

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Wednesday 8 July 2020

Time: 5.00 pm

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

Membership:

Councillors Bird, Brindle, Brown, D Burton (Vice-Chairman), Carter, Chittenden, Clark, Cooke, Cooper (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.

<u>AGENDA</u>	<u>Page No.</u>
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 16 October 2019	1 - 7
9. Presentation of Petitions (if any)	
10. Questions and answer session for members of the public (if any)	
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12. KB18 Public Footpath Conversion to Cycle Track, Maidstone	9 - 14

Issued on Tuesday 30 June 2020

Continued Over/:

Alison Broom

Alison Broom, Chief Executive

13. Verbal Update - Progress since Withdrawal of the Judicial Review
14. Maidstone Integrated Transport Package 15 - 39
15. Verbal Update - Traffic Modelling, Leeds Langley Relief Road
16. Verbal Update - 20MPH Pilot Schemes
17. Verbal Update - Active Travel Schemes
18. Maidstone Highway Works Programme 40 - 72

INFORMATION FOR THE PUBLIC

In order to ask a question at this remote meeting, please call **01622 602899** or email committee@maidstone.gov.uk by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Monday 6 July 2020). You will need to provide the full text in writing.

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

In order to submit a written statement in relation to an item on the agenda, please call 01622 602899 or email committee@maidstone.gov.uk by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Monday 6 July 2020). You will need to tell us which agenda item you wish to comment on.

If you require this information in an alternative format, please call **01622 602899** or email committee@maidstone.gov.uk.

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MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON WEDNESDAY 16 OCTOBER 2019

Present: Councillor D Burton (Chairman), and Councillors Bird, Brindle, Brown, D Burton, Chittenden, Clark, Cooke, Cooper, Cuming, Daley, Hinder, Hotson, Kimmance, Powell, Prendergast, T Sams and Wilson

127. APOLOGIES FOR ABSENCE

It was noted that apologies for absence were received from:

- Councillor Carter
- Councillor Stockell
- Councillor Wilby

It was noted that apologies for lateness were received from Councillor Prendergast.

128. NOTIFICATION OF SUBSTITUTE MEMBERS

It was noted that Councillor Cox was substituting for Councillor Wilby.

129. URGENT ITEMS

There were no urgent items.

130. NOTIFICATION OF VISITING MEMBERS

There were no Visiting Members.

131. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

132. DISCLOSURES OF LOBBYING

There were no disclosures of lobbying.

133. EXEMPT ITEMS

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

134. MINUTES OF THE MEETING HELD ON 10 JULY 2019

RESOLVED: That the minutes of the meeting held on 10 July 2019 be approved as a correct record and signed.

135. PRESENTATION OF PETITIONS

There were no petitions.

136. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

Mr Willis asked the following question of the Chairman of the Board:

"A statement was made to the Joint Transportation Board by Kent Highways some three years ago, agreeing to enable funding for a pedestrian crossing at the Hermitage Lane/Fountain Lane intersection, which was backed by local residents.

Some three years ago, Ms Lizzie Hare submitted a petition/presentation and despite much hard work, nothing appears to have happened to make this a reality.

As this is an extremely acute safety issue, please could you advise me on the progress of this matter?"

Mr Willis asked the following supplementary question:

"This is an extremely sensitive issue, and a lot of people in the room would feel guilty if a child was injured in this area as we have all tried to push this work forward. Could you provide further details regarding timescales for this work?"

The Chairman responded to both the question and supplementary question. The full response was recorded on the webcast and was made available on the Maidstone Borough Council website.

137. MAIDSTONE JOINT TRANSPORTATION BOARD WORK PROGRAMME

The Board commented that it was prudent to remove "Establishment of a Public Transport Forum" from the Work Programme until further research into available options had been undertaken.

RESOLVED: That the Committee Work Programme be noted, as amended.

138. VERBAL UPDATE - M2 JUNCTION 5/A246

The Programme Leader, Regional Investment Programme (Highways England), explained to the Board that the M2 Junction 5/A249 Stockbury Roundabout improvements scheme consisted of enhancements to slip roads and approaches. During consultation, eight statutory objections, seven non-statutory objections, three further representations and eleven letters of support had been received. A public enquiry had been

scheduled for 11 February 2020, which would not progress if the statutory objectors withdrew their representations. Work was being undertaken to engage objectors, while surveys at the site were also underway.

RESOLVED: That the update be noted.

Note: Councillor Prendergast arrived during consideration of this item and advised that she had been lobbied on Item 16. A20 Harrietsham Highway Improvements.

139. VERBAL UPDATE - M20 SAFETY

The Programme Leader, Regional Investment Programme (Highways England), explained that he would report questions from the Maidstone Joint Transportation Board to the appropriate team at Highways England.

The Board requested that the following be considered:

- There were safety concerns between Junction 8 and Junction 9, as safety provisions such as a hard shoulder or overhead signs were not present. The Board explained that if a car was to break down, it would be stuck on the carriageway and oncoming vehicles could not be warned. This problem was exacerbated by vehicles not adhering to the speed limit.
- There was no indication that cars and Heavy Goods Vehicles (HGVs) should be in different lanes between Junction 8 and Junction 9.
- The Operation Brock barrier was a safety risk. It was difficult to see the barrier when there was limited daylight. There was also the potential for cars to be spun or flipped if they collided with the barrier.
- Due to the narrow carriageways, there was a heightened risk of collisions.
- A safety audit, assessing sections of the road with high incident rates, needed to be considered by Highways England.
- Further information regarding the monitoring and enforcement of speed limits, using mobile cameras, was requested.
- Clarification regarding the arrangements for removing the Operation Brock barrier and the length of time that it was to remain on the motorway was needed.

The Board requested that a written response be provided by Highways England. Furthermore, the Board suggested that Highways England provide written reports, supported by attendance at the Maidstone Joint Transportation Board, for future updates.

RESOLVED: That the comments be noted.

140. A229 AND A249 LINKS BETWEEN M2 AND M20 WITH THE PROPOSED NEW LOWER THAMES CROSSING

The Board commented that:

- The potential for increased development in the North of the Borough, as a result of the Lower Thames Crossing, needed to be explored.
- Traffic was likely to increase prior to the implementation of the Lower Thames Crossing. Improvements needed to be implemented as soon as possible.
- The Maidstone Local Plan Review, which was to be considered at the Strategic Planning and Infrastructure Committee, presented an opportunity to explore funding mechanisms for large local major schemes.
- It was important to understand whether Kent County Council continued to support the case for the M20 Junction 3 to be included in the project.

The Board requested that the report be discussed at a future meeting of the Maidstone Joint Transportation Board when an Officer was available to answer questions on the matter.

RESOLVED: That the item be adjourned to a future meeting of the Maidstone Joint Transportation Board.

141. THAMESLINK ROUTE UPDATE

The Board commented that:

- It was disappointed with the lack of progress.
- Work to explore the detrimental economic impact resulting from delays to the implementation of the Thameslink service was to be considered. The funding and management of this work needed to be agreed by Maidstone Borough Council and Kent County Council.
- It would continue to lobby appropriate individuals and authorities on the matter.

RESOLVED: That the report be noted.

142. A20 HARRIETSHAM HIGHWAY IMPROVEMENTS

The Senior Programme Manager (Kent County Council), outlined that the A20 Harrietsham Highway Improvements scheme had been separated into two phases. Phase One was nearing completion, while the Section 106 monies required to progress to Phase Two had been secured.

The Board welcomed the positive update and thanked Officers. The Board requested that appropriate materials were used for micro-surfacing, to ensure that the road surface could withstand seasonal temperature changes.

RESOLVED: That the actions taken by KCC to progress to Phase 2 of the A20 Harrietsham Highway Improvements scheme be noted.

143. BRIDGES GYRATORY POST-SCHEME MONITORING REPORT

The Senior Major Capital Programme Project Manager explained that further interrogation of data had been undertaken to understand the trends associated with pedestrians and cyclists using the Bridges Gyratory. It was stated that a minority of users crossed the road in an unsafe manner, however, there had been no recorded incidents. Overall, the scheme had been delivered successfully, however, the additional capacity incorporated into the road network had begun to saturate.

The Board commented that:

- The network lacked resilience, particularly if issues were experienced with nearby water mains and gas pipes.
- Further modelling, after the Maidstone Local Plan Review, would be beneficial to understand the future capacity expectations for the Bridges Gyratory.
- Plans to implement a Red Route restriction, preventing vehicles stopping on Palace Avenue, Lower Stone Street and Upper Stone Street had been agreed by the Strategic Planning and Infrastructure Committee. Consideration was to be given to how the introduction of the Red Route impacted upon the Bridges Gyratory.

In response to questions from the Board, the Senior Major Capital Programme Project Manager said that:

- The delivery of the Bridges Gyratory had improved capacity. The road network would have been inferior had mitigations not been implemented.
- KCC Officers were progressing the manufacturing and fitting of the flood barriers. The Senior Major Capital Programme Project Manager was to contact the consultant imminently on this matter.
- The no-entry signs were the largest size possible at the site. Further measures to prevent traffic from using no-entry roads, such as the inclusion of lines in yellow box junctions, were being explored.
- The raw data used for traffic modelling allowed Officers to assess the impact of Local Plan growth in the area.

RESOLVED: That the report be noted.

144. VERBAL UPDATE - LEEDS LANGLEY RELIEF ROAD

The Senior Major Capital Programme Project Manager said that a Leeds Langley Relief Road was expected to provide a capacity benefit to the immediate area. It was challenging, however, to demonstrate wider benefits arising from the scheme. Officers were continuing to work on scheme modelling and a further report was to be submitted to the Maidstone Strategic Infrastructure Working Group.

The Board commented that:

- The expected development in the area, and subsequent impact on the road network, had not been fully realised. The potential for future development, and therefore an increase in vehicles, needed to be considered.
- The introduction of a relief road had the potential to provide an alternative route for HGVs, which would have a positive impact on the capacity of Willington Street.
- Further work to demonstrate a cost-benefit ratio was underway. A further report on the matter was to be submitted to the Maidstone Joint Transportation Board when appropriate.

RESOLVED: That the update be noted.

Note: Councillor Wilson left the meeting during consideration of this item.

145. MAIDSTONE INTEGRATED TRANSPORT PACKAGE (MITP)

The Senior Major Capital Programme Project Manager outlined that construction was due to commence in 2020, and that the work was expected to be completed before the South East Local Enterprise Partnership (SELEP) deadline. It was explained that the scheme had been over-programmed to ensure that all available funding could be utilised. This meant that additional capacity benefits, exceeding initial expectations, could be achieved. A consultation period was due to commence, and three engagement sessions had been organised to ensure that residents had the opportunity to speak to teams working on the scheme. The results of the consultation were to be presented to the next appropriate Maidstone Joint Transportation Board meeting.

The Board acknowledged the positive nature of the report and recognised the progress that had been made. Concerns were raised regarding the capacity benefits expected at Willington Street and Cripple Street. Furthermore, the Board commented that it was important to consider the interplay between the modelling for the MITP and Leeds Langley Relief Road.

RESOLVED: That the report be noted.

146. MAIDSTONE HIGHWAY WORKS PROGRAMME

RESOLVED: That the report be noted.

147. DURATION OF MEETING

5.00 p.m. to 6.47 p.m.

Maidstone Joint Transportation Board Work Programme

Ref	Date to MJTB	Report Title	Report Author	Lead Authority	Notes	Date of Request
1	October 2020	Improvement works for Junction 3 of the M2	TBC	Kent County Council		Requested by Cllr Hinder on 27 May 2020.

KB18 Public Footpath Conversion to Cycle Track, Maidstone

To: **Maidstone Joint Transportation Board – July 2020**

Main Portfolio Area: **Growth, Environment & Transport**

By: **Simon Jones, Director of Highways & Transportation**

Classification: **For Information**

Electoral Division: **Borough Wide**

Summary: **Approval for the conversion of KB18 from a Public Footpath to a Cycle Track**

1.0 Introduction

- 1.1 In 2015 a Public Path Creation Agreement between Kent County Council and Maidstone and Tunbridge Wells NHS Trust obtained agreement to widen and resurface Public Footpath KB18 with a view to converting it to Cycle Track status.
- 1.2 In order to complete the conversion and formalise the use of a facility designed for shared use, an Order to convert the existing Public Footpath to that of Cycle Track status is required.
- 1.3 This report seeks approval from the board to carry out the final legal work necessary to complete the Order in accordance with the provisions of Cycle Track Act 1984.
- 1.4 KB18 runs from Hermitage Lane alongside the northern boundary of Maidstone hospital towards Giddyhorn Lane and then joins with National Cycle Route 17. Good pedestrian access to the hospital is available from the footpath. See plan at Appendix A.
- 1.5 During the consultation for the Creation Agreement in 2015 local residents were supportive of a shared use route and also requested it as part of the consultation on the Countryside Access Improvement Plan. This was further supported by members of the Maidstone Cycling Forum and the NHS Trust. There is a degree of evidence that the route is already being used by cyclists.
- 1.6 The Cycle Track will form part of a wider strategic network and will enable residents in the vicinity of Hermitage Lane to access schools and colleges in the Queens Road / Oakwood Park areas. Ultimately it is intended that this route will connect to a new direct route to London Road Park and Ride and will allow the Hospital NHS Trust to promote the route for staff and visitors to use as part of their travel plans.

1.7 Funding has been identified to cover the legal costs and signage associated with the conversion of KB18.

2. Current Situation

2.1 Stakeholders including Maidstone BC, Arriva, the NHS Trust and KCC's Public Rights of Way and Highways teams have been actively involved throughout the process and will continue to be included going forward.

2.2 An audit of KB18 has been completed and confirms the suitability of the surface and width for shared use and conversion to cycle track status.

2.3 The registered landowners have been identified and notices will be issued as part of the legal procedure.

2.4 The Chief Constable of Police has been consulted and we are awaiting their response.

2.5 Maidstone Cycling Forum has been informed and are supportive.

2.6 KCC recently conducted two sustainable travel events at Maidstone hospital. Staff feedback regarding walking or cycling from the Park and Ride was positive.

2.7 An Equality Analysis and Impact Statement has been prepared which covers the conversion of KB18 and related works detailed below to connect the hospital to London Road Park and Ride.

3. Related Works

3.1 The conversion of KB18 is part of a wider aspiration to create a safer and more direct signed cycle route connecting Maidstone Hospital and London Road Park and Ride. The route is mainly on road through residential streets. There are two sections of shared use for pedestrian/cycles. See plan at Appendix B.

3.2 Maidstone BC and KCC are engaged with the NHS Trust and Arriva to encourage the use of London Road Park and Ride as an alternative parking location for hospital staff and visitors. The Park and Ride site offers free parking and is a 10 minute cycle or 20 minute walk from the hospital.

3.3 Maidstone BC are tendering for a cycle hire scheme which will contribute to the wider vision of utilising Park and Ride sites as sustainable transport hubs. Both Park & Ride locations and the hospital have been identified as cycle hub locations for the scheme.

2.5 To avoid cyclists having to negotiate the busy London Road/Beaver Road junction we are proposing to improve an alleyway between Juniper Close and Allington Way to make it suitable for shared use. This requires some resurfacing and the removal of a barrier and gate which is severely restricting access to cyclists. See Appendix C.

2.6 The barrier and gate will be replaced by alternative measures to prevent access by motorbikes and scooters but that allows access for bicycles, mobility scooters, wheelchairs and pushchairs. Funding for this work and the resurfacing and has yet to be identified.

4.0 Next Steps

4.1 Following approval by the Board, KCC will commence the legal process to prepare the Order and undertake the statutory consultation with residents, landowners and prescribed organisations.

5.0 Financial

5.1. The estimated cost of the KB18 conversion, including additional signage is £4,100. Funding has been identified from central budget and StAR.

6.0 Legal implications

6.1 Invicta Law will be engaged to assist with the legal procedures in accordance with the Cycle Track Act 1984.

7.0 Conclusions

7.1 Subject to a satisfactory outcome from the consultation, work to progress the conversion Order could commence in Spring/Summer 2020.

8.0 Recommendations

For approval.

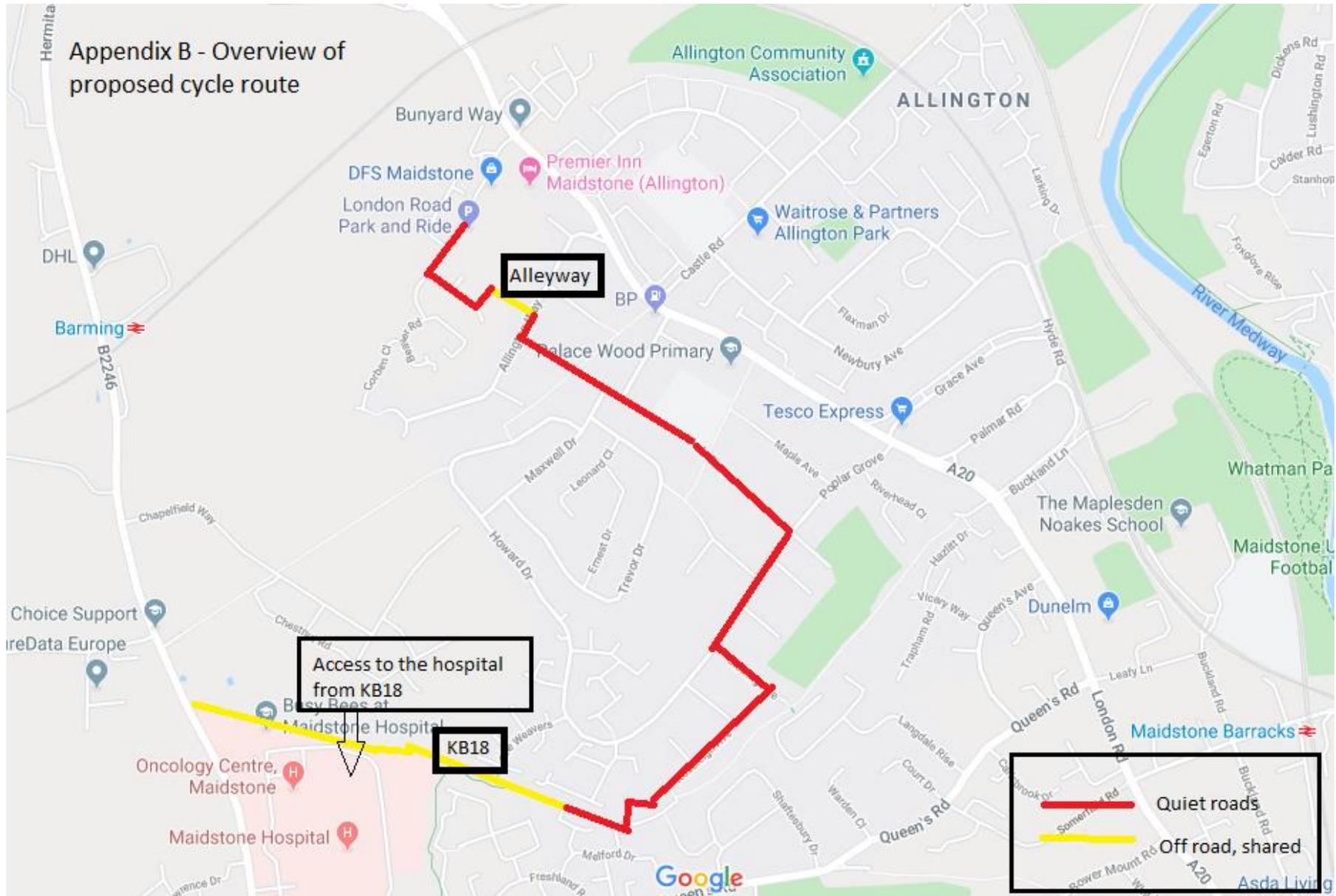
Future Meeting if applicable: As necessary but none planned at present	Date:
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Contact Officer:	Linda Simon – Transport Innovations, Transport Planner e mail: Linda.Simon@kent.gov.uk tel: 03000 419872
Reporting to:	Annette Bonner, Transport Innovations Team Leader

Appendices

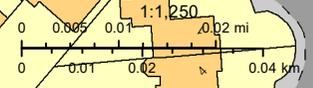
Appendix A	Map of KB18
Appendix B	Map showing proposed route between the Park and Ride and Hospital
Appendix C	Map showing the location of the alleyway between Juniper Close and Allington Way

Appendix B - Overview of proposed cycle route



Appendix C - Detail of Juniper Close/Allington Way

February 17, 2020



Produced by: KCC GIS Development Team
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Legend

-  Custom lines
-  Custom points

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Maidstone Integrated Transport Package (MITP)

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

This report makes the following recommendations:

For Information. That this report be noted.

Timetable	
<i>Meeting</i>	<i>Date</i>
Maidstone Joint Transportation Board	8 July 2020

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) and the completed “Keep Maidstone Moving” (KMM) consultation.
- 1.2 The contents of which have been taken from the ‘Kent County Council, Keep Maidstone Moving Consultation’ report which will be published separately and was prepared by an independent market research company “Lake Market Research”.

2. THE CONSULTATION:

On the 29th January 2020 a six-week consultation was launched and ran until the 11th March. The consultation provided the opportunity for residents and other stakeholders to:

- see more detailed information on the proposals being put forward at each site, either via the consultation document as well as a number of consultation events;
- consider the layout, designs and facilities being proposed and their impacts and benefits;
- feedback on the proposals being presented.

The proposals presented in the consultation were:

1. A20 Coldharbour Roundabout
2. A229 Loose Road: Armstrong Road / Park Way
3. A229 Loose Road: Wheatsheaf junction
4. A229 Loose Road: Cripple Street / Boughton Lane
5. A20 Ashford Road junction with Willington Street
6. A274 Sutton Road junction with Willington Street

Consultees were asked to provide feedback on their agreement with the proposals outlined for each of those listed above and were given the opportunity to provide comments in their own words for each proposal.

As well as residents of Maidstone, the surrounding area and individuals who travel in and out of Maidstone regularly, the consultation also received feedback from:

- North Loose Residents Association
- Maidstone Action Group for Infrastructure Change
- PRPF Communications Limited
- Apollo Private Hire Ltd
- Nu Venture Coaches

- CPRE, the Countryside Charity Kent
- Bearsted & Thurnham Society

The proposals were presented at three face to face events via presentations and scheme plans detailed below. The events provided the opportunity to ask the team questions and to discuss the proposals in more detail.

- Saturday 8 February at The Tudor Park Marriott Hotel from 10am to 1pm
- Wednesday 12 February at The Village Hotel from 5:30pm to 8:30pm
- Monday 17 February at Sessions House from 1pm to 7pm

218 people attended the consultation events, there were 8,395 visits to KCC's website, and the consultation material was downloaded 14,279 times.

Feedback was captured via a consultation questionnaire which was available on the KCC website and in hard copy at the consultation events and libraries and via comment cards at the events.

A consultation stage Equality Impact Assessment (EqIA) was carried out to assess the impact these proposals could have on those with protected characteristics (race, age, disability, gender, gender reassignment, sexual orientation, religion or belief and carer's responsibilities). The EqIA was available as one of the consultation documents and the questionnaire invited respondents to comment on the assessment that had been carried out. The responses to the consultation will be used to review and update the EqIA, which will be considered along with the consultation responses before any final decision is made on any proposals.

CONSULTATION PROMOTION

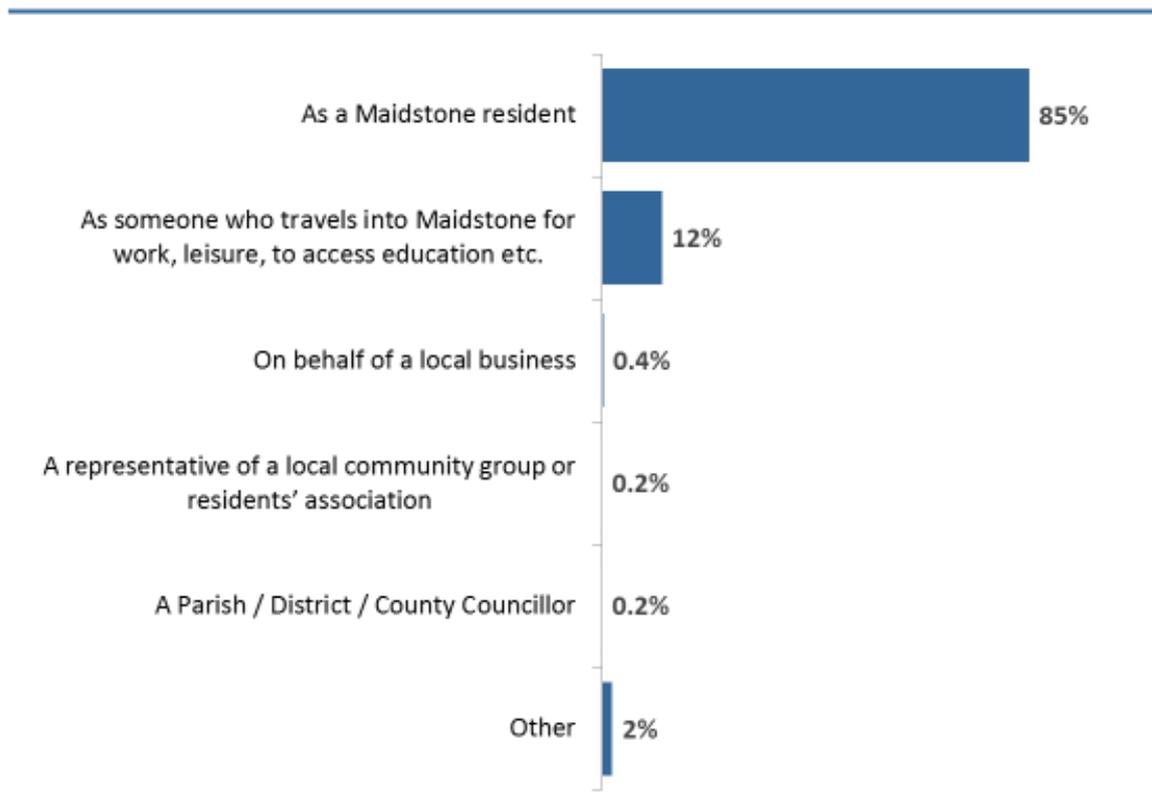
To raise awareness of the consultation and encourage participation, a thorough promotional campaign was carried out. This included:

- Postcard drop to residents and business in immediate vicinity of the schemes
- Email to stakeholders and partners
- E-mail invitation to those registered with the Consultation Directory who have expressed an interest in traffic, transport and roads
- Two press releases, the first on the launch of the consultation and a second two weeks before the end
- Roadside VMS signs
- Segment on KMTV's Kent Tonight programme
- Poster and postcards and copies of consultation document displayed in Maidstone libraries
- Advert in Parish Council newsletters

- Organic and paid for Facebooks posts
- Twitter and LinkedIn
- Banner on kent.gov homepage and roads and travel page
- Articles on KCC’s internal staff communication channels

The consultation questionnaire asked consultees to indicate how they found out about the consultation. A range of means were used by consultees; however, the most common are social media (Facebook or Twitter) at 22% and a newspaper article. 18% referenced an ‘other’ means – this included digital road signage and word of mouth including the North Loose Residents Association and neighbouring residents / friends / family.

Capacity in completing the questionnaire



L A K E MARKET RESEARCH Base: All answering (507)

ANALYSIS AND INTERPRETATION OF DATA

It should be noted that a proportion of residents and stakeholders participated in the consultation rather than all residents of the area/stakeholders involved. The self-selecting nature of participating in the consultation should also be considered. People choose to take part as opposed to a representative sample of the population. The results are therefore subject to sampling error, which means that not all differences are statistically significant.

No weighting has been applied to the data received and all open questions were reviewed and coded into “themes” to provide quantitative analysis, alongside free text comments.

ACKNOWLEDGEMENTS

KCC would like to thank all those who took the time to take part in the consultation.

EXECUTIVE SUMMARY

Consultation Profile

538 people completed either the paper or online consultation questionnaire, or a comment card at one of the face to face public events held by KCC. The responses from all comment cards have been incorporated within each scheme's feedback and presented within the statistics in this report.

Of the 507 people who completed the consultation questionnaire and identified themselves, the majority are residents of Maidstone at 85%. The age profile of those answering is skewed towards an older age group compared to local area population statistics (although it should be noted that 21% did not identify their age in the questionnaire). The vast majority of consultees travel to and around Maidstone by private car (93%). Over half (51%) walk and 38% travel by bus. 14% travel by bicycle and 8% travel by taxi.

Response to the proposals are contrasting with low proportions using the 'neither agree nor disagree' or 'don't know' components of the agreement scales posed.

A20 Coldharbour Roundabout Proposals

- Equal proportions agree and disagree with the proposals – 46% agree and 46% disagree. 37% strongly disagreed with the proposals.
- 45% of consultees answering made at least one positive comment on the proposals. Positive comments made include:
 - Agreeing with the removal of traffic lights
 - The need for dedicated filter / turning lanes
- 85% of consultees answering referenced at least one concern on the proposals. Concerns raised include:
 - The proposals not improving matters / causing more congestion
 - Disagreeing with the removal of traffic lights
 - Perception of the proposals being unsafe / more dangerous

A229 Loose Road: Armstrong Road / Park Way (including Sheal's Crescent) Proposals

- A higher proportion agreed with the proposals at 55%; 42% disagreed. 26% strongly disagreed with the proposals.

- 48% of consultees answering made at least one positive comment on the proposals. Positive comments made include:
 - Improving traffic flow / easing congestion
 - The need for dedicated filter / turning lanes
 - Agreeing processes need to be made better for turning right
- 81% of consultees answering referenced at least one concern on the proposals. Concerns raised include:
 - The proposals not improving matters / causing more congestion
 - Disagreeing with proposals concerning the lane no longer widening to two travelling north of the A229
 - Bus stop positioning

A229 Loose Road: Wheatsheaf Junction Proposals

- In contrast to the previous two proposals, disagreement with the proposals is significantly higher at 67%; 47% strongly disagree. 26% agree with the proposals.
- 26% of consultees answering made at least one positive comment on the proposals. Positive comments made include:
 - Agreeing with the closure of Cranborne Avenue
 - Improving traffic flow / easing congestion
- 93% of consultees answering referenced at least one concern on the proposals. Concerns raised include:
 - The proposals not improving matters / causing more congestion
 - Disagreeing with the closure of Cranborne Avenue
 - Perceptions congestion will merely move further away and those wanting to turn right will be an issue / creating tailbacks
 - Preference to not lose the pub
- Response to the two landscape options reflects the high level of disagreement with the proposals overall. Half (50%) indicated they did not like either option. Just under a quarter (23%) indicated they did not have a preference out of the two landscape options.

- Option 2 achieved a higher proportion selecting it at 16% but this proportion is low in comparison to the proportion who do not like either option.
- The most common concern raised with the two landscape options presented is a perception the bench area would not be utilised, as no-one would want to sit between traffic lanes nor surrounded by pollution.

A229 Loose Road: Cripple Street / Boughton Lane Proposals

- A higher proportion disagree with the proposals at 52% compared to the proportion agreeing (32%). Just over a third (35%) strongly disagreed with the proposals.
- 25% of consultees answering made at least one positive comment on the proposals. Positive comments made include:
 - The proposals being an improvement to the current layout / structure
 - Improving traffic flow / easing congestion
- 88% of consultees referenced at least one concern on the proposals. Concerns raised include:
 - The proposals not improving matters / causing more congestion
 - Perceptions the turn into Boughton Lane isn't an issue
 - Pedestrian crossing changes
 - Cripple Street junction / turning being an issue / needs improving.

A20 Ashford Road junction with Willington Street Proposals

- A marginally higher proportion disagree with the proposals at 49%, compared to the proportion agreeing (40%). 32% strongly disagreed with the proposals.
- 42% of consultees made at least one positive comment on the proposals. Positive comments made include:
 - The proposals being an improvement to the current layout / structure
 - Agreement the number of lanes should be increased
 - Perceptions of improving traffic flow / easing congestion
- 88% of consultees referenced at least one concern on the proposals. Concerns raised include:
 - The proposals not improving matters / causing more congestion
 - Perceptions congestion issues are caused by vehicles turning right into Willington Street

- Perceptions two lanes for going straight on are not needed

A274 Sutton Road junction with Willington Street Proposals

- A significantly higher proportion disagreed with the proposals at 52%, compared to the proportion agreeing (30%). 39% strongly disagreed with the proposals.
- 22% of consultees made at least one positive comment on the proposals. Positive comments made include:
 - An improvement to the current layout / structure
 - Perceptions of improving traffic flow / easing congestion
- 87% of consultees referenced at least one concern on the proposals. Concerns raised include:
 - The proposals not improving matters / causing more congestion
 - Perceptions proposals do not go far enough / are short term and traffic would only get worse in the future.
- Response to the two landscape options reflects the high level of disagreement with the proposals overall. 35% indicated they did not like either option and 35% indicated they did not have a preference out of the two options.
- Of those remaining, preference for the options is broadly equal. The most common concern raised refer a preference for not losing trees / wildlife habitats.

CONSULTATION PROFILE

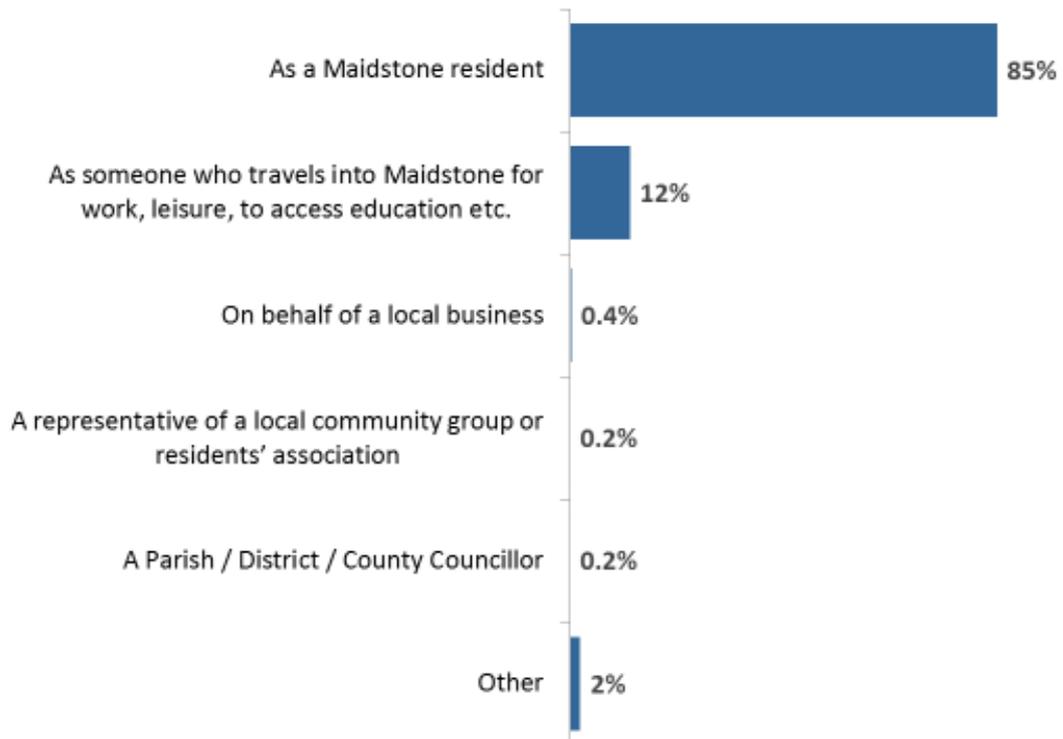
In total, 538 people completed either the paper or online consultation questionnaire or a comment card at one of the face to face public events. Of the 507 people who completed the consultation questionnaire and identified themselves, the majority are residents of Maidstone at 85%. There is also representation from other stakeholder groups.

Focusing specifically on the profile of Maidstone residents or those who travel through Maidstone, we can see that both gender groups are represented. The age profile is skewed towards an older age group compared to local area population statistics (although it should be noted that 21% did not identify their age in the questionnaire).

5% indicated they are disabled as set out in the Equality Act 2010. 43% of those who indicated they are disabled have a physical impairment and 35% indicated they have a long-standing illness or health condition; 22% have a sensory impairment and 22% have a mental health condition.

The majority indicated they are White British (67%). 29% preferred not to disclose this information.

Capacity in completing the questionnaire



Resident / travel through Maidstone profile

Residents of Maidstone/someone who travels to Maidstone for work/leisure/education only

Gender	
Male	46%
Female	33%
Prefer not to say / not answered	21%

Age	
24 and under	1%
25 – 34	9%
35 – 49	18%
50 – 59	17%
60 – 64	8%
65 and over	34%
Prefer not to say / not answered	21%

Carer	
Yes	8%
No	69%
Prefer not to say / not answered	23%

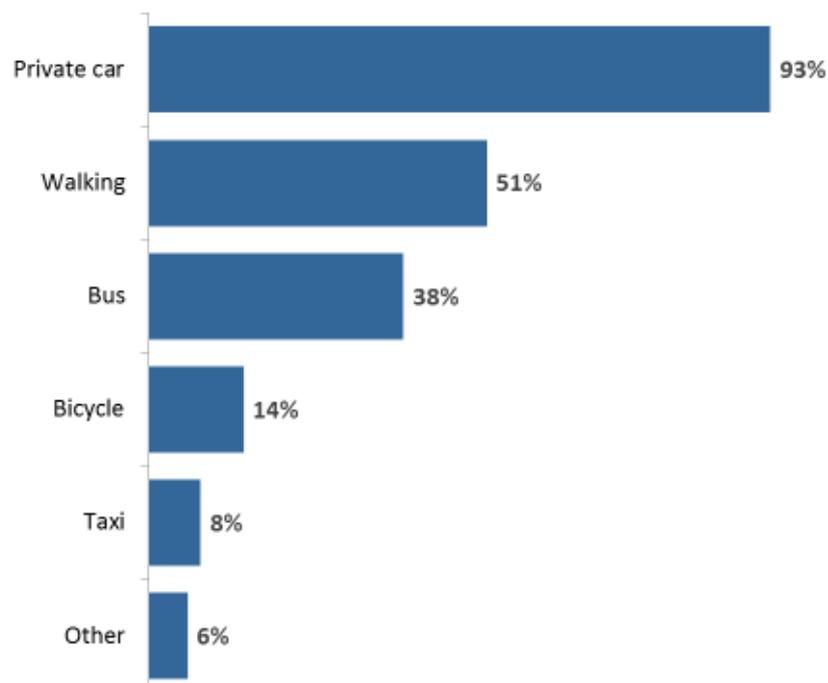
Ethnicity	
White English	67%
White Irish	1%
White Other	2%
Asian	0.2%
Black or Black British	0.2%
Prefer not to say / not answered	29%

Disabled as set out in Equality Act 2010	
Yes	5%
No	73%
Prefer not to say / not answered	22%

Type of impairment applies for those answering yes *	
Physical impairment	43%
Long standing illness or health condition	35%
Sensory impairment	22%
Mental health condition	22%
Learning disability	4%

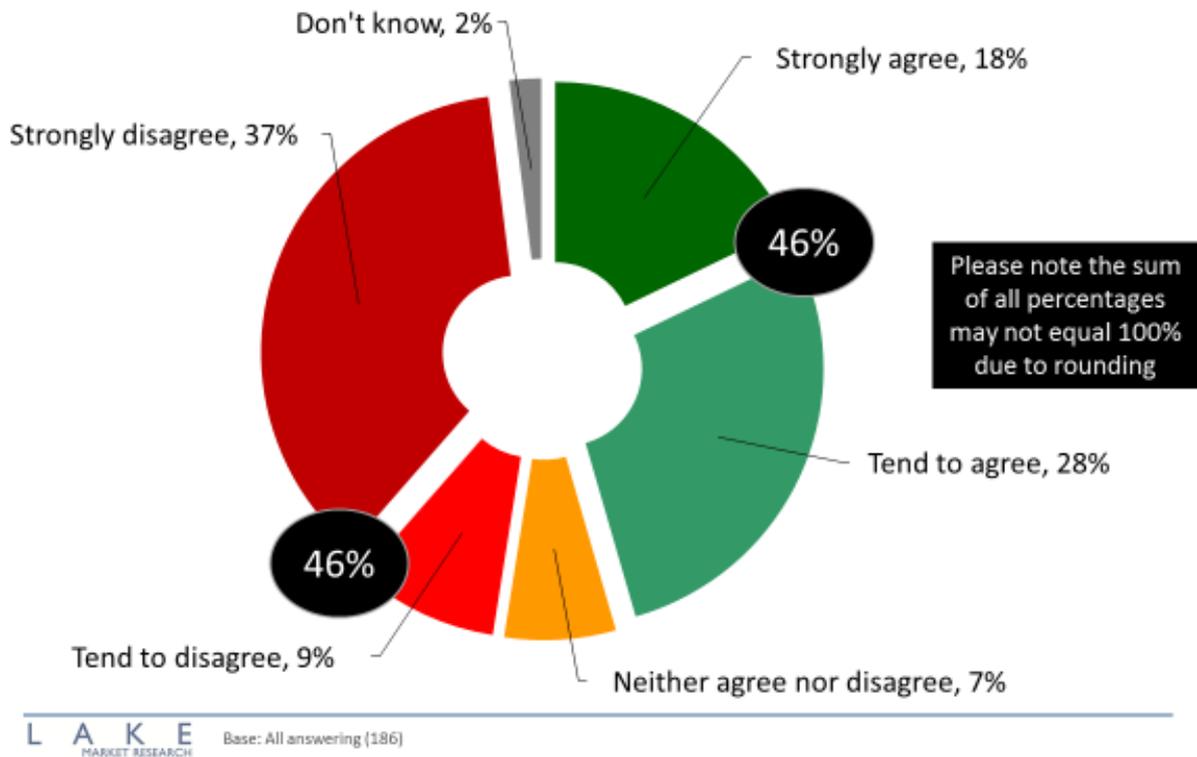
The vast majority indicated they travel to and around Maidstone by private car (93%). Over half (51%) walk and 38% travel by bus. 14% travel by bicycle and 8% travel by taxi.

Method of travel in to and around Maidstone



Agreement with A20 Coldharbour Roundabout proposals

186 Consultees responding



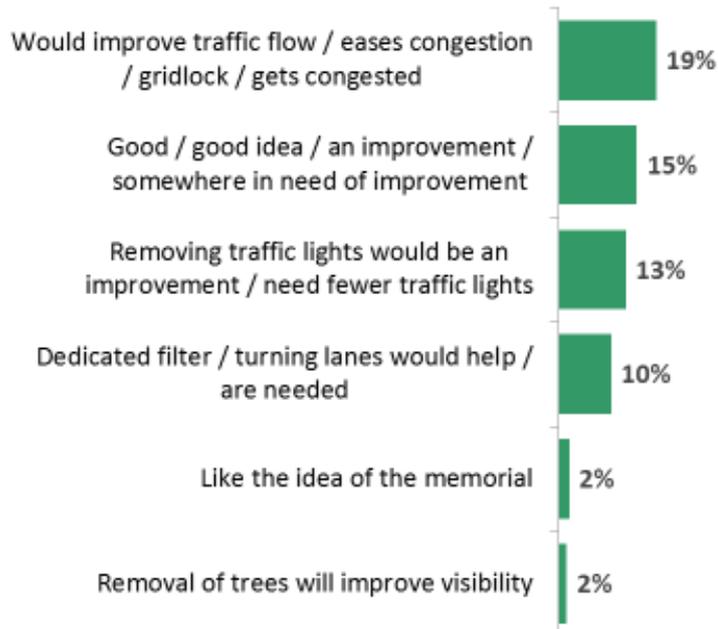
Subgroup significant differences:

Whilst base sizes are relatively low, there are significant differences in response as follows:

- A significantly higher proportion of consultees aged up to 49 **agree** with the proposals – 59% of 46 consultees in this age group;
- A significantly lower proportion of consultees aged 50 to 64 **agree** with the proposals – 38% of 50 consultees in this age group.

Positive comments made on A20 Coldharbour Roundabout proposals

POSITIVES (NET) – 45% of consultees made at least one positive comment



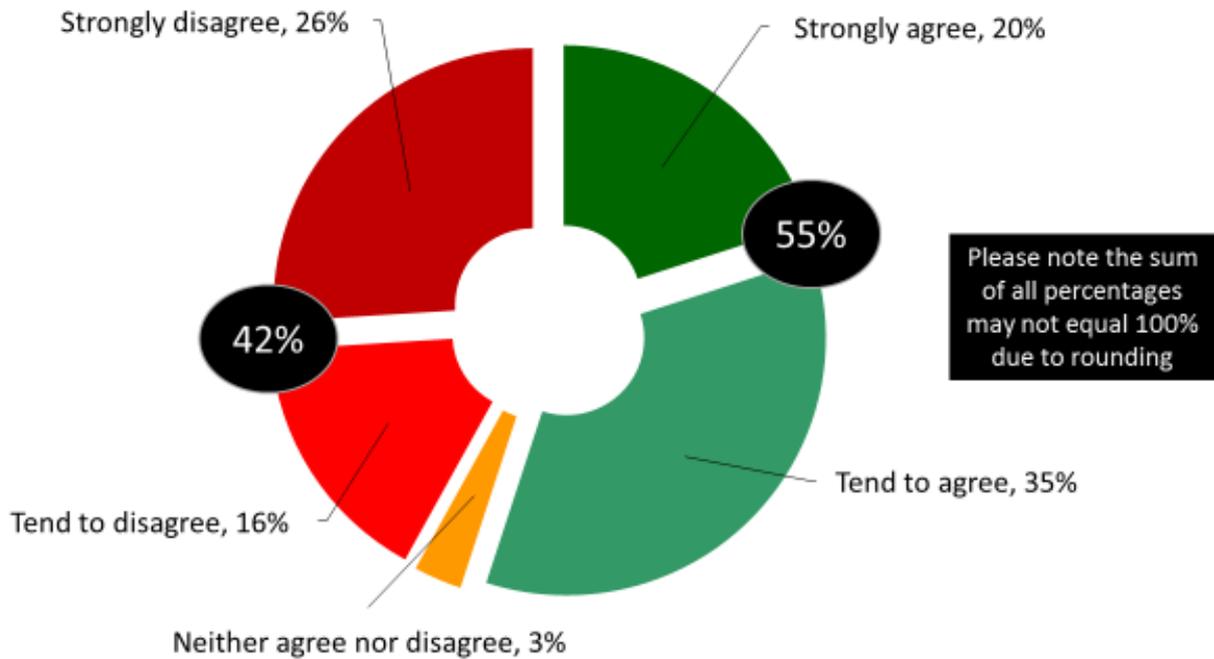
L A K E
MARKET RESEARCH Base: All answering (183)

85% of consultees commenting raised at least one concern on the proposals. A number of concerns were referenced but the most common are as follows:

- The proposals wouldn't improve matters / make things worse / cause more congestion – 31%
- Do not agree with the removal of traffic lights / should reinstate traffic lights – 28%
- Perceptions of being unsafe / more dangerous / causing more accidents – 20%
- A preference to keep the verges / trees / flowers – 14%
- Need to increase the number of lanes / widen lanes – 13%
- The proposals would encourage speeding and speed restrictions need to be considered – 11%

Agreement with Armstrong Road / Park Way proposals

262 Consultees responding



L A K E MARKET RESEARCH Base: All answering (262)

Subgroup significant differences:

Whilst base sizes are relatively low, there are significant differences in response as follows:

- A significantly higher proportion of consultees aged up to 49 **strongly agreed** with the proposals – 31% of 68 consultees in this age group.
- A significantly lower proportion of consultees aged 50 to 64 **strongly agreed** with the proposals - 17% of 66 consultees in this age group.
- A significantly lower proportion of consultees aged 65 and over **strongly agreed** with the proposals - 15% of 71 consultees in this age group.

Positive comments made on Armstrong Road / Park Way proposals

POSITIVES (NET) – 48% of consultees made at least one positive comment



L A K E
MARKET RESEARCH Base: All answering (251)

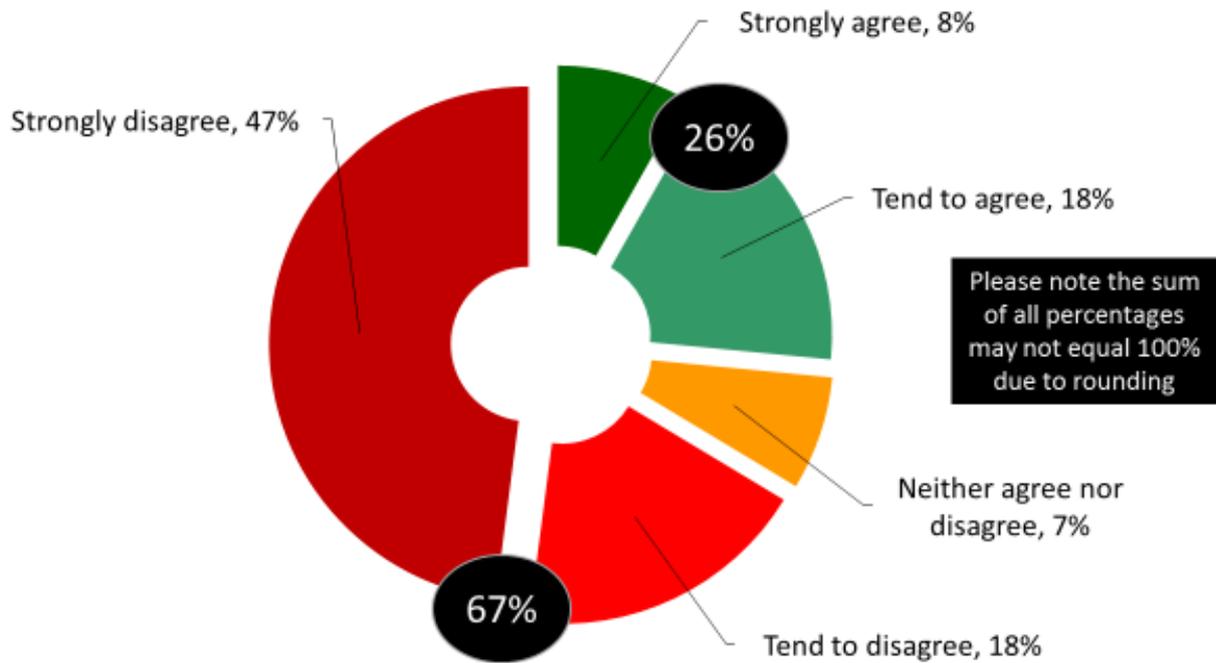
81% of consultees commenting raised at least one concern on the proposals. A number of concerns were referenced but the most common are as follows:

- The proposals wouldn't improve matters / make things worse / cause more congestion – 37%
- Need to increase the number of lanes / one lane isn't enough – 16%; Don't like the merging / reduction of two lanes into one – 12%; both referencing the proposals concerning the lane no longer widening to two travelling north on the A229

The retention of bus stops will cause problems / hold ups and needs a pull-in particularly in single line traffic – 14%

Agreement with Wheatsheaf junction proposals

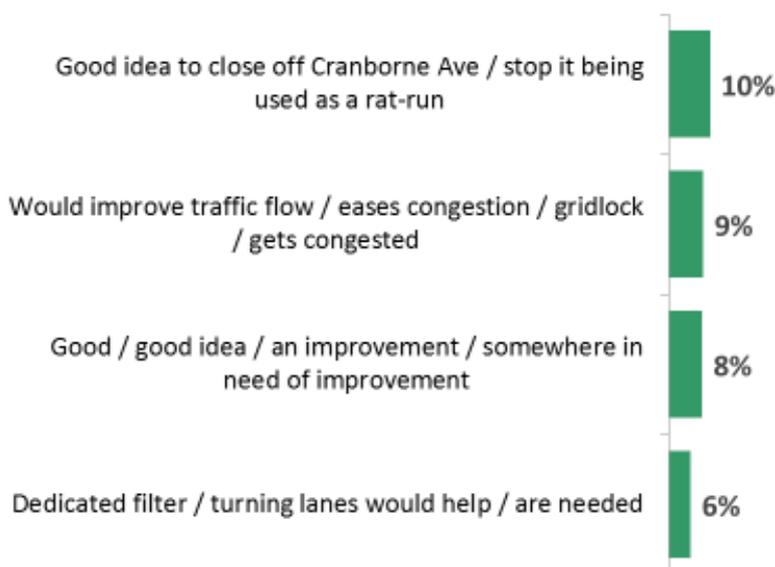
351 Consultees responding



L A K E MARKET RESEARCH Base: All answering (351)

Positive comments made on Wheatsheaf junction proposals

POSITIVES (NET) – 26% of consultees made at least one positive comment



L A K E MARKET RESEARCH Base: All answering (344)

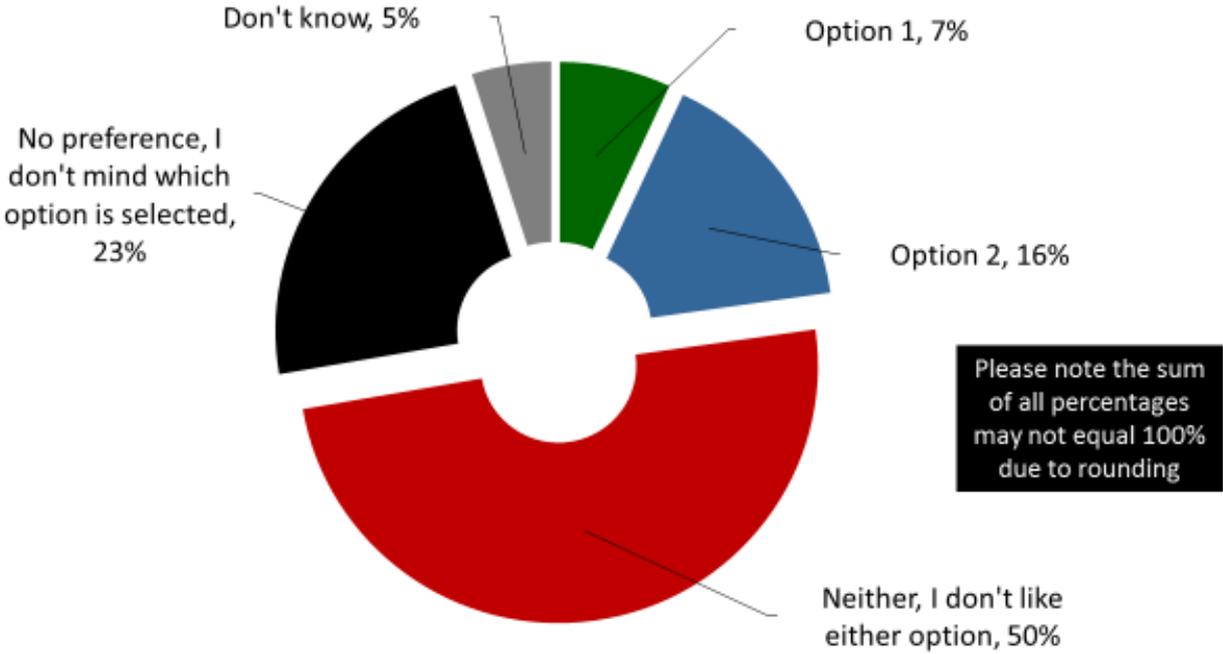
93% of consultees commenting raised at least one concern on the proposals. A number of concerns were referenced but the most common are as follows:

- The proposals wouldn't improve matters / make things worse / cause more congestion – 47%
- Disagreement with the closure of Cranborne Avenue / would make access to the A229 difficult – 22%
- Perceptions the proposals will move the congestion further away / down the road – 21%
- Perceptions turning right will be a problem / will create tailbacks / filter lane is too short – 20%
- Do not want to lose the pub – 17%
- Concerns the proposals are unsafe / will cause accidents – 11%
- Perceptions traffic lights are needed at Plains Avenue – 11%

In addition to the proposals specifically, consultees refer to housing development (12%), the perceptions of the proposals being a waste of money (11%).

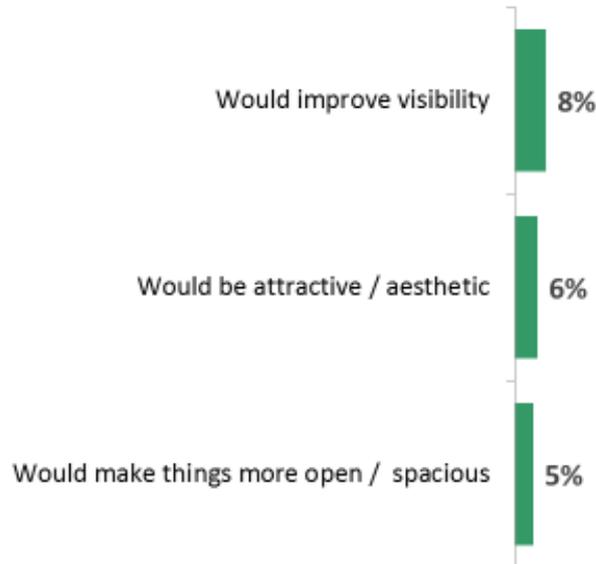
Preference for Wheatsheaf junction landscape

348 Consultees responding



Positive comments made on Wheatsheaf junction landscape options

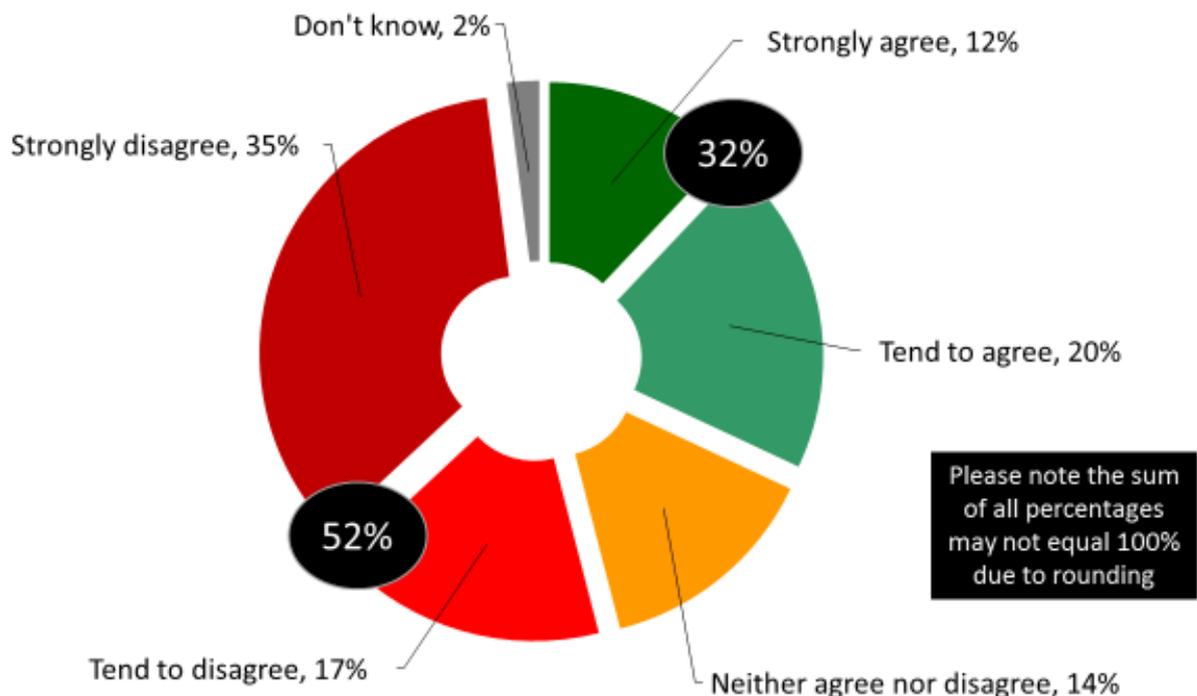
POSITIVES (NET) – 17% of consultees made at least one positive comment



L A K E MARKET RESEARCH Base: All answering (277)

Agreement with Cripple Street / Boughton Lane proposals

186 Consultees responding



L A K E MARKET RESEARCH Base: All answering (186)

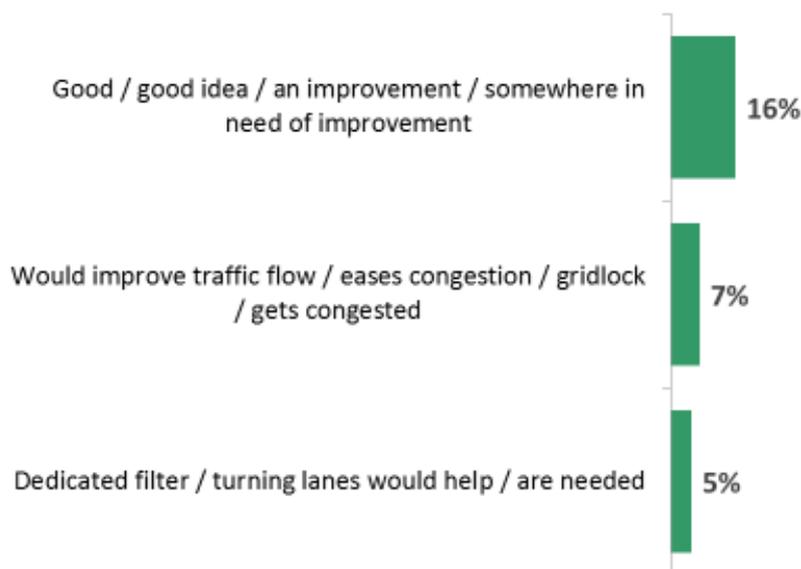
Subgroup significant differences:

Whilst base sizes are relatively low, there are significant differences in response as follows:

- A significantly higher proportion of consultees aged up to 49 **agree** with the proposals - 46% of 50 consultees in this age group.
- A significantly lower proportion of consultees aged 50 to 64 **agree** with the proposals – 30% of 56 consultees in this age group.
- A significantly lower proportion of consultees aged 65 and over **agree** with the proposals – 28% of 69 consultees in this age group.

Positive comments made on Cripple Street / Boughton Lane proposals

POSITIVES (NET) – 25% of consultees made at least one positive comment



L A K E
MARKET RESEARCH Base: All answering (195)

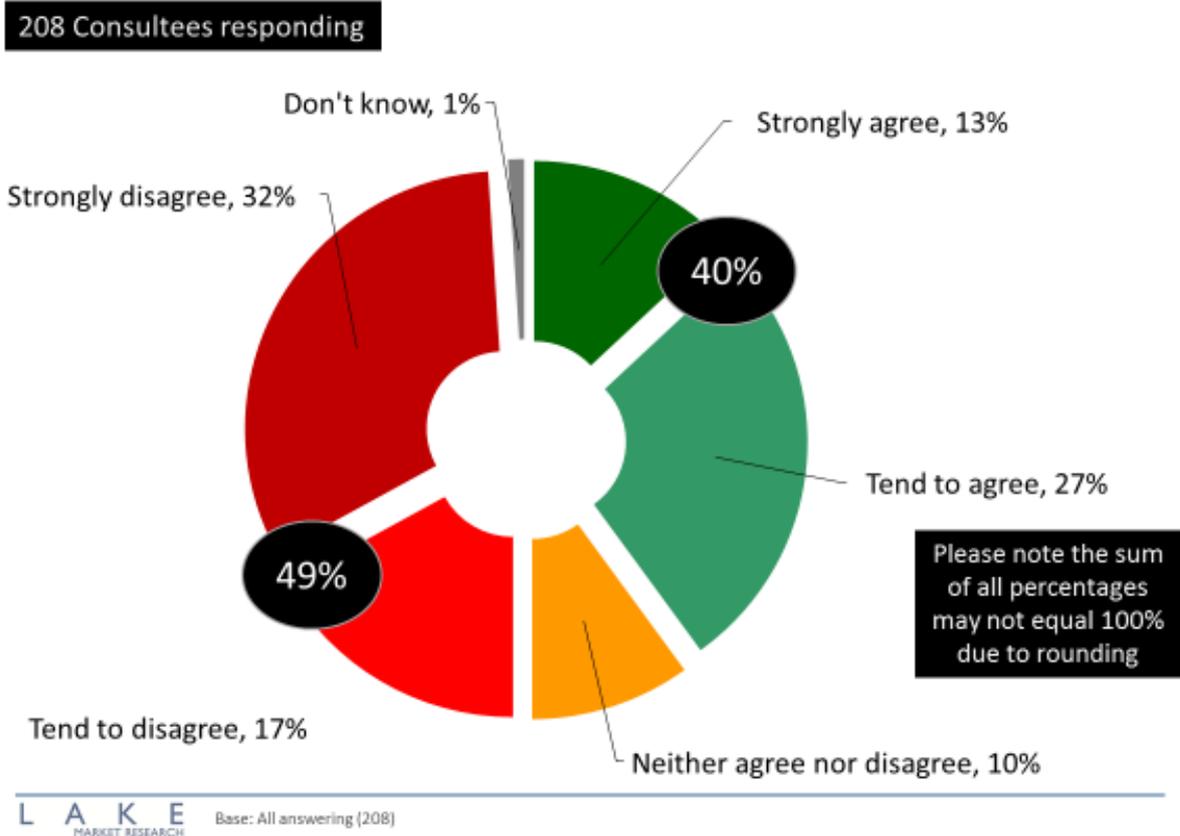
88% of consultees commenting raised at least one concern on the proposals. A number of concerns were referenced but the most common are as follows:

- The proposals wouldn't improve matters / make things worse / cause more congestion – 26%
- Perceptions the turn into Boughton Lane isn't an issue / the proposal is unnecessary – 20%
- Need to think about pedestrians more / do not agree with changes to crossings – 18%

- Perceptions the Cripple Street junction / turning is an issue / needs improving – 12%
- Perceptions the traffic lights need changing / better phasing / synchronising – 12%
- The retention of bus stops will cause problems / and will need to be re-sited as suggested in the plans – 12%
- Perceptions the Farrows junction is difficult / need improving / the filter lane is too short – 10%.

In addition to the proposals specifically, Consultees refer to housing development (12%), and the need to encourage cycling (10%).

Agreement with A20 Ashford Road junction with Willington Street proposals



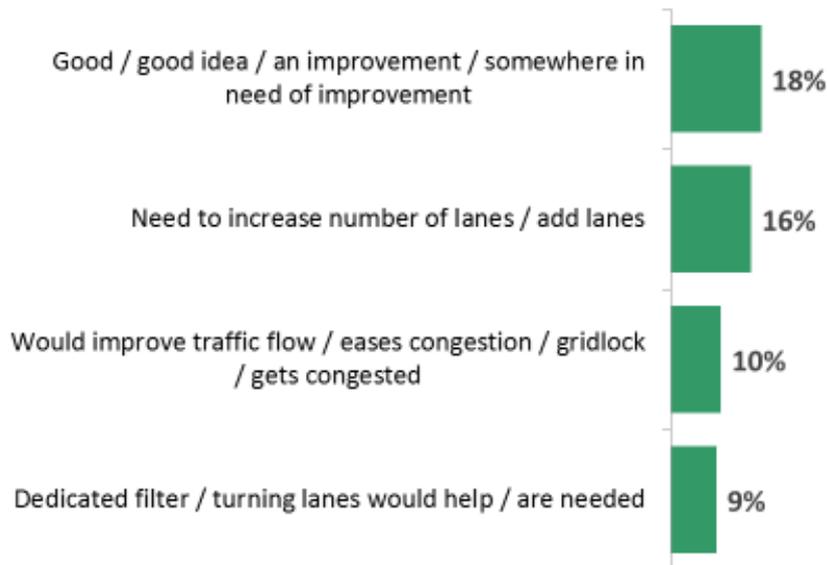
Subgroup significant differences:

Whilst base sizes are relatively low, there are significant differences in response as follows:

- A significantly higher proportion of consultees aged 65 and over **agree** with the proposals - 51% of 57 consultees in this age group.
- A significantly lower proportion of consultees aged 50 to 64 **agree** with the proposals - 35% of 57 consultees in this age group.
- A significantly lower proportion of consultees aged up to 49 **agree** with the proposals - 41% of 56 consultees in this age group.

Positive comments made on A20 Ashford Road with Willington Street proposals

POSITIVES (NET) – 42% of consultees made at least one positive comment



L A K E
MARKET RESEARCH Base: All answering (177)

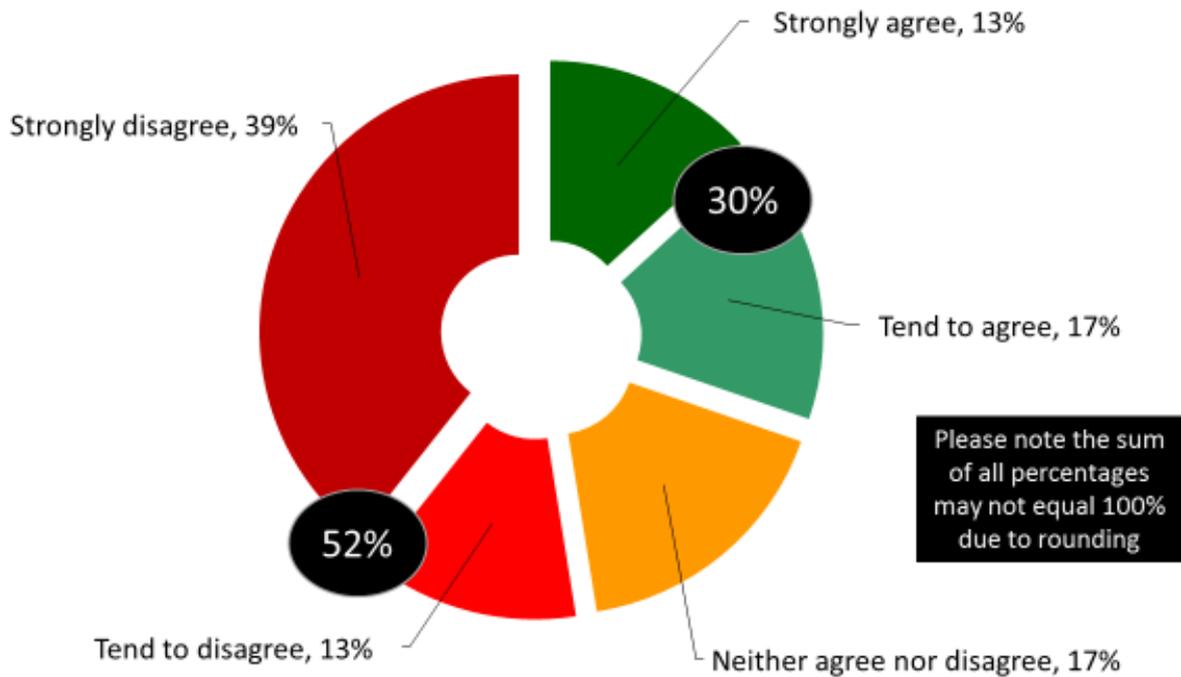
86% of consultees commenting raised at least one concern on the proposals. A number of concerns were referenced but the most common are as follows:

- The proposals wouldn't improve matters / make things worse / cause more congestion – 33%
- Perceptions that congestion issues are caused by vehicles turning right into Willington Street and this needs addressing – 18%
- Perceptions two lanes going straight on aren't needed / two lanes needed for turning right – 13%
- Perceptions of needing a ring road/more bridges – 11%
- Perceptions traffic will only get worse in the future – 11%

In addition to the proposals specifically, consultees refer to housing development (14%), and preferences for a bypass (11%).

Agreement with A274 Sutton junction with Willington Street proposals

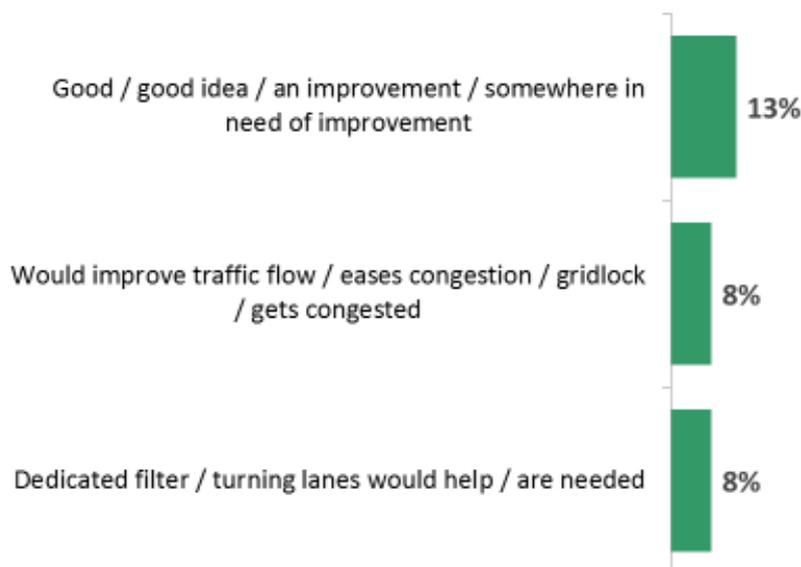
180 Consultees responding



L A K E MARKET RESEARCH Base: All answering (180)

Positive comments on A274 Sutton junction with Willington Street proposals

POSITIVES (NET) – 22% of consultees made at least one positive comment



L A K E MARKET RESEARCH Base: All answering (143)

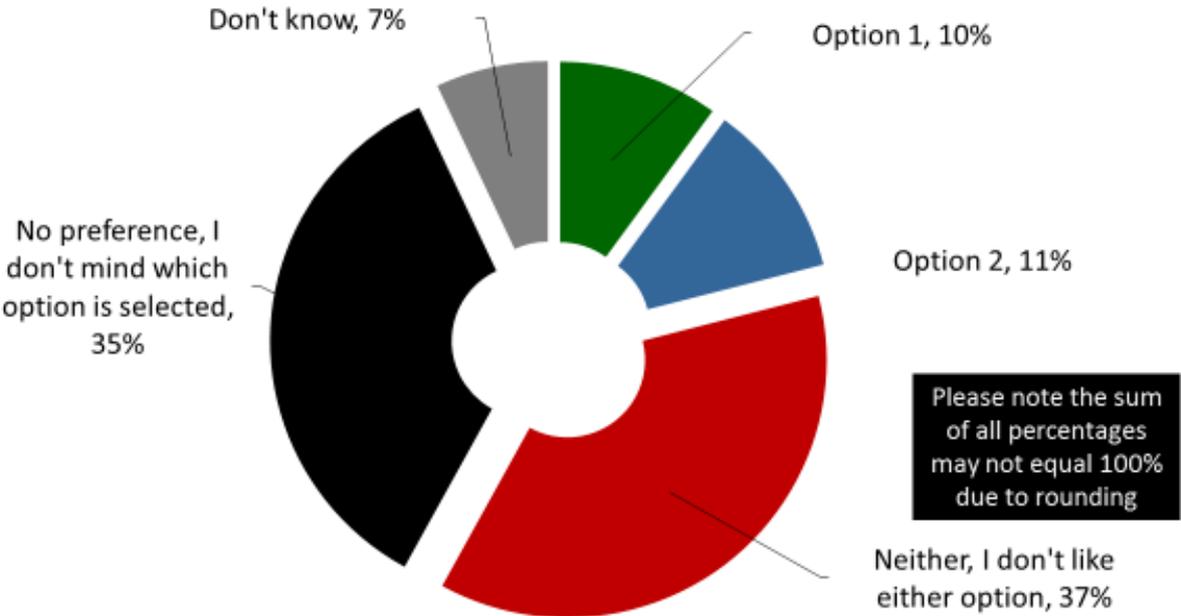
87% of consultees commenting raised at least one concern on the proposals. A number of concerns were referenced but the most common are as follows:

- The proposals would be of no benefit / doesn't address the issue / cause congestion – 32%
- Perceptions the proposals don't go far enough / a short term solution / quick fix – 18%
- Perceptions traffic will only get worse in the future – 16%
- A preference to keep the verges / flowers / trees – 14%
- Perceptions proposals are a waste of money / the cost exceeds the benefits / money could be better spent – 14%
- Perceptions of needing a ring road/more bridges – 13%

In addition to the proposals specifically, consultees refer to housing development (17%), and preferences for a bypass (16%).

Preference for A274 Sutton junction with Willington Street landscape

175 Consultees responding



Overall comments on approach to reducing congestion

Consultees were then asked to provide comments on KCC's approach to reducing congestion in Maidstone. For the purpose of reporting, we have reviewed consultees comments and

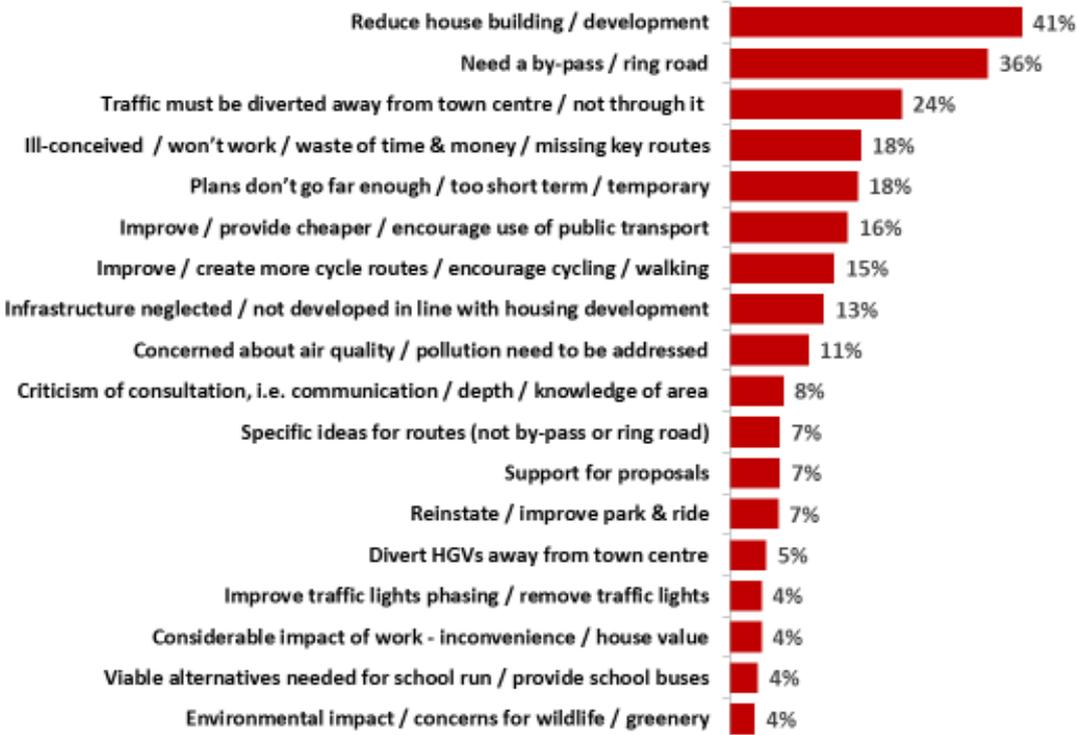
have grouped common responses together into themes. A number of consultees made comments relating to more than one theme and this is evident in the percentages reported for each theme in the chart below.

The majority of comments made did not reference the consultation proposals specifically. Just over four in ten (41%) commented there is a need to reduce house building / development in the area because of its impact on congestion. 36% referenced a need for approval of a bypass / ring road and 24% commented that there needs to be a focus on diverting traffic away from the town centre / not through it.

Comments concerning the proposals specifically focus on consultees concerns with regards to perceptions of them being a waste of money (18%) and not going far enough / too short term (18%). Open comments made supporting the proposals are relatively low at 7%.

Improvement and promotion of alternative / more sustainable means of transport, i.e. public transport, cycling and walking, is also referenced as an area of improvement (16% public transport, 15% cycling / walking).

Comments on approach to reducing congestion in Maidstone



3 CONCLUSION:

- 3.1 The *'Keep Maidstone Moving'* consultation document was designed to provide feedback from members of the public and stakeholders alike in relation to the junction improvements that have been brought to the MJTB on previous occasions.
- 3.2 Although significant promotion of the events, notwithstanding concerns raised in terms of the leaflet distribution, there was a low response to the consultation and numbers of residents to the engagement events reduced during the period with the initial session receiving the highest number of attendees at 108.
- 3.3 There is also a concern that although residents have been walked through the benefits of the schemes, there is still a scepticism regarding the results of the modelling work carried out, which drives these junction improvements in terms of securing the funding but also the design compatibility for that particular junction.
- 3.4 Percentages of disagreement to the schemes seem high, but in the majority are in terms of a feeling that what is proposed will not work/deliver the benefits it sets out to do so.
- 3.5 There is also a feeling that further development should not be allowed and a 'ring road/more bridges' are required to deliver significant benefits to congestion within the town.
- 3.6 The closure of Cranbourne Avenue was highlighted as a concern due to the feeling there would be a negative impact on this and surround roads with the distribution of traffic.
- 3.7 Landscaping at the 'Wheatsheaf' was dismissed, yet this actively seeks to improve/enhance the area and provide further mitigation to noise and air pollution.
- 3.8 This package of schemes has always been a divisive and controversial set of proposals, that mitigate the impact of the development in the Borough. There are a number of constraints on each site that cannot be overcome predominately due to the funding/land constraints.
- 3.9 It has been widely reported at previous JTB's that bold decisions from Members must be taken to deliver this package of schemes that will provide an overall benefit across the Borough and not just at the isolated junctions.

4 RECOMMENDATIONS:

- 4.1 Although the consultation results appear to be negative, it is the recommendation of officers to proceed with the proposals; however, these results the following will be addressed:
- 4.2 An alternative solution to the 'Wheatsheaf' junction has already been designed and will be communicated to the Local Member for their comment, this does still require the closure of Cranbourne Avenue. Additional cycling facilities, such as bicycle parking is also being investigated at the site of the Wheatsheaf pub to promote more sustainable cycling and walking.
- 4.3 Further engagement sessions will be carried out when Government Guidance allows with more specific/targeted audiences to further demonstrate the benefits.
- 4.4 Work has been carried out to understand the impact of the closure of Cranbourne Avenue in terms of traffic distribution and this will be communicated to Local Members for their comment.
- 4.5 It is recommended that the A274 Sutton Road junction with Willington Street improvement is not taken any further until such times that an alternative can be found that satisfies the requirements of providing capacity improvements and having a low impact on the surrounding vegetation.

- 4.6 It is further recommended that an alternative solution to the A229 Loose Road junction with Cripple Street/Boughton Lane is sought to address the concerns raised by residents. This has been the most difficult of all the junctions to address due to the existing layout and land constraints.
- 4.7 Further consultation will be carried out in relation to the relocation of the Ragstone Wall on the A20 Ashford Road junction with Willington Street as requested by Maidstone Borough Council.

5 COVID-19

- 5.1 Members must note that Covid-19 has had a significant impact on the delivery of the programme of schemes. It has impeded the ability to undertake relevant surveys on the Public House and carry out assessments as required.
- 5.2 Unfortunately, there is a risk that the funding may be removed by Government due to the Global Pandemic, albeit all these schemes have had a Business Case approved by an independent technical evaluator. This has been raised at SELEP and an answer is being awaited.
- 5.3 KCC are continuing to progress the designs based on the recommendations above and further updates will be sent to JTB Members following any announcements of funding.
- 5.4 Therefore, the delivery programme has been altered accordingly with a revised timeframe that would see the commencement of the construction phase in 2021.

Agenda Item 18

To: Maidstone Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 8th July 2020
Subject: Highway Forward Works Programme – 2020/21 onwards
Classification: Information Only

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

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2020/21.

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 (2020/21 and 2021/22) and Year Three to Five (2022/23 to 2024/25) 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 2020/21, 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 Bourner	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.

Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A249 Sittingbourne Road	Maidstone	Andrew Broughton Way to Bearsted Road	Completed
A249 Andrew Broughton Way	Maidstone	Between A249 and Square Hill	Programmed 6 th July 2020
A20 London Road/A26 Rocky Hill	Maidstone	Maidstone Gyratory to Terrace Road	Programmed 6 th October 2020
B2012 Lower Boxley Road	Maidstone	Between Stacey's Street and Wheeler Street	Programmed 4 th December 2020
Square Hill Road	Maidstone	A20 Ashford Road to Mote Road	To be programmed early 2021
Mote Avenue	Maidstone	A249 Mote Road to Willow Way	To be programmed early 2021
Fishers Estate	Staplehurst	Fishers Road/Hurst Close/Newlyn Drive/Fishers Close	To be programmed early 2021
Union Street	Maidstone	Between A249 Sittingbourne Road and Wheeler Street	To be programmed early 2021
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Roseleigh Avenue	Allington	Full length Including Kenward Road and Glenwood Close (Footway resurfacing)	To be designed and programmed in coordination with the Virgin Media programme.

St. Michaels Road	Maidstone	Various sections throughout the entire length. (Footway resurfacing)	To be designed and Programmed.
Sheppey Road	Loose	Full length including Lismore Close (Footway Protection)	Designed and programmed for completion in June 2020
Staffa Road	Loose	Full length (Footway Protection)	Designed and programmed for completion in June 2020
Dane Court	Coxheath	Full length (Footway Protection)	Designed and programmed for completion in June 2020
Hildenborough Crescent	Allington	Full length (Footway Protection)	Designed and programmed for late July/August in coordination with the Virgin Media programme.
Sussex Road	Maidstone	Full length (Footway Protection)	Designed and programmed for completion in June 2020
Spencer Way	Maidstone	Full length (Footway Protection)	Designed and programmed for completion in June 2020
Garden Close	Maidstone	Full length (Footway Protection)	Designed and programmed for completion in June 2020
Freeman Way	Maidstone	Full length (Footway Protection)	Designed and programmed for completion in June 2020

Wilson Close	Maidstone	Full length (Footway Protection)	Designed and programmed for completion in June 2020
Ware Street	Bearsted	From Sandy Lane to the vicinity of The White Horse Public House (Footway Protection)	Designed and to be programmed
Mount Avenue	Yalding	Full length (Footway Protection)	Designed and programmed for completion in August 2020.
Downs Road	Yalding	Full length (Footway Protection)	Designed and programmed for completion in August 2020.
Blunden Lane	Yalding	Full length (Footway Protection)	Designed and programmed for completion in August 2020.
Adisham Drive	Allington	Full length (Footway Protection)	Designed and programmed for late July/August in coordination with the Virgin Media programme.
Blackmanstone Way	Allington	Full length (Footway Protection)	Designed and programmed for late July/August in coordination with the Virgin Media programme.
Cheriton Way	Allington	Full length (Footway Protection)	Designed and programmed for late July/August in coordination with the

			Virgin Media programme.
Chilham Road	Allington	Full length (Footway Protection)	Designed and programmed for late July/August in coordination with the Virgin Media programme.
Eastry Close	Allington	Full length (Footway Protection)	Designed and programmed for late July/August in coordination with the Virgin Media programme.
Fordwich Close	Allington	Full length (Footway Protection)	Designed and programmed for late July/August in coordination with the Virgin Media programme.
Frinstead Walk	Allington	Full length (Footway Protection)	Designed and programmed for late July/August in coordination with the Virgin Media programme.
Halstead Walk	Allington	Full length (Footway Protection)	Designed and programmed for late July/August in coordination with the Virgin Media programme.
Kilndown Close	Allington	Full length (Footway Protection)	Designed and programmed for late July/August in coordination with the Virgin Media programme.

Lamberhurst Close	Allington	Full length (Footway Protection)	Designed and programmed for late July/August in coordination with the Virgin Media programme.
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Surface Treatments – Contact Officer Mr Jonathan Dean

Road Name	Parish	Extent and Description of Works	Current Status
Goudhurst Road (inc Winchet Hill)	Marden	Lower Ladysden Farm (Pumpkin Farm) to Sherenden Lane	Completed
Benover Road and Collier Street	Yalding	From LupoFresh to Haviker Street	Completed
Heath Road	Coxheath	Stockett Lane to Vanity Lane	Completed
Heath Road	Coxheath	Wood lands to Ewell Lane	Programmed for 14 th June 2020 for 3 days
Maidstone Road	Nettlestead	Wheelbarrow Roundabout to Bow Road	Programmed for the 9 th June for 6 days
Lenham Road	Kingswood	Gravelly Bottom Road to Chegworth Lane	Completed
Hackney Road	Fant	From Unicumes Lane to Gatland Lane	To be Programmed
Gravelly bottom Road	Lenham	Lenham Road to Broomfield Road	Programmed for 17 th June 2020 for 3 days
Sandling Lane	Penenden Heath	From Boxley Road to The Gateway	Programmed for 18 th June 2020 for 2 days
Southernden Road (including Grigg Lane)	Egerton	Barhams Mill Road to just past Sherway Road (Horseshoes Farm)	Programmed for 15 th June 2020 for 10 days
Tilden Lane	Marden	Stilebridge Lane to Khernfields Farmhouse	Programmed for 24 th June 2020 for 7 days
Sheridan Close	Ringlestone	From junction of Dickens Road to outside 26	Programmed for 18 th June 2020 for 1 day

Bunce Court Road	Otterden	Otterden Place (Rigshill Road) to Warren Street (Payden Street)	Programmed for 22nd June 2020 for 3 days
Wheelers Lane	Linton	Linton Hill to Vanity Lane	Programmed for 16 th June 2020 for 2 days

Appendix B - Drainage

Drainage Repairs & Improvements - Contact Officer Earl Bournier			
Road Name	Parish	Description of Works	Current Status
Smith's Hill	West Farleigh	Investigation works and clearance of drainage	Another order was raised to side the edge of carriageway again and clean the drainage system, this was completed on 24/5/20.
The Broadway	Maidstone	Surface water system surcharging o/s Lidl	Works completed by SWS. Issue appears resolved
Fairmeadow	Maidstone	Long running flooding outside Avis Car Rental. Appears pipes were damaged by third party works	Works progressing on site to expose damage and repair.
Sheals Crescent	Maidstone	CCTV completed. Broken gully lead has been repaired before resurfacing took place	Works Complete.
Green Lane	Chart Sutton	Repair the culvert and edge of road/ verge/ ditch	Works Complete
Dray Corner Road	Headcorn	Drainage issues at junction with Four Oaks Road. Culverts crossing road replaced and ditch cleared to resolve	Works Complete
Dunn Street	Bredhurst	Repair broken pipe and replace one of the two existing soakaways due to it reaching the end of its useful life.	Trial holes are being carried out to assist with info for scheme.
Lower Boxley Road Fisher Street	Maidstone	Reports of broken pipes and repairs to be carried out	CCTV indicates no major defects. Gullies now working following clearing
Lower Road	East Farleigh	Repair broken pipes	Now complete.
West Street	Hunton	Repair broken pipes	Remedials carried out (buried catchpit found). Ditch maintenance to be taken up by KCC Flood Water Management team. Now complete.
Liverton Hill	Grafty Green	Drainage cleansing carried out, but some defects identified during course of works. Full CCTV confirmed multiple defects.	With engineer to raise works order

The Street	Boxley	CCTV Completed, further works required to rectify broken pipe outside pub (bollard installation has broken pipe) and replace defective pipework near Street Farm Cottage	Repairs and improvements to the highway drainage system and has now been completed.
Eyhorne/Upper Street/Hollingbourne Hill	Hollingbourne	Various repairs to the highway drainage system.	Order raised and due to start on 1/6/20 for 3 to 4 weeks under a road closure.
A20 Ashford Rd under rail bridge by Square Hill	Maidstone	The existing drainage has been cleaned and surveyed and is working but an improvement scheme is to be developed to reduce risk of blockages and flooding	Quotation requested for underground utilities survey to inform design.
Harp Farm Road	Boxley	Existing soakaway unmaintainable due to location in field. Replacement soakaway(s) to be considered	Handed over to Schemes
Redwall Lane, opposite Davis Farm	Linton	Broken pipes require repair	New CCTV to be carried out to mark up for repairs.

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.

Street Lighting Column Replacement – Contact Officer Sue Kinsella				
Road Name	Column	Parish	Description of Works	Status
Brishing Lane	KBFE010	Maidstone	Replacement of Street Light	Completion end September 2020
Station Road	KSFA029	Staplehurst	Replacement of Street Light	Completion end September 2020
Egerton Road	KEAQ003	Ringlestone	Replacement of Street Light	Completion end December 2020
Howard Drive	KHFD016	Allington	Replacement of Street Light	Completion end September 2020
Leonard Close	KLBG004	Allington	Replacement of Street Light	Completion end September 2020
Pembroke Road	KPAW014	Coxheath & Hunton	Replacement of Street Light	Completion end September 2020
Deringwood Drive	KDAL007	Downswood & Otham	Replacement of Street Light	Completion end September 2020
Deringwood Drive	KDAL009	Downswood & Otham	Replacement of Street Light	Completion end September 2020
Deringwood Drive	KDAL021	Downswood & Otham	Replacement of Street Light	Completion end September 2020
Deringwood Drive	KDAL022	Downswood & Otham	Replacement of Street Light	Completion end September 2020
Tonbridge Road	KTBU017	Fant	Replacement of Street Light	Completed
Tonbridge Road	KTBU022	Fant	Replacement of Street Light	Completion end September 2020
Tonbridge Road	KTBU031	Fant	Replacement of Street Light	Completed
Tonbridge Road	KTBU036	Fant	Replacement of Street Light	Completed

Tonbridge Road	KTBU046	Fant	Replacement of Street Light	Completed
Tonbridge Road	KTBU050	Fant	Replacement of Street Light	Completion end September 2020
Tonbridge Road	KTBU051	Fant	Replacement of Street Light	Completion end September 2020
Tonbridge Road	KTBU055	Fant	Replacement of Street Light	Completion end September 2020
Mansfield Walk	KMFW202	Fant	Replacement of Street Light	Completion end September 2020
Dover Street	KDBB004	Fant	Replacement of Street Light	Completion end September 2020
Glebe Lane	KGAS006	Fant	Replacement of Street Light	Completed
Terminus Road	KTAD009	Fant	Replacement of Street Light	Completed
Oakwood Court	KOAD003	Heath	Replacement of Street Light	Completed
Heath Road	KHCH005	Heath	Replacement of Street Light	Completion end September 2020
Queens Road	KQAG004	Heath	Replacement of Street Light	Completion end September 2020
Queens Road	KQAG019	Heath	Replacement of Street Light	Completion end September 2020
Mill Walk	KMCT002	Heath	Replacement of Street Light	Completed
St Peters Bridge	KSCE001	High Street	Replacement of Street Light	Completion end December 2020
College Road	KCFC005	High Street	Replacement of Street Light	Completed
Lower Road	KLCU003	High Street	Replacement of Street Light	Completion end September 2020
Upper Road	KUBR010	High Street	Replacement of Street Light	Completion end September 2020
King Street	KKAM021	High Street	Replacement of Street Light	Completion end September 2020
Linton Road	KLBS011	Loose	Replacement of Street Light	Completion end September 2020

Loose Road	KLCQ094	Maidstone	Replacement of Street Light	Completion end September 2020
Bicknor Road	KBCG010	North Downs	Replacement of Street Light	Completion end September 2020
Bicknor Road	KBCG012	North Downs	Replacement of Street Light	Completion end September 2020
Ashford Road	KABO063	North Downs	Replacement of Street Light	Completed
Ashford Road	KABO064	North Downs	Replacement of Street Light	Completed
Wallis Avenue	KWAD016	Park Wood	Replacement of Street Light	Completion end September 2020
Greenfields	KGCA002	Shepway North	Replacement of Street Light	Completion end September 2020
Marion Crescent	KMBK002	Shepway North	Replacement of Street Light	Completion end September 2020
Marion Crescent	KMBK004	Shepway North	Replacement of Street Light	Completion end September 2020
Marion Crescent	KMBK009	Shepway North	Replacement of Street Light	Completion end September 2020
Cranborne Avenue	KCGL014	Shepway North	Replacement of Street Light	Completion end September 2020
Longfield Place	KLCN001	Shepway North	Replacement of Street Light	Completion end September 2020
Holtye Crescent	KHER002	Shepway North	Replacement of Street Light	Completion end September 2020
Holtye Crescent	KHER006	Shepway North	Replacement of Street Light	Completion end September 2020
Holtye Crescent	KHER007	Shepway North	Replacement of Street Light	Completion end September 2020
Rutland Way	KRCC002	Shepway North	Replacement of Street Light	Completion end September 2020
Sutton Road	KSGF007	Shepway South	Replacement of Street Light	Completion end September 2020
Graveney Road	KGBL009	Shepway South	Replacement of Street Light	Completion end September 2020
Cranbrook Close	KCGM001	Shepway South	Replacement of Street Light	Completion end September 2020

Westmarsh Close	KWBT003	Shepway South	Replacement of Street Light	Completion end September 2020
Wingham Close	KWDI005	Shepway South	Replacement of Street Light	Completed
Freeman Way	KFCN002	Shepway South	Replacement of Street Light	Completed
Norrington Road	KNAR007	South	Replacement of Street Light	Completed
Cranbrook Road	KCGN068	Staplehurst	Replacement of Street Light	Completed
Cranbrook Road	KCGN073	Staplehurst	Replacement of Street Light	Completed
Station Road	KSFA018	Staplehurst	Replacement of Street Light	Completion end September 2020
Station Road	KSFA021	Staplehurst	Replacement of Street Light	Completion end September 2020
Station Road	KSFA024	Staplehurst	Replacement of Street Light	Completion end September 2020
High Street	KHDO057	Staplehurst	Replacement of Street Light	Completion end September 2020
Linden Road	KLBM014	Coxheath	Replacement of Street Light	Completed
Frinsted Walk	KFCS002	Allington	Replacement of Street Light	Completion end September 2020
Cornwall Close	KCFR003	Shepway South	Replacement of Street Light	Completed
Impton Lane	KIAC007	Bluebell Hill Walderslade	Replacement of Street Light	Completion end September 2020
Impton Lane	KIAC008	Bluebell Hill Walderslade	Replacement of Street Light	Completion end September 2020
Impton Lane	KIAC010	Bluebell Hill Walderslade	Replacement of Street Light	Completion end September 2020
Impton Lane	KIAC011	Bluebell Hill Walderslade	Replacement of Street Light	Completion end September 2020
Impton Lane	KIAC012	Bluebell Hill Walderslade	Replacement of Street Light	Completion end September 2020
Impton Lane	KIAC013	Bluebell Hill Walderslade	Replacement of Street Light	Completion end September 2020

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within the Maidstone District, 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 update as of 15/6/20.

Location	Parish	Description of Works	Lead officer	Current Status
A20 Ashford Road/M20 Slip	Hollingbourne	Signing and road marking improvements	Jennie Watson	Works handed over to contractor. Awaiting road space to carry out works on site.
Running Horse Roundabout	Maidstone	Virtual lane separation system using road markings & coloured surfacing	Paul Leary	Origin/destination & drone traffic surveys currently on hold due to Coronavirus.
Bishops Way	Maidstone	Signing and lining improvements	Geoff Bineham	Detailed design stage – Works due to be handed over to contractor 31/7/2020
Bishops Way junction Palace Street	Maidstone	Signing and lining improvements	Geoff Bineham	Detailed design stage – Works due to be handed over to contractor 31/7/2020
Chalky Road junction A249 Sittingbourne Road	Stockbury	Signing and lining improvements	Jennie Watson	Works handed over to contractor – Some works due to be carried out 15 June 2020 under High Speed Road lane closure with majority of works to be carried out under a separate road closure July 2020.

A249 Sittingbourne Road junction Church Hill	Stockbury	Signing and lining improvements	Jennie Watson	Works handed over to contractor – Some works due to be carried out 15 June 2020 under High Speed Road lane closure with majority of works to be carried out under a separate road closure July 2020
A249 Sittingbourne Road junction with Huckling U Turn	Stockbury	Signing and lining improvements	Jennie Watson	Works handed over to contractor – Some works due to be carried out 15 June 2020 under High Speed Road lane closure with majority of works to be carried out under a separate road closure July 2020
Lidsing Road junction Dunn Street Road	Boxley	Signing and lining improvements	Jennie Watson	Works handed over to contractor 30/5/2020 – Works on site due to be carried out August 2020
Dean Street junction Heath Road crossroads	Coxheath	Signing and lining improvements	Jennie Watson	Detailed design currently being carried out – Scheme due to be handed over to contractor 31/7/2020
Loose Road junction Armstrong Road	Maidstone	Signing and lining improvements	Clare Venner	Detailed design stage – Due to be handed over to contractor 13/7/2020
Lenham Road	Headcorn	Signing and lining improvements	Jennie Watson	Scheme handed over to contractor 15/4/2020 – Works due to be start on site July 2020

Tonbridge Road junction Westree Road	Maidstone	Signing and lining improvements	Clare Venner	Detailed design stage – Works due to be handed over to contractor 31/8/2020
Heath Road – near Stockett Lane junction	Coxheath	Upgrade signing and refresh existing lining plus upgrade beacons on northern zebra crossing	Jennie Watson	Detailed design stage – Works due to be handed over to contractor 31/7/2020
Roundabout at M20 J7 (A249)	Boxley	Signing and lining improvements	Christopher Koningen	Detailed design stage – Works due to be handed over 13/7/2020

Externally Funded Schemes

The Schemes Planning & Delivery team is implementing schemes within the borough of Maidstone 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	Stage 3 road safety audit received for build-out on Farleigh Lane. Contractor to install missing hatching road markings on approach.
Mote Park Cycleway (Phase 1)	Maidstone	Upgrade of cycle route	Paul Leary	Works complete on site. Scheme currently being monitored as part of the contractor's maintenance period.
Mote Park Cycleway (Phase 2)	Maidstone	Signing and road marking improvements between Chancery Lane and Maidstone House	Paul Leary	Works complete on site December 2019. Scheme currently being monitored as part of the contractor's maintenance period.
Walderslade Woods	Boxley	Reduction of speed limit to 50mph and associated traffic calming measures	Jennie Watson	Traffic Regulation Order for speed limit Notice of Intent advertised 12 June until 6 July 2020 for consultation – Scheme due to be handed over to contractor 30/10/2020
North Street – Outside	Sutton	Installation of	Whitney	Scheme handed over to

Sutton Valence School	Valence	bollards to deter parking and damage to verges	Gwillim	contractor 21/5/2020. Works complete on site. Please note that 4 No. additional bollards are to be installed as vehicles are still accessing verges following completion of works
A229 Cranbrook Road/High Street	Staplehurst	Virtual Traffic Calming Scheme	Paul Leary	Currently at outline design stage – scheme due to be handed over to contractor 30/9/2020
Pheasant Lane	Maidstone	New cycle route	Paul Leary	Currently at outline design stage - scheme due to be handed over to contractor 28/8/2020

Local Growth Fund

Local Growth Fund programme update for the Maidstone District.

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.

Location	Parish	Description of Works	Lead officer	Current Status
Week Street junction with Station Road	Maidstone	A highway improvement consisting of a raised table and improvements to 2 pedestrian crossings to better link Week Street to Maidstone East	Alan Osuoha	Detailed design progressing with a view to implement October 2020 pending support approvals

		Rail 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 as listed Jamie Hare, Aaron Divall, Steven Noad, Andy Padgham, Steve A Stickels

Scheme Name	File Ref.	Officer	Parish	Description of Works	Current Status
BP Tudor Service Station, London Road	MA003072	CV	Allington	Alterations to existing access	Pedestrian crossing point & signage to complete
Bell Farm, North Street	MA003098	SN	Barming	New accesses to split sites, shared surface and new crossing point	Highway works completed. Stage 3 Safety Audit Awaited.
Cross Keys	MA003100	JH	Bearsted	New access, crossing point and parking area	Works underway
Barty Farm, Roundwell,	MA003278	AD	Bearsted	New Bellmouth and Lining works	Works Progressing
Bicknor Road	MA003256	AP	Bicknor	Formation of hard surfaced passing places	Awaiting technical approval
Heath Road/Church Street	MA003111	AP	Boughton Monchelsea	New access, footway works, yellow lines and crossing upgrade	Completion of footway still outstanding along with defects picked up.
Hubbards Lane	MA003084	CV	Boughton Monchelsea	Two accesses to minor developments	Works substantially completed
Lyewood Farm, Green Lane	MA3247 MA3248	AP	Boughton Monchelsea	New housing development and access	S278 agreement signed, works delayed due to Covid 19, due to continue 7 July 2020
Goya Development, St Michaels Close,	MA003123	CV	Boxley	New access and f/way works to new commercial	Works complete except for new gully.

Aylesford				properties	Works due shortly
Maidstone Studios, New Cut Road	MA003110	AP	Boxley	Zebra crossing and pedestrian crossing points	High Friction works by KCC at developers' cost. Now in maintenance.
St Michaels Close, Aylesford	MA003103	CV	Boxley	Waitrose car park, new access	At end of Maintenance.
Forstal Lane	Ma003141	AP	Coxheath	Widening of road and new footpath with access to new development	Works completed
Heath Road (North side)	MA003063	CV	Coxheath	New access and Footway work	Works in maintenance
Heath Road, Coxheath	MA003134	CV	Coxheath	New access and new footway adj. Medical centre	Works completed
Land north of Heath Road Phase 2	MA3257	AP	Coxheath	Access to new development	Works still outstanding to include resurface of road and build out
Linden Farm, Stockett Lane	MA003107	AP	Coxheath	Access to new development and footway link to community hall	2 accesses to restore to footway near completion of development.
Gatland House, Gatland Lane	MA003081	CV	Fant	Parking restrictions, signage, road markings and tactile crossings for new school	Works completed, Remedials to do
Bell Farm, Ashford Road	MA003094	CV	Harrietsham	Realignment of Church Road to form new access onto A20. New footway along A20	Works in maintenance.
Mayfield Nursery, Ashford Road	MA003135	AP	Harrietsham	New access and alterations to existing Highway to	Works now in maintenance

				adjoin upcoming Scheme Works	
Forge Meadows	MA3253	AP	Headcorn	Access to 2 new properties and vehicle crossovers to existing properties	Agreement signed. Awaiting start date from developer.
Gibbs Farm Grigg Lane & Wheeler Street	MA3250	SAS	Headcorn	Access Gibbs Farm development, zebra crossing on Wheeler Street	Agreement signed, works commenced.
Grigg Lane, Lenham Road,	MA003050	CV	Headcorn	Access onto Grigg Lane and Lenham Road. Footway on Grigg Lane	New accesses Grigg Lane and Lenham Road & new footway Grigg Lane in maintenance
Kings Road/Millbank	MA3262	AP	Headcorn	Signalised crossroads (linked to Ulcombe Road MA3150)	Works completed. Maintenance period to commence when all requirements have been met.
Lenham Road (North side)	MA003062	CV	Headcorn	New Footway to site and extension of speed limit boundary	Works in Maintenance
Lenham Road (South side)	MA003057	CV	Headcorn	New footway	Revised design received
Oak Lane and Wheeler Street	MA003048	CV	Headcorn	New footway plus junction improvements	Works completed and in maintenance
Ulcombe Road	MA003150	AP	Headcorn	Access to new development	Defects to be completed.
Wheeler Street, Headcorn	MA003137	AP	Headcorn	New access off Kingsland Grove and footway works on Wheeler Street	Works in maintenance
Eythorne Street	MA3198	AP	Hollingbourne	New access to development	Works completed. First certificate to be issued when requirements

					have been met.
Bentletts Yard, Claygate Road, Laddingford	MA003357	AP	Laddingford	New footway and replaced surface to existing access	Surface course to be 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, traffic island, speed reduction to 50mph & f/way link to Faversham Rd	Works completed, finishing/remedials required.
Westwood Park, Ham Lane	MA003305	AP	Lenham	Main and emergency accesses to new housing dev.	Technical approval granted. Awaiting completion of agreement.
Old Ashford Road, Adj Groom Way	MA003356	AP	Lenham	New access and footway	Awaiting Technical Approval
Heath Road	MA3326	JH	Linton	New Access	Awaiting start date
Wares Farm, Linton Hill	MA003353	AP	Linton	New access	Works commenced surface course outstanding
Royal Engineers Rd/Mill Lane	MA3312	JH	Maidstone	Access to New Development	Under Technical Review
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 complete
Hartnup Street	MA003138	SP	Maidstone	New Access	Works complete now in

					maintenance.
Hermitage Lane, (opp. Maidstone Hospital)	MA003060	AD	Maidstone	New Traffic signal junction	Near to adoption
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	Works Started
Maidstone School of Science, New Cut Road	MA003197	AP	Maidstone	New access to School and New roundabout and alterations to Highway	Works completed
McDonalds drive- through, Hart Street	MA003013	CV	Maidstone	New access, improvements to Hart Street.	Approaching the end of maintenance - remedial works due
Oakapple Lane/ Hermitage Lane	MA003046	AD	Maidstone	New bellmouth junction and associated ancillary works inc. new bus stop, for new development	Works Complete – in maintenance
Royal Engineers Road	MA003127	JH	Maidstone	New footpaths to development	Awaiting works start date
The Poplars, Ashford Road	MA3254	AP	Maidstone	Access to new development	Works completed. Awaiting documents for issue of 1 st certificate.
Wallis Avenue Phase 3, Parkwood	MA003085	CV	Maidstone	Stopping up of highway, redevelopment of car park & shops opp. Longshaw Rd	Works in maintenance
Week St/Gabriel's Hill	MA003120	JH	Maidstone	Town Centre Public Realm improvements	Due to start maintenance

Castle Dene, Maidstone	MA993352	CV	Maidstone	New Access and further footway works and repairs	Awaiting Technical Approval
Union Street, Car Park	MA003319	CV	Maidstone	New Access to development and footway works	Awaiting Technical Approval
Medway Street	MA3326	JH	Maidstone	Subway Flood Protection Works	Under Technical review
Langley Park Farm	MA003130	AD	Maidstone / Langley	New Roundabout and associated works for entrance to Countryside Estate	Works imminent
Albion Road, Marden	MA003132	CV	Marden	New Access & development	Works on going
Goudhurst Road, Church Green (Plain Road development)	MA3118	CV	Marden	Install Zebra crossing near rail station.	Works 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.	Works in Maintenance
Howland Road	MA003088	SN	Marden	New development access	Highway works completed. Stage 3 Safety Audit Awaited.
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	Works in maintenance

The Parsonage, Goudhurst Road	MA003066 MA003067	CV	Marden	New access and associated upgrade works	Access substantially completed, village gateway to be agreed
Fishers Farm (East) Headcorn Road (Redrow)	MA3106	AP	Staplehurst	Realignment and new access at Headcorn Road/Pile Lane junction	Realignment complete and Pile Lane open 30mph limit change to implement
Fishers Farm (West), Headcorn Road (Bovis)	MA3037	AP	Staplehurst	New access onto Headcorn Road	Works commenced on both S278 and S38
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 in maintenance
Woodford Park	MA003099	CV	Staplehurst	New access for 9 dwellings	Works completed and on to maintenance.
Appleacres, Maidstone Road	MA003152	CV	Sutton Valence	Access to new development and footway works	Technical Approval given awaiting Legal Agreement
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	Works completed
Cripple Street Maidstone	MA003093	CV	Tovil	New access to development, widening and footway works	Due for adoption – remedials due
Site opposite cottages 129-147	MA003007	CV	Tovil	New access speed limit relocation,	Works in maintenance

Dean Street/Farleigh Hill				new footway and bus stop provision	
Tovil Green Lane	MA003095	CV	Tovil	New Footway and crossing point to side of site	Works in maintenance
Mount Ave/Blunden Lane	MA3180	CV	Yalding	New accesses at site entrance	Works in Maintenance
Hampstead Lane	MA3101	CV	Yalding	Relocate access to new development at old depot adj. station. Minor footway works	Into maintenance period
Vicarage Road	MA003121	CV	Yalding	New access to development and speed restraints on existing Highway	New Agreement required due to expiry date and works not carried out. Contents of S278 now reduced.

Section 106 Schemes				
File Ref.	Road Name	Parish	Description of Works	Current Status
18/19-S106-MA-486	A20 Ashford Road	Harrietsham	Village improvement works: 2 phase approach. Phase 1 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. Phase 2 will include relocating street lighting columns to better suit the new road layout and to extend the lighting to include the 30mph limit. Resurfacing of the carriageway to hide the old	Phase 1 Works completed in June 2019. Phase 2 Works, the micro surfacing and road markings are now complete. The streetlighting work has started on site.

			white lining and then new lining to the recently installed layout.	
18/19-S106-MA-819	Linton Crossroads	Linton/Loose	Junction/signal upgrade	No change from previous report - 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. Environmental Impact Assessment and Ecological appraisal being undertaken.
TBC	Hermitage Lane	Maidstone	Cycleway improvements between rail station and hospital on east side	Detailed designs are progressing with a view to implementation in the last quarter of this financial year pending availability of road space.

Parish Council Funded Schemes				
File Ref.	Road Name	Parish	Description of Works	Current Status
2021-EXT-MA-1232	Linton Hill	Linton	Traffic Calming Scheme	Detailed Design stage – Scheme is due to be handed over to contractor 30/7/2020
2021-CMG-MA-1252	Village Centre	Boughton Monchelsea	20mph scheme	Detailed Design stage – Handover date to contractor to be confirmed
2021-EXT-MA-1000	Grafty Green	Boughton Malherbe	Traffic Calming Scheme	Detailed Design stage – Scheme is due to be handed over to contractor 28/9/2020

Appendix F – Bridge Works

Bridge Works – Contact Officer: Earl Bourner			
Road Name	Parish	Description of Works	Current Status
No works planned			

Appendix G – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; 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
B2162 Twyford Bridge, Yalding	Refurbishment of traffic signals	Completed April 2020
Heath Road / Hermitage Lane, Barming	Addition of pedestrian crossing facility	Summer 2020

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 16/6/20.

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

Details of Scheme	Status
2021-CMG-MA-1003 – Hildenborough Crescent, Maidstone 20mph scheme	Detailed design being carried out – Scheme due to be handed over to contractor 28/9/2020 – Scheme to be implemented October/November 2020
2021-CMG-MA-1000 – Blackmanstone Way Maidstone Construction of footpath between estates	Works handed over to contractor 30/5/2020
2021-CMG-MA-1001 – Buckland Hill, Maidstone 20mph scheme	TRO currently on hold due to Covid-19

Eric Hotson

Details of Scheme	Status
21/21-CMG-MA-1252 – Heath Road, Boughton Monchelsea Traffic Regulation Order application for speed limit reduction to 30mph	Notice of Intent sent for advertising and consultation from 12 June until 6 July 2020

Shellina Prendergast

Details of Scheme	Status
20/21-CMG-MA-1253 – Lenham Road/Chaingate Road, Liverton Hill, Platts Heath, Lenham Traffic Regulation Order application for speed limit reduction to 30mph	TRO sent for sealing – comes into effect 2 July 2020
20/21-CMG-MA-1254 – Lenham Road, Ulcombe Traffic Regulation Order application for speed limit reduction to 30mph	Notice of Intent sent for advertising and consultation from 12 June until 6 July 2020

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Susan Laporte 03000 418181