

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Wednesday 4 January 2023
Time: 6.30 pm
Venue: Town Hall, High Street, Maidstone

Membership:

Councillors Cooke (Chairman), Springett (Vice-Chairman), Brown, Cannon, Carter, Cooper, Chittenden, Clark, Daley, Mrs Grigg, Holmes, Kimmance, Knatchbull, Parfitt-Reid, Prendergast, Russell, T Sams, S Webb and Young

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

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Urgent Items
4. Notification of Visiting Members
5. Disclosures by Members and Officers
6. Disclosures of Lobbying
7. To consider whether any items should be taken in private because of the possible disclosure of exempt information
8. Minutes of the Meeting Held on 19 October 2022 - To Follow
9. Presentation of Petitions (if any)
10. Questions and answer session for members of the public (if any)
11. Question and Answer session for Members (if any)
12. Maidstone Joint Transportation Board Work Programme 1
13. Results of the public consultation for a proposed 20mph speed limit on various roads in Harrietsham 2 - 15

Issued on Friday 16 December 2022

Continued Over/:

Alison Broom

Alison Broom, Chief Executive

- | | |
|--|---------|
| 14. Maidstone Integrated Transport Package | 16 - 21 |
| 15. Maidstone Highway Works Programme | 22 - 45 |

PUBLIC SPEAKING AND ALTERNATIVE FORMATS INFORMATION FOR THE PUBLIC

In order to ask a question at this 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 Friday 30 December 2022). 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 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Friday 30 December 2022). 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**.

To find out more about the work of the Board, please visit **www.maidstone.gov.uk**.

Maidstone Joint Transportation Board Work Programme

| Ref | Date to MJTB | Report Title | Report Author | Lead Authority | Notes | Date of Request |
|-----|---------------|--|---------------|----------------|---|--|
| 1 | Standing Item | Update on the Junctions within the MITP: A20 Coldharbour Roundabout, A229 Loose Road: Armstrong Road/Park Way, A229 Loose Road: Cripple Street/Boughton Lane, A20 Ashford Road Junction with Willington Street, A274 Sutton Road Junction with Willington Street. | KCC | KCC | All MITP Schemes and the A26 Fountain Lane junction to be included within the work programme. | Requested by resolution of the MJTB: 13 January 2021. |

1

Agenda Item 13

To: Maidstone Joint Transportation Board

By: KCC Highways & Transportation

Date: 4 January 2023

Subject: Results of the public consultation for a proposed 20 mph speed limit on various roads in Harrietsham

Classification: For decision

Electoral Division: Maidstone Rural East

Summary: This report details the proposed 20 mph speed limit on various roads in Harrietsham and the results of the associated public consultation.

1.0 Introduction and Background

As part of their Highway Improvement Plan (HIP), Harrietsham Parish Council requested a 20 mph speed limit on West Street (and adjoining side roads), as well as Church Road (including Lakelands & Harrison Drive).

Harrietsham Parish Council are concerned about traffic speeds and vulnerable road users. They believe that the nature of the road environment suits a 20 mph for the enhanced benefit and safety of all road users.

This request also has the support of the local Member, KCC Cabinet Member for Communications and People, Shellina Prendergast.

2.0 Investigations

KCC work to Department for Transport Circular 01/2013 'Setting local speed limits' criteria when determining the correct speed limit for a road. Setting speed limits at the appropriate level plays a key part in ensuring greater safety for all road users.

The factors that are taken into account when setting a speed limit are:

- History of collisions
- Road geometry and engineering
- Road function
- Composition of road users
- Existing traffic speeds
- Environment

Speed surveys were also carried out at two locations along West Street, Harrietsham, between 13th July 2021 and 19th July 2021. Traffic speeds were recorded 24/7 by means of pneumatic tube counters.

The first location was west of the entrance to Harrietsham C of E Primary school, where the average speeds were recorded as **19.2 mph** (eastbound) and **20 mph** (westbound).

The second location was west of Hook Lane and the average speeds were found to be **25.5mph** (eastbound) and **23.9mph** (westbound).

The traffic surveys therefore suggest the proposed 20 mph will be generally well complied with.

3.0 The Proposals

Please refer to Appendix A for a plan of the proposed 20 mph extents.

The affected road are as follows:

ALEXANDER ROAD, BALDWINS PLACE, BOXFIELD CLOSE, BUTLER CLOSE, CHURCH ROAD, CRICKETERS CLOSE, CUTBUSH CLOSE, FORGE MEADOW, HARRISON DRIVE, HOOK LANE, HORWOOD WAY, IVENS WAY, LAKELANDS, PARKFIELD CLOSE, QUESTED WAY, SHRUBWOOD CLOSE, STATION ROAD, THE HAMPSHIREs and TITHE MEWS – For their entire length.

WEST STREET - From a point 38 metres northeast of its western junction with A20 Ashford Road to its eastern junction with A20 Ashford Road.

4.0 The Traffic Regulation Order Consultation

The Traffic Regulation Order consultation was undertaken between 22nd April 2022 and 16th May 2022.

In total there were 34 responses, of which 22 were in support of the proposed 20 mph, with 12 objections.

The objectors were contacted on 20th October 2022 with more information regarding the reasons for making the proposed traffic regulation order and given until 11th November 2022 to respond. If no response was received, the objection was upheld.

None of the objections were removed. These can be found in the following table, along with KCC's comments.

Table 1 – Objections to traffic regulation order and KCC comments

| No. | Objection | KCC comments |
|-----|--|---|
| 1 | Obstacles in the Road already slow it down | Kent County Council (KCC) is responsible for a number of public health functions, including helping to improve the wellbeing of the county's population. 20 mph speed limits are growing in demand at a local and national level and play a key part of KCC's commitment to public health. Moreover, the proposed 20 mph speed limit in Harrietsham is also intended to contribute towards road safety, network management and local amenity enhancements. |
| 2 | Because those that speed will continue to do so regardless, the sensible drivers will be penalised into crawling around. The cost to implement this could be put to much better use. | |
| 3 | I still do not understand this obsession to spend money in this way. It is a waste of time and money when you cannot enforce it. Besides, a lot of these roads by their very nature mean you can only do around 20mph so I see it as rather pointless. | The traffic surveys suggested good overall levels of compliance with a lower speed limit. When considering & setting local speed limits, KCC work to guidance prescribed by the Department for Transport (DfT) in Circular 01/2013. As such, the proposed 20 mph is considered to be evidence-led, self-explaining and encourage self-compliance. |
| 4 | <p>This will only cause people to not care about the limit, Harrietsham is already slow enough and common sense can be used. In addition, the roads are not policed so lowering the speed limit is pointless unless it is going to be enforced.</p> <p>There is also some responsibility on pedestrians to understand roads and highway safety. If there is no pavement on a road & someone wishes to walk down it then they should wear visible clothing, slowing the road down will just cause more people to ignore the limit all together. Just look at Leeds and Langley.</p> <p>Maybe the council should look at adding more pavements as they are building more and more houses in the areas.</p> | |
| 5 | I do not believe that the reduction in limit will do anything but cause congestion. A 20mph limit should only be for schools | Circular 01/2013 recommends consideration of 20 mph speed limits on built-up village streets which are primarily residential in nature, or where pedestrian and cyclist movements are high. Trip generators in the area for vulnerable road users include the primary school, station and village hall. Circular 01/2013 also recognises the direct correlation between reducing traffic speeds and the reduction in collisions and casualties. It is worthwhile adding that the benefits of 20 mph schemes include quality of life and help encourage walking & cycling. A 20 mph speed limit is supported by Harrietsham Parish Council and County Member Shellina Prendergast. |
| 6 | There are no details, evidence, or | |

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|---|--|--|
| | <p>statistics on view to the public to show how you have come to the decision to select certain roads. You broadly use the terms "safety" etc. to justify your aims and potentially mislead the public. Are these accident blackspots? How many complaints about these roads have you received? You don't say. Hollingbourne has a similar 20mph restriction to "safeguard children going to and from school" but it stays in force 24hrs a day every day. Why, when there are no schoolchildren after school hours? Your decision to restrict must be evidence based and restrictions must not just be blanket restrictions but targeted accordingly to the actual hazard timewise (such as yellow zig-zags outside schools, parking restrictions etc.)</p> | |
| 7 | <p>I object to the speed restrictions it will cause more congestion this converts to more pollution, the air quality has been made worse with the 30mph limit I am COPD and have suffered more since then. Other problems safety problems should be addressed first This speed limits a cheap get out from building more footpaths where needed, Example church Rd which is access to GP surgery and village hall. The biggest Danger is cars parking on footpaths this make children Mothers with prams and most pedestrians walk out onto the roads and should be addressed immediately.</p> | |
| 8 | <p>I drive over 150 miles a day. I have driven through Harrietsham for over 22 years. The pavements are adequate to keep pedestrians off the road. I would like to see the figures on the accident rate that must have risen significantly to warrant the 30 mile speed limit let</p> | |

