

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Wednesday 17 April 2019
Time: 5.00 pm
Venue: Town Hall, High Street, Maidstone

Membership:

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

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

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 16 January 2019 | 1 - 9 |
| 9. Presentation of Petitions (if any) | |
| 10. Questions and answer session for members of the public (if any) | |
| 11. Maidstone Joint Transportation Board Work Programme | 10 - 12 |
| 12. Maidstone Bridges Gyratory – Post Scheme Monitoring | 13 - 18 |
| 13. Maidstone Integrated Transport Package (MITP) | 19 - 22 |

Issued on Tuesday 9 April 2019

Continued Over/:

Alison Broom

Alison Broom, Chief Executive

PUBLIC SPEAKING AND ALTERNATIVE FORMATS

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In order to speak at this meeting, please contact Democratic Services using the contact details above, by 5 p.m. one clear working day before the meeting (i.e. Monday 15 April 2019). If asking a question, you will need to provide the full text in writing. If making a statement, you will need to tell us which agenda item you wish to speak on. Please note that slots will be allocated on a first come, first served basis.

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MAIDSTONE BOROUGH COUNCIL

Maidstone Joint Transportation Board

MINUTES OF THE MEETING HELD ON WEDNESDAY 16 JANUARY 2019

Present: Councillors Bird, D Burton, Chittenden, Clark, Cooke, Cox, Cuming, Daley, Mrs Gooch, Hinder, Hotson, D Mortimer, Prendergast, Spooner, Mrs Stockell, Wilby and Wilson

Also Present: Councillors McKay and Perry

70. APOLOGIES FOR ABSENCE

Apologies for absence were received from:

- Councillor T Sams
- Councillor Springett
- Councillor Cooper (Chairman)
- Councillor Brown
- Councillor Fermor
- Councillor Carter

71. NOTIFICATION OF SUBSTITUTE MEMBERS

It was noted that the following Substitute Members were present:

- Councillor Cox for Councillor Fermor
- Councillor Gooch for Councillor T Sams
- Councillor Spooner for Councillor Springett

72. AMENDMENT TO THE ORDER OF BUSINESS

It was explained that Item 12. Verbal Update – Operation Brock, Smart Motorway Work and Future Management of M20 Closures overlapped with Item 14. Verbal Update – M26/M20 Traffic Congestion. It was therefore appropriate to consider these items consecutively.

RESOLVED: That Item 14. Verbal Update – M26/M20 Traffic Congestion was to be discussed before Item 13. Verbal Update – KCC Big Conversation.

73. URGENT ITEMS

There were no urgent items.

74. NOTIFICATION OF VISITING MEMBERS

It was noted that Councillor McKay was present as a Visiting Member, and indicated that he wished to speak on Item 15. Verbal Update - Bridges Gyrotory - Performance Review.

It was noted that Councillor Perry was present as a Visiting Member, but did not register to speak.

75. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

76. DISCLOSURES OF LOBBYING

Councillor Gooch stated that she had been lobbied on Item 16. Maidstone Integrated Transport Package (MITP).

Councillors Spooner and Cuming stated that they had been lobbied on Item 19. Highway and Pedestrian Safety - Roundwell, Bearsted.

77. TO CONSIDER WHETHER ANY ITEMS SHOULD BE TAKEN IN PRIVATE BECAUSE OF THE POSSIBLE DISCLOSURE OF EXEMPT INFORMATION

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

78. MINUTES OF THE MEETING HELD ON 17 OCTOBER 2018

The Board commented that there was an omission regarding Item 60. Maidstone Joint Transportation Board Work Programme. The Board had requested that a response to the B2246 Hermitage Lane Petition was added to the Work Programme.

RESOLVED: That the minutes of the meeting held on 17 October 2018 be approved as a correct record and signed, subject to the following addition to Item 60. Maidstone Joint Transportation Board Work Programme:

“It was requested that an update on the B2246 Hermitage Lane Petition be added to the Work Programme.”

79. PETITIONS (IF ANY)

There were no petitions.

80. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC (IF ANY)

There were no questions from members of the public.

81. MAIDSTONE JOINT TRANSPORTATION BOARD WORK PROGRAMME

It was suggested that the description of Item 7. Re-submission of the proposals for improvements to the Sutton Road/Willington Street junction be updated. This was to clarify that Councillor Chittenden had requested that the topic be considered by the Board as soon as possible, and not that he had requested amendments to the original scheme.

