Integrated Transport Programme for Maidstone 2009/10 and beyond

A report by the Head of Transport & Development to the Joint Transportation Board

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The 2009/10 Programme

1. At the April 2008 meeting of this Board a list of bids for Integrated Transport schemes in Maidstone which had undergone an assessment for inclusion in the 2009/10 Integrated Transport Programme for Kent was reported. A list of these bids can be seen on Table One in Appendix A.

2. The 2009/10 Integrated Transport Programme for Kent is still to be approved by Kent County Council and once this programme has been approved the successfulness of these bids will be reported back to this Board.

2010/11 & 2011/12 Programmes

3. Due to the complexity of delivering Integrated Transport schemes especially those requiring consultation and legal agreements such as land acquisitions or Traffic Regulation Orders it has become increasingly difficult to implement the schemes in the year originally programmed. To improve the delivery of Integrated Transport schemes it has become necessary to start developing these schemes as early as possible.

4. Therefore, Members are welcomed to submit new schemes for assessment for inclusion in the 2010/11 and 2011/12 programmes. These schemes should be submitted to the Transportation & Development team for Maidstone for assessment by the end of February 2009.

5. To assist Members in putting schemes forward for assessment Appendix A lists current scheme bids and those being assessed by the Transportation & Development team for Maidstone for future bids. Any unsuccessful bid from the 2009/10 Integrated Transport Programme will also be reassessed for resubmission in 2010/11 and/or 2011/12. Appendix B outlines the types of schemes that will assist in delivering the national, regional and local transport targets as agreed in the Local Transport Plan for Kent and will therefore, be more likely to receive funding and be implemented.

6. All schemes assessed will be reported back to this Board at its next meeting for endorsement by the Board before being submitted as a bid.

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Background Papers: JTB Report 16th April 2008

APPENDIX A

Table One
Schemes submitted for funding in 2009/10

Scheme Title	Description	Score	Cost (£k)
Cycle Improvements	Improvement of cycling facilities within Maidstone Town Centre	87	15
Linton Crossroads	CRM - Changing existing signalised junction to a roundabout	85	1000
UTMC	Maidstone Town Centre	80	200
QBP Maidstone	Shepway Estate	78	100
Bridge Gyratory	Maidstone Town Centre	71	500
A26 Barming	Zebra to Peilican Crossing in vicinity of the Bull PH	50	50
A20 Ashford Road	Installation of a Toucan Crossing facility along the A20(New Cut Road vicinity)	104	20
Heath Road 20mph zone	Experimental 20mph zone along the B2163 in vicinity of Cornwallis School	60	30
Marlpit Bus Stop Improvements	Construction of new shelter together with footway improvements	60	25
Ware Street crossing	Construction of Zebra Crossing along Ware Street providing safe crossing point	55	25
Fant Traffic Calming	Speed Cushions and crossing facility in vicinty of Bower Grove School	50	75
A229 Staplehurst Footway	Footway installation along A229 increasing Pedestrian Safety	50	30
Hermitage Lane/Heath Road	Inprovement of pedestrian facilities along said routes (ped phase on lights)	61	60
Harrietsham Pedestrian Refuge	Construction of Traffic island providing safe crossing point	44	10

Sutton Valence Pedestrian Crossing	Crossing Facility on the A274	66	30
North Maidstone 20mph Zone	Traffic Calming along Hillary Road	33	80
Barming 20Mph Zone	Traffic Calming in vicinity of Barming Primary School	39	40
Hockers Lane	Hockers Lane/The Street junction improvements and Hockers Lane T Calming	50	35
Beechen Bank Road crossing facility	Speed limit extension together with a crossing facility in vicinity of Woodlands junction	31	35
Brishing Lane Footway	Construction of Footway along Brishing Lane	28	25
Hunton Footway Installation	Footway construction linking village to church	17	100
Heath Road Traffic Calming - Langley	Installation of Traffic Calming along through Heath Road	42	40
Pilgrims Way Traffic Calming	Rural Traffic Calming along the Pilgrims Way between Detling and Hollingbourne	24	50
Langley Footway Improvements	Footway Improvements for Pedestrians within village	22	30
Lees Road Jct Imps & Footway	Re-aligning of Lees Road/Hampsted Lane junction together with footway improvements	40	30
East Farleigh Bridge Signalisation	Traffic Lights at either end of East Farleigh Bridge balancing traffic flows	17	60
South Maidstone HGV Restrictions	HGV Restrictions in TRAMP area	16	150
Bearstead Footway	Footway Construction	13	25
B2162/Brishing Lane/Park Lane and Green Lane Jct. Imp.	Junction Improvement	12	25
Bower Place weight Limit	Installation of Weight Limit for said road	12	2
A274 Langley Double white lines	Double White Lines along A274 through Langley	30	10

East Farleigh Junction Improvements	Dean Street/Forge Lane junction re-alignment, signing and lining refresh	21	10
Brishing Lane Weight Limit	Installation of Weight Limit for said road	10	2
Marden Gateways	Erecting of cosmetic gateway features reinforcing the village speed limit	9	5
B2163 Langley Double white lines	Double White Lines	7	2
Lenham Footway	Construction of footways along Maidstone Road	50	20