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| | alone the proposed 20 mile limit | |
| 9 | Ridiculous- I am wondering what safety / accidents have occurred on any of these roads in the last year to warrant a speed reduction. Having lived here for 25 years this proposal would have got my approval if it had been applied sensibility to those busier roads on the list rather than the extreme list presented. | |
| 10 | Will not be enforced not enough police | |
| 11 | I do support the speed reduction for some roads in Harrietsham. However, it would seem that little thought has been given to which roads actually need it? Instead, there has been a 'blanket approach' to reduction covering only two areas in the village? These include the 'Closes' and 'Places', where the restrictions are hardly warranted? Other roads in the village are not to be covered by the 20mph speed limit. East Street? Marley Road? Dickley Lane? Church Lane. Southfields Way and Buckingham Drive (where the Co-op is)? These, along with West Street are all areas where the current 30mph limit means that there are very real road safety issues. Agree with the idea, but it needs more thought? How about asking residents which roads they find would benefit from a 20mph restriction? | |
| 12 | there is no reason for this, there is next to zero accidents or deaths etc in the area, these changes are 100% being made due to the attack on the private ownership of vehicles and pure power tripping authority figures backing up the agenda, the only ones affected by all this is us poor peasants the rich who are behind it just go on living their lives without conscience, the | |

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| | time to make a stand is now! cars are our way of life, they give us freedom and enjoyment and they wish to take this from us, no more! they've taken enough, sorry for the rant but truth needs to be spoken aloud more now than ever. | |
|--|--|--|

5.0 Corporate implications

5.1 Financial & VAT

The speed limit reduction is to be funded by KCC.

5.2 Legal

All works will be within the publicly maintainable highway for which Kent County Council is responsible.

5.3 Corporate

None.

6. Recommendation

That the Joint Transportation Board agrees to overturn the objections and recommends proceeding with the implementation of the 20 mph as advertised via the traffic regulation order.

The introduction of the order is recommended on the grounds of improving safety for road users in Harrietsham and particularly for vulnerable road users.

| | |
|------------------|---|
| Contact Officer: | Stuart Taylor, Planning & Advice Project Engineer, West Kent Highway Improvements Team, Kent County Council, 03000 418181 |
| Reporting to: | Ryan Shiel, Programme Manager, West Kent Highway Improvements Team, Kent County Council, 03000 418181 |

Appendices

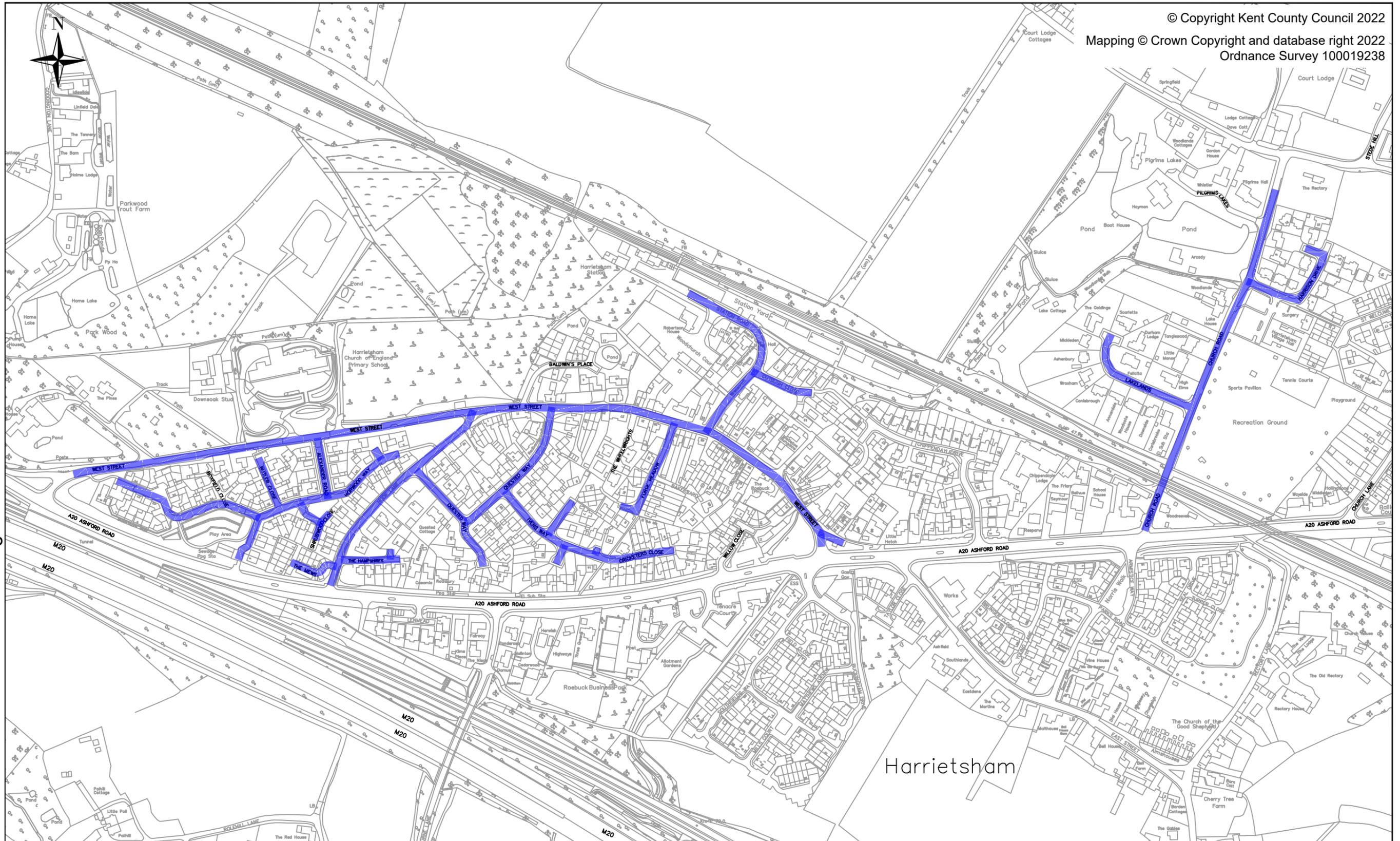
Appendix A - Scheme Plan

Appendix B1 – Consultation Responses

Appendix B2 – Traffic Regulation Order Consultation Deposit Documents

Background Papers

None.



Key
 proposed 20mph Speed limit extents



Kent County Council
 Ashford Highway Depot
 Henwood Industrial Estate
 Ashford TN24 8AD
 Tel: 03000 418181

Project
 Highway Improvements Team
 Small Works

Drawing title
 West Street and Various Roads Harrietsham
 Proposed 20mph Speed Limit
 20mph Speed Limit Location

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

Drawing status
For construction

Scale
 NTS at A3 Do not scale

Drawing number
22/23-MA-PAR-557-01 Rev
0

| | | | | | |
|-----|---------------|---------------------|-------|---------|-------|
| 0 | 26/10/2022 | First issue | GAB | HC | CK |
| Rev | Revision Date | Purpose of revision | Drawn | Check'd | App'd |

