

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Tuesday 13 February 2024
Time: 6.30 pm
Venue: Town Hall, High Street, Maidstone

Membership:

Councillors Cooke, Cannon (Vice-Chairman), Carter, Cooper, Chittenden, Parfitt-Reid, Prendergast, Webb, Clark, Mrs Grigg, Holmes, Knatchbull, Russell (Chairman), T Sams, Hastie, Khadka, J Wilkinson, Passmore, Ash and Coulling

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

AGENDA

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Urgent Items
4. Notification of Visiting Members
5. Disclosures by Members and Officers
6. Disclosures of Lobbying
7. To consider whether any items should be taken in private because of the possible disclosure of exempt information
8. Minutes of the Meeting Held on 18 October 2023
9. Presentation of Petitions (if any)

1 - 7

Notice has been given pursuant to the Council's Constitution Part C1 Appendix A, of the intention to present a petition in the following terms:

The speed camera at the bottom of Loose Road at the junction with sheals crescent at the start of the one -way system was in place for many years and visibly slowed the speed of traffic. Its removal has clearly seen an increase in speed of the traffic approaching this junction.

We the undersigned residents would ask that Kent County

Issued on Monday 5 February 2024

Continued Over/:

Alison Broom

Alison Broom, Chief Executive

Council, working with the Police arrange for the Speed camera to be replaced as soon as possible.

- | | |
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| 10. Questions and answer session for members of the public (if any) | |
| 11. Maidstone Joint Transportation Board Work Programme | 8 |
| 12. Maidstone Integrated Transport Plan | 9 - 13 |
| 13. Maidstone Local Bus Focus Group | 14 - 24 |
| 14. Kent Bus Service Improvement Plan and National Bus Strategy Funding Update | 25 - 34 |
| 15. Implementation of 2004 Traffic Management Act and ANPR Cameras Update | 35 - 37 |
| 16. Maidstone Highway Works Programme | 38 - 54 |

INFORMATION FOR THE PUBLIC

In order to ask a question at this meeting, please call **01622 602899** or email committee@maidstone.gov.uk by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Friday 9 February 2024). You will need to provide the full text in writing.

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 4 p.m. one clear working day before the meeting (i.e. by 4 p.m. on Friday 9 February 2024). You will need to tell us which agenda item you wish to speak on.

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

To find out more about the work of the Board, please visit the [Council's Website](#).

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON WEDNESDAY 18 OCTOBER 2023

Attendees:

Committee Members:	Councillor Claudine Russell (Chairman) and Councillors Ash, Cannon, Chittenden, Clark, Cooke, Cooper, English, Hastie, Knatchbull, Parfitt-Reid, Passmore, T Sams, Webb and J Wilkinson
Visiting Members:	Councillor Cleator
Third Party Attendee:	Councillor Neil Baker, Kent County Council Cabinet Member for Highways and Transport

18. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Coulling, Holmes, Khadka and Prendergast.

19. NOTIFICATION OF SUBSTITUTE MEMBERS

Councillor English was present as Substitute Member for Councillor Khadka.

20. URGENT ITEMS

There were no urgent items.

21. NOTIFICATION OF VISITING MEMBERS

Councillor Cleator was present as a Visiting Member for Item 13 – Maidstone Integrated Transport Package and Item 14 – King Street – Moving Traffic Enforcement Update.

22. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

Note: Councillor Hastie arrived at 6:32 p.m.

23. DISCLOSURES OF LOBBYING

The following Councillors stated that had been lobbied on Item 13 – Maidstone Integrated Transport Package.

- Councillor Carter
- Councillor Clark
- Councillor Hastie

- Councillor Parfitt-Reid
- Councillor Russell
- Councillor Sams
- Councillor Wilkinson

Note: Councillor Cannon arrived at 6:34 p.m.

24. EXEMPT ITEMS

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

25. MINUTES OF THE MEETING HELD ON 2 AUGUST 2023

RESOLVED: That the Minutes of the meeting held on 2 August 2023 be approved as a correct record and signed.

26. PRESENTATION OF PETITIONS

There were no petitions.

27. QUESTIONS AND ANSWER SESSION FOR LOCAL RESIDENTS

There were four questions from Local Residents.

1. Question from Mr Gordon King to the Chairman of the Maidstone Joint Transportation Board:

In the absence of the questioner, the Chairman asked the question on their behalf.

'Do KCC have any plans to improve the Plains Avenue/ Loose Road junction as when there is heavy congestion on the Loose Road both south bound to Loose and north bound towards Maidstone it is very difficult to safely exit Plains Avenue as you have to cross three lanes of traffic to get into the fourth south bound lane to head towards Maidstone and your view of north bound vehicles aiming to enter Park Way is blocked by stationary south bound traffic.'

The Chairman responded to the question.

2. Question from Mr Simon Moore to the Chairman of the Maidstone Joint Transportation Board:

In the absence of the questioner, the Chairman asked the question on their behalf.

'It is with a great level of concern, frustration, amusement, anger and inability to comprehend, the ever continuing and growing use of the High Street, King Street and Pudding Lane by cars and motorcycles, when signage clearly states that these are pedestrian zones. I walk into town frequently and have to increasingly avoid vehicles when I cross these roads.

There is no deterrent and no police presence to stop and fine the drivers who continue to repeatedly flaunt the law and pay scant regard to the erected signage

at the entrance to each road. I can not remember how long this restriction has been in situ but certainly a very long time.

I have spoken with civil enforcement officers, who have said that they can not do anything within their powers, only stationary vehicles, and that the police only tend to monitor the abuse of this prohibited driving area on a Friday and Saturday evening. Adding, people use it as a cut through / rat run to avoid the traffic lights and one way system.

It is therefore quite basically a farce having the signage and restrictions in place if drivers are going to simply ignore them, in knowing that there is to be no penalty enforced.

How long is it therefore going to take KCC to get round to making a decision to install ANPR cameras and so automatically fine these drivers who abuse these restrictions and enter the pedestrian zones. It has been implemented and put to good use in other Kent towns so why not Maidstone.'

The Chairman responded to the question.

3. Question from Mr Anthony Pearson to the Chairman of the Maidstone Joint Transportation Board:

'I have read the statement that the closure of Cranborne Avenue has resulted in a "small" increase in traffic on Plains Avenue.

I would like to know how this has been ascertained because as a resident of Plains Avenue I have noticed a substantial increase in traffic with long queues of vehicles trying to exit Plains Avenue onto Loose Road. I am unaware of any traffic survey being carried out in Plains Avenue since the closure of Cranborne Avenue.'

The Chairman responded to the question.

Mr Anthony Pearson asked the following supplementary question:

'The yellow box only covers only half of the Loose Road, the half nearest to Plains Avenue, if that half was extended across the whole width of the road that would make things safer, because trying to turn right you have the yellow box to protect you on one half of the road and zero protection from traffic coming from the left over the other half of the road.

The constant flow of traffic during busy periods or most of the day makes it very difficult to access and egress from our driveway and has resulted in getting on stuck on Plains Avenue to try and find a gap in the traffic, reverse into our driveway and suffering abuse from drivers trying to get up Plains Avenue seeing us as the obstruction that we are trying to get up our driveway which has been distressing for my wife on some occasions.

Are there any plans to extend the yellow box across the whole width of the Loose Road to improve the safety of the Loose Road junction?'

The Chairman stated that a written response to the supplementary question would be provided at a later date.

4. Question from Mr Andrew Hammersley to the Chairman of the Maidstone Joint Transportation Board

In the absence of the questioner, the Chairman asked the question on their behalf.

'I have read the statement that the closure of Cranborne Avenue has resulted in a "small" increase in traffic on Plains Avenue.

'I would like to know how this has been ascertained because as a resident of Plains Avenue I have noticed a substantial increase in traffic with long queues of vehicles trying to exit Plains Avenue onto Loose Road. I am unaware of any traffic survey being carried out in Plains Avenue since the closure of Cranborne Avenue.'

The Chairman responded to the question.

To listen to the answers to these questions, please follow this link:

<https://www.youtube.com/watch?v=2y5jRyyC0sQ>

28. QUESTIONS FROM MEMBERS TO THE CHAIRMAN

There were no questions from Members to the Chairman.

29. MAIDSTONE JOINT TRANSPORTATION BOARD WORK PROGRAMME

The Chairman stated that a briefing note on the future of the Maidstone Joint Transportation Board had been requested for the next meeting, following the Kent County Council Scrutiny Committee recommendation to dissolve the Board.

RESOLVED: That the Future of the Maidstone Joint Transportation Board be added to the Board's Work Programme for the February 2024 meeting.

30. CHANGE TO THE ORDER OF BUSINESS

The Chairman intended to take Item 14 – King Street – Moving Traffic Enforcement Update and Item 15 – Kent County Council approach to Electric Vehicle Charging, prior to Item 13 – Maidstone Integrated Transport Package, to allow the Kent County Council Cabinet Member for Highways and Transport and relevant Officer to attend for that item.

31. KING STREET - MOVING TRAFFIC ENFORCEMENT UPDATE

The Chairman introduced the item, which provided a summary of Kent County Council's Moving Traffic Enforcement Project.

The Board expressed support for the Enforcement Project and emphasised that the current level of enforcement on King Street was not consistent. In response to a question on which authority was responsible for enforcing the objectives within point 2.5 of the report, the Major Projects Team Project Manager stated that it was likely Kent Police, but confirmation would be given outside of the meeting.

A report on the implementation of the five ANPR cameras was requested for the next meeting, to ensure continued monitoring of the project.

RESOLVED: That

1. The report be noted; and
2. A report on the implementation of the five ANPR cameras installed in Maidstone be put on the Work Programme for the February 2024 Board Meeting.

32. KENT COUNTY COUNCIL APPROACH TO ELECTRIC VEHICLE CHARGING

The Chairman introduced the item and stated that it indicated the number of electric vehicle chargers in Kent and outlined any developments that had occurred since Kent County Council's (KCC) allocation of local electric vehicle infrastructure funding.

The Board was informed that the Council's Head of Environmental Services and Public Realm met quarterly with the relevant KCC officers to support the provision of electric vehicle charging.

RESOLVED: That the report be noted.

