

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Wednesday 17 October 2018
Time: 5.00 pm
Venue: Town Hall, High Street, Maidstone

Membership:

Councillors Bird, Brown, D Burton, Carter, Chittenden, Clark, Cooke, Cooper, Cuming, Daley, Fermor, Hinder, Hotson, D Mortimer, T Sams, Springett, Mrs Stockell, Wilby and Wilson

The Chairman will assume that all Members will read the reports before attending the meeting. Officers are asked to assume the same when introducing reports.

<u>AGENDA</u>	<u>Page No.</u>
1. Apologies for Absence	
2. Notification of Substitute Members	
3. Notification of Visiting Members	
4. Disclosures by Members and Officers	
5. Disclosures of Lobbying	
6. To consider whether any items should be taken in private because of the possible disclosure of exempt information	
7. Minutes of the Meeting Held on 17 January 2018	1 - 11
8. Petitions (if any)	
9. Questions and answer session for members of the public (if any)	
10. Maidstone Joint Transportation Board Work Programme	12
11. Reference from Planning Committee - Highway and Pedestrian Safety	13
12. A26 Tonbridge Sinkhole - Verbal Update	
13. Maidstone Bridges Gyratory - Road Safety Report	14 - 18
14. Maidstone Integrated Transport Package (MITP)	19 - 30

Issued on Tuesday 9 October 2018

Continued Over/:

Alison Broom

Alison Broom, Chief Executive

15. Rail Services in Maidstone	31 - 34
16. Pothole and Footway Repairs 2018	35 - 38
17. Maidstone Cycle Way Consultation	39 - 43
18. Maidstone Highway Works Programme	44 - 58

PUBLIC SPEAKING AND ALTERNATIVE FORMATS

If you require this information in an alternative format please contact us, call **01622 602899** or email committee@maidstone.gov.uk.

In order to speak at this meeting, please contact Democratic Services using the contact details above, by 5 p.m. one clear working day before the meeting (i.e. 15th October). If asking a question, you will need to provide the full text in writing. If making a statement, you will need to tell us which agenda item you wish to speak on. Please note that slots will be allocated on a first come, first served basis.

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MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON WEDNESDAY 17 JANUARY 2018

Present: Councillor D Burton (Chairman) and Councillors Bird, Carter, Chittenden, Clark, Cooke, Cooper, Cuming, Daley, Hastie, Hotson, Perry, Prendergast, Springett, Mrs Stockell, Willis and Wilson

Also Present: Councillors Adkinson, Barned, M Burton, Harper and Spooner

32. APOLOGIES FOR ABSENCE

It was noted that apologies were received from Councillors Brown, Garten, T Sams and Wilby.

It was noted that apologies for lateness were received from Councillor Carter.

33. NOTIFICATION OF SUBSTITUTE MEMBERS

It was noted that Councillor Perry was substituting for Councillor Garten.

34. URGENT ITEMS

The Chairman informed the Board that he had accepted an urgent update relating to Agenda Item 17 – A274 Sutton Road, as it contained additional information which was supplied after the publication deadline.

35. NOTIFICATION OF VISITING MEMBERS

The following Visiting Members were noted:

- Councillor Adkinson attended the meeting to present a Petition relating to Gatland Lane and indicated his wish to speak on Agenda Item 13 – Reference from Planning Committee- 17/502072 – Land South of Forstal Lane, Coxheath, Kent and Agenda Item 16 – Gatland Lane, Maidstone;
- Councillor Barned indicated his wish to speak on Agenda Item 17 – A274 Sutton Road Maidstone;
- Councillor M Burton indicated his wish to speak on Agenda Item 17 – A274 Sutton Road Maidstone;
- Councillor Harper attended the meeting to present a Petition relating to Gatland Lane and indicated his wish to speak on Agenda Item 13 – Reference from Planning Committee- 17/502072 – Land

South of Forstal Lane, Coxheath, Kent and Agenda Item 16 –
Gatland Lane, Maidstone; and

- Councillor Spooner was in attendance as an observer.

36. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

37. DISCLOSURES OF LOBBYING

All Members stated that they had been lobbied on Agenda Item 17 – A274 Sutton Road Maidstone.

Councillors D Burton, Prendergast and Springett stated that they had been lobbied on the question which was to be asked about Detling Aerodrome Approach.

Councillor Carter stated that he had been lobbied on Agenda Item 15 – B2246 Hermitage Lane.

38. EXEMPT ITEMS

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

39. MINUTES OF THE MEETING HELD ON 18 OCTOBER 2017

RESOLVED: That the minutes of the meeting held on 18 October 2017 be approved as a correct record and signed.

40. PRESENTATION OF PETITIONS

The Chairman informed the Board that he had relaxed the restriction that no more than three petitions should be presented at a meeting. This was because three of the petitions related to A274 Sutton Road/Willington Street Improvements.

- A) Notice has been given pursuant to Council Procedure Rule 12 of the intention to present a petition in the following terms:

We object to the plans to install double yellow lines in Gatland Lane, we want to see single yellow lines operating Monday to Friday 8am to 10am and 2pm to 5pm. This will enable residents and their visitors to park freely at weekends and out of school drop off times.

It was noted that the Chairman had agreed to waive the requirement for the wording of a petition to be given in writing at least two weeks before the day of the meeting. The Chairman also agreed to waive the requirement that the petition must contain 100 signatures from within the Borough.

Councillor Harper presented the petition to the Board and it was noted that he was pleased to see that Officers had recommended that the double yellow lines be replaced with single yellow lines with no waiting between 8am – 10am and 2pm – 5pm.

RESOLVED: That this petition be taken in conjunction with Agenda Item 16 – Gatland Lane Maidstone.

- B) Notice has been given pursuant to Council Procedure Rule 12 of the intention to present a petition in the following terms:

We the residents of Sutton Road have learned to our dismay of the planned works in front of our properties.

These planned works will have a dramatic effect on our lives as the road will be that much closer to our homes. This will lead to noise and, more importantly, pollution. Some residents have health problems, i.e. asthma, and this will have a massive impact on their lives. We have a right, before you commence the works, to be consulted on this major concern. What protection are you going to give us from the noise and pollution?

It was noted that the Chairman had agreed to waive the requirement for the wording of a petition to be given in writing at least two weeks before the day of the meeting. The Chairman also agreed to waive the requirement that the petition must contain 100 signatures from within the Borough.

- C) Notice has been given pursuant to Council Procedure Rule 12 of the intention to present a petition in the following terms:

We do not want the Sutton Rd traffic "improvements" to go ahead, turning four lanes into six lanes. We do not want all the old trees + shrubs removed all the way from Bell Meadow to the cemetery. This will cause more pollution, more noise and de-value our homes and we would still have bottlenecks where the road would have to return to four lanes. Our best protection from the pollution and noise is the trees!

It was noted that the Chairman had agreed to waive the requirement for the wording of a petition to be given in writing at least two weeks before the day of the meeting.

- D) Notice has been given pursuant to Council Procedure Rule 12 of the intention to present a petition in the following terms:

A274 Sutton Road/Willington Street Improvement Scheme

Kent County Council and Maidstone Borough Council are proposing to widen the A274 Sutton Road junction with Willington Street into six lanes, beginning in February 2018 by destroying mature Prunus cherry trees in Bell Meadow and mature trees/hedges along the

Sutton Road, which screen properties and soak up emissions from passing traffic. These trees are also one of the few pleasant and welcoming sights to people entering the County Town through this increasingly built-up southern corridor.

We the undersigned believe that the current design is far too drastic, and that any minimal gains will not outweigh the destruction. Improvements could be made by using other, cheaper and less disruptive, methods. Compared with a number of other junctions, such as at the Wheatsheaf and the other end of Willington Street, any problems at this junction are relatively trivial and there is only a very limited period where traffic might, occasionally, need to wait for more than one change of traffic lights. Increasing the throughput through this junction, because it appears to be the only one with scope to do anything, can only exacerbate the more serious congestion problems at Morrison's, the Wheatsheaf and the Ashford Road/Willington Street junction.

We therefore call upon Kent Highways to:

- 1. Ask Mr Wilkin and the other officers involved to read in full the Forestry Commission's Report "The Case for Trees", about the importance of trees in an urban environment - [https://www.forestry.gov.uk/pdf/eng-casefortrees.pdf/\\$file/eng-casefortrees.pdf](https://www.forestry.gov.uk/pdf/eng-casefortrees.pdf/$file/eng-casefortrees.pdf) - before putting any part of this scheme in its present form into action, so that they understand the true value of these trees;*
- 2. Give residents a firm assurance that no trees will be felled before we have had a proper consultation and all other options have been considered and agreed, including -*
 - a. Giving traffic coming from Maidstone and turning left into Willington Street a slightly longer dedicated lane with its own traffic light filter, as originally planned, widening the road up to the hedge - which was planted some years ago for that specific purpose; and*
 - b. Creating a filter lane from Sutton Road into the Wallis Avenue industrial estate so that traffic going southwards doesn't have to queue behind vehicles waiting for a gap in oncoming traffic in order to turn right into that road;*
- 3. Ensure that adequate measures to eliminate pollution and traffic noise will be put in place;*
- 4. Make publicly available all measurements of current noise and pollution levels, and also the results of the traffic surveys - i.e. traffic flow at all times of the day and night, times, facts, figures, evidence - on which the business case for this scheme is based;*

5. *Give the residents of Bell Meadow and Sutton Road a proper consultation on these and other measures before January 2018, as we are aware that the trees are due to be destroyed in February 2018; and*
6. *Include in any public consultation and on both council websites information about how affected residents can apply for compensation, reduction in council tax and other mitigating measures for the loss of value in our homes and quality of life if the proposed scheme still goes ahead and we do lose our trees."*

It was noted that the Chairman had agreed to waive the requirement for the wording of a petition to be given in writing at least two weeks before the day of the meeting.

Mr Richard Weeks presented petitions B, C and D to the Board, which all related to A274 Sutton Road/Willington Street Improvements.

Mr Weeks raised the following concerns:

- Residents had not been properly consulted on the scheme;
- Thirteen mature cherry trees, along with a hedge, a verge and 17 further large trees were to be felled;
- Reducing congestion at the A274 Sutton Road/Willington Street junction would make congestion even worse at pinch points further along; and
- This scheme had no support from local residents.

Mr Weeks stated that residents would prefer no scheme at all, but if something needed to be done then it needed to be on a smaller scale and the land and the trees had to be retained.

RESOLVED: That these petitions be taken in conjunction with Agenda Item 17 – A274 Sutton Road Maidstone.

41. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

Councillor Lyle Cathcart asked the following question of the Chairman of the Board, on behalf of Stockbury and Thurnham Parish Councils:

Aerodrome Approach, Detling – this is the road off the A249 which serves the entrance to the Detling Aerodrome Industrial Estate and to Bimbury Lane which leads to villages of Stockbury and Hartlip and I have forwarded outline information and photographs to all members of this Board.

Parking along Aerodrome Approach has been a problem since 1982 and Kent CC and Maidstone BC have taken progressive piecemeal measures over the years to address the parking, associated environmental and

unsociable behaviour problems with infrastructure measures and finally Double Yellow Lines being introduced in 2010 to all but approximately 120 metres.

The absence of the completion of this section of DYLS is now a serious safety hazard with vehicles parking on a two way traffic blind bend especially at night when HGVs are parking without the required legal lighting. Recent visits by MBC Parking Enforcement has lessened but not cured the parking on the established DYLS but has increased the parking on the section without the agreed DYLS.

When will these outstanding DYLS be completed, as previously agreed at meetings with the authorities, to ensure the future safety along this road?

The Chairman of the Board replied that:

Thank you for your question.

Aerodrome Approach, Detling is regularly patrolled by Maidstone Borough Council's Civil Enforcement Officers and action is taken against any vehicle observed as parked on active restrictions. Enforcement action has had some positive impact, however a number of vehicles have elected to migrate to uncontrolled areas of the highway further along Aerodrome Approach. Patrols will continue in an effort to reduce levels of inconsiderate parking on the yellow line restrictions.

Unfortunately Civil Parking Enforcement powers do not extend to areas of highway where no traffic order or line marking exists to manage driver behaviour.

Kent County Council are aware of the lorry parking issues with Aerodrome Approach, Detling and will look at progressing a Traffic Regulation Order and installing additional double yellow lines after April 2018 when funding becomes available.

42. MAIDSTONE JOINT TRANSPORTATION BOARD WORK PROGRAMME 2017/18

The Board considered the 2017/18 Work Programme.

Councillor Willis requested that an item be added to the Board's Work Programme to consider Rail Services, such as Thameslink and the South Eastern Rail Franchise. The Chairman agreed to consider the items alongside the Vice-Chairman at a future agenda setting meeting.

RESOLVED: That the Maidstone Joint Transportation Board Work Programme 2017/18 be noted.

43. REFERENCE FROM PLANNING COMMITTEE - 17/502072 - LAND SOUTH OF FORSTAL LANE, COXHEATH, KENT

The Board considered the Reference from Planning Committee relating to Land South of Forstal Lane, Coxheath, Kent.

RESOLVED: That an item be included in the Board's Work Programme to monitor, after 50% occupation, the effectiveness of the measures put in place in order to prevent a right turn from the above development into Forstal Lane towards Well Street and whether changes need to be made and/or a Traffic Regulation Order introduced.

44. REFERENCE FROM COUNCIL - BRIDGES GYRATORY SYSTEM

The Board considered the Reference from Council relating to the Bridges Gyratory System.

Councillor Harper addressed the Board on this item.

It was noted the Board already had an item on the Work Programme to review the Bridges Gyratory System and therefore the points raised within the motion would be included in the review.

The Chairman agreed to include an item on the Work Programme of the Strategic Planning, Sustainability and Transportation Committee in order to address the issue of outstanding works, such as the Broadway subway which was still under repair.

It was noted that Members of the Board raised further issues which they would like incorporated into the Review:

- Councillor Bird stated that consideration should be given to increasing the size of the refuge in the middle of Bishops Way.
- Councillor Clark stated that he had provided Officers with feedback regarding the safety of the Gyratory System and asked that it be considered.
- Councillor Daley stated that the no entry signs to prevent vehicles from entering the one way carriageway were too small.

RESOLVED: That this Board considers the motion relating to the Bridges Gyratory System when reviewing the performance of the System later in the year.

45. PETITION REPORT - PLATTS HEATH SAFE TRANSPORT SCHEME

Mr Jamie Watson, KCC's Senior Schemes Programme Manager, updated the Board on the Platts Heath petition.

It was highlighted to the Board that KCC had met with the lead petitioner, Lenham Parish Council and Boughton Malherbe Parish Council to discuss the issues that were raised within the petition. Following this meeting it was agreed that the Parish Councils would produce a Highway Improvement Plan, to list their concerns in priority order so that KCC

Officers could investigate and agree an action plan with the Parish Councils. To date, KCC had not received the Highway Improvement Plan.

RESOLVED: That the report be noted.

Note: Councillor Carter arrived at 5.46 p.m. during consideration of this item.

46. PETITION REPORT - B2246 HERMITAGE LANE

Mr Brendan Wright, KCC's Principal Transport and Development Planner, presented this item to the Board.

It was highlighted to the Board that this report was in response to a petition which was presented in October 2017 and had four specific requests.

It was noted that since the publication of the agenda, the B2246 had been declared a high priority route by the Highway Authorities and Utilities Committee and therefore would form part of the Kent Lane Rental Scheme.

Mr Egerton, Strategic Planning Manager, informed the Board that recent modelling work had been undertaken which confirmed that the air quality did not exceed the national air quality objective.

RESOLVED: That the report be noted.

47. GATLAND LANE, MAIDSTONE

Mr Jamie Watson, KCC's Senior Schemes Programme Manager, presented this item to the Board.

Councillor Harper addressed the Board on this item.

In response to a question from the Board, Mr Watson replied that in order to extend single yellow lines further south west down Gatland Lane Officers would have to reconsult.

RESOLVED: That the Board support the following:

- Existing double yellow line corner protection at:
 - Ridgway, junction with Gatland Lane
 - Chamberlain Avenue, junction with Gatland Lane
 - Burghclere Drive, junction with Gatland Lane
 - The Gatland Lane vehicle entrance to Jubilee Primary School
- The implementation of a single yellow line parking restriction, outside numbers 21 to 29 Gatland Lane, with 'no waiting' from 0800 to 1000 and 1400 to 1700 hours Monday to Friday only (as

depicted in Appendix 1 drawing reference Maidstone JTB IG.01) to replace the double yellow lines marked on the ground.

- The implementation of 'School Keep Clear' road markings outside Gatland House (as depicted in Appendix 2 drawing reference Maidstone JTB IG.02).

Voting: Unanimous

48. A274 SUTTON ROAD MAIDSTONE

Mr Russell Boorman, KCC's Major Capital Programme Manager, presented this item to the Board.

Mr Russell Fitzpatrick, Planning Lawyer, Mr Rob Jarman, the Head of Planning and Development and Mr Mark Egerton, Strategic Planning Manager addressed the Board on this item.

It was noted that Councillors Barned and M Burton, Mr Alex Geeves and Mr Brian Smith-Lowther addressed the Board in objection to the recommended scheme.

The Chairman reminded Members about the urgent update which had been circulated to the Board prior to the meeting.

It was highlighted to the Board that:

- In October 2015, the Board agreed to progress work at this junction as part of the Maidstone Integrated Transport Package.
- In March 2016, approval was given by the KCC Cabinet Member for Planning, Highways, Transport and Waste to deliver the junction improvement at both ends of Willington Street.
- The layout that received the Key Decision in March 2016 also required the removal of highway vegetation (which included cherry trees) to accommodate the widening of the southern side of the A274 fronting onto Bell Meadow. However, during the development of this scheme the initial layout of the junction was found to reach saturation point in the first year after construction, i.e. it would be operating beyond full capacity. Therefore a re-design was necessary to ensure that the scheme delivered the required benefits, which were to increase capacity and reduce congestion.
- The first public engagement event was held on 18 August 2017 and it provided Officers with four common areas of concern, which were that:
 - The scheme may not achieve the benefits that it set out to do;
 - The scheme would impact the vegetation fronting Bell Meadow and Sutton Roads service roads;

- The scheme may increase noise and air pollution; and that
- The scheme could result in devaluation of property.
- A further engagement event was held on 1 December 2017 to share the proposed mitigation measures and welcome further feedback.
- Extensive design work was undertaken following public engagement with a view to addressing the concerns whilst still demonstrating a value for money scheme.
- The urgent update provided information on bus prioritisation. It had been demonstrated that this system would not have a detrimental effect to the travelling public and could benefit those travelling in close proximity to the bus.

It was noted that the Board raised the following concerns regarding the scheme:

- There were a large number of objections from local residents;
- The scheme seemed out of proportion compared with the amount of congestion at the junction;
- The scheme would exacerbate bottlenecks further down the road and would therefore impact on air quality there; and that
- The scheme did not deal with problem of traffic turning into Willington Street from Wallis Avenue, whereby road users are blocked by the filter to turn right.

In response to questions from the Board, Mr Boorman replied that:

- The scheme would work with and without the bus prioritisation in place.
- A smaller scheme would not be feasible as it would not provide the benefits that were required.

RESOLVED: That the Maidstone Joint Transportation Board recommends this scheme be not accepted as currently proposed and recommends that Kent County Council be asked to amend the scheme to a smaller scale, retaining the grass verges and trees whilst paying more attention to local pinch points. It is inherent that some of the green verges will have to be removed.

Voting: For – 11 Against – 1 Abstentions – 5

49. MAIDSTONE HIGHWAY WORKS PROGRAMME

The Board considered the Maidstone Highway Works Programme.

RESOLVED: That the Maidstone Highway Works Programme be noted.

50. DURATION OF MEETING

5.01 p.m. to 8.11 p.m.

Date to Committee	Report Title	Report Author	Lead Authority	Notes
TBC	Leeds Langley Relief Road	TBC	KCC	
TBC	Bridges Gyratory – Performance Review	TBC	KCC	
TBC	Cycling and Walking Strategy	Tay Arnold	MBC	
TBC	KCC – Big Conversation	TBC	KCC	
TBC	Forstal Lane			
TBC	Platts Heath Highways Improvement Plan	TBC	KCC	
TBC	Tonbridge and Malling Local Plan			
TBC	Proposal to Establish a Public Transport Forum			
TBC	Operation Brock	TBC	Highways England	Awaiting confirmation of availability from the Director of Highways England.
TBC	Future Management of M20 Closures	TBC	Highways England	Awaiting confirmation of availability from the Director of Highways England.

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

17 OCTOBER 2018

REFERENCE FROM PLANNING COMMITTEE



HIGHWAY AND PEDESTRIAN SAFETY – ROUNDWELL, BEARSTED, MAIDSTONE, KENT

The Planning Committee, at its meeting held on 16 August adjourned to 23 August 2018, unanimously agreed to ask the Joint Transportation Board to investigate concerns raised about highway and pedestrian safety in Roundwell, Bearsted, Maidstone; specifically, the need for a reduction in traffic speeds to 30 mph, the limited forward visibility of vehicles travelling along the road and the existing danger to pedestrians having to cross Roundwell to the southern side as there is no footpath on the northern side.