| Support / Object | Comments |
|------------------|--|
| Object | Obstacles in the Road already slow it down |
| Object | Because those that speed will continue to do so regardless, the sensible drivers will be penalised into crawling around. The cost to implement this could be put to much better use. |
| Object | I still do not understand this obsession to spend money in this way. It is a waste of time and money when you cannot enforce it. Besides, a lot of these roads by their very nature mean you can only do around 20mph so I see it as rather pointless. |
| Object | <p>This will only cause people to not care about the limit, harrietsham is already slow enough and common sense can be used. In addition, the roads are not policed so lowering the speed limit is pointless unless it is going to be enforced.</p> <p>Their is also some responsibility on pedestrians to understand roads and highway safety. If their is no pavement on a road & someone wishes to walk down it then they should wear visible clothing, slowing the road down will just cause more people to ignore the limit all together. Just look at Leeds and Langley.</p> <p>Maybe the council should look at adding more pavements as they are building more and more houses in the areas.</p> |
| Object | I do not beleive tat the reduction in limit will do anything but cause congestion. A 20 moh limiyt should only be for schools |
| Object | There are no details, evidence or statistics on view to the public to show how you have come to the decision to select certain roads. You broadly use the terms "safety" etc. to justify your aims and potentially mislead the public. Are these accident blackspots? How many complaints about these roads have you received? You don't say. Hollingbourne has a similar 20mph restriction to "safeguard children going to and from school" but it stays in force 24hrs a day every day. Why, when there are no schoolchildren after school hours? Your decision to restrict must be evidence based and restrictions must not just be blanket restrictions but targetted accordingly to the actual hazard timewise (such as yellow zig-zags outside schools, parking restrictions etc.) |
| Object | <p>I object to the speed restrictions it will cause more congestion this converts to more pollution, the air quality has been made worse with the 30mph limit I am COPD and have suffered more since then.</p> <p>Other problems safety problems should be addressed first</p> <p>This speed limits a cheap get out from building more footpaths where needed, Example church Rd which is access to GP surgery and village hall. The biggest Danger is cars parking on footpaths this make children Mothers with prams and most pedestrians walk out onto the roads and should be addressed immediately.</p> |
| Object | I drive over 150 miles a day. I have driven through Harrietsham for over 22 years. The pavements are adequate to keep pedestrians off the road. I would like to see the figures on the accident rate that must have risen significantly to warrant the 30 mile sped limit let alone the proposed 20 mile limit |
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| | sensibility to those busier roads on the list rather than the extreme list presented. |
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| Object | I do support the speed reduction for some roads in Harrietsham. However, it would seem that little thought has been given to which roads actually need it? Instead, there has been a 'blanket approach' to reduction covering only two areas in the village? These include the 'Closes' and 'Places', where the restrictions are hardly warranted? Other roads in the village are not to be covered by the 20mph speed limit. East Street? Marley Road? Dickley Lane? Church Lane. Southfields Way and Buckingham Drive (where the Co-op is)? These, along with West Street are all areas where the current 30mph limit means that there are very real road safety issues. Agree with the idea, but it needs more thought? How about asking residents which roads they find would benefit from a 20mph restriction? |
| Object | there is no reason for this, there is next to zero accidents or deaths etc in the area, these changes are 100% being made due to the attack on the private ownership of vehicles and pure power tripping authority figures backing up the agenda, the only ones affected by all this is us poor peasants the rich who are behind it just go on living their lives without conscience, the time to make a stand is now! cars are our way of life, they give us freedom and enjoyment and they wish to take this from us, no more! they've taken enough, sorry for the rant but truth needs to be spoken aloud more now than ever. |
| Support | <p>Comment from Kent Police is as follows, -</p> <ul style="list-style-type: none"> • All aspects of DfT Circular 01/2013 to be adhered to. Any limit introduced outside of this guidance may not only be ineffective but it may leave the Police with the task of carrying out enforcement, where previously an issue of excess speed did not exist. • Kent Police would seek that the legislation and advice from Traffic Signs Manual Chapters 3 and 5, and the Traffic Signs Regulations and General Directions 2016, is complied with. <p>In line with the above comments, we would look for this limit to be appropriate and self-enforcing with use of traffic calming and signage. There will be no expectation on police to provide enforcement which reflects the current national position on 20mph limits and zones. Our ref 134/22</p> |
| Support | All roads in towns should be 20mph KCC have undertaken so many but have also excluded many. Best to do them all. |
| Support | Safety of pedestrians, disabled users and cyclists and to encourage and facilitate travel by foot and bicycle |
| Support | I fully support reduced speeds in residential areas |
| Support | As a local Harrietsham resident I am in favour of creating a safer space around the village |
| Support | For the safety of pedestrians and cyclists. |
| Support | Lower speeds in residential areas improves the safety of pedestrians and cyclist |
| Support | To reduce air pollution and traffic noise and make the roads safer for pedestrians and cyclists. |

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| Support | <p>20mph limits reduce the likelihood of crashes and the severity of injury and damage to property when crashes occur.</p> <p>20mph limits encourage active travel choices by reducing road danger.</p> <p>The proposed area is residential in nature and includes the site of the local primary school. The safety of children should be a priority for all drivers.</p> |
| Support | Any speed above 20mph in most of the roads is unsafe as there are pedestrians and parked cars. |
| Support | My wife and I regularly walk some of these roads with our grandchildren and are amazed at the speed of some of the vehicles passing along West Street especially at school times. It is also used as a rat run when the A20 is congested. |
| Support | These are minor roads in a village location, people often walk in the road especially in West Street as paths are narrow or not the full length. There is also a school. Children ride bikes and scooters. People will not be overly inconvenienced by this as the are small areas of residential streets. It will keep pedestrians much safer. I've already been driving at 20 along West Street for many years. |
| Support | West Street is a busy road with the school at the western end, approach to the station, post office and shops. Cars are usually parked on both sides of the road. I believe a reduction in the speed limit to 20mph would make the road safer for all users - pedestrians, users of mobility scooters, cyclists and motorists. |
| Support | I think it will make Harrietsham safer. Some of the roads have no footpaths and therefore it can feel dangerous walking along them with a pram, children or dogs. |
| Support | This is well overdue, the roads around harrietsham have increased traffic and speed. The road along west street in particular is dangerous at times. Especially with the school and lack of paths. This road should also be reviewed as to remove the bus route, the majority of the houses now are now occupied along the A20, and buses have difficulty passing down west street at times. Please review this also. |
| Support | Witnessed too many drivers speeding down west street. It's a village with children and dog walkers. |
| Support | The lower speed limit will reduce noise and improve safety for residents, especially along West Street. Proper enforcement is needed however. The current speed limits are not adhered to and so setting a new limit alone will not achieve the desired outcome. |
| Support | Safety of residents especially children and parents. |
| Support | I live In hook lane and some traffic speed down it and part of the lane does not have a pavement so is dangerous |
| Support | Most roads have narrow footpaths or none at all forcing pedestrians to walk in the road. I would personally feel safer when pushing mu son in his buggy knowing the speed limit has been reduced to 20mph. This will naturally slow traffic down. |
| Support | The reduction in speed limits in various residential roads around Harrietsham will create a safer environment for residents and will reduce noise pollution. |
| Support | I think it will reduce risk in the village. |



DOCUMENTS on DEPOSIT

**These documents should remain
available for public inspection
until Monday 16 May 2022**

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, MAIDSTONE)
(SPEED LIMITS) (CONSOLIDATION)
ORDER 2020
(AMENDMENT NO.9) ORDER 2022**

Please return to:

**Schemes Planning and Delivery Manager
Kent County Council Highways, Transportation & Waste
Ashford Highway Depot
Javelin Way
Ashford
TN24 8AD**

PUBLIC NOTICE

**Kent
County
Council**
kent.gov.uk



In the Borough of Maidstone

THE KENT COUNTY COUNCIL (VARIOUS ROADS, MAIDSTONE) (SPEED LIMITS) (CONSOLIDATION) ORDER2020 (AMENDMENT NO.9) ORDER 2022

NOTICE is hereby given that the Kent County Council proposes to make an Order under Sections 84 and 124 of the Road Traffic Regulation Act 1984, the effect of which would be to reduce the 30MPH speed limit to 20MPH speed limit in Harrietsham, Maidstone on the following length of roads:-

ALEXANDER ROAD, BALDWINS PLACE, BOXFIELD CLOSE, BUTLER CLOSE, CHURCH ROAD, CRICKETERS CLOSE, CUTBUSH CLOSE, FORGE MEADOW, HARRISON DRIVE, HOOK LANE, HORWOOD WAY, IVENS WAY, LAKELANDS, PARKFIELD CLOSE, QUESTED WAY, SHRUBWOOD CLOSE, STATION ROAD, THE HAMPSHIREs and TITHE MEWS – For their entire length. **WEST STREET** - From a point 38 metres northeast of its western junction with A20 Ashford Road to its eastern junction with A20 Ashford Road.

A full statement of the Council's reasons for making the proposed Order, a plan indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined at Kent Highways, Transportation & Waste, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD by appointment booked through tro@kent.gov.uk or viewed online from 22 April 2022 at www.kent.gov.uk/highwaysconsultations

Representations supporting or objecting to the proposed Order can be made via our website using the above link or alternatively you can write to The TRO Co-ordinator, Schemes Planning & Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD by 12 noon Monday 16 May 2022.

Simon Jones

Corporate Director Growth, Environment & Transport

STATEMENT of REASON

**Kent
County
Council**
kent.gov.uk



In the Borough of Maidstone

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, MAIDSTONE)
(SPEED LIMITS) (CONSOLIDATION) ORDER 2020
(AMENDMENT No.9) ORDER 2022**

The Kent County Council as traffic authority hereby make the Order referred to above and as shown on the drawing accompanying this document for the following reasons :-

From 1 April 2013 Kent County Council become responsible for a number of Public Health functions. One of those was the health improvement for the population of Kent. In recent years the demand for the implementation of 20mph schemes had been increasing in response to both local and national campaigns, therefore Kent County Council are intending to implement 20mph Public Health Schemes in the following location, in Harrietsham, Maidstone.

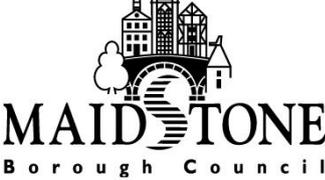
In addition, the various restrictions are to:-

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- For preserving or improving the amenities of the area through which the road runs.

