

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Wednesday 13 January 2021

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), Cox, Cuming, Daley, Hinder, Hotson, Kimmance, 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.

AGENDA

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| 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 14 October 2020 | 1 - 9 |
| 9. Presentation of Petitions (if any) | |
| 10. Questions and answer session for members of the public (if any) | |
| 11. Maidstone Joint Transportation Board Work Programme | 10 |
| 12. 20 MPH Default Speed Limit on New Housing Developments | 11 - 12 |

Issued on Tuesday 5 January 2021

Continued Over/:

Alison Broom

Alison Broom, Chief Executive

13. Verbal Update - Update Following the End of Brexit Transition Period
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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 11 January 2021). You will need to provide the full text in writing.

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

In order to make a statement in relation to an item on the agenda, please call **01622 602899** or email committee@maidstone.gov.uk by 5p.m. one clear working day before the meeting (i.e. by 5p.m. on Monday 11 January 2021). You will need to tell us which agenda item you wish to speak on.

If you require this information in an alternative format please contact us, 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 14 OCTOBER 2020

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

Also Present: Councillor Springett

166. APOLOGIES FOR ABSENCE

Apologies were received from Councillors Brown, Carter, Stockell and Wilby.

167. NOTIFICATION OF SUBSTITUTE MEMBERS

Councillor English was present as Substitute for Councillor Wilby.

168. URGENT ITEMS

An urgent update had been published prior to the meeting, in relation to Item 18 – Verbal Update, Progress on the Leeds/Langley Relief Road.

169. NOTIFICATION OF VISITING MEMBERS

Councillor Springett was present as a Visiting Member for Items 13 – Member Briefing – M20 Traffic Management, 17 – Verbal Update, Maidstone Integrated Transport Package, 18 – Verbal Update – Progress on the Leeds/Langley Relief Road and 19 – Verbal Update – Active Travel Schemes.

170. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

171. DISCLOSURES OF LOBBYING

Councillor Chittenden had been lobbied on Item 13 – Objections to Traffic Regulation Orders.

Councillor English had been lobbied on Item 14 – Upper Stone Street Air Quality Update.

Councillors D Burton, Cooper and English had been lobbied on Item 16 – B2246 Hermitage Lane/A26 Tonbridge Road Project.

Councillors D Burton, Clark, Cooke, Cox and Prendergast had been lobbied on Item 17 – Verbal Update – Maidstone Integrated Transport Package.

Councillors D Burton, Clark, Cooke, Cooper, Cox, Cuming, English, Kimmance, Prendergast and T Sams had been lobbied on Item 18 – Verbal Update – Progress on the Leeds/Langley Relief Road.

Councillors D Burton, Chittenden, Clark, Cooke, Cooper, Cox, Daley, English, Kimmance, Prendergast and Wilson had been lobbied on Item 19 – Verbal Update – Active Travel Schemes.

Councillor Hotson had been lobbied on all items.

172. EXEMPT ITEMS

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

173. MINUTES OF THE MEETING HELD ON 8 JULY 2020

RESOLVED: That the Minutes of the meeting held on 8 July 2020 be approved as a correct record and signed at a later date.

174. PRESENTATION OF PETITIONS

There were no petitions.

175. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

There was one question from a member of the public.

Question from Mr Christopher Webb to the Chairman of the Maidstone Joint Transportation Board

'Please could you explain when the 'success' and effect of the new cycle lane scheme and associated works in King Street, Maidstone, is to be reviewed in light of the traffic & safety problems that have arisen since its introduction?'

The Chairman responded to the question.

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

To access the webcast recording, please use the link below:
<https://www.youtube.com/watch?v=rqyshyUssWI>

176. MAIDSTONE JOINT TRANSPORTATION BOARD WORK PROGRAMME

An item would be added to the work programme that concerned a 20mph default speed limit in new housing developments.

A report on the A229 and A249 links would be presented to the Board at a later date, due to the ongoing discussions on the works conducted by Highways England. It would include comments from the public consultation process.

RESOLVED: That the Committee Work Programme be noted.

177. MEMBER BRIEFING - M20 TRAFFIC MANAGEMENT

The Corporate Director Growth, Environment and Transport, Senior Highway Manager and Highways England's (HE) Head of Operational Integration gave a presentation to the Board.

The Corporate Director highlighted that the possible congestion throughout Kent depended on trader and freight readiness and the up-take of a web-portal designed to issue access permits; green for ready freight's or red for those unprepared. The work would apply to exports, as import controls were delayed until 1 July 2021. The modelling assumption provided was to prepare for up to 7,000 freight for up to two days at any given time. Five sites had been secured, with Super Development Plans provided to ensure planning regulations were obtained for the sites. Instruments for enforcement were to be reviewed shortly.

The importance of local partnerships and multi-agency co-operation was highlighted, with the draft traffic management plan having changed due to the addition of the Sevington site and removal of the M26. It was reiterated that the plan was subject to change, due to outstanding information. Concurrent emergencies were being planned for, due to the prevalence of Covid-19 and possible weather-based emergencies. The draft plans would be tested, which included compliance and enforcement plans, with local and national communication necessary.

The Senior Highway Manager outlined the plans drafted for different traffic management scenarios. From 1 January 2021, the Ebbsfleet and Sevington sites would be used as HMRS sites, with the permit system in place. Prioritised freight would be given a unique permit and be directed to use the A2, Detling Hill and follow the contraflow.

Several Members of the Board highlighted the importance of signage to prevent Heavy Goods Vehicles (HGVs) from using and parking on ill-equipped local roads. The Corporate Director Growth, Environment and Transport referenced the compliance and enforcement plan, to confirm that HGVs would be fined for deviating from the approved route provided within the permit issued. Enforcement could be improved if KCC were informed of HGV whereabouts, with points of contact to be provided.

Central Government had been engaging with larger companies to convey the importance of the pre-approved routes, with freight readiness integral to successful traffic management. Effective national, local and partnership communication was reinforced throughout the discussion. It was confirmed that 7k vehicles was the highest holding capacity possible and that Operation STACK would be used if necessary.

The Head of Operational Integration (HE) confirmed that whilst highways work would continue to be scheduled, none would occur if there was existing traffic disruption. Minimal overnight closures could be considered. HE had a strategic signage plan in place to manage separate traffic incidents that may affect the traffic management plans.

There was concern expressed about the suitability of Detling Hill for prioritised freight, with the Senior Highways Manager confirming that Kent Police had favoured its use. In reference to comments on the shared responsibility for diversion routes, the Senior Highway Manager highlighted the creation of the Kent Corridor Co-Ordination Group.

The importance of satellite navigation system was highlighted in preventing unapproved route usage.

The Board expressed thanks for the presentation provided.

RESOLVED: That the information provided within the Member Briefing be noted.

178. OBJECTIONS TO TRAFFIC REGULATION ORDERS

The Operations Engineer introduced the report that would be presented to the Council's Strategic Planning and Infrastructure Committee on 18 November 2020. The Council had previously received a petition from the residents in Northdown Close to introduce waiting restrictions.

In total, proposed restrictions were advertised in 14 locations with representations received for Loose Road and Northdown Close. Of the 39 houses consulted in Northdown Close, 30 were in support of restrictions between 1-1.30 p.m. Monday-Friday.

During the formal consultation process, fourteen representations were received in support, with seven against the times proposed. The objections arose from the potential impact on residents, visitors and vehicle dispersion onto neighbouring streets. The officer stated that any vehicle dispersion would be monitored.

RESOLVED: That the proposed parking regulations for Northdown Close be proceeded.

179. UPPER STONE STREET AIR QUALITY UPDATE

The Director of Regeneration and Place introduced the report which had been presented to the Council's Strategic Planning and Infrastructure (SPI) Committee on 7 October 2020 and the five resolutions agreed. Upper Stone Street had the poorest air quality readings in the borough.

As the SPI Committee had expressed a preference for a Red Route during the July 2019 meeting, a working party between officers from KCC and the Council was created to explore its feasibility. KCC had supplied the

Council with data on the incident levels on Upper Stone Street. Whilst legally possible, the Red Route would be expensive to introduce and enforce as it would be the only Red Route within the County. The alternative option proposed would be implemented with greater ease. A specialist environmental consultancy had been commissioned to assess the benefits of introducing new green infrastructure measures.

The Board expressed support for the proposals outlined and felt that improvements would be made as a result of the actions taken.

RESOLVED: That the recommendations of the Council's Strategic Planning and Infrastructure Committee be noted.

180. UPDATE ON HERMITAGE LANE CYCLE FACILITY BETWEEN BARMING RAIL STATION AND MAIDSTONE HOSPITAL AND FOOTWAY-CYCLEWAY WITHIN THE WHITEPOST FIELDS DEVELOPMENT

The Programme Manager introduced the report. The Hermitage lane cycle facility was partially funded through Section 106 agreements to a total of £81.5k, with an approximate £277k overall cost. Additional sources of funding were being examined by KCC. The designs for the cycle facility were shown in the first five appendices to the report.

The facility would be 2.5 metres wide on the east side of Hermitage Lane, as the minimum sub-standard requirement. The carriageway would have to be narrowed in places, with the centre-line markings changed and a 30mph speed limit enforced where the cycle lane follows the carriageway.

The shared pedestrian/cycle facility between Barming Rail Station and the A20 would be directly implemented by the Whitepost Fields Developer.

The Board expressed concerns with the designs in relation to the sub-standard width. In response, the Programme Manager offered to liaise with Members and the interested parties to discuss the designs in greater detail. Clarification on the implementation of barriers at a certain point along the proposed cycle-lane would be provided.

RESOLVED: That the contents of the report be noted.

181. B2246 HERMITAGE LANE/A26 TONBRIDGE ROAD PROJECT

The Assistant Project Manager introduced the scheme that had been drafted by the working group in response to the previous scheme's unsuitability. The dual roundabout proposed was shown in Appendix 1 to the report and would replace the current traffic signals in operation. It was confirmed that the only land necessary for purchase was site K299483 – as shown in Appendix 2 to the report and negotiations had begun with the freeholder and leaseholder. If necessary, a compulsory purchase order would be considered if negotiations were unsuccessful.

The three-arm roundabout would be situated at the existing junction, with the third arm acting as a link road to the smaller, second roundabout on

Farleigh Lane. This roundabout would not be complete, with vehicles to complete a U-turn movement by driving round the large roundabout and turning left into Farleigh Lane. Signalised pedestrian crossings would be implemented, with the designs proposed to achieve less than a 75% degree of saturation (DoS) on all arms of the roundabout, during peak times. If unchanged, there would be queues on each arm in excess of 100 vehicles by 2031.

The Assistant Project Manager confirmed that the scheme would cost just under £3.2million, with a pinch-point bid of £2.5million submitted in addition to the £620k in Section 106 monies earmarked for the scheme. Further design work would be undertaken in order to reduce the overall cost of the scheme. Previous S106 monies had not been earmarked for this junction as there was no viable scheme available, but future S106 monies may be used. The development planning teams in Ashford had seen the proposed scheme design.

In response to questions, it was confirmed that no formal public consultation would be undertaken until the funding for the scheme was available. The pinch-point funding was provided by the Department for Transport for junctions that experienced over-capacity and high congestion.

RESOLVED: That the contents of the report be noted.

Note: Councillor Prendergast exited the meeting during this item.

182. VERBAL UPDATE - MAIDSTONE INTEGRATED TRANSPORT PACKAGE

The Senior Major Capital Programme Project Manager informed the Board that the KCC Cabinet Member for Highways and Transport had not yet been provided with the recommendations from the previously presented Maidstone Integrated Transport Package (MITP) report. It was expected that an update on the recommendations would be provided to the next meeting of the Board, if not sooner to the affected Ward Members.