33. MAIDSTONE INTEGRATED TRANSPORT PACKAGE

The Major Projects Team Project Manager introduced the report and outlined the scheme updates as contained within the report:

- Work continued on the A249 Bearsted Road Major Infrastructure Project and that the crematorium drainage works should be completed by Christmas. A contractor for the Wider Programme was being finalised, with a focus on improvement works on minor roads until post-Christmas 2023. The Council had allocated CIL funding to improve M20 Junction 7, with KCC appointing a contractor for the programme, with construction on that section of the programme expected following the completion of work on Bearsted Road and the M2 Junction 5 to improve road space;
- The procurement exercise for the A20 Coldharbour Round/A20 London Road – Hall Road scheme was concluding, with the contract award expected in early November and the project expected to commence in January 2024.
- The A229 Loose Road junction with Sheals Crescent was paused while the impact of the works at Armstrong Road were assessed.
- The Cripple Street/Boughton Lane had been cancelled due to objections concerning the loss of green space in front of nearby shops. Alternative options had been explored but no option was able to improve the capacity of the junction.
- Work on the A20 Ashford Road junction with Willington Street would be programmed to commence after the completion of the A249 Bearsted Road project to minimise road space of the network.

- The proposed works on the A26 Tonbridge Road with Fountain Lane were still being reviewed with a consultant and was nearing completion. A meeting would be arranged with local Councillors to discuss scheme updates.
- Work on the A274 Sutton Road junction with Willington Street was not being progressed to allow schemes with Local Growth Fund (LGF) monies to take priority first.
- The A229 Loose Road junction with the A274 Sutton Road (Wheatsheaf junction) had been split into two phases, the first involving the Experimental Traffic Regulation Order (ETRO) closure of Cranborne Avenue, and then implementation of the final scheme. Traffic surveys were conducted before and after the closure of Cranborne Avenue and found queues to the junction were reduced significantly. The junctions at Cranborne Avenue and Plains Avenue were compared for traffic safety concerns and found that in the last five years there had been no crashes at Plains Avenue and three at Cranborne Avenue, including a fatality. The consultation on the scheme received 96 responses, of which 73 were objections and 23 in support.

The information was presented to the KCC Cabinet Member for Highways and Transport, and a decision was made to permanently close Cranborne Avenue. The Major Projects Team Project Manager apologised that the decision was made before the Board's meeting, to avoid the expiration of the ETRO and re-opening the road which could confuse drivers.

The KCC Cabinet Member for Highways and Transportation was invited to address the Board, and emphasised that the decision was made following his consideration of the relevant traffic data and resident concerns, with the Local Ward Member having been consulted, and was taken before the ETRO expired to avoid the risk of highway safety if the road was re-opened and then re-closed permanently. The Cabinet Member apologised for the decision's timing, in that residents were unable to raise their concerns at the Board.

The Board expressed disappointment in the timing of the decision to close Cranborne Avenue, with it felt that residents and the Board should have had the opportunity to give their views ahead of the closure.

Concern was expressed on the lack of progress made on the Maidstone Integrated Transport Package (MITP), including projects on Willington Street, Sutton Road and Foundation Lane and that inflation was impacting project costs, and the financial resources available to support the projects. Several Members further expressed concern that more action could be taken at Armstrong Road to improve pedestrian safety.

In response to further questions, the Major Projects Team Project Manager stated that progress had been limited on some projects due to the complexity involved and that work at Armstrong Road was subject to a safety audit which would consider whether street furniture such as bollards or railings would be appropriate. It was further stated that the Kent Highways team would explore

installation of yellow box markings at Parkway and that a right turning had been considered but that this could be detrimental to improvements already made.

RESOLVED: That the report be noted.

Note: Councillors Passmore and Sams left at 7.59 p.m. following the item's conclusion.

34. MAIDSTONE HIGHWAY WORKS PROGRAMME

In response to questions, the Highways Manager confirmed that:

- The A229 Running Horse Roundabout scheme had been rescheduled to May 2024 due to road space availability and that other schemes in the area had to be resolved first. The scheme was expected to take place six weeks to complete;
- The current status regarding the scheme on Church Road on Page 143 of the report would be updated to rectify a printing mistake; and
- Kent Highways had collaborated with conservation teams at Kent County Council regarding the bridge works at the Centenary Viaduct on Page 150 of the report.

RESOLVED: That the report be noted.



35. DURATION OF MEETING

6:30 p.m. to 8:04 p.m.

Maidstone Joint Transportation Board Work Programme

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Ref	Date to MJTB	Report Title	Report Author	Lead Authority	Notes	Date of Request
1	Standing Item	Update on the Junctions within the MITP: A20 Coldharbour Roundabout, A229 Loose Road: Armstrong Road/Park Way, A229 Loose Road: Cripple Street/Boughton Lane, A20 Ashford Road Junction with Willington Street, A274 Sutton Road Junction with Willington Street.	KCC	KCC	All MITP Schemes and the A26 Fountain Lane junction to be included within the work programme. Cranborne Avenue update to be included as part of update report.	Requested by resolution of the MJTB: 13 January 2021.
2	TBC	Kent Bus Service Improvement Plan and National Bus Strategy Funding Update	KCC	KCC	Six-monthly update to MJTB (last received in February 2024)	19 October 2022
3	TBC	Future of the Maidstone Joint Transportation Board	KCC	KCC	Requested at the October 2023 Board Meeting.	18 October 2023
4	TBC	Update on the A229 Blue Bell Hill Improvement Scheme	KCC	KCC	Update on the scheme to be presented by KCC.	Request by KCC

<p style="text-align: center;">Maidstone Joint Transportation Board</p> <div style="display: flex; justify-content: space-around; align-items: center;">   </div>	<p>February 2024</p>
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Maidstone Integrated Transport Package (MITP)

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

This report makes the following recommendations:

For Information. That this report be noted.

Timetable	
<i>Meeting</i>	<i>Date</i>
Maidstone Joint Transportation Board – Update Report	14 February 2024

Maidstone Integrated Transport Package (MITP)

1. INTRODUCTION AND BACKGROUND

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

2. SCHEME UPDATES:

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

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

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

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

2.3 **A229 Loose Road Corridor (LGF Scheme):**

2.3.1 The Loose Road corridor comprises of four separate junction improvement schemes:

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

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

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

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

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

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

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

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

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

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

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

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

2.4.1 Due to other projects being carried out in the vicinity of this junction, construction will need to be programmed to commence after the A249 Bearsted Road project has been completed and is now expected to be carried out in 2025.

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

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

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

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

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

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

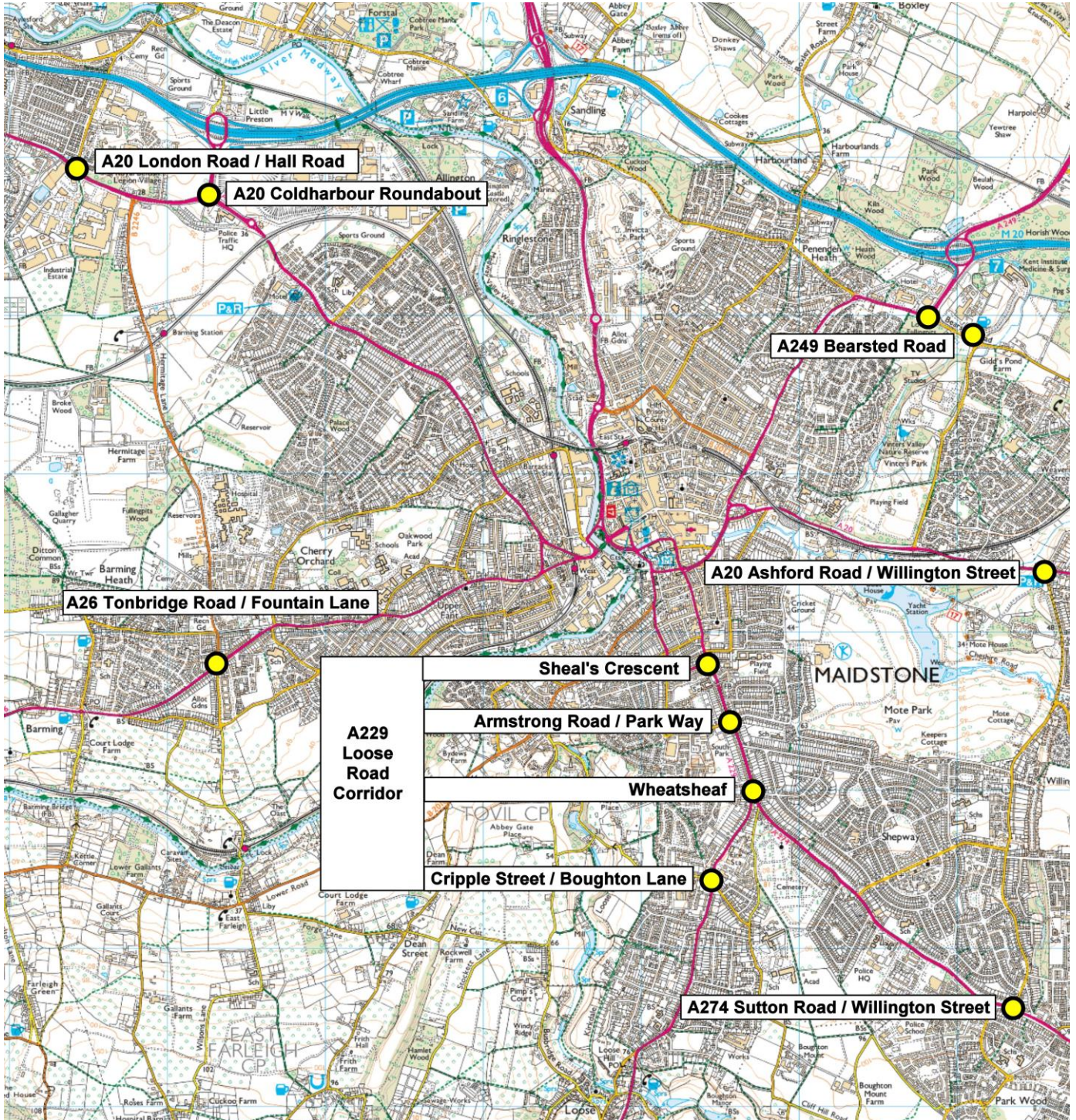
2.6 A274 Sutton Road junction with Willington Street (Developer Funded Scheme):

2.6.1 This is a developer funded scheme with no deadline on the spend, and as such, this scheme will be promoted towards the end of the overall programme to allow schemes with funding constraints to be delivered first.

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

3.

