

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Wednesday 27 October 2021
Time: 5.00 pm
Venue: Town Hall, High Street, Maidstone

Membership:

Councillors Brown, Burton, Cannon, Carter, Chittenden, Clark, Cooke, Cooper, Cuming, Daley, Fort, Hinder, Khadka, Kimmance, Parfitt-Reid, Prendergast, T Sams, Springett, S Webb 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.

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3. Urgent Items	
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7. To consider whether any items should be taken in private because of the possible disclosure of exempt information	
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Issued on Tuesday 19 October 2021

Continued Over/:



Alison Broom, Chief Executive

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INFORMATION FOR THE PUBLIC

In order to ask a question at this meeting, please call **01622 602899** or email committee@maidstone.gov.uk by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Monday 25 October 2021). You will need to provide the full text in writing.

If your question is accepted, you will be provided with instructions as to how you can access the meeting.

In order to make a statement in relation to an item on the agenda, please call **01622 602899** or email committee@maidstone.gov.uk by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Monday 25 October 2021). You will need to tell us which agenda item you wish to speak on.

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

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MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON WEDNESDAY 13 JANUARY 2021

Present: Councillors Bird, Brown, Chittenden, Clark, Cooke, Cooper (Chairman), Cox, Cuming, Daley, Hinder, Hotson, Kimmance, Prendergast, T Sams and Wilson

Also Present: Councillors English and Springett

187. APOLOGIES FOR ABSENCE

Apologies were received from Councillors Brindle, D Burton, Carter, Stockell and Wilby.

188. NOTIFICATION OF SUBSTITUTE MEMBERS

Councillor Mortimer was present as Substitute Member for Councillor Wilby.

Councillor Perry was present as Substitute Member for Councillor Brindle.

189. URGENT ITEMS

There were no urgent items.

190. NOTIFICATION OF VISITING MEMBERS

Councillors English was present as a Visiting Member for Item 14 – Emergency Active Travel Fund – Maidstone.

Councillor Springett was present as a Visiting Member for Item 13 – Verbal Update – Update Following the End of the Brexit Transition Period and Item 14 – Emergency Active Travel Fund – Maidstone.

191. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

192. DISCLOSURES OF LOBBYING

Councillors Bird, Cooke, Cox, Cuming, Kimmance, Perry and Prendergast had been lobbied on Item 14 – Emergency Active Travel Fund – Maidstone.

Councillors Cuming, Kimmance and Perry had been lobbied on Item 15 – Update on the Leeds Langley Relief Road – MJTB Resolution 14 October 2020.

193. EXEMPT ITEMS

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

194. MINUTES OF THE MEETING HELD ON 14 OCTOBER 2020

RESOLVED: That the Minutes of the meeting held on 14 October 2020 be approved as a correct record and signed at a later date.

195. PRESENTATION OF PETITIONS

There were no petitions.

196. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

There were two questions from Members of the Public.

Question from Mr Duncan Edwards to the Chairman of the Maidstone Joint Transportation Board

'This meeting agenda includes the results of the Active Travel Fund tranche 1 in King Street and reports: "response to the attitudinal surveys has been positive". Surveys across the country have borne out the desire of around 80% of the public for improved cycle infrastructure.

The tranche 2 Active Travel Schemes are now in consultation across Kent, but the committee will be aware that there is more to this than just a funding stream, it is part of an initiative called Gear Change run by the Department for Transport which is supported by a set of infrastructure standards called LTN1/20.

The DoT intend to make future funding dependent on audited compliance with LTN1/20 so should Kent adopt this standard now for all new cycle infrastructure schemes?'

The Chairman responded to the question.

Mr Edwards asked the following supplementary question:

'Many residents in Maidstone feel they have critical congestion in their area and this affects all road users in terms of delays, pollution and road safety. Sometimes residents, KCC and MBC agree on critical congestion issues, but despite this there is a definition of what congestion isn't but not for what it is. This is a central government issues, but this gives local pain. Is there anything we can do locally to seek a resolution?'

The Chairman responded that a written response would be provided.

Question from Mr Chris Passmore to the Chairman of the Maidstone Joint Transportation Board

'As a long-term driver and occasional cyclist of Hermitage Lane it can take over 15 minutes to cover the 2 miles and is clear that the level of congestion in the road will continue to increase with even more developments along the road some of which are in the TMBC area. This increasing congestion will critically affect access to Maidstone Hospital for Emergency Services and staff as well as local residents and those travelling from further afield to go to and from the M20. I understand that there was a good and productive meeting about one part of the solution after the last JTB however there needs to be effective "cross border working" to create a holistic plan for the whole "Hermitage Lane Corridor" to secure the right contributions from all the developers to manage all aspects of the road, including having an effective active travel plan for the whole length of the road.

This problem is highlighted by the fact that there isn't even the money to develop the short but extremely hazardous stretch between the Barming Station and Maidstone Hospital which is used by many 10's of pedestrians and cyclists each day.

What can be done by MBC or KCC to ensure this and other projects involve collective working with both sides of the border?'

The Chairman responded to the question.

Mr Passmore asked the following supplementary question:

'Looking at the minutes of the last meeting, covering Section 106 schemes, it is stated that that is still a shortfall of funding gap for the cycle way improvements between Barming Station and the hospital. How close are we to closing this gap and is there a timeline for the improvements to be made?'

The Chairman stated that a written response would be provided.

The full responses were recorded on the webcast and were made available to view on the Maidstone Borough Council Website.

To access the webcast recording, please use the link below:

<https://www.youtube.com/watch?v=PWtM45e08uM>

197. MAIDSTONE JOINT TRANSPORTATION BOARD WORK PROGRAMME

It was requested that the A26 Tonbridge Road junction with Fountain Lane and the junctions within the Junction Improvement Plan be added to the work programme.

It was confirmed that the Board's request that the previous A274 Willington Street/Sutton Road scheme would not be added to the work programme as the scheme was no longer available.

The Rail Project Manager would be invited to attend the next meeting of the Board following the publication of the Kent Rail Strategy 2021-2026.

RESOLVED: That the Board Work Programme be noted.

198. 20 MPH DEFAULT SPEED LIMIT ON NEW HOUSING DEVELOPMENTS

The District Manager introduced the report and noted that the Kent Design Guide (KDG) required that all new developments have design speeds of 20mph through the road layout and traffic calming measures. The KDG was currently under revision, however this principle would remain.

No policy or requirement existed to install a 20mph speed limit on those roads designed with a target speed of 20mph or lower; additional signage and road lining measures were therefore deemed unnecessary. The District Manager highlighted that Kent Police would not be able to enforce 20mph speed limits, in reference to public expectations should the speed limit be introduced.

The Board expressed concerns on Kent Police's inability to enforce speed limits, with the Kent County Council (KCC) Well Managed Highways Framework and Vision Zero – Road Safety Strategy for Kent 2021-2026 referenced. The comments received would be passed to the relevant teams at KCC, with any response given to be shared with Members of the Board.

RESOLVED: That the report be noted.

199. VERBAL UPDATE - UPDATE FOLLOWING THE END OF BREXIT TRANSITION PERIOD

The Senior Highway Manager gave a verbal update and stated that the traffic management plan, as presented during the Member Briefing at the 14 October 2020 Board meeting, had been implemented since 1 January 2021. The border control issues between the United Kingdom and France over the Christmas period had provided the opportunity to test Operation Fennel.

Travellers to France would continue to be tested for Covid-19 before travelling for the foreseeable. Fewer vehicles than expected had been recorded since Operation BROCC's implementation.

