

AGENDA

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Monday 22 February 2016

Time: 5.00 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Ash, Bird, Brown, Burton (Chairman),
Carter, Chittenden, Clark, Cooke,
Cuming, Daley, English, Fort, Hotson,
T Sams, Mrs Stockell, Vizzard,
Mrs Whittle, Willis and J.A. Wilson

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Notification of Visiting Members
4. Disclosures by Members and Officers

Continued Over/:

Issued on Friday 12 February 2016

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact Poppy Collier on 01622 602242**. To find out more about the work of the Committee, please visit www.maidstone.gov.uk

**Alison Broom, Chief Executive, Maidstone Borough Council,
Maidstone House, King Street, Maidstone Kent ME15 6JQ**

5.	Disclosures of lobbying	
6.	Minutes of the Meeting Held on Monday 7 December 2015	1 - 8
7.	Petitions (if any)	
8.	Questions/Statements by members of the public	
9.	Report of the KCC Head of Transportation - Verbal Update on Petitions Submitted to Kent Highway Services	
10.	Report of the KCC Head of Transportation - JTB Agreement Verbal Update	
11.	Report of KCC's Head of Countywide Improvements - Highway Improvement Schemes	9 - 24
12.	Report of the KCC Head of Highways and Transportation - Request for a 18 tonne weight limit on Willington Street and an alternative request for positive signing of all motorway traffic to use Willington Street	25 - 28
13.	Report of the KCC Head of Highways, Transportation and Waste - Safe and Sensible Street Lighting Update	29 - 38
14.	Report of the KCC Head of Transportation - A229 Loose Road Corridor Study, Maidstone	39 - 44
15.	Report of the KCC Head of Transportation - Results of the VISUM Transport Modelling	45 - 49

Registering for Public Speaking

In order to book a slot to speak at this meeting of the Joint Transportation Board please contact Poppy Collier on 01622 602242 by 5 pm one clear working day before the meeting. You will also need to inform us of the topic you wish to speak on. Please note that slots will be allocated on a first come, first served basis up to a maximum of ten speakers.

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON MONDAY 7 DECEMBER 2015

Present: Councillor Burton (Chairman), and
Councillors Ash, Bird, Chittenden, Clark, Cooke,
Cuming, Daley, Fort, Hotson, Mrs Stockell, Vizzard,
Mrs Whittle, Willis and J.A. Wilson

Also Present: Councillors Mrs Blackmore, Ells, Mrs Grigg,
Mrs Joy, Mrs Ring, Round, Sargeant and
Thick

123. APOLOGIES FOR ABSENCE

It was noted that apologies for absence had been received from the following:

- Mr Paul Carter
- Councillor English
- Councillor T Sams

Councillor Willis had advised that he may arrive late to the meeting.

124. NOTIFICATION OF SUBSTITUTE MEMBERS

The following Substitute Members were noted:

Councillor Mrs Wilson for Councillor English
Councillor Grigg for Councillor Willis, until his arrival.

125. NOTIFICATION OF VISITING MEMBERS

The following Visiting Members were noted:

- Councillors Ells and Sargeant were in attendance in support of a petition to be presented under item 7 of the agenda, and each reserved their rights to speak on any item on the agenda.
- Councillors Joy and Ring were in attendance in support of a petition to be presented under item 7 of the agenda.
- Councillors Round, Thick and Blackmore were in attendance and each reserved their rights to speak on any item on the agenda.
- Mr Mathew Balfour was in attendance as an observer.

126. URGENT ITEMS

The Chairman, in his opinion, accepted the following as urgent items for the reasons specified below:

- The report of the Head of Planning and Development – Integrated Transport Strategy, to allow the Board to consider the item with time to make recommendations to upcoming Committees.
- The petition regarding Old Tovil Road, Hayle Road and Postley Road, as this was received with the required two week written notice but omitted from the original agenda due to administrative error.

For the following petitions the Chairman used his discretion and waived the requirement to provide two week written notice:

- The petition to Kent County Council to collaborate with Maidstone borough Council to provide and build a Leeds-Langley relief road
- The petition to express objection to Kent County Council's proposal to close the Cranbourne Avenue arm of the A229/A274 Wheatsheaf road junction to exiting road users.

127. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

128. DISCLOSURES OF LOBBYING

All Board Members disclosed that they had been lobbied on:

- Item 7 – Two petitions regarding the proposed closure of Cranborne Avenue
- Item 10 – Draft Integrated Transport Strategy

Councillors Bird, Daley and Wilson disclosed that they had been lobbied on item 7 – petition regarding the Old Tovil Road junction with Postley and Hayle Road.

129. MINUTES OF THE MEETING HELD ON 4 NOVEMBER 2015

RESOLVED: That the minutes of the meeting held on 4 November 2015 be approved as a correct record and signed.

130. PETITIONS

Mr Donald Bates presented a petition objecting to the proposed closure of Cranborne Avenue. Mr Bates stated that the idea had been considered previously to increase traffic flow but had not been progressed at that

time. Closure of Cranborne Avenue would move air pollution elsewhere, such as to nearby Plains Avenue.

The Chairman changed the order in which the petitions would be presented, in order that both those relating to the proposed closure of Cranborne Avenue could be heard together.

Councillor Brian Clarke presented a petition objecting to the proposed closure of Cranborne Avenue to exiting traffic. Councillor Clarke explained that he had also received 72 letters of objection from residents, and three in favour of the proposed closure.

Mr Dinesh Khadka presented a petition requesting the installation of a pedestrian crossing at the Old Tovil Road junction with Postley and Hayle Road. Mr Khadka described how children at the Little Stars Playschool, Southborough Primary School and Maidstone Grammar School have need to cross at the junction. There was a large number of pedestrians, cyclists and motorists using this junction, and it was especially difficult for those who were transporting small children in buggies.

Councillor Gill Fort presented a petition on behalf of Leeds Parish Council requesting collaboration between Maidstone Borough Council and Kent County Council to build a Leeds-Langley relief road. Councillor Fort referred to the modelling conducted by AMEY which depicted a severe effect on journey times arising from future development, and stated that the B2163 would grind to a halt without the relief road.

131. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

Mr Edward Garret asked the following question to the Chairman:

Can the junction between Cranborne Avenue and Sutton Road remain open for cyclists please?

I read about the proposed closure of the junction between Cranborne Avenue and Sutton Road in the Downs Mail December 2015?

There is only one route that cyclists can cycle from the Loose area into central Maidstone and avoid the major roads. The only route that keeps cyclists and cars apart is to cycle down Pheasant Lane, cross the traffic lights at the Wheatsheaf junction (on foot) then carry on down Cranborne Avenue. This route nicely links up with Marion Crescent which is on the well signposted Shepway to Town Centre cycle route. This keeps cyclists off both the busy Loose Road and the equally busy Sutton Road.

I can understand the reasons for closing the junction to cars as there are often queues of stationary cars pumping out exhaust fumes at this junction. However if the junction was also closed to cyclists then those of us who commute by bicycle between the Loose area and central Maidstone would have to join the four lane Loose Road at this point, instead of cycling on quieter roads which link up directly with

the designated cycle route. I have been commuting by bicycle along Cranborne Avenue from the Wheatsheaf Junction since 2007 without incident, and I would like this route to stay open please. Otherwise I (and I am sure other cyclists) would have to drive to work into central Maidstone to avoid cycling along the Loose Road, and the last thing we all need is more cars on the roads.

Can I have your assurance that there are no plans to stop cyclists using this junction please?

Mr Garret had advised that he would be unable to attend the meeting. In his absence the Chairman gave a verbal reply, to be sent to Mr Garrett as a written reply, as follows:

The full details of the scheme for the Wheatsheaf junction and possible closure of egress Cranbourne Avenue has still to be finalised. The request for access for cyclists has been noted and will be considered in the design.

Mr Carlo Attubato asked the following question to the Chairman:

Before I start I would like to state that KCC have not presented or provided the information on the gyratory scheme clearly to residents. After contacting KCC to find this information I had to contact a Kent County Councillor directly in order to view a plan of the scheme.

I would like to ask the Board to consider the following proposal, as published previously in the November 2015 issue of the Downsmail:

The current bridge is not the problem. The problem is there is no way out to the North A229 or the south, the reason being that the traffic lights will remain in place.

My proposal is to:

- Remove traffic lights from the A229 at the White Rabbit roundabout to speed traffic towards Blue Bell Hill and Boxley.
- Create a footbridge near the pub and a one-way system that would allow Boxley-bound traffic to travel up Hardy Street and John Street, freeing up the bottom end of Boxley Road which would be one-way for those travelling towards Maidstone.
- Ease traffic to the south by removing traffic lights on Palace Avenue, replacing it with a footbridge. Providing a right turn into Old Tovil Road, with traffic lights at Hayle Road, would keep traffic moving.

The work could be done in stages, avoiding the minimum four months of delays it is predicted the gyratory work will cause next year.

Would the Board support my proposal?

The Chairman replied that:

We thank Mr Attubato for his comments. Consideration has been given to the proposals.

However, the routes being proposed are not suitable for the suggested traffic volumes. Construction of footbridges would require significant land acquisition and would therefore not be a cost effective solution. All highway users must be considered when designing a new scheme and the removal of traffic signals and pedestrian crossing facilities does not satisfy this requirement.

Information regarding the Bridges Gyratory can be found on Kent.gov.uk with updates circulated through the local media accordingly.

Mr David Cane addressed a statement to the Board regarding the proposed closure of Cranborne Avenue to exiting traffic. Mr Cane stated that this measure would cause an increase of traffic using minor undesignated residential roads. Traffic in north Shepway would either be pushed onto Armstrong Road and Postley Road, past Southborough School and via a 20 MPH restricted route, or would join the circulatory system in the town centre via Mote Road. Air pollution would not be resolved but relocated to another area.

Mr David Bates asked the following question to the Chairman:

Some of the key issues identified in the Integrated Transport Plan are admitted to be; increasing traffic congestion, poor air quality and parts of the road network operates at or near capacity, especially to the South of the Borough. With a proposal in the Local Plan for 18,560 new homes, does the Committee agree with the 453 petitioners I presented earlier this evening, that the Integrated Transportation Plan for Cranborne Avenue is a desperately ill-conceived idea which is merely tinkering at the edge of the Wheatsheaf Junction problem and that all reference to Cranborne Avenue in that plan should be deleted?

The Chairman replied that:

Your comments have been noted.

132. FURTHER DETAIL ON THE RESULTS OF VISUM MODELLING ON DS4

Notice was given of a motion. The Chairman invited Officers to introduce the report before the motion was put forward.

The Head of Planning and Development, Rob Jarman, advised that the information before the Board detailed further results of the traffic modelling on the Do Something 4 (DS4) option. This had been developed jointly with Kent County Council. Focus had been given to transport

mitigation measures to support development, and the phasing of new development.

Brendan Wright, Strategic Transport and Development Planner, explained that the DS4 option was based upon the objectively assessed housing need calculated as 18,560 homes, and modelled interventions including walking, cycling, public transport and car parking. Two runs of the modelling had been completed: one with, and one without the inclusion of the proposed Leeds-Langley relief road. Work on rural junctions would be looked at as planning applications were submitted.

It was moved by Mr Cooke, and seconded by Councillor JA Wilson, that:

In the absence of an agreed transport strategy, and in the light of the evidence presented to this board demonstrating Maidstone's significant highway capacity constraints, this board recommends that a transport strategy be taken forward by the borough and county councils, covering the period up to the local plan review in 2022. The aim of this strategy will be to mitigate the transport impact of future additional dwellings within this time frame, estimated to be in the region of some 5000 homes. The strategy should comprise of the key highways schemes and public transport improvements, agreed by the board, and further traffic modelling will be required to identify its impact. Full details should also be urgently provided to further develop the justification for a relief road between the A20 and the A274 the Leeds Langley relief road, along with the preferred route, in order to allow testing against other strategic transport options, and to enable the scheme to be implemented at the earliest possible opportunity.

The Chairman allowed for further discussion of the results of VISUM modelling on DS4 before the motion was voted on.

In response to questions the Board was advised that:

- Maidstone Borough Council could allocate housing sites and grant planning permission, but only the land owners and developers could decide when development would commence and set the pace of development.
- Consultant engineers had produced modelling and analysis on the rural junctions at Staplehurst and Linton cross roads, and arrived at detailed mitigation measures. Applications securing section 106 monies from developers would fund these improvements.