Appendix 1: Map of Highway Improvement Schemes in Maidstone



Agenda Item 13

Maidstone Joint Transportation Board

13 February 2024

Maidstone Local Bus Focus Group

Timetable	
Meeting	Date
Planning, Infrastructure and Economic Development Policy Advisory Committee	29 January 2024
Maidstone Joint Transportation Board	13 February 2024
Cabinet Member for Planning, Infrastructure & Economic Development	Following Maidstone Joint Transportation Board 13 th February 2024

Will this be a Key Decision?	No
Urgency	Not Applicable
Final Decision-Maker	Cabinet Member for Planning, Infrastructure & Economic Development
Lead Head of Service	Karen Britton (Head of Spatial Planning and Economic Development)
Lead Officer and Report Author	Tom Gilbert (Principal Planner, Strategic Planning)
Classification	Public
Wards affected	All

Executive Summary

In 2021 the Government published the National Bus Strategy. This brought about changes to the way buses are regulated within England at a local level. In Kent this has led to the production and adoption of a Bus Service Improvement Plan (BSIP) and Enhanced Partnership Agreements by Kent County (KCC) Council who are the responsible body.

Resulting from these changes a new structure of interaction between the Local Transport Authority (KCC) and bus operators was created. One of these changes is the termination of Borough/district Quality Bus Partnerships., The proposal is for these to be replaced by Local Focus Groups administered by the boroughs/districts rather than KCC, but still with KCC attending.

This report summarises the changes and proposals for the future.

Purpose of Report

Recommendation to Cabinet Member

This report makes the following recommendations to the Cabinet Member for Planning, Infrastructure & Economic Development

1. That the committee recommends the creation of a Local Bus Focus Group to allow for interaction & work on strategic issues (for example: bus infrastructure improvements and wider strategy/policy updates) with bus operators.

Maidstone Local Bus Focus Group

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>The four Strategic Plan objectives are:</p> <ul style="list-style-type: none"> • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place <p>We do not expect the recommendations will by themselves materially affect achievement of corporate priorities and may contribute to the delivery of infrastructure associated with the first priority.</p>	Karen Britton – Head of Spatial Planning & Economic Development
Cross Cutting Objectives	<p>The four cross-cutting objectives are:</p> <ul style="list-style-type: none"> • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected. <p>The report recommendations support the achievements of the four, cross cutting objectives by ensuring that plans from the County authority do not materially harm the council’s ability to achieve these objectives.</p>	Karen Britton – Head of Spatial Planning & Economic Development
Risk Management	Covered in the risk section.	Karen Britton – Head of Spatial Planning & Economic Development
Financial	The proposals set out in the recommendation are all within already approved budgetary headings and so need no new funding for implementation.	Head of Finance

Staffing	We will deliver the recommendations with our current staffing.	Karen Britton – Head of Spatial Planning & Economic Development
Legal	<ul style="list-style-type: none"> Acting on the recommendations is within the Council’s powers as set out in the Transport Act 2000 as amended by the Bus Services Act 2017. Maidstone Borough Council is not a local transport authority under the Act, however, it is a statutory consultee. The arrangements proposed will allow Maidstone Council to work appropriately with the local transport authority. 	Team Leader (Contentious and Corporate Governance)
Information Governance	The recommendations do not impact personal information (as defined in UK GDPR and Data Protection Act 2018) the Council processes.	Information Governance Team
Equalities	The recommendations do not propose a change in service therefore will not require an equalities impact assessment.	Equalities & Communities Officer
Public Health	<ul style="list-style-type: none"> We recognise that the recommendations will not negatively impact on population health or that of individuals. 	Senior Public Health Officer
Crime and Disorder	There are no implications to Crime and Disorder	Karen Britton – Head of Spatial Planning & Economic Development
Procurement	<ul style="list-style-type: none"> The recommendation has no immediate impact on budget headings or expenditure in the current year. 	Karen Britton – Head of Spatial Planning & Economic Development
Biodiversity and Climate Change	Establishing a new Local Bus Focus Group as outlined in the KCC structure within the BSIP, would align with Action 1.8 of the Council’s Biodiversity and Climate Change Action Plan to “Actively participate in Quality Bus Partnership and ensure that the borough’s	Biodiversity and Climate Change Officer Manager

	infrastructure is bus friendly” as well as supporting several actions in the plan to reduce borough carbon emissions and pollution, while supporting public transportation.	
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2. INTRODUCTION AND BACKGROUND

- 2.1 This report sets out the changes that are taking place to bus regulation in Kent and recommends how Maidstone Borough Council (MBC) can take this forward.
- 2.2 Since the Transport Act 1985 bus operations within England have been deregulated and privatised. There are some routes run by subsidy from the Local Transport Authority (LTA), which is Kent County Council (KCC).
- 2.3 The traditional role of Maidstone Borough Council is responsible for the provision of infrastructure, such as bus signage and shelters in the Borough.
- 2.4 Since 2013 Local Authorities including Maidstone have also received funding to support local bus services or related infrastructure through the Local Authority Bus Subsidy (Revenue) Grant. This year Maidstone Borough Council has received a funding allocation, which will be used towards: :
- Further reinvestment in Maidstone bus Station.
 - Incentives to bus operators to upgrade their fleet in the borough.
 - Any actions that may result from interaction with the bus companies.
- 2.5 In March 2021 the Government published the National Bus Strategy on the back of the Bus Services Act 2017. This strategy set out a new approach to buses within local transport authority areas. This allowed for the creation of Enhanced Partnerships or franchising. In Kent the responsible body, which is the local highways authority (KCC) chose the enhanced partnerships and associated Bus Service Improvement Plan (BSIP) model. The KCC BSIP was published in October 2021.
- 2.6 Up until this point Maidstone Borough Council has had two roles:
- Infrastructure (i.e. bus signage and shelters)
 - Quality Bus Partnerships (QBPs)
- 2.7 QBPs were created by the Transport Act 2000 and a QBP has been operating in Maidstone since 2000 and was administered by Kent County Council as the Local Transport Authority. It included officers and members from the Borough Council and Local Transport Authority (Kent County Council), plus bus operators. The remit of the QBPs was to act as a forum between the LTA, MBC and the bus companies and focused on service reliability, accessibility, technology, and development. QBPs are not within the formal Enhanced Partnership framework and indicated in the Kent BSIP to be replaced by Local Focus Groups (see figure 2).

What is the New System?

2.8 As indicated in para.2.4 above, a new system has been created consisting of Enhanced Partnerships and BSIPs. Below is a timeline of the stages so far.

- 1. Publication of first version of Kent Bus Service Improvement Plan (BSIP) (October 2021)**
- 2. Publication of draft Enhanced Partnership Notice and Scheme Plans (January/February 2022)**
- 3. Enhanced Partnership Schemes came into effect (1 April 2022)**

2.9 A BSIP is a strategic document on how the LTA (KCC) and bus operators will work to achieve the goals of the National Bus Strategy. The intention is that the BSIP will provide a framework for delivery. The BSIP also acts in part as a bidding document for future funding available through the National Bus Strategy.

2.10 In Kent KCC created an enhanced partnership. From April 2022 Kent has been split into three scheme areas: east Kent, west Kent and Kent Thameside. Maidstone is within the west Kent area. It is intended that the partnership will last for 5 years 2022-27 and then be renewed.

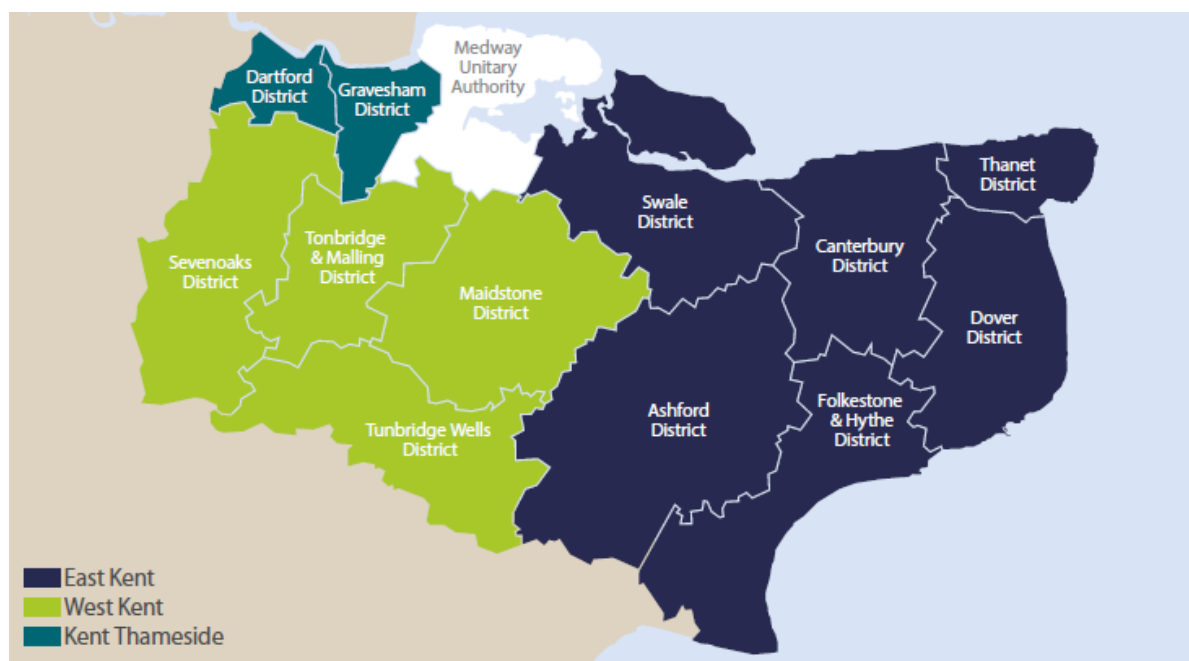


Figure 1. Enhanced Partnership Scheme Areas

2.11 The new structure is set out in Figure 2 below which comes from the adopted KCC BSIP.

Enhanced Partnership Board (Countywide)	EP Scheme(s) Monitoring Group (One for each EP Scheme)	Network and Punctuality Improvement Partnerships (One for each EP Scheme)	EP Scheme(s) Passenger Charter Group (One for each scheme area)	Enhanced Partnership Local Focus Group (One for each District)
Reps				
TBC Cabinet Member for Highways and Transport (Lead)	KCC Public Transport (Lead), bus operators in the scheme area, district councils, Kent Highways, KCC Environment and Air Quality, schools rep, Kent and Medway CCG, Passenger Focus	KCC Public Transport, bus operators in the scheme area, KCC Highways, district councils	Independent host, KCC Public Transport, bus operators, schools reps, Passenger Focus, Bus Users UK, bus users and public	KCC Public Transport, KCC District Transport Planner, District Council – Planning & Parking Enforcement, bus operators
Role				
Executive Board to oversee the success and fitness for purpose of the EP Plan, EP schemes and downward governance structure prompting review and revision where necessary	Review compliance to EP Schemes targets, identify and review progress of initiatives and service development needs, address feedback from passenger charter groups	Support for bus operation through network management and schemes development (parking enforcement, roadworks management, bus priority measures etc.)	Presentation of EP Schemes compliance, review of passenger charter targets and customer satisfaction, input to EP Schemes Monitoring Group and feedback from 'the floor'	(replaces QBPs): District input to EPs, planning matters, service development
Meeting frequency				
6 monthly	3 monthly	3 monthly	6 monthly	3 monthly

Figure 2 KCC BSIP Meeting & Governance Structure

2.12 Under the new enhanced partnership/BSIP model KCC have disbanded the QBPs (see figure 2.). They are proposing to replace them with a Borough/District lead organisation called 'Local Bus Focus Groups'. KCC are still proposing to be part of these groups, however they do not propose to organise and administer them. Their proposal is for these groups to still be a forum between the Borough/District, the LTA and bus operating companies, but the format for these groups is being left to the Boroughs/Districts to decide and run.

