately the first six months of 2019/20, whilst for others it includes most of the works planned for the whole year.

This programme is subject to regular review and may change for several reasons including budget allocation, contract rate changes, and to reflect KCC's changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase.

**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**
- **Local Growth Fund**

**Developer Funded Works** – see Appendix E

**Bridge Works** – see Appendix F

**Traffic Systems** – see Appendix G

**Combined Member Fund** – see Appendix H

**Conclusion**

1. This report is for Members' information.

**Contact Officers:**

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

Kirstie Williams	Highway Manager Mid Kent
Susan Laporte	Maidstone District Manager
Alan Casson	Strategic Asset Manager
Earl Bournier	Drainage & Structures Asset Manager
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 – Road, Footway and Cycleway Renewal and Preservation Scheme**

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>
A274 Maidstone Road	Langley	From the B2163 Upper Street to Warmlake Road	Programmed 21 <sup>st</sup> November 2019
A20 King Street	Maidstone	Watt Tyler Way and Wyke Manor Road	Programmed 3 <sup>rd</sup> October 2019
Linton Road	Loose	From Lancet Lane to Rosemount Close	Programmed 21 <sup>st</sup> October 2019
Forstal Road	Aylesford	From bridge deck over motorway to Beddow Way	Programmed 8 <sup>th</sup> November 2019
Sheal's Crescent	Maidstone	From Loose Road (through Hayle Road, College Road, Mill Street) to Bishops Way	To be programmed late 2019/early 2020
A20/A26 Rocky Hill	Maidstone	Maidstone Gyratory to Terrace Road	To be programmed early 2020
<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>
Mote Road	Maidstone	From the junction with Square Hill Road to Willow Way (Northern side) (Footway Reconstruction)	Completed
Winifred Road	Bearsted	Entire length (Footway Reconstruction).	On site
Royston Road	Bearsted	Entire length (Footway Reconstruction).	On site

Rosemary Road	Bearsted	Entire length (Footway Reconstruction).	On site.
Trenton Close	Allington	Entire length (Footway Reconstruction).	To be designed and programmed.
Beverley Road	Barming	Entire length (Footway Protection)	Designed and programmed for week commencing 24 <sup>th</sup> June 2019
Egremont Road	Bearsted	Entire length (Footway Protection)	Designed and programmed for week commencing 8 <sup>th</sup> July 2019
Roseholme	Maidstone	Entire length (Footway Protection)	Designed and programmed for week commencing 24 <sup>th</sup> June 2019
Wesley Close	Barming	Entire length (Footway Protection)	Designed and programmed for week commencing 1 <sup>th</sup> July 2019
Broomshaw Road	Barming	Entire length (Footway Protection)	Designed and programmed for week commencing 1 <sup>th</sup> July 2019
<b>Surface Treatments – Contact Officer Mr Jonathan Dean</b>			
<b>Micro Surfacing</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>

GLEBE LANE	Maidstone (Barming)	Tonbridge Road to Farleigh Lane	Programmed for 9 <sup>th</sup> August 2019 for 2 days
GATLAND LANE	Maidstone (Barming)	Farleigh Lane to Fant Lane	Programmed for 10 <sup>th</sup> August 2019 for 3 days
FAVERSHAM ROAD	Lenham	Whole Road	Programmed for 10 <sup>th</sup> July 2019 for 3 days
WEST STREET	Lenham	Faversham Road to Flint Lane (West Street Lenham)	Programmed for 10 <sup>th</sup> July 2019 for 1 day
MARDEN ROAD	Marden	Battle Lane to "Mountain Farmhouse"	Programmed for 17 <sup>th</sup> July 2019 for 3 days
MAIDSTONE ROAD	Marden	"Hartridge" to 150m north of j/w Milebush Lane (Kiln Farm)	Programmed for 18 <sup>th</sup> July 2019 for 3 days
HEADCORN ROAD	Platts Heath / Lenham	Chain Gate Road to Station Approach, Lenham	Programmed for 12 <sup>th</sup> July 2019 for 4 days
HEADCORN ROAD	Sandway	Headcorn Road to Sandway Road	Programmed for 12 <sup>th</sup> July 2019 for 2 days
SANDWAY ROAD	Sandway	Headcorn Road to "Little Biggen"	Programmed for 12 <sup>th</sup> July 2019 for 2 days
GALLANTS LANE	East Farleigh	Lower Road to Heath Road	Programmed for 23 <sup>rd</sup> July 2019 for 3 days
HUNTON ROAD	Marden	River Beult bridge (Clapper Green) to "Reed Court Cottages"	Programmed for 22 <sup>nd</sup> July 2019 for 2 days
OLD TREE LANE/CLIFF HILL	Boughton Monchelsea	From The Quarries to Combe Bank House -	To Be Programmed
SANDWAY ROAD	Platts Heath	Around "Sandway Triangle"	Programmed for 12 <sup>th</sup> July 2019 for 2 days
KENWARD ROAD	Yalding	Hunt Street to Yalding Hill	Programmed for 5 <sup>th</sup> August 2019 for 3 days