The Board noted that Item 8. Proposed Improvements to A229/A249 links between the M2/A2 and M20 Corridors lacked a defined timeframe for the topic to be considered by the Board. The Board stated that it was important to consider this promptly, in light of plans for the Lower Thames Crossing and proposals for improvements to the M2 Junction 5.

The Board requested that an item regarding "Hermitage Lane Capacity" be added to the Work Programme.

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

82. VERBAL UPDATE - OPERATION BROCK, SMART MOTORWAY WORK AND FUTURE MANAGEMENT OF M20 CLOSURES

Mr John Kerner, Special Projects Director (Highways England), detailed that Operation Brock was a multi-agency operation which encompassed the M20, M26 and Manston Airport. This operation was organised by the Kent Resilience Forum, which comprised of organisations such as Kent Police, Highways England, Kent County Council and the Department for Transport. Mr Kerner explained the Kent Corridor Coordination Group had been established to address concerns relating to Operation Brock. The Board were encouraged to raise concerns with the Kent Corridor Coordination Group to ensure these were considered in a joined up manner.

In response to questions from the Board, Mr Kerner stated that:

- Avoiding closures to Junction 8 and 9 of the M20 was a key planning consideration for Operation Brock. Furthermore, the plans ensured that there would be a negligible impact to Junction 7.
- Improved visibility of signage had led to an increased number of road users complying with diversions arising from closures to Junction 7 to Junction 6 and improvements to Junction 10A of the M20. Highways England were, however, reliant on organisations such as Kent Police and Kent County Council for enforcement matters once vehicles left the Highways England network.
- Collaborative work had taken place, via the Kent Corridor Coordination Group, to ensure for the effective use of traffic management signage. Adherence to diversions was, however,

reliant on effective communication and the promotion of behavioural change.

- Work had been undertaken, where appropriate, to increase the speed limit from 50 mph to 60 mph where road works were present. This aimed to minimise instances of the carriageway being blocked by speed-restricted Heavy Goods Vehicles slowly overtaking other vehicles.
- A number of sites had been considered as potential lorry parks. The shortlisted sites, however, could not be shared until they been ratified by Highways England. This process had been delayed following a change in shortlisting requirements.
- When Operation Brock was “active”, appropriate control measures would be implemented to ensure for the safety of road users.
- Following the public information events in the summer of 2018, stakeholder engagement would continue, and representatives were to attend public meetings, subject to availability.

The Board commented that attention needed to be given to ensuring that drivers had access to facilities, food and water. Consideration of the waste left behind by drivers was a further key consideration.

RESOLVED: That the update be noted.

83. VERBAL UPDATE - M26/M20 TRAFFIC CONGESTION

Mrs Susan Laporte, District Manager, Maidstone (Kent County Council), stated that Officers had liaised with Highways England to minimise traffic congestion as a result of planned closures. Furthermore, Mr Simon Jones, Director of Highways, Transportation and Waste (Kent County Council) had contacted Officers at Highways England to ensure that congestion was minimised and that the night-time closures were effectively managed. In Bearsted, Highways England had agreed not to use New Cut Road as a diversion route, with traffic signage instead following the main A249 Sittingbourne Road.

The Board commented that there was excessive traffic on New Cut Road. This prevented drivers from easily exiting residential estates.

Mrs Laporte advised that the Kent Corridor Coordination Group would consider the issue of New Cut Road on 22 January 2019, and further information was to be shared with the Board.

RESOLVED: That the update be noted.

84. VERBAL UPDATE - KCC BIG CONVERSATION

Mrs Laporte informed the Board that the rural transport pilot schemes had generally been well received. Officers were investigating the feasibility of

changes to improve the scheme, following suggestions made by the Working Group. The improvements included the creation of feeder services to connect Hollingbourne, Leeds, Langley, Grafty Green, Kingswood, Ulcombe and Chart Sutton with the commercial network at Park Wood, rather than providing a direct connection to the Town Centre. A draft timetable and route had been devised, while plans to improve the infrastructure at Park Wood Morrisons had been considered. The key advantages included a higher frequency service and greater journey opportunities, however, this required the use of connections. School journeys were unaffected by the changes. A consultation process was due to be undertaken to ensure stakeholders had the opportunity to comment on the proposed changes. A dedicated email address had been set up to enable residents to communicate directly with Kent County Council on this matter.