Table Two
Schemes currently being assessed for bids in 2010/11 & 2011/12

Scheme Title	Description
A249 Roundabouts	Roundabout Construction along A249 reducing vehicle speeds
A249 Sideroad improvements	Accessibility improvements off of the A249
UTMC	Maidstone Town Centre future upgrades
QBP Maidstone	Shepway Estate continuation of improvements
Cycle Route Improvements	Future improvements to network inc. connection through Grove Green and routes to Archbishop Courtenay Primary School
Impton Lane - Walderslade	Construction of new footway
Teston Improvements	Extention of Crash Barrier/Closure of Church Street West junction with A26
Egremount Road - Madginford	Installation of pedestrian guard railing and crossing facility
Penenden Heath Road	Upgrade of Zebra Crossing to include a designated pedestrian phase
Headcorn Road - S Valence	Footway construction/Shared surface linking South Lane to Heniker Lane
West Street - Hunton	Construction of new footway
Warmlake Crossroads - S Valence	Raised junction to increase Road Safety and advanced warning signage

A229/Cripple Street - Loose	Traffic Signals at junction increasing road safety
Bower Place/Lower Fant Road - Maidstone	Traffic Calming measures
Yeoman Lane - Bearsted	Speed Reduction measures and Pedestrian Facilities
Sutton Valence - South Bank	Footway steps restrict access to local properties for wheelchair users
Barming - Hermitage Lane nr St Andrews Road	No ped phase at signals and footway improvements
Armstrong Road nr Hockey Club	Request for ped crossing
Hildenborough Crescent	Request for speed management measures
Gidds Pond Cottages (Bearsted Road)	Request for speed reduction measures/warning signage
Upper Fant Road j/w Lower Fant Rd	Junction improvements and traffic calming
B2015 Maidstone Road, Nettlestead	Speed reduction measures
Laddingford village	30mph limit and School safety measures
A274 Station to Dairy - Headcorn	Construction of new footway
West Farleigh	Introduction of 30mph Speed Limit and Road Safety Measures at Thatched Cottage
Archbishop Courtenay PC School	Cycle Access
Romney Place	Bus Lane
Staplehurst Improvements	Bus Stop improvements at 5 locations together with a crossing facility along Marden Road
Nettlestead B2163	Speed Reduction signage and crossing point at village hall
London Road j/w Castle Rd	improved ped facilities at junction - ped push buttons
Hampstead Lane/Lees Road Footway/Cycleway Imps	Shared Surface and widening of footway together with Guard Rail Improvements.
Beresford Hill Junction Imps	Squaring up of junction together with extending out kerbline to protect structure
Peel Street HGV signage	Installation of sufficient signage directing visitors to Industrial estate away from narrow residential routes.
Marden Pedestrian Improvements	Installation of measures to enahnce pedestrian safety within the village

Boxley Road, Walderslade	Installation of a pedestrian crossing together with a reduction of the existing national speed limit to a 40mph and a 30mph
Maidstone Schools Saftey Zones	Various Schools in Maidstone require an increase in pedestrian safety facilities
A26/South Lane junction	Junction improvements to increase visibility on the A26
Fairbourne Lane - Harriesham	Civil works along fairbourne lane to raise awareness to motorists of the narrowness of the route.
Charlton Lane - West Farleigh	Installation of new gateway and 30mph speed limit.
Ewell Lane - West Farleigh	Installation of safety features in vicinity of Thatched Cottage
Loose Road jct. with Armstrong Road – South Ward	Junction improvements to improve safety & reduce congestion
Sutton Road & Romney Place (west)	Bus Lane to relieve congestion and improve safety

APPENDIX B

Scheme Suggestions for the Integrated Transport Programme

The following are the four shared priorities that form the basis of all the targets in the Local Transport Plan for Kent:

- Improving Accessibility
- Tackling Congestion
- Increasing Road Safety
- Improving Air Quality

Definitions and a summary of the key issues to consider regarding the four objectives, and the types of schemes that will assist in delivering them are included below for reference.

Improving Accessibility

Definition: The key aim of this objective is to improve the ability of people to reach the key services they need such as healthcare, food stores, employment, education etc.

Key considerations:

The focus of this objective is twofold: firstly, with 22% of households in Kent having no access to a private car, it is important that key services are accessible by public transport, walking and cycling. Socially excluded communities are a particular target group for this objective, i.e. rural households, older people, children, people on a low wage or unemployed, and those without a car. The Indices of Multiple Deprivation is a good reference tool to gauge which communities may require particular attention. It combines a number of indicators covering a range of economic, social and housing issues, into a single deprivation score for each small area in England.

Secondly, with increasing congestion on Kent's roads, improving travel by public transport, cycling and on foot may encourage people to leave their car at home assisting in delivering another key objective of tackling congestion.