RECOMMENDED: That the Joint Transportation Board investigate concerns raised about highway and pedestrian safety in Roundwell, Bearsted, Maidstone; specifically, the need for a reduction in traffic speeds to 30 mph, the limited forward visibility of vehicles travelling along the road and the existing danger to pedestrians having to cross Roundwell to the southern side as there is no footpath on the northern side.

Background Documents – Minutes of the meeting of the Planning Committee held on 16 August adjourned to 23 August 2018.

Agenda Item 13

Maidstone Joint Transportation Board  MAIDSTONE Borough Council	 Kent County Council kent.gov.uk	17 October 2018
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Maidstone Bridges Gyratory – Road Safety Report

Decision Making Authority	Kent County Council/Maidstone Borough Council
Lead Director	Simon Jones
Lead Head of Service	Tim Read
Lead Officer and Report Author	Russell Boorman/Jay Judge
Wards and County Divisions affected	Wards: Maidstone Central/High Street/Bridge/Fant
Which Member(s) requested this report?	Councillors Clark, Chittenden and Bird.

This report makes the following recommendations:

That the Maidstone Bridges Gyratory – Road Safety Report be noted.

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	17 October 2018

Maidstone Bridges Gyratory – Road Safety Report

1. INTRODUCTION AND BACKGROUND

- 1.1 This report provides an update on the Road Safety Audit undertaken following the completion of the Maidstone Bridges Gyratory scheme.
- 1.2 In 2015, the new north bound lanes were opened for traffic, with the scheme being officially opened in March 2016. Initial concerns were raised in relation to the inconsistent use of lane discipline and impact on the Non-Motorised Users (NMU) post scheme completion.

2. Road Safety Audit:

- 2.1 A site visit was completed by the audit team during the hours of daylight on 06/02/2018 between 15:00 and 16:30 hours. The weather varied from overcast to snow and the road surface was damp.
- 2.2 Traffic conditions in the area varied from free flowing to queuing closer to the peak time. The site visit completed during the hours of darkness was undertaken on the 06/02/2018 between 18:00 and 18:30 where the weather conditions were overcast with damp road surface. The traffic conditions were free flowing.
- 2.3 Any comments or suggestions for road safety improvements are aimed to address matters that might have an adverse effect on road safety in the context of the chosen design.
- 2.4 Safety issues identified during the Stage 3 Audit and site inspection which are excluded from the Road Safety Audit report, but the Audit Team wishes to draw to the attention of the Project Sponsor (Kent County Council) are presented in a separate letter.
- 2.5 The scheme was subject to a Stage 1 Road Safety Audit carried out in October 2014 by Amey. Of the problems raised in that audit all appear to have been satisfactorily addressed with the exception of one which was revisited in the Stage 2 Road Safety Audit.
- 2.6 The Stage 2 Road Safety Audit was carried out in January 2016 by Amey. The report raised five potential road safety problems which appear to have been satisfactorily addressed with the exception of one which was believed to be partially resolved and was revisited in the Stage 3 Road Safety Audit.

3. Purpose of the scheme:

- 3.1 The scheme is intended to relieve congestion around the Maidstone Gyratory, which is at the confluence of the A20, A26, A229 & A249 and includes two crossings of the River Medway.

- 3.2 The main proposal is to construct a northbound contraflow carriageway along the eastern side of the gyratory. This will allow M20-bound traffic from the SE to avoid detouring around the gyratory, thus relieving congestion. Changes will be made to the lane layouts on the eastern side of the gyratory, the western side remaining as it is at present. The merge of the two northbound flows onto the A229 Fairmeadow will be managed with traffic signals.
- 3.3 Existing pedestrian crossing facilities between the NW footways of Broadway and High Street will be removed in order to accommodate the contraflow carriageway.

4. Problems Arising Road Safety Audit Stage 3:

- 4.1 A problem was identified on Broadway in relation to NMU activity and was summarised as 'risk of pedestrian crossing at inappropriate locations'.
- 4.2 The Audit Team were aware of the strategic decision to retain the steps in order to maintain as much access to the river towpaths as possible however there was still the concern there is no information for pedestrians travelling on the towpath NE of River Medway regarding of the closed footpath towards town.
- 4.3 Although there is a safe route to continue along the river towpath under the bridge, as there is no information presented, pedestrians could choose to use the stairs as this is the shortest route. Only on top of the stairs pedestrians are presented with the sign referencing 'Access to river only'. At this point pedestrians, could choose to cross Broadway in order to continue towards their destination with an increased risk to being stuck from circulating traffic.
- 4.3 The recommendation was to install signage at the bottom of the stairs to inform pedestrians of the road layout ahead. This recommendation has been accepted and signage is due to be erected in the near future.
- 4.4 A second problem was identified on Bishops Way in relation to Traffic Signs, Carriageway Road Markings and lighting and was summarised as 'road markings inappropriately removed could be misleading and potentially lead to side swipe collisions.
- 4.5 The existing intermittent white line road markings on Bishops way have not been completely removed and are still visible. As the new road markings, have begun to show signs of fading it is not clear which of the line road markings should be followed.
- 4.6 Both vehicles from the nearside lane and offside lane could decide to access the middle lane in the same time leading to potential side swipe collisions.
- 4.7 The recommendation was to completely remove the existing road markings and refresh the new markings. Again, this recommendation has

been accepted and arrangements made for this to be carried out in the near future.

4.8 This concluded the Road Safety Audit Stage 3 problems with no other Safety Issues being presented.

5. **Crash Data:**

5.1 Table 1 shows the crash trend for the Maidstone Bridge Gyratory System:

Recorded Year	Slight	Serious
2012	1	1
2013	6	1
2014	7	1
2015	9	0
2016	8	2

Table 1 Crash Trend.

5.2 In 2017, the first full year following operation of the new north bound lanes, the recorded crash data is as follows:

- **3 slights**
- **0 serious**

5.3 This equates to a **48%** reduction in 'slight incidents' over the average in the previous 5 year period.

6.0 **Pedestrian Facilities:**

6.1 Due to the removal of the existing subways at the lower High Street and decommissioning of the 'at grade' crossing full NMU surveys were undertaken during the design stage. This data was utilised to inform the requirements for the revised 'at grade' crossing between the High Street and River.

6.2 The central 'Pen' increased to an overall area of 33m² which is significantly larger than the previous. This size is sufficient to accommodate the additional footfall.

7.0 **Cycling Provisions:**



7.1 The Gyratory System has never been the designated cycle route, however, during the design stage options were explored to alter the existing route which utilised the gyratory system.

7.2 Due to safety concerns, the decision was taken to maintain the existing cycle route through the remaining Medway Street sub-way with additional signage to direct cyclists accordingly.

7.3 Since opening, there have not been any recorded incidents involving cyclists on the gyratory system.

8.0 Conclusion:

- 8.1 Following completion of the Maidstone Bridges Gyratory scheme there has been a reduction in recorded incidents for all highway users.
- 8.2 Minor problems were noted following the Road Safety Audit Stage 3, which are being addressed accordingly.
- 8.3 Safety will continue to be monitored and assessed with recorded incidents being collated annually.

 <p>Maidstone Joint Transportation Board</p>		<p>17 October 2018</p>
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Maidstone Integrated Transport Package (MITP)

Decision Making Authority	Kent County Council/Maidstone Borough Council
Lead Director	Simon Jones
Lead Head of Service	Tim Read
Lead Officer and Report Author	Russell Boorman/Jay Judge
Wards and County Divisions affected	Wards: Shepway South/Parkwood County Divisions: Maidstone South East
Which Member(s) requested this report?	Councillors Chittenden, Bird and Clark

This report makes the following recommendations:

- 1) That the contents of the Maidstone Integrated Transport Package (MITP) be noted.
- 2) That the recommendations to proceed with the junction improvements contained within the Maidstone Integrated Transport Package be supported.

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	17 October 2018

Maidstone Integrated Transport Package (MITP)

1. INTRODUCTION AND BACKGROUND

- 1.1 This report provides an update and recommendation in respect of the proposed junction improvements contained within the Maidstone Integrated Transport Package (MITP).
- 1.2 In 2015, Kent County Council and Maidstone Borough Council jointly identified ten locations that were assessed as requiring intervention to reduce traffic congestion and improve journey time reliability. These locations were subsequently agreed by the Joint Transportation Board, JTB, in October 2015 and were put forward for part funding through the LGF MITP. (Note, the original bid to the South East Local Enterprise Partnership, SELEP, for the MITP was for a Maidstone Park and Ride scheme. This was subsequently given approval by the SELEP to be changed to congestion relieving schemes at the ten identified locations). Table 1 gives details of the ten locations, their amalgamation into five discreet projects and latest budget estimates. A map showing these locations is included in **Appendix 1**.

Project	Location	District	Budget Estimate
1	A274 Sutton Road junction with Willington Street (1)	Maidstone	£4.0m
2	a) M20 Junction 5 (currently no improvement identified)	Tonbridge & Malling	Nil
	b) A20 Coldharbour Roundabout		£3.5m
	c) A20 London Road at the junction with Hermitage Lane (completed)		£0.4m*
3	a) B2246 Hermitage Lane at its junction with Heath Road/St Andrews Road	Maidstone	£1.5m
	b) A26 Tonbridge Road at its junction with Fountain Lane		
4	a) A229 Loose Road junction with Cripple Street/Boughton Lane	Maidstone	£1.0m
	b) A229 Loose Road junction with Armstrong Road/Park Way		£0.75m
	c) A229 Loose Road junction with A274 Sutton Road (Wheatsheaf)		£2.0m
5	A20 Ashford Road junction with Willington Street (2)	Maidstone	£1.5m
* Funding to be refunded via S106 agreements		Total (excluding Project 2c)	£14.25m

Table 1: Ten Congestion 'Hotspots' identified by KCC and MBC in 2015

1.3 The funding package for the MITP is made up of £8.9m LGF, secured by Kent County Council via the SELEP, to be spent by March 2021, and £7.67m of developer contributions giving a total available budget of £16.57m. The available funding breakdown and associated constraints is given in Table 2.