Members discussed the motion put before the Board and the following points were made:

- Members reported a desire among residents for the implementation of the proposed Leeds-Langley relief road.

- Consensus was required between the Board, the KCC Cabinet Member and the Strategic Planning, Sustainability and Transport Committee.
- There had been discussions regarding a Leeds-Langley relief road in previous years, which had stalled due to lack of funding.
- There were concerns that building the relief road would inspire more housing development in the area.
- Currently available funding could be used to implement schemes before section 106 monies became available.
- Aside from LEP funding and applying for European funding, Councillors could lobby Members of Parliament to identify funds for schemes.

An amended motion, taking into account the views of the Board, was put to Members for agreement.

It was moved by Mr Cooke, seconded by Councillor JA Wilson, and

RESOLVED that:

We agree in the absence of an agreed transport strategy and in light of the evidence presented to this Board demonstrating Maidstone's significant highway capacity constraints, this Board recommends that a transport strategy be taken forward urgently by the Borough and County Councils covering the period of the Local Plan, with a further review completed in 2022.

The aim of this strategy will be to mitigate the transport impact of future growth, in the first instance up to 2022. The strategy should comprise of the key highway schemes and public transport improvements agreed by the Board, and further traffic modelling will be required to identify its impact. It is proposed that the £8.9 million growth fund monies identified for transport be used to accelerate the delivery of these improvements. Existing developer contributions may then be used to support further measures.

The agreed transport strategy should also develop the justification for a relief road between the A20 to the A274 (the Leeds and Langley Relief Road), along with a preferred route, in order to allow testing with other strategic transport options and identify all source of potential funding to enable the schemes to be implemented at the earliest opportunity.

Voting:

For: 15 Against: 0 Abstain: 0

Paul Spooner, Director of Regeneration and Communities, advised Members that the motion of the Board would not be reflected in the

already published agenda for Strategic Planning, Sustainability and Transport Committee to be held on 14 December 2015.

133. DRAFT INTEGRATED TRANSPORT STRATEGY

The Board considered the journey of the draft Integrated Transport Strategy, and noted that it would be considered at the Strategic Planning, Sustainability and Transport Committee on 13 January 2015 with final amendments. It was put forward that a meeting of the Board be held in early January to consider the Integrated Transport Strategy and further completed modelling, allowing time to make recommendations to the Strategic Planning, Sustainability and Transport Committee if required.

RESOLVED: That the Draft Integrated Transport Strategy be deferred, with a refreshed version to come to a meeting of the Board in early January.

134. DURATION OF MEETING

5.02 p.m. to 7.27 p.m.

To: Maidstone Joint Transportation Board
By: KCC Highways, Transportation and Waste
Date: 22nd February 2016
Subject: Highway Works Programme 2015/16
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2015/16

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2015/16

Footway and Carriageway Improvement 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** – See Appendix D1
- **Integrated Transport Schemes** – See Appendix D2
- **Local Growth Fund** – See Appendix D3

Developer Funded Works – Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Member Fund – see Appendix H

Conclusion

1. This report is for Members information.

Contact Officers:

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

Carol Valentine	West Kent Highway Manager
Richard Emmett	Maidstone District Manager
Alan Casson	Resurfacing Manager
Katie Moreton	Drainage Manager & Interim Structures Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Jamie Hare	Development Agreement Manager
Jamie Watson	Transportation and Safety Schemes Manager
Kirstie Williams	Combined Member Fund Manger

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
Florence Road	Maidstone	Full Length	Works programmed for March 2016
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Poplar Grove	Maidstone	From its junction with Ash Grove to the junction with Maple Avenue (Footway Reconstruction).	Works completed
South Road	Marden	Various sections from the junction with Howland Road to outside Property No. 10 South Road. (Footway Reconstruction -both sides).	Works completed
North Down	Staplehurst	Entire Length (Footway Reconstruction).	Works completed.
Tomlin Close	Staplehurst	Entire Length (Footway Reconstruction).	Works completed
Brooklands	Headcorn	Entire Length (Footway Reconstruction).	Works completed
Ashford Road	Maidstone	From its junction with New Cut Road to its junction with Willington Street. (Footway protection treatment).	Works completed

Surface Treatments – Contact Officer Mrs Wendy Boustead			
Micro Surfacing Schemes			
Boxley Road/Pilgrims Way	Boxley	From its junction with Styles Lane to Hairpin bends	Completed
East Street	Hunton	From its junction with Hunton Hill to its junction with Stonewall Chainhurst	Completed
Eyhorne Street	Hollingbourne	From its junction with Tilefields to its junction with A20	Completed
Eyhorne Street	Hollingbourne	From its junction with Greenway Court Road to the war memorial by the school	Completed
Heath Road	Boughton Monchelsea/Chart Sutton	From its junction with Brishing Lane to its junction with A274 Sutton Road	Completed
Maidstone Road	Marden	From its junction with Chantry Road to property called “Hartridge”	Completed
Mallings Lane	Bearsted	From its junction with The Street to its junction with Fremfins Road	Completed
Roundwell/A20 Ashford Road	Thurnham/Bearsted	From its junction with Water Lane and to its Junction with A20	Completed
Water Lane	Thurnham/Bearsted	From its junction with Roundwell to its junction with Pilgrims Way	Completed
Yalding Hill and High Street Yalding	Yalding/West Farleigh	From its junction with Benover Road and Lughorse Lane	Completed
Surface Dressing Schemes			
The Street and Pilgrims Way	Boxley	From its Junction with Styles Lane and the Hairpin bend where it joins Lidsing Road	Completed

Appendix B – Drainage

Drainage Works – Contact Officer Kathryn Moreton			
Road Name	Parish	Description of Works	Current Status
No drainage works planned over £5000.			

Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement this financial year.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Parish	Description of Works	Status
College Road	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Completed
Heath Grove	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Completed
Loose Road	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Completed
Allington Way	Maidstone	Replacement of 3 no street lights complete with LED Lanterns	Completed
Elvington Close	Maidstone	Replacement of 1 no street light complete with LED Lanterns	Completed
Brewer Street	Maidstone	Replacement of 3 no street lights complete with LED Lanterns	Completed
Union Street	Maidstone	Replacement of 3 no street lights complete with LED Lanterns	Completed
Ashford Road	Bearsted	Replacement of 1 no street light complete with LED Lantern	Completed
Wallis Avenue	Maidstone	Replacement of 2 no street lights complete with LED Lantern	Completed
Higham Close	Tovil	Replacement of 1 no street light complete with LED Lantern	Completed
Warnford Gardens	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed

Mote Road	Maidstone	Replacement of 1 no street light complete with LED Lantern	Completed
-----------	-----------	--	-----------

Appendix D – Transportation and Safety Schemes

Appendix D1 – Casualty Reduction

Identified to address a known history of personal injury crashes

Location	Parish	Description of Works	Lead officer	Current Status
A20 Ashford Road j/w Roundwell	Bearsted	Improved advanced direction signage, solar bollards on central islands and road-studs(to follow micro re-surfacing)	Michael Heath	Complete
A20 Lenham j/w Faversham Road	Lenham	Improved ADS signage, warning signage and road markings approaching junction	Michael Heath	Detailed design underway for construction early 2016/17
Lidsing Road j/w Pilgrims Way (Boxley Hill)	Boxley	New chevrons, improved warning signs and road studs	Michael Heath	Complete

Appendix D2 – Integrated Transport Schemes

All other LTP funded non-casualty reduction schemes

Location	Parish	Description of Works	Lead officer	Current Status
Spot Lane	Bearsted	Amendments to traffic calming to improve bus access	Michael Hardy	Scheme abandoned following consultation responses

Appendix D3 – Local Growth Fund

Local Growth Fund programme update for the Maidstone Borough.

The Department for Transport (DfT) added £100m to the Local Growth Fund (LGF) pot in order to fund Local Sustainable Transport Fund Style schemes. KCC subsequently submitted four Local Sustainable Transport Fund (LSTF) capital bids 1) East Kent – A network for Growth, 2) Kent Thameside – Integrated door-to-door journeys and 3) West Kent – Tackling Congestion. The

fourth was for Tonbridge Town Centre Regeneration, which included a highway improvements scheme in the Lower High Street as well as additional LSTF style measures. The objective of all of the capital bids is to boost economic growth by decreasing carbon emissions and reducing congestion.

The Kent Thameside, West Kent and Tonbridge Town Centre Regeneration bids were all successful. The schemes aim to:

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

The following schemes have been submitted as part of the successful West Kent LSTF this financial year.

Local Growth Fund (Transport Innovations)		
Scheme Name	Description of Works	Current Status
Maidstone Cycle Parking	Improvements to existing provision as well as new cycle parking facilities in locations across the Borough. Four locations have been agreed with Southeastern Railway in order of priority. 1.Bearsted Train Station 2.Hollingbourne Train Station 3.Maidstone West Train Station 4.Headcorn Train Station	In addition to the original grant allocation of £15,000, funding has been secured to install cycle storage and CCTV at all four locations within the current financial year. Maidstone Borough Council and Southeastern have agreed the exact locations at each station. Funds have been transferred to Southeastern who will progress the scheme with completion before 31 March 2016.
Schools Grants	Grants supplied to schools who successfully bid for capital funding of up to £5k per school.	Two schools have completed works - North Borough junior school - Sutton Valence
Business Grants	Grants supplied to businesses who successfully bid for capital funding of up to £5k per organisation.	Three businesses in the Maidstone District have received a grant - DHA Planning – Maidstone - Kent & Medway NHS and Social Care Partnership Trust - Oakwood Site - Kent & Medway NHS and Social Care Partnership Trust - The

		Red House
--	--	-----------

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) – Contact Officer Claremarie Vine				
Scheme Name	Mastergov File Ref No	Parish	Description of Works	Current Status
King Street Maidstone	MA003064	Maidstone	New access into retirement home - old bowling site	Preliminary submission received.
Heath Road Coxheath	MA003063	Coxheath	New access and Footway works	Submission received
10 Week Street	MA003059	Maidstone	Pavement re-grade	Agreement signed
Ashford Road Harrietsham	MA003058	Harrietsham	Upgrade of existing bellmouth	Stage 2 audit complete
Lenham Road	MA003057	Headcorn	New footway	Stage submission received
Valdene Industrial Estate	MA003054	Sutton Valence	Upgrade of existing bellmouth plus extension to footway	Stage 2 audit complete
Bridge House Nursery, London Road	MA003051	Maidstone	Traffic light Jcn Beaver Rd to become X-rds	Agreement in progress
Church Road Tovil (Courteney school)	MA003049	Tovil	New access	Agreement signed
Oak Lane	MA003048	Headcorn	New footway plus junction improvements	Stage 2 technical audit in progress

Bunyards Farm	MA003047	Maidstone	New bellmouth to Beaver Rd	Stage 2 audit complete
Former nurse's home Oakapple lane/Hermitage Lane	MA003046	Maidstone	New access into development plus drainage works	Stage 2 audit complete
531 Tonbridge Rd	MA003045	Maidstone	Service layby for new retail unit	Agreement signed
Brooklyn Yard	MA003041	Maidstone	New access	Works complete
Land to the north of Sutton Rd (The Coppice)	MA3040	Maidstone	New right turn lane and bellmouth	Works substantially complete
8 Faversham Rd Lenham	MA003032	Lenham	New access	Agreement signed, works ongoing
Bell Lane Staplehurst	MA003030	Staplehurst	Upgrade of existing access for new development	Works substantially complete
Langley Park	MA003028	Maidstone	New roundabout	Works substantially complete
Andrew Broughton Way	MA003025	Maidstone	New Access/Egress to Car Park Andrew Broughton Way, Maidstone	Works complete
Oliver Road Staplehurst	MA003019	Staplehurst	New pedestrian crossing to Marden Rd, junction improvements and bus boarders	Stage 2 audit complete
Old Ashford Rd Lenham	MA003018	Lenham	New footway plus access	Works substantially complete
Imperial Park	MA003017	Maidstone	New right turn lane and bellmouth, plus	Works substantially complete

			footway works	
McDonalds Drive-thru, Hart street Maidstone	MA003013	Maidstone	New access, improvements to Hart street.	Works substantially complete
MAP Depot, Goudhurst Road, Marden	MA003012	Marden	New Bellmouth and footway	Works substantially complete
York Road	MA003009	Maidstone	New Bellmouth	Works completed, on maintenance
Farleigh Hill	MA003007	Tovil	New access and speed limit relocation, footway and bus stop provision	Stage 2 technical audit in progress

Appendix F – Bridge Works

Bridge Works – Contact Officer Kathryn Moreton			
Road Name	Parish	Description of Works	Current Status
No works planned.			