In response to questions from the Board, Mrs Laporte stated that a quarterly review of the pilot was scheduled, and that there were opportunities for refinement as part of the review.

RESOLVED: That the update be noted.

85. VERBAL UPDATE - BRIDGES GYRATORY - PERFORMANCE REVIEW

Mr Russell Boorman, Senior Major Capital Programme Project Manager (Kent County Council), informed the Board that the Bridges Gyratory – Performance Review report was not yet ready to be presented to the Board. Mr Boorman explained that, as a result of the A26 sinkhole, data collection at the site had not been possible. It had been agreed with the Chairman, however, that a report would be ready for the next Board meeting on 17 April 2019.

Councillor McKay spoke as a Visiting Member on this item.

Mr Boorman stated that the future report would include performance information regarding pedestrians and cyclists.

RESOLVED: That the update be noted.

86. MAIDSTONE INTEGRATED TRANSPORT PACKAGE (MITP)

Mr Boorman updated the Board on the progress of the Maidstone Integrated Transport Package (MITP). Mr Boorman highlighted that good progress had been made on a number of projects, however, there were issues with the A20 Coldharbour Roundabout and B2246 Hermitage Lane schemes. A conversation with the Secretary of State was due to take place in January 2019 to resolve an overage issue with the A20 Coldharbour Roundabout, while the B2246 Hermitage Land had been postponed as it did not demonstrate a satisfactory cost-benefit ratio. Further time was needed to devise a scheme that met the needs of stakeholders while also adhering to the South East Local Enterprise Partnership (SELEP) criteria. Alternative opportunities had been explored should issues remain unresolved. Mr Boorman explained that the

business cases had been completed, however, these had not been submitted to SELEP in November 2018. Instead, the business cases were to be combined into a Phase 3 Business Case. This was judged to better present the qualitative and quantitative benefits of the schemes. This would be submitted in February 2019, with a funding decision made by SELEP between March and April 2019. Members and the Board were to be updated with the risks associated with the projects at regular intervals.

The Board commented that:

- The capacity to deliver highways works was significantly impacted by housing developments being completed before supporting infrastructure was ready.
- The removal of traffic lights at the B2246 Hermitage Lane site meant that there were safety considerations for pedestrians and cyclists crossing the road.
- The report demonstrated that progress had been made since the previous Board meeting, however, it was regrettable that the schemes had taken so long to reach this stage.
- It was crucial for basic elements of the Hermitage Lane scheme, such as pedestrian crossings, to be delivered.

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

- Despite the postponement to the B2246 Hermitage Lane project, the scheme was still deliverable within the required timeframes.
- The B2246 Hermitage Lane scheme needed to demonstrate value for money to remain a part of the SELEP programme. If this was removed from the programme, then other funding streams could potentially be identified to deliver the work.
- Until the business cases were evaluated and a decision was made by SELEP, the £8.9m funding could potentially be lost. £8.9m of funding had, however, been reserved for the schemes.
- A mitigation scheme at Hall Road, which was estimated to cost £1.7m, had been identified.
- A benefit-cost ratio was the only approach that could be used for the SELEP business cases. The mechanisms underpinning the formula were to be shared with Members outside of the meeting.

Mr Tim Read, Head of Transportation (Kent County Council), stated that the approach to the business cases was designed to ensure that the right work was undertaken first time. This would avoid incremental changes being made to roads, and ultimately reduce the impact of the works on road users.

RESOLVED: That the report be noted.

Note: Councillors Wilson and Gooch left the meeting during consideration of this item.

87. A249 BEARSTED ROAD MAIDSTONE MAJOR INFRASTRUCTURE PROJECT

Mr Boorman informed the Board that a total investment of £11.4m had been secured for the project. Data collection showed that at peak times, there were in excess of 4000 vehicles using the road. A detailed design had been completed in December 2018, and the tender process was on track to award a contract by May 2019. Extensive engagement had been undertaken, and feedback had been incorporated into the design work. A design proposal for the signalisation of the M20 Junction 7 had been submitted to Highways England, however, this had been unsuccessful as the funding was withdrawn by central government. Other streams of funding were now being pursued for this work. In order to maximise awareness of the work, information had been shared using channels such as radio, local newspapers, social media and engagement with local groups.

The Board commented that when the scheme was first designed, there was no indication that two new schools, with entrances located on Bearsted Road, were to be proposed.