Ref	Source & Associated Developments	Amount £m	Constraints
1	Project 1. Developer contributions from multiple sites: North of Sutton Road, Langley Park, Sutton Road, North of Bicknor Wood & Bicknor Farm.	4.796	Prescriptive wording within the signed agreements.
2	Project 2. Developer contributions from multiple sites: Bridge Nurseries, East of Hermitage Lane, West of Hermitage Lane & Oak Apple Nursing Home.	0.816	Land acquisition required to deliver the scheme.
3	Project 3. Developer contributions from multiple sites: East of Hermitage Lane, West of Hermitage Lane, South West Oak Apple Lane & Oak Apple Nursing Home.	1.108	Proposal requires a TRO to remove on-street parking and acquisition of the adjacent heath land to accommodate widened junction.
4	Project 4. Developer contributions from multiple sites: Cripple Street, Kent Police Training, Kent Police Headquarters & Land South of Sutton Road.	0.822	Third party land acquisition is required to deliver most of the proposed schemes along this corridor.
5	Project 5. Developer contribution: Land South of Sutton Road.	0.128	Planning application required to re-site listed flint wall and acquire a section of Mote Park land.
6	LGF (KCC secured via SELEP)	8.9	Subject to SELEP approved Business Cases for each project, demonstrate high value for money (BCR≥2) for each project. Must be spent by March 2021.
	Total available to current MITP	13.574	

Table 2: Breakdown of available MITP funding

1.4 Given the nature and proximity of the schemes and the potential to exacerbate already congested locations during the construction stages, a phased delivery programme, shown in Figure 1, was produced. The existing project constraints, such as planning permission or land assembly requirements offers limited scope to accelerate the individual schemes within the programme.

Scheme	2015	2016	2017	2018	2019	2020	2021
A274(1)							
<i>Development</i>							
<i>Commencement</i>							
<i>Completion</i>							
M20 J5							
<i>Development</i>							
<i>Commencement</i>							
<i>Completion</i>							
A229							
<i>Development</i>							
<i>Commencement</i>							
<i>Completion</i>							

B2246							
<i>Development</i>							
<i>Commencement</i>							
<i>Completion</i>							
A274(2)							
<i>Development</i>							
<i>Commencement</i>							
<i>Completion</i>							

Figure 1: MITP Delivery Programme

2. Project 2: Coldharbour Roundabout:

- 2.1 An initial feasibility design has been completed which proposes to enlarge the existing signalised Coldharbour roundabout. The proposal also removes the existing traffic signals, increasing the free flow of traffic.
- 2.2 This scheme requires the acquisition of third party land to accommodate the roundabout enlargement. Early discussions have been undertaken with the land owner (RBLI) who are responsive to the purchase of the required land. However, the relatively small area of land required forms part of a much larger plot that is subject to a quite onerous overage held by the NHS; this poses a significant risk to the project and assistance has been sought from KCC Property to resolve.
- 2.3 A commission has been issued to develop the feasibility design through to outline design and will be completed in November 2018. This will allow the detailed design to be completed by May 2019 with a summer/autumn 2019 construction commencement, subject to land acquisition.
- 2.4 An indicative scheme design can be seen in **Appendix 2**.

3. Project 3: B2246 Hermitage Lane:

- 3.1 A feasibility design has been completed which addresses congestion at this location. Due to the constrained urban environment, the proposal requires the use of a parcel of the adjacent heathland and the removal of mature trees.
- 3.2 A traffic regulation order, TRO, will also be required to remove 'on street' parking, enabling the free flow of traffic along Fountain Lane. Residential properties have existing 'off street' parking, however, due to multiple car households, opposition to the TRO poses a risk to the scheme.
- 3.3 The scheme proposes the linking of the traffic signals at the junction with A26 Tonbridge Road and B2246 Hermitage Lane by fibre connection allowing them to work together.
- 3.4 A commission has been raised to develop the concept design to outline design. Design work has commenced and is due to be completed in December 2018.

4. Project 4: A229 Loose Road Maidstone (including the Wheatsheaf):

- 4.1 A commission has been raised for outline design on the A229 Loose Road corridor. This includes the proposal for the 'Wheatsheaf' junction. The commission is due to be completed in December 2018.
- 4.2 The proposal includes the potential purchase of the Wheatsheaf Public House to accommodate a roundabout junction; Gen2 have been engaged to assist with this process. However, a roundabout at this location will also require the purchase of third party land and may require the closure of Cranborne Avenue; this presents a high risk to the project.
- 4.3 Due to the confined urban environment, the proposals for the rest of the A229 Loose Road corridor may also require the acquisition of third party land. This has the potential to attract opposition and presents a high risk to the project.
- 4.4 A significant delay has been incurred due to the 'sinkhole' on the A26 which has affected the capture of up to date traffic data. A revised programme date of October 2018 has been scheduled for this essential data collection.
- 4.5 The design continues to be progressed with an anticipated completion of early 2019. Engagement will commence during the design phase with specific events for the residents and businesses being arranged.

5. Project 5: A20 Ashford Road:

- 5.1 A feasibility design was completed to address congestion, which included a dedicated 'left turn lane' into Willington Street. This required the use of existing highway land (verge area) to accommodate.
- 5.2 Local Member briefings were carried out and although the scheme itself was accepted, it was felt that it did not address the entire congestion issue and a re-design was requested. Local members were advised that this would require the acquisition of Mote Park land and repositioning of the flint wall, which is listed. There was a general acceptance that this approach would be beneficial and KCC were to proceed accordingly.
- 5.3 A commission has been raised for a feasibility design to be undertaken that satisfies the requirements of local members to address the congestion on all approaches. This commission will be completed by October 2018.
- 5.4 The proposal may require the relocation of the existing electricity substation on Willington Street, which will increase the cost estimate significantly, potentially making the scheme unviable. Furthermore, the rebuilding of the listed flint wall will require a planning application, which may be subject to objections. Both issues present significant risk to the project.

5.5 An indicative proposal can be seen in **Appendix 3**.

6. Mitigation of Risks to the Delivery of the MITP

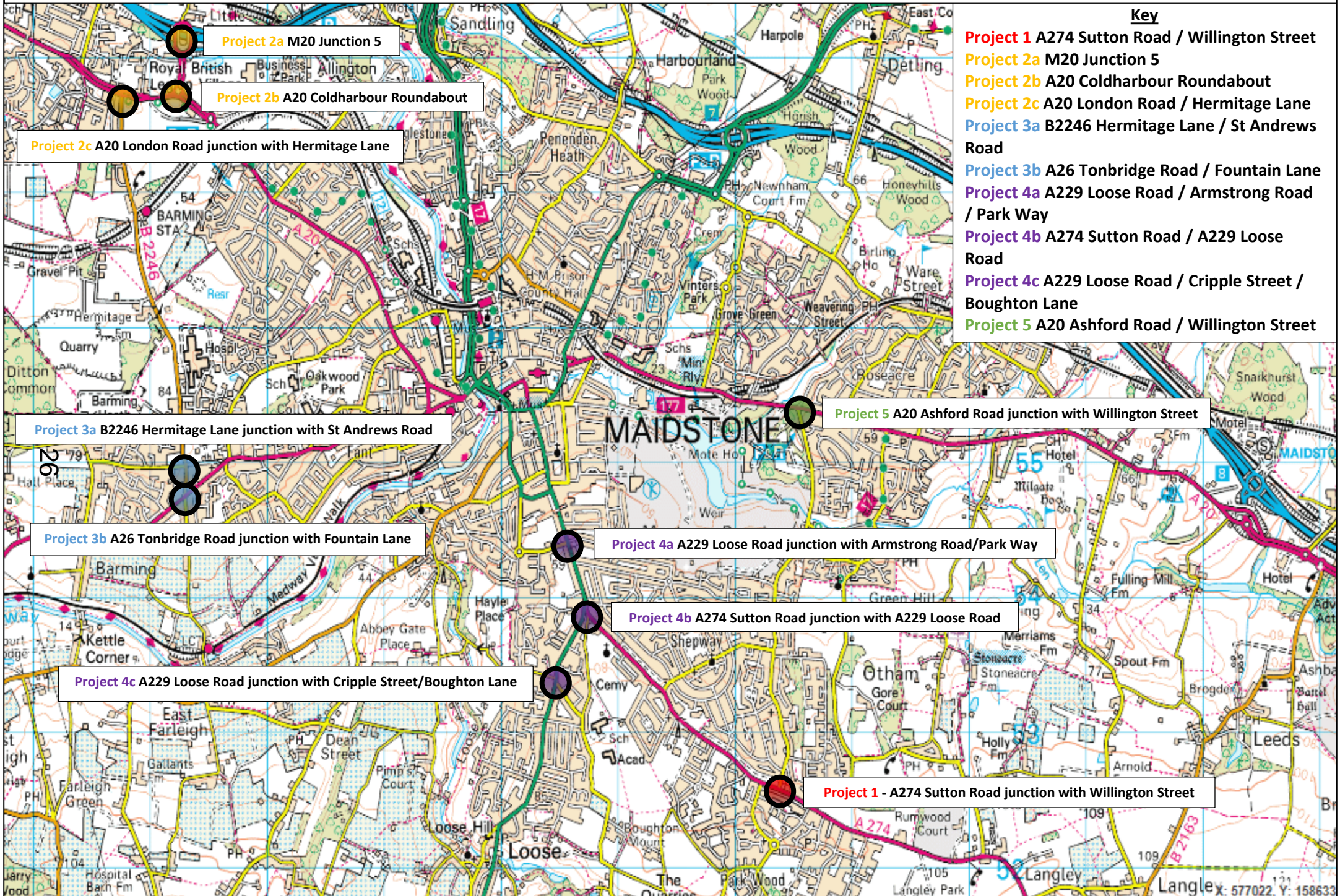
- 6.1 Given the significant risks associated with several of the projects, there is a very significant risk and a high probability that the full MITP, in its current form, will not be delivered, resulting in a significant underspend of the LGF funding; this must be spent by March 2021 and most of it is still subject to a SELEP approved Business Case.
- 6.2 To mitigate this potential underspend, additional projects have been investigated to replace those projects that are at risk of non-delivery.
- 6.3 Only one suitable scheme has been identified that demonstrates good value for money and achieves capacity benefits. It is located at the junction of the A20/Hall Road/Mills Road in Tonbridge & Malling. The proposal removes an existing signalised junction and replaces it with a non-signalised roundabout. It is recommended that this scheme is added to the MITP.
- 6.4 There are S106 contributions being negotiated which will contribute to the delivery of this project and the proposal has received support from the both the Borough Council and County members.
- 6.5 A concept design has been produced and modelling work carried out. A commission has been issued for the outline design to be progressed. It is anticipated that if funding becomes available, the construction will commence in 2020.