Nikola Floodgate

Schemes Planning and Delivery Manager
Highways, Transportation & Waste

Agenda Item 14

| | | |
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| Maidstone Joint Transportation Board  MAIDSTONE Borough Council |  Kent County Council kent.gov.uk | 4 January 2023 |
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Maidstone Integrated Transport Package (MITP)

| | |
|---|---|
| Decision Making Authority | Kent County Council/Maidstone Borough Council |
| Lead Director | Haroona Chughtai |
| Lead Head of Service | Tim Read |
| Lead Officer and Report Author | Barry Stiff/Lee Burchill |
| Wards and County Divisions affected | Maidstone Borough including Tonbridge & Malling |
| Which Member(s) requested this report? | Committee |

This report makes the following recommendations:

For Information. That this report be noted.

| Timetable | |
|--|-----------------|
| Meeting | Date |
| Maidstone Joint Transportation Board – Update Report | 04 January 2023 |

Maidstone Integrated Transport Package (MITP)

1. INTRODUCTION AND BACKGROUND

1.1 This report provides an update in respect of the major schemes currently in progress within Maidstone and the proposed junction improvements contained within the Maidstone Integrated Transport Package (MITP). A map showing the locations of these schemes is included as Appendix 1.

1.2 Projected start dates for the various schemes are as follows:

- A249 Bearsted Road – February/March 2023
- A20 Coldharbour Roundabout – September/October 2023
- A20 London Road/Hall Road – June 2024 (subject to co-ordination with Coldharbour)
- A229 Loose Road – Wheatsheaf Phase 1 – March 2022 (Experimental Closure of Cranborne Avenue)
- A229 Loose Road - Armstrong Road - October 2022
- A229 Loose Road – Sheals Crescent – TBC
- A229 Loose Road - Wheatsheaf Phase 2 – May 2023
- A229 Loose Road – Cripple Street/Boughton Lane – TBC (Currently Paused)
- A20 Ashford Road/Willington Street – March 2024 (Subject to coordination with Wheatsheaf Phase 2 and Bearsted Road)
- A274 Sutton Road/Willington Street – TBC (Currently Paused)
- A26 Tonbridge Road/Fountain Lane – TBC (Insufficient Funding in Place)

1.3 Local Growth Fund – As reported in the August JTB update, KCC are no longer required to provide an update at each SELEP Accountability Board meeting. Updates are now only required if new risks are identified.

A summary of the decision of the Accountability Board meeting held on 15 July 2022. is available on the SELEP website by using the link below:

<https://www.southeastlep.com/good-governance/our-boards/accountability-board>

2. SCHEME UPDATES:

2.1 A249 Bearsted Road Major Infrastructure Project (Funded through National Productivity Investment Fund):

- 2.1.1 All pre-commencement planning conditions covering the three planning permissions for the scheme are due to be discharged late December 2022/early January 2023.
- 2.1.2 This has delayed commencement of the scheme, but once discharged the main works are anticipated to commence during February/March 2023. Although work to establish the site compound and to carry out some initial offline works could commence in late January 2023.
- 2.1.3 Engagement with residents and key stakeholders will take place as soon as the pre-commencement conditions are discharged, and a precise start date has been determined
- 2.1.4 At the time of writing this report, KCC were still waiting for confirmation from the Department for Levelling Up, Housing and Communities as to whether the Levelling Up Fund bid had been successful for the proposed M20 Junction 7 Improvements. KCC are also still to receive confirmation from MBC regarding the application to the Strategic CIL Funds for this improvement.

2.2 A20 Coldharbour Roundabout/A20 London Road - Hall Road (LGF Scheme):

- 2.2.1 The next stage of the procurement process is due to commence in January 2023 with a contractor expected to be appointed in early summer 2023.
- 2.2.2 Following comments made at previous JTB's, a review of the vegetation to be removed has been completed, which has confirmed that all trees identified to be removed are required for the delivery of the improvement.
- 2.2.3 Construction is expected to start with the off carriageway works in Autumn 2023 with construction being co-ordinated with the A249 Bearsted Road scheme, to avoid unacceptable conflicts with roadworks near two key junctions of the M20. Completion is expected in Summer 2024. It may be possible to bring this date forward, but this will be dependent on the final phasing of the Bearsted Road project, which is currently being agreed with the appointed Contractor.
- 2.2.4 The proposed scheme for the A20 London Road/Hall Road, Aylesford, continues to be developed alongside the Coldharbour scheme. The procurement and construction of these works will follow on from the Coldharbour scheme.

2.3 A229 Loose Road Corridor (LGF Scheme):

- 2.3.1 The Loose Road corridor comprises of four separate junction improvement schemes:
 - A229 Loose Road junction with the A274 Sutton Road (Wheatsheaf junction)
 - A229 Loose Road junction with Armstrong Road/Park Way
 - A229 Loose Road junction with Sheals Crescent
 - A229 Loose Road junction with Cripple Street/Boughton Lane – paused following the consultation process

- 2.3.2 **A229 Loose Road junction with the A274 Sutton Road (Wheatsheaf junction)**
- 2.3.3 As reported at the previous JTB, the consultation period for the Experimental Traffic Regulation Order (TRO) for the trial closure of Cranborne Avenue has now come to an end.
- 2.3.4 A report on the findings of the consultation along with confirmation of the final design of the junction will be shared at the next JTB meeting, prior to KCC deciding if the TRO should be made permanent or not.
- 2.3.5 Following concerns raised by residents, and further monitoring of the junction, mitigation has been considered at Plains Avenue to address the issue of exit blocking caused by parked vehicles. This is likely to be in the form of permanent parking restriction and the consultation for the TRO is currently being planned.
- 2.3.6 The second phase of the scheme, which will include the demolition of the pub and construction of the new junction is currently expected to be carried out between Spring 2023 and Spring 2024.
- 2.3.7 **A229 Loose Road junction with Armstrong Road/Park Way**
- 2.3.8 Works to improve this junction commenced in October and although progress has been hampered by the adverse weather in November and December 2022, the scheme is due to be substantially complete by Christmas 2022, with the new signals commissioned in early January 2023.
- 2.3.9 **A229 Loose Road junction with Sheals Crescent**
- 2.3.10 It was originally envisaged that this work would be delivered at the same time as the Armstrong Road improvements, but it has been decided to delay these works to allow the impact of the Armstrong Road works to be assessed. An update will be provided at a subsequent JTB meeting.
- 2.3.11 **A229 Loose Road junction with Cripple Street/Boughton Lane**
- 2.3.12 The status of this scheme remains the same as reported in the August and October updates.
- 2.3.13 This design was paused following the consultation process but a revised scheme to avoid any impact to the landscaped area in front of the shops has been developed. Whilst this may deliver some minor improvements to the length of the right turn lane into Cripple Street, it is not expected to deliver any noticeable capacity benefits.
- 2.3.14 Half bus laybys have also been considered in the design, which will allow some vehicles to pass a stationary bus and whilst this may help with driver frustration at being held up it will not provide any capacity benefits to the junction.
- 2.3.15 The costing of this amended scheme has been delayed due to outstanding estimates of utility diversions, once received it will be possible to provide a cost versus benefit comparison of options to be made and it is hoped these will be shared at the next JTB meeting.

2.4 A20 Ashford Road junction with Willington Street (LGF Scheme):

- 2.4.1 Due to other projects being carried out in the vicinity of this junction, construction will need to be programmed to commence after the A249 Bearsted Road project has been completed . Accordingly, the earliest this could be delivered would be Spring 2024, although it may be possible to bring this date forward subject to the traffic management requirements for Bearsted Road. It will also need to be co-ordinated carefully with the Wheatsheaf improvement scheme.