KCC officers had engaged with the consultants to produce redesigned proposals for the Cripple Street and Boughton Lane Junctions. The Wheatsheaf Junction proposal had been updated to incorporate higher stacking capacity from the A229, travelling back up the A274.

If the proposals were approved by the Cabinet Member for Highways and Transport, the recommendations would be presented to the Environment and Transport Cabinet Committee. If approved, construction on the Coldharbour Roundabout, including the A20 Hall Road Scheme, would begin in early 2021 and last between 18-24 months.

The Loose Road Corridor works would commence in the Summer of 2021, to allow the necessary surveys to be completed prior to construction and further engagement with the local Members, residents and businesses. In relation to the A20 Ashford Road junction with Willington Street, works on the A249 had been delayed due to the Covid-19 pandemic. The works

would start in November, with the highways works to begin in April to May 2021. Further consultation on the Ragstone Wall would occur and a planning application would be submitted to the Council. KCC would work in conjunction with the Council's Mote Park and Environmental Teams to lessen the impact of any vegetation removal. An alternative proposal to the A274 Sutton Road/Willington Street/Wallace Street junction had not been designed.

In regard to the A249 Scheme, the Senior Major Capital Programme Project Manager confirmed that the future contractor would be obligated to erect signage prohibiting their vehicles from and encouraging other vehicles against using local routes to avoid traffic. An agricultural survey had been commissioned for the trees identified for removal on the Coldharbour roundabout, which highlighted the risk posed from high winds due to the likely inability to take to new positions if relocated. KCC and the Royal British Legion were in discussion to achieve the planting of 100 trees on the roundabout, with commemorative planting on the Hall Road roundabout. The potential to implement traffic signals on the Coldharbour roundabout retrospectively was highlighted.

RESOLVED: That the verbal update provided be noted.

183. VERBAL UPDATE - PROGRESS ON THE LEEDS/LANGLEY RELIEF ROAD AND URGENT UPDATE - ITEM 18 - VERBAL UPDATE, PROGRESS ON THE LEEDS/LANGLEY RELIEF ROAD

The Senior Major Capital Programme Project Manager provided a verbal update to the Board and referenced the letter published as an urgent update. KCC would not progress the Leeds/Langley Relief Road as a singular scheme and would wait until such a time that the Council was able to review the area as part of its ongoing Local Plan Review process. A substantial number of houses would likely be necessary to the project's delivery.

The Interim Local Plan Review Director highlighted that several of the sites submitted along the Leeds/Langley corridor failed to progress as a garden community due to a lack of developer confidence that the necessary infrastructure support would be provided. It was confirmed that the delivery of the relief road was more likely to be considered during the next Local Plan Period. The increase in housing figures proposed under the new standard methodology was highlighted, in reference to the risk of independent infrastructure provision and development by developers. The Interim Local Plan Review Director and KCC's Principal Transport and Development Planner were meeting with developers on 15 October 2020 for further discussion.

The Head of Planning and Development stated that a strategic case for the relief road had been submitted by KCC. The impact, cost-benefit analysis and financial resources as would be included in the strategic case were highlighted.

The lack of information that had been provided to Members concerning the amount of housing, the traffic survey and modelling work previously conducted and the results detailed within a KCC report, the benefit-cost ratio and the effects on the surrounding areas were mentioned. Further requests for this information were made.

Several Members of the Board highlighted that the provision of a Relief Road had been considered for many years and felt that a more formalised approach was necessary moving forward.

RESOLVED: That

1. The letter from the KCC Cabinet Member for Highways and Transport to the Leader of Maidstone Borough Council be acknowledged and thanks be given for the details provided; and
2. The Cabinet Member be requested to formalise the proposals within the letter by way of a Cabinet Member Decision.

184. VERBAL UPDATE - ACTIVE TRAVEL SCHEMES

The Senior Major Capital Programme Project Manager addressed the Board to provide an update on the Active Travel schemes in force; the pop-up cycle lane in King Street and the increased pedestrianised zone from Fremlin walk to Earl Street.

An active travel schemes email inbox had been created and was monitored daily, with ongoing communication being undertaken with businesses, transport providers and the public to amend the schemes as necessary. Usage surveys would be conducted in the near future, with the results examined in December 2020. There had been some feedback received which indicated a desire for the King Street scheme to become permanent. Additional disability parking bays would be provided within both locations due to the feedback received.

The Senior Major Capital Programme Project Manager referenced the Bus Station Improvement Project to be carried out by the Council in February 2021, with discussions on how to maintain the King Street scheme during this time to take place.

The Board referenced the importance of communication with local stakeholders in improving the schemes and expressed support for the increase in disability parking bays. It was confirmed that the landing areas present within the King Street scheme and Bus Stop area would be increased in size to enable pedestrians to board and disembark from buses.

RESOLVED: That the verbal update provided be noted.

Note: Councillors Daley and Hinder exited the meeting during this item.

185. MAIDSTONE HIGHWAY WORKS PROGRAMME

RESOLVED: That the report be noted.

186. DURATION OF MEETING

5.00 p.m. to 9.08 p.m.

Maidstone Joint Transportation Board Work Programme

Ref	Date to MJTB	Report Title	Report Author	Lead Authority	Notes	Date of Request
1	TBC	A229 and A249 links between M2 and M20 with the proposed new Lower Thames Crossing	TBC	Kent County Council	Report adjourned from MJTB meeting on 16 October 2019. Update to be provided once the appeal outcome is known.	Requested by resolution of the MJTB: 16 October 2019.
2	TBC	Improvement works for Junction 3 of the M2	TBC	Kent County Council	Update to be provided once the public consultation responses have been received.	Requested by Cllr Hinder on 27 May 2020.
3	TBC	Briefing on the state and usage of public bus services in the Maidstone Area	N/A	N/A	Public Bus Services providers will be invited to attend the April 2021 Board meeting and provide a Member briefing.	Requested by Cllr Chittenden on 27 October 2020.

<p style="font-size: 1.2em; font-weight: bold; margin: 0;">Maidstone Joint Transportation Board</p> <div style="display: flex; justify-content: space-between; align-items: center; margin-top: 10px;">   </div>	<p style="font-size: 1.2em; font-weight: bold; margin: 0;">13 January 2021</p>
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Request for 20mph Default Speed Limit in New Housing Developments

Decision Making Authority	Kent County Council
Lead Director	Simon Jones
Lead Head of Service	Tim Read
Lead Officer and Report Author	Jamie Hare/Susan Laporte
Wards and County Divisions affected	All
Which Member(s) requested this report?	Councillor Brian Clark

Executive Summary:

This report has been prepared in response to an agenda item request put forward during the 8 July 2020 meeting of the MJTB by Councillor Brian Clark.

The request for 20mph default speed limit in new housing developments.



This report makes the following recommendations:

REPORT TO BE NOTED

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	13 January 2021

Request for 20mph Default Speed Limit in New Housing Developments

- 1.1 The current Kent Design Guide (KDG) requires all new developments to have a design speed of 20mph and this is achieved through layout and traffic calming features. This would apply to those roads containing housing rather than the spine or distributor road through the development.
- 1.2 The KDG is currently under review but the above principle is being fully maintained in the updated version.
- 1.3 The guide deals with the issue of target design speeds and provides for each class of road from Local Distributor Road, down to Minor Access Way/Lane of 20/15mph. These reduce as you go into the development as they serve dwellings rather than access through the site.
- 1.4 There is currently no policy or requirement, to introduce a speed limit on these roads as they are designed for a target speed of less than 20mph. These 20mph limits are self-enforcing using design layout and traffic calming and it would seem unnecessary to provide extensive signing and lining to support and enforce the design speed.
- 1.5 The current policy from the Police is that speed limits should be self-enforcing (as the Police will not undertake any enforcement on them) which would have been met through the Kent design process.
- 1.6 By the introduction of any 20mph limit, there would always be the expectation from the public that there would be enforcement, the Police resources would not be sufficient to support active enforcement on these limits.
- 1.7 At a time when KCC are looking to minimise the amount of signage in new developments in line with the 'KCC Well managed highways framework', this would add to the list of statutory inspection items to be covered when we inspect our roads, and create an unnecessary burden to the inspections team.
- 1.8 The recommendation of officers would be that it is unnecessary to introduce traffic regulation orders to enforce 20mph speed limits when they are already designed to this speed in the Kent Design Guide.

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Emergency Active Travel Fund - Maidstone

Decision Making Authority	Kent County 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 North East & Maidstone Central
Which Member(s) requested this report?	Committee

This report makes the following recommendations:

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

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	13 January 2021

Emergency Active Travel Fund - Maidstone

1. INTRODUCTION AND BACKGROUND

On the 23rd May 2020, The Secretary of State for Transport, Grant Shapps announced The Emergency Active Travel Fund (EATF).

To help Local Authorities to restart Local Transport as part of the Government's Covid-19 recovery roadmap, The Department for Transport (DfT) announced the £250 million EATF.

The two key aims of the funding are to:

- Enable more people to walk and cycle where possible
- Support safe social distancing in areas where people congregate, e.g. town centres, high streets, transport hubs or bus stops.

The types of measures that the DfT required Local Authorities to consider included:

- Road closures
- Widened footways
- Pop up cycle lanes
- Temporary cycle parking
- Social distancing signage

Kent County Council was provisionally allocated over £8 million by the Department for Transport, which was and will be used to invest in promoting measures identified above in the wake of coronavirus.

The first round of funding (Tranche 1) agreed by the Government supplied £1.6 million, with the rest of the funding dependant on the first round being spent within 8 weeks. The second round (Tranche 2) has subsequently been awarded with an allocation of £6.1 million.

2. Scheme Updates:

Tranche 1:

Two schemes were identified for the Borough of Maidstone, King Street and Earl Street. These were to provide a 'pop up cycle' route and 'support for social distancing', respectively.

Due to the limited timeframe for the conception, design and installation of the schemes, the engagement and consultation was not at the level usually given to projects of this nature. However, details of the proposals were communicated to the County and Borough Members.

It was made clear that any of the EATF schemes were of a temporary nature and could be adjusted accordingly following any feedback from the local community in relation to the implementation of the measures.

A dedicated email address was set up prior to commencement of the schemes to allow ease of contact. This email address saw an unprecedented number of enquiries and the decision was made to implement an automated response. It must be noted that all correspondence was and continues to be assessed and responded to accordingly if required. Each correspondence has been logged and is one of the tools to be used for the retention of the measures.

No specific durations were given by the DfT for the measures to be insitu. It was therefore decided that KCC would carry out attitudinal surveys to better understand the public's perception and thoughts of the implemented measures. A copy of the report can be seen in **Appendix 1**.

Although the response to the attitudinal surveys has been positive, Maidstone Borough Council are due to carry out their rejuvenation of the Bus Hub early in the New Year, and to assist with this, KCC has taken the decision to fully remove the King Street 'pop up cycle' route. However, the measures in Earl Street will remain in place with minor adjustments being made to the 'parklet' seating areas to allow for additional loading and parking.

KCC are currently seeking S106 funding to progress a permanent solution for King Street Maidstone, which links to MBC's overall cycling strategy of linking Mote Park with Maidstone East railway station. This will be carried out as a 'normal' scheme and therefore will follow all the consultation and engagement procedures that Members, stakeholders, and local community has come to expect.

3. TRANCHE 2:

KCC have been successfully awarded £6.1 million from the DfT to deliver further measures for Active Travel under Tranche 2.

