

Maidstone Joint Transportation Board

February
2024



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	14 February 2024

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.

2. SCHEME UPDATES:

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

- 2.1.1 The site offices and compound are now in place and operational in the field to the northeast of New Cut Road roundabout.
- 2.1.2 Drainage works to establish the settlement lagoon and new drainage outfall within Maidstone Crematorium have been completed.
- 2.1.3 Drainage works to the south of the compound area are continuing within the area of widening to the northeast of New Cut Road roundabout.
- 2.1.4 Works commenced in December 2023 to form the new access onto Newnham Court Way and provide the new access road into Newnham Court Shopping Village, and these works are continuing.
- 2.1.5 The programme for the online works are being finalised with our Streetworks team and once agreed a newsletter will be circulated to stakeholders to provide an update. The project is expected to be completed in March 2025.
- 2.1.6 KCC have appointed a design consultant to review and progress the design of M20 Junction 7. Subject to approvals required from National Highways, any work associated with this junction cannot take place until after the completion of M2 Junction 5 and Bearsted Road projects.

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

- 2.2.1 Breheny Civil Engineering Ltd have been appointed for the construction of the A20 Coldharbour roundabout project.
- 2.2.2 Works are planned to commence on 12 February 2024 with completion expected in December 2024. Initial works will include vegetation clearance, drainage surveys and the establishment of the site compound.
- 2.2.3 Works will be carried out under off peak lane closures and where required night-time lane closures/road closures. Any road closures will be advertised in advance with access maintained for emergency vehicles, including access for ambulances going to Maidstone hospital. Any road closures will be co-ordinated with the Bearsted Road project to avoid any direct clashes.
- 2.2.4 Discussions are ongoing with Crown Estate, who own the South Aylesford Retail Park, about land needed for a drainage solution to the recurring drainage problems at the A20/Hall Road/Mills Road junction.

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

2.3.2 **A229 Loose Road junction with the A274 Sutton Road (Wheatsheaf junction)**

2.3.3 As reported in the previous JTB update, measures will be put in place to formalise the closure of Cranborne Avenue by replacing the temporary barriers and signing with a permanent layout at the junction. This will then conclude Phase 1 of the project.

2.3.4 The next phase of the project is currently being finalised in order to achieve the optimum design for the Wheatsheaf junction and consolidate the benefits derived from the closure. Once a formal conclusion has been reached on Phase 2, it will be communicated to the JTB.

2.3.5 Concerns have been raised about recent crashes along this part of the A229 Loose Road. The two crashes have been analysed and it has been determined that these were not caused as a consequence of the closure of Cranborne Avenue. However, the site will be continued to be monitored as details for Phase 2 are finalised.

2.3.6 **A229 Loose Road junction with Armstrong Road/Park Way**

2.3.7 The work at this junction is now complete but the signals will continue to be monitored to ensure timings are optimised.

2.3.8 **A229 Loose Road junction with Sheals Crescent**

2.3.9 These works are on hold pending a review of the impacts from the changes at the Armstrong Road junction.

2.3.10 **A229 Loose Road junction with Cripple Street/Boughton Lane**

2.3.11 As advised previously KCC will not proceeding with this scheme.

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 and is now expected to be carried out in 2025.

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

2.5.1 A consultancy team has been commissioned to review the scheme against current design standards and matters arising from a Road Safety Audit. This process is ongoing, with a conclusion expected shortly. The review has initially highlighted some safety and design matters that require further consideration before a decision can be made on whether the scheme continues to progress in its current form.

2.5.2 Following a request from local district and county councillors at the end of 2023, a joint meeting was held in December to discuss the ongoing design review and provide clarity on the process.

2.5.3 During the meeting councillors identified some alternative network improvements to aid traffic flow that they feel merit further exploration. These include:

- Relocation of the bus stop in Fountain Lane
- Further parking restrictions on Farleigh Lane
- An extension to existing right turn facilities on the A26 Tonbridge Road (with new pedestrian crossing near Sainsburys).
- A bus priority corridor in St Andrews Road (subject to discussion with bus operators and further design related matters).
- A refresh of existing road markings at the A26/Fountain Lane junction

2.5.4 Once a formal conclusion has been reached on suitability of the dual roundabout scheme, next steps will be communicated to local councillors and the JTB.

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.

2.6.2 Design options for this junction still need to be finalised after the original proposal was rejected following public consultation.

3.

Appendix 1: Map of Highway Improvement Schemes in Maidstone