2.5 A26 Tonbridge Road junction with Fountain Lane (Developer Funded Scheme):

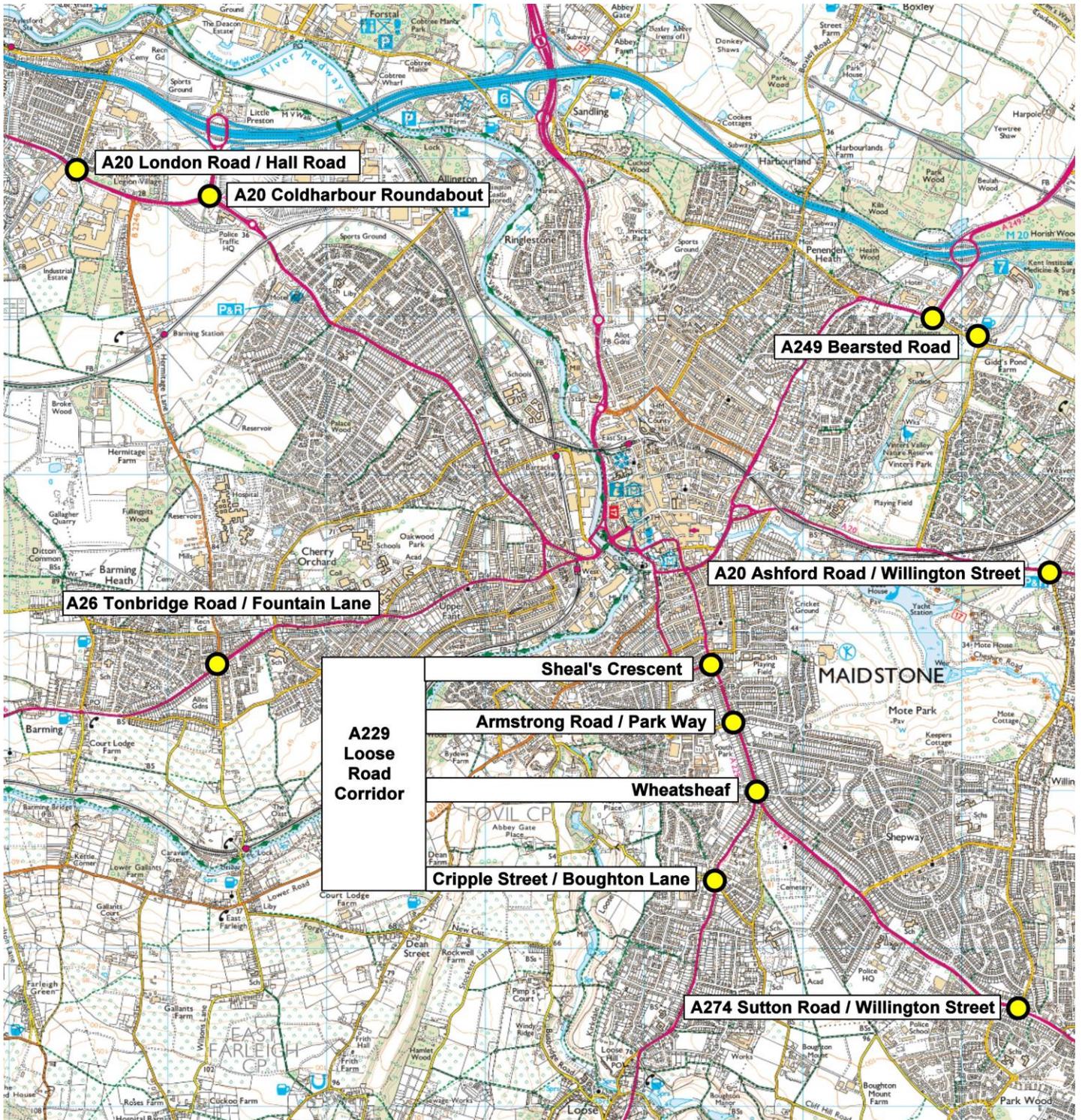
- 2.5.1 The status of this scheme has not changed since previous updates and until the relevant S106 contributions are available KCC is not able to progress the detailed design.

2.6 A274 Sutton Road junction with Willington Street (Developer Funded Scheme):

- 2.6.1 This is a developer funded scheme with no deadline on the spend, and as such, this scheme will be promoted towards the end of the overall programme to allow schemes with funding constraints to be delivered first. This will ensure that other funding streams which have been secured are not lost and reallocated outside of the County.

3.

Appendix 1: Map of Highway Improvement Schemes in Maidstone



Agenda Item 15

To: Maidstone Joint Transportation Board
By: KCC Highways and Transportation
Date: 4th January 2023
Subject: Highways Forward Works Programme: 2022/23 and 2023/24
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 2022/23 and 2023/24.

In summer 2021 Kent County Council published a Highways Asset Management Plan (HAMP), which included, as Appendix C, a five-year Forward Works Programme for the years 2021/22 to 2025/26. This reflected the need to move away from annual programmes and to consider asset management activity a multi-year one.

The first part of the programme concerned the two years 2021/22 - 2022/23. Around half of the schemes included in that programme have now been delivered, and as a result we have now produced a new programme covering the years 2022/23 - 2023/24. As before, most of the sites included in this programme have already been verified by our engineers.

The second part of our programme related to years three to five of our five-year programme (2023/24 - 2025/26). This too needs revision to cover the years 2024/25 – 2026/27, and the work required to do this is currently in progress. As before, our new years three to five programme will be based on data from our asset management systems, so may be subject to more changes as the schemes are verified.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, inflationary pressures such as material price increases, conflicting works, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:

<https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

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**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Members Grant – Member Highway Fund – see Appendix H

Parish Council Highway Improvement Plans Update – see Appendix I

Highway Improvement Plans Briefing Note – see Appendix J

Conclusion

1. This report is for Members' information.

Contact Officers:

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

| | |
|------------------|---|
| Richard Emmett | Senior Highway Manager West Kent |
| Susan Laporte | Maidstone Highway Manager |
| Alan Casson | Strategic Asset Manager |
| Earl Bourner | Drainage Asset Manager |
| Helen Rowe | Structures Asset Manager |
| Sue Kinsella | Street Light Asset Manager |
| Toby Butler | Traffic Operations and Technology Manager |
| Jamie Hare | Development Agreements Manager |
| Nikola Floodgate | Road Safety and Active Travel Group Manager |

Appendix A – Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged, and the residents will be informed by a letter drop to their homes.

| Machine Resurfacing – Contact Officer Mr Byron Lovell | | | |
|--|---------------|---|-----------------------|
| Road Name | Parish | Extent of Works | Current Status |
| A274 Sutton Road | Maidstone | Wheatsheaf junction to Northumberland Road | Completed |
| A249 Detling Hill | Thurnham | Entry slip to Detling Showground | Completed |
| A20 Ashford Road | Maidstone | Between 30mph/40mph gateway east of Turkey Mill and Huntsman Lane | Completed |
| Footway Improvement - Contact Officer Mr Neil Tree | | | |
| Road Name | Parish | Extent and Description of Works | Current Status |
| West Walk | Barming | <u>Footway Reconstruction</u> Entire Length (Between the junctions with Queens Road and Cherry Orchard Way). | Completed |
| Nottingham Avenue | Maidstone | <u>Footway Protection Treatment</u> From the junction with Sutton Road to York House/ Llandaff House | Completed |
| Leicester Road | Maidstone | <u>Footway Protection Treatment</u> from the Essex Road roundabout to York House | Completed |
| Middlesex Road | Maidstone | <u>Footway Protection Treatment</u> from the Essex Road roundabout to Llandaff House | Completed |

| Old Tovil Road | Maidstone | <u>Footway Protection Treatment</u> From the junction with College Road to Hayle Road including upper footways. | Completed. |
|--|------------------|---|----------------|
| Surface Treatments – Contact Officer Mr Jonathan Dean | | | |
| Road Name | Parish | Extent and Description of Works | Current Status |
| CLAYGATE ROAD (PART) | Marden | Jarmons Lane to Claygate Road (Insitu Road Recycling) | Complete |
| JARMONS LANE (PART) | Collier Street | Collier Street to Claygate Road (Insitu Road Recycling) | Complete |
| SPENNY LANE | Collier Street | Claygate Road to Martins Fruit Farm (Insitu Road Recycling) | Complete |
| CHART ROAD | Sutton Valence | Church Road to Chart Hill Road (Insitu Road Recycling) | Complete |
| CRUMPS LANE | Ulcombe | Headcorn Road to Lenham Road (Insitu Road Recycling) | Complete |
| TILDEN LANE | Marden | Stilebridge Lane to Underlyn Lane (Surface Dressing) | Complete |
| GRIGG LANE (PHASE 2) | Headcorn | Grigg Farm/Baker Lane to Oak Lane (Surface Dressing) | Complete |
| STILEBRIDGE LANE | Marden | Linton Hill to Underlyn Lane (Surface Dressing) | Complete |
| WHITE HOUSE LANE | Headcorn | Shenley Road to A274 Biddenden Road (Surface Dressing) | Complete |
| HEATH ROAD | Linton | Brishing Lane to A229 Linton Hill (Surface Dressing) | Complete |
| TONBRIDGE ROAD | Teston (Barming) | Church Road, Teston to South Lodge Bends (Surface Dressing) | Complete |
| ASHFORD ROAD | Bearsted | Roundwell to Otham Lane (Surface Dressing) | Complete |
| MAIDSTONE ROAD | Staplehurst | George Street to Couchman Green Lane (Surface Dressing) | Complete |

| | | | |
|--|----------------------|--|----------------------|
| UPPER STREET | Leeds | Horseshoes Lane to Blair House (Micro Surfacing) | Complete |
| MARLEY ROAD (DICKLEY LANE) | Lenham (Harrietsham) | Marley Works to Steeds Hill (Micro Surfacing) | Postponed until 2023 |
| NORTH STREET | Barming | From Heath Road to A26 Tonbridge Road (Micro Surfacing) | Complete |
| GRIGG LANE (PHASE 3) Section not done due to covid vaccination centre access | Headcorn | Headcorn Surgery (The Hardwicks) to Oak Lane (Micro Surfacing) | Postponed until 2023 |
| MALLING ROAD | Teston | Whole Road (Micro Surfacing) | Complete |
| LEES ROAD (INC LADDINGFORD & CLAYGATE ROAD) | Laddingford | From Lees Road to two hundred metres past Laddingford School (Micro Surfacing) | Complete |
| PATTENDEN LANE | Marden | Underlyn Lane to West End (Micro Surfacing) | Postponed until 2023 |
| MAIDSTONE ROAD | Marden | New Barn Cottage to A229 (Micro Surfacing) | Complete |
| THE STREET | Bredhurst | Forge Lane to County Boundary (Medway) (Micro Surfacing) | Complete |
| ROUNDWELL (& THE STREET) | Bearsted | From A20 Ashford Road to Church Lane (including The Street) (Micro Surfacing) | Postponed until 2023 |
| TONBRIDGE ROAD | Barming | South Lodge Bends to North Street (Micro Surfacing) | Complete |
| CHART ROAD | Sutton Valence | A274 Sutton Valence Hill to Church Road (Micro Surfacing) | Complete |
| MAIDSTONE ROAD | Marden | High Street to Hartridge (Micro Surfacing) | Complete |