7. Conclusion

- 7.1 Kent County Council presents this report to Members for information and comment. They must recognise the risks associated with the delivery of this package of works and understand the timing constraint of 2021 for construction.
- 7.2 KCC will keep Members and the board updated at key milestones throughout the next stages.
- 7.3 KCC also recognises the emotive nature of the acquisition of third party land and will engage with the Local Members and affected parties accordingly. The improvements are aimed to address the current congestion and future growth and benefit all highway users.

Appendix 1

Maidstone Integrated Transport Package Scheme Locations



Key

- Project 1** A274 Sutton Road / Willington Street
- Project 2a** M20 Junction 5
- Project 2b** A20 Coldharbour Roundabout
- Project 2c** A20 London Road / Hermitage Lane
- Project 3a** B2246 Hermitage Lane / St Andrews Road
- Project 3b** A26 Tonbridge Road / Fountain Lane
- Project 4a** A229 Loose Road / Armstrong Road / Park Way
- Project 4b** A274 Sutton Road / A229 Loose Road
- Project 4c** A229 Loose Road / Cripple Street / Boughton Lane
- Project 5** A20 Ashford Road / Willington Street

Project 2a M20 Junction 5

Project 2b A20 Coldharbour Roundabout

Project 2c A20 London Road junction with Hermitage Lane

Project 3a B2246 Hermitage Lane junction with St Andrews Road

Project 3b A26 Tonbridge Road junction with Fountain Lane

Project 4a A229 Loose Road junction with Armstrong Road/Park Way

Project 4b A274 Sutton Road junction with A229 Loose Road

Project 4c A229 Loose Road junction with Cripple Street/Boughton Lane

Project 5 A20 Ashford Road junction with Willington Street

Project 1 - A274 Sutton Road junction with Willington Street

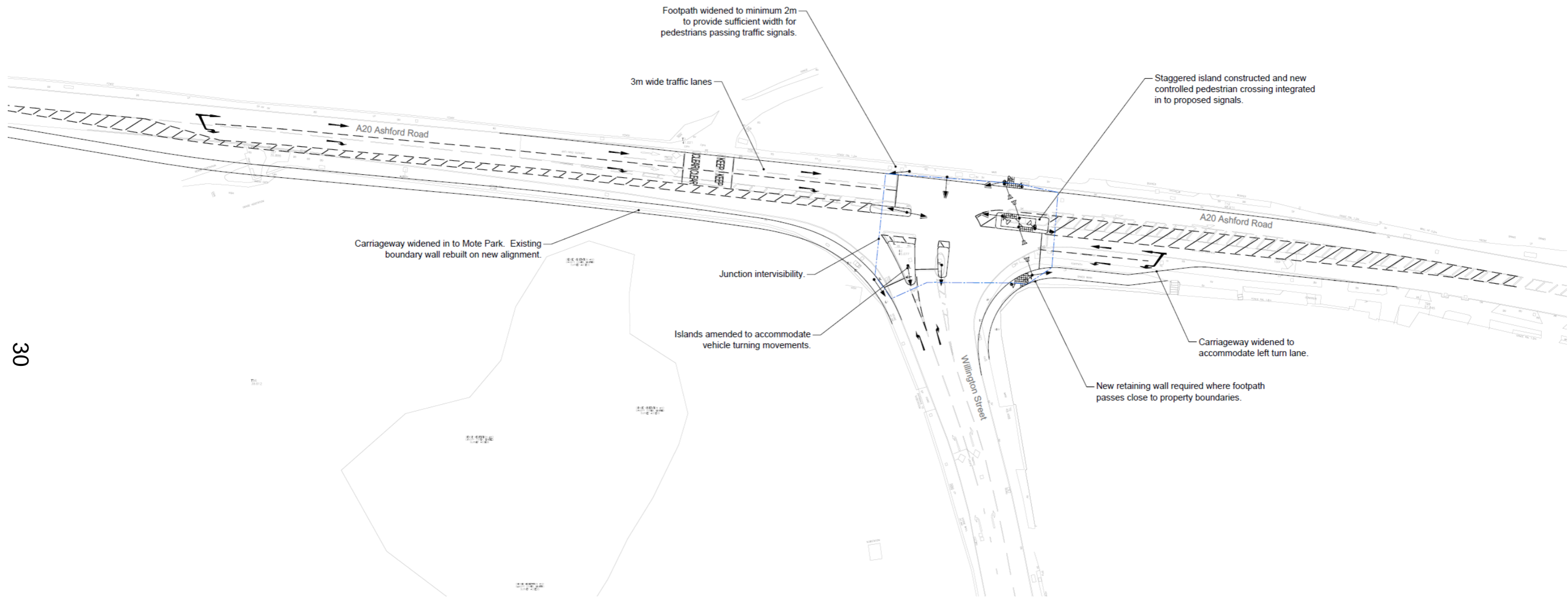
Appendix 2



Coldharbour Roundabout Indicative Scheme Design



Appendix 3

A20 Ashford Road Indicative Scheme Design



<p style="text-align: center; font-weight: bold; font-size: 1.2em;">Maidstone Joint Transportation Board</p> <div style="display: flex; justify-content: space-around; align-items: center;">   </div>	<p style="font-weight: bold; font-size: 1.2em;">17 October 2018</p>
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RAIL SERVICES IN MAIDSTONE

Decision Making Authority	Kent County Council
Lead Director	Barbara Cooper
Lead Head of Service	Tim Read
Lead Officer and Report Author	Stephen Gasche
Wards and County Divisions affected	All Maidstone County Divisions
Which Member(s) requested this report?	Councillor Bird and Councillor Chittenden

This report makes the following recommendations:

That the Rail Services in Maidstone report be noted.

Timetable	
<i>Meeting</i>	<i>Date</i>
Maidstone Joint Transportation Board	17 October 2018

RAIL SERVICES IN MAIDSTONE

1. ORIGIN OF REPORT

- 1.1 Councillor Bird and Councillor Chittenden requested a report to update members on the current position of the Thameslink, High Speed and other rail services in Maidstone.

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 2.1 This report has been prepared to inform members of the current position in relation to the present and proposed rail services in Maidstone. The report explains the delay to the Thameslink service and the measures taken to ensure its delivery; the options presented for an alternative to the High Speed service and the strong opposition locally to any diminution of this service; and the present position of other rail routes serving the county town.

3. THAMESLINK SERVICE TO MAIDSTONE EAST

- 3.1 The Rail Delivery Group (which is the rail industry's trade body representing the train operating companies and Network Rail) indicated earlier this year that many of the principal timetable changes planned for December 2018 would be deferred. While recognising the need for the rail industry to take stock given the serious issues which caused the disruption to the delivery of the extensive changes planned for May 2018, the very real concern for all local authorities and rail users in Kent is that this decision could have an impact on the planned delivery of each remaining stage of the Thameslink programme.
- 3.2 The original date proposed for the Thameslink service to Maidstone East was January 2018, although this was initially to have been a peak-only service. There have subsequently been three deferrals to its introduction: first, to May 2018, but with the benefit of an all-day service on Monday to Saturday; second, to December 2018; and third, to December 2019 as part of a scaling back of the delivery schedule for the whole Thameslink programme.
- 3.3 Any further delay to the delivery of the promised Thameslink service to Maidstone East would be completely unacceptable, as many residents and businesses have made location decisions based on earlier information about the planned date of the Thameslink service on this route. Similarly, passengers from Sevenoaks, Bat & Ball, Otford, Eynsford, Shoreham and Swanley are now seriously inconvenienced by the termination of their service at Blackfriars for a planned period of one year, from May 2018 to May 2019, and would be equally concerned at any extension to this temporary measure.

- 3.4 The Cabinet Member for Transport at Kent County Council therefore wrote in July 2018 to Jo Johnson MP, the Minister of State responsible for rail services at the Department for Transport (DfT), urging him to consider the adverse impact on Kent's rail passengers and the local economy of any further deferral of the Thameslink programme in Kent beyond the current expectations. A reply from the minister is still awaited.
- 3.5 Kent County Council and Maidstone Borough Council both expect the current timetable for Thameslink services in mid and west Kent to be adhered to, i.e. the resumption of the through service north of Blackfriars on the route from Sevenoaks via Bat & Ball in May 2019, and the introduction of the new service to Cambridge from Maidstone East in December 2019.

4. HIGH SPEED SERVICE TO MAIDSTONE WEST

- 4.1 High Speed services to Maidstone West have been operated by Southeastern for several years and are now an established part of the rail network serving Kent's county town. The service provides three journeys each way with the peak flow, with one counter-peak journey in each direction.
- 4.2 An additional stop has been added to serve the new housing growth at Snodland, which has been well patronised by commuters. While the three peak services are not generally full after leaving Maidstone West and Snodland, passengers are usually standing from either Strood or Gravesend.
- 4.3 The DfT proposed an alternative option for franchise bidders in the DfT's Invitation to Tender (ITT) Train Service Requirement (TSR). This would have replaced the existing High Speed service to Maidstone West with a service between there and Abbey Wood, connecting with the new Elizabeth Line. The DfT's ITT TSR also reduced the minimum requirement for High Speed services from three to two in each peak period, but it would be for franchise bidders to demonstrate that they would still operate the current level of service if they chose to propose this in their franchise submissions.
- 4.4 There has been almost universal condemnation of both the DfT's alternative options, with a strong preference expressed for the existing service to be retained, and preferably enhanced. Kent County Council will continue to make the case to the DfT for, at the very least, the retention of the existing level of High Speed service in the new franchise. Once the new franchise operator is announced the Council will meet with the new operator to express the concern of all service users that there should be no diminution in the level of High Speed service to Maidstone West.

5. OTHER RAIL ROUTES SERVING MAIDSTONE

- 5.1 The existing level of service to Victoria will be retained in the new South Eastern franchise. This level of service is required in the TSR and will not be reduced when the Thameslink service commences on this route. The existing peak services to Blackfriars will however be subsumed into the new Thameslink service, as these peak workings were only retained in the current timetable due to the delay in the delivery of the Thameslink service.
- 5.2 Following intervention from Kent County Council, the DfT supported the bid from Southeastern to receive cascaded rolling-stock from Thameslink. This has resulted in the double benefit of virtually all services on the Maidstone East line being operated with Mainline trains, and other routes receiving additional carriages to strengthen trains as required.
- 5.3 The Medway Valley line service, which operates from Strood to Tonbridge via Maidstone West, is to be enhanced in the new South Eastern franchise. The DfT's TSR requires the franchise operator to increase the frequency to half-hourly all day throughout the whole route on Monday to Saturday, with a further requirement that every train which can be allocated a path beyond Paddock Wood is operated as far as Tonbridge. This will represent a significant uplift in this line's service, and follows strong representation from the Kent Community Rail Partnership, supported by all the local authorities along the route.