Appendix G – Traffic Systems

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

Traffic Systems - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
No traffic signal refurbishment work being carried out this year		

Appendix H – Combined Member Fund – programme update for the Maidstone District

Combined Member Fund (Highways) programme update for the Maidstone District.

The following schemes are those, which have been approved for funding by both the relevant Member and by Roger Wilkin, Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design, or
- at consultation stage, or
- about to be programmed, or
- have recently been completed on site.

The list is up to date as of **1st February 2016**.

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, or
- highway studies, or
- traffic/non-motorised user surveys funded by Members, or
- requests for tree planting to be funded by Members

More information on the schemes listed below can be found via Kent Gateway the online database for all Combined Member Grant schemes and studies, or by contacting the Traffic and Safety Engineer for the Combined Member Grant (Maidstone).

Paul Carter

Details of Scheme	Status
<p>14-MHF-MA-94 Roseacre Lane and Yeoman Lane Proposed 20 mph Zone</p> <p>Proposed 20 mph speed limit to include new signs and white roundel road markings. The design process is complete and work has commenced on the Traffic Regulation Order process. A purchase order has been raised for the TRO Notice to be advertised during the first half of October. Formal consultation will commence at the same time.</p>	<p>TRO and works complete</p>

Brian Clark

Details of Scheme	Status
<p>15-MHF-MA-24 Cumberland Avenue, Shepway</p> <p>The scheme includes the provision of three parking bays, the installation of fencing and the removal of bollards, the upgrade of lighting and the extension of the existing verge area, together with associated drainage</p> <p>The detailed design is currently underway.</p>	<p>In progress - please refer to the notes provided opposite</p>
<p>15-MHF-MA-25 Farleigh Hill, Tovil</p> <p>The scheme includes the provision of an informal drop kerb crossing on the footway outside the Tile Centre to allow disabled pedestrians to cross to Lidl if they come down from Tesco. The works will require infringement of private land and KCC Legal team is currently in discussion with the landowner with regards to the purchase of a small strip of land. Design work is complete</p>	<p>In progress - please refer to the notes provided opposite</p>
<p>15-MHF-MA-54 Church Street, Tovil</p> <p>Proposed TRO to restrict access to HGVs. Formal consultation has been completed. One letter of support was received and no objections. The TRO has been sealed by the Legal Team and the Made Notice will now be advertised in the press and a works order raised for the new signs with the intention that the signs will be installed as soon as possible after the TRO becomes operational</p>	<p>TRO and works complete</p>
<p>15-MHF-MA-51 Pheasant Lane, Maidstone</p> <p>It is proposed to remove the existing fence and bike inhibitor from its current location and relocate further south to align with the boundary of the wood and prevent vehicle access to a track.</p> <p>This scheme has been designed and the proposed costs reported to member.</p>	<p>In progress - costs need further clarification prior to works</p>
<p>15-MHF-MA-78 Cripple Street, Maidstone</p> <p>Proposal for waiting restrictions to deter parking near junction of Warnford Gardens, documents in preparation pending advertising</p>	<p>In progress – Please refer to notes provided opposite</p>
<p>15-MHF-MA-79 Plains Avenue, Maidstone</p> <p>Proposal for waiting restrictions to deter parking near junction of A229 Loose Road, documents in preparation pending advertising</p>	<p>In progress – Please refer to note provided opposite</p>

Brian Clark, continued

15-MHF-MA - 104 West Park Road Bollards to deter vehicle footway overrun at informal pedestrian crossing points at the junction of South Park Road	Works complete
15-MHF-MA - 107 Dean Street Proposal to extend 30mph Speed limit from Farleigh Hill to Dean Street. New survey data requested.	In progress – Please refer to notes opposite
15-MHF-MA – 116 Parkway Proposal to formalise existing School Keep Clear Marking and provide signage	In Progress – Please refer to notes opposite
15-MHF-MA – Northumberland Road Proposal to investigate 7.5t weight limit TRO and signage	In progress – Please refer to notes opposite

Dan Daley and Rob Bird

Details of Scheme	Status
15-MHF-MA-40 Bunswick School, Leafy Lane To provide two 'School Keep Clear' road markings with TRO and the provision of an informal tactile crossing. Following further consideration, an amended scheme for a Zebra crossing has been promoted. Additional funding will be required to bring to fruition.	In progress - please refer to the notes provided opposite
15-MHF-MA-127 Stagshaw Close Parking Restrictions To provide two 'School Keep Clear' road markings with TRO and single yellow line parking restrictions. The hours that the parking restrictions will apply has been agreed with the school and the TRO has been processed. The lining is now ordered.	In progress - please refer to the notes provided opposite
Bower Lane, Maidstone – amendment to completed scheme Proposed TRO to remove a 20 metre length of parking bay located at the junction with Evelyn Close to allow the refuse lorry and other large vehicles to navigate the turn into Evelyn Road. Vehicles parked in the bays currently severely restrict turning movements for all vehicles, but especially large goods vehicles. Formal consultation is complete. Three objections and no letters of support were received. The objectors have been contacted and a report provided to Andy Corcoran for consideration	In progress - please refer to the notes provided opposite

Eric Hotson

Details of Scheme	Status
15-MHF-MA-124 – A229 Staplehurst Implement new section of pedestrian guard railing A229 High Street near library	Complete
15-MHF-MA-126 - A229 Staplehurst Traffic Regulation Order for Speed Limit extension south of Staplehurst on A229 together with implementation of double white line system to deter overtaking near Knoxbridge	Design in progress, TRO to be advertised
15-MHF-MA-58 – Chart Sutton Traffic Regulation Orders for 30mph limit extension and yellow lines	In progress, TRO's to be advertised

Gary Cooke

Details of Scheme	Status
15-MHF-MA- 68 Worcester Road, Maidstone Site investigation and design for the provision of off road grasscrete parking areas. The site investigation is complete and the scheme objective was changed to revoke the existing verge parking TRO and implement bollards if required, to protect verges. The TRO will be progressed in 16/17	Deferred - please refer to the notes provided opposite

Ian Chittenden

Details of Scheme	Status
14-MHF-MA-74 Windsor Close off Sittingbourne Road Provision of dropped kerb pedestrian ramps with tactile paving at the junction of Windsor Close with Sittingbourne Road	Complete
15-MHF-MA-33 and 45 Sittingbourne Road, Maidstone Proposed extension of the existing 30 mph speed limit to Chiltern Hundred Roundabout, the provision of a 30 mph speed limit VAS has been deferred for funding reasons.	Speed limit complete

Jenny Whittle

Details of Scheme	Status
<p>15-MHF-MA-26 Maidstone Road, Headcorn</p> <p>Proposed TRO to reduce the existing 50 mph speed limit to 40 mph. Formal consultation is complete with signage works planned for early February</p>	<p>In progress - please refer to the notes provided opposite.</p>
<p>15-MHF-MA-13 Faversham Road through Wichling and Lenham Road, Kingswood</p> <p>Proposed TRO to reduce the existing speed limits at both locations to 30 mph. Formal consultation is complete with works to implement signage ordered for Wichling. The Lenham Road, Kingswood 30mph TRO progress has been deferred.</p>	<p>In progress - please refer to the notes provided opposite.</p>
<p>15-MHF-MA-27 Detling Village</p> <p>Proposed TRO to implement a prohibition of motorised vehicles in the Village (except access). Work has commenced on the production of the TRO and draft designs have been provided for review by the Member.</p>	<p>In progress - please refer to the notes provided opposite.</p>

Paulina Stockell

Details of Scheme	Status
<p>15-MHF-MA-36 B2079 Goudhurst Road, Marden</p> <p>Proposed traffic calming scheme to include the conversion of the existing zebra crossing to a raised zebra crossing. Currently vehicles are driving round children when they are crossing the road and overtaking waiting vehicles. Outline design is complete with a view to further funding being sought.</p>	<p>Complete - Please refer to the notes provided opposite.</p>
<p>15-MHF-MA-38 Lower Street/Station Hill junction improvements</p> <p>The scheme was previously looked at several years ago and work is being undertaken to review existing designs and new options with a view to moving the scheme forward. The parish have indicated their support for a larger scheme and this is now being reviewed.</p>	<p>In progress - please refer to the notes provided opposite</p>

<p>15-MHF-MA-37 West Street, Hunton</p> <p>Proposed upgrade of the gated entrance to the 30 mph speed limit located on West Street and resurfacing of the crossroad junction. The site visit has been completed and a summary of recommended provided to the Member for comment. The scheme is currently on hold pending a response.</p>	<p>In progress - please refer to the notes provided opposite</p>
<p>15-MHF-MA-35 Tonbridge Road, Teston</p> <p>It was originally proposed to install a traffic island near Church Street, however site investigations have confirmed this will not be possible due to insufficient carriageway width and underground services. Alternative options are currently being considered.</p>	<p>In progress - please refer to the notes provided opposite</p>

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Carol Valentine / Richard Emmett 03000 418181

To: Maidstone Joint Transportation Board

By: Tim Read, Head of Highways & Transportation

Date: 22nd February 2016

Subject: Request for a 18tonne weight limit on Willington Street & an alternative request for positive signing of all motorway traffic to use Willington Street.

Classification: For information

Summary: Requests have been received from local Councillors to investigate the potential for the imposition of an 18 tonnes weight restriction on Willington Street, Maidstone. A request has also been received by Highways & Transportation for Willington Street to be positively signed as the main route for all traffic travelling from the east on the A274 wishing to access the M20 as opposed to travelling through the town centre. This report considers both requests.

Background

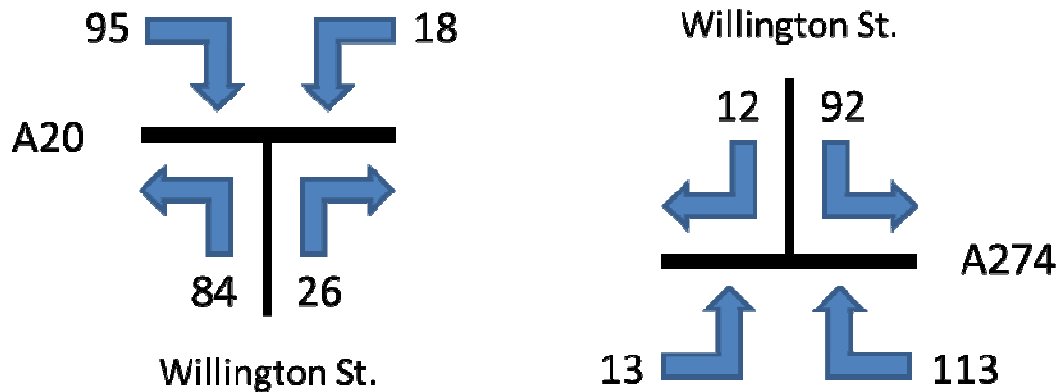
1. Requests have been received for the imposition of an 18 tonnes weight restriction on Willington Street similar to that on the B2163 through Leeds. Conversely another request has been received asking that Willington Street be positively signed for all road users travelling towards the town centre on the A274 that wish to access the M20. This report considers the potential implications on the surrounding roads if such a limit or positive signing were implemented.

Traffic Surveys

2. Traffic surveys were conducted in July 2014 on Willington Street as part of the investigations undertaken on reducing the weight limit on the B2163 through Leeds. These surveys were conducted between 7am and 7pm and the information from these surveys can be used to help predict the likely impact in terms of traffic flows of implementing a restriction or positively signing Willington Street for traffic wishing to use M20.

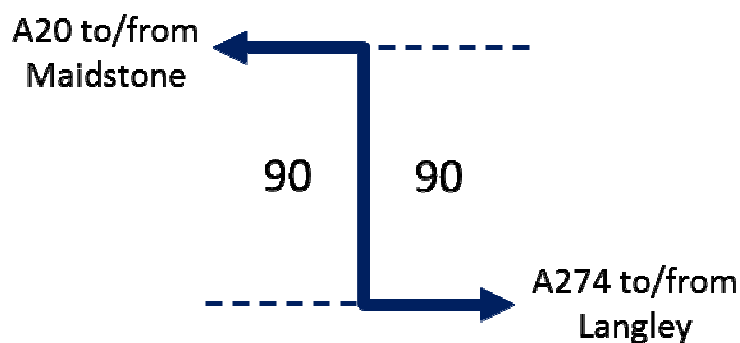
Weight Limit

3. Using the data from the 2014 surveys the following number of Heavy Goods Vehicles (HGV's), defined as any vehicle with a gross weight over 7.5t, were identified to be using Willington Street between 7am and 7pm.