In response to questions, it was confirmed that British hauliers have up to 28 days to pay fines, with any other haulier expected to pay fines immediately or their vehicle would be clamped. Due to Covid-19, the number of CSAS officers available to patrol the M20 following the Junction 8 roadblock had decreased. Police Officers would be present until additional Highways Officers were available. There were no plans for an additional Government inland border facility in Kent.

The Board expressed their thanks to all Officers involved for their hard work in recent weeks.

RESOLVED: That the verbal update provided be noted.

200. EMERGENCY ACTIVE TRAVEL FUND - MAIDSTONE

The Senior Major Capital Programme Project Manager introduced the report and referenced the Emergency Active Travel Fund created in direct response to the Covid-19 pandemic. The Tranche One schemes had been implemented without prior consultation, which had become a requirement for Tranche Two schemes.

It was confirmed that the King Street pop-up cycle lane would be removed due to the Council's upcoming bus station improvement project, most likely in February 2021.

Two attitudinal surveys had been undertaken on the King Street and Earl Street schemes. In response, a permanent King Street scheme would be considered in line with the government guidance for cycleways and prior public consultation. The Earl Street scheme would be retained for the foreseeable future, with further consideration to be given to moving the parklets and parking to maximise their utility and local economic recovery once the lockdown period ended.

A consultation process on the concept of the Tranche Two schemes was ongoing, with further consultation to take place once the schemes to be taken forward had been decided.

The Board expressed support for the public consultations to be undertaken and highlighted the importance of disability parking bays. The Senior Major Capital Programme Project Manager extended a meeting invitation to the relevant Members for Earl Street in relation to the active travel scheme in place.

Confirmation was given that Equality Impact Assessments would be undertaken for these schemes. The disability parking bays that had been moved to Church Street would be re-instated in King Street once the cycle lane had been removed. Additional disability parking bays should have been placed outside the Hazlitt.

RESOLVED: That the report be noted.

Note: Councillor Brown exited the meeting during the item's presentation.

201. UPDATE ON THE LEEDS LANGLEY RELIEF ROAD – MJTB RESOLUTION 14 OCTOBER 2020

The continued commitment of Kent County Council and the Council to work jointly was highlighted.

RESOLVED: That the report be noted.

202. MAIDSTONE HIGHWAY WORKS PROGRAMME

RESOLVED: That the report be noted.

203. DURATION OF MEETING

5.00 p.m. to 7.02 p.m.

Note: The meeting was adjourned between 6.45 p.m. to 6.50 p.m. in order that technical difficulties could be resolved.

Maidstone Joint Transportation Board Work Programme

Ref	Date to MJTB	Report Title	Report Author	Lead Authority	Notes	Date of Request
1	TBC	A229 and A249 links between M2 and M20 with the proposed new Lower Thames Crossing	TBC	KCC	Report adjourned from MJTB meeting on 16 October 2019. Update to be provided once the appeal outcome is known.	Requested by resolution of the MJTB: 16 October 2019.
2	January 2022	Update on the Working Group considering Highways Improvement Works to Hart Street.	TBC	KCC	Kent County Council and Maidstone Borough Council have formed a working group and are discussing various options for the Hart Street/Baker Road junction.	ERL Committee – February 2021.
3	Standing Item	A26 Fountain Lane Junction Update on the Junctions within the MITP: A20 Coldharbour Roundabout, A229 Loose Road: Armstrong Road/Park Way, A229 Loose Road: Cripple Street/Boughton Lane, A20 Ashford Road Junction with Willington Street, A274 Sutton Road Junction with Willington Street.	KCC	KCC	All MITP Schemes and the A26 Fountain Lane junction to be included within the work programme.	Requested by resolution of the MJTB: 13 January 2021.

Agenda Item 13

To: Maidstone Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: **06 October 2021**
Subject: A229 Blue Bell Hill Improvement Scheme
Classification: Information Only

Summary: This report updates Members on the current position of the A229 Blue Bell Hill Improvement Scheme

1. Introduction

- 1.1 The A229 Blue Bell Hill is a section of dual carriageway which runs between Junction 6 of the M20 in Maidstone and Junction 3 of the M2 at Blue Bell Hill village. This section of road is a key link between the M20 and M2, and between Maidstone and Medway.

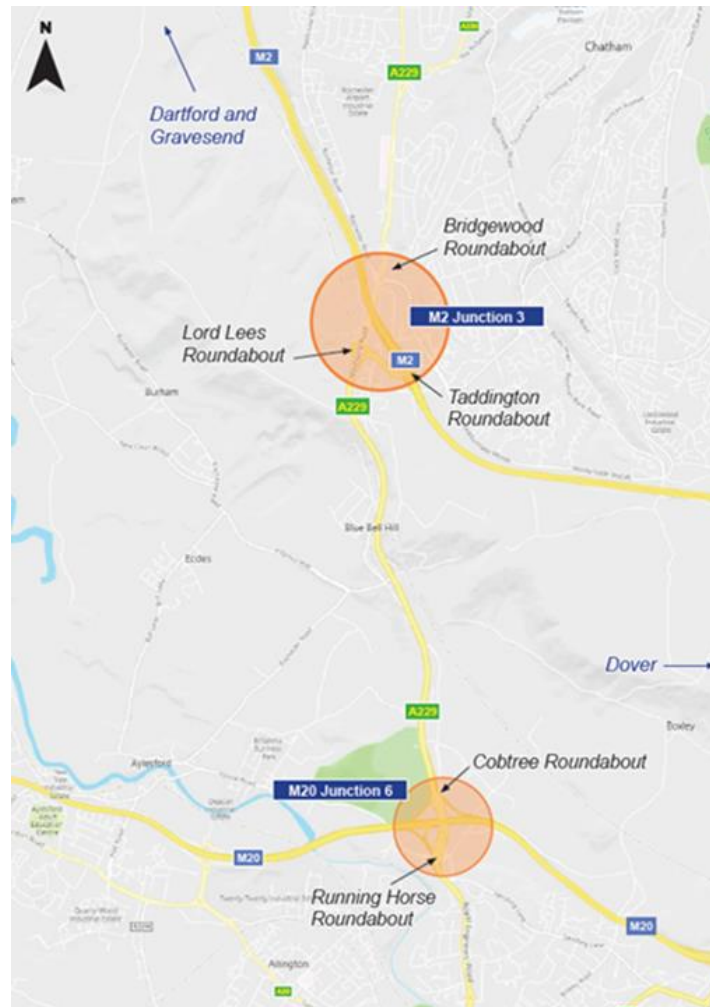


Figure 1 - Plan showing the location of the proposals

- 1.2 A feasibility study was undertaken to assess the key routes in Kent against the objectives of the Major Road Network. This study ranked the A229 as the second worst section of A road in the county against criteria of traffic levels, delays, collisions and journey time

reliability. It also determined that the M20 and M2 junctions have a significant role in the delays and collisions on Blue Bell Hill.

- 1.3 Road users of Blue Bell Hill have long experienced high volumes of traffic which result in significant congestion issues and concerns about road safety. These congestion issues are likely to be made worse by future housing developments in the surrounding area and the new Lower Thames Crossing, which will both generate additional traffic.
- 1.4 Proposals that have been developed previously have not been sufficient to impact on the existing issues and therefore more significant improvements to Blue Bell Hill are required to improve journey time reliability, reduce delays and improve road safety across this section of the road network.
- 1.5 A bid has been submitted to the Department for Transport at Strategic Outline Business Case stage for funding from the Large Local Majors programme.