Appendix B – Drainage Repairs & Improvements

| Drainage Repairs & Improvements - Contact Officer Earl Bourner | | | |
|---|-------------------|--|---|
| Road Name | Parish | Description of Works | Current Status |
| Harp Farm Road | Boxley | Existing soakaway unmaintainable due to location in field. Replacement soakaway(s) to be considered. | Works Completed. |
| Holmoaks | Maidstone | Maintenance to existing system to stop damage to footway in park | Works completed; however, system was damaged by severe weather 3 rd October. Further works therefore required. |
| Eccleston Road | Maidstone | Pipe collapse adjacent to property No.46. Crew required to dig down and replace. | Investigation works undertaken. BT to attend after identifying their assets through the drainage system. Awaiting dates. |
| Gabriel's Hill | Maidstone | Non-Return Valves required to be fitted outside shops due to strong sewage smell. | Works completed. |
| Church Road | Boughton Malherbe | Consistent Leak from carriageway, water test has shown chlorine. | Southeast Water investigating further. |
| Woodcock Lane | Boughton Malherbe | Regular flooding, water bypassing ditches. | Works are in conjunction with issue on Church Road. |
| Goudhurst Road | Marden | Damaged Ironworks | Works programmed for 6.12.2022 to 8.12.2022 |
| Chart Road | Sutton Valence | Pipe collapse outside property title "Pendine" | Works programmed for 6.3.2023 to 8.3.2023 |

Appendix C – Street Lighting

Column replacement testing of KCC owned streetlights has identified the following as requiring. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

| Road Name | Location | Description of Works | Status |
|-------------------------------|-----------------|-------------------------------|----------------------------------|
| Tonbridge Road KTBU022 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Tonbridge Road KTBU051 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Sutton Road KSGF007 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Farleigh Hill KFAH002 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| King Street KKAM013 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Loose Road KLCQ055 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Ashford Road KABQ005 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Ashford Road KABQ017 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Ashford Road KABQ019 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Tonbridge Road KTBU025 | Maidstone | Replacement Street Light | Completed |
| Granville Road KGBG005 | Maidstone | Replacement Street Light | Completed |
| Tower Lane KTCC002 | Maidstone | Replacement Street Light (RC) | Completion due by end March 2023 |
| Lower Stone Street KLCZ508 | Maidstone | Replacement Lit sign | Completed |
| Loose Road KLCQ552 | Maidstone | Replacement Lit sign | Completion due by end March 2023 |

| | | | |
|-----------------------------|-------------|--------------------------|-------------------------------------|
| Fairmeadow KFAE509 | Maidstone | Replacement Lit sign | Completion due by end March 2023 |
| Fairmeadow KFAE512 | Maidstone | Replacement Lit sign | Completion due by end March 2023 |
| Fairmeadow KFAE508 | Maidstone | Replacement Lit sign | Completion due by end March 2023 |
| King Street KKAM006 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Station Road KSFA031 | Staplehurst | Replacement Street Light | Completion due by end March 2023 |
| Station Approach KSES001 | Staplehurst | Replacement Street Light | Completion due by end March 2023 |
| Bell Meadow KBBR002 | Bearsted | Replacement Street Light | Completed |
| Bell Meadow KBBR003 | Bearsted | Replacement Street Light | Completed |
| Bell Meadow KBBR004 | Bearsted | Replacement Street Light | Completed |
| Bell Meadow KBBR005 | Bearsted | Replacement Street Light | Completed |
| Bell Meadow KBBR006 | Bearsted | Replacement Street Light | Completed |
| Bell Meadow KBBR007 | Bearsted | Replacement Street Light | Completed |
| Bell Meadow KBBR008 | Bearsted | Replacement Street Light | Completed |
| Bell Meadow KBBR009 | Bearsted | Replacement Street Light | Completed |
| Bell Meadow KBBR010 | Bearsted | Replacement Street Light | Completed |
| Alexandra Street KAAN002 | Maidstone | Replacement Street Light | Completion due by end March 2023 |

| | | | |
|-----------------------------|-----------|--------------------------|-------------------------------------|
| North View KNBE002 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| North View KNBE003 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Oakwood Court KOAD001 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Cross Keys KCGT001 | Bearsted | Replacement Street Light | Completion due by end March 2023 |
| Bentlif Close KBBZ001 | Maidstone | Replacement Street Light | Completed 2023 |
| Bentlif Close KBBZ002 | Maidstone | Replacement Street Light | Completed |
| Maplesden Close KMBE001 | Maidstone | Replacement Street Light | Completed |
| Maplesden Close KMBE002 | Maidstone | Replacement Street Light | Completed |
| Maxwell Drive KMBW004 | Allington | Replacement Street Light | Completed |
| Maxwell Drive KMBW008 | Allington | Replacement Street Light | Completed |
| Maxwell Drive KMBW009 | Allington | Replacement Street Light | Completed |
| Leonard Close KLBG002 | Allington | Replacement Street Light | Completed |
| Ernest Drive KEBA001 | Allington | Replacement Street Light | Completed |
| Recreation Close KRAG001 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Recreation Close KRAG002 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Recreation Close KRAG003 | Maidstone | Replacement Street Light | Completion due by end March 2023 |

| | | | |
|------------------------------|-----------|--------------------------|-------------------------------------|
| Recreation Close KRAG004 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Recreation Close KRAG005 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Shaftesbury Drive KSBB002 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Shaftesbury Drive KSBB003 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Shaftesbury Drive KSBB006 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Shaftesbury Drive KSBB008 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Shaftesbury Drive KSBB010 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Shaftesbury Drive KSBB012 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Romney Place KRBJ011 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Romney Place KRBJ012 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| Romney Place KRBJ013 | Maidstone | Replacement Street Light | Completion due by end March 2023 |
| The Beams KTDF001 | Downswood | Replacement Street Light | Completion due by end March 2023 |
| Tufton Street KTCL003 | Maidstone | Replacement Street Light | Completion due by end March 2023 |

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Maidstone borough council, to meet Kent County Council's 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. Status as of 8th November 2022.

| Local Transport Plan Funded Schemes – Contact Officer: | | |
|---|---|---|
| Road Name | Description of Works | Current Status |
| Casualty reduction measures (reactive) – | | |
| A229 Linton Hill j/w Stilebridge Lane | Remedial works for CRM scheme | Ordered – Expected completion Q1 2023 |
| A229 Running Horse Turbo Roundabout | Conversion of existing junction to a turbo roundabout, including all approaches (except for the M20 slip roads, as these are not maintained by Kent County Council) | Design – expected completion TBC |
| LTP Schemes | | |
| Hart Street / Barker Road | Experimental one-way scheme – 18 months trial | Ordered – Expected completion Q1 2023 |
| London Road P&R and hospital route | Completion of cycle link | On hold – expected completion date, TBC |

Externally Funded Schemes

The Schemes Planning & Delivery team is implementing schemes within Maidstone Borough Council funded by external corporations whilst still meeting Kent County Council's strategic targets with the road network.

| Externally Funded Schemes – Contact Officer: | | | |
|---|--|--------------------------|-----------------------|
| Road Name | Description of Works | Source of Funding | Current Status |
| A249 Detling Hill | 50 mph speed limit | N/A | Complete |
| Park & Ride Signage | Investigation only – removal of existing P&R signage following the closure of the sites by Maidstone Borough Council (MBC). This works funded by MBC | N/A | Complete |

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) Maidstone Borough - Contact Officer Sarah Parris

| Scheme Name | File Ref. | Officer | Parish | Description of Works | Current Status |
|--|---|---------|---------------------|--|--|
| 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. |
| Barty Farm, Roundwell, | MA003278 | AD | Bearsted | New Bellmouth and Lining works | Defects issued |
| Cross Keys | MA003100 | JH | Bearsted | New access, crossing point and parking area | Works Completed |
| Bicknor Road | MA003256 | AP | Bicknor | Formation of hard surfaced passing places | Awaiting technical approval |
| Lyewood Farm, Green Lane | MA3247 MA3248 | AP | Boughton Monchelsea | New housing development and access | Awaiting completion of remedial works |
| Hubbards Lane | MA003084 | CV | Boughton Monchelsea | Two accesses to minor developments | Minor works due prior to adoption |
| Heath Road/Church Street | MA003111 | SP | Boughton Monchelsea | New access, footway works, yellow lines and crossing upgrade | Works Adopted |
| Church Road/Deringwood Drive/Willington Street/Spot Lane | MA003426/ MA003429/ MA003430/ MA003431/ MA003436/ MA003437 | SP | Boxley | Alterations to existing highway to include traffic signals, widening of road and junction widening/narrowing | Deringwood Drive/Church Road complete, Willington Street works due March 23 Church Road South works awaiting works date. |
| Heath Road (North side – Murdoch Chase) | MA003063 | CV | Coxheath | New access and Footway work | At Final remedial stage prior to adoption |
| Forstal Lane | MA003141 | SP | Coxheath | Widening of road and new footpath with access to new development | Works in maintenance. |

| | | | | | |
|--|----------|-----|-------------|---|--|
| Land north of Heath Road Phase 2 | MA3257 | SP | Coxheath | Access to new development | Defective works completed, now in further maintenance. |
| Gatland House, Gatland Lane | MA003081 | CV | Fant | Parking restrictions, signage, road markings and tactile crossings | Due for Adoption |
| Bell Farm, Ashford Road | MA003094 | CV | Harrietsham | Realignment of Church Road to form new access onto A20. New footway along A20 | Works in maintenance |
| Harrietsham Primary School | MA3388 | CV | Harrietsham | New access to car park, extend traffic calmed area | Works in maintenance |
| Oak Lane and Wheeler Street | MA003048 | CV | Headcorn | New footway plus junction improvements | Works at end of maintenance, final remedials due |
| Grigg Lane, Lenham Road, | MA003050 | CV | Headcorn | Access onto Grigg Lane and Lenham Road. Footway on Grigg Lane | Works near end of maintenance |
| Lenham Road (South side) | MA003057 | CV | Headcorn | New access road works and footway. | Footway and speed gateway works done, remedials to do. |
| Lenham Road (North side) | MA003062 | CV | Headcorn | New Footway and site access | At Final remedial stage prior to adoption |
| Mill Bank Headcorn | MA3119 | CV | Headcorn | New bus stops and extend 30mph zone | Works mostly completed before resurfacing. Minor works & additional road markings to complete. |
| Stonestile Road | MA003412 | JH | Headcorn | New access to twelve houses | Works underway |
| Gibbs Farm Grigg Lane & Wheeler Street | MA3250 | SAS | Headcorn | Access Gibbs Farm development, zebra crossing on Wheeler St | Works in maintenance. |

| | | | | | |
|--|-----------------------|----|---------------|--|---|
| Ulcombe Road | MA003150 | SP | Headcorn | Access to new development | Defect works required prior to adoption. |
| Woodcut Farm, Ashford Road | MA00 | SP | Hollingbourne | Alterations to A20 and access for new development | Await works start date. |
| Genco Office | MA003433 | SP | Hollingbourne | New Access to Business and carriageway alterations | Works in maintenance |
| Westwood Park, Ham Lane | MA003305 | AP | Lenham | Main and emergency accesses to new housing dev. | Works Completed. Start of maintenance expected January 2023 |
| Old Ashford Road, Adj Groom Way | MA003356 | AP | Lenham | New access and footway | Works completed. Reduced speed limit not yet implemented. |
| 8 Faversham Road | MA003032 | CV | Lenham | New access | In maintenance, streetlight to replace |
| 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 | Remedials required prior to adoption |
| Headcorn Road Adj Rail bridge | MA3404 | CV | Lenham | New access road and extend 30mph limit | Works completed and in Maintenance |
| Loder Close | MA3424 | JH | Lenham | New bell mouth access and footway | Under review |
| Heath Road | MA3326 | JH | Linton | New Access | Works now adopted. |
| Gleamingwood Drive | MA003441/ MA003440 | SP | Lordswood | New Access and development | Going through Technical Approval. Scheme on Hold |
| Bicknor Green, Gore Court Road | MA003053 | AD | Maidstone | Change of road priorities and widening / upgrading | In Maintenance |
| Oakapple Lane/ Hermitage Lane | MA003046 | AD | Maidstone | New bellmouth junction and associated ancillary works incl new bus stop, for new development | Works now Adopted. |

| | | | | | |
|---|----------|----|-----------|---|---|
| St Saviours Road, Maidstone | MA003136 | AD | Maidstone | Changes to layout for Morrisons Junction | Agreement signed |
| Buffkyn Way / Sutton Road | MA003218 | AD | Maidstone | Signalisation of the junction | Approved – not signed |
| Springwood Road Maidstone | MA003438 | AP | Maidstone | Stopping up of existing access and provision of new through footway | In Maintenance |
| 531 Tonbridge Road | MA003045 | CV | Maidstone | Service layby for new retail unit | Adoption imminent |
| Wallis Avenue Phase 3, Parkwood | MA003085 | CV | Maidstone | Redevelopment of car park & shops opp. Longshaw Rd | Works in maintenance |
| Maidstone East Station | MA3447 | CV | Maidstone | Footway upgrade (& private parking improvement) | Works in maintenance |
| Royal Engineers Rd/Mill Lane | MA3312 | JH | Maidstone | Access to New Development | Revised scheme under Technical Review after comments from local Members awaiting design feedback on comments to date. |
| Medway Street | MA3326 | JH | Maidstone | Subway Flood Protection Works | Awaiting input from scheme promotor – no information rec'd |
| Howard Drive | MA003303 | SP | Maidstone | Junction works to facilitate Bus Gateway entrance to Croudace site | Awaiting TRO for yellow lines. |
| Hermitage Lane, (opp. Maidstone Hospital) | MA003060 | SP | Maidstone | New Traffic signal junction | In Maintenance. Remedials being completed |
| Union Street, Car Park | MA003319 | SP | Maidstone | New Access to development and footway works | Awaiting wall to be removed due to visibility issue. Then will be adopted. |
| Castle Dene, Maidstone | MA003352 | SP | Maidstone | New Access and further footway work and repairs | Works completed |

| | | | | | |
|---|----------------------|----|---------------------|--|---|
| Perryfield Street | MA3411 | SP | Maidstone | New footpath/access to new homes | Works complete now in maintenance. |
| Oakapple Phase 2A, Hermitage Lane | MA003444 | SP | Maidstone | Development adjoining existing development | Going through Technical Approval |
| Langley Park Farm | MA003130 | AD | Maidstone / Langley | New Roundabout and associated works for entrance to Countryside Estate | Works complete |
| MAP Depot, Goudhurst Road | MA003012 | CV | Marden | New bellmouth junction and footway | Final Remedials due, (mini-SID provided to Parish for monitoring traffic flows) |
| The Parsonage, Goudhurst Road | MA003066 MA003067 | CV | Marden | New access and associated upgrade works | In maintenance |
| Napoleon Drive and Plain Road | MA003079 | CV | Marden | New access on each road for new housing development | Adoption imminent |
| Albion Road, Marden | MA003132 | SP | Marden | New Access & development | Works in maintenance |
| Fishers Farm (West), Headcorn Road (Bovis) (off-site works) | MA3037/1 | AP | Staplehurst | Pedestrian crossovers on Headcorn Road/Hurst Close | Works completed, remedial works completed, stage 3 road safety audit response required before first certificate issue |
| Oliver Road Staplehurst | MA003019 | CV | Staplehurst | Ped crossing to Marden Road, junction markings and bus boarders | Near end of maintenance – documentation to be received |
| Hen and Duckhurst Farm, Marden Rd | MA003109 | CV | Staplehurst | New Roundabout for development access | In Maintenance |
| High Street Staplehurst | MA3446 | CV | Staplehurst | 2 x new bus stop upgrades (kerbs and markings) | Works in maintenance |
| Fishers Farm (East) Headcorn Road (Redrow) | MA3106 | SP | Staplehurst | Realignment and new access at Headcorn Road/Pile Lane junction | Works still ongoing |

| | | | | | |
|---|----------|-------|----------------|--|---|
| Sainsbury's new site Station Rd | MA3387 | SP | Staplehurst | Roundabout and new access | Works now adopted. |
| Pristling Lane | MA3415 | SP | Staplehurst | Widened access & Ditch works | Awaiting defect completion prior to adoption. |
| Sapphire Kennels Headcorn Road | MA3407 | AP | Sutton Valence | Access to new development and 40mph extension | Awaiting remedial works to be implemented. |
| Valdene Industrial Estate | MA003054 | CV | Sutton Valence | Upgrade of existing bellmouth and extension to f/w | At final remedials stage prior to adoption |
| The Oaks, Maidstone Road | MA003078 | CV | Sutton Valence | Upgrade existing Vehicle crossing access to Bellmouth with tactile crossing. | In maintenance |
| Appleacres, Maidstone Road | MA003152 | SP | Sutton Valence | Access to new development and footway works | Works Adopted. |
| Warmlake Nurseries | MA003443 | SP | Sutton Valence | New access to small development | Works in maintenance |
| Farleigh Hill Tovil (opp. KCC waste site) | MA3413 | AP | Tovil | New access opp Burial Ground Ln KCC Recycling centre | Site now under new ownership. Full S278 agreement being prepared by Legal |
| 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 | Adoption imminent |
| Vicarage Road | MA003121 | SP/JH | Yalding | New access to development and speed restraints on existing Highway | Under review |
| Yalding Business Park, Hampstead Lane | MA003450 | JH | Yalding | New accesses into business park | Under review – stopping up order underway. |
| Old Ham Lane | MA003448 | CV | Lenham | C/W widening and footway for new development | Technical review in progress |

Appendix F – Bridge Works

| Bridge Works – Contact Officer: Helen Rowe | | | |
|---|--------------------|-----------------------------|-----------------------|
| Road Name | Parish/Town | Description of Works | Current Status |
| | | None | |

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 |
| A229 Loose Road / Armstrong Road (11-0412) | Modification of existing junction including road widening and pedestrian crossing improvements | Started October 2022 |
| A229 Hayle Road / Campbell Road, Maidstone (11-0433) | Refurbish existing traffic signal-controlled junction | Not yet programmed |

Appendix H - Combined Members Grant programme update

Member Highway Fund programme update for the Maidstone

The following schemes are those, which have been approved for funding by both the relevant Member and by Haroona Chughtai, Director of Highways and Transportation. 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 08/11/22

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 Highway Manager.

Nothing to report of this type

Appendix I - Parish Council Highway Improvement Plans Update

Parish councils can request and fund their own highway improvements to address local concerns that would not otherwise meeting Kent County Council intervention criteria. Parish Councils can highlight any non-maintenance issues they would like to address via their Highway Improvement Plan (HIP), which will be reviewed by KCC officers on annual basis. Following this review, KCC will make suggestions as to what engineering measures may be appropriate. There is no dedicated budget to install items identified to the parish HIPs, but KCC can work with the parish to install small scale signing and lining improvements, or larger schemes which the parish may choose to fund themselves.

The following table details when a (HIP) has been received over the past twelve months. This list is up to date as of 08/11/22

| Parish Council | Last HIP Received |
|--------------------------|-------------------|
| Collier Street | 10 November 2021 |
| Langley | 17 November 2021 |
| Delting | 22 December 2021 |
| Yalding | 19 January 2022 |
| Sutton Valence | 24 January 2022 |
| Broomfield and Kingswood | 15 February 2022 |
| Thurnham | 23 February 2022 |
| Harrietsham | 24 February 2022 |
| Ulcombe | 28 February 2022 |
| Boxley | 03 March 2022 |
| Linton | 17 March 2022 |
| Marden | 06 April 2022 |
| Hunton | 25 April 2022 |
| Lenham | 04 May 2022 |
| Bearsted | 28 May 2022 |
| Stockbury | 27 June 2022 |
| Coxheath | 19 September 2022 |
| Downswood | 20 September 2022 |
| Otham | 20 September 2022 |
| Loose | 21 September 2022 |
| Staplehurst | 05 October 2022 |
| Nettlestead | 09 October 2022 |
| Boughton Monchelsea | 17 October 2022 |

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: Richard Emmett / Susan Laporte 03000 418181

Highway Improvement Plans Briefing Note

Prepared by: Christopher Koningen

Approved by: Paul Leary

Introduction

The purpose of this briefing note is to provide some clarity surrounding the Highway Improvement Plan (HIP) process following questions being raised by some elected representatives. It is hoped that this document will explain the purpose of the HIP, and how it can be utilised.

Background

A number of years ago some parish councils raised concerns with Kent County Council (KCC) as they felt rural areas did not have a formal method of requesting changes to the highway network that they believe are important to their communities, and as such were under-represented. Consequently, the Highway Improvement Plan (HIP) was introduced as a way for parish councils to promote and fund their own schemes on KCC's roads, with those projects being designed and delivered by KCC officers.

Purpose of the Highway Improvement Plan

The HIP is a document that parish councils can use to propose highway changes they wish to promote and fund from their own budget (although on occasion we may be able to pay for very small improvements such as a single sign or road marking). KCC has committed to supporting parish councils in the delivery of their schemes, usually up to two projects per year, which will be agreed at an annual meeting between the relevant KCC officer and the parish council. It may be possible to deliver more than two schemes in a given year depending upon the complexity.

The HIP should not be used to communicate urgent matters, or those which relate to an issue the parish is not looking to address themselves; in these cases, the Parish Portal should continue to be used, whereby KCC will respond as appropriate.

This approach is similar to a third party who is required to make changes to the highway as part of a development, for example. Whilst this would usually require a Section 106 or 278 agreement, parish councils are able to utilise the HIP process instead.

Delivery of Schemes

As with all projects carried out on the highway, any schemes that a parish council wishes to promote and fund will be triaged and delivered to the same standards, rules and regulations as those carried out by KCC directly. This will include for example, but not limited to, only permitting the use of standard palette materials, all appropriate conditions/thresholds being met, agreement to adopt the asset by the relevant person within KCC and approval by the Principal Designer (see CDM Regulations below for further information). As the Highway Authority, KCC needs to be content that any changes implemented on the highway, including those funded by external parties (such as parish councils) are appropriate and adhere to best practice.

Construction, Design and Management (CDM) Regulations 2015

These regulations, which fall under the Health and Safety at Work Act 1974, are a statutory obligation with which all construction works must comply. In summary, the regulations require that works are designed, constructed, used, maintained and demolished safely, as far as is reasonably practicable. Under these regulations there are specific duties placed upon the relevant KCC officer as the Principal Designer (PD), and as such that officer needs to be satisfied that the work they deliver meets the requirements of CDM.

There will be examples of requests from third parties, including parish councils, where delivery of that scheme would mean KCC officers are unable to fulfil their obligations under CDM. In these circumstances it is incumbent upon that officer to advise that the scheme cannot be delivered, but of course alternative options will always be sought, if possible. There may be times when a request cannot be accommodated, but given the PD has the required skills and experience to make this decision it would not be acceptable to deliver something that the PD does not believe is appropriate.

Annual HIP Review

KCC has been asked why parishes are not able to request a HIP review more frequently than on an annual basis. The reason for this is one of resourcing the officer time required to administer the HIPs and deliver the schemes when agreed. There is no dedicated team within KCC employed to carry out this work, meaning officers are required to deliver all the work generated from the HIP programme in addition to the core responsibilities undertaken by the Highway Improvements Team. These officers are also solely responsible for many other areas of work, including but not limited to:

- Crash data analysis
- Design and delivery of the Crash Remedial Measures programme
- Design and delivery of the Local Transport Plan programme
- Design and delivery of Combined Member Grant schemes
- Responding to all public, County Member, Borough Member and MP enquiries, and complaints, relating to changes to the highway
- Preparation of JTB reports
- Delivering developer Traffic Regulation Orders
- Providing technical advice relating to developer planning applications
- Design and delivery of private signing requests (such as tourism signage)
- Design and delivery of active travel schemes
- Ordering of work (including the individual pricing of all schemes)
- All contractor liaison relating to these schemes
- Assisting the KCC Operations Team with sign designs when replacements are needed
- Provide assistance to borough/district/city councils on highway matters

It is hoped that this list illustrates the volume of work undertaken by officers, with parish HIPs being just one area of an extremely wide-ranging and challenging workload. KCC officers understand the frustration that sometimes arises from HIPs only being reviewed on an annual basis, but with the volume of other activities they are also responsible for it is simply not possible to resource more regular engagement or deliver in excess of two schemes per

year per parish council (with the exception of some very small schemes as mentioned above, which may be possible if funding and resources allow).

Officers strive to provide the best service they can in all areas of the work they undertake, and it is hoped that this briefing note will provide some context in this regard.

Summary

All parish councils can request a review of their HIP once per year, which will be resourced by the appropriate KCC officer.

Each parish council can generally request up to two main schemes per year, which will be designed and delivered to the same standards, rules and regulations as all projects undertaken by KCC. Any schemes listed on a HIP are to be promoted and funded in their entirety by the parish council requesting the work. It may be possible to deliver very small improvements using KCC's own budgets, subject to funding and staff resource being available.

The Principal Designer needs to be satisfied that they can meet their obligations under the CDM Regulations 2015. Anyone making a technical assessment as to what is/is not appropriate to be installed on the highway network is taking on the role of a Designer under CDM, and as such is required to have the appropriate skills and experience to carry out their duties in accordance with that legislation.

Parish councils must use the HIP template provided by KCC officers to ensure continuity across the county.