

Maidstone Joint Transportation Board



**August
2023**

Maidstone Integrated Transport Package (MITP)

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

This report makes the following recommendations:

For Information. That this report be noted.

Timetable

Meeting	Date
Maidstone Joint Transportation Board – Update Report	02 August 2023

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 Enabling works associated with Archaeological and Unexploded Ordnance (UXO) surveys have been completed within the compound area located to the east of Newnham Court Way and within the area of the drainage outfall located in Maidstone Crematorium.
- 2.1.2 Works have started to setup the compound area and to install the site offices and welfare facilities and to install the new drainage outfall and settlement lagoon within the crematorium.
- 2.1.3 Works will commence shortly on the area of widening to the northeast of New Cut Road roundabout and to form the new access onto Newnham Court Way for the new access road into Newnham Court Shopping Village.
- 2.1.4 The programme for the main works are being finalised with the Contractor, landowner, utility companies and KCC's Streetworks team and are planned to commence at the conclusion of the enabling works.
- 2.1.5 KCC have received confirmation from MBC that they were successful with their application to the Strategic CIL Funds for funding to provide the proposed improvement at M20 Junction 7. KCC are now in the process of appointing a design consultant for this project to finalise the design and obtain the necessary technical approvals from National Highways. A programme for this project will be confirmed at a subsequent JTB meeting.

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

- 2.2.1 Tenders have been returned and are currently being assessed and an appointment of a contractor is expected in September 2023.
- 2.2.2 The project is due to commence in January 2024 and take approximately 10 months to complete. A more detailed programme will be provided at a future JTB meeting following the appointment of a contractor.
- 2.2.3 Following stakeholder and community feedback the proposed works to the A20 London Road/Hall Road junction in Aylesford, continues to be developed alongside the Coldharbour scheme. Community feedback has been taken on board and in conjunction with updated traffic data will inform the options available to improve the capacity and flood alleviation without the installation of a roundabout.

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

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

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

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

2.3.3 As reported at the previous JTB, the consultation period for the Experimental Traffic Regulation Order (TRO) for the trial closure of Cranborne Avenue is due to end at the end of September 2023.

2.3.4 A report on the findings of the consultation for the Experimental Traffic Regulation Order along with confirmation of the final design of the junction, following updated modelling work, is currently being collated and will be shared when available. This will also provide the recommendation about whether the closure of Cranborne Avenue should be made permanent or not.

2.3.5 Following concerns raised by residents, and further monitoring of the junction, mitigation has been considered at Plains Avenue to address the issue of exit blocking caused by parked vehicles. This is likely to be in the form of permanent parking restriction and consultation required for the TRO is being planned to be carried out during the Autumn.

2.3.6 The delivery of the junction improvement is currently expected to be carried out between late Autumn 2023 and Summer 2024, subject to the co-ordination with other major works and closures programmed on the network.

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

2.3.8 Works at this junction are now complete with only minor remedial works remaining. Post scheme monitoring of the junction has identified the need to provide a separate filter for traffic turning right into Armstrong Road. This work is due to be undertaken in August, along with completion of the remedial works.

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

2.3.10 It was originally envisaged that this work would be delivered at the same time as the Armstrong Road improvements, but it has been decided to delay these works to allow the impact of the Armstrong Road improvement to be assessed.

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

2.3.12 The original scheme was paused as a result of the opposition received to losing the landscaped area in front of the shops following the earlier consultation carried out on the scheme. An alternative layout that retained the landscaped area has been developed but whilst this may deliver some minor improvements to the length of the right turn lane into Cripple Street, it is not expected to deliver any noticeable capacity benefits to the junction and the A229 corridor.

2.3.13 Half bus laybys have also been considered in the design, which will allow some vehicles to pass a stationary bus and whilst this may help with driver frustration at being held up it is unlikely provide any capacity benefits to the junction.

2.3.14 The costing of this amended scheme has been delayed due to outstanding estimates being provided by utility companies, once received it will be possible to provide a cost versus benefit comparison of options to be made and these will be shared at a future JTB meeting.

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.

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

2.5.1 The status of this scheme has not changed since previous updates. Further work is being carried out to review the existing design against the existing and predicted traffic flows and to also review safety concerns of the proposed layout.

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

2.6.1 This is a developer funded scheme with no deadline on the spend, and as such, this scheme will be promoted towards the end of the overall programme to allow schemes with funding constraints to be delivered first. This will ensure that other funding streams which have been secured are not lost and reallocated outside of the County.

3.

Appendix 1: Map of Highway Improvement Schemes in Maidstone