Types of schemes that will deliver against this objective:

- Improvements to the public transport network, such as bus priority measures which result in more punctual services and reduced journey times.
- New buses, raised kerbs and public transport information improvements, such as real-time information at bus stops.
- An improvement to a railway station interchange in order to make a journey possible by several modes of sustainable transport, rather than using the car. A possible scheme may be a new cycle route from a residential area to a station and the availability of cycle parking and lockers; or improvements to the area outside the station with bus shelters and public transport information to make travelling by two modes easier.
- An improvement to a walking or cycling network to enable a more direct or safe route from a community to an urban centre or key local facility.

- Schemes aimed at making a journey easier for people with mobility impairments, such as installing dropped kerbs at crossing points, purchasing low-floor access buses, or raising kerbs at bus stops.
- Improvement to a Public Right of Way to create a short cut away from a busy road.

Optimum outcomes:

- Improved access to goods, services and opportunities
- More independent residents
- Reduced deprivation and unemployment
- Greater choice of transport options
- Healthier communities
- Reduced congestion

Tackling Congestion

Definition: Congestion is one of the County's biggest transport problems – especially in urban areas at peak times of the day. Congestion causes delays and reduces journey time reliability adversely affecting the local economy and through poor air quality the environment & peoples health.

Key considerations:

Travelling by car is an attractive option when congestion does not delay a journey. Improving the attraction of alternative modes of transport will encourage people to leave their cars at home and take the train, bus, cycle or walk to their destination.

Types of schemes that deliver against this objective:

- Schemes should focus on reducing road traffic in congestion hot spots during peak hours of the day. A list of the worst 100 congestion hotspots in Kent is available from KCC.
- Improving sustainable transport options such as a more frequent bus network, a Park & Ride facility, or a cycle lane from a residential area to a key facility.
- Schemes generated by a school or workplace travel plan aiming to reduce peak hour traffic may also help reduce congestion. Creating a safe walking route from a residential area to a school may discourage parents to drive their children to school which results in health benefits as well as less school traffic on the roads.
- Urban traffic management schemes such as electronic signs providing information on congested areas; linking of traffic signals at consecutive junctions in order to improve the flow of traffic through the area; journey time and traffic flow monitoring to provide real time travel information via the Internet; or real time information at bus stops displaying the arrival time of the next bus.
- Improving a key public transport route into an urban area, perhaps by installing raised kerbs to make boarding the bus easier, installing a bus lane to improve journey time reliability, or bus priority facilities at signalised junctions.

Optimum outcomes:

- Reduced congestion
- Reliable journey times
- Reduced journey times
- Improved air quality
- Improved access to goods, services and opportunities

Increasing Road Safety

Definition: The key aim of a road safety scheme is to reduce the number and severity of casualties using the transport network.

Key considerations:

KCC has been very successful in reducing the number of killed or seriously injured casualties in recent years through the Crash Reduction Measures (CRM) programme. This involves an annual study of crashes across Kent in order to identify patterns in personal injury crashes and design and implement remedial measures to reduce the likelihood of a similar crash occurring in the same location again. CRMs are identified by KHS, and automatically assessed through the Scheme Prioritisation System.

KHS can also investigate the crash record at any location where a Member or member of the public has noted a road safety issue. If these concerns are justified through the crash record, a road safety scheme may be developed. Road safety schemes should not be generated at locations where there is a perceived safety issue: with 723 people killed or seriously injured in road crashes last year and 5,743 crashes resulting in slight injury on Kent's roads during the same period, all bids for funding should aim to reduce the number of casualties in Kent.

Types of schemes that deliver against this objective:

- An improvement to a road junction or improved warning of a junction where crashes have occurred resulting in personal injuries.
- Installation of a cycle lane on a stretch of road where cyclists have been injured.
- A controlled pedestrian crossing facility where pedestrians have been injured.

Optimum outcomes:

- Fewer people killed or injured on Kent's roads
- Reduced demand on local emergency services
- Safer and healthier communities

Improving Air Quality

Definition: Improving air quality by reducing vehicle emissions is a key objective for KCC – particularly in Air Quality Management Areas (AQMAs).

Key considerations:

There are 31 AQMAs in Kent which have been identified by District Councils and designated as AQMAs by the Department for Environment, Food and Rural Affairs (DEFRA). AQMAs are very closely linked to traffic levels, congestion and queuing.

Types of schemes that deliver against this objective:

- Implementation of schemes that reduce road traffic in AQMAs and/or congestion hot spots where traffic is queuing, such as encouraging people to use public transport rather than use their car by providing a more frequent or reliable bus service, or improving public transport information so that people are informed of alternative ways to travel.
- Providing the missing link in a walking network resulting in a direct and safe route for pedestrians from their homes to the facilities they require.
- Implementing a network of cycle routes across an urban area linking key facilities with residential areas.
- Use of technology to coordinate traffic signals to minimise queuing in an AQMA, advise the public of poor air quality incidents and provide details of alternative modes of travel.

Optimum outcomes:

- Improved air quality
- Healthier communities
- Reduced congestion
- Reliable journey times
- Greater choice of transport