2. Scheme Description and Delivery

- 2.1 The overall aim of the scheme is to improve journey time reliability and road safety. This will allow the road to accommodate an increase in future traffic, expected as a result of the Lower Thames Crossing and proposed local developments, while providing suitable routes and facilities for public transport, pedestrians and cyclists.
- 2.2 The aim of the scheme is supported by a set of objectives, agreed by the key stakeholders which will develop as the project progresses:
 - To improve journey time reliability at M2 Junction 3 and M20 Junction 6 interchanges of the A229
 - To reduce congestion along the route
 - To enable the local area to develop in accordance with population and housing growth predicated under Local Plans
 - To reduce the impact of additional traffic from the Lower Thames Crossing (LTC) and allow LTC to maximise potential benefits it can provide for the Kent area
 - To improve road safety and address known collision hotspots
 - To make best use of existing assets including land and highways
 - To provide suitable routes and facilities for public transport
 - To provide safe and improved routes for pedestrians and cyclists
 - To improve air quality, particularly in the Air Quality Management Area (AQMA)
 - To protect and enhance the local environment.
- 2.3 An optioneering process has been followed to establish the two options that were submitted as part of the Strategic Outline Business Case. The process involved ideas generation workshops with stakeholders followed by a sifting process (making use of traffic modelling) to determine the potential impact of these different ideas on traffic levels. The works were also assessed against a number of criteria as laid out by the Department for Transport (DfT).
- 2.4 The ideas that scored best against the criteria were combined into three options which were taken through to a public consultation exercise. Further details of the consultation results can be found on the KCC website at www.kent.gov.uk/a229bluebellhill.

- 2.5 As a result of further work and the results of the public consultation option 3 was dropped from further development. Whilst option 3 provided a number of benefits, these were outweighed by the significant impacts on the M20 and the local area.
- 2.6 The remaining options 1 and 2 can be viewed on drawing numbers [60633526-ACM-HML-A229_SW_ZZ_ZZ-DR-CH-0025_P04.2](#) and [60633526-ACM-HML-A229_SW_ZZ_ZZ-DR-CH-0026_P04.2](#) and a summary and comparison of the options is provided below:

Table 1 - Summary and Comparison of works for Options 1 and 2

	Option 1	Option 2
Northern end of Blue Bell Hill		
Improvements to the slip road onto the A229 southbound at Lord Lees Roundabout	✓	✓
Increase the road width between Taddington and Lord Lees Roundabouts to four lanes	✓	
A new slip road onto the M2 (westbound) from the A229 immediately after Lord Lees Roundabout	✓	✓
Upgrade of the current signalised junction at Taddington Roundabout allowing traffic travelling from the M2 eastbound to A229 via a new bridge over the M2	✓	
A new separate left turn lane from the M2 westbound to the A229 at Taddington Roundabout	✓	✓
A new slip road from the M2 eastbound to a new junction arrangement at Bridgewood Roundabout		✓
Southern end of Blue Bell Hill		
Enlarge the Running Horse Roundabout to the west	✓	✓
Improve the slip road onto the M20 eastbound from Cobtree Roundabout	✓	✓
A new grade separated junction, where the existing Forstal Road bridge is currently located		
Along the length of Blue Bell Hill		
Widen the A229 to three lanes when travelling southbound towards Maidstone (between Lord Lees and Cobtree Roundabouts)	✓	✓

- 2.7 An assessment of the options at this stage has not demonstrated that either would be more preferable to the other. Benefits and disbenefits have been reviewed against a number of criteria to make the assessment.
- 2.8 The scheme is still at a very early stage and the options will need to be developed further through more detailed modelling and additional design work to determine a preferred option.
- 2.9 The preferred scheme would then be progressed in more detail followed by further public consultation and Statutory Consents and Orders.
- 2.10 KCC will work very closely with National Highways (formerly Highways England) to meet their requirements to allow for the sections of the scheme on the Strategic Road Network to be progressed.

- 2.11 KCC plan to deliver the Improvement Scheme prior to the opening of Lower Thames Crossing.
- 2.12 The scheme is expected to cost a maximum of £199m (based on estimations within the Strategic Outline Business Case). The current funding request from the DfT is for £169m (85%) with the remaining £30m (15%) due to come from developer contributions (s106) and other external funding sources. Opportunities for these additional funding sources are being pursued.

3. Current Position

- 3.1 There has been no further work developing the design of the options presented at consultation and commented on by MBC. Work carried out following the consultation concentrated on developing the Strategic Outline Business Case (SOBC) which was submitted to the DfT on 23 December 2020.
- 3.2 Following the submission of the business case, KCC have been responding to queries from DfT. In July 2021, DfT requested that additional modelling work be carried out to support the Value for Money case. This work is currently being undertaken and will be presented to DfT around Christmas 2021.
- 3.3 KCC are also making preparations for the next work stage required to develop the scheme. However, this next stage of work cannot take place until a funding agreement is in place with DfT. The original programme expected that a funding agreement would be in place in Summer 2021, but this is now expected to follow the spending review and come forward in 2022.
- 3.4 Once DfT have confirmed that the SOBC has been accepted and a funding agreement is in place, the programme for delivery will be updated. Based on the current expectations the key dates are:
- Funding agreement – Late Spring 2022
 - Submission of the next stage of the business case to the Department of Transport including details of the preferred scheme – Summer 2023
 - Submit planning permission and consents – Spring 2024
 - Further detailed design – Summer 2023 to Summer 2025
 - Submission of full business case to the DfT – Autumn 2025
 - Construction to begin – Spring 2026
 - Completion of scheme – Summer 2028 (aim to be completed before the Lower Thames Crossing opens to traffic)
- 3.5 Further rounds of consultation will be included in the updated programme.

4. Conclusion

- 4.1 This report is for Members' information.
- 4.2 The DfT Large Local Majors funding programme offers KCC an opportunity to undertake a significant major project that addresses existing congestion and safety issues on the A229 Blue Bell Hill and its key junctions while providing further capacity for future growth.
- 4.3 The current delivery programme is reliant on confirmation of funding. If successful, the DfT grant will cover 85% of the project costs with the remaining 15% being sourced from developer contributions or other external funding sources.

- 4.4 The scheme is at an early stage and further work needs to be carried out with key stakeholders and other parties to develop a preferred option.
- 4.5 It is expected that this scheme will be in place prior to the opening of Lower Thames Crossing.

Contact Officers:

The following contact officers can be contacted on **03000 418181** or **a229bluebellhill@kent.gov.uk**

Victoria Soames	Project Manager, Major Capital Programme Team
Lee Burchill	Programme Manager, Major Capital Programme Team

<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: 1.5em;">6 October 2021</p>
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Update on the Kent Rail Strategy 2021

Decision Making Authority	KCC
Lead Director	Simon Jones, Director of Highways, Transportation & Waste
Lead Head of Service	Tim Read, Head of Transportation
Lead Officer and Report Author	Mark Welch, Principal Transport Planner
Wards and County Divisions affected	All
Which Member(s) requested this report?	Cllr Chittenden

This report makes the following recommendations:

For Information. This report is for update purposes only and the board are asked to note its contents.

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	6 October 2021

Update on Kent Rail Strategy 2021

1. ORIGIN OF REPORT

- 1.1 Councillor Chittenden requested that a report be provided to update the October JTB on progress being made to implement the Kent Rail Strategy.