Mr Boorman stated that:

- Work was being undertaken to ensure that the proposals would incorporate the impact of the two new schools.
- The decision to signalise roundabouts was made on a site by site basis, and considered the demand and usage of the site.
- All projects were subject to an Equalities Impact Assessment, which covered the surrounding areas. This did not consider the potential for traffic to move elsewhere. Traffic Assessments had, however, been completed.
- Improvements to the M20 Junction 7 may not be carried out as part of the scheme, as it required funding that had not yet been secured.

The Board noted that a briefing was to take place once the construction plans were available.

RESOLVED: That the report be noted.

88. ELECTRIC VEHICLES (EV) CHARGING POINTS

Mrs Tay Arnold, Planning Projects and Delivery Manager, outlined that the Maidstone Integrated Transport Strategy (ITS) and Low Emissions Strategy both aimed to improve air quality. Further to this, Maidstone

Borough Council (MBC) actively promoted the incorporation of electric vehicle charging units on new housing developments, while Kent County Council were drafting an Electric Vehicle Strategy. Mrs Arnold stated that Maidstone Borough Council Parking Services had engaged with electric vehicle users to ensure that activity was aligned to customer expectations. Efficient sites had been identified based on location and cost, however, significant work to update infrastructure was required. Following the completion of market testing and agreement of the operational model, the procurement and leasing of eight electric vehicle charging units would commence. These would be located in MBC owned car parks. The Board were to be updated on this work at a later date to ensure that Members were aware of the progress made.

The Board commented that MBC had demonstrated significant progress with regards to the usage of electric vehicles. It was important, however, to recognise that the technology was evolving at a rapid rate and plans would need to reflect this.

RESOLVED: That the progress to date regarding Electric Vehicles be noted.

89. HIGHWAY AND PEDESTRIAN SAFETY - ROUNDWELL, BEARSTED

Mr Brendan Wright, Principal Transport and Development Planner (Kent County Council), stated that Roundwell did not currently require intervention in the form of highway safety measures, as there was no pre-existing pattern of recorded crashes. Outline planning permission for a development of 100 dwellings was granted in March 2018, and the conditions required the developer to implement works to address the issues of pedestrian safety and speed reduction raised by the Board. The developer had been made aware that safety audits were required as part of the technical approval process for the development.

In response to questions from the Board, Mr Wright stated that:

- It was not possible to demand that a safety audit be conducted on the internal estate roads within the development, as they were not being offered for adoption as publicly maintainable highways.
- Pedestrian crossing facilities were included in the required works that was required from the developer, and this was considered at the time of the planning application. The developer was in the process of preparing a detailed package of works, which were to be reviewed and modified, as appropriate.
- The developer could be requested to conduct a speed survey as part of the safety audit, as the current data was from 2014 and traffic had changed significantly in this time.

RESOLVED: That

1. The report be noted.

2. The Board requests that the off-site works already secured in support of the Barty Farm development be taken forward as a means of improving pedestrian safety and reducing traffic speeds on Roundwell.

90. MAIDSTONE HIGHWAY WORKS PROGRAMME

The Board commented that, in addition to the re-lining work outlined in the report, the Cripple Street hatched yellow junction needed refreshing.

In response to a question from the Board, Mrs Laporte stated that the criteria for prioritising works was to be shared with the Board outside of the meeting.

RESOLVED: That the Maidstone Highway Works Programme be noted.

91. DURATION OF MEETING

5.00 p.m. to 8.02 p.m.

Maidstone JTB Work Programme

10

Ref	Date to Committee	Report Title	Report Author	Lead Authority	Notes	Date Requested
1	TBC	Leeds Langley Relief Road		KCC	This item is to be discussed at a later date due to current legal action.	
2	TBC	Re-submission of the amended proposals for improvements to the Sutton Road/Willington Street junction		KCC	<p>This proposal had previously been considered in January 2018. Amendments to the original scheme were requested.</p> <p>The position is unchanged – this cannot be discussed due to the ongoing legal dispute.</p>	Re-requested by Cllr Chittenden on 11/2/19

3	TBC	M20 Brexit Requirements and Smart Motorway Work	TBC	TBC	<p>Update on the management of work by Highways England along the M20 in relation to Brexit requirements and Smart Motorway work, and an assessment as to how it will effect Maidstone.</p> <p>Update requested for a later meeting when the outcome of Brexit is clearer and progress has been made on the work.</p> <p>This is to be postponed to a later JTB, as Highways England attended the January 2019 JTB.</p>	Requested by Cllr Chittenden on 11/2/19
4	TBC	Cycling and Walking Strategy	Tay Arnold	MBC & KCC	An update on delivery of the Cycling and Walking strategy and collaborative work between both Councils.	Requested by Cllr Whiting
5	TBC	20 MPH Schemes in Maidstone		KCC	A report on the outcomes of the review of 20mph schemes for Kent and consideration of the introduction of 20mph schemes in Maidstone.	