6. RECOMMENDATION

- 6.1 To approve and note the report.

Maidstone Joint Transportation Board



**17
October
2018**

Pothole and Footway Repairs 2018

Decision Making Authority	Kent County Council/Maidstone Borough Council
Lead Director	Simon Jones
Lead Head of Service	Andrew Loosemore
Lead Officer and Report Author	Susan Laporte
Wards and County Divisions affected	Countywide
Which Member(s) requested this report?	Councillor Bird

This report makes the following recommendations:

That the Pothole and Footway Repairs 2018 report be noted.

Timetable

Meeting	Date
Maidstone Joint Transportation Board	17 October 2018

Pothole and Footway Repairs 2018

1. ORIGIN OF REPORT

- 1.1 Rob Bird asked that this report be included as an item at the Maidstone Joint Transportation Board.

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 2.1 This report provides information regarding the numbers of repairs made across the county.
-

3. INTRODUCTION AND BACKGROUND

- 3.1 This report is circulated as a members' briefing of performance.
-

4. AVAILABLE OPTIONS

- 4.1 This report is for information only and the Board is asked to note the report.

5. PREFERRED OPTION AND REASONS FOR RECOMMENDATION

- 5.1 The Board is requested to note the content of the report.
-

6. REPORT APPENDICES

- 8.1 See report Appendix A.
-

7. BACKGROUND PAPERS

- 9.1 Not applicable.

Appendix A - Report of Pothole and Footway Repairs 2018

Summary

Carriageway

District **Date: Week ending 28/09/2018**

	Potholes Number	Patching area m2	Potholes to date Number	Patching to date area m2	
Ashford	61	91	5217	23052	
Canterbury	314	10787	7359	16802	
Dartford	5	32	1813	11987	
Dover	225	8485	3933	15834	
Folkestone & Hythe	62	55	4899	26381	
Gravesham	96	111	2324	17686	
Maidstone	83	241	5337	24890	
Sevenoaks	43	85	4905	28672	
Swale	52	2947	6536	22271	
Thanet	63	184	3043	13988	
Tonbridge & Malling	3	26	2621	10035	
Tunbridge Wells	22	96	4503	17509	
Total	1029	23140	52491	229108	£8,330,513

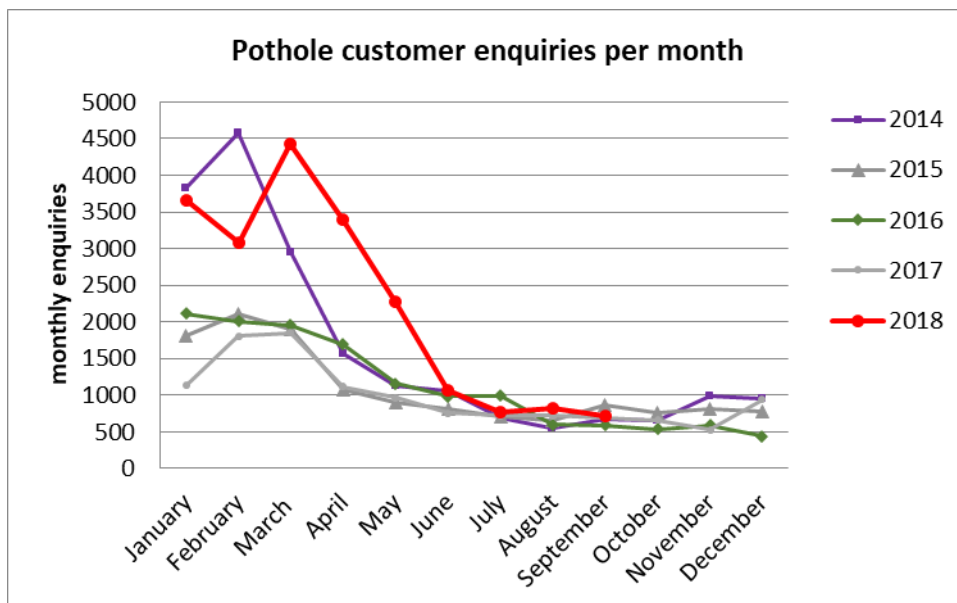
Footway



Figures include all work carried out to the surface of the footway;

- Surfacing – whole width areas that may include Macadam or Slurry
- Patching – smaller areas of surfacing
- Paving – includes bricks, blocks and slabs
- Potholes – smaller repairs to make safe

Week ending 28/09/18					To date from April 1st				
	Patching M2	Paving M2	Potholes No	Surfacing M2		Patching M2	Paving M2	Potholes No.	Surfacing M2
Ashford	52	2	0	0	Ashford	391	404	32	3476
Canterbury	215	26	61	0	Canterbury	2311	269	267	4833
Dartford	2	0	2	2129	Dartford	2728	96	59	500
Dover	159	1	0	0	Dover	846	41	54	955
Folkstone and Hythe	33	0	0	0	Folkstone and Hythe	1693	203	61	990
Gravesend	33	5.6	1	12	Gravesend	1057	751	95	4097
Maidstone	39	1	19		Maidstone	1349	59	115	2118
Sevenoaks	38	0	0	0	Sevenoaks	2696	46	109	7015
Swale	122	1	17	0	Swale	1955	104	99	5015
Thanet	93	0	2	0	Thanet	2918	66	89	3950
Tonbridge and Malling	121	0	2	0	Tonbridge and Malling	728	59	28	1886
Tunbridge Wells	911	36	103	2141	Tunbridge Wells	1093	109	60	4236
Total	1823	72	206	4283	Total	19770	212	1068	39075

Enquiries



Maidstone Joint Transportation Board  	17 October 2018
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Maidstone Cycle Way

Decision Making Authority	<i>Kent County Council</i>
Lead Director	Simon Jones
Lead Head of Service	Tim Read
Lead Officer and Report Author	Michael Hardy KCC
Wards and County Divisions affected	High Street, Shepway North, Maidstone Central, Maidstone North East
Which Member(s) requested this report?	Paul Cooper (Chair) and Mike Whiting

This report makes the following recommendations:

1. That the Maidstone Cycle Way Consultation responses be noted.
2. That the recommendation to proceed with Mote Road cycle and footway enhancements be supported.

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	17 th October 2018

Maidstone Cycle Way

1. ORIGIN OF REPORT

1.1 Following a meeting with the Chair and liaison with Cabinet Member for Planning, Highways, Transport & Waste Mike Whiting, it was agreed that it was essential to present to this Joint Transportation Board, in order to express the collaborative working between Maidstone Borough Council and Kent County Council and give Committee Members a chance to make recommendations on the proposed scheme.

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

This report is to inform the Board of the consultation feedback received regarding the proposed cycling improvement scheme at Mote Park. It also explains the consultation process and the wider benefits of the scheme proposal.

3. INTRODUCTION AND BACKGROUND

3.1 The scheme proposal is based on the 'Walking and Cycling Assessment, Maidstone' by Sustrans in March 2018. This piece of work was jointly commissioned by MBC and KCC with the intention of building on Maidstone's Walking and Cycling Strategy 2011-2031. The proposed cycleway is based on suggestions made regarding improving facilities and improving safety for all users.

3.2 This scheme is being funded by the Local Transport Plan 4 block allocation for 2018-19. This funding is dedicated to the implementation of this Cycleway Scheme, to be completed this financial year. The scheme provides substantial benefits to both pedestrians and cyclists and we hope will encourage more people to choose sustainable modes of travel such as cycling. Increasing the number of cycle journeys has been shown elsewhere in England to reduce congestion, improve air quality, improve residents' health and bring investment to an area.

3.3 Following initial concerns raised regarding the protected trees and verges, arboricultural representatives from MBC and KCC accompanied by the relevant officers, held an onsite meeting to discuss the situation and see first hand the implication on the trees. Trial holes were undertaken at two random locations to see the exact implications of the extended footway and on the rooting system.

It was decided that extent of the works would not have a negative impact on the trees. The arboricultural representatives from both MBC and KCC were happy for the works to proceed based on the assumption works would be overseen to ensure construction would not impact the tree or rooting systems. The method statements for working practices would address concerns and standard safe working zones would be established around the trees with supervision onsite ensuring minimal impact throughout the duration of the construction phase.

3.4 As well as the obvious improvements to the site with an extended and resurfaced footway, it has been agreed through the KCC Road and Footway Asset Team, that the Northern side of Mote Avenue would undergo a resurfacing programme during the same construction phase. On both side all the vehicle crossovers will be resurfaced to usual construction standards.

This will enable the whole of Mote Avenue to be upgraded and regenerated within the same construction timeframe.

- 3.5 The scheme also includes upgrading of the existing Pelican crossing to a Toucan crossing. This provides an enhanced crossing for all users, with no impact on motor vehicles.
- 3.6 The consultation concluded at midnight on Sunday 7th October 2018. There were 13 responses in favour of the proposal and 15 responses against the proposal, with 1 respondent unable to support the scheme in its current form and has requested safety concerns are addressed. Please see general comments below. No comments have been duplicated and no comments have been presented which are not relevant to the proposal.