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 2.1 This report provides an update on progress in the context of the circumstances of the pandemic, which has heavily affected rail demand, and the proposed Government reforms to the railways.
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3. INTRODUCTION AND BACKGROUND

- 3.1 KCC adopted the Kent Rail Strategy 2021 (henceforth 'KRS') in March 2021. The Strategy was prepared in 2020, in anticipation of a forthcoming franchise renewal of the South Eastern network in London and Kent. The KRS set out a series of proposals that KCC promoted delivery or development of within the next contract award for the South Eastern network, ranging from fares to rolling stock, amongst other aspects.
- 3.2 The continuance of the pandemic and associated restrictions and changes to travel patterns up to the time of writing, have had an inevitable bearing on the implementation of the KRS. Also, since publishing the KRS there has been the published proposed reforms to the rail industry – set out in the Great British Railways White Paper on 20th May 2021.
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4. PROGRESS

KRS implementation given the pandemic

- 4.1 The KRS set out proposals that sought to influence Government and secure the following broad outcomes from future services to be specified in the next train services contract:
- More frequent services
 - Lengthened services
 - Faster services
- 4.2 These outcomes were sought based on a presumed growth of rail demand that would exceed the demand that drove the then 2019 timetabled services. The pandemic has knocked the trend for rail demand far off course. It is likely that a return to the service levels of 2019 and furthermore additional services to those as outlined in the KRS will be contingent on demand levels returning to pre-pandemic levels. It is, however, not known when that will be.
- 4.3 It is apparent from discourse within the rail industry that, given the high subsidy provided to train service operators to maintain essential rail

services, train service operators and the network operator Network Rail will be under pressure to reduce costs. We do not yet know how that may impact rail services in Kent.



- 4.4 We have and will continue to emphasise to Government and rail industry colleagues the importance of services being attractive in quality and time to attract passengers back to rail, given it will be a part of achieving sustainable growth and decarbonised travel.
- 4.5 The publication of the proposed reforms to the railways in England take account of the pandemic's impact on the viability of the former franchise model. As such we know that the next contract award will be an effective concession and is presumed to be to the current operator Southeastern as part of a transition from the current Emergency Recovery Measurement Agreements towards the desired new model of a Passenger Service Contract.
- 4.6 Within the reforms outlined in the White Paper, there are indications that KCC may have further opportunities for input into the operation and planning of rail services which may aid our future implementation of the KRS. The reforms state that *"In London and the South East, a new strategic partnership will be established to support housing, economic growth and the environment across the highly interconnected transport network in that part of the country. This will bring together Great British Railways, TfL and local authorities and businesses to co-ordinate timetabling and investments and to provide a consistent passenger experience in areas such as accessibility, ticketing and communications"*.
- 4.7 We do not know yet know further details of these reforms, with elements such as the partnership proposal outlined above expected to be made clearer in the forthcoming Levelling Up White Paper.

Progress made on the KRS 2021

- 4.8 Despite the challenges arising from the pandemic, a range of proposals within the KRS have been progressed, including:
 - Continued lobbying for the introduction of Thameslink services to the Maidstone East line.
 - Lobbying of central Government in respect of the upgrade and expansion of the High-Speed train fleet to support longer services, more frequent services and new journey destinations.
 - Work underway to consider wider network infrastructure options for long term service performance and connectivity, as part of Transport for the South East's Area Studies and Network Rail's Modular Planning
 - Lobbying Eurostar International for re-instatement of Ebbsfleet International and Ashford International station services.
 - Progression of the pre-feasibility study of Westenhanger Station upgrade.
 - Submission of a Levelling Up Fund bid for reducing journey times on the High-Speed network between Dover / Folkestone and London St Pancras International.

- Completion of a pre-feasibility study by Network Rail on the Marshlink line from Ashford International
- Preparation of a Strategic Outline Business Case, following studies and public consultation, for improving rail connectivity between Abbey Wood and Ebbsfleet / Gravesend.

4.9 We will continue to ensure the KRS and other relevant strategies and plans such as our Local Transport Plan are responsive to the evolving circumstances concerning National Rail demand and service recovery. Furthermore, that the KRS and our Local Transport Plan reflect our priorities across the county to ensure the rail network supports growth and regeneration and sustainable travel.

<h2>Maidstone Joint Transportation Board</h2>  	<h2>October 2021</h2>
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Maidstone Integrated Transport Package (MITP)

Decision Making Authority	Kent County Council/Maidstone Borough Council
Lead Director	Philip Lightowler (Interim Director)
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	October 2021

Maidstone Integrated Transport Package (MITP)

1. INTRODUCTION AND BACKGROUND

- 1.1 This report provides an update in respect of the major schemes currently in progress within Maidstone and the proposed junction improvements contained within the Maidstone Integrated Transport Package (MITP). A map showing the locations of these schemes is included as Appendix 1.
- 1.2 All schemes are being planned carefully to address the complications of available road space within Maidstone in the next few years. Many of the schemes will affect traffic on the M20 during construction, and as such Highways England will not permit them to be delivered simultaneously. In addition, there are substantial utility works planned within the area and careful negotiations with KCC Street Works Team is required to ensure that all schemes can be delivered as quickly as possible. Discussions are ongoing with all affected parties and it should be noted that delivery timescales given within this report are dependent on the availability of road space and are subject to change if planned Gas or utility works in the area conflict with the proposed timetable.
- 1.3 At the meeting of the South East Local Enterprise Partnership (SELEP) Accountability Board on 10 September 2021, the Board resolved:
- To note the update on project delivery and progress towards achieving the outstanding consents.
 - To agree that the £8.9m LGF funding should remain allocated to the Project.
 - To agree that a project update should be provided to the Board in February 2022 on progress towards securing the required consent to relocate the ragstone wall.
 - To agree that a further update on the Project, which outlines progress towards achieving the outstanding consents and on delivery of the Project, should be presented to the November Board meeting.

A summary of the decision is available using the link below:

<https://www.southeastlep.com/app/uploads/2020/10/Summary-of-decisions-10.09.21-Final.pdf>

2. SCHEME UPDATES:

- 2.1 **A249 Bearsted Road Major Infrastructure Project (Funded through National Productivity Investment Fund):**
- 2.1.1 The main planning application for the link road into Newnham Court was approved in November 2020. A further KCC planning application for the completion of the HGV link has been submitted and is expected to be reported at KCC's November Planning Committee. However, this application cannot be determined until after the determination of the retrospective application made by the owners of the Newnham Court site for the construction of the concrete hard standing used for HGV deliveries, this is due to be reported to Maidstone Borough Council's Planning Committee on 21 October 2021.

- 2.1.2 A planning application has also been submitted to MBC for the drainage outfall to the land within the crematorium, and it is currently planned to be considered at the October 2021 Planning Committee.
- 2.1.3 As well as improving the drainage conditions for the local road network, the delivery of this aspect of the scheme will also:
- Introduce pollution control by reducing the build-up of sediment (silt) in the unnamed tributary of the River Len from the existing highway runoff; and
 - improve the water quality of the stream and lake and thus improve the biodiversity of Vinters Valley Nature Reserve's aquatic habitat.
- 2.1.4 The procurement of a contractor has been completed but works cannot commence until the three planning permissions have been granted, consequently the main construction works will not commence until 2022, and discussions are ongoing with the contractor to agree the overall programme for the construction phase.
- 2.1.5 Advanced works are currently underway to carry out reptile trapping within the area of the Crematorium and Vinters Valley Nature Reserve. Advanced archaeological investigations are also being considered to reduce risks during construction. Trial holes to confirm the location of utility apparatus are currently being programmed. This will help identify the precise nature of utility diversions to help prevent any delays in programme or cost during the construction of the scheme.
- 2.1.6 It is anticipated that the construction phase will substantially complete late 2022/early 2023.