6	TBC	Forstal Lane		KCC	This item will be considered when the development nears completion.	
7	TBC	Proposed Improvements to A229/A249 links between the M2/A2 and M20 Corridors		KCC	A report on the proposed improvements to the A229 and A249 links between the M2/A2 and M20 corridors taking into account the additional traffic expected resulting from the Lower Thames Crossing.	Requested by Cllr Bird

Maidstone Joint Transportation Board  	17 April 2019
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Maidstone Bridges Gyratory – Post Scheme Monitoring

Decision Making Authority	Kent County Council/Maidstone Borough Council
Lead Director	Simon Jones
Lead Head of Service	Tim Read
Lead Officer and Report Author	Russell Boorman/Lee Burchill
Wards and County Divisions affected	Wards: Maidstone Central/High Street/Bridge/Fant
Which Member(s) requested this report?	Committee

This report makes the following recommendations:

That the report be noted.

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	17 April 2019

Maidstone Bridges Gyratory – Post Scheme Monitoring

1. INTRODUCTION AND BACKGROUND

- 1.1 This paper provides an overview of the 'One Year After Opening Report' for the Maidstone Bridges Gyratory scheme submitted to the South East Local Enterprise Partnership (SELEP) which is currently being reviewed by an independent evaluator.
- 1.2 The contents of this report should be treated as 'draft' as they may change during the assessment process. The 'One Year After Opening Report' provides details of the actual values for inputs, outputs and some outcomes one year after the scheme opens.
- 1.3 An overall scheme assessment is carried out to review the whole process of the scheme delivery, from concept to completion. This provides the Authority and SELEP valuable information when progressing and assessing future schemes.

2. Project Delivery and Milestones:

- 2.1 A comparison between the 'planned date of delivery' and 'actual date of delivery' was included with an explanation of any major discrepancies between the planned and actual delivery.
- 2.2 It was noted that the biggest discrepancy during the design stage was to accommodate the requirement to include flood mitigation to the Lower High Street and re-design of the 'at-grade' crossing. This extended the detailed design delivery but the scheme itself was still delivered one month in advance of the planned date.
- 2.3 The main scheme was delivered under budget and the underspend was used to enhance an existing PROW LGF scheme to link with the MBG scheme by upgrading the river tow path.

3. Risk Mitigation:

- 3.1 Scheme risks are recorded within a project 'Risk Register', this includes potential mitigation and how this reduces those associated risks. Risks may not materialise during a project, but a planned course of action is recorded in preparation.
- 3.2 The Maidstone Bridges Gyratory scheme was no different and the main risk recorded was associated to the diversion of utility apparatus and traffic management requirements to ensure the travelling public were not adversely affected.
- 3.3 To provide a greater control of the largest diversionary works, BT Openreach fibre optic cables, a £1 contract was entered into which gave authority to the Principal Contractor to undertake the diversionary works on

their behalf. This allowed the Principal Contractor to resource and programme effectively, reducing the original programme timeframe.

- 3.4 Constraints in relation to how traffic was to be managed was included in the contract documents. Appointing a contractor that understood these requirements and constraints would benefit the overall delivery of the scheme. A rigorous contract evaluation was undertaken to ensure the right contractor was selected for the construction phase. A contractor that was well established in the area and understood the constraints of working in such a busy urban area was awarded the contract. This benefited the travelling public by mitigating the need for exhaustive traffic management during peak hours.