Displacement

4. The request is to afford Willington Street the same protection from HGV's as the B2163 through Leeds meaning the implementation of an 18t HGV restriction on Willington Street. The total number of HGV's 18t or heavier recorded on Willington Street as part of the July 2014 survey was 214.
5. The survey was not an origin and destination survey so it is not possible to identify how many of the 214 HGV's were conducting legitimate business along Willington Street, although a survey conducted on the B2163 at the same time indicated that 85% of the HGV's surveyed between 3.5t and 18t were through traffic movements.
6. The main manoeuvre the majority of the surveyed HGV's were making, 180 of the 214, is shown below:-



7. If a weight restriction was implemented on Willington Street the data indicates that the most likely diversion route for the majority of displaced HGV's would be in and out of the town centre via the A229 Loose Road. If 85% of the 180 HGV's diverted on to the A229 Loose Road this would equate to a 25% rise in HGV's on Loose Road.
8. HGVs forced to re-route via the town centre would then have to move through the A229/A274 Wheatsheaf junction. The County Council has concerns regarding the effects of additional traffic on the road with congestion already prevalent on this part of the network. A decision to, in effect, displace HGV

movements onto this junction would worsen queuing and delays at this location.

Financial Cost of Implementing an 18t Weight Restriction on Willington Street

9. Based on the fees in the Member Information pack for the Combined Members Grant the total costs to investigate, design, consult and report to the JTB on a lower weight limit would be £3,500. The actual implementation costs would be of similar value as new illuminated weight limit signs and advance direction signs would be required. The County Council's main priority for investment in small schemes of this nature is to prevent road casualties. The recent road safety record along Willington Street does not indicate that its current use by HGV's has led to a personal injury crash problem. A scheme of this nature is therefore unlikely to be a high priority for funding from the County Councils budgets.

Enforcement

10. The effectiveness of any weight limit is dependent on robust enforcement from Kent Police which, due to other priorities and experiences in other locations such as the B2163 through Leeds, cannot be guaranteed.

Positively Signing Willington Street as the main route for Motorway Traffic

11. A request has also been received asking that Willington Street be positively signed for all traffic travelling towards the town centre on the A274 wishing to access the M20. It is general highway authority policy to direct traffic using the road classification system to ensure motorists use the most suitable routes for reaching their destination. For the M20 motorists are currently signed along the A274 & A229. If Willington Street was signed for M20 bound traffic this would divert traffic travelling towards the town centre from the A274 then A229 via Willington Street to the A20 then either direct to the A249 or via New Cut Road and Bearsted Road and then to the A249.
12. From the surveys conducted in 2014 5,430 vehicles continued straight on the A274 at the Willington Street junction. As the conducted surveys were not origin and destination surveys it is not possible to predict how much of this traffic would transfer onto Willington Street if this was positively signed for the M20. However if only a third of this traffic were to divert on to Willington Street this would increase overall traffic on Willington Street by 10% and could therefore potentially negatively impact capacity. Willington Street is currently a local distributor route rather than a strategic route for longer distance traffic and this increase in traffic will have potential negative impacts on local residents and there could also be similar negative impacts on New Cut Road, Ashford Road and Bearsted Road.
13. Notwithstanding the potential traffic impacts of re-routing M20 bound traffic along Willington Street the cost of implementing such a change would be several thousands of pounds as a number of large direction signs would need to be changed or replaced. As stated above the County Council's main priority for investment in small schemes of this nature is to prevent road casualties. There is no evidence to suggest that rerouting traffic on Willington Street will have any positive effect on road safety and is unlikely to be a high priority for funding from the County Councils budgets.

Conclusion

14. Restricting the use of Willington Street by Heavy Goods Vehicles over 18 tonnes or promoting it as a route for all traffic wishing to use the M20 could have significant negative impacts on the surrounding roads and local communities. Neither proposal should be considered without more detailed analysis of the likely impacts and would not currently be high priorities for highway funding. Any changes to the function of Willington Street should be considered as part of the overall transport strategy for Maidstone and not in isolation. It is therefore recommended that no such changes should be considered until the approval of the transport strategy.

Contact officer: Andy Corcoran
Tel: 03000 413585

Safe and Sensible Street Lighting - Update

To: Maidstone Joint Transportation Board, 22nd February 2016

Main Portfolio Area: Highways, Transportation & Waste

By: Robert Clark

Classification: **For Recommendation**

Ward:

Division:

Summary: This report provides an update to Members about Phase 1 of the SSSL project – Trial switch off

1.0 Introduction and Background

- 1.1 In August 2013, following a Member decision in 2011, the County Council began implementing its Safe & Sensible Street Lighting (SSSL) project to reduce the costs of providing street lighting across the County.
- 1.2 SSSL comprised two phases:

Phase 1 – Trial switch off of surplus lights;
Phase 2 – Conversion of approximately 60,000 lights to part-night operation.
- 1.3 Details of the sites to be included in the trial switch off (Phase 1), and the proposed hours of switch off and the exclusion criteria for Phase 2, were reported to Members at the Spring 2013 cycle of JTB meetings.
- 1.4 For the trial switch off sites, Members were invited at those JTB meetings to provide any information that should be considered when making the final decision on whether to proceed with the trial. This resulted in some lights being excluded from the trial and some others being amended from a full switch off to being included in Phase 2 – part night lighting.
- 1.5 For Phase 2, Members were asked to comment on the proposed hours of switch off which were 12.00 midnight to 05.30am Greenwich Mean Time (GMT) and 01.00 to 06.30 British Summer Time (BST). Members generally agreed with the proposals for Phase 2.
- 1.6 Both Phases of SSSL were largely completed by autumn 2014 and are currently saving around £1m each year.
- 1.7 This report provides Members with an update on Phase 1 of SSSL.
- 1.8 This report does not include any details about Phase 2 – Part night lighting, as a public consultation with regard to street lighting operation ends on 29th November 2015, with a decision anticipated to be made in early 2016.

2.0 Phase 1 – Trial Switch Off

Selection of sites

- 2.1 The sites selected for inclusion in the trial switch off were those where street lighting is present; however, if these roads were being designed and built today, it is most unlikely that street lighting would be provided.
- 2.2 The purpose of the trial switch off was to establish if there would be any adverse impact on a site if the lights were switched off completely. If it was found that there was no adverse impact, it would be the County Council's intention to consider these lights for removal.
- 2.3 When originally presented to Members at the Spring 2013 JTB meetings approximately 133 sites across Kent totalling around 2500 lights were identified as being potentially suitable for inclusion in the trial switch off. In the Maidstone district, the sites identified were:

A249 Sittingbourne Road
A20 Ashford Road, Hollingbourne
A20 Ashford Road, Harrietsham (East and West)
2020 Trading Estate: St Laurence Avenue, Laverstoke Road, St Leonards Road, Liphook Way, St Barnabas Close.

These sites are shown on the plan included at Appendix A.

- 2.4 At the JTB meeting Members were invited to consider three options for each site. The options were:
- a) The site should be included in the trial switch off.
 - b) The site should be excluded from the trial but the lights converted to part-night operation
 - c) The site should be withdrawn from the trial switch off and the lights left to operate without change.
- 2.5 Information provided by Members at the JTB meeting was later considered together with other factors such as crime and road safety. A recommendation was then made to the Director of Highways, Transportation & Waste, who made the final decision on whether to include each site within the trial.
- 2.6 As a result of this process, the following sites were included in the trial switch-off:

A249 Sittingbourne Road
A20 Ashford Road, Hollingbourne
A20 Ashford Road, Harrietsham (East)

In addition, the following sites were identified as suitable for part-night operation:

2020 Trading Estate: St Laurence Avenue, Laverstoke Road, St Leonards Road, Liphook Way, St Barnabas Close.

The remaining site, A20 Ashford Road, Harrietsham (West), was excluded from the trial switch off.

- 2.7 In respect of sites in other districts in the county the JTB meetings and decision making process resulted in the original 2500 lights being reduced to around 1200 lights that were actually switched off for a trial period.

Mitigation works

- 2.8 A key aspect of the trial switch off was to ensure the absence of lighting did not create an unsafe situation.

- 2.9 Prior to switching any street lights off, each site was inspected to establish the condition of the site and identify the need for any works to be undertaken to ensure that the safety of the site was not affected. The works required were generally found to be carriageway markings, cleaning signs, and for some sites installing reflective road studs.
- 2.10 An additional safeguard that was included in these mitigation works was that strips of reflective material were fixed to individual street lights so they would be picked up by car headlights alerting drivers to the presence of the columns.
- 2.11 All mitigation works were undertaken before any street lights were switched off.

Date of switch off

- 2.12 The date that each site in the Maidstone district was switched off is shown in the tables within paragraph 2.29 below.
- 2.13 On the date of the switch off, information signs with a contact telephone number were erected at each site.

Monitoring during the switch off period

- 2.14 Throughout the period of the trial switch off, the sites were monitored for any adverse impacts that may have been due to the absence of street lighting. The monitoring included:
- a) Liaising regularly with Kent Police in respect of criminal activity.
 - b) Reviewing any Road Traffic Collisions (RTCs) that occurred.
 - c) Reviewing information received from others e.g. Members, the public, Parish and Town Councils, Emergency Services.
- 2.15 If any adverse impact was identified, then following consultation with the Cabinet Member, the street lights were switched back on.
- 2.16 Within the Maidstone district there were no sites that experienced any adverse impact that required the street lights to be switched back on before the end of the trial.

Feedback received

- 2.17 Following the switch off, a number of enquiries about the trial were received. Most enquiries were received within a few weeks of the date of the switch off and have generally declined in number and frequency since then.
- 2.18 The enquiries were generally from customers who felt that the safety of the road would be reduced without lighting.
- 2.19 Each enquiry was considered and investigated when it was received and a response provided at the time. All enquiries received were considered again as part of the review of the trial switch off.
- 2.20 The number of enquiries received and the date of the most recent enquiry are included in the tables within paragraph 2.29 below.

Review of the trial

- 2.21 Each of the trial switch off sites was reviewed, with the following factors being considered:
- a) Enquiries received
 - b) Feedback from Kent Police on crime
 - c) RTCs occurring during the trial switch off
 - d) Future requirements for street lights at the site.

Financial implications

- 2.22 The objective of SSSL as a whole is to reduce the cost to the County Council of providing street lighting, the savings being made principally from reduced energy consumption and reduced carbon emissions. In preparation for the LED conversion rollout, there are two additional savings that can be realised from the trial switch off sites: future maintenance costs would be eliminated, and the installation costs of new LED lanterns would be avoided.
- 2.23 In order to assess the financial implications of this element of the project a comparison was made between the cost of removing the lights and the cost of retaining the lights.
- 2.24 The cost to remove a light is principally dependent on the nature of the road in which it is located and the extent of traffic management required. In all other respects the works involved are the same regardless of the location and would include disconnection, removal and disposal of the equipment and reinstatement of the highway surface.
- 2.25 The cost of retaining the light was assessed over a period of 15 years as this coincides with the duration of the forthcoming new Street Lighting Term Services Contract.. The costs of retaining the light included installation of a new LED luminaire, replacement of the column if this is likely to be needed within 15 years, energy costs and routine electrical and structural testing.
- 2.26 The comparison of costs shows that the costs of removal are lower than retaining a light over this period of time. A longer period would further increase the cost of retaining the light. Additionally if at some stage it was decided that the lights are no longer required the cost of removal would still be incurred.
- 2.27 Funds have been specifically allocated for the removal of lights associated with the trial switch off and are currently available. If the lights are to be retained the availability of this funding in the future is not certain.
- 2.28 The cost of each of these options is included in the tables within paragraph 2.29 below.

Summary of review, financial implications and recommendations for each site

- 2.29 The findings of the review are summarised in the tables below, together with conclusions and recommendations for each site.