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

- 2.2.1 The detailed design for the Coldharbour Roundabout scheme has been completed. The required acquisition of third-party land has been agreed with the landowner and is currently with solicitors to finalise the legal arrangements.
- 2.2.2 Inexpensive ducting will be provided at key locations during the construction, to avoid the need for extensive and disruptive works if future traffic levels require the junction to be signalised.
- 2.2.3 Procurement is intended to begin in early 2022, with a view to appointing a contractor in Summer 2022.
- 2.2.4 Construction is expected to start with off carriageway works in Autumn 2022 with construction being co-ordinated with the A249 Bearsted Road, to avoid unacceptable conflicts with roadworks near the M20.
- 2.2.5 The proposed scheme for the A20 London Road/Hall Road, Aylesford, continues to be developed alongside the Coldharbour scheme. Design work is almost complete, and it has an endorsed Business Case.
- 2.2.6 The procurement and construction of these works will follow on from the Coldharbour site, subject to availability of road space. The delivery of these two schemes will be closely linked due to their proximity and the need to reduce impacts on both local traffic and the M20 corridor.

2.3 A229 Loose Road Corridor (LGF Scheme):

2.3.1 The loose road corridor comprises of four separate junction improvement schemes:

- A229 Loose Road junction with the A274 Sutton Road (Wheatsheaf junction)
- A229 Loose Road junction with Armstrong Road/Park Way
- A229 Loose Road junction with Sheals Crescent
- A229 Loose Road junction with Cripple Street/Boughton Lane – paused following the consultation process

2.3.2 Providing a workable solution within the various site constraints at each of the sites has been challenging but the detailed design continues for those schemes which are progressing.

2.3.3 All investigatory work has been completed, including geotechnical, environmental and topographical surveys, which have all fed into the design process.

2.3.4 The planning consent for the demolition of the Wheatsheaf Public House was approved on 24th June 2021. A heritage assessment of the building was carried out in July 2021, which is required to discharge planning conditions related to comments received by KCC's Heritage Team.

2.3.5 A trial closure of Cranborne Avenue was originally planned for Autumn 2021 but is now likely to be carried out over the winter to avoid conflict with nearby SGN works and to ensure surveys are carried out in traffic neutral periods. Traffic surveys have recently been undertaken to verify the current flow data, and additional counts then carried out during the closure to further assess the impacts of the proposed scheme.

2.3.6 Alterations to the junction of Plains Avenue may also be required and this will be assessed as part of the final design of the Wheatsheaf junction. The detailed design of the Wheatsheaf junction will be pursued following on from the trial closure with a view to completing this in Spring 2022.

2.3.7 The Armstrong Road junction improvements will create a right turn lane for southbound traffic and relocate the pedestrian crossing to the south side of Loose Road. This scheme falls under permitted development and detailed design work is progressing. It is hoped that this element of the corridor can be delivered ahead of the Wheatsheaf junction, using KCC's term contractors. If this is possible then as long as the road space is available, the scheme could be delivered by December 2022.

2.3.8 The Sheals Crescent junction improvement will provide a filter straight in to Sheals Crescent for southbound traffic by removing the need for traffic to give way when turning into Sheals Crescent. It is anticipated this could be delivered in conjunction with the works to Armstrong Road.

2.3.9 The design of the Cripple Street/Boughton Lane junction is currently being reviewed to ascertain if a scheme can be delivered that avoids the removal of the landscaped area in front of the parade of shops.

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

- 2.4.1 This scheme requires the re-positioning of a listed rag stone wall to the boundary of Mote Park, which requires a listed building consent submission to Maidstone Borough Council.
- 2.4.2 A pre-application meeting has been held with Maidstone Borough Council Cllrs and officers to discuss the application. It is hoped that the listed building consent will be granted in December 2021.
- 2.4.3 Procurement will commence once the detailed design is complete, and the Listed Building Consent is in place.
- 2.4.4 Due to other projects being carried out on the network in the near vicinity, the construction will be planned with KCC's Street Works team alongside the other network pressures but will need to be programmed after the completion of the A249 Bearsted Road project.

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

- 2.5.1 A solution has been identified which would provide a dual roundabout to replace the existing signalised junction. This requires the acquisition of adjacent third-party land, and negotiations are ongoing with the relevant landowner for the voluntary acquisition of the property.
- 2.5.2 The feasibility design is complete, however currently there are insufficient S106 contributions to deliver this scheme. KCC are continuing to work with MBC and TMBC to seek other funding opportunities to be able to deliver this scheme in conjunction with the MITP projects. Should further S106 contributions be secured, then outline design could be developed in Summer 2022, with detailed design in Summer 2023, land acquisition in Autumn 2023 and construction commencing in Winter 2023/24.

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

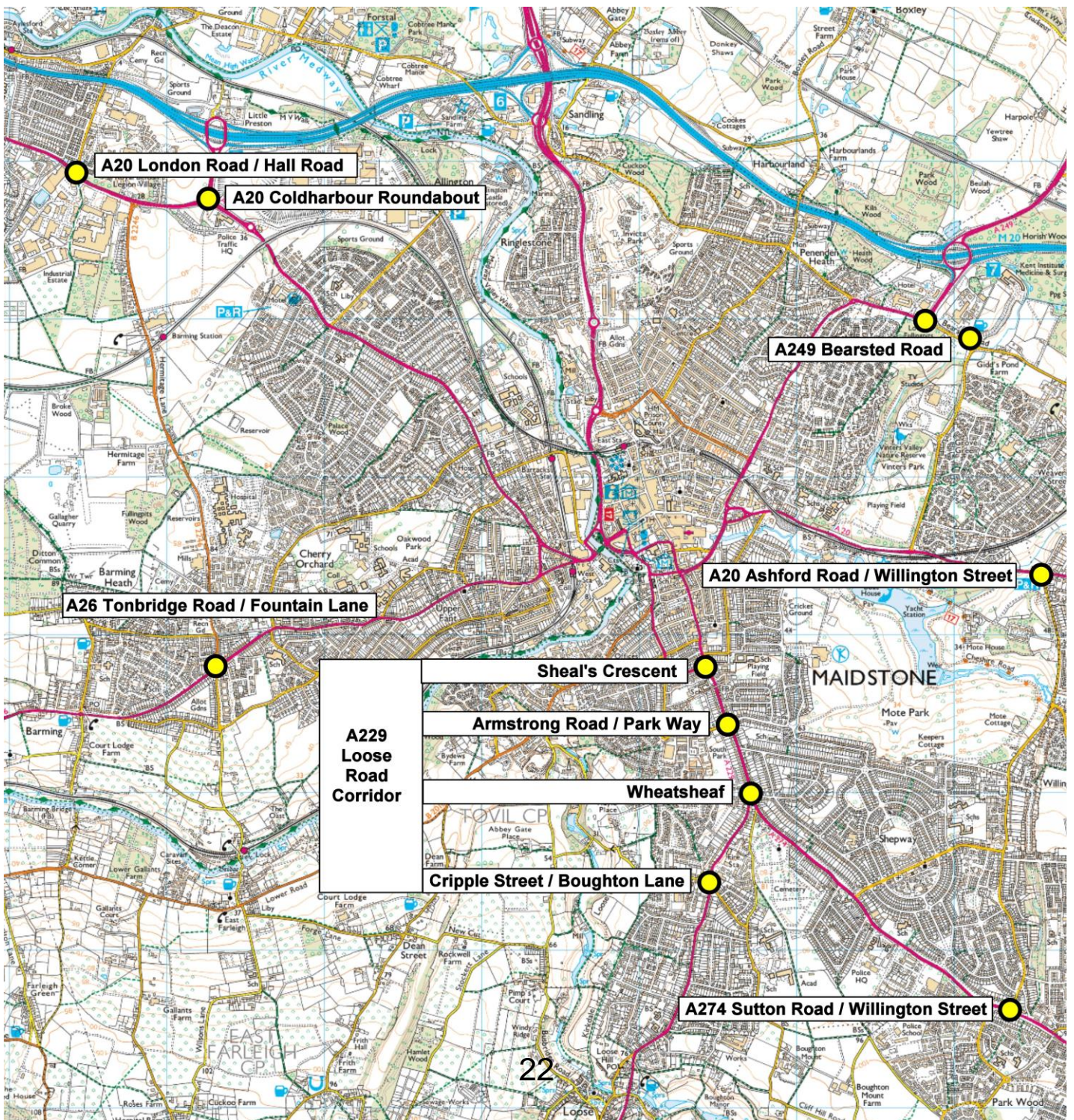
- 2.6.1 This is a developer funded scheme with no deadline on the spend, and as such, this scheme will be promoted towards the end of the overall programme to allow schemes with funding constraints to be delivered first. This will ensure that other funding streams which have been secured are not lost and reallocated outside of the County.
- 2.6.2 To manage the design resources which are currently available, and as this scheme does not have time limited funding, the design will be revisited early in 2022. Members will be consulted as part of this process and the design will be brought back to this Board for consideration.