2.13 At present the following districts/boroughs have set up new Local Bus Focus Groups:

- Ashford Borough Council
- Canterbury City Council
- Swale District Council
- Thanet District Council
- Tunbridge Wells Borough Council

2.14 Dartford Borough Council are currently in the process of finalising arrangements for a group.

2.15 A sample agenda of these meetings includes reports on patronage, bus infrastructure improvements and wider strategy/policy updates (Local Plans)

OPTIONS

2.16 Having reviewed the proposals in the BSIP and held discussions with KCC, officers propose three options, in no particular order:

- The creation of a Local Bus Focus Group managed by Maidstone Borough Council
- The inclusion of bus operators within a new transport group managed by Maidstone Borough Council
- Not to set up a new group, but to use the Network and Punctuality Improvement Partnerships forum (use an existing group within the BSIP framework) (see figure 2).

2.17 Below is a discussion of these options.

Local Bus Focus Groups (LBFG)

2.18 The advantages to the creation of a LBFG are:

- there is a set format and structure and they have been set up by other LPAs.
- Such a group would allow for Maidstone to have strategic level input on Maidstone specific issues within the current bus regulation structure.
- If there is any future central government funding to be distributed, it appears that the council will be in a better position to benefit from it as this is anticipated to be the structure it is to be distributed through. The format and membership is decided by MBC as the host of the meetings

2.19 The disadvantages are:

- Any new group is to be administered by MBC rather than KCC as was the case previously with the QBPs.

Create a new alternative group

2.20 At present, the adopted Maidstone Walking & Cycling Strategy 2011-2031 is monitored by an officer sustainable transport group which meets once a quarter to review opportunities for delivery of sustainable transport schemes. It includes officers from MBC and KCC Active Travel and Transport Innovations Teams. It is proposed that the membership of this group could be widened to include bus operators and members as it falls within the sustainable transport umbrella and could be renamed the 'Integrated Transport Group', to reflect the wider Maidstone Integrated Transport Strategy. The downside is that bus issues could be diluted, less input into the new bus regulation structure and strategic issues more difficult to discuss.

Network and Punctuality Improvement Partnerships

2.21 Within figure 2 two other structures are listed that are presently operating to which the Borough Council is listed as a partner. At present the Borough

Council has only been invited to the EP Schemes Monitoring Group. However, if the Borough Council was invited to the Punctuality Improvement Partnership those issues that fall within the remit of the Local Bus Focus Group would be covered. As such there would be no duplication. However, these are officer groups with no member input and lack a strategic focus.

PREFERRED APPROACH

- 2.22 It is proposed the Council set up a Local Bus Focus Group as outlined in the KCC structure within the BSIP. This meeting would be 6 monthly, rather than every 3 months and meet only if there is business to be discussed. It would involve the Cabinet member for Planning, Infrastructure & Economic Development with reports provided to the Maidstone Joint Transportation Board where relevant.
- 2.23 It is felt appropriate to keep the structure and agenda of this group at a strategic level as illustrated in figure 2 and to avoid levels of detail with regards to service level issues (i.e. punctuality). It is felt that this is appropriate as these issues can be dealt with through other mechanisms; for example: the Network and Punctuality Improvement Partnership, the Passenger Charter Group as outlined in figure 2 or through direct contact with the bus operators themselves.

3. AVAILABLE OPTIONS

- 3.1 Option 1: The Borough Council through the Head of Spatial Planning & Economic Development in consultation with the Cabinet member for Planning, Infrastructure and Economic Development creates a new Local Bus Focus Group for the Borough. .
- 3.2 Option 2: The Borough Council brings together the bus operators and members with the existing officer sustainable transport group to form a new group.
- 3.3 Option 3: The Borough Council does not set up a new group but relies on existing formalised structures, such as KCCs PiPs and EP Schemes Monitoring Group.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 Option 1:
- 4.2 The Borough Council through the Head of Spatial Planning & Economic Development in consultation with the Cabinet member for Planning, Infrastructure and Economic Development creates a new Local Bus Focus Group for the Borough. Plus, the Head of Spatial Planning & Economic Development, in consultation with the with the Cabinet member for Planning, Infrastructure and Economic Development, be given the authority to commit the monies received from Authority Bus Subsidy (Revenue) Grant in accordance with the grant funding agreement refer to paragraph 2.4. It is felt that this allows the Council the space to raise strategic issues it may have and

not lead to the dilution of these if it was part of a wider geographical or structural group.

5. RISK

- 5.1 The risk associated with the recommendation, including the risks should the Council not act as recommended, have been considered in line with the Council's Risk management Framework.
- 5.2 If agreement is secured, per the recommendations, then we are satisfied that the risks associated are within the Council's risk appetite and will be managed as per the Policy.
-

6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 6.1 A report on this topic was presented to the Planning, Infrastructure & Economic Development Committee on the 29th January 2024 ahead of this meeting. The following feedback was received:
- Members would like greater involvement in the decision making process
 - It was noted that there is a funding crisis for bus services in the Borough and would like to see great funding allocation for services
 - Members would like to review progress of this group and an update to that committee is to be provided after at least two meetings of the group.
-

7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 7.1 Following the meeting feedback will be collated and presented to the Cabinet Member for Infrastructure, Planning & Economic Development for a final decision.
- 7.2 At the 6th of September 2023 Planning, Infrastructure & Economic Development Planning Advisory Committee meeting it was advised that the Council would like to start work on an refresh of the Maidstone Integrated Transport Strategy (agenda item 45). This strategy would set out the strategic objectives for transport within the Borough including buses. The Council still propose to pursue this work and foresee that the proposed Local Bus Focus Group would be part of a structure to enable the Council to achieve the objectives set out in any future strategy.
-

8. REPORT APPENDICES

- N/A
-

9. BACKGROUND PAPERS

- Kent Bus Service Improvement Plan (BSIP) (October 2021) - [National Bus Strategy - Kent Bus Service Improvement Plan \(amazonaws.com\)](#)
- Kent Enhanced Partnership Plan And West Kent Enhanced Partnership Scheme (April 2023) - [9131b1c7152ea236b8c123cca6866098 West Kent EP - Apr.23 variation DfT.pdf \(amazonaws.com\)](#)

To: Maidstone Joint Transportation Board (JTB)

By: Kent County Council – Highways & Transportation

Date: 13th February 2024

Subject: Kent Bus Service Improvement Plan and National Bus Strategy Funding Update

Classification: Information Only

Summary: This report provides an update on Kent's response to the National Bus Strategy (NBS). The report recaps on the history of the NBS, explains how this links to Kent's related Enhanced Partnership (EP) and Bus Service improvement Plan (BSIP), provides a progress report on the 23/24 BSIP programme and identifies the latest updates to the Government's NBS agenda.

The report follows previous updates provided to this JTB in October 2022 and August 2023.

1 Background & History

- 1.1 In March 2021, the Government published a new National Bus Strategy (NBS) which set out a blueprint for the improvement of all aspects of bus service provision inclusive of both service levels themselves but also extending to infrastructure, ticketing, innovation, information, vehicle, accessibility and environmental considerations.
- 1.2 At the time of publication, Government stated that £3bn would be made available to support the strategy, although this figure was subsequently reduced to £1.2bn, reflecting its use for existing commitments and expenditure linked to the Covid-19 pandemic.
- 1.3 In order to be able to access this funding and to protect existing funding streams, the NBS placed a number of requirements on Kent County Council (KCC) and bus operators. By the end of October 2021, KCC had to publish a Bus Service Improvement Plan (BSIP) and by April 2022, KCC and bus operators were required to form Enhanced Partnership Agreements (EPs) governing all bus services in the area and setting out commitments on KCC and operators.

- 1.4 In response to the strategy and to align with its ambitions KCC, in conjunction with operators, submitted its BSIP at the end of October 2021, with a total funding ask of £213m over a three-year period. The submission followed a significant public engagement exercise and liaison with representatives nominated by each of Kent's Borough Councils – including Maidstone. KCC also worked with operators to introduce an EP for the county which came into effect from 1st April 2022. All documents can be found at [National Bus Strategy - Kent County Council](#)
- 1.5 On 4th April 2022, shortly after introducing its EP in line with Government guidance, KCC learnt that it had received an indicative allocation of £35.1m in response to its BSIP. Whilst the allocation was significantly less than the £213m requested and would not deliver the level of ambition contained within Kent's BSIP, wider context is important which showed that, of 79 LTAs which submitted a BSIP, only 31 received any allocation.
- 1.6 There were a number of conditions attached to the indicative funding allocation, including:
- A requirement that funding was directed to particular initiative areas – namely fares and bus service support for revenue spend and bus priority measures for capital spend.
 - A requirement that funding could not be used to sustain existing unviable commercial or contracted services. This point is important given wider industry pressures where a number of services had become unviable following reduced patronage, increased parts cost, driver shortages etc following the Covid- 19 pandemic.
- 1.7 Taking into account the above restrictions and working to a tight deadline, KCC submitted a proposal to DfT for how the funding would be utilised in line with its BSIP. Following this engagement, no formal funding offer was received by KCC until February 2023. The delay was attributed to a wide financial review taking place across central Government.
- 1.8 In February 2023, KCC was formally offered two years worth of its original indicative funding allocation, on the condition that an accelerated delivery programme would be progressed (effectively requiring the delivery of two years of Kent's BSIP programme in one financial year). KCC subsequently worked quickly with the DfT to agree this delivery programme which has subsequently seen a range of capital and revenue initiatives progressed during the 23/24 financial year, at a total value of £18.9m. A formal decision was taken by the KCC Cabinet Member for Highways and Transport for the acceptance of the funding and the proposed usage profile.