Supportive Comments
I realise that options to address Willow Way will be limited but feel it important that you understand the challenges of crossing that road and the safety implications when considering your plans.
I do not feel safe to cycle from home to Mote Park and phase 1 of the proposed improvements will go some way to alleviating this. The particular stretch of road from the A249 to the park is not cycle friendly as the road is narrow and very busy.
The proposed improvements to cycling infrastructure, crossing points and signage are most welcome and to be encouraged.
This is an impressive turnaround from recommendations made in March 2018 and a testament to excellent working relationships at Kent County Council and Maidstone Borough Council.
I have recently started to cycle, and I very quickly realised how difficult it is to do so through Maidstone town centre due to the sheer volume of cars using the main routes through our town. This proposed scheme is a fantastic idea, and improves cyclist's ability to safely travel from east to west and connects to the cycle path that goes north to south along the river
Obviously, there is a great deal more that needs to be done in Maidstone to put cycling and walking on a level footing with car use; and individual pieces of the "jigsaw" will only be fully utilised when there is a joined-up network of cycle paths across the borough.
I believe we would all benefit from what seems to be an improved and environmentally friendly initiative in the area.
An opportunity exists to enhance the entrance and access to Mote Park to take advantage of the substantial investment made and being made to improve its facilities. The 'crossing point upgrade' proposed needs to address these wider needs providing safer access to it for all.
It is my view that the wider verge, more level surface and avoidance of crossing Square Hill make it the safer option.
I favour segregation of walking and cycling through clear markings, similar to the Ashford Road (Huntsman Lane to New Cut Road) Cycle Way, to avoid unnecessary confusion of users of the route

Objectors Comments	KCC Responses
Reduction of vehicle crossovers area will impact on residents who use the crossover for parking.	Vehicle crossovers are not for the parking of resident as it is owned by a 3 rd party. However, as part of the proposal all vehicle crossovers facing the proposed route will be subject to resurfacing.
The position of the cycleway is on the wrong side.	The Northern side of Mote Road was deemed more problematic than the South. Closer proximity to the trees and carriageway, streetlighting in place which may require diversions.
Crossing at Willow Way is dangerous	The vegetation on Willow Way is to be cut back to improve visibility with advanced warning drivers of the presence or cyclists.
The proposal compromises the safety of those residents on Mote Avenue who have young families, are elderly or disabled	An Equality Impact Assessment has been collated and can be discussed with any concerns to be highlighted, discussed and mitigated where possible. The design has been amended to ensure cyclists will be segregated from pedestrians to make the cycle route safer. There will also be signs to ensure pedestrians are aware cyclist could be in the vicinity.
Cyclists using a shared cycleway on the southern side of Mote Avenue would have to cross the access driveways for all the properties along the route.	As per the Highway Code, Motorists should drive carefully when needing to cross the footway and pay due care and attention. Vulnerable highway users take priority.
There are more pressing departments such as health and policing where the money spent is needed much more	This scheme is being funded from our Local Transport Plan (LTP) allocation for 2018/19. We have a duty to produce a LTP to demonstrate to Kent's residents and local businesses our strategies and priorities. Health and policing are both funded from different streams.
Due to shrubbery in some of the resident's front gardens anyone travelling in close proximity to the exits of houses at a pace faster than walking speed would be put in danger from vehicles emerging from their driveways	The design has been amended to ensure cyclists will be segregated from pedestrians to make the cycle route safer. Pedestrians will be routed closer to the residents' houses and cyclists nearer to the carriageway.
Widening the pathway could negatively impact upon the roots of the trees	Trial holes have been undertaken to ascertain effects on the tree route. Please see 3.3
The disruption during the construction would outweigh the benefit of the proposal	The majority of the footway construction will have minimal effect to the motorist as there is adequate space to work off carriageway. Minor

	disruptions may be incurred during the installation of the Toucan crossing.
An obvious alternative to safeguard cyclists and pedestrian's safety would be to maintain the present footpath for pedestrians use and to create a new cycling lane parallel to the road, with a safety curb or to use one side of the avenue for cyclists and the other one for pedestrians	Separating all highway users would require more verge to be altered. There are many other safety concerns regarding this type of segregation, such as establishing a priority at junctions and roundabout.

3.7 Conclusion

There have been responses both in support and objecting to the proposed Cycleway, with a variety of perceived safety concerns. KCC feels that they can address these concerns and would look to progress the scheme segregating pedestrians and cyclists, with cyclists closer to the road and pedestrians nearer to the house frontages. KCC will also revisit the planned improvements at the crossing point of Willow Way, to ascertain if more can be implemented to improve the current and planned experience of both pedestrians and cyclists. Any changes to the scheme will be subject to a Road Safety Audit as appropriate and any safety issues will be addressed before construction.

KCC makes the following recommendation:

That the committee supports the scheme and we proceed with the Mote Road Cycle and Footway enhancements.

4. BACKGROUND PAPERS

- 4.1 'Walking and Cycling Assessment, Maidstone' by Sustrans in March 2018
https://www.maidstone.gov.uk/_data/assets/pdf_file/0010/198370/Maidstone-Walking-and-Cycling-Assessment.pdf

Agenda Item 18

To: Maidstone Joint Transportation Board
By: KCC Highways and Transportation
Date: 17th October 2018
Subject: Highway Works Programme 2018/19
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2018/19

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2018/19

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Appendix D – Transportation and Safety Schemes – See Appendix D

- **Casualty Reduction Measures** – See Appendix D1
- **Integrated Transport Schemes** – See Appendix D2

Developer Funded Works – Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Member Fund – see Appendix H

Road Safety Report – Maidstone Bridges Gyrotory (see separate item on the agenda)

Conclusion

1. This report is for Members information.

Contact Officers:

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

Kirstie Williams	Mid Kent Highway Manager
Susan Laporte	Maidstone District Manager
Sue Kinsella	Street Lighting Manager
Earl Bourner	Drainage & Structures Manager
Alan Casson	Resurfacing Manager
Toby Butler	Traffic Systems

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
St Michaels Road	Maidstone	Whole Length	Now postponed to 2019/20 works as a result of A26 Tonbridge Road works
A249 Sittingbourne Road (Northbound)	Detling	From first layby after junction 7 to Scragged Oak Road	Programmed 18 th September 2018
Lower Road	East Farleigh	Dean Street to Priory Close	Programmed 28 th September 2018
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Mote Road	Maidstone	From the junction with Square Hill Road to Willow Way (Northern side) (Footway Reconstruction)	In Design and to be programmed.
Banky Meadow	Barming	Entire length (Footway Protection).	Completed
Maplesden Close	Barming	Entire length (Footway Protection).	Completed
Long Rede Lane	Barming	From the junction with Banky Meadow to o/s No's 40 and 17 (Footway Protection).	Completed
Surface Treatments – Contact Officer Mr Clive Lambourne			
Micro Surfacing			
Road Name	Parish	Extent and Description of Works	Current Status

Straw Mill Hill	Tovil	From Tovil Hill to Fire Headquarters	Completed
A229 Cranbrook Road	Staplehurst	From Pinnock Lane to the Knox Bridge	Completed
Hunton Hill (And Upper Hunton Hill)	Hunton	Heath Road to junction with East Street	Programmed for 9 th October
Heath Road	Coxheath	From Woodlands to Coxheath crossroads	Completed
Hawkenbury Road	Staplehurst & Hawkenbury	Yew Tree Farm junction with four oaks roads to 2 Hawkenbury Villas.	Completed
Headcorn Road	Staplehurst & Hawkenbury	From River Bridge to Slaney Road	Completed
Butt Green Lane	Linton	A229 Linton Hill to the Stream Boughton Bottom Cottage	Completed
Five Oak Lane	Staplehurst	Five Ash Lane to Goudhurst Road	Completed
Faversham Road	Lenham	Maidstone Road (Lenham Town square) to A20	Completed
The Street	Boxley	Village Gateway to Styles Lane	Completed
South Green	Sittingbourne	Detling Hill to Rumsted Road	Completed
Church Lane	Barming	TBC	Completed
Maidstone Road	Lenham	High Street to A20 Ashford Road	Completed
Cornwallis Avenue	Linton	Whole length	Completed
Goudhurst Road	Marden	West End	Completed
Surface Treatments – Contact Officer Mr Jonathan Dean			
Surface Dressing			

Road Name	Parish	Extent and Description of Works	Current Status
Ashford Road	Hollingbourne	Hospital Road to Penfold Road	Completed
Flint Lane	Lenham	Burchells Wood Road/Flint Lane to Stede Hill	Completed
Queen Street (And Darman)	Paddock Wood	From Lucks Lane to Pikefish Lane (Darman Lane - Pikefish Lane to Claygate Road)	Completed

Appendix B – Drainage

No outstanding drainage works over £5k to be reported

Appendix C – Street Lighting

Structural testing of KCC owned in hand and the list of replacement works will be available for the next JTB report.

Appendix D – Transportation and Safety Schemes

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

Location	Parish	Description of Works	Lead officer	Current Status
Great Danes Roundabout	Rural	Signing and road marking improvements	Jennie Watson	Scheme handed over to the contractor – Awaiting date for completion
Mill Street/Palace Avenue	Urban	Lining refreshing	Jennie Watson	Job raised for completion before the end of October 2018
Station Road/Tonbridge Road	Urban	Lining refreshing and possible relocation of bus shelters	Jennie Watson	Awaiting outcome of development brief works
Back Lane/Weirton Lane,	Rural	Lining refreshing, maintenance and replacement of signing	Jennie Watson	Job to be raised and completed before the end of October 2018
Loose Road/Park Way	Urban	Lining Refreshing	Jennie Watson	Job raised for completion before the end of October 2018 Long term plans - Commission raised for junction improvement via SELEP as part of the

				Maidstone Integrated Transport Package.
A229 Linton Hill	Rural	Lining refreshing/sign maintenance and replacement/cats eye replacement/installation of new verge marker posts and maintenance of existing	Jennie Watson	Works Complete
A20 Ashford Road, Lenham	Rural	Scheme to make changes to junction	Jennie Watson	Scheme handed over to Contractor. Due to other works currently taking place along the A20 unable to start works. Awaiting date for construction

Appendix D2 – Integrated Transport Schemes

All other LTP funded non-casualty reduction schemes

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

Location	Parish	Description of Works	Lead officer	Current Status
Old Chatham Road	Boxley	Implementation of improved pedestrian and cycle facilities	Jennie Watson	Works substantially complete – However, there are a number of items still to be rectified
Tonbridge Road	Barming	Upgrade zebra crossing to puffin crossing	Jennie Watson	Works currently under construction
East Farleigh Bridge	East Farleigh	Upgrade of signing and lining	Paul Leary	Works handed over to contractor for delivery within 3 months

Appendix E – Developer Funded Works

Developer Funded Works (Section 106 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
1819-S106-MA-486	A20 Ashford Road	Harrietsham	Village improvement works including speed limit, lining, crossing points	Works started on site on 17 September for 30 weeks

Developer Funded Works (Section 278 Agreement Works) Maidstone Borough
 Contact Officer Claremarie Vine, (Additional Officers for sites Jamie Hare, Aaron Divall, Steven Noad & Sarah Sims)

Scheme Name	File Ref.	Officer	Parish	Description of Works	Current Status
BP Tudor Service Station, London Road	MA003072	CV	Allington	Alterations to existing access	Works almost complete, developer has submitted a revised planning application for pedestrian crossing point and additional signage
Bell Farm, North Street	MA003098	SN	Barming	New accesses to split sites, shared surface and new crossing point	Technical approval granted
Cross Keys	MA003100	JH	Bearstead	New access, crossing point and parking area	Agreement signed
Heath Road/Church Street	MA003111	SS	Boughton Monchelsea	New access, footway works, yellow lines and crossing upgrade	Works Commenced on Site
Hubbards Lane	MA003084	CV	Boughton Monchelsea	Two accesses to minor developments	Works completed on both accesses, pedestrian crossing point to add
Langley Park, Sutton Road	MA003028	AD	Boughton Monchelsea	New roundabout and associated ancillary works for new development	Adopted
Maidstone Studios, New Cut Road	MA003110	SS	Boxley	Zebra crossing and pedestrian crossing points	Technical Approval Granted
St Michaels Close, Aylesford	MA003103	SS	Boxley	Waitrose car park, new access	All works completed