3. CONCLUSION:

- 3.1 As per the decision at SELEP Accountability Board on 12th February 2021 and endorsed at the Accountability Board meeting on 10 September, all LGF schemes that can demonstrate that they meet the SELEP conditions by September 2021 will be able to spend their LGF allocation after the end of the Growth Deal.

- 3.2 KCC are confident that the current programme as detailed above, will mean that sufficient progress has been made on the schemes to ensure that the SELEP conditions can be met.
- 3.3 The programme of schemes within Maidstone will continue to be carefully planned, with schemes progressed where possible to make use of available road space. Discussions with SGN and KCC's Street Works Team are ongoing to ensure that the available road space opportunities are maximised to reduce congestion within the town whilst delivering these important highway improvements and it is anticipated that more programme information will be available for the next meeting.

**Appendix 1:
Map of Highway Improvement Schemes in Maidstone**



To: Maidstone Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 27th October 2021
Subject: Highways Forward Works Programme: 2021/22 and 2022/23
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2021/22 and 2022/23.

Kent County Council has recently published a forward works programme for the next five years covering planned maintenance of our highway assets. It is in two parts: the first concerns the next two years (2021/22 - 2022/23), and most of the sites included have already been verified by our engineers. The second part relates to years three to five of our five-year programme (2023/24 - 2025/26) and is largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified.

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

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

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

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

Road, Footway & Cycleway Renewal and Preservation Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

- **Casualty Reduction Measures**
- **Externally funded schemes**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Members Grant – Member Highway Fund – see Appendix H

Winter Service – see Appendix I

Conclusion

1. This report is for Members' information.

Contact Officers:

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

Richard Emmett	Highway Manager Mid Kent
Susan Laporte	Maidstone District Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage Asset Manager
Neill Coppin	Structures Operations Team Leader
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Jamie Hare	Development Agreements Manager
Jamie Watson	Schemes Programme Manager

Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme

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

Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A274 Sutton Road (Phase 1)	Maidstone	Buffkyn Way to west of Willington Street	Completed.
A274 Sutton Road (Phase 2)	Maidstone	Willington Street to west of St Saviours Road	Programmed 7 th October 2021
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Coombe Road	Tovil	<u>Footway Reconstruction</u> Two Sections 1. Old Tovil Rd to Quarry Rd 2. Courtney Rd to o/s No. 72.	Commenced on site and on-going. Expected to complete by the beginning of November 2021
A20 Ashford Road	Harrietsham	<u>Footway Reconstruction</u> Sections from the junction with Church Road to the Junction with Marley Road (Petrol Station)	Commenced on site and on-going. Expected to complete by mid- October 2021.
Heathfield Road	Penenden Heath	<u>Footway Protection</u> <u>Treatment</u> Full extent	Completed.
Hedley Street (including Lucerne)	Maidstone	<u>Footway Protection</u> <u>Treatment</u> Full extent	Completed.
Foley Street	Maidstone	<u>Footway Protection</u> <u>Treatment</u> Full extent	Completed.

Surface Treatments – Contact Officer Mr Jonathan Dean			
Road Name	Parish	Extent and Description of Works	Current Status
MARDEN ROAD	Staplehurst	A229 Station Road to west of junction with Clapper Lane (Micro Surfacing)	Completed
WILLOW WAY & MOTE AVENUE (INC UPPER ROAD & LOWER ROAD)	Maidstone	Square Hill Road to West Park Road (Micro Surfacing)	Completed
SANDLING LANE	Penenden Heath	Between 40mph terminal to Running Horse Roundabout (Micro Surfacing)	Completed
HOWLAND ROAD	Marden	Maidstone Road to South Road (Micro Surfacing)	Completed
LENHAM ROAD	Ulcombe	Chegworth Road to Runham Lane (Micro Surfacing)	Completed
MARLEY ROAD (DICKLEY LANE)	Lenham	Marley Works to Steeds Hill (Micro Surfacing)	Postponed until 2022
OLD ASHFORD ROAD	Lenham	Lenham Square to A20 Ashford Road (Micro Surfacing)	Completed
ASHFORD ROAD (Overbridge near Junction (M20))	Hollingbourne	A20 to A20 (Micro Surfacing)	Completed
LOWER ROAD	East Farleigh	Priory Close to Kettle Corner (Micro Surfacing)	Completed
HACKNEY ROAD	Fant	From Unicomes Lane to Gatland Lane (Micro Surfacing)	Completed
RAYNERS HILL	Lenham	A20 to Water Ditch Road (Micro Surfacing)	Completed
LEEDS ROAD	Leeds	Plough PH crossroads to Horseshoes Lane (Micro Surfacing)	Completed
NORTH POLE ROAD	Barming	From Heath Road to Red Hill (Micro Surfacing)	Completed
NORTH STREET	Barming	From Heath Road to A26 Tonbridge Road (Micro Surfacing)	Completed

STOCKETT LANE	Tovil	From KFRS to Brockingford Lane (Micro Surfacing)	Completed
PAGEHURST ROAD	Staplehurst	Marden Road to 250m south of j/w Thorn Road (Retread – Road Recycling)	Completed
SHERENDEN LANE	Marden	Whole length (Wilden Park Road to Goudhurst Road) (Retread – Road Recycling)	Completed
TILDEN LANE	Marden	Khernfields Farmhouse to Underlyn Lane (Retread – Road Recycling)	Completed
GRIGG LANE (PHASE 2)	Headcorn	Grigg Farm/Baker Lane to Oak Lane (Retread – Road Recycling)	Completed
STILEBRIDGE LANE	Marden	Linton Hill to Underlyn Lane (Retread – Road Recycling)	Completed
WHITE HOUSE LANE	Headcorn	Shenley Road to A274 Biddenden Road (Retread – Road Recycling)	Completed
FAVERSHAM ROAD	Wichling	Old Lenham Road to Ringlestone Road (Doddington) (Surface Dressing)	Completed
ASHFORD ROAD	Lenham	Faversham Road to Dickley Lane (Surface Dressing)	Completed
SOUTHERNDEN ROAD (INC part of GRIGG LANE)	Egerton	Barhams Mill Road to Grigg Farm / Baker Lane (Surface Dressing)	Completed
LINTON HILL	Linton	Stilebridge Lane (Marden) to Redwall Lane (Surface Dressing)	Completed