2. 23/24 Formal Funding Award

- 2.1 The formal award of Tranche 1 funding totalling £18.9m was a positive development for buses in Kent and has allowed the progression of a number of key initiatives to support buses in 2023/24. It is important to note however that the

use of the funding is very prescriptive and must be spent on an initiative list agreed through the accelerated award process with DfT. Due to the accelerated nature of the award, there was a need to identify initiatives which had the best chance of rapid delivery – e.g. bus priority schemes which already had outline designs such as the Rennie Drive bus priority scheme in Dartford. Over 2/3 of funding is capital in nature which places further restrictions on use. A breakdown of the £18.9m allocation can be seen in figure 1.1

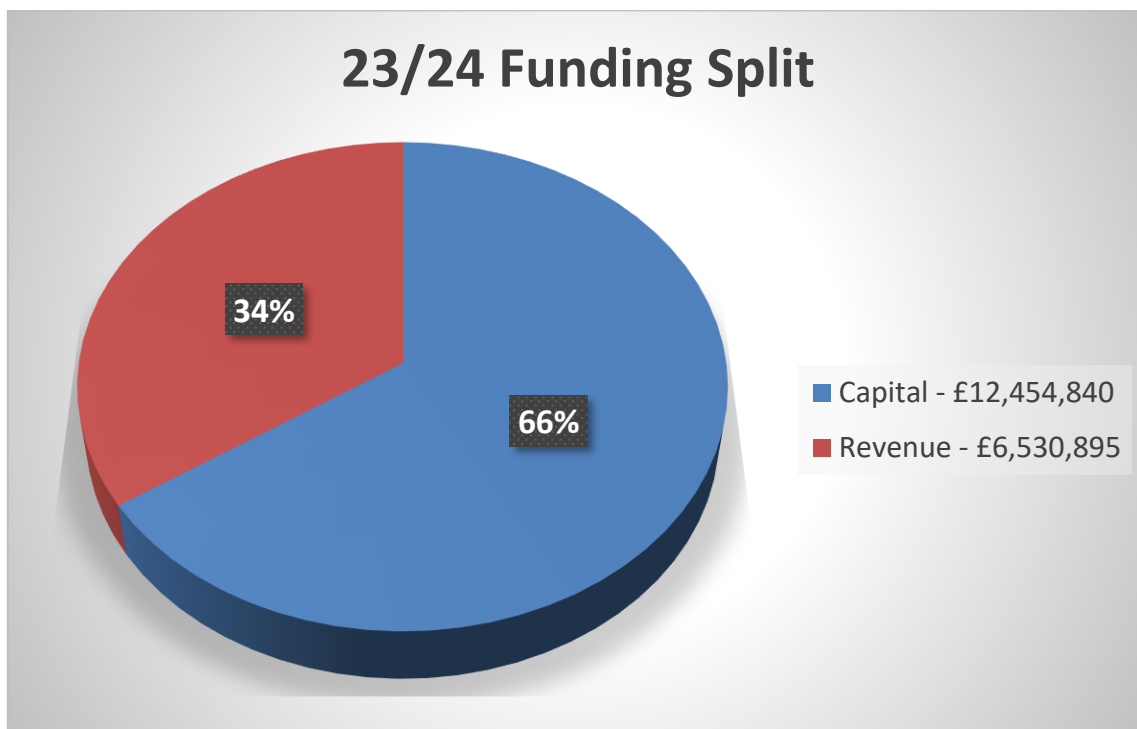


Fig 1.1 – BSIP Tranche 1 Funding

- 2.2 As part of the award, the conditions attached to the original indicative funding allocation (see 1.6) still applied, however KCC was able to negotiate some flexibility around the use of network and fares funding totalling £5m as part of the process allowing KCC to a) hold the cost of the Kent Travel Saver (KTS) pass for the 23/24 academic year and to b) sustain a number of school services across the county which would have otherwise faced commercial withdrawal.
- 2.3 The ability of BSIP funding to sustain services was welcome, however the sheer scale of change in the bus industry has meant that it has been unviable to react to all commercial withdrawals or reductions in services. KCC has prioritised sustaining school transport services where possible. A summary of services operating in Maidstone now supported through KCC and Government funding pots is included as Appendix A.
- 3. 23/24 BSIP Programme**
- 3.1 A list of initiatives funded through BSIP Tranche 1 and their values is included as Appendix B. The majority of initiatives have a countywide benefit but where there is a specific benefit to the Maidstone Borough this has been identified.

- 3.2 Since the funding award, KCC officers have been rolling out the 2023/24 BSIP programme at pace, whilst ensuring that usual corporate and statutory processes have followed.
- 3.4 Where required, KCC will be working with the DfT through their Project Adjustment Request (PAR) process to make changes to the delivery timescales linked to a number of initiatives to ensure that they can be delivered to completion.

4. BSIP Tranche 2 Funding (2024/25)

4.1 In June 2023, the Government outlined that KCC could expect to receive further BSIP funding for 2024/25, totalling £16.1m. This funding will once again be subject to the terms and conditions referenced above and will see approximately 2/3 of the funding available being capital in nature. A Key Decision for the acceptance of the funding was taken by KCC's Cabinet Member for Highways and Transport in December 2023 and formal paperwork is now awaited from the DfT in order to facilitate the completion of the award process.

4.2 A proposed usage profile for BSIP Tranche 2 funding was agreed by Kent's Enhanced Partnership Board (EPB). Delivery of the programme will only commence once funding is finalised but can be summarised as follows:

- ***Bus Priority Scheme – Bean Road Tunnels - £9.5m Capital***

The progression of a major bus priority scheme in the Ebbsfleet area, linking Bluewater bus station with the Eastern Quarry development.

- ***Further Bus Priority Measures - £1.5m Capital***

The progression of bus priority measures identified through Kent's bus Punctuality Improvement Partnerships (PIPs). These measures look to address reliability issues identified by operators where a reciprocal benefit can be delivered. Feasibility work and modelling to identify potential sites is taking place utilising tranche 1 BSIP funding.

- ***RTI Screens and Wider Technological Trials at Bus Stops - £600k Capital***

Using a bus stop hierarchy produced as part of BSIP tranche 1, further RTI screens will be delivered at key bus stop locations across Kent. Trials of further technology (e.g. solar lighting to improve safety at bus stops) will be progressed at some locations.

- ***ANPR Enforcement - £104k – Capital***

The progression of ANPR enforcement at identified sites across the county. This will build on the existing programme of sites being progressed utilising tranche 1 BSIP funding. An update is included as a separate item on this agenda – *“Implementation of the 2004 Traffic Management Act, Part 6 covering enforcement of moving traffic offences”*

- ***Fares and Ticketing initiatives - £3.2m – Revenue***

The progression of a programme of fares and ticketing initiatives across 24/25 including a scheme related to the Kent Traver Saver (KTS) pass.

- ***Multi Operator Ticketing Scheme - £179.5k – Revenue***

The delivery of a countywide multi operator ticketing scheme.

- ***Service Support - £1.0m – Revenue***

Will facilitate the continued support of services supported using BSIP tranche 1 – i.e. identified school services which would have otherwise faced commercial withdrawal.

4.3 In January 2024, the Government released further guidance on BSIPs which will see KCC publish an update to its BSIP in summer 2024.

5. Opportunities for Engagement

5.1 Kent's approach to BSIP was informed by an extensive public and stakeholder engagement process which led to the proposed initiatives detailed within Kent's BSIP submission. As Kent's funding envelope became clearer, this initiative programme was evolved to ensure that it was deliverable given the funding and timescales available but that it was also in line with the initial engagement process.

5.2 As part of the establishment of its Enhanced Partnership Schemes, KCC established a meeting hierarchy to ensure statutory compliance and to offer continued opportunities for engagement.

5.3 An Enhanced Partnership Board (EPB) is in operation which works to a formal process established by the DfT, has representation from both statutory partners (KCC and operators) and makes decisions on changes to content within Kent's EPs.

5.4 Under the EPB are Enhanced Partnership Scheme Monitoring Groups (EPSMGs) which are in operation for each EP area – East Kent, West Kent and Kent Thameside. All Districts (through a representative nominated by the District concerned) in the relevant EP area are invited to these meetings. EPSMG meetings provide an opportunity for updates on the BSIP and for raising suggestions for new / changes to commitments in Kent's EPs.

5.5 KCC and operators have also committed to supporting more localised dialogue with District Councils through District Focus Groups which we have suggested that Districts might want to form. The agenda, frequency, and formality of these are for Districts to determine but they are thought of as a forum to discuss more local matters affecting bus, such as planning developments, parking issues and

other operational matters. The formation of a group for Maidstone is covered under a separate JTB item on this agenda.

6. Recommendation

6.1 This report is provided to Members for information.

Contact Details:

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EP and Infrastructure Manager

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Manager

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Appendix A:**Maidstone Services currently receiving KCC / Government support:**

Service No.	Route	Days of Operation
B150	Walderslade to Maidstone	SDO
12	Tenterden to Maidstone (odd journeys)	Mon-Sat
13	Hollingbourne to Maidstone	Mon- Fri
22-27	Maidstone to Goudhurst	Mon-Sat
29	Peters Village to Maidstone	Tu & Th
66	Grafty Green to Linton	SDO
964	Ashford to Lenham	SDO
965	Ashford to Lenham	SDO
527 (ex 28)	Marden to Maidstone	SDO
60	Maidstone to Maidstone Hospital (Developer funded)	Mon-Fri
570	Wrotham to Maidstone	SDO
5	Cranbrook to Maidstone (AM school duplicate only)	SDO

Appendix B – 23/24 BSIP Initiative Programme - Revenue

Spend Area and Scheme	Value	Comment
Bus Priority – Feasibility	£250k	Funding to support feasibility studies for potential bus priority schemes. Identification of potential schemes using modelling work and operator feedback.
Fares and Ticketing: KTS Price Hold	£2.5m	Funding to hold the Kent Travel Saver pass at a cost of £450 for the 23/24 academic year. Initiative complete.
Fares and Ticketing: Promotions	£500k	Delivery of fares promotions over 2023/24 including a free travel weekend (June 2023), free travel for low income families in receipt of free school meals in summer 2023 and earlier travel for Older and Disabled Persons pass holders. Initiative complete.
Fares and Ticketing: Ticketing Trial	£100k	Delivery of a multi operator ticketing trial in Swale area. Initiative complete.
Fares and Ticketing: ETM Grant	£195,895	Grant scheme to enable small - medium sized operators to upgrade their ticket machines to those capable of accepting smarter payment - i.e. contactless and tap on / tap off. Initiative to be rolled to 24/25 to align with national multi operator ticketing scheme.
Network: Planning Tool	£50k	Funding to secure a network planning tool (web based but hosted externally to kent.gov.uk) to aid the planning of bus services. Initiative complete.
Network: Service Support	£2.5m	Funding to sustain bus services. Funding has been utilised to support 49 school bus services across the country which would have otherwise faced withdrawal. A full list of services funded through any source in Maidstone can be found in appendix A .
Information: PT info Portal	£60k	Delivery of a new Interactive bus map and linked journey planner on Kent.gov.uk. Onward fees with related capital budget for set up costs. Initiative likely to be rolled out in Spring 2024
Infrastructure: QR Codes	£325k	Delivery of QR code plates at all Kent bus stops linking to PT info portal. Initiative to be rolled out across 2024.