BOW ROAD	Wateringbury	Corner after bridge to Hunt Street	Programmed for 7 <sup>th</sup> August 2019 for 2 days
SMITHS HILL	Yalding	To Be Confirmed	Programmed for 8 <sup>th</sup> August 2019 for 2 days
<b>Surface Treatments – Contact Officer Mr Jonathan Dean</b>			
<b>Surface Dressing</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
A20 ASHFORD ROAD	Hollingbourne	Near j/w Old Mill Road to j/w Roundwell	Programmed for August 2019
A20 ASHFORD ROAD	Hollingbourne	Old Ashford Road to Northdown Close	Programmed for August 2019
CHARLTON LANE	East Sutton	From Chartway Street to Church Lane	Programmed for August 2019

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

<b>Drainage Repairs &amp; Improvements - <i>Contact Officer Earl Bournier</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Green Lane	Chart Sutton	Repair the culvert and edge of road/ verge/ ditch.	Awaiting Start Date
Tufa Close	Walderslade	Relocation of soakaway	Completed
Smith's Hill	West Farleigh	Investigation works	Cleansing works complete further investigation required at Shingle Barn Lane.
The Broadway	Maidstone	Surface water system surcharging	Chasing Southern Water following our Investigations that there is an issue with their main system.
Dray Corner Road	Headcorn	Investigation works required	Due to commence 28/6/19
Dunn Street	Bredhurst	Repair broken pipe	Awaiting start date
Fisher Street	Maidstone	Reports of broken pipes and repairs to be carried out	Awaiting start date
Lower Road	East Farleigh	Repair broken pipes	Awaiting start date
West Street	Hunton	Repair broken pipes	Awaiting start date

## **Appendix C – Street Lighting**

Structural testing of KCC owned streetlights has identified the following as requiring replacement. 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 – <i>Contact Officer Sue Kinsella</i></b>				
<b>Road Name</b>	<b>Column</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
Warwick Place	KWAI502	Maidstone	Lit Sign Replacement	Completion by September 2019
Warwick Place	KWAI501	Maidstone	Lit Sign replacement	Completion by September 2019
Brishing Lane	KBFE010	Maidstone	Column replacement	Completion by September 2019
High Street	KHDO053	Staplehurst	Column replacement	Completion by September 2019
Milton Street	KMCW503	Maidstone	Lit Sign replacement	Completion by September 2019
Whitmore Street	KWCR501	Maidstone	Lit Sign replacement	Completion by September 2019
Station Road	KSFA029	Staplehurst	Column replacement	Completion by September 2019
Castle Dene	KCAO002	Maidstone	Column Replacement	Completion by September 2019
Impton Lane	KIAC001	Boxley	Column Replacement	Completion by September 2019
Maynards	KMBY002	Marden	Column Replacement	Completion by September 2019
Egerton Road	KEAQ003	Ringlestone	Column Replacement	Completion by September 2019
King Street	KKAM009	Maidstone	Column Replacement	Completion by September 2019
Woodlands	KXEF107	Boxley	Column Replacement	Completion by September 2019



## **Appendix D – Transportation and Safety Schemes**

### **Casualty Reduction Measures**

The Schemes Planning & Delivery team is implementing schemes within Maidstone Borough, in order to meet Kent County Council's (KCC) 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. Current status correct as of 24/06/2019.