Appendix B - Drainage

Drainage Repairs & Improvements - Contact Officer Earl Bourner			
Road Name	Parish	Description of Works	Current Status
Eyhorne/Upper Street/Hollingbourne Hill	Hollingbourne	Various repairs to the highway drainage system completed. Further work required to reinstate outfall to pond.	Further landowner liaison in progress.
A20 Ashford Rd under rail bridge by Square Hill	Maidstone	The existing drainage has been cleaned and surveyed and is working but an improvement scheme is to be developed to reduce risk of blockages and flooding	Works commenced late August but are incomplete due to encountering services not mapped or found by pre-works surveys. Trial holes were excavated to locate them. Further works required to alter design and then re-visit.
Harp Farm Road	Boxley	Existing soakaway unmaintainable due to location in field. Replacement soakaway(s) to be considered	Entered onto forward work programme – further assessment required.
Fairmeadow Subway (near Medway Street)	Maidstone	Faulty non-return valve and damaged Aco Channel drainage covers.	Crew to re attend on 08/10/21 to install stop valve
Gravelly Bottom Road	Kingswood	Multiple defects found in CCTV survey	Job complete. Cleansing required once pothole blitz works are carried out.
Lenham Road	Headcorn	Ditch overflowing onto carriageway	Land drainage to be consulted before further works commence.
Goddington Lane	Harrietsham	High volumes of water dispersing from gully and eroding carriageway into stream	Job Complete
Buckland Road	Maidstone	Natural spring flowing across footway and causing slip hazard for pedestrians	Job Complete
Brishing Lane	Chart Sutton	Heavy rainfall causing flooding to elderly resident	Job Complete – Deep bore successfully installed

Lenham Road	Platts Heath	Heavy rainfall running down carriageway and entering property	Job Complete
Copper Lane	Marden	Collapsed culvert headwalls	Job Complete
Redwall Lane	Linton	Collapsed culvert headwall	Job Complete
Bonnington Road	Maidstone	Locate cause of large void in carriageway	Awaiting Dynamic Probe results

Appendix C – Street Lighting

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

Street Lighting Column Replacement – Contact Officer Sue Kinsella				
Road Name	Column	Parish	Description of Works	Status
Tonbridge Road	KTBU022	Fant	Replacement of Street Light	Completion end January 22
Tonbridge Road	KTBU051	Fant	Replacement of Street Light	Completion end January 22
St Peters Bridge	KSCE001	High Street	Replacement of Street Light	Completion end January 22
Bicknor Road	KBCG010	North Downs	Replacement of Street Light	Completion end January 22
Bicknor Road	KBCG012	North Downs	Replacement of Street Light	Completion end January 22
Sutton Road	KSGF007	Shepway South	Replacement of Street Light	Completion end January 22
Station Road	KSFA021	Staplehurst	Replacement of Street Light	Completion end January 22
Rawdon Road	KRAD001	High Street	Replacement of Street Light	Completion end January 22
Thornhill Place	KTBG002	North	Replacement of Street Light	Completion end January 22
Farleigh Hill	KFAH002	South	Replacement of Street Light	Completion end January 22
King Street	KKAM013	High Street	Replacement of Street Light	Completion end January 22
Loose Road	KLCQ055	South	Replacement of Street Light	Completion end January 22
Brishing Lane	KBFE010	Park Wood	Replacement of Street Light	Completion end January 22
Straw Mill Hill	TSAS016	South	Replacement of Street Light	Completion end January 22
Ashford Rd	KABR032	Boxley	Replacement Street Light	Completion end Jan 22

Ashdown Close	KABI001	Heath	Replacement Street Light	Completion end January 22
Ashford Road	KABQ005	Boxley	Replacement Street Light	Completion end January 22
Ashford Road	KABQ007	Boxley	Replacement Street Light	Completion end January 22
Ashford Road	KABQ008	Boxley	Replacement Street Light	Completion end January 22
Ashford Road	KABQ009	Boxley	Replacement Street Light	Completion end January 22
Ashford Road	KABQ013	Boxley	Replacement Street Light	Completion end January 22
Ashford Road	KABQ014	Boxley	Replacement Street Light	Completion end January 22
Ashford Road	KABQ017	Boxley	Replacement Street Light	Completion end January 22
Ashford Road	KABQ019	Boxley	Replacement Street Light	Completion end January 22
Ashford Road	KABR032	Boxley	Replacement Street Light	Completion end January 22
Badger Road	KBAF108	Boxley	Replacement Street Light	Completion end January 22
Berwyn Grove	KBCB006	South	Replacement Street Light	Completion end January 22
Bicknor Road	KBCG032	North Downs	Replacement Street Light	Completion end January 22
Bicknor Road	KBCG033	North Downs	Replacement Street Light	Completion end January 22
Brownlow Copse	KBHO005	Boxley	Replacement Street Light	Completion end January 22
Faversham Road	KFAQ007	Harrietsham	Replacement Street Light	Completion end January 22
Foxden Drive	KFCL006	Downswood	Replacement Street Light	Completion end January 22
Goudhurst Close	KGBB002	Bridge	Replacement Street Light	Completion end January 22

John Street	KJAG003	North	Replacement Street Light	Completion end January 22
Old Ashford Road	KOAG011	Harrietsham	Replacement Street Light	Completion end January 22
Old Ashford Road	KOAG012	Harrietsham	Replacement Street Light	Completion end January 22
Palmar Road	KPAF001	Bridge	Replacement Street Light	Completion end January 22
Pennine Way	KPDT007	Downswood	Replacement Street Light	Completion end January 22
Perryfield Street	KPBE004	North	Replacement Street Light	Completion end January 22
Podkin Wood	KPDM004	Boxley	Replacement Street Light	Completion end January 22
Raymer Road	KRAE003	North	Replacement Street Light	Completion end January 22
Redsells Close	KRCM001	Downswood	Replacement Street Light	Completion end January 22
Redsells Close	KRCM004	Downswood	Replacement Street Light	Completion end January 22
Rushmead Drive	KRCB002	South	Replacement Street Light	Completion end January 22
Sevington Park	KSBA005	South	Replacement Street Light	Completion end January 22
Station Road	KSFA025	Staplehurst	Replacement Street Light	Completion end January 22
Tonbridge Road	KTBU010	Fant	Replacement Street Light	Completion end January 22
Tonbridge Road	KTBU015	Fant	Replacement Street Light	Completion end January 22
Tonbridge Road	KTBU019	Fant	Replacement Street Light	Completion end January 22
Tonbridge Road	KTBU025	Fant	Replacement Street Light	Completion end January 22
Watersmeet Close	KWFR001	South	Replacement Street Light	Completion end January 22

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Maidstone Borough, to meet Kent County Council’s strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 21/9/21.

Location	Parish	Description of Works	Lead officer	Current Status
Running Horse Roundabout	Maidstone	Virtual lane separation system using road markings & coloured surfacing	Christopher Koningen	Traffic modelling completed, showing a reduction in congestion if the scheme is implemented as proposed. Funding needs to be sought to enable construction in the 22/23 financial year. This is ongoing, and once the required budget is secured the detailed design and appropriate stakeholder liaison will be carried out.
Tonbridge Road junction Westree Road	Maidstone	Signing and lining improvements	Claire Venner	Although scheme complete, there are still issues with 2 signs which are being addressed
Fairmeadow/Staceys Street Roundabout	Maidstone	Signing and lining improvements	Jennie Watson	Works to be carried out by developer as part of their S278 Agreement works
Linton Hill/Stilebridge Lane	Maidstone	New junction layout	Jennie Watson	Scheme handed over to contractor and due for construction November/ December 2021
Royal Engineers Roundabout	Maidstone	Lining improvements	Jennie Watson	Scheme handed over to contractor and due to be completed by December 2021

A20 Hollingbourne	Hollingbourne	New clearway signs	Jennie Watson	Scheme handed over to contractor and to be completed on site December 2021/January 2022 dependant on road space.
Eyhorne Road – Outside Primary School	Hollingbourne	Introduction of 20mph	Jennie Watson	Scheme handed over to contractor and to be completed on site by December 2021