Site	A249 Sittingbourne Road
Number of lights	18
Date of switch off	11/06/2014
Number of enquiries received	1
Date of most recent enquiry	12/06/2014
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	2
Number of incidents of crime or ASB occurring in the year following the trial switch off	4
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£13,500
Cost to retain and operate for 15 years	£33,660
Conclusions	<p>The trial switch-off has not led to an increase in crashes, and the police have not indicated that the statistical increase in crime is linked to an absence of lighting, whilst the single enquiry received suggests that Kent's residents are largely accepting of the switch-off.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £21,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>
Recommendation	The recommendation to the Cabinet Member is that the street lights should be removed.

Site	A20 Ashford Road, Hollingbourne
Number of lights	4
Date of switch off	24/06/2014
Number of enquiries received	0
Date of most recent enquiry	-
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	0
Number of incidents of crime or ASB occurring in the year following the trial switch off	0
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£3,000
Cost to retain and operate for 15 years	£7,480
Conclusions	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £5,000 over the next 15 years, with further savings in the longer term.</p>
Recommendation	The recommendation to the Cabinet Member is that the street lights should be removed.

Site	A20 Ashford Road, Harrietsham
Number of lights	8
Date of switch off	27/06/2014
Number of enquiries received	1
Date of most recent enquiry	17/02/2015
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	0
Number of incidents of crime or ASB occurring in the year following the trial switch off	0
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£6,000
Cost to retain and operate for 15 years	£14,960
Conclusions	<p>The trial switch-off has not led to an increase in crime or crashes, and the single enquiry received suggests that residents are largely accepting of the switch-off.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £9,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>
Recommendation	The recommendation to the Cabinet Member is that the street lights should be removed.

Legal implications

- 3.1 The County Council has no statutory duty to provide street lighting, but where it does so the lighting must be provided and maintained in accordance with industry good practice.
- 3.2 Power for the street lights is supplied by UK Power Networks and switching the lights off for a trial period is acceptable to UKPN, however UKPN will not allow the street lights to remain connected to their network indefinitely if they are not using the power.
- 3.3 If the power to the street lights is removed to satisfy UKPN's requirements the street lights would be considered to be a number of individual highway obstructions. If one of these 'obstructions' were struck, the County Council could be liable for any costs.
- 3.4 In order for the County Council to avoid any legal liability the street lights must be either turned back on or removed.
- 3.5 The presence of a system of street lights in a road restricts vehicle speeds in that road to a maximum speed of 30mph. Where a speed limit in a road with street lights exists that is more or less than 30mph that speed limit would have been made by the creation of a specific Speed Limit Order (SLO).
- 3.6 Where a SLO does not exist the removal of street lights in a road would mean that the road becomes automatically subject to the national speed limit i.e. 60mph for a single carriageway road or 70mph for a dual carriageway.
- 3.7 If the removal of street lights led to the speed limit changing from 30mph to the national speed limit, a SLO would be made to restrict vehicle speeds to a maximum of 30mph.

4.0 Conclusions

- 4.1 For the majority of sites across Kent that were included in the trial, turning off the lights has not had an adverse effect.
- 4.2 There are a small number of sites where the absence of lighting has had an adverse effect and some of these were returned to lighting during the trial. The review has identified some other sites where the recommendation is that lighting is restored.
- 4.3 To avoid any legal liability the lights must be switched back on or removed.
- 4.4 The cost to the County Council of removing the lights will in every case be less than the cost of turning the lights back on and maintaining them into the future.
- 4.5 The switch off and removal of the lights will this generate financial savings for the County Council.

5.0 Recommendations

- 5.1 For each site in the summary tables Members are asked to provide any local information that would require the recommendation being made to the Cabinet Member to be changed.

APPENDIX A

Drawing number
KCC/HL/ESP/Maidstone/01/Rev 2

KEY

 Extent of Columns to be switched off.

KSFA001	Column Ref No. of columns to be switched off.
---------	---

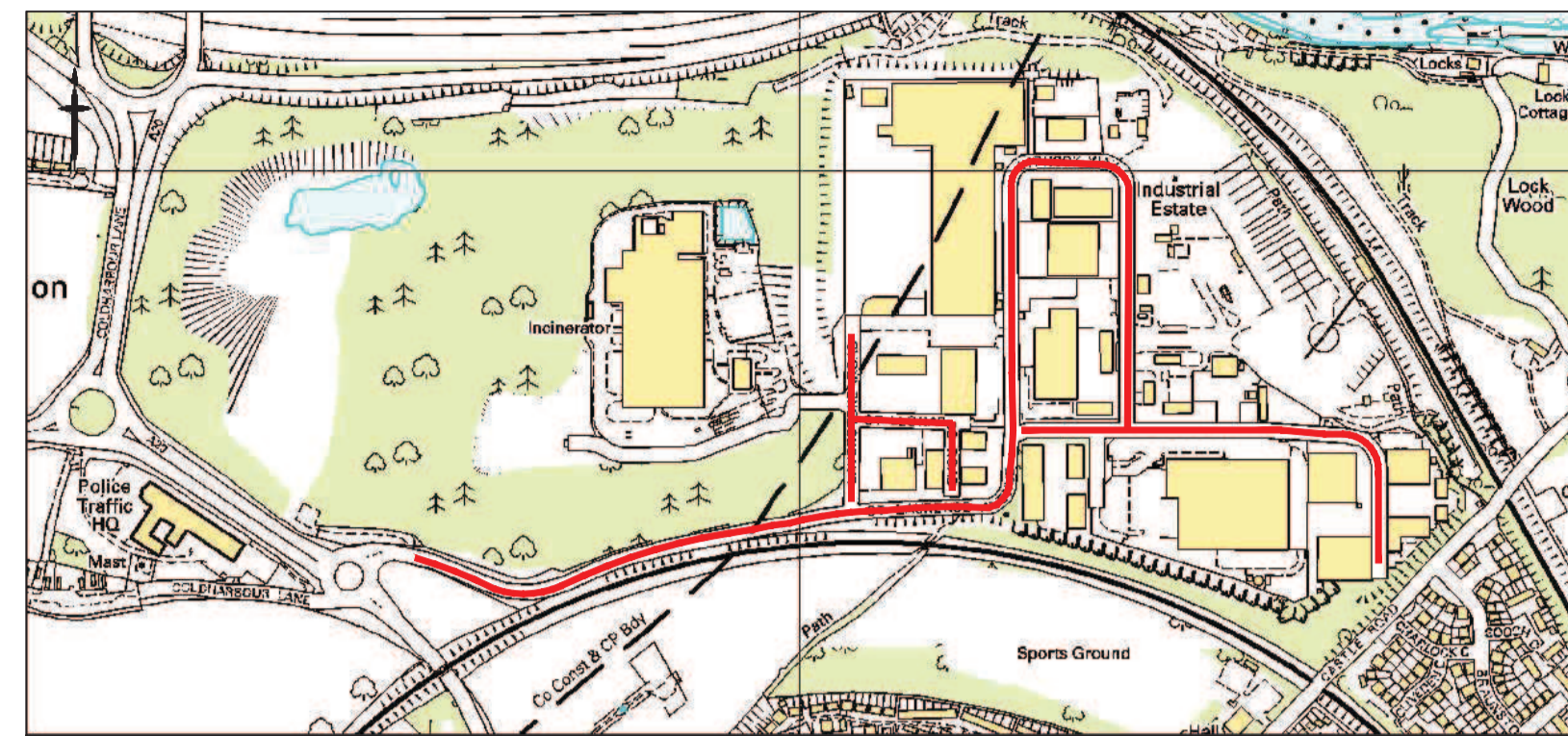
St Laurence Avenue
Columns KSHX003 to 036

Laverstoke Road
Columns KLEC001 to 006

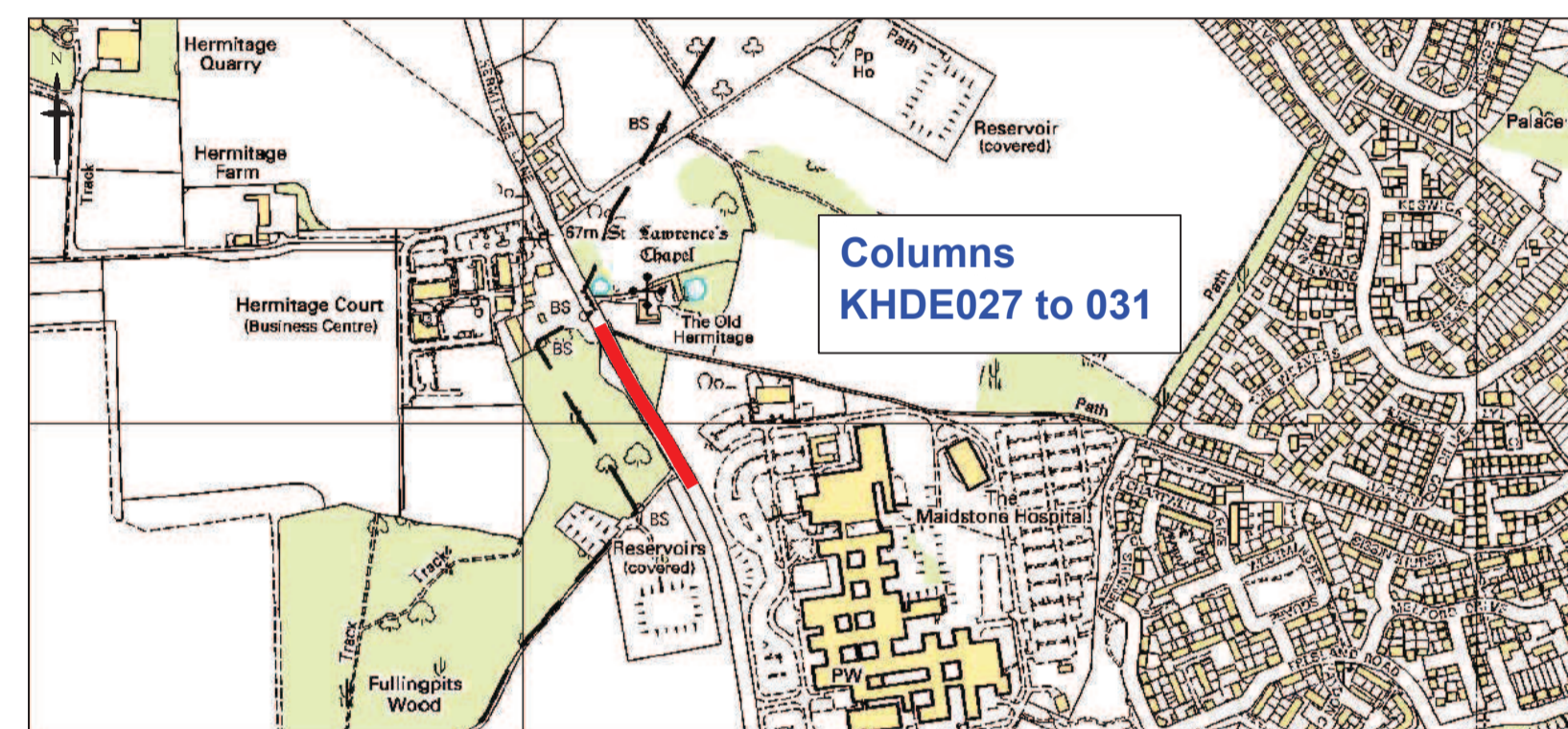
St. Leonards Road
Columns KSHY001 to 004