23/24 BSIP Initiative Programme – Capital

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Spend Area and Scheme	Value	Comment
Bus Priority: Pencester Road	£3m	Design and build of bus priority scheme (change to highway reconfiguration, signage etc) in Pencester Road, Dover. Scheme ongoing.
Bus Priority: Rennie Drive	£2.5m	Design and build of bus priority scheme (new carriageway construction, signage etc) in Rennie Drive, Dartford. Scheme ongoing
Bus Priority: Superbus	£2m	Design and build of bus priority scheme (package of measures including highway reconfiguration, signal changes, bus stop alterations etc) in Thanet. Scheme ongoing
Highways: Bus Interventions	£625k	Design and build of smaller scale highway improvements to support bus reliability - e.g. corner re-alignment, bus stop changes, signal changes, kerb work. Initiative ongoing. Schemes under consideration in Maidstone being explored below.
Highways: ANPR Enforcement Sites	£450k	Procurement and installation of ANPR cameras at bus gate / lane locations across the county. Update as part of separate JTB item – <i>“Implementation of the 2004 Traffic Management Act, Part 6 covering enforcement of moving traffic offences”</i>
Fares and Ticketing: ETM Grant	£1,177,840	Grant scheme to enable small - medium sized operators to upgrade their ticket machines to those capable of accepting smarter payment - i.e. contactless and tap on / tap off. Initiative to be rolled to 24/25 to align with national multi operator ticketing scheme.
Technology: MaaS	£1,450,000	Funding secures a Mobility as a Service (MaaS) delivery partner and a back office system for MaaS for the Kent Thameside area. Scheme ongoing.
Network: Community Transport Grant	£450k	Grant scheme (akin to previous KCC CT Grants) offering capital funding to CT providers / local community groups to introduce new or enhance existing Community Transport schemes. Applications to scheme closed and applications being assessed.
Information: PT Info Portal	£140k	Delivery of a new Interactive bus map and linked journey planner on Kent.gov.uk. Initiative likely to be rolled out in Spring 2024
Infrastructure: RTI	£662k	Delivery of new RTI Screens across the county at bus stops identified through the creation of a bus stop hierarchy. Initiative to be rolled out in 2024. Locations being explored in Maidstone include Maidstone West Station, Maidstone Chequers Centre and King Street.

Potential Bus Highway Interventions – Maidstone:

Hermitage Lane/ Fountain Lane - Improvements to bus stops including lining and raised kerbs.

Huntsman Lane, Maidstone - audit of existing parking restrictions, consolidation to ensure consistency as various restrictions in force along the road.

Hildenborough Crescent - pruning of highway trees to ensure sufficient clearance (completed). Parking review to be undertaken.

Allington various- parking near to junctions on route 79A 79C causing manoeuvrability issues.

Fant Lane onto A26 Tonbridge Road- vehicles in contravention of no right turn causing queueing on Tonbridge Road as they wait on A26 to turn right. Improvements to signing and lining of restriction.

A26 Tonbridge Road, Maidstone- 4x bus stop cages to be refreshed from Queens Road to Fountain Lane. Additional general review on this section to monitor congestion and identify possible improvements for through traffic.

Tovil Hill and Old Tovil Road, Tovil- various alterations and improvements to bus stops and bus stop accessibility. Including some potential amendments to stops on Church Road/ Tovil Green.

To: Maidstone Joint Transportation Board

By: KCC Highways and Transportation

Date: 31st January 2024

Subject: Implementation of the 2004 Traffic Management Act, Part 6 covering enforcement of moving traffic offences

Classification: Information Only

Summary: This report updates Members on KCC's Moving Traffic Enforcement project

1 Context – Update from October 2023 Report

- 1.1** Our previous report advised that KCC does not have an existing contract in place to enable processing and issuing of PCNs per TMA part 6. This required a new service provision be procured to deliver this.
- 1.2** KCC can now confirm following a full procurement process that Marstons Holdings Ltd have been formally selected as our supplier to assist KCC in fulfilling responsibility to enforce moving traffic on Kent's roads.
- 1.3** We are currently undertaking a mobilisation period, during which back-office systems are being constructed for the relevant processes such as identifying ownership through the DVLA, issuing PCNs (Penalty Charge Notices) and facilitating payment. We will need to ensure these systems are fully tested before our 'go live' date within the next month. Our conversations will also include how we whitelist and authorise approved vehicles through any restriction to avoid any incorrect issuing of PCNs.

2 Moving Traffic Enforcement – Tranche One Sites

- 2.1** The Board has requested a general update on the Five ANPR (Automatic Number Plate Recognition) enforcement sites which are across the county, not in Maidstone, being progressed within Tranche One of our sites.
- 2.2** These sites are as follows:
 - Beaver Road, Ashford
 - Sackville Crescent, Ashford
 - Bluebell Road, Ashford
 - Clive Road, Gravesham
 - Greenhithe Station, Dartford
- 2.3** Beaver Road, Ashford and Sackville Crescent, Ashford both required an element of on the ground civils work to adjust the road layout to allow for successful ANPR enforcement. It can be confirmed that this work has now been carried out. These locations have had full consultation for the enforcement of the bus gates.
- 2.4** Bluebell Road, Ashford has some logistical issues with siting of cameras due to a shared space carriageway and footway alongside private driveways. Further discussion on location is required with the successful camera supplier once in place.

- 2.5 Clive Road, Gravesham is currently out for second consultation following advice and changes on signage from our Highway Improvements Team. The ANPR enforcement of this location is generally well received.
- 2.6 Greenhithe Station has completed consultation and is awaiting ANPR installation.
- 2.7 It is generally noted that progress with these sites has continued well, despite the challenges of being unable to liaise with a camera supplier during the procurement process. We are confident that these sites will be in force quickly once we are able to raise orders and the expectation, aside from Bluebell Road, is that the sites will be running by the end of Spring 2024.

3 Bus gate on King Street, Maidstone

- 3.1 The bus gate on King Street, Maidstone has been highlighted as a site where unauthorised vehicles are driving through the restricted area, causing delays to the bus network and affecting the punctuality of the buses which in turn makes the service less attractive to passengers.
- 3.2 The bus gate begins at the King Street/Wyke Manor Road junction from the east, and the High Street/Mill Street junction from the west. A third entrance to the bus gate is located on Pudding Lane. Therefore, this is described as a 'zone' with multiple locations requiring enforcement.
- 3.3 Following the previous report to the Board, officers have been unable to progress discussions with the relevant camera supplier due to commercial sensitivities. We are still aware of the need to understand a process for managing Blue Badge Holders which we hope can be managed using a permitting system.
- 3.4 Additionally, it has been noted by bus operators that congestion is worse during the morning peak period. The existing Traffic Regulation Order (TRO) for this pedestrian zone enables deliveries between 5pm and 10am. There have been queries regarding the practical nature of deliveries taking place between the hours of 7am-9am where commuters and scholars services are highest.
- 3.5 Given the High Street has no parking restrictions along its length, deliveries can be carried out at any point along the road. It is expected that motorists adhere to the highway code when parking, but this does not avoid potential congestion caused when vehicles have parked on the carriageway.
- 3.6 It is understood that the set timings of the TRO authorise deliveries to shops outside of general opening hours. On the High Street this then conflicts with peak hours. It must be noted that changes to delivery times would require consultation with the businesses. Further conversation are to be had between KCC and MBC officers regarding the suitability of deliveries during peak hours and their impact on congestion.

4 Bus Gate at Hermitage Park

- 4.1 Planning permission for the Croudace Hermitage Park site situated to the East of Hermitage Lane mandated a bus gate be installed by the developer. This is situated on the now constructed Chapelfield Way at its junction with Howard Drive. Currently Service 60 utilises the bus gate and runs from Maidstone King Street to Maidstone Hospital.
- 4.2 Following the opening of the bus gate between Howard Drive and Chapelfield Way, it has been noted that there is misuse of this by other road users. In line with the general

principles of good regulation, enforcement under these powers shall be carried out in a way which is transparent, accountable, proportionate, and consistent; and will only target locations where action is needed.

- 4.3 Kent County Council will plan enforcement in accordance with Department for Transport guidance. ANPR cameras are to be used for enforcement of moving traffic offences only at sites where other methods of deterrence have been tried but have failed to produce compliance, when all reasonable engineering steps have been taken to design out driver non-compliance. It is noted that the current sump buster on site is not providing sufficient self-regulation in preventing misuse.
- 4.4 We are promoting the enforcement of this location using funding from the Bus Service Improvement Plan. A general update on this DfT funding will be received by the Board during this meeting. This site is currently undergoing a detailed sign design process with contractors working alongside our Highway Improvement Team.
- 4.5 Consultation for the enforcement of this existing bus gate is currently open and local member support has been received for ANPR enforcement of this site.

5 Next Steps

- 5.1 Officers will remain supporting Marstons Holding Ltd in the mobilisation of the back-office system and deployment of traffic enforcement cameras at our Tranche one sites.
- 5.2 Work on King Street Bus Gate will continue with conversations soon to be facilitated with our camera supplier. KCC officers will liaise with MBC officers, bus operators and the Blue Badge enforcement team in preparation for discussions with KCC's supplier.
- 5.3 As and when a way forward is agreed, a 6-week consultation on the principle of KCC enforcing this site will be required in line with government guidance.
- 5.4 Hermitage Park bus gate is expected to complete consultation mid-February with installation of cameras to follow shortly after.