4. Project Changes:

- 4.1 As indicated above, a significant change was the inclusion of flood risk management to the scheme, including the closure and filling of two existing subways and installing a flood gate on the third. This has provided beneficial improvements to the flood defence for the Lower High Street, where in 2013, businesses and residents suffered devastating flooding when the river overflowed. The new defences have been designed to cope with the 1in100year occurrence.
- 4.2 Further changes were made with the inclusion of the tow path renewal. This not only complemented an existing LGF scheme being delivered, but provided a safer environment for highway users, whilst encouraging leisure activities and potential future riverside events.
- 4.3 During the construction phase, the ramp and steps to the Lower High Street had to be re-designed. This was due to the inaccurate utility information meaning what was proposed would have increased the diversionary costs significantly and therefore the more cost-effective option was to redesign. This provided a more usable area and aesthetically more in keeping with the area and allowed for landscaping to be incorporated.
- 4.4 A second element of the design was also changed in the construction phase in relation to the alignment of vehicles traversing St Peters Bridge turning right across the new north bound lanes. A 'squarer' junction was installed with additional lining and signing to prevent any illegal manoeuvres. This was identified at the regular progress meetings held between the PC, Consultant and Client.

5. What went well/Lessons Learnt:

- 5.1 Table 1 identifies what has been recorded as going well and the lessons learnt.

	What went well	Lessons learnt
Stakeholder Engagement	Due to the complexity of the scheme and the use of this junction by commuters rather than residents, the engagement had to reach a much wider audience than usual. A comprehensive communication plan was devised which included the use of buses for advertising, the PM carrying out radio interviews, advertisements in local publications, public events in the local town centre, business briefings and Member specific briefings.	The use of social media and technology played an important role in disseminating information quickly and effectively. Twitter accounts are now becoming more commonly used on projects and a live link can be included on the corporate website to give up to date information.
Procurement	Standard OJEU procurement was utilised for this project. This allowed us to engage with local contractors who would have a working knowledge of the area giving benefit to the submission.	Due to the working restrictions and timescales for completing the works, the mobilisation period was significantly reduced meaning insufficient time for set up prior to commencement. Suitable timings must be made available for procurement timescales and contingency allowed for.
Availability of internal resources	The Major Capital Programme Team has increased in numbers and therefore have suitable internal resources to carry out delivery of all schemes within their responsibility.	Internal departments that feed into the design need to be kept updated at all stages of the design and included in steering group meetings to ensure delivery of the project.

Table 1: Lessons Learnt.

6.0 Road Safety:

6.1 As previously reported to the board, data recorded to date suggests that road safety has been improved following the implementation of this scheme; table 2 identifies the personal injury crash trend for the previous 5 years.

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

Table 2 Crash Trend.

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

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

6.3 This equates to a **51%** reduction in 'slight incidents' over the average in the previous 5 year period.

7.0 Traffic Impacts:

7.1 Weekday traffic surveys were carried out on Wednesday 13th March 2019. Weekend surveys were carried out on Saturday and Sunday 16th-17th March 2019.

7.2 Surveys were carried out by Automatic Number Plate Report (ANPR) to provide full path information for vehicles using the gyratory. Queue length data was collected by lane at the same time as the ANPRs.

7.3 As the traffic signals operate using variable timings to optimise for traffic, traffic signal timing information for each stop line was collected over the survey period.

7.4 Analysis of the survey data was carried out to identify the weekday and weekend peak periods. These were:

- Weekday AM: 07:30 - 08:30
- Weekday PM: 16:00 - 17:00
- Saturday: 12:30 - 13:00
- Sunday: 12:15 - 13:15

7.5 Prior to running the LinSig models, a full review of both the existing and proposed models were carried out. This highlighted a number of areas where the models did not reflect the previous or new layout. This is due to alterations made to the alignment during the detailed design process.

7.6 The initial analysis identifies that some traffic movements see a reduction in travel time through the gyratory, predominately vehicles travelling northbound, and improvements for vehicles travelling through the gyratory from the A20 and St Peter's Street. These are currently recorded as positive benefits of the scheme delivery.

7.7 The initial analysis also indicates that there may be a negative effect for vehicles travelling in a southbound direction. However, it must be noted that additional information is being sought and further assessments will be completed for all movements, comparing the existing situation with a 'do nothing' scenario (without the improvement).

8.0 Conclusion:

8.1 The Maidstone Bridges Gyratory improvement scheme continues to be monitored against the original objectives that were set out in the SELEP business case. Since opening there have been very few negative comments

and the system continues to be monitored with minor adjustments made to the traffic signal timings where necessary to maximise its' performance.

- 8.2 The purpose of the 'One Year After Opening Report' is to review the scheme delivery and establish any early benefits that may have been realised.
- 8.3 KCC will continue to work with SELEP and the Independent Technical Evaluator to review the available transport data and establish the outcomes and impacts of the scheme following delivery. This will also include a further post scheme monitoring review after 3/5 years.