Liphook Way
Columns KLED018 to 001

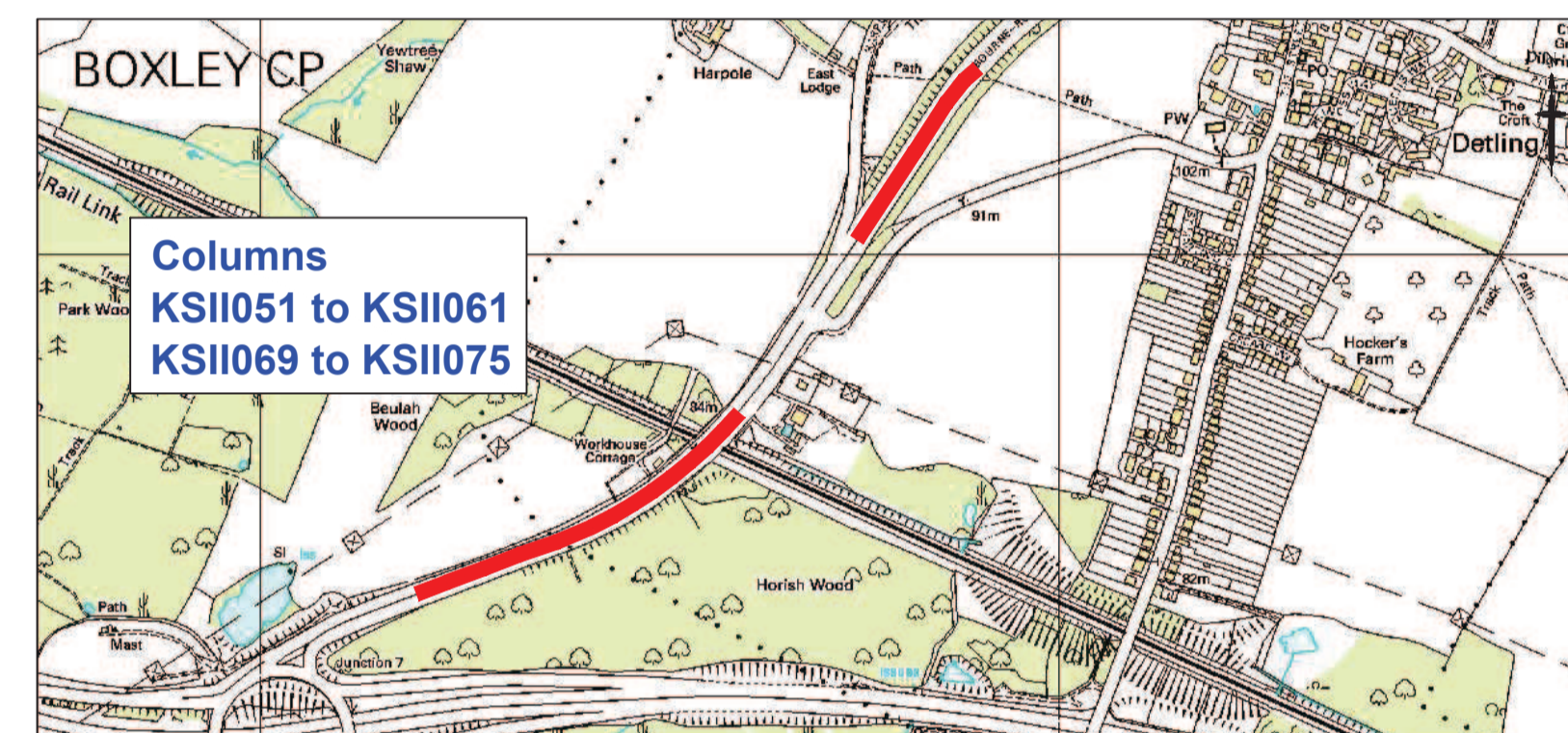
St. Barnabas Close
Columns KSHW001 to 002



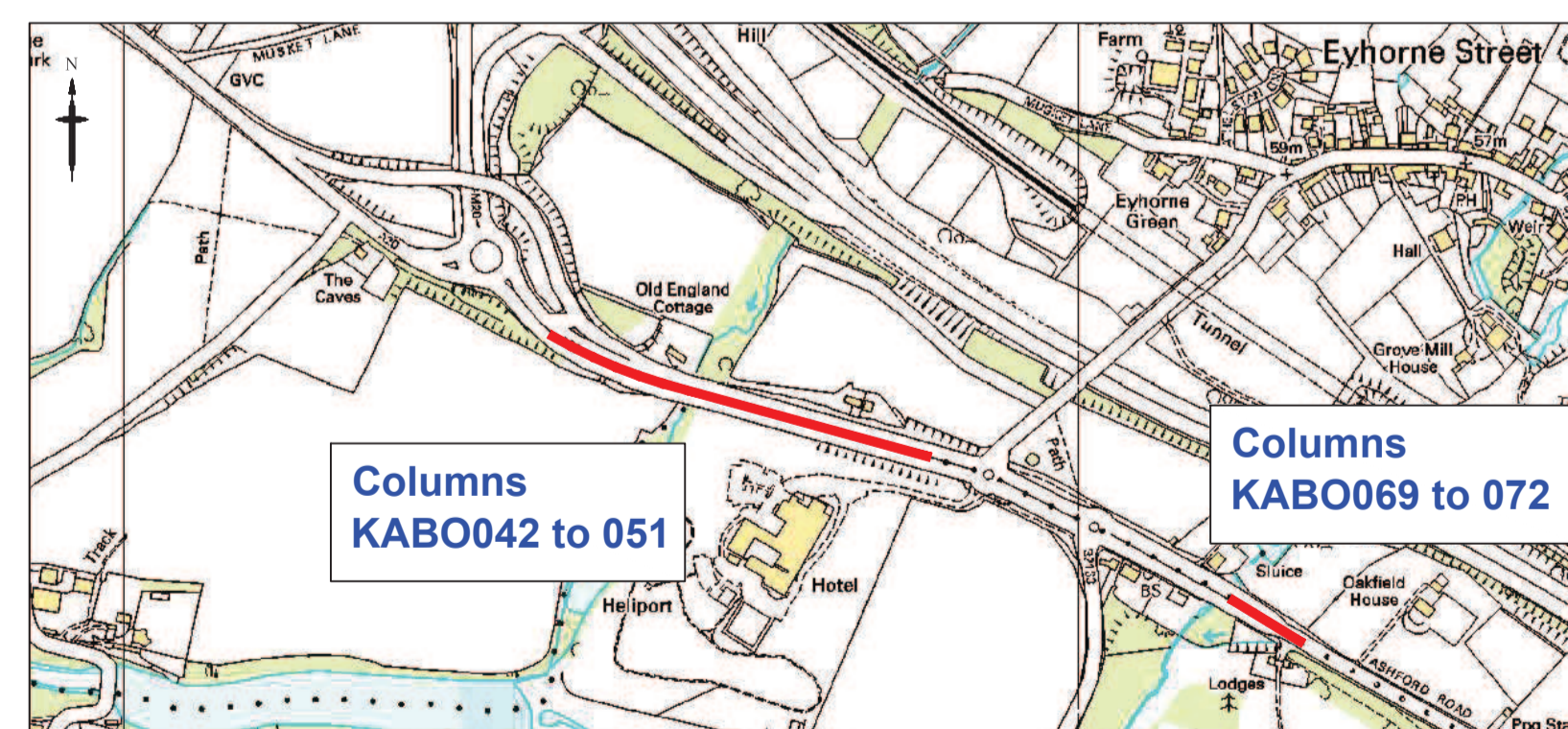
2020 Industrial Estate



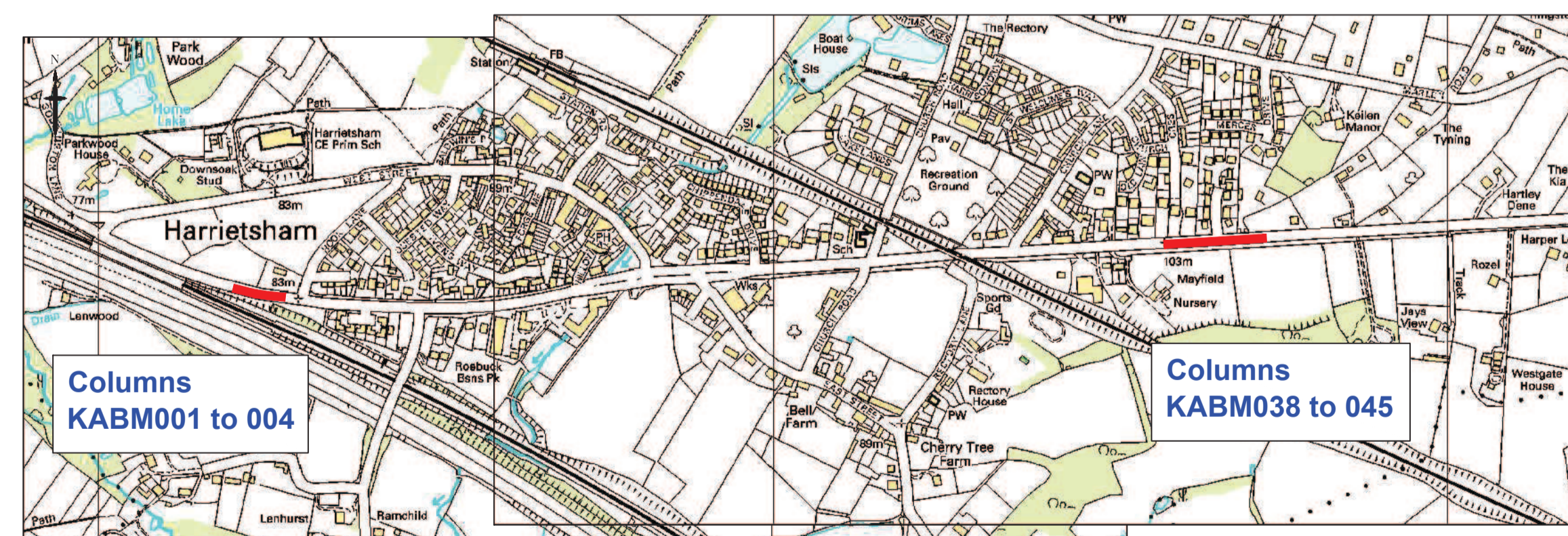
B2246 Hermitage Lane



A249 Sittingbourne Road



A20 Ashford Road Hollingbourne



A20 Ashford Road, Harrietsham

MAIDSTONE

Based upon or reproduced from Ordnance Survey maps with the permission of the Controller of Her Majesty's Stationery Office Crown copyright reserved. Licence No. LA076708.

2	11.03.2013	A229 Station Road, High Street and Cranbrook Road Staplehurst Removed	HC	CH	CH
1	22.01.2013	Notes changed to indicate switch off	HC	CH	CH
0	03.12.2012		HC	CH	CH
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved



Kent County Council
Ashford Highway Depot, Javelin Way,
Ashford, Kent, TN24 8AD
Tel: 08458 247 800

Project	Safe and Sensible Street Lighting Phase 1 Trial Switch Off of Surplus Lights
---------	--

Drawing title

Location Plan - Maidstone District

Drawing status	For Consultation
----------------	------------------

Scale	Not to Scale	Do not scale
-------	--------------	--------------

Drawing number	Rev
KCC/HL/ESP/Maidstone/01	2

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.

A229 Loose Road Corridor Study - Maidstone

To: **Maidstone JTB**

Main Portfolio Area: Environment and Transport

By: Andrew Westwood

Classification: **For decision**

Ward:

Division:

Summary:

This report outlines the proposals identified following a review of the A229 corridor between the Upper Stone Street/Loose Road/Sheals Crescent and Loose Road/Cripple Street/Boughton Lane junctions. The review has sought to identify minor measures that can be implemented to assist traffic flow and improve journey time reliability along this key strategic route.

This report is seeking Members approval of the following measures identified as part of the review:

1. Loose Road/Upper Stone Street/Sheals Crescent

Proposed lane marking alterations.

2. Sheals Crescent to Armstrong Road

Proposed alterations to lane allocations and pedestrian crossing arrangements.

3. Wheatsheaf Junction

Proposed removal of the Cranborne Avenue egress and a partial conversion of Cranborne Avenue to one-way eastbound.

4. Bus Stops

Proposed relocation and removal of bus stops.

1.0 Introduction and Background

1. Introduction

1.1 The A229 in the south of Maidstone suffers from congestion and delays during both the morning and evening peak periods. The draft KCC Congestion Strategy identified the corridor as an area that suffers from poor journey time reliability and has prioritised the need for measures to be implemented that can reduce delays.

1.2 The review has identified a number of proposed improvements that are primarily intended to assist traffic flow on the A229. Each improvement is described below and illustrated in the attached drawings 1 and 2.

2.0 Body of the report

2.1 Loose Road/Upper Stone Street/Sheals Crescent

The lane markings are proposed to be altered to create two continuous traffic streams into Sheals Crescent and remove the give way arrangement for south bound traffic turning into Sheals Crescent from Upper Stone Street. The benefit of the change will be the reduction in delays when traffic blocks back onto Upper Stone Street and impacts upon southbound traffic flow. This has previously been trialled during utility roadworks and was found to work successfully.