Location	Parish	Description of Works	Lead officer	Current Status
Great Danes Roundabout	Hollingbourne	Signing and road marking improvements	Jennie Watson	All works due for completion June 2019
Mill Street/Palace Avenue	Maidstone	Lining refreshing	Jennie Watson	Works partially completed in October 2018 – Yellow box markings completed – Contractor to return to refresh white lining
A20 Ashford Road, Lenham	Lenham	Scheme to make changes to junction	Jennie Watson	Additional works to be carried out 10-12 July
Springfield Roundabout - A229 Royal Engineers Road	Maidstone	Signing and road marking improvements	Paul Leary	At design stage – scheme to be progressed this financial year
St Faiths Street/Fairmeadow	Maidstone	Signing and road marking improvements	Jennie Watson	At design stage – scheme to be progressed this financial year
A229 Lower Stone Street/ Knight rider Street	Maidstone	Introduction of red-light camera	Bob Westamacott	At design stage – scheme to be progressed this financial year
Boxley Road/Sandling Lane, roundabout	Maidstone	Signing and road marking improvements	Bob Westamacott	At design stage – scheme to be progressed this financial year
A20 Ashford Road/M20 Slip	Hollingbourne	Signing and road marking improvements	Jennie Watson	At design stage – scheme to be progressed this financial year

### **Externally Funded Schemes**

The Schemes Planning & Delivery team is implementing schemes within the borough of Gravesham funded by external corporations whilst still meeting KCC's strategic targets with the road network.

Location	Parish	Description of Works	Lead officer	Current Status
East Farleigh Bridge	East Farleigh	Upgrade of signing and lining for bridge width restriction	Paul Leary	Works completed May 2019. Minor snagging items to be carried out
Mote Park Cycleway (Phase 1)	Maidstone	Upgrade of cycle route	Paul Leary	Works completed May 2019. Minor snagging items to be carried out.
Mote Park Cycleway (Phase 2)	Maidstone	Signing and road marking improvements between Chancery Lane and Maidstone House	Paul Leary	At design stage – Current handover to contractor programmed for end August 2019

### **Local Growth Fund**

#### **Local Growth Fund programme update for Maidstone Borough**

The Department for Transport (DfT) added £100m to the Local Growth Fund (LGF) pot in order to fund Local Sustainable Transport Fund Style schemes. KCC were successful in securing LGF for the following sustainable transport style bids 1) Kent Thameside – Integrated door-to-door journeys and 2) West Kent – Tackling Congestion. The objective of the capital bids is to boost economic growth by decreasing carbon emissions and reducing congestion.

The schemes aim to:

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

The following schemes have been submitted as part of the successful Kent Thameside/West Kent (delete as applicable) LSTF this financial year.

Scheme	Status
<b>MAIDSTONE EAST STATION IMPROVEMENTS</b>	Following the discovery of Asbestos at the Maidstone East Station site Network Rail concluded that the current contractor should stand down and an Asbestos and demolition specialist appointed due to the timelines given by the previous contractor. This has resulted in the existing scaffolding being removed and replaced by the new contractor Rhodar. The new scaffolding will be in place by end July. The completion date for the overall programme will remain unknown until the scaffolding

	and demolition is clear and the programmes can be aligned. Any public enquiries are being dealt with by Network Rail. Additional KSIP funding has now been confirmed to progress further highway improvements and walking and cycling connections to the station.
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## **Appendix E – Developer Funded Works**

**Developer Funded Works (Section 278 Agreement Works) Maidstone Borough - Contact Officer**  
*Claremarie Vine, other officers for sites Jamie Hare, Aaron Divall, Steven Noad, (Sarah Parris), Andy Padgham, Steve A Stickels*