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

Location	Parish	Description of Works	Lead officer	Current Status
Walderslade Woods	Boxley	Reduction of speed limit to 50mph and associated traffic calming measures	Jennie Watson	Works complete. Scheme review to take place.
A229 Cranbrook Road/High Street	Staplehurst	Virtual Traffic Calming Scheme	Demi Richards	Works complete
Pheasant Lane	Maidstone	Improvements to encourage cycling – vegetation clearance and signage works.	Paul Leary	Works complete.
Buckland Hill	Maidstone	New Zebra Crossing	Jennie Watson	Currently at design stage. Scheme due to be handed over to contractor November 2021 and to be completed by April 2022
Hart Street/Barker Road	Maidstone	Experimental Traffic Regulation Order for One-Way System	Jennie Watson	Currently exploring options for a long-term permanent solution and utilising Network Rail and Southeastern Rail land. Stage 1 Road Safety Audit to be carried out before KCC can share proposals in the public realm. A detailed update will be provided at the next JTB meeting in January 2022
PROW KB18 North of Maidstone Hospital	Maidstone	Upgrading of route to allow cycling and improve wayfinding signs.	Jennie Watson	Currently at design stage. Scheme due to be handed over to contractor November 2021 and scheme due for construction early 2022

APPENDIX D3 – LOCAL GROWTH FUND

Local Growth Fund programme update for the Maidstone Borough.

The Department for Transport (DfT) added £100m to the Local Growth Fund (LGF) pot to fund Local Sustainable Transport Fund Style schemes. KCC subsequently submitted four Local Sustainable Transport Fund (LSTF) capital bids 1) East Kent – A network for Growth, 2) Kent Thameside – Integrated door-to-door journeys and 3) West Kent – Tackling Congestion. The fourth was for Tonbridge Town Centre Regeneration, which included a highway improvements scheme in the Lower High Street as well as additional LSTF style measures. The objective of all the capital bids is to boost economic growth by decreasing carbon emissions and reducing congestion.

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

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

The following schemes have been submitted as part of the successful West Kent – Tackling Congestion bid.

Location	Parish	Description of Works	Lead officer	Current Status
Week Street junction with Station Road	Maidstone	A highway improvement consisting of a raised table and improvements to 2 pedestrian crossings to better link Week Street to Maidstone East Rail Station	Alan Osuoha	Works complete
MAIDSTONE EAST STATION IMPROVEMENTS	Maidstone	STATION IMPROVEMENTS	Annette Bonner	Works on the station improvements commenced in January 2020, with the temporary ticket office installed by Southeastern operational since January 2020. Contract Completion date had been delayed due to emerging changes to designs in some areas and working restrictions due to COVID 19 with an

				<p>estimated completion of July 2021. While works on the public realm were progressing, restrictions on internal works in the station building necessitate different working practices, creating inefficiency and slowing progress. KCC Schemes team worked closely with NR, SE, and MBC to co-ordinate the highway & forecourt design with the raised table. MBC have completed the wayfinding design which tied in with the wider improvement works. Forecourt works are complete, and planting will take place in October (planting season). NR have completed their handover to SE for the improvement works to begin on the access (Barracks side of the station). WBP have been appointed and works are planned to start in October 2021 with a December completion date. A launch event is being planned for October 2021.</p>
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Appendix E – Developer Funded Works

Section 106 Schemes				
File Ref.	Road Name	Parish	Description of Works	Current Status
S106-MA-819	Linton Crossroads	Linton/Loose	Junction/signal upgrade	KCC investigating how any funding gap can be dealt with. At present there is not a programme for construction.
S106-MA-1104	Hermitage Lane	Maidstone	Cycleway improvements between rail station and hospital on east side	Croudace development for 330 homes off Hermitage Lane if planning permission is to be granted will deliver via a S278 the section between the train station and Chapelfield Way. The remaining section to the hospital may well also be funded by a S106 agreement with Croudace.

Parish Council Funded Schemes				
File Ref.	Road Name	Parish	Description of Works	Current Status
2021-EXT-MA-1232	Linton Hill	Linton	Traffic Calming Scheme	Works complete
2021-CMG-MA-1252	Village Centre	Boughton Monchelsea	20mph scheme	Works complete
2021-EXT-MA-1000	Grafty Green	Boughton Malherbe	Traffic Calming Scheme	Works complete
2122-EXT-MA-3001	A249 Detling Hill	Detling	Extension of 50mph speed limit	TRO has been advertised. Scheme is due to be handed over to the contractor in October 2021. Works anticipated to be carried out December 2021/January 2022 under lane closures dependant on workspace.

Appendix F – Bridge Works

Bridge Works – <i>Contact Officer Neill Coppin</i>			
Road Name	Parish	Description of Works	Current Status
A20 Maidstone Road	Maidstone	Raigersfield East Bridge (180m west of Willington Street junction), strengthening / renewal of bridge. Works will not affect traffic flow.	Completion expected End of September 2021

Appendix G – Traffic Systems

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

Traffic Systems - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
A249 Bearsted Road near Hampton Road, Maidstone	Renewal and upgrade of signal controller crossing	Completed August 2021
A299 Palace Avenue near Gabriels Hill, Maidstone	Renewal and upgrade of signal controller crossing	Proposed September 2021

Appendix H - Combined Members Grant programme update

Member Highway Fund programme update for the Maidstone Borough

The following schemes are those, which 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
- recently completed on site.

The list is up to date as of 21/09/21.

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

- contributions Members have made to other groups such as parish councils
- highway studies
- traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the District Manager for the Maidstone Borough, Susan Laporte.

Dan Daley

Details of Scheme	Status
2021-CMG-MA-1001 – Buckland Hill, Maidstone 20mph scheme	Traffic Regulation Order (TRO) has been sealed – Scheme currently at design stage. Works to install associated signs and roundels to be carried out early 2022 in conjunction with new zebra crossing (LTP Scheme)

Shellina Prendergast

Details of Scheme	Status
20/21-CMG-MA-1003 – Shenley Road, Headcorn Installation of pedestrian warning signs	Works complete
2021-CMG-MA-08 – Upper Street, Hollingbourne Gateway to village to be enhanced	Works complete

Appendix I – Winter Service

To: Maidstone Joint Transportation Board

By: Andrew Loosemore – Head of Highway Asset Management

Date: **27 October 2021**

Subject: Local Winter Service Plan

Classification: Information only

Summary: This report outlines the arrangements that have been made between Kent County Council and Maidstone Borough Council to provide a local winter service in the event of an operational snow alert in the borough/district

1. Introduction

1 (1) Kent County Council Highways, Transportation & Waste (KCC HTW) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3,498,800.m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HTW work to ensure that the winter service standards and decisions made are consistent across the whole county.

1(2) HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was presented to the Environment and Transport Cabinet Committee on 8th September 2021 and subsequently approved by the Cabinet Member.

2. District based winter service plans

2(1) The Local Winter Service Plan for the Maidstone District is a working document which will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2021/22; the Policy is available on the KCC website.

2(2) Following successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally, HTW will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the plan which enhances the work that HTW will continue to do in providing a countywide winter service. The local plan comes into effect when a snow emergency is declared that affects the district of Maidstone.

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/winter-service-policy>

3. Pavement clearance

3 (3) Areas for clearing pavements have been identified in the local plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

4. Farmers

4(1) The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again, this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract. A list of farmers and their contact details can be found in the local plan, (although some personal information will not be available via this report or the website due to General Data Protection Regulations).

5. Conclusion

5(1) Working in partnership with the district councils will enable HTW to provide an effective winter service across the county.

6. Recommendations

6(1) Members are asked to note this report.

Background documents: Kent County Council Winter Service Policy and Plan 2021/22

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Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

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