Contact and report author: Remy Laporte – Senior Network Project Manager: 03000 416037

Agenda Item 16

To: Maidstone Joint Transportation Board
By: KCC Highways and Transportation
Date: 13th February 2024
Subject: Highways Forward Works Programme: 2023/24
Classification: Information Only

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

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2023/24.

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

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

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

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

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

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

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

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

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

- **Casualty Reduction Measures**
- **Externally Funded Schemes**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Members Grant – Member Highway Fund – see Appendix H

Conclusion

1. This report is for Members' information.

Contact Officers:

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

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

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

The delivery of these schemes is weather dependent; should it prove not possible to conduct 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
Copsewood Way	Bearsted	<u>Concrete Rehabilitation</u> Entire length	Completed
A229 Cranbrook Road	Staplehurst	<u>Retexturing</u> Approximately 50m between Knoxbridge Café and Cork Lane	Completed
A274 Headcorn Road	Sutton Valence	<u>Retexturing</u> North of New Barn Road junction (Maidstone bound)	Completed
B2012 Holland Road	Maidstone	<u>Retexturing</u> HFS approach to A249 Sittingbourne Road	Completed
Bircholt Road	Maidstone	Entire length	Programmed 28 th February 2024
Upper Fant Road	Maidstone	Bower Lane to Hackney Road	Completed
Milton Street	Maidstone	A26 Tonbridge Road to Hackney Road	Programmed 22 nd January 2024
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Tintern Road	Allington	<u>Footway Protection</u> Entire Extents	Completed
Flaxman Drive	Allington	<u>Footway Protection</u> Entire Extents	Completed
Anerley Close	Allington	<u>Footway Protection</u> Entire Extents	Completed
Beckham Drive	Allington	<u>Footway Protection</u> Entire Extents	Completed
Eynsford Road	Allington	<u>Footway Protection</u> Entire Extents	Completed
Stanstead Close	Allington	<u>Footway Protection</u> Entire Extents	Completed
Stockbury Drive	Allington	<u>Footway Protection</u> Entire Extents	Completed
Fountain Lane	Barming	<u>Footway Protection</u> Sections between Tonbridge Road and Heath Road	Completed

Surface Treatments – Contact Officer Mr Aaron Divall			
Road Name	Parish	Extent and Description of Works	Current Status
Marley Road (Dickley Lane)	Lenham (Harrietsham)	Marley Works to Steeds Hill (Micro Surfacing)	Completed
GRIGG LANE (PHASE 3) Section Not Done Due to Covid Vaccination Centre Access	Headcorn	Headcorn Surgery (The Hardwicks) to Oak Lane (Micro Surfacing)	Completed
Church Lane	Harrietsham	A20 Ashford Road to Marley Lane (Micro Surfacing)	Completed
Shenley Road	Headcorn	A274 Biddenden Road to Whitehouse Lane (Micro Surfacing)	Completed
Hunton Hill	Hunton	East Street to Entrance to South Lodge (Micro Surfacing)	Completed
Sutton Road	Maidstone	From Northumberland Avenue to Morrisons (Micro Surfacing)	Completed
Claygate Road	Yalding	Darmen Lane to Emmett Hill Road (Micro Surfacing)	Completed
Hogbarn Lane	Harrietsham	Ringlestone Road to Stede Hill (Micro Surfacing)	Completed
Penenden Heath Road	Maidstone	From A249 to Boxley Road (Micro Surfacing)	Completed
Farleigh Lane	East Farleigh	Glebe Road to Rectory Lane (Little Fant Farm) (Micro Surfacing)	Completed
Pattenden Lane	Marden	Underlyn Lane to West End (Micro Surfacing)	Completed
Roundwell (& The Street)	Bearsted	From A20 Ashford Road to 4 South View (including The Street) (Micro Surfacing)	Completed
Grave Lane	Staplehurst	Clapper Lane to Summerhill Road (In situ Road Recycling / Retread)	Completed
Southernden Road	Headcorn	(West to East) Lenham Road to Grigg Lane (In situ Road Recycling / Retread)	Completed
Ulcombe Road (Tilden Road)	Headcorn	Tattlebury Lane to Crumps Lane (In situ Road Recycling / Retread)	Completed
Couchman Green Lane (Sweetlands Lane)	Staplehurst	Pile Lane to Headcorn Road (In situ Road Recycling / Retread)	Completed
Brick Kiln Lane	East Sutton	Whole Road (In situ Road Recycling / Retread)	Completed

Pagehurst Road	Staplehurst	Between Five Ash Lane and Thorn Road (Surface Dressing)	Postponed until 2024
Sherenden Lane	Marden	Entire length (Wilden Park Road to Goudhurst Road) (Surface Dressing)	Completed
Claygate Road (Part)	Marden	Jarmons Lane to Claygate Road (Surface Dressing)	Completed
Jarmons Lane (Part)	Collier Street	Collier Street to Claygate Road (Surface Dressing)	Completed
Spenny Lane	Collier Street	Claygate Road to Martins Fruit Farm (Surface Dressing)	Completed
Staplehurst Road (Frittenden Road)	Staplehurst	A229 to Park Wood Road (Surface Dressing)	Completed
Chart Road	Sutton Valence	Church Road to Chart Hill Road (Surface Dressing)	Completed
Crumps Lane	Ulcombe	Headcorn Road to Lenham Road (Surface Dressing)	Completed

Appendix B - Drainage

Drainage Repairs & Improvements - Contact Officer Earl Bourner			
Road Name	Parish	Description of Works	Current Status
Gatland Lane	Maidstone	Drainage Improvement Scheme between Chamberlain Avenue and Fant Lane to remedy flooding issues in this area	Works Completed
Gatland Lane	Maidstone	Additional footway and kerbing works following drainage installation above.	Works Programmed 8 th to 19 th January 2024
Smith's Hill	West Farleigh	Further works following completion of CCTV Surveys for repair works.	Works programmed 10/02/2024-18/02/2024.
Upper Fant Road	Maidstone	Drainage repair works (Poor connections and collapse/void)	Works completed 22/12/2023.
Maidstone Road	Nettlestead	Small amount of ditching work/exposing headwall.	Works completed 08/11/2023.
Woodcock Lane	Boughton Malherbe	Drainage pipework repair.	Works completed 07/12/2023.
Bon Fleur Lane	Linton	Drainage chamber repair.	Works completed 03/10/2023.
Faversham Road	Wichling	Drainage gully replacement, with new kerbed apron.	Works completed on 20/09/2023.
Lower Road	Sutton Valance	Replace a small section of pipework	Works order issued
Warmlake Road	Sutton Valance	Installing new pipework and gullies to new outfall in ditch.	Works to be carried out in Summer 2024
Gravelly Bottom Road	Maidstone	Replace damaged and collapsed pipework	Works started on 8 th January 2024
Grace Avenue	Maidstone	Drainage pipework repair.	Works programmed 22/01/2024 – 23/01/2024.

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	Location	Description of Works	Current Status
Tonbridge Road KTBU022	Maidstone	Replacement Street Light	Completed
Tonbridge Road KTBU051	Maidstone	Replacement Street Light	Completed
Sutton Road KSGF007	Maidstone	Replacement Street Light	Completion end March 24
Farleigh Hill KFAH002	Maidstone	Replacement Street Light	Completion end March 24
King Street KKAM013	Maidstone	Replacement Street Light	Completed
Fairmeadow KFAE509	Maidstone	Replacement Lit sign	Completion end March 24
Fairmeadow KFAE512	Maidstone	Replacement Lit sign	Completion end March 24
Fairmeadow KFAE508	Maidstone	Replacement Lit sign	Completion end March 24
King Street KKAM006	Maidstone	Replacement Street Light	Completion end March 24
Recreation Close KRAG004	Maidstone	Replacement Street Light	Completion end March 24
Royal Engineers Road KRRC033	Maidstone	Replacement Street Light	Completion end March 24
Royal Engineers Road KRRC034	Maidstone	Replacement Street Light	Completion end March 24

Royal Engineers Road KRCR035	Maidstone	Replacement Street Light	Completion end March 24
Charlbury Close KCBH002	Maidstone	Replacement Street Light	Completed
Charlbury Close KCBH003	Maidstone	Replacement Street Light	Completed
Glebe Lane KGAS014	Maidstone	Replacement Street Light	Completed
Brishing Lane KBFG003	Maidstone	Replacement Street Light	Completed
Gentian Close KGCZ005	Maidstone	Replacement Street Light	Completed
King Street KKAM016	Maidstone	Replacement Street Light	Completed
King Street KKAM019	Maidstone	Replacement Street Light	Completed
Woodcocks KWFN001	Headcorn	Replacement Street Light	Completed
Woodcocks KWFN002	Headcorn	Replacement Street Light	Completed
Woodcocks KWFN003	Headcorn	Replacement Street Light	Completed
PARSLEY WAY KHHR204	Maidstone	Replacement Street Light	Completion end March 24
Courtenay Road KCGB019	Maidstone	Replacement Street Light	Completion end March 24
St Michaels Close KSDZ010	Aylesford	Replacement Street Light	Completion end March 24

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Maidstone, to meet Kent County Council’s strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Status is correct as of 08/01/2024.

Local Transport Plan Funded Schemes – Contact Officer: Christopher Koningen		
Road Name	Description of Works	Current Status
Casualty reduction measures (reactive) – Maidstone		
A229 Running Horse Turbo Roundabout	Conversion of existing junction to a turbo roundabout, including all approaches (except for the M20 slip roads, as these are not maintained by Kent County Council). This scheme has been reprogrammed to the 24/25 financial year due to the lack of road space availability.	Ordered – Expected Completion Q2 2024
Yelsted Lane jw Dunn Street, Boxley	Upgrade of junction signing and improvement of Dunn Street visibility splay.	Completed Q4 2023
LTP Schemes Maidstone		
Hart Street/Barker Road	Experimental one-way scheme - 18-month trial ongoing.	Part complete.

Externally Funded Schemes

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

There are no projects for this area.