Maidstone Joint Transportation Board  	17 April 2019
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Maidstone Integrated Transport Package (MITP)

Decision Making Authority	Kent County Council/Maidstone Borough Council
Lead Director	Simon Jones
Lead Head of Service	Tim Read
Lead Officer and Report Author	Russell Boorman/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:

That the report be noted.

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	17 April 2019

Maidstone Integrated Transport Package (MITP)

1. INTRODUCTION AND BACKGROUND

1.1 This report provides an update in respect of the proposed junction improvements contained within the Maidstone Integrated Transport Package (MITP).

2. Business Case Submission:

2.1 A business case was submitted to the South East Local Enterprise Partnership (SELEP) on the 1st February 2019 outlining the requirements of the remaining Local Growth Fund (LGF) in relation to the MITP.

2.2 As previously reported to this board, the initial list of congestion 'Hotspots' identified in 2015 has been amended due to significant challenges faced through the design process and now reflects a more deliverable programme of mitigation measures within the available budget and Local Growth Fund timeframe.

2.3 Table 1 show the amended list of deliverable schemes.

Project	Location	District
1	A20 Coldharbour Roundabout	Tonbridge & Malling
2	a) A229 Loose Road junction with Cripple Street/Boughton Lane	Maidstone
	b) A229 Loose Road junction with Armstrong Road/Park Way	
	c) A229 Loose Road junction with A274 Sutton Road (Wheatsheaf)	
3	A20 Ashford Road junction with Willington Street	Maidstone
4	A20 London Road junction with Hall Road	Tonbridge & Malling

Table 1: Revised congestion 'Hotspots'

2.4 The board must note that the B2246 Hermitage Lane and A26 Tonbridge Road project was removed due to the lack of demonstratable benefits and good value for money but continues to be developed via a Member led working group utilising S106 funding.

2.5 With regards to the A274 Sutton Road Maidstone project, following the announcement of the MBC court proceedings being withdrawn, alternative design options are being considered and a report will be presented to the board in relation to the proposed recommendation at the JTB in January 2018 **"...that the Maidstone Joint Transportation Board recommends this scheme be not accepted as currently proposed and recommends that Kent County Council be asked to amend the scheme to a smaller scale, retaining the grass verges and trees whilst paying more attention to local pinch points. It is inherent that some of the green verges will have to be removed"**. It is anticipated that any scheme delivery will be outside the MITP programme.

2.6 Given the nature and proximity of the schemes, including other externally funded schemes and constraints on the network, and the potential to exacerbate already congested locations during the construction stages, a phased delivery programme, shown in Fig 1, has been produced.

Project	Apr 19	May 19	Jun 19	Jul 19	Aug 19	Sep 19	Oct 19	Dec 19	Jan 20	Feb 20	Mar 20	Apr 20	May 20	Jun 20	Jul 20	Aug 20	Sep 20	Oct 20	Nov 20	Dec 20	Jan 21	Feb 21	Mar 21
1	Detailed Design						Procurement					Construction											
2	Detailed Design						Consultation					Procurement					Construction						
3	Planning Application						Detailed Design					Procurement					Construction						
4	Detailed Design						Procurement					Construction											

Figure 1: Indicative MITP Delivery Programme

2.7 During the business case evaluation period, there is a two 'Stage Gate' review process. This offers the authority the opportunity to submit additional information based on a Red/Amber/Green (RAG) rated system to strengthen the business case. A very positive first Stage Gate review was received from the independent evaluator, and additional requested information returned accordingly.

2.8 A decision regarding the release of the remaining Local Growth Funding provisionally allocated to this programme will be announced at the SELEP Accountability Board on the 12th April 2019. KCC remain positive that the business cases for these schemes in Table 1 will be reviewed by SELEP's Independent Technical Evaluator as presenting high value for money with medium to high certainty of achieving this.

2.9 A funding breakdown including S106 developer contributions secured for each scheme can be seen in **Table 2**.

Scheme	LGF	S106	Total
Coldharbour Roundabout	£2.7m (secured)	£0.816	£3.516m
A20 Ashford Road/Willington Street	£1.672m (required) (this includes the original £1.3m)	£0.128	£1.8m
A229 Loose Road Corridor	£2.528