Goya Development, St Michaels Close, Aylesford	MA003123	SS	Boxley	New access and footway works to new commercial properties	Technical Approval given
Heath Road (North side)	MA003063	CV	Coxheath	New access and Footway works	Works completed and in maintenance
Linden Farm, Stockett Lane	MA003107	SS	Coxheath	Access to new development and footway link to community hall	Technical Approval Granted
Forstal Lane	Ma003141	SS	Coxheath	Widening of road and new footpath with access to new development	Awaiting Technical Approval
Bell Farm, Ashford Road	MA003094	CV	Harrietsham	Realignment of Church Road to form new access onto A20. New footway along A20	Works along lower part Church Road (East Street) and A20 junction completed. New footway along A20 also completed. Works in maintenance.
Ashford Road (opp West St Village ctr)	MA003058	CV	Harrietsham	Upgrade of existing bellmouth junction	Works adopted
Mayfield Nursery, Ashford Road	MA003135	SS	Harrietsham	New access and alterations to existing Highway to adjoin upcoming Scheme Works	Technical Approval given
Lenham Road (North side)	MA003062	CV	Headcorn	New Footway to site and extend speed limit boundary	Works completed and in Maintenance
Lenham Road (South side)	MA003057	CV	Headcorn	New footway	Agreement prepared

Grigg Lane, Lenham Road,	MA003050	CV	Headcorn	Access onto Grigg Lane and Lenham Road. Footway on Grigg Lane	New accesses at Grigg Lane and Lenham Road in place, New footway Grigg Lane completed
Oak Lane and Wheeler Street	MA003048	CV	Headcorn	New footway plus junction improvements	Works completed and in maintenance
Wheeler Street, Hearcorn	MA003137	SS	Headcorn	2 new accesses 1 off Wheeler Street another off Kingsland Grove	Awaiting Technical Approval
Ulcombe Road	MA003150	SS	Headcorn	Access to new development	Awaiting Technical Approval
Ledian Farm	MA003086	JH	Leeds	Proposed new access to development site at Ledian Farm	Letter of Agreement signed.
Caring Wood House Caring Road	MA003083	CV	Leeds	New minor access	Adopted
8 Faversham Road	MA003032	CV	Lenham	New access	In maintenance
Old Ashford Road	MA003018	CV	Lenham	New footway plus access	Approaching end of maintenance, bus stop location to amend.
Week St/Gabriel's Hill	MA003120	SS	Maidstone	Town Centre Public Realm improvements	Works commenced
The Lodge, Beaver Road	MA003091	AD	Maidstone	New Footway and crossing point	Works complete
Wallis Avenue Phase 3, Parkwood	MA003085	CV	Maidstone	Some stopping up of highway completed for redevelopment of old carpark and shops area opp. Longshaw Road	Works to 3 realigned accesses completed. F/way resurfacing completed.
The Coppice, A274 Sutton Road	MA003076	AD	Maidstone	New Toucan crossing	Works mostly complete, awaiting signals

					commisioning
Hermitage Lane/ Howard Drive	MA003070	AD	Maidstone	New access for development (opposite the quarry entrance)	Works complete
Hermitage Lane, (opp. Maidstone Hospital)	MA003060	JH	Maidstone	New Traffic signal junction	In maintenance period
Bridge House Nursery, London Road	MA003051	AD	Maidstone	Traffic signal junction alterations at Beaver Road	Adopted
Oakapple Lane/ Hermitage Lane	MA003046	AD	Maidstone	New bellmouth junction and associated ancillary works for new development including new bus stop	Main works complete, remedial works awaited
531 Tonbridge Road	MA003045	CV	Maidstone	Service layby for new retail unit	In maintenance
Brooklyn Yard	MA003041	CV	Maidstone	New access	Adopted
Land to the north of Sutton Road (The Coppice)	MA003040	AD	Maidstone	New right turn lane and bellmouth junction	Works completed
Imperial Park	MA003017	AD	Maidstone	New right turn lane and bellmouth junction, plus associated footway works	Works substantially complete
McDonalds drive- through, Hart Street	MA003013	CV	Maidstone	New access, improvements to Hart Street.	Approaching the end of maintenance – a structure affecting the highway requires maintenance agreement, ongoing

Heath Road, Coxheath	MA003134	SS	Maidstone	New access and new footway	Technical Approval given
Maidstone School of Science, New Cut Road	MA00	SS	Maidstone	New access to School and New roundabout and alterations to Highway	Submission Received
Hartnup Street	MA003138	SS	Maidstone	New Access	Awaiting Technical Approval
Royal Engineers Road	MA003127	SS	Maidstone	New footpaths to development	Awaiting Structures Approval
Goudhurst Road, Church Green (Plain Road development)	MA3118	CV	Marden	Install Zebra crossing near rail station.	Agreement signed.
Howland Road	MA003088	SN	Marden	New development access	Agreement signed, highway works commenced
Goudhurst Road/West End (Plain Road Development)	MA3118	CV	Marden	Refurbish Zebra crossing outside school and Bus Borders to add by Library stops.	Agreement signed
Napoleon Drive and Plain Road	MA003079	CV	Marden	New access on each road for new housing development	Works to Plain Road access carried out. New bus stop waiting area may have pole and flag. Napoleon Drive near completion.
The Parsonage, Goudhurst Road	MA003066 MA003067	CV	Marden	New access and associated upgrade works	Access substantially completed, village gateway to be agreed
MAP Depot, Goudhurst Road	MA003012	CV	Marden	New bellmouth junction and footway	Works in maintenance. Remedial works near completed and interactive

					speed sign awaiting installation
Albion Road, Marden	Ma00303132 /MA003133	SS	Marden	New Access and development	Technical Approval given
Spencers Field, Goudhurst Road	MA003151	SS	Marden	Access to new development	Awaiting Technical Approval
Hen and Duckhurst Farm, Marden Road	MA003109	CV	Staplehurst	New Roundabout for development access	Agreement ready for signing
Fishers Farm (East) Headcorn Road (Redrow)	MA3106	SS	Staplehurst	Realignment and new access at Headcorn Road/Pile Lane junction	Access complete. Re-connection to Pile lane to be completed separately.
Fishers Farm (West), Headcorn Road (Bovis)		SS	Staplehurst	New access onto Headcorn Road	Awaiting Technical Approval
Woodford Park	MA003099	SS	Staplehurst	New access for 9 dwellings	Agreement signed, Awaiting works to start
Bell Lane	MA003030	CV	Staplehurst	Upgrade of existing access for new development	Works complete. In maintenance
Oliver Road Staplehurst	MA003019	CV	Staplehurst	Ped crossing to Marden Road, junction markings and bus boarders	Works completed
The Oaks, Maidstone Road	MA003078	CV	Sutton Valence	Upgrade existing Vehicle crossing access to Bellmouth with tactile crossing.	Works complete
Valdene Industrial Estate	MA003054	CV	Sutton Valence	Upgrade of existing bellmouth plus extension to footway	Footway works carried out, access still to do.

Southfield Stables	MA003131	SS	Sutton Valence	New access to Private development	Awaiting Technical Approval
Appleacres, Maidstone Road	MA003152	SS	Sutton Valence	Access to new development and footway works	Awaiting Technical Approval
Tovil Green Lane	MA003095	CV	Tovil	New Footway and crossing point to side of site	Remedials completed – in maintenance
Cripple Street Maidstone	MA003093	CV	Tovil	New access to development, widening and footway works	In maintenance
Gatland House, Gatland Lane	MA003081	CV	Tovil	Parking restrictions, signage, road markings and tactile crossings for new school	Works completed, Remedials to do
Site opposite cottages 129-147 Dean Street/Farleigh Hill	MA003007	CV	Tovil	New access and speed limit relocation, new footway and bus stop provision	Works completed and in maintenance
Hampstead Lane	MA3101	SS	Yalding	Relocate access to new development at old depot adj. station. Minor footway works	Agreement signed, some works completed but remainder due October half term
Vicarage Road	MA003121	SS	Yalding	New access to development and speed restraints on existing Highway	Technical Approval Granted

Appendix F – Bridge Works

Bridge Works – contact officer Katie 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
A229 Royal Engineers Way by Dickens Road	Refurbishment of traffic signal controlled junction	Complete
B2162 Twyford Bridge, Yalding	Refurbishment of traffic signals	Proposed September 2018

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

Combined Members Grant (Highways) programme update for the Maidstone District

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

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

The list is up to date as of 1st October 2018

The details given below are for highway projects only. This report does not detail

- Contributions Members have made to other groups such as parish councils,
- Highway studies,
- Traffic/non-motorised user surveys funded by Members, or
- Requests for tree planting to be funded by Members

More information on the schemes listed below can be found by contacting the Schemes Planning and Delivery team.

Dan Daley and Rob Bird

Details of Scheme	Status
18/19-CMG-MA-532 - Queens Avenue, Maidstone Traffic Regulation Order consultation for part one-way street and corner protection	TRO progressed to has made – Order sealed
18/19-CMG-MA-722 – Queens Avenue, Maidstone Part one way and implementation of corner protection	Part one way at design stage – Order raised for double yellow lines

Eric Hotson

Details of Scheme	Status
17/18-CMG-MA-561 - Hunton Road, Chainhurst, Marden Traffic Regulation Order Application for extension to 40mph speed limit	Order Sealed
18/19-CMG-MA-731 – Hunton Road, Chainhurst, Marden Relocating terminal signs and posts to extend speed limit	Works complete

Ian Chittenden

Details of Scheme	Status
18/19-CMG-MA-659 – Granville Road junction Boxley Road, Salisbury Road junction Boxley Road, Grecian Street junction Boxley Road and Banniser Road junction Hillary Road Traffic Regulation Order application for double yellow lines and corner protection	Intent to make raised objections – Ian Chittenden to contact objectors and advise on how to proceed

Paul Carter

Details of Scheme	Status
18/19-CMG-MA-730 – Provender Way Traffic Regulation Order application for corner protection on roads off Provender Way	TRO to be progressed shortly

Contact: Susan Laporte 03000 418181