Appendix E – Developer Funded Works

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

Scheme Name	File Ref.	Officer	Parish	Description of Works	Current Status
St Michaels Close and Beddow Way	MA003459	AA	Aylesford	Reinstatement of old access and new access on St Michaels and Beddow Way	Technical Approval Given
Bell Farm, North Street	MA003098	SN	Barming	New accesses to split sites, shared surface, and new crossing point	Due for adoption
Barty Farm, Roundwell,	MA003278	AD	Bearsted	New Bellmouth and Lining works	Showing on Mastergov as adopted
Cross Keys	MA003100	JH	Bearsted	New access, crossing point and parking area	Works Completed
Church Rd/Deringwood Drive/Willington Street/Spot Lane	MA003426/ MA003429/ MA003430/ MA003431/ MA003436/ MA003437	SP	Bearstead/	Church Road/Deringwood Drive/Willington Street/Spot Lane	MA003426/ MA003429/ MA003430/ MA003431/MA003436/ MA003437
Bicknor Road	MA003256	AP	Bicknor	Formation of hard surfaced passing places	Awaiting technical approval
Loddington Farm, Heath Road,	MA003464	CV	Boughton	New Access to Farm Shop	Works in maintenance
Lyewood Farm, Green Lane	MA3247 MA3248	AP	Boughton Monchelsea	New housing development and access	Awaiting completion of remedial works
Forstal Lane	MA003141	SP	Coxheath	Widening of road and new footpath with access to new development	Snagging works to be conducted and soon to be adopted.
The Street Detling	MA003457	CV	Detling	New access and move bus stop	Parish queried bus stop location. Works to go ahead once resolved.
Bell Farm, Ashford Road	MA003094	CV	Harrietsham	Realignment of Church Road to form new access onto A20. New footway along A20	Due for adoption
Harrietsham Primary School	MA3388	CV	Harrietsham	New access to car park, extend traffic calmed area	Works in maintenance

Oak Lane and Wheeler Street	MA003048	CV	Headcorn	New footway plus junction improvements	Works at end of maintenance, final remedials due
Grigg Lane, Lenham Road,	MA003050	CV	Headcorn	Access onto Grigg Lane and Lenham Road. Footway on Grigg Lane	Works near end of maintenance. Final remedials due.
Lenham Road (South side)	MA003057	CV	Headcorn	New access road works and footway.	Footway and speed gateway works done, remedials to do.
Mill Bank Headcorn	MA3119	CV	Headcorn	New bus stops and extend 30mph zone	Works mostly completed. Minor works & additional road markings to complete shortly.
Stonestile Road	MA003412	JH	Headcorn	New access to twelve houses	Works Completed
Gibbs Farm Grigg Lane & Wheeler Street	MA3250	SAS	Headcorn	Access Gibbs Farm development, zebra crossing on Wheeler St	Works in maintenance.
Ulcombe Road	MA003150	SP	Headcorn	Access to new development	Snagging complete inspection required prior adoption.
Woodcut Farm, Ashford Road	MA003423	SP	Hollingbourne	Alterations to A20 and access for new development	Snagging works completed inspection required prior to adoption.
Genco Office	MA003433	SP	Hollingbourne	New Access to Business and carriageway alterations	Snagging works in discussion.
Westwood Park, Ham Lane	MA003305	AP	Lenham	Main and emergency accesses to new housing dev.	Works Completed. Maintenance yet to start due to developer inaction
Old Ashford Road, Adj Groom Way	MA003356	AP	Lenham	New access and footway	Works completed. Reduced speed limit not yet implemented.
8 Faversham Road	MA003032	CV	Lenham	New access	In maintenance, streetlight to replace
The Paddocks, Ashford Road (Grove House, Old Ashford Road)	MA3114	CV	Lenham	New access, traffic island, speed reduction to 50mph & f/way link to Faversham Rd	Remedials required to soft landscaping prior to adoption
Headcorn Road Adj Rail bridge	MA3404	CV	Lenham	New access road and extend 30mph limit	Due for adoption

Old Ham Lane	MA003448	CV	Lenham	C/W widening and footway for new development	Technical review in progress Works expected from April
Loder Close	MA3424	JH	Lenham	New bell mouth access and footway	Works Completed
Gleamingwood Drive	MA003441/ MA003440	AP	Lordswood	New Access and development	Going through Technical Approval.
A249, Access, Scammell Lodge Farm	MA003461	AA	Maidstone	New access and acceleration lane	Technical Approval Given
Bicknor Green, Gore Court Road	MA003053	AP	Maidstone	Change of road priorities and widening / upgrading	In Maintenance
St Saviours Road, Maidstone	MA003136	CV	Maidstone	Changes to layout for Morrisons Junction	Agreement signed
Buffkyn Way / Sutton Road	MA003218	AP	Maidstone	Signalisation of the junction	Approved – not signed
Springwood Road Maidstone	MA003438	AP	Maidstone	Stopping up of existing access and provision of new through footway	Adopted
531 Tonbridge Road	MA003045	CV	Maidstone	Service layby for new retail unit	Due for adoption
Wallis Avenue Phase 3, Parkwood	MA003085	CV	Maidstone	Redevelopment of car park & shops opp. Longshaw Rd	Final remedials in progress
Maidstone East Station	MA3447	CV	Maidstone	Footway upgrade (& private parking improvement)	Works in maintenance
Somerfield Terrace A20 London Road	MA003455	CV	Maidstone	Bus stop improvements	Awaiting installation of Bus Shelter
Royal Engineers Rd/Mill Lane	MA3312	JH	Maidstone	Access to New Development	Revised scheme under Technical Review awaiting updated drawings.
Medway Street	MA3326	JH	Maidstone	Subway Flood Protection Works	Awaiting revised/updated drawings.
Howard Drive	MA003303	SP	Maidstone	Junction works to facilitate Bus Gateway entrance to Croudace site	Adopted.

Hermitage Lane, (opp. Maidstone Hospital)	MA003060	SP	Maidstone	New Traffic signal junction	Remedials booked in with developer ready for adoption
Castle Dene, Maidstone	MA003352	SP	Maidstone	New Access and further footway works and repairs	Adopted.
Perryfield Street	MA3411	SP	Maidstone	New footpath/access to new houses	Adoption due.
Oakapple Phase 2A, Hermitage Lane	MA003444	SP	Maidstone	Development adjoining existing development	Going through Technical Approval
Langley Park Farm	MA003130	CV	Maidstone / Langley	New Roundabout and associated works for entrance to Countryside Estate	Final remedial works due
MAP Depot, Goudhurst Road	MA003012	CV	Marden	New bellmouth junction and footway	Final Remedials due,
The Parsonage, Goudhurst Road	MA003066 MA003067	CV	Marden	New access and associated upgrade works	Due for Adoption
Albion Road, Marden	MA003132	SP	Marden	New Access & development	Awaiting paperwork prior to adoption.
Fishers Farm (West), Headcorn Road (Bovis) (off-site works)	MA3037/1	AP	Staplehurst	Pedestrian crossovers on Headcorn Road/Hurst Close	Works completed, remedial works completed, stage 3 road safety audit response required before first certificate issue
Oliver Road Staplehurst	MA003019	CV	Staplehurst	Ped crossing to Marden Road, junction markings and bus boarders	Documentation to be received prior to adoption
Hen and Duckhurst Farm, Marden Road	MA003109	CV	Staplehurst	New Roundabout for development access	In Maintenance
High Street Staplehurst	MA3446	CV	Staplehurst	2 x new bus stop upgrades (kerbs and markings)	Adopted
High Street, Staplehurst	MA003463	CV	Staplehurst	Alterations to two accesses	Going through Technical Approval
Fishers Farm (East) Headcorn Road (Redrow)	MA3106	SP	Staplehurst	Realignment and new access at Headcorn Road/Pile Lane junction	Works still ongoing and Defects already started.
Pristling Lane	MA3415	SP	Staplehurst	Widened access & Ditch works	Awaiting defect completion prior to adoption.

Chartway Street	MA003462	AA	Sutton Valence	New Access	Technical Approval complete but waiting update on outstanding planning issues.
Sapphire Kennels Headcorn Road	MA3407	AP	Sutton Valence	Access to new development and 40mph extension	Awaiting remedial works to be implemented. Delayed due to developer inaction
Valdene Industrial Estate	MA003054	CV	Sutton Valence	Upgrade of existing bellmouth and extension to f/w	At final remedials stage prior to adoption
The Oaks, Maidstone Road	MA003078	CV	Sutton Valence	Upgrade existing Vehicle crossing access to Bellmouth with tactile crossing.	In maintenance
Warmlake Nurseries	MA003443	SP	Sutton Valence	New access to small development	Adopted.
Farleigh Hill Tovil (opp KCC waste site)	MA3413	AP	Tovil	New access opp Burial Ground Lane KCC Recycling centre	Awaiting completion of legal agreement
Tovil Green Lane	MA003095	CV	Tovil	New Footway and crossing point to side of site	In maintenance
Straw Mill Hill	MA003458	CV	Tovil	New access to small development	Near Tech approval – works anticipated from April
Mount Ave/Blunden Lane	MA3180	CV	Yalding	New accesses at site entrance	Adopted
Vicarage Road	MA003121	SP/JH	Yalding	New access to development and speed restraints on existing Highway	Under review
Yalding Business Park, Hampstead Lane	MA003450	JH	Yalding	New accesses into business park	Under review – stopping up order underway.
Hampstead Lane/Maidstone Road	MA003456	JH	Yalding	New right turn lane	Currently under review – TRO to extend 30mph speed limit underway

Appendix F – Bridge Works

Bridge Works – Contact Officer Helen Rowe			
Road Name	Parish	Description of Works	Current Status
Wat Tyler Way	Maidstone	Centenary Viaduct (KCC no. 3935) – Expansion joint replacement	Starting 18 th March 2024 for 10 nights
Linton Hill, Maidstone	Marden	Stile (KCC no. 67) – Expansion joint replacement	Planned for Summer 2024
Walderslade Woods	Boxley	Tunbury Avenue No 2 Footbridge (KCC no. 3516) – Painting of parapet	Planned for Summer 2024
Linton Road, Maidstone	Loose	Loose Viaduct (KCC no. 205) – Impact damage to the bridge parapet	Planned in February or March 2024 (dates are not confirmed yet)

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 - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
A229 Hayle Road / Campbell Road, Maidstone (11-0433)	Refurbish existing traffic signal-controlled junction	Programmed for June 2024

Appendix H - Combined Members Grant programme update

Member Highway Fund programme update for the Maidstone.

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

- in design
- at consultation stage
- about to be programmed
- recently completed on site.

The list is up to date as of 08/01/2024.

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

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

More information on the schemes listed below can be found by contacting the Highway Manager for the Maidstone Borough, Sue Laporte

There are no projects for this area.

Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Kevin Gore / Susan Laporte **03000 418181**