2.2 Sheals Crescent to Armstrong Road

The carriageway will be re-allocated along this section of Loose Road to create three lanes for southbound traffic and one lane for northbound traffic. This will achieve a more efficient use of highway capacity by enabling a dedicated lane to be provided for southbound traffic turning right from Loose Road into Armstrong Road. It will also reduce queuing delays for southbound Loose Road traffic, as Armstrong Road bound traffic will be removed from the two approach lanes.

The modifications will incorporate improvements for pedestrians with new crossings being added to the southern arm of the junction. These will be walk with traffic to enhance the overall efficiency of the junction operation.

Modelling of the junction indicates that these alterations will improve overall capacity by 5% in the AM peak and 6% in the PM peak.

Furthermore these modifications will align this junction's configuration with that of the Wheatsheaf Junction. This will mean that both junctions will be capable of being coordinated together, thereby increasing the efficiency of movement along the corridor as a whole.

2.3 Wheatsheaf Junction

The traffic signalled A229/A274 'Wheatsheaf' junction currently operates over capacity during both peak periods. This causes congestion and delay for road users on the A229 and A274.

Removal of the Cranbourne Avenue egress at the junction would allow the green timings for the main roads to be increased. This modification would provide 17 seconds of increased green timing, equating to an extra 340 vehicles in an hour being able to pass through the junction.

To facilitate this change the Cranbourne Avenue junction arm would have to be made one way eastbound (i.e. entry only). This has implications on local residents and road users that currently use Cranbourne Avenue for egress, given that they would be required to use alternative routes such as Plains Avenue, Park Way or Northumberland Road.

Two options have been considered for Cranbourne Avenue. These are:

- Cranbourne Avenue to be one-way eastbound over its full length; and
- Cranbourne Avenue to be one-way eastbound over a short section east of the Wheatsheaf junction. This is the preferred option as it maintains much of the existing two-way operation and will require a build-out feature and signage to prevent vehicles from attempting to exit into the junction.

The traffic order required for the one-way operation will require a statutory consultation process. The outcomes of the consultation will be reported at a future meeting of this Board.

2.4 Bus Stops

The review identified that the current positioning of bus stops in close proximity to junctions on the A229 has an adverse impact on traffic flow when buses have stopped to pick-up and drop-off passengers.

It is proposed to relocate the southbound bus stop further to the north from its current location close to the Loose Road/Armstrong Road/Park Way junction.

The northbound bus stop to the south of the Loose Road/Armstrong Road/Park Way junction is proposed to be removed. This will result in longer walking distances for some passengers.

The bus operator has been consulted and has no objections to the proposed changes.

2.5 General

The details of the schemes can be seen on drawing 1 and 2

It should be noted that the Wheatsheaf junction is included within the Maidstone Integrated Transport Package and will therefore be the subject of further investigation to identify a more substantive highway capacity improvement. This work will need to take account of any minor modifications approved by this Board.

3.0 Financial

3.1 The works are estimated to cost £160,000 for all of the options.

4.0 Legal implications

4.1 A traffic order is required for the change at the Wheatsheaf junction to facilitate the one-way operation.

5.0 Recommendations

5.1 Loose Road/Upper Stone Street/Sheals Crescent

Members are recommended to approve the proposed lane marking alterations.

5.2 Sheals Crescent to Armstrong Road

Members are recommended to approve the proposed alterations to lane allocations and pedestrian crossing arrangements.

5.3 Wheatsheaf Junction

Members are recommended to approve formal consultation on the proposal for part of Cranbourne Avenue to be made one-way eastbound in order to prevent egress into the junction.

5.4 Bus Stops

Members are recommended to approve the proposed alterations to bus stops.

Future Meeting if applicable:	Date: N/A
-------------------------------	-----------

Contact Officer:	Andrew Westwood
Reporting to:	Tim Read

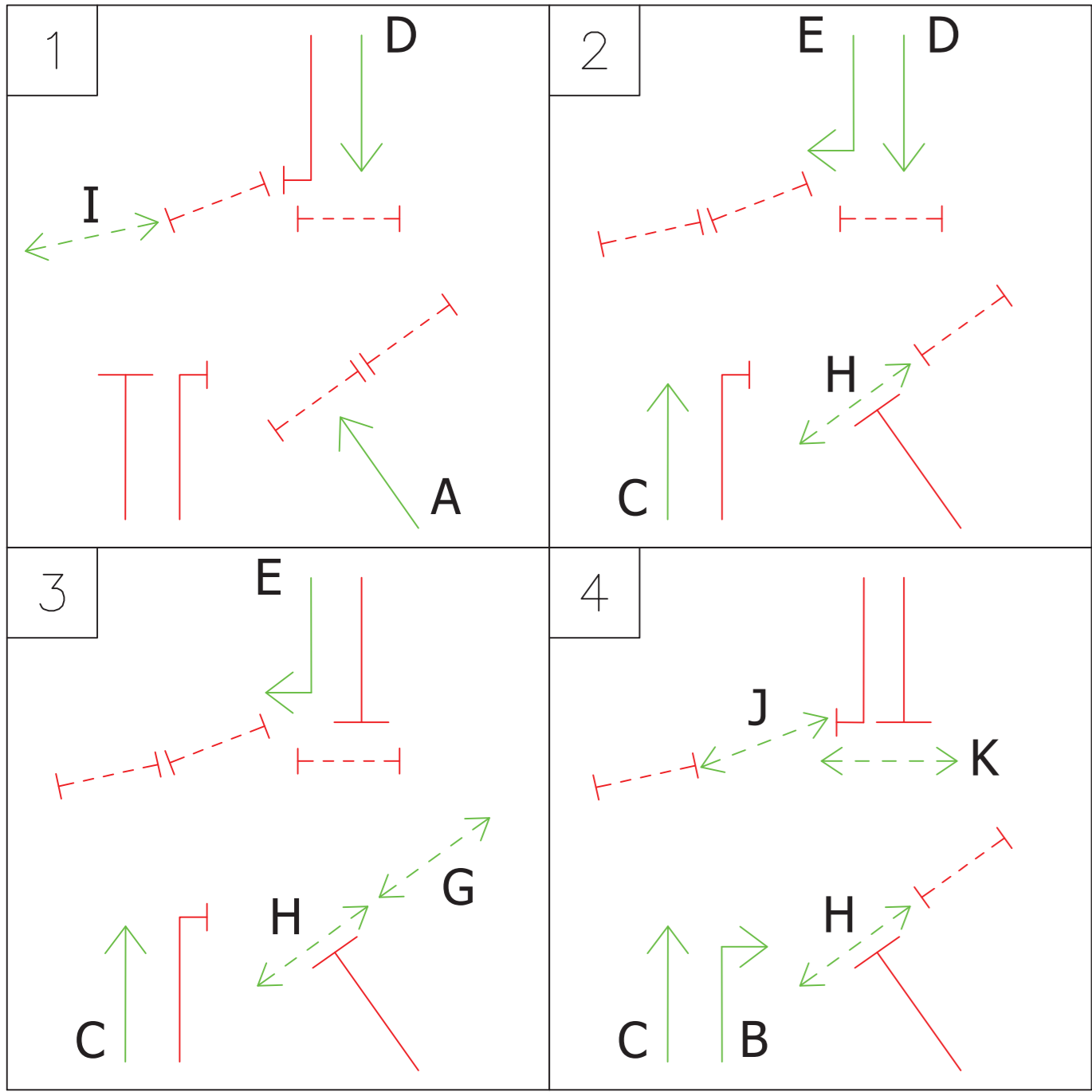
Annex List

<i>Annex 1</i>	<i>Drawing 1 and Drawing 2</i>
----------------	--------------------------------

Scale - 1:500

Proposed Location
For New Bus Stop.

PROPOSED STAGE DIAGRAM



Existing Bus Stop To Be
Moved To A New Location
Outside No. 154 Loose
Road, As Shown.

Existing Drainage Gully
To Be Moved As Shown

New Kerb Build Out To
Enforce Proposed 'No Entry'
From Cranbourne Avenue.

Scale - 1:250

KCC/ITS/2016/Drawing No.2

Key - Proposed

- No Entry Signs
- Proposed carriageway markings & TSRGD Ref No.
- Layout of blister tactile surface modules (burr)
- Proposed guardrail type PG/1

Notes

This drawing is based on Ordnance Survey digital data supplemented by additional base detail measured on site.

The Cranbourne Avenue phase (F) is to be removed and traffic prohibited from exiting, a new Traffic Regulation Order (TRO) to enforce this is to be implemented.

New lining details are to be installed in accordance with TSRGD (latest revision) and are to tie in with the existing lining, please refer to 1200 series drawings for full details of all new carriageway markings.

The details of any existing services shown on this drawing are based upon information supplied by the statutory bodies and other authorities concerned. The accuracy of this information cannot be guaranteed and the presence of other apparatus, in particular service connections to individual properties, should be expected.



A	05/10/15	Cranbourne Avenue Build Out Added	PT	CB	AW
0	04/02/15	Final Issue	PT	CB	AW
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved



Kent County Council
Aylesford Highway Depot
St. Michael's Close
Aylesford ME20 7BU
Tel: 03300 41 81 81

Project
A229 Loose Road / Sutton Road
Maidstone

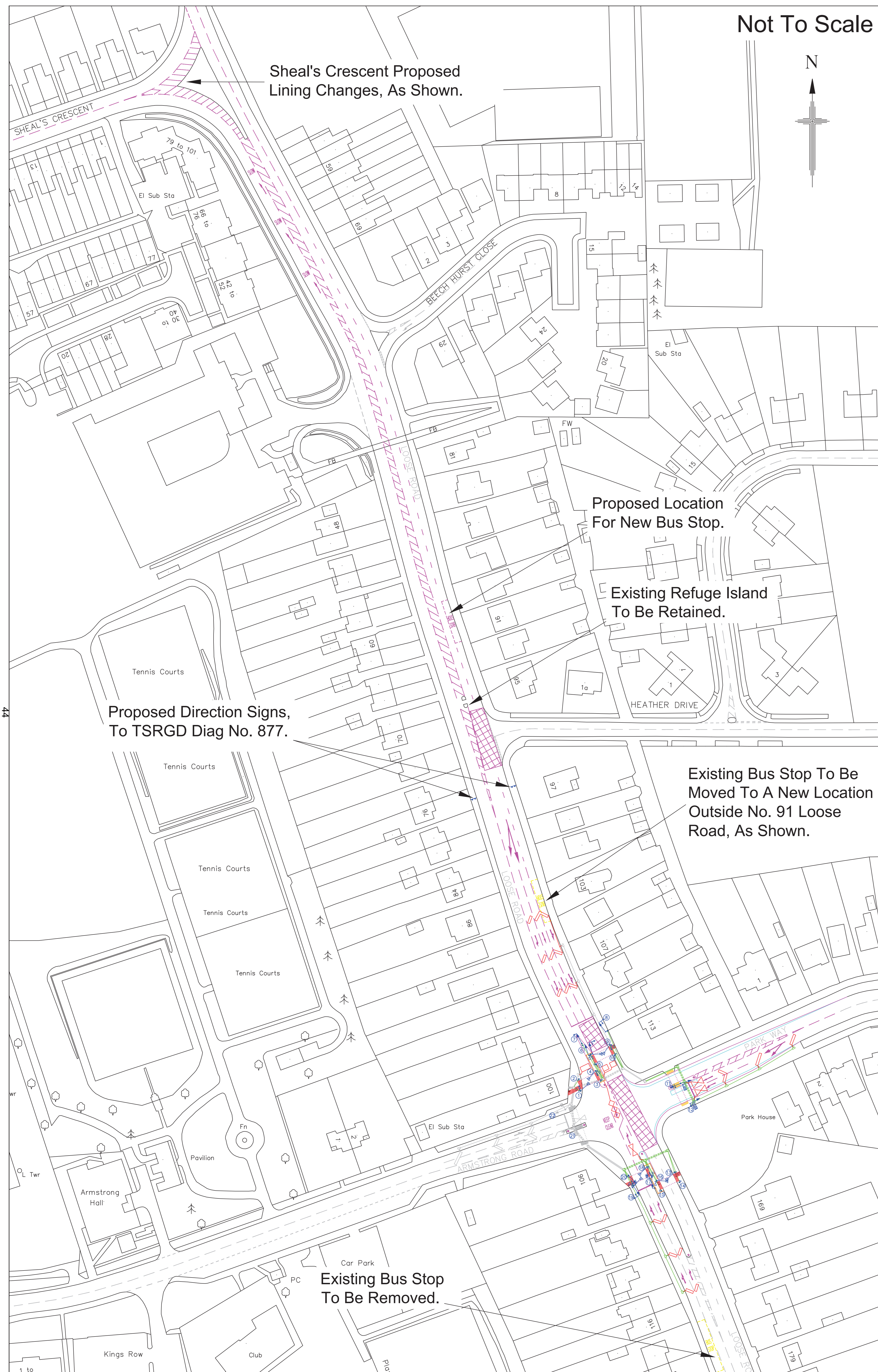
Drawing title
Proposed Improvement Options
Loose Road / Sutton Road Junction
(Site Ref No. 11-0927)