<b>Scheme Name</b>	<b>File Ref.</b>	<b>Officer</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
BP Tudor Service Station, London Road	MA003072	CV	Allington	Alterations to existing access	Pedestrian crossing point and additional signage still to do.
Bell Farm, North Street	MA003098	SN	Barming	New accesses to split sites, shared surface and new crossing point	Agreement signed, highway works commenced, due to complete June.
Cross Keys	MA003100	JH	Bearsted	New access, crossing point and parking area	Agreement signed
Barty Farm, Roundwell,	MA003278	AD	Bearsted	New Bellmouth and Lining works	Agreement Signed
Bicknor Road	MA003256	AP	Bicknor	Formation of hard surfaced passing places	Awaiting technical approval
Heath Road/Church Street	MA003111	CV (SP)	Boughton Monchelsea	New access, footway works, yellow lines and crossing upgrade	High Friction surfacing remedials scheduled June '19.
Hubbards Lane	MA003084	CV	Boughton Monchelsea	Two accesses to minor developments	Works completed on both accesses, pedestrian crossing point to add
Lyewood Farm, Green Lane	MA3247 MA3248	AP	Boughton Monchelsea	New housing development and access	Awaiting technical approval
Goya Development, St Michaels Close, Aylesford	MA003123	CV (SP)	Boxley	New access and footway work to new commercial properties	Works complete except for new gulley.
Maidstone Studios, New Cut Road	MA003110	AD (SP)	Boxley	Zebra crossing and pedestrian crossing points	Defective High Friction surfacing scheduled for replacement June '19
St Michaels Close, Aylesford	MA003103	CV (SP)	Boxley	Waitrose car park, new access	Final remedials due.

Forstal Lane	Ma003141	AP (SP)	Coxheath	Widening of road and new footpath with access to new development	Awaiting Technical Approval – In discussion with developer
Heath Road (North side)	MA003063	CV	Coxheath	New access and Footway work	Works completed and in maintenance
Land north of Heath Road Phase 2	MA3257	AP	Coxheath	Access to new development	Awaiting technical approval
Linden Farm, Stockett Lane	MA003107	AP (SP)	Coxheath	Access to new development and footway link to community hall	Access & footway completed further 2 accesses to restore to footway near completion of development.
Gatland House, Gatland Lane	MA003081	CV	Fant ward	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 completed and in maintenance.
Mayfield Nursery, Ashford Road	MA003135	CV (SP)	Harrietsham	New access and alterations to existing Highway to adjoin upcoming Scheme Works	Works ongoing on site currently in conjunction with Harrietsham improvement scheme
Forge Meadows	MA3253	AP	Headcorn	Access to 2 new properties and vehicle crossovers to existing properties	Awaiting technical approval
Grigg Lane & Wheeler Street	MA3250	SAS	Headcorn	Access to Gibbs Farm development and zebra crossing on Wheeler St	Awaiting technical approval
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 in place, New footway Grigg Lane completed

Kings Road/Millbank	MA3262	AP	Headcorn	Signalised crossroads (linked to Ulcombe Road MA3150)	Awaiting technical approval
Lenham Road (North side)	MA003062	CV	Headcorn	New Footway to site and extend speed limit boundary	Works completed and in Maintenance
Lenham Road (South side)	MA003057	CV	Headcorn	New footway	Agreement prepared
Oak Lane and Wheeler Street	MA003048	CV	Headcorn	New footway plus junction improvements	Works completed and in maintenance
Ulcombe Road	MA003150	AP (SP)	Headcorn	Access to new development	Accesses both in, awaiting street lighting agreement and TRO. Technical Approval in progress.
Wheeler Street, Headcorn	MA003137	SAS	Headcorn	2 new accesses - off Wheeler Street and Kingsland Grove	Technical Approval given awaiting fees and signed agreement before works commence.
Eythorne Street	MA3198	AP	Hollingbourne	New access to development	Awaiting technical approval
Ledian Farm	MA003086	JH	Leeds	Proposed new access to development site at Ledian Farm	Works completed
8 Faversham Road	MA003032	CV	Lenham	New access	In maintenance, streetlight to replace
Old Ashford Road	MA003018	CV	Lenham	New footway plus access	Approaching end of maintenance, bus stop location to amend.
The Paddocks, Ashford Road (Grove House, Old Ashford Road)	MA3114	CV	Lenham	New access, speed reduction to 50mph and footway link to Faversham Road	Revised to include traffic island on A20. TRO applied for. Works sched for late summer.
Westwood Park, Ham Lane	MA003305	AP	Lenham	Main and emergency accesses to new housing development	Awaiting technical approval

531 Tonbridge Road	MA003045	CV	Maidstone	Service layby for new retail unit	In maintenance
Bicknor Green, Gore Court Road	MA003053	AD	Maidstone	Change of road priorities and widening / upgrading	Works mostly complete
Hartnup Street	MA003138	CV (SP)	Maidstone	New Access	Works complete now in maintenance.
Heath Road, Coxheath	MA003134	CV (SP)	Maidstone	New access and new footway	Technical Approval given. Currently going through legal.
Hermitage Lane, (opp. Maidstone Hospital)	MA003060	JH	Maidstone	New Traffic signal junction	In maintenance period
Hermitage Lane/ Howard Drive	MA003070	AD	Maidstone	New access for development (opposite the quarry entrance)	Works complete
Howard Drive	MA003303	AD	Maidstone	Junction works to facilitate Bus Gateway entrance to Croudace site	Agreement Signed
Imperial Park	MA003017	AD	Maidstone	New right turn lane and bellmouth junction, plus associated footway works	Adopted
Maidstone School of Science, New Cut Road	MA003197	AD (SP)	Maidstone	New access to School and New roundabout and alterations to Highway	Temp access granted and works commenced off the Highway. Looking to carry out works from May 2019. Technical Approval.
McDonalds drive-through, Hart Street	MA003013	CV	Maidstone	New access, improvements to Hart Street.	Approaching the end of maintenance - remedial works completion scheduled June '19
Oakapple Lane/ Hermitage Lane	MA003046	AD	Maidstone	New bellmouth junction and associated ancillary works for new development including new bus stop	Main works complete, remedial works awaited

Royal Engineers Road	MA003127	CV (SP)	Maidstone	New footpaths to development	Awaiting Structures Approval
The Poplars, Ashford Road	MA3254	AP	Maidstone	Access to new development	Awaiting technical approval
Wallis Avenue Phase 3, Parkwood	MA003085	CV	Maidstone	Some stopping up of highway and redevelopment of old carpark and shops area opp. Longshaw Road	Works complete
Week St/Gabriel's Hill	MA003120	SS	Maidstone	Town Centre Public Realm improvements	Completed and inspected for maintenance
Albion Road, Marden	MA003132	CV (SP)	Marden	New Access and development	S278 works part completed.
Goudhurst Road, Church Green (Plain Road development)	MA3118	CV	Marden	Install Zebra crossing near rail station.	Completed – in Maintenance
Goudhurst Road/West End (Plain Road Development)	MA3118	CV	Marden	Refurbish Zebra crossing outside school and Bus Borders to add by Library stops.	Work completed and in Maintenance
Howland Road	MA003088	SN	Marden	New development access	Agreement signed; highway works part complete
MAP Depot, Goudhurst Road	MA003012	CV	Marden	New bellmouth junction and footway	Works in maintenance. Remedial works near completed and interactive speed sign awaiting installation
Napoleon Drive and Plain Road	MA003079	CV	Marden	New access on each road for new housing development	New accesses in place. Provision made for new bus waiting area outside site on Plain Road.
Spencers Field, Goudhurst Road	MA003151	CV (SP)	Marden	Access to new development (via the Parsonage)	Awaiting Technical Approval
The Parsonage, Goudhurst Road	MA003066 MA003067	CV	Marden	New access and associated upgrade works	Access substantially completed, village gateway to be agreed



Bell Lane	MA003030	CV	Staplehurst	Upgrade of existing access for new development	Due for adoption.
Fishers Farm (East) Headcorn Road (Redrow)	MA3106	CV (SP)	Staplehurst	Realignment and new access at Headcorn Road/Pile Lane junction	Realignment complete and Pile Lane open
Fishers Farm (West), Headcorn Road (Bovis)	MA3037	SAS (SP)	Staplehurst	New access onto Headcorn Road	Access in place.
Hen and Duckhurst Farm, Marden Road	MA003109	CV	Staplehurst	New Roundabout for development access	Works on highway almost completed. HFS delayed by utility works.
Oliver Road Staplehurst	MA003019	CV	Staplehurst	Ped crossing to Marden Road, junction markings and bus boarders	Works completed
Woodford Park	MA003099	CV (SP)	Staplehurst	New access for 9 dwellings	Works completed and on to maintenance.
Appleacres, Maidstone Road	MA003152	CV (SP)	Sutton Valence	Access to new development and footway works	Awaiting Technical Approval
The Oaks, Maidstone Road	MA003078	CV	Sutton Valence	Upgrade existing Vehicle crossing access to Bellmouth with tactile crossing.	Works complete
Valdene Industrial Estate	MA003054	CV	Sutton Valence	Upgrade of existing bellmouth and extension to f/w	Footway works carried out, access still to do.
Cripple Street Maidstone	MA003093	CV	Tovil	New access to development, widening and footway works	Due for adoption – remedials due
Site opposite cottages 129-147 Dean Street/Farleigh Hill	MA003007	CV	Tovil	New access speed limit relocation, new footway and bus stop provision	Works completed and in maintenance
Tovil Green Lane	MA003095	CV	Tovil	New Footway and crossing point to	Remedials completed – in maintenance

				side of site	
Hampstead Lane	MA3101	(SP)	Yalding	Relocate access to new development at old depot adj. station. Minor footway works	Awaiting snagging works to be completed.
Vicarage Road	MA003121	(SP)	Yalding	New access to development and speed restraints on existing Highway	Technical Approval Granted

	Developer Funded Works (Section 106 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status	
18/19-S106-MA-486	A20 Ashford Road	Harrietsham	<p>Village improvement works: 2 phase approach as not all of the S106 developer contributions have been collected. A final contribution of £171,500 is due from Bellway Homes in a couple of years pending the rate of their build and occupancy.</p> <p><b>Phase 1</b> which consisted of narrowing the carriageway, widening footways to allow shared footway/cycleway, altering the controlled crossing, provision of central islands and changes to the speed limits and associated signing and lining.</p> <p><b>Phase 2</b> will include relocating street lighting columns to better suit the new road layout and to extend the lighting to include all of the 30mph limit. Resurfacing of the carriageway to hide the old white lining and then new lining to the recently installed layout.</p> <p>It is likely that there will not be sufficient S106 funds to cover all of Phase 2, however KCC is investigating final costs for</p>	Phase 1 Works completed in June 2019. KCC investigating how phase 2 can be brought forward as there is a potential funding gap and whether to collect the remaining S106 contribution from Bellway Homes now less the indexation.	

			phase 1, what the estimated costs for phase 2 will be and will then investigate how any funding gap can be dealt with to allow the second phase to be delivered without delay. Bellway Homes have offered to pay early the S106 contribution as long as they do not have to pay the index link which amounts to about £12,500 if KCC/Maidstone BC accepted the offer now.	
18/19-S106-MA-819	Linton Crossroads	Linton/Loose	Junction/signal upgrade	Finalising designs however the estimated cost of the alterations is significantly above the S106 contributions available. KCC is to investigate how any funding gap can be dealt with. It is hoped that a public consultation can be undertaken around October/November with implementation in 2020 pending all land, environmental and funding issues being resolved.

#### **Appendix F – Bridge Works**

<b>Bridge Works – Contact Officer Earl Bourner</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No planned works			

## **Appendix G – Traffic Systems**

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

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
A26 Tonbridge Road near Milton Street, Maidstone	Refurbishment of traffic signal-controlled crossing	Programmed August 2019
B2162 Twyford Bridge, Yalding	Refurbishment of traffic signals	To be Programmed
A229 Fairmeadow/ Medway Street	Refurbishment of traffic signal-controlled junction	Programmed September 2019
A20 London Road near Broadway	Replacement of signal controller	Programmed September 2019
A20 Tonbridge Road near Station Approach	Replacement of signal controller	Programmed September 2019

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

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

The following schemes are those, which have been approved for funding by both the relevant Member and by 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 24/06/2019

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 District, Susan Laporte.

#### **Dan Daley and Rob Bird**

<b>Details of Scheme</b>	<b>Status</b>
<b>18/19-CMG-MA-722 – Queens Avenue, Maidstone</b>  Construction of build out for part one way	Works Complete – Snagging items to be carried out

#### **Eric Hotson**

<b>Details of Scheme</b>	<b>Status</b>
<b>19/20-CMG-MA-923 – Church Hill, Boughton Monchelsea</b>  Traffic Regulation Order application for speed limit reduction	Notice of Intent sent out to formal consultation on 31 May 2019

#### **Paulina Stockell**

<b>Details of Scheme</b>	<b>Status</b>
<b>19/20-CMG-MA-947 – Darman Lane, Laddingford, Yalding</b>  Traffic Regulation Order application for speed limit reduction	Notice of Intent sent out to formal consultation on 31 May 2019

## **1.1 Legal Implications**

1.1.1 Not applicable.

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

1.2.1 Not applicable.

## **1.3 Risk Assessment**

1.3.1 Not applicable.

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**Contacts: Kirstie Williams/ Susan Laporte 03000 418181**