The bid document was very specific and Local Authorities were able to bid for 5 named schemes, which demonstrated good value for money and will provide a long-term benefit for cycling and walking.

In addition, Local Authorities are required to undertake formal consultation on the proposals. KCC has therefore launched a consultation for the "Kent Active Travel" measures, this first consultation is on the concept of the proposals and will form the basis of which measures will be taken forward to the next stages of design. Further consultation will then follow on the details of each scheme.

The consultation can be viewed at the following:

<https://kccconsultations.inconsult.uk/consult.ti/kentactivetravelconsultation/consultationHome> and closes on Tuesday 19th January 2021.

Appendix 1:



Maidstone Active Travel – Pre Research Report

Prepared by Lake Market Research
November 2020



1

Background and objectives

- In May 2020, the Emergency Active Travel Fund was introduced to help local authorities to restart local transport as part of the Government's Covid-19 recovery roadmap. The two key aims of the funding are to enable more people to walk and cycle where possible, and support safe social distancing in areas where people congregate, e.g. town centres, high streets, transport hubs or bus stops.
- Kent County Council commissioned Lake Market Research to conduct a quantitative survey amongst residents of Maidstone to capture views on two of the schemes implemented in the town centre. A second survey wave will take place early 2021 to monitor feedback over time.
- Please note that as interviewing is taking place during the Covid-19 pandemic, a flexible approach to scheduling interviewing has been required.

Earl Street pedestrianisation scheme

An extension to High Street restrictions to provide more traffic free space for pedestrians with vehicle restrictions at the entrance to Earl Street. Seating and planters have been placed outside the Living Café and outside of the Nando's section of Earl Street between the junctions of Pudding Lane and Rose Yard. Seating space is now available for all businesses in Earl Street to use for their customers as an alternative to indoor seating.

Kings Street pop up cycle lane

A new cycle lane in King's street to provide facilities for cyclists on the carriageway between the junctions of Wyke Manor Road and Church Street. Changes have been made to the loading and disabled bays to enable the bus lane to be extended and shared by cyclists. A crossing for pedestrians and cyclists at the access to the bus station and car park near Maidstone House has also been fitted.

2

Methodology and sample

- 362 interviews were conducted with residents of Maidstone town centre in October 2020.
- The survey was conducted face to face with local residents. Interviews were conducted by an interviewer using a pre-scripted questionnaire on a handheld tablet.
- We have ensured that our resident sample in terms of gender and age is broadly consistent with the population statistics. We did, however, ensure that we interviewed a sub sample of residents who cycle.
- Please note that the sum of all individual percentages for any given question may not sum 100% in the instance of multiple response being permitted or due to rounding. For the relevant questions in this report, net percentages are shown.

DEMOGRAPHIC PROFILE		
GENDER	Male	48%
	Female	52%
AGE	Aged 16-24	25%
	Aged 25-34	19%
	Aged 35-54	33%
	Aged 55-64	12%
	Aged 65 & over	11%
LIVE IN POSTCODE AREA	ME14	28%
	ME15	48%
	ME16	18%
	ME17	7%

Frequency of travel by mode



Frequency of mode travel around Maidstone

- As perhaps expected, the most common means of transport around Maidstone is by car prior to the pandemic. Just over half used the bus to some degree; just over a third (34%) used them at least once a week.
- Frequency of mode travel is broadly consistent pre pandemic and during October.

BY CAR	% PRE PANDEMIC	% OCTOBER
Every day	17%	15%
5 to 6 times a week	9%	8%
3 to 4 times a week	7%	6%
2 times a week	9%	11%
Once a week	11%	13%
Less often	12%	15%
Never	34%	33%

BY BICYCLE	% PRE PANDEMIC	% OCTOBER
Every day	3%	2%
5 to 6 times a week	4%	4%
3 to 4 times a week	4%	4%
2 times a week	5%	6%
Once a week	7%	8%
Less often	8%	7%
Never	69%	69%

BY MOTORCYCLE	% PRE PANDEMIC	% OCTOBER
Every day	1%	1%
5 to 6 times a week	1%	1%
3 to 4 times a week	2%	2%
2 times a week	0%	0%
Once a week	0%	1%
Less often	1%	1%
Never	95%	95%

BY FOOT/ WALKING	% PRE PANDEMIC	% OCTOBER
Every day	25%	26%
5 to 6 times a week	22%	27%
3 to 4 times a week	19%	18%
2 times a week	14%	19%
Once a week	10%	4%
Less often	5%	2%
Never	5%	5%

BY BUS	% PRE PANDEMIC	% OCTOBER
Every day	5%	4%
5 to 6 times a week	5%	2%
3 to 4 times a week	8%	8%
2 times a week	7%	7%
Once a week	8%	6%
Less often	19%	17%
Never	47%	54%

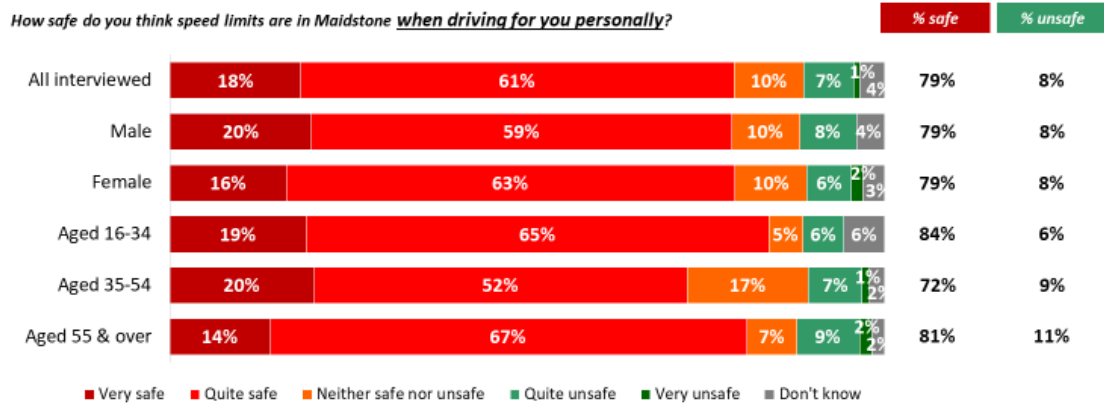
5

Safety perceptions of current speed limits



Perceived safety of speed limits in Maidstone when driving

- Just under eight in ten consider speed limits in their local area to be safe when driving; one in five consider them very safe.
- Perceptions are broadly consistent by demographic group; safety perceptions are lowest amongst residents aged 35-54.

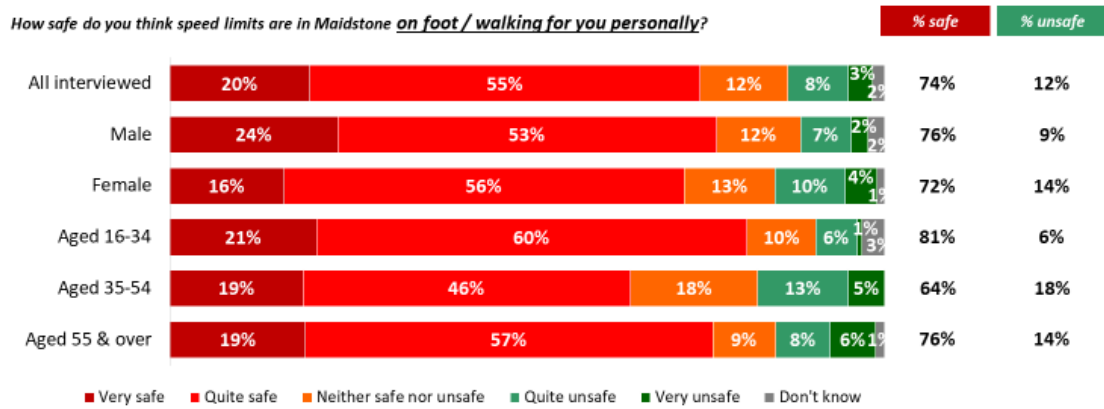


Base: all answering (256)

7

Perceived safety of speed limits in Maidstone on foot / walking

- Broadly consistent proportions observed from the perspective of walking / travelling on foot with just under three quarters considering limits to be safe.
- Perceptions of safety are lowest amongst residents aged 35-54.

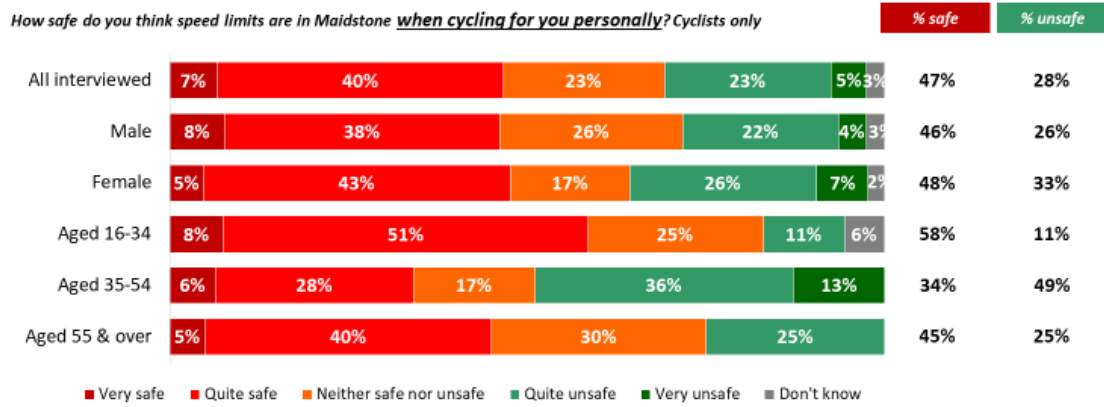


Base: all answering (353)

8

Perceived safety of speed limits in Maidstone when cycling

- Perceptions of safety are markedly lower in the context of cycling in the local area at just under half considering them safe overall.
- Consistent with other modes, safety perceptions are lowest amongst residents aged 35-54.

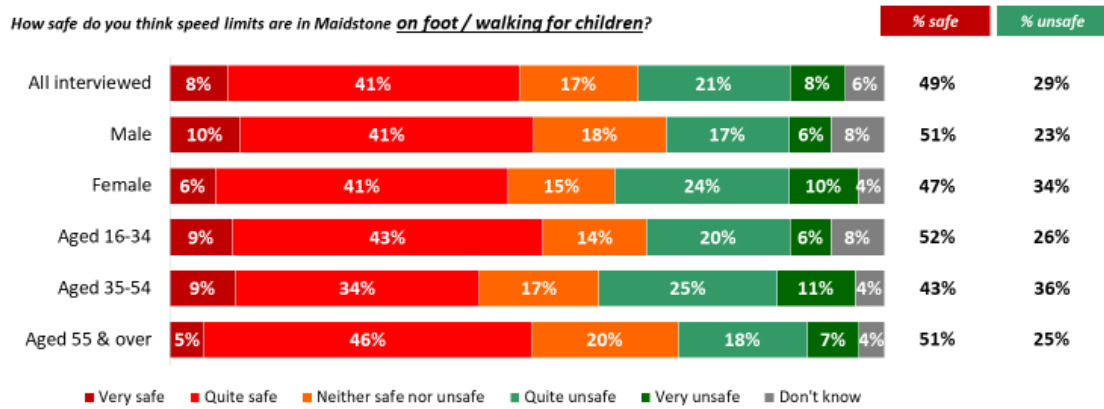


Base: all answering (120)

9

Perceived safety of speed limits in Maidstone on foot / walking for children

- Perceptions of safety are markedly lower in the context of children walking / travelling on foot in the local area at around half considering them safe overall; three in ten consider them unsafe.
- Perceptions of safety are lowest amongst residents aged 35-54.

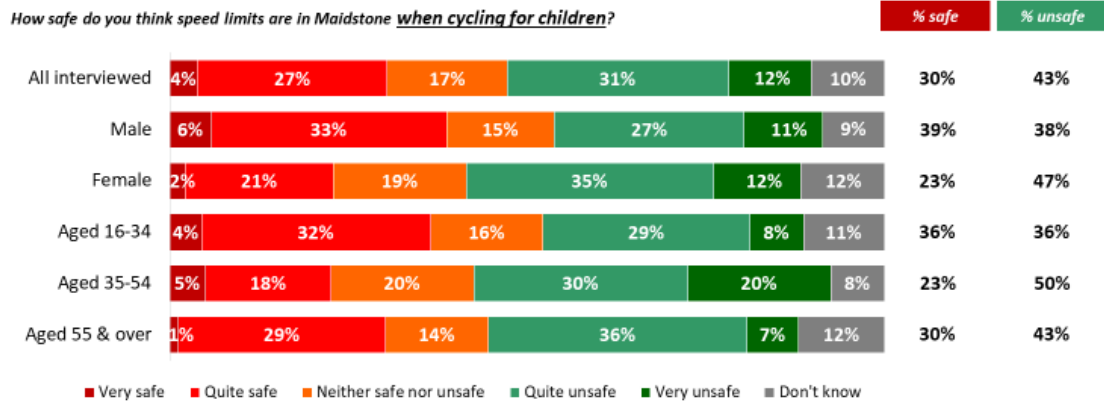


Base: all answering (362)

10

Perceived safety of speed limits in Maidstone when cycling for children

- Perceptions of safety are also markedly lower in the context of children cycling in the local area with broadly equal proportions considering them safe and unsafe.
- Consistent with walking, perceptions of safety are lowest amongst residents aged 35-54.

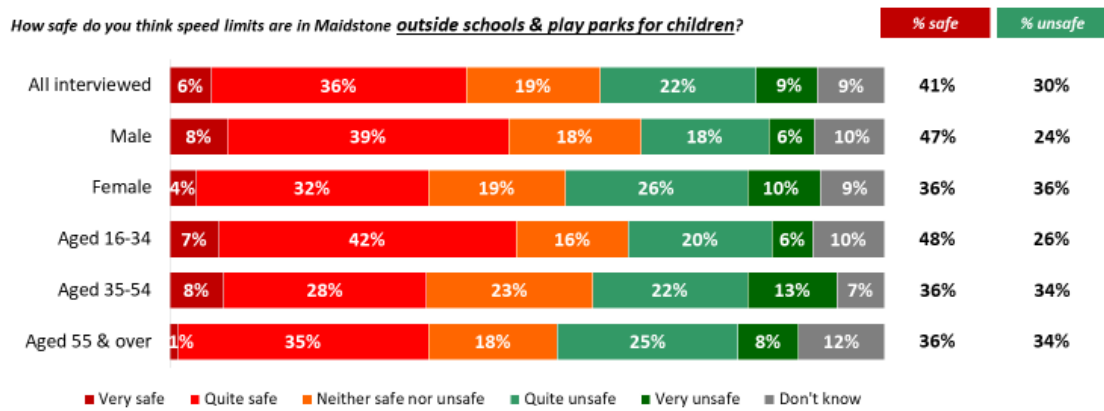


Base: all answering (362)

11

Perceived safety of speed limits in Maidstone outside schools & play parks for children

- Around four in ten consider speed limits in their local area to be safe for children outside school & play parks.; three in ten consider them unsafe.



Base: all answering (362)

12

Perceptions of air quality & exhaust fumes

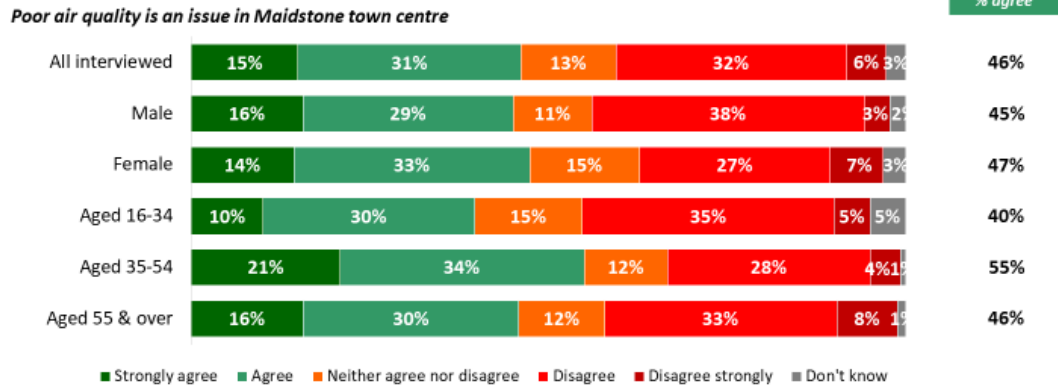


Perceptions of air quality & exhaust fumes

Perception of air quality in Maidstone town centre

- Perceptions of air quality in the town centre is polarising with broadly equal proportions agreeing and disagreeing it is an issue.
- Agreement air quality is an issue is highest amongst residents aged 35-54.

To what extent do you agree or disagree with the following statements about Maidstone town centre?



Base: all answering (362)

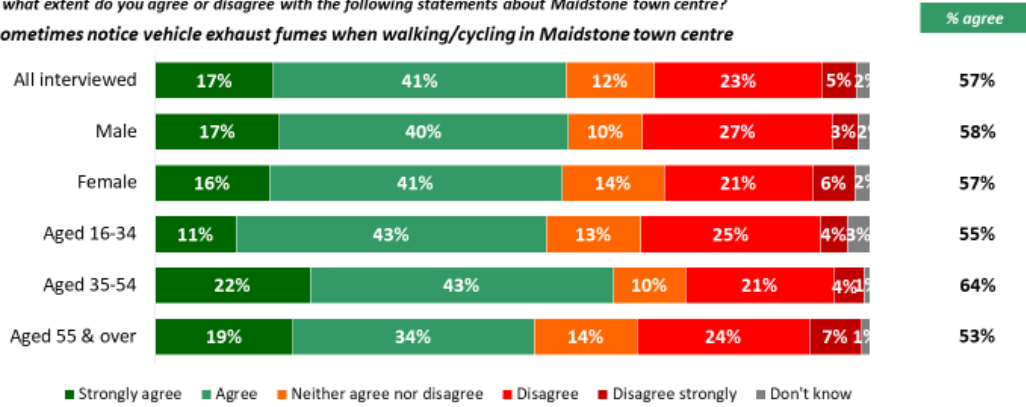
14

Awareness of vehicle exhaust fumes in Maidstone town centre

- Agreement levels are higher for noticing vehicle exhaust fumes in the town centre at 57%; 28% disagree they notice them.
- Awareness of vehicle exhaust fumes is highest amongst residents aged 35-54.

To what extent do you agree or disagree with the following statements about Maidstone town centre?

I sometimes notice vehicle exhaust fumes when walking/cycling in Maidstone town centre



Base: all answering (362)

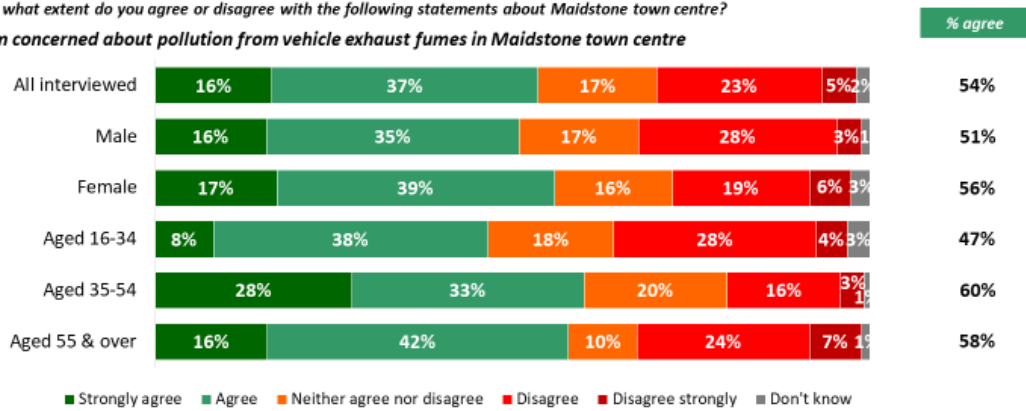
15

Pollution concerns from vehicle exhaust fumes in Maidstone town centre

- Agreement proportions are broadly consistent in terms of concern about pollution from exhaust fumes.
- Concern is highest amongst residents aged 35-54.

To what extent do you agree or disagree with the following statements about Maidstone town centre?

I'm concerned about pollution from vehicle exhaust fumes in Maidstone town centre



Base: all answering (362)

16

Awareness & perceptions of road traffic initiatives



Unprompted awareness of new road traffic initiatives in Maidstone town centre

- A quarter had heard of new road initiatives. Awareness increases with age.
- 63% of those aware of a new initiative referenced the Kings Street pop up cycle lane and 41% referenced the Earls Street pedestrianisation scheme. Awareness of both schemes vary by age and gender.

	All answering	Male	Female	Aged 16-34	Aged 35-54	Aged 55 & over
% heard of new road traffic initiatives in Maidstone town centre	24%	27%	20%	16%	28%	33%



Which new road traffic initiatives have you heard of?

	All answering	Male	Female	Aged 16-34	Aged 35-54	Aged 55 & over
Kings Street pop-up cycle lane	63%	55%	74%	72%	68%	48%
Earls Street pedestrianisation scheme	41%	43%	39%	36%	35%	52%
Other road traffic initiatives	17%	21%	11%	8%	18%	26%
Don't know / can't remember	9%	9%	11%	16%	12%	0%

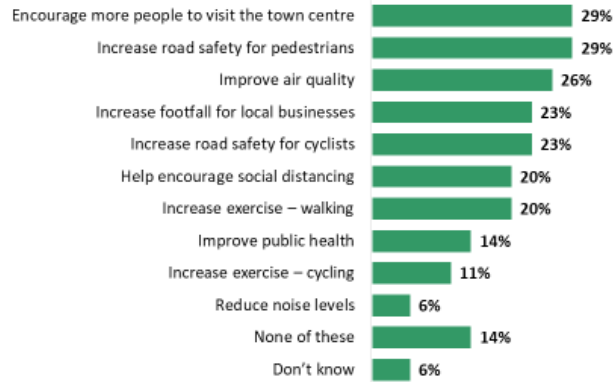
Base: all answering (362 / 86)

Main benefits of Earls Street pedestrianisation scheme – those who have heard of initiative

- The main benefits seen amongst those who had heard of the initiative are encouraging people to visit the town centre, increasing pedestrian safety and improving air quality. 23% believe the scheme will increase footfall for businesses.

Amongst the 41% who had heard about Earls Street pedestrianisation scheme...

Which of the following, if any do you think are the main benefits of the Earls Street pedestrianisation scheme?



Base: all answering (35)

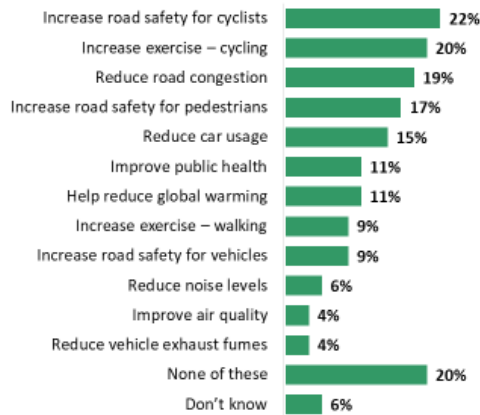
19

Main benefits of Kings Street pop up cycle lanes – those who have heard of initiative

- The main benefits seen amongst those who had heard of the initiative are cyclist safety, increasing exercise and reducing road congestion. 20% of those who had heard of the initiative did not consider any of these benefits to apply to scheme.

Amongst the 63% who had heard about Kings Street pop up cycle lane scheme ...

Which of the following, if any do you think are the main benefits of the Kings Street pop up cycle lanes?



Base: all answering (54)

20

Prompted awareness of new road traffic initiatives

- When prompted, approximately one in five recalled seeing or hearing information and/or communication about the Kings Street pop cycle lane scheme and the Earls Street pedestrianisation scheme.
- Awareness of both schemes is highest amongst residents aged 55 & over.

Have you seen or heard any information and/or communication about Kings Street pop-up cycle lane?

	All answering	Male	Female	Aged 16-34	Aged 35-54	Aged 55 & over	Travel around Maidstone by car	Travel around Maidstone on foot	Travel around Maidstone by bicycle
% Yes	22%	24%	21%	16%	25%	31%	21%	22%	19%

Have you seen or heard any information and/or communication about Earls Street pedestrianisation scheme?

	All answering	Male	Female	Aged 16-34	Aged 35-54	Aged 55 & over	Travel around Maidstone by car	Travel around Maidstone on foot	Travel around Maidstone by bicycle
% Yes	19%	20%	19%	17%	17%	28%	17%	19%	21%

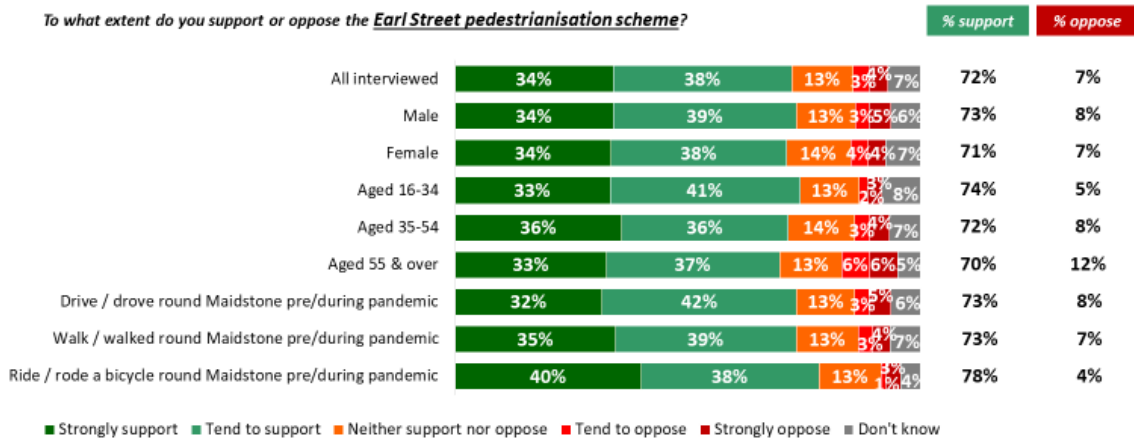
Base: all answering (308/327)

21

Support for Earls Street pedestrianisation scheme

- Just under three quarters indicated they support the Earls Street pedestrianisation scheme; just over a third strongly support it.
- Support for the scheme is broadly consistent by demographic group and travel modes.

To what extent do you support or oppose the Earls Street pedestrianisation scheme?

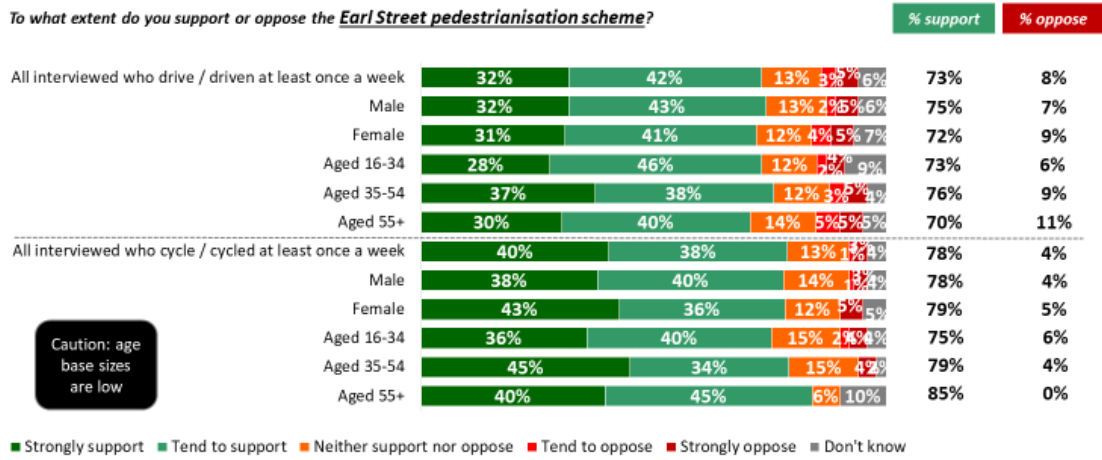


Base: all answering (362)

22

Support for Earls Street pedestrianisation scheme – breakdown by mode of travel

- Support is broadly consistent across all demographic groups amongst those who drive around Maidstone and cycle around Maidstone.

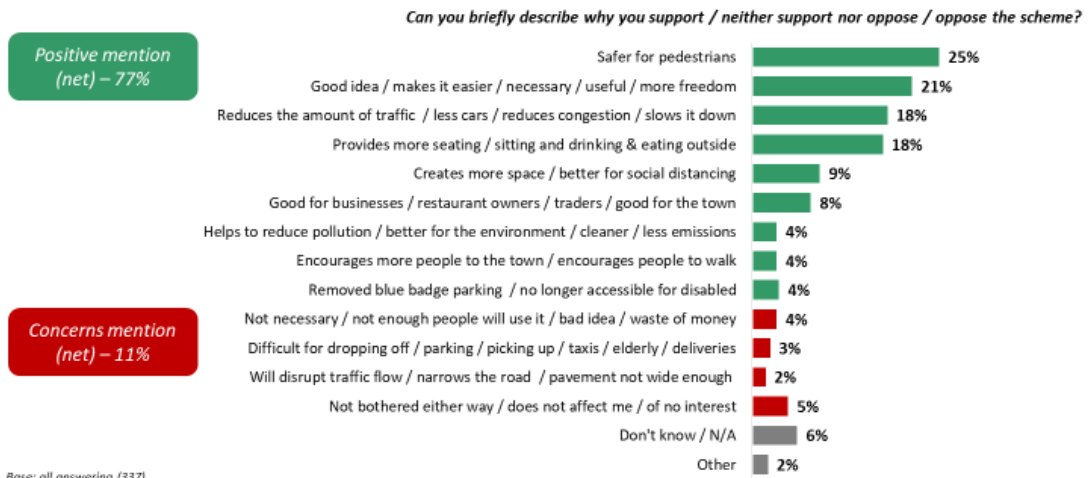


Base: all answering (Drive - 256 / Cycle - 120)

23

Reasons for supporting / not supporting Earls Street pedestrianisation scheme

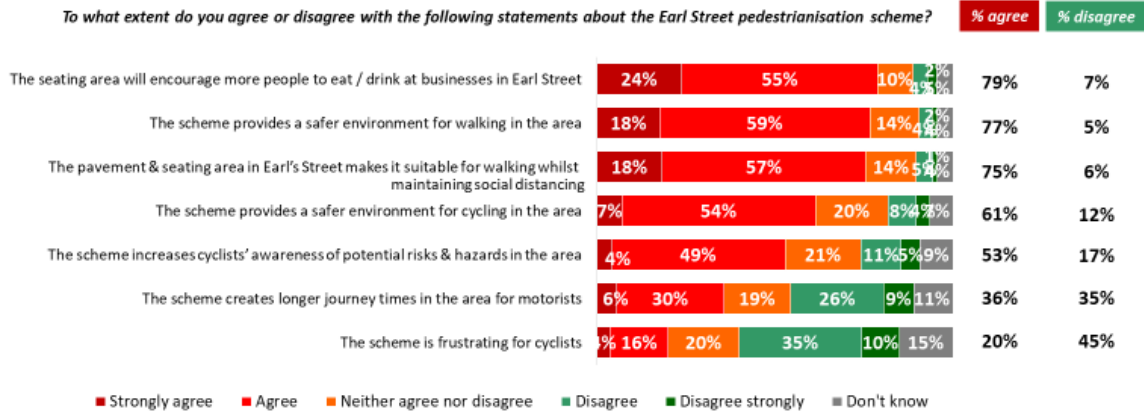
- 77% made a positive comment in support of the scheme. The main reasons for supporting the scheme are pedestrian safety, reducing congestion and providing more outdoor seating.
- Only 11% referenced a concern. Low proportions reference its use and the affect on drop offs and traffic flow.



24

Perceptions of Earl Street pedestrianisation scheme

- The majority agree the scheme will encourage more people to eat / drink at the businesses in Earl Street, provides a safer environment for walking and is suitable for walking whilst maintaining social distancing.
- Perceptions of the scheme's impact on journey times for motorists are polarising. 20% agree the scheme is frustrating for cyclists.

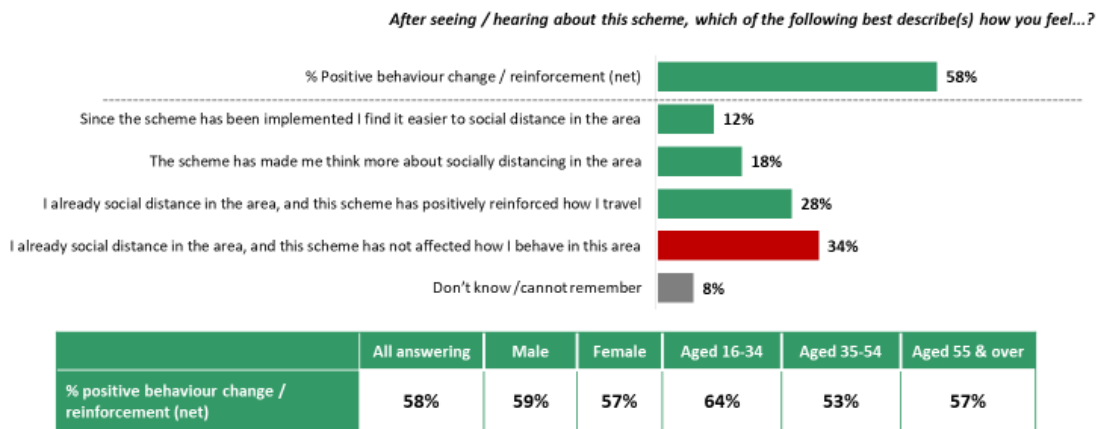


Base: all answering (362)

25

Earls Street pedestrianisation scheme – behaviour change

- The campaign has positively influenced social distancing behaviour / attitudes for 58% of those interviewed.
- 34% indicated they already social distance in the area and the scheme has not affected how they behave.



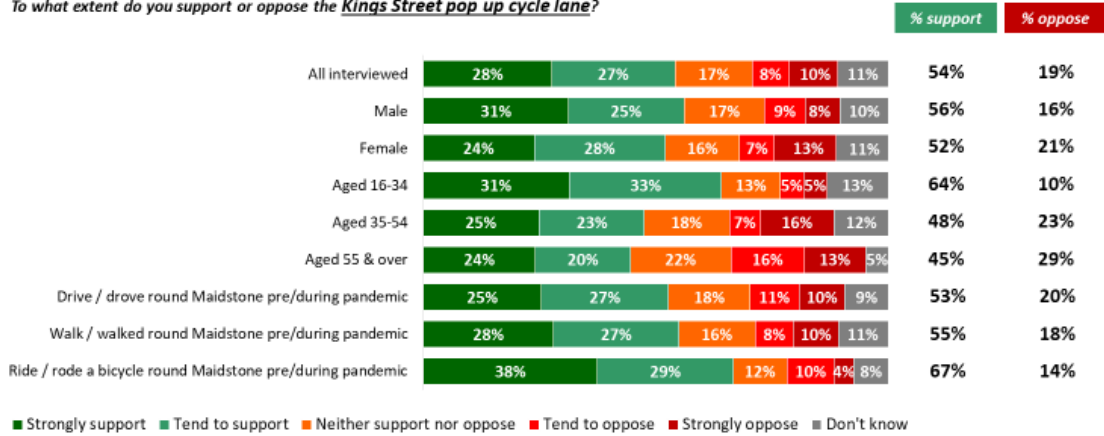
Base: all answering (362)

26

Support for Kings Street pop up cycle lane

- Overall support for the Kings Street pop up cycle lane scheme is lower at just over half (54%); just under three in ten strongly support it.
- Support for the scheme is higher amongst residents aged 16-34 (64%) and residents who cycle (67%).

To what extent do you support or oppose the **Kings Street pop up cycle lane**?



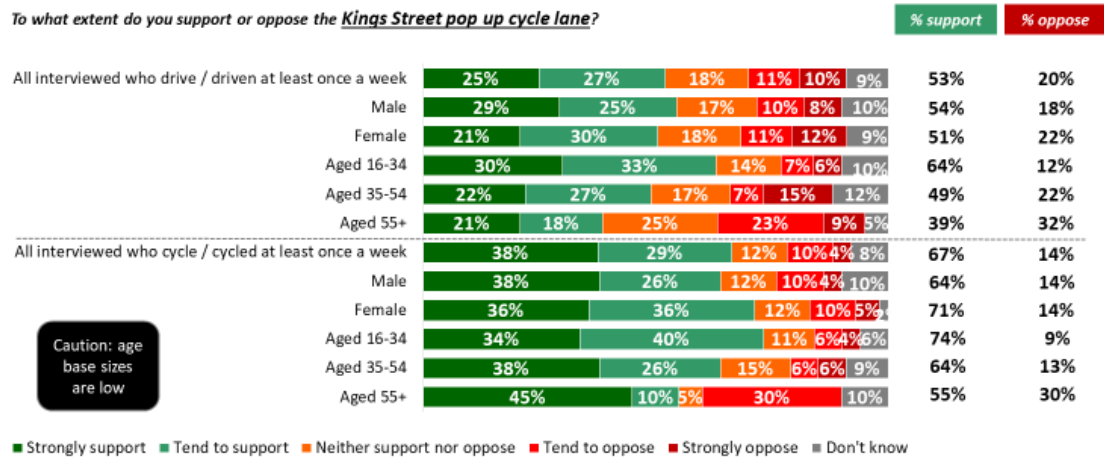
Base: all answering (362)

27

Support for Kings Street pop up cycle lane – breakdown by mode of travel

- Support is higher amongst motorists aged 16-34 (64%) and cyclists aged 16-34 (74%), as well as female cyclists (71%).

To what extent do you support or oppose the **Kings Street pop up cycle lane**?



Caution: age base sizes are low

Base: all answering (Drive - 256 / Cycle - 120)

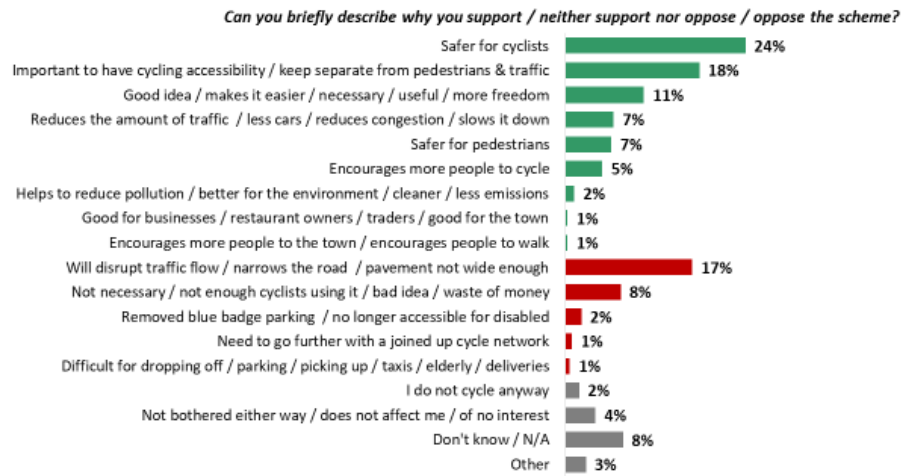
28

Reasons for supporting / not supporting Kings Street pop up cycle lanes

- 59% made a positive comment in support of the scheme. The main reasons for supporting the scheme are cyclist safety and accessibility, reducing congestion and pedestrian safety.
- Just over a quarter (26%) referenced a concern. The primary concern is traffic flow / narrowing the road.

Positive mention
(net) – 59%

Concerns mention
(net) – 26%

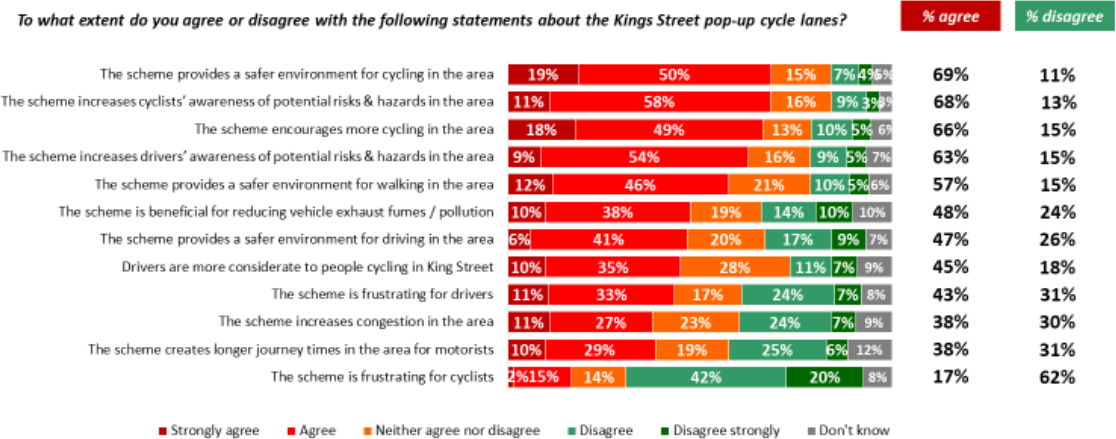


Base: all answering (323)

29

Perceptions of Kings Street pop up cycle lanes

- Approximately two thirds agree the scheme provides a safer environment for walking, increase cyclists' awareness of potential risks & hazards and encourages more cycling in the area.
- Perceptions of the scheme's impact on congestion and journey times are polarising. 43% agree the scheme is frustrating for motorists.



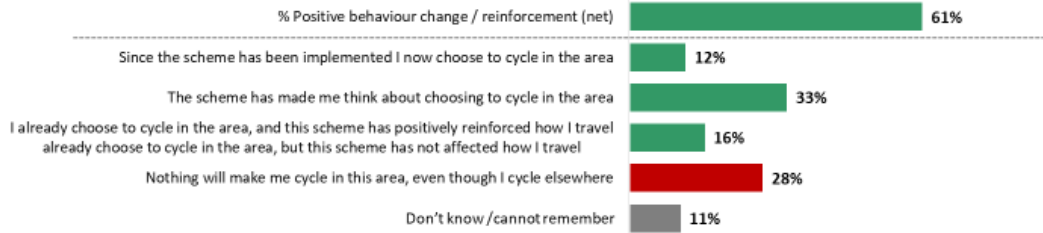
Base: all answering (362)

30

Kings Street pop up cycle lane – behaviour change

- Amongst those who cycle, the campaign has positively influenced their attitudes towards cycling in the area for 61% of those interviewed.
- 28% indicated nothing will make them cycle in the area, even though they cycle elsewhere.

*After seeing / hearing about this scheme, which of the following best describe(s) how you feel...?
Excluding those who answered they do not ride a bicycle (51%)*



	All answering	Male	Female	Aged 16-34	Aged 35-54	Aged 55 & over
% positive behaviour change / reinforcement (net)	61%	65%	56%	68%	52%	65%

Base: all answering (178)

Agenda Item 15

Maidstone Joint Transportation Board

13 January 2020

Update on the Leeds/Langley Relief Road – MJTB Resolution 14 October 2020

This report makes the following recommendations to this Committee:

That the report be noted.

1. INTRODUCTION AND BACKGROUND

- 1.1 During the 14 October 2020 meeting of the Maidstone Joint Transportation Board (MJTB), the Board resolved that the Kent County Council (KCC) Cabinet Member for Highways and Transport issue a Cabinet Member decision, to formalise the proposals within the letter publicised prior to the meeting. This was covered in Minute 183 for the Meeting held on 14 October 2020.
- 1.2 The KCC Cabinet Member for Highways and Transport was informed of the resolutions. The response is attached at Appendix 1 and it is recommended that this is noted.

2. REPORT APPENDICES

- Appendix 1: KCC Cabinet Member Response

3. BACKGROUND PAPERS

- Minutes of the Meeting held on 14 October 2020 (Maidstone Joint Transportation Board)
- Amended Agenda for the Maidstone Joint Transportation Board – 14 October 2020.

Oliviya Parfitt

Subject: FW: JTB Meeting - 14 October 2020 - approval required

From:

Sent: 07 December 2020 12:56

To: Oliviya Parfitt <OliviyaParfitt@Maidstone.gov.uk>

Subject: FW: JTB Meeting - 14 October 2020 - approval required

Please see below email from Michael Payne.

Sent on behalf of Michael Payne

Dear Ms Parfitt,

Thank for your email. KCC's position regarding the Leeds Langley Relief Road is as stated in my letter to Martin Cox, Leader of Maidstone Borough Council. It does not require a formal key decision by myself as it represents normal working practice with all our local plans in Kent.

I hope that my letter as Cabinet Member for Highways and Transport is sufficient assurance for Maidstone Borough Council and the Maidstone JTB to progress.

Yours Sincerely

Michael Payne

From: Oliviya Parfitt <OliviyaParfitt@Maidstone.gov.uk>

Sent: 01 December 2020 15:58

To:

Subject: JTB Meeting - 14 October 2020

Good Afternoon Theresa,

I have been informed that you would be the best officer to contact regarding a resolution of the Joint Transportation Board, at its meeting on 14 October 2020. This concerns the verbal update given on the Progress of the Leeds-Langley Relief Road. The draft minutes of the meeting are publicly available on the Council's website, but the specific resolution I refer to is outlined below:

That

1. The letter from the KCC Cabinet Member for Highways and Transport to the Leader of Maidstone Borough Council be acknowledged and thanks be given for the details provided; and
2. The Cabinet Member be requested to formalise the proposals within the letter by way of a Cabinet Member Decision.

If there is anything else you need, please feel free to contact me.

Kind Regards,

Oliviya Parfitt

Democratic Services Officer

Maidstone Borough Council, Maidstone House, King Street, Maidstone, Kent ME15 6JQ

[T](tel:01622602032) 01622602032 [W](http://www.maidstone.gov.uk) www.maidstone.gov.uk

Agenda Item 16

To: Maidstone Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 13th January 2021
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

Winter Report – see Appendix I

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
A20 London Road/A26 Rocky Hill	Maidstone	Maidstone Gyratory to Terrace Road	Completed
B2012 Lower Boxley Road	Maidstone	Between Stacey's Street and Wheeler Street	Completed
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)	Designed and programmed to commence in January 2021.
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)	Completed

Staffa Road	Loose	Full length (Footway Protection)	Completed
Dane Court	Coxheath	Full length (Footway Protection)	Completed
Hildenborough Crescent	Allington	Full length (Footway Protection)	Completed
Sussex Road	Maidstone	Full length (Footway Protection)	Completed
Spencer Way	Maidstone	Full length (Footway Protection)	Completed
Garden Close	Maidstone	Full length (Footway Protection)	Completed
Freeman Way	Maidstone	Full length (Footway Protection)	Completed
Wilson Close	Maidstone	Full length (Footway Protection)	Completed
Ware Street	Bearsted	From Sandy Lane to the vicinity of The White Horse Public House (Footway Protection)	Completed
Mount Avenue	Yalding	Full length (Footway Protection)	Completed
Downs Road	Yalding	Full length (Footway Protection)	Completed
Blunden Lane	Yalding	Full length (Footway Protection)	Completed
Adisham Road	Allington	Full length (Footway Protection)	Completed
Blackmanstone Way	Allington	Full length (Footway Protection)	Completed

Cheriton Way	Allington	Full length (Footway Protection)	Completed
Chilham Road	Allington	Full length (Footway Protection)	Completed
Eastry Close	Allington	Full length (Footway Protection)	Completed
Fordwich Close	Allington	Full length (Footway Protection)	Completed
Frinstead Walk	Allington	Full length (Footway Protection)	Completed
Halstead Walk	Allington	Full length (Footway Protection)	Completed
Kilndown Close	Allington	Full length (Footway Protection)	Completed
Lamberhurst Close	Allington	Full length (Footway Protection)	Completed

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	Completed
MAIDSTONE ROAD	Nettlestead	Wheelbarrow Roundabout to Bow Road	Completed
LENHAM ROAD	Kingswood	Gravelly Bottom Road to Chegworth Lane	Completed

HACKNEY ROAD	Fant	From Unicomes Lane to Gatland Lane	Postponed to 2021
GRAVELLY BOTTOM ROAD	Lenham	Lenham Road to Broomfield Road	Completed
SANDLING LANE	Penenden Heath	From Boxley Road to The Gateway	Completed
SOUTHERNDEN ROAD (INCLUDING GRIGG LANE)	Egerton	Barhams Mill Road to just past Sherway Road (Horseshoes Farm)	Completed
TILDEN LANE	Marden	Stilebridge Lane to Khernfields Farmhouse	Completed
SHERIDAN CLOSE	Ringlestone	From junction of Dickens Road to outside 26	Completed
BUNCE COURT ROAD	Otterden	Otterden Place (Rigshill Road) to Warren Street (Payden Street)	Completed
WHEELERS LANE	Linton	Linton Hill to Vanity Lane	Completed
NORTHDOWN CLOSE	Maidstone	Whole Road	Completed

Appendix B - Drainage

Drainage Repairs & Improvements - Contact Officer Earl Bournier			
Road Name	Parish	Description of Works	Current Status
Dunn Street	Bredhurst	Repair broken pipe and replace one of the two existing soakaways due to it reaching the end of its useful life.	Job Passed to Contractor. Delivery programmed Easter 2021 due to lack of road space availability
Eyhorne/Upper Street/Hollingbourne Hill	Hollingbourne	Various repairs to the highway drainage system completed. Further work required to reinstate outfall to pond.	In liaison with landowners to reach agreement on scope of works
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	Scheme design underway with consultant engineers
Harp Farm Road	Boxley	Existing soakaway unmaintainable due to location in field. Replacement soakaway(s) to be considered	Entered onto Forward Work Programme for FY21/22
Fairmeadow Subway (near Medway Street)	Maidstone	Faulty non-return valve and damaged Aco channel drainage covers.	Replacement Aco channels fitted. Still awaiting approval from the EA to replace non-return valve.
Gravelly Bottom Road	Kingswood	Multiple defects found in CCTV survey	Majority of works have been completed here. One additional section of pipework requires replacing. Job to be raised asap
Tonbridge Road	Teston	Flooding affecting properties between The Orpines and Church Street. Replacement drainage being designed. Underground utilities are main constraint for delivery	Job Passed to Contractor for delivery mid Jan 2021

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 April 21
Egerton Road	KEAQ003	Ringlestone	Replacement of Street Light	Completion end April 21
Tonbridge Road	KTBU022	Fant	Replacement of Street Light	Completion end April 21
Tonbridge Road	KTBU051	Fant	Replacement of Street Light	Completion end April 21
Heath Road	KHCH005	Heath	Replacement of Street Light	Completed
St Peters Bridge	KSCE001	High Street	Replacement of Street Light	Completion end April 21
King Street	KKAM021	High Street	Replacement of Street Light	Completion end April 21
Loose Road	KLCQ094	Maidstone	Replacement of Street Light	Completed
Bicknor Road	KBCG010	North Downs	Replacement of Street Light	Completion end April 21
Bicknor Road	KBCG012	North Downs	Replacement of Street Light	Completion end April 21
Sutton Road	KSGF007	Shepway South	Replacement of Street Light	Completion end April 21
Station Road	KSFA021	Staplehurst	Replacement of Street Light	Completion end April 21
Impton Lane	KIAC012	Bluebell Hill Walderslade	Replacement of Street Light	Completion end April 21
Lullingstone Road	KLDJ005	Allington	Replacement of Street Light	Completed
St Leonards Road	KSHY003	Allington	Replacement of Street Light	Completed

Stansted Close	KSEM003	Allington	Replacement of Street Light	Completed
Rede Wood Road	KRAN011	Barming	Replacement of Street Light	Completion end April 21
Fir Tree Grove	KBAF110	Boxley	Replacement of Street Light	Completed
Woodlands	KXEF001	Boxley	Replacement of Street Light	Completed
Clement Court	KCEG001	Bridge	Replacement of Street Light	Completed
Bedgebury Close	KBBK006	East	Replacement of Street Light	Completed
Hampton Road	KHAR021	East	Replacement of Street Light	Completed
Hampton Road	KHAR022	East	Replacement of Street Light	Completed
Newenden Close	KNAM007	East	Replacement of Street Light	Completed
Snowdon Avenue	KSCO015	East	Replacement of Street Light	Completed
Rawdon Road	KRAD001	High Street	Replacement of Street Light	Completion end April 21
Thornhill Place	KTBG301	North	Replacement of Street Light	Completion end April 21
Cave Hill	KCAR006	South	Replacement of Street Light	Completion end April 21
Cripple Street	KCGQ013	South	Replacement of Street Light	Completion end April 21
Cripple Street	KCGQ014	South	Replacement of Street Light	Completed
Cripple Street	KCGQ015	South	Replacement of Street Light	Completion end April 21
Farleigh Hill	KFAH002	South	Replacement of Street Light	Completion end April 21
Farleigh Hill	KFAH008	South	Replacement of Street Light	Completion end April 21
Farleigh Hill	KFAH009	South	Replacement of Street Light	Completion end April

				21
Pheasant Lane	KPBI021	South	Replacement of Street Light	Completion end April 21
Straw Mill Hill	KSFT006	South	Replacement of Street Light	Completion end April 21
Tovil Green	KTBZ002	South	Replacement of Street Light	Completed
Badger Road	KBAF109	Boxley	Replacement Street Light	Completed
Boxley Close	KBEH005	North	Replacement Street Light	Completed
South Road	KSCY006	Marden	Replacement Street Light	Completed
College Road	KCFC008	High Street	Replacement Street Light	Completed
Cobham Close	KCEP001	Bridge	Replacement Street Light	Completion end April 21
Lower Stone Street	KLCZ002	High Street	Replacement Street Light	Completion end April 21
King Street	KKAM012	High Street	Replacement Street Light	Completion end April 21
King Street	KKAM013	High Street	Replacement Street Light	Completion end April 21
Loose Road	KLCQ055	South	Replacement Street Light	Completion end April 21
Loose Road	KLCQ202	South	Replacement Street Light	Completion end April 21
Grove Road	KGCM002	Shepway North	Replacement Street Light	Completion end April 21

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Maidstone District, to meet Kent County Council's (KCC) strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 18/12/20.

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

Location	Parish	Description of Works	Lead officer	Current Status
A20 Ashford Road/M20 Slip	Hollingbourne	Signing and road marking improvements	Jennie Watson	Works complete
Running Horse Roundabout	Maidstone	Virtual lane separation system using road markings & coloured surfacing	Rebecca Bailey	Outline design completed November 2020. Traffic modelling required on proposals, along with stakeholder engagement. Currently anticipated for construction late 21/22 financial year.
Chalky Road junction A249 Sittingbourne Road	Stockbury	Signing and lining improvements	Jennie Watson	Works complete
A249 Sittingbourne Road junction Church Hill	Stockbury	Signing and lining improvements	Jennie Watson	Works complete
A249 Sittingbourne Road junction with Hucking U Turn	Stockbury	Signing and lining improvements	Jennie Watson	Works complete
Lenham Road	Headcorn	Signing and lining improvements	Jennie Watson	Works complete

Tonbridge Road junction Westree Road	Maidstone	Signing and lining improvements	Claire Venner	Signing works handed over to contractor-due to be programmed. Street lighting signage 50% complete. Lining completed following resurfacing, October 20.
Heath Road – near Stockett Lane junction	Coxheath	Upgrade signing and refresh existing lining plus upgrade beacons on northern zebra crossing	Jennie Watson	Works complete

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

Location	Parish	Description of Works	Lead officer	Current Status
East Farleigh Bridge	East Farleigh	Upgrade of signing and lining for bridge width restriction	Paul Leary	Works complete
Walderslade Woods	Boxley	Reduction of speed limit to 50mph and associated traffic calming measures	Jennie Watson	Scheme due to be handed over to contractor 26/2/2021
A229 Cranbrook Road/High Street	Staplehurst	Virtual Traffic Calming Scheme	Demi Richards	Scheme handed over to contractor December works - anticipated to start after April 2021 when workspace will be available.
Pheasant Lane	Maidstone	New cycle route	Paul Leary	Scheme handed over to contractor September 2020. Works due to start on 14 th December 2020.

Appendix E – Developer and Other Externally Funded Works

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	The streetlighting work has been completed although at present a fault has occurred on the cabling which is being investigated. It is anticipated all will be operational in January 2021.
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.
TBC	Hermitage Lane	Maidstone	Cycleway improvements between rail station and hospital on east side	Finalising designs however the estimated cost of the alterations is above the S106 contributions available. KCC is to investigate how any funding gap can be dealt with. A meeting has taken place with interested parties to discuss the designs as requested at the previous JTB. Looking at what can be implemented with existing Section 106 funds

Parish Council Funded Schemes				
File Ref.	Road Name	Parish	Description of Works	Current Status
2021-EXT-MA-1232	Linton Hill	Linton	Traffic Calming Scheme	Works taking place December 2020
2021-CMG-MA-1252	Village Centre	Boughton Monchelsea	20mph scheme	Works handed over to contractor – Anticipated start date Spring 2021
2021-EXT-MA-1000	Grafty Green	Boughton Malherbe	Traffic Calming Scheme	Detailed Design stage – Scheme is due to be handed over to contractor 30 January 2020 – Anticipated start date Spring 2021

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

The schemes aim to:

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

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

Scheme	Status
MAIDSTONE EAST STATION IMPROVEMENTS	Works on the station improvements commenced in January 2020, with the temporary ticket office installed by South Eastern operational since January 2020. Contract Completion date has been delayed due to emerging changes to designs in some areas and working restrictions due to COVID 19 with an estimated completion of March 2021. While works on the public realm area are progressing, restrictions on internal works in the station building necessitate different working practices, creating inefficiency and slowing progress. Artist impression images of the final design have been attached to the site hoarding to provide the public with a vision for the scheme. KCC Schemes team are working closely with NR, SE, and MBC to co-ordinate the highway & forecourt design with the raised table. A site meeting to take place late 21st December to co-ordinate a start date of the Week Street project in the Feb '21 school holidays. MBC are progressing with the wayfinding design which will tie in the wider improvement works. SE have awarded the contractor to complete the additional works within the funding timescales. However, they have a strong dependency on the completion of the forecourt works delivered by Network Rail and are working together to monitor progress and will phase their works accordingly.

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, Sarah Parris, 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	Outstanding Pedestrian crossing point & signage being pursued
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 Complete
Bicknor Road	MA003256	AP	Bicknor	Formation of hard surfaced passing places	Awaiting technical approval
Heath Road/Church Street	MA003111	SP	Boughton Monchelsea	New access, footway works, yellow lines and crossing upgrade	Completion of footway still outstanding along with defects picked up, and drainage issues.
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	Works near completed
Goya Development, St Michaels Close, Aylesford	MA003123	SP	Boxley	New access and f/way works to new commercial properties	Works complete Await ok from Drainage team re new gully as was not inspected.
Maidstone Studios, New Cut Road	MA003110	SP	Boxley	Zebra crossing and pedestrian crossing points	Awaiting final info for Cert 2

St Michaels Close, Aylesford	MA003103	SP	Boxley	Waitrose car park, new access	Final Defects to be carried out prior to Cert 2
Forstal Lane	Ma003141	SP	Coxheath	Widening of road and new footpath with access to new development	Works completed, however drainage issues and defects so one-year maintenance not yet started
Heath Road (North side)	MA003063	CV	Coxheath	New access and Footway work	Works in maintenance
Heath Road, Coxheath	MA003134	SP	Coxheath	New access and new footway adj Medical centre	Works completed in maintenance
Land north of Heath Road Phase 2	MA3257	SP	Coxheath	Access to new development	Works still outstanding to include resurface of road and some signage
Linden Farm, Stockett Lane	MA003107	SP	Coxheath	Access to new development and footway link to community hall	Works completed now in maintenance
Gatland House, Gatland Lane	MA003081	CV	Fant	Parking restrictions, signage, road markings and tactile crossings for new school	Works completed, Remedials to do
Harrietsham Primary School	MA3388	CV	Harrietsham	New access to car park, extend traffic calmed area	Works completed
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	SP	Harrietsham	New access and alterations to existing Highway to adjoin upcoming Scheme Works	Works now in maintenance (lighting as part of Harrietsham improvement scheme)

Forge Meadows	MA3253	AP	Headcorn	Access to 2 new properties and vehicle crossovers to existing properties	Agreement signed. Works due to start 4 January 2021.
Gibbs Farm Grigg Lane & Wheeler Street	MA3250	SAS	Headcorn	Access Gibbs Farm dev'tment, zebra crossing on Wheeler St	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 all 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 extend 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	SP	Headcorn	Access to new development	Defects to be completed.
Wheeler Street, Headcorn	MA003137	SP	Headcorn	New access off Kingsland Grove and footway works on Wheeler Street	Maintenance complete awaiting Cert 2 info
Eyhorne Street	MA3198	AP	Hollingbourne	New access to development	Works in Maintenance
Bentletts Yard, Claygate Road, Laddingford	MA003357	SP	Laddingford	New footway and replaced surface to existing access	Works near completion

Headcorn Road Adj Rail bridge	MA3404	CV	Lenham	New access road and extend 30mph limit	Awaiting approval
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	In Maintenance Period
Wares Farm, Linton Hill	MA003353	SP	Linton	New access	Awaiting info for Cert 1 for maintenance to commence
St Saviours Road, Maidstone	MA003136	AD	Maidstone	Changes to layout for Morrisons Junction	Agreement due to be signed
Buffkyn Way / Sutton Road	MA003218	AD	Maidstone	Signalisation of the junction	Approved – not signed
Royal Engineers Rd/Mill Lane	MA3312	JH	Maidstone	Access to New Development	Start date to be agreed subject to Major Project Schemes
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	Cert 2 issued and now adopted
Hermitage Lane, (opp. Maidstone Hospital)	MA003060	AD	Maidstone	New Traffic signal junction	Remedials being completed
Hermitage Lane/ Howard Drive	MA003070	AD	Maidstone	New access for development (opposite the quarry entrance)	Remedial List issued
Howard Drive	MA003303	AD	Maidstone	Junction works to facilitate Bus Gateway entrance to Croudace site	Works mostly complete
Maidstone School of Science, New Cut Road	MA003197	SP	Maidstone	New access to School and New roundabout and alterations to Highway	In maintenance
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 incl new bus stop, for new development	Works Complete – in maintenance
Royal Engineers Road	MA003127	SP	Maidstone	New footpaths to development	Awaiting works start date
The Poplars, Ashford Road	MA3254	AP	Maidstone	Access to new development	Works in Maintenance
Wallis Avenue Phase 3, Parkwood	MA003085	CV	Maidstone	Redevelopment of car park & shops opp. Longshaw Rd	Works in maintenance
Week St/Gabriel's Hill	MA003120	SP	Maidstone	Town Centre Public Realm improvements	In Maintenance Period
Castle Dene, Maidstone	MA993352	CV	Maidstone	New Access and further footway work and repairs	Works completed

Union Street, Car Park	MA003319	SP	Maidstone	New Access to development and footway works	Footway works started but scheme not completed
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 mostly complete
Albion Road, Marden	MA003132	SP	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
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
Sainsbury's new site Station Rd	MA3387	SP	Staplehurst	Roundabout and new access	Crossing point in Marden Road started and awaiting start date for remaining works on Station Road
Fishers Farm (East) Headcorn Road (Redrow)	MA3106	SP	Staplehurst	Realignment and new access at Headcorn	Works still ongoing

				Road/Pile Lane junction	
Fishers Farm (West), Headcorn Road (Bovis)	MA3037	AP	Staplehurst	New access onto Headcorn Road	Works completed
Fishers Farm (West), Headcorn Road (Bovis) (off-site works)	MA3037/1	AP	Staplehurst	Pedestrian crossovers on Headcorn Road/Hurst Close	Works completed; remedial works required before first certificate issue
Hen and Duckhurst Farm, Marden Road	MA003109	CV	Staplehurst	New Roundabout for development access	Works completed.
Oliver Road Staplehurst	MA003019	CV	Staplehurst	Ped crossing to Marden Road, junction markings and bus boarders	In maintenance
Woodford Park	MA003099	SP	Staplehurst	New access for 9 dwellings	Awaiting final info for Cert 2
Appleacres, Maidstone Road	MA003152	SP	Sutton Valence	Access to new development and footway works	Works complete, however ditch issues outstanding
Sapphire Kennels Headcorn Road	MA3407	AP	Sutton Valence	Access to new development and 40mph extension	Awaiting technical approval
The Oaks, Maidstone Road	MA003078	CV	Sutton Valence	Upgrade existing Vehicle crossing access to Bellmouth with tactile crossing.	Works complete
Valdene Industrial Estate	MA003054	CV	Sutton Valence	Upgrade of existing bellmouth and extension to f/w	Works completed
Farleigh Hill Tovil (opp KCC waste site)	MA3413	AP	Tovil	New access opp Burial Ground Ln KCC Recycling centre	Awaiting technical approval
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	In maintenance

Dean Street/Farleigh Hill				relocation, new footway, and bus stop provision	
Tovil Green Lane	MA003095	CV	Tovil	New Footway and crossing point to side of site	In maintenance
Mount Ave/Blunden Lane	MA3180	CV	Yalding	New accesses at site entrance	Footway works to install crossing points imminent
Hampstead Lane	MA3101	SP	Yalding	Relocate access to new development at old depot adj. station. Minor footway works	Awaiting final info for Cert 2
Vicarage Road	MA003121	SP/JH	Yalding	New access to development and speed restraints on existing Highway	New Agreement in progress. Contents of S278 now reduced.

Appendix F – Bridge Works

Bridge Works – Contact Officer David Aspinall			
Road Name	Parish	Description of Works	Current Status
Buckland Road	Maidstone	Network Rail Buckland Road Bridge - footway protection from accidental wheel loading. It will require a road closure.	Scheme designed; discussions ongoing with NR in relation to delivery. Road closure and crew programmed in for start of works on Monday 4 th January 2021 for 2 weeks.
A20 Maidstone Road	Maidstone	Raigersfield East Bridge (180m west of Willington Street junction), strengthening / renewal of bridge. Works will not affect traffic flow.	Scheme currently in design phase, likely start Spring 2021

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	Completed August 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 18/12/20.

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	Works complete
2021-CMG-MA-1001 – Buckland Hill, Maidstone 20mph scheme	Traffic Regulation Order (TRO) has been sealed – Works to install associated signs and roundels to be carried out 2021/22

Shellina Prendergast

Details of Scheme	Status
20/21-CMG-MA-1003 – Shenley Road, Headcorn Installation of pedestrian warning signs	Works complete
2021-CMG-MA-08 – Upper Street, Hollingbourne Gateway to village to be enhanced	Works handed over to contractor – Due to be carried out Sunday 24 January 2021

Appendix I – Winter Report

Summary: This report outlines the arrangements that have been made between Kent County Council and Maidstone Borough Council to provide a local winter service in the event of an operational snow alert in the borough/district

1. Introduction

1 (1) Kent County Council Highways, Transportation & Waste (KCC HTW) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.3m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HTW work to ensure that the winter service standards and decisions made are consistent across the whole county.

1(2) HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was presented to the Environment and Transport Cabinet Committee on 15th September 2020 and subsequently approved by the Cabinet Member.

2. District based winter service plans

2(1) The Local Winter Service Plan for the Maidstone District is a working document which will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2020/21; the Policy is available on the KCC website.

2(2) Following successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally, HTW will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the plan which enhances the work that HTW will continue to do in providing a countywide winter service. The local plan comes into effect when a snow emergency is declared that affects the district of Maidstone.

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/winter-service-policy>

3. Pavement clearance

3 (3) Areas for clearing pavements have been identified in the local plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

4. Farmers

4(1) The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again, this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract. A list of farmers and their contact details can be found in the local plan, (although some personal information will not be available via this report or the website due to General Data Protection Regulations).

5. Conclusion

5(1) Working in partnership with the district councils will enable HTW to provide an effective winter service across the county.

6. Recommendations

6(1) Members are asked to note this report.

Background documents:

Kent County Council Winter Service Policy and Plan 2020/21

Contact officer: Susan Laporte, District Manager Maidstone

Tel: 03000 41 81 81

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: Kirstie Williams/ Susan Laporte 03000 418181