Drawing status
Preliminary, For Discussion

Scale
As Shown at A0

Drawing number
KCC/ITS/2016/Drawing No.2

Rev
A



<div style="display: flex; justify-content: space-between;"> Working Number KCC/ITS/2016/Drawing No. 1 </div>					
<div style="display: flex; justify-content: space-between;"> Notes </div>					
<div style="display: flex; justify-content: space-between;"> Key - Proposed </div>					
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>→ Traffic signal and pole</p> <p>— Duct FW/1 100 mm dia</p> <p>== Duct CW/3 100 mm dia</p> <p>□ Junction pit 900 mm depth (no under kerb ducts)</p> <p>□ Junction pit 900 mm depth (with under kerb ducts)</p> <p>— Junction box 550 mm depth (with under kerb ducts)</p> <p>AX Vehicle detector loop and identity</p> <p>□ Traffic bollard (keep left)</p> <p>— Proposed kerb line</p> <p>— Existing kerbline to be marked</p> <p>— Proposed carriageway markings</p> <p>Layout of blister tactile surface modules (red)</p> <p>Layout of blister tactile surface modules (buff)</p> <p>— General type B5/1 – HV (staggered infill bars)</p> <p>HFS (All HFS is to be coloured dark grey or black)</p> <p>Proposed signs</p> </div> <div style="width: 50%;"> </div> </div>					
<div style="display: flex; justify-content: space-between;"> Notes </div>					
<p>This drawing is based on Ordnance Survey digital data supplemented by additional base detail measured on site.</p>					
<p>This drawing shall be read in conjunction with the following KCC Standard Details:</p> <p>KCC/0500/020 to / 25 - Junction Pits & Ducting</p> <p>KCC/1100/007 - Typical Layout of Controlled Pedestrian Crossing Points</p> <p>KCC/1200/007 & 008 - Cabinet & Feeder Pillar Installation</p> <p>KCC/1200/009 - Traffic Signal Pole Retention Socket.</p>					
<p>High Friction Surfacing (HFS) shall be provided on all approaches and will extend 50m from the stopline, in addition the HFS shall also extend to the first row of pedestrian studs beyond the stopline and all HFS is to be coloured dark grey or black.</p>					
<p>Tactile indicators are required on all traffic signal poles, with the exception of pole numbers 7, 8, 11, 12, 21 and 22. The photo electric cell is to be installed on pole number 22.</p>					
<p>Ducting shall be adjusted locally to avoid existing Statutory Undertakers Plant. The controller root shall be galvanised. All traffic signal posts shall be installed in NAL Retention Sockets.</p>					
<p>All traffic signal control equipment shall comply with the KCC Traffic Systems General Specification Issue 5.0. The Traffic Signal Controller shall be ELV operation. LED signal aspects and PJBUs shall be provided. The controller shall be capable of monitoring all LED equipment for lamp faults.</p>					
<p>Supply, installation and commissioning of an Outstation Monitoring and Control Unit (OMCU) to KCC Specification capable of monitoring all detectors and the illumination of all signal aspects and push button "WAIT" panels (including LED equipment). The unit shall be a Siemens Genium and be use GSM. The SIM card will be supplied by KCC.</p>					
<p>New lining and signing details are to be implemented in accordance with the TSRGD (latest revision) and all proposed lining details are to tie in with the existing, please refer to 1200 series drawings for full details of all new carriageway markings.</p>					
<p>The details of any existing services shown on this drawing are based upon information supplied by the statutory bodies and other authorities concerned. The accuracy of this information cannot be guaranteed and the presence of other apparatus, in particular service connections to individual properties, should be expected.</p>					
<h3>Proposed Direction Sign</h3> <p>(TSRGD Diag No. 877)</p>					
C	05/02/16	Yellow Box Details Added	PT	CB	AW
B	05/10/16	Lining Details Amended	PT	CB	AW
A	13/07/16	Plan View First Amendment	PT	CB	AW
B	04/02/15	First Issue	PT	CB	AW
Rev	Revision Date	Purpose of Revision	Drawn	Checked	Approved
Kent County Council Aylesford Highway Depot St. Michael's Close Aylesford ME20 7BU Tel: 03300 41 81 81					
Project A229 Loose Road / Armstrong Road Maidstone					
Drawing title Proposed Improvement Options Loose Road / Armstrong Road Junction (Site Ref No. 11-0412)					
Drawing status Preliminary, For Discussion					
Scale As Shown at A0		Do not scale			
Drawing number KCC/ITS/2016/Drawing No. 1					
					Rev C
<p>This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. liable to be corrected for full terms and conditions.</p>					

To : Maidstone Joint Transportation Board

By : Tim Read – KCC Head of Transportation

Date : 22nd February 2016

Subject : Results of the VISUM Transport Modelling

Classification: For Information and Discussion

Summary : This report summarises the results of the interim 2022 modelling scenario that has been undertaken to inform the Maidstone Local Plan.

1. Introduction

1.1 The VISUM modelling work undertaken by Amey in support of the emerging Local Plan has tested a series of scenarios relating to the transport interventions that could be implemented alongside future housing and employment development. Each of the scenarios has been predicated on an individual set of assumptions regarding the package of transport interventions.

1.2 The modelling enables the relative effectiveness of each scenario to be compared and contrasted by providing a measure of their influence on future travel demand and highway network performance.

1.3 The purpose of this report is to ensure that Members are informed of the model results for the 2022 scenario and how these compare against those previously derived for 2031.

2. Background

2.1 At the previous meeting of this board on 7th December 2015, Members resolved:

“We agree in the absence of an agreed transport strategy and in light of the evidence presented to this Board demonstrating Maidstone’s significant highway capacity constraints, this Board recommends that a transport strategy be taken forward urgently by the Borough and County Councils covering the period of the Local Plan, with a further review completed in 2022.

The aim of this strategy will be to mitigate the transport impact of future growth, in the first instance up to 2022. The strategy should comprise of the key highway schemes and public transport improvements agreed by the Board, and further traffic modelling will be required to identify its impact. It is proposed that the £8.9 million growth fund monies identified for transport be used to accelerate the delivery of these improvements. Existing developer contributions may then be used to support further measures.

The agreed transport strategy should also develop the justification for a relief road between the A20 to the A274 (the Leeds and Langley Relief Road), along with a preferred route, in order to allow testing with other strategic transport options and

identify all source of potential funding to enable the schemes to be implemented at the earliest opportunity.”

2.2 The traffic modelling referred to within the resolution has now been undertaken by consultants Amey in order to identify how implementation of the strategy over this interim period to 2022 could impact upon network performance.

2.3 Assumptions on the quantum of development that is expected to come forward over the period to 2022 have been made on the basis of advice from MBC. This has resulted in an adjustment being made to the Local Plan housing target of 18,560 to deduct the strategic sites, namely those at Lenham, Invicta Barracks and the town centre, and windfall sites that are expected to come forward over the period 2022 – 2031. A revised housing target of 14,034 has therefore been taken forward for 2022 modelling purposes, alongside all employment and retail sites.

2.4 Two model runs have been undertaken for the 2022 scenario. The ‘2022 Base’ model run assumes that no transport interventions are implemented, aside from the Bridges Gyratory scheme. The ‘2022 Do Something’ model run assumes that the transport strategy components previously agreed by this Board are implemented, with the exception of the Leeds Langley Relief Road. These components are comprised of:

- the package of highway improvement schemes
 - Bridges Gyratory
 - A20/M20 Junction 5
 - A229/A274 Wheatsheaf
 - A20/Willington Street
 - A274/Willington Street and A274/Wallis Avenue
 - A20/Hermitage Lane
 - A20/Coldharbour Lane
 - A249 Bearsted Road and Bearsted Road/New Cut
 - A26/Fountain Lane
- a typical 10 minute bus frequency
- the discounting of walk/cycle trips to be based on a distance threshold of 5km within the town centre
- a 50% increase in long-stay parking charges
- the removal of park and ride sites at Linton and M20 J7

2.5 The above components are entirely consistent with the ‘2031 Do Something 4b’ model run previously reported to Members on 4th November 2015 and provide a basis for comparing and contrasting results.

2.6 It should be noted that the exclusion of the Leeds Langley Relief Road from the 2022 tests is purely intended to reflect how the timescales associated with the delivery of this scheme are expected to extend beyond 2022.

3. Modelling Results

3.1 In view of the limited timeframe within which to undertake the modelling work, Amey were instructed to focus on the AM peak period. This has ensured that the busiest period has been tested.

3.2 A summary of the 2022 results, set against the results of the previously modelled '2014 base' and '2031 Do Something 4b' scenarios, is presented in Appendix A.

3.3 The results of the '2022 Do Minimum' scenario serve to emphasise how substantive increases of 16% in travel distance and 29% in travel time will occur on the highway network in the absence of mitigation.

3.4 Implementation of the transport strategy components in the '2022 Do Something' scenario results in increases of 8% in travel distance and 10% in travel time across the highway network. These increases compare favourably against those identified for the '2022 Do Minimum' scenario and support the transport strategy as a form of mitigation.

3.5 A comparison of the '2022 Do Something' results against those previously reported for the '2031 Do Something 4b' modelling results highlights how the '2022 Do Something' approach would result in a near halving of the associated impact on travel distance and time.

4. Summary

4.1 The modelling work has been completed to test the effects of the 2022 scenario on travel demand and highway network performance.

4.2 On the basis of a revised housing target of 14,034, this has identified a level of impact that is close to half of that previously reported for the 2031 scenario in terms of travel time.

4.3 The findings support the implementation of the transport strategy over the period to 2022 in how they demonstrate a substantially lower impact on the highway network.

4.4 It can also be concluded that the added inclusion of the Leeds Langley Relief Road within the transport strategy will provide further benefits to network performance, as previous model runs have identified how, by 2031, this scheme could achieve a 25% saving in travel time across the network and could reduce traffic flows on individual routes by up to 16%. It is therefore imperative that the work necessary to support delivery of the Leeds Langley Relief Road is progressed immediately.

5. Recommendation

5.1 The findings of the 2022 modelling are commended to Members on the basis that they demonstrate a level of impact on the highway network that is not regarded as severe in the context of the National Planning Policy Framework.

5.2 In light of these findings it is recommended that the identified transport interventions, together with the requirement for further work to be undertaken in support of the Leeds

Langley Relief Road, are approved by Members as forming the transport strategy that will cover the period to 2022.

Contact Officers:

KCC : Tim Read , Brendan Wright – 03000 418181

Appendix A: Maidstone Transport Model - Option Testing Summary			
Model Scenario	Transport Intervention Assumptions	Model Results: Network Performance	
		Travel Distance (Veh km)	Travel Time (Veh hours)
		AM	AM
2014 Base	None	122,000	8,300
2022 Do Minimum	Adjusted housing allocation (14,034 homes) and unchanged employment allocation (200,100m ²) Maidstone Gyratory scheme only	141,400 (+16%)	10,700 (+29%)
2022 Do Something	Adjusted housing allocations (14,034 homes) and unchanged employment allocation (200,100m ²) Package of transport improvements: <ul style="list-style-type: none"> • Highway capacity improvements • Public transport improvements (10 min bus frequency) • Discounting of walk/cycle trips up to 5km • Increase in long-stay parking charges (by 50%) • Removal of P&R at Linton and M20 J7 	132,000 (+8%)	9,100 (+10%)
2031 Do Something 4b	Revised housing and employment allocations (18,560 homes) Package of transport improvements: <ul style="list-style-type: none"> • Highway capacity improvements • Public transport improvements (10 min bus frequency) • Discounting of walk/cycle trips up to 5km • Increase in long-stay parking charges (by 50%) • Removal of P&R at Linton and M20 J7 	135,600 (+11%)	9,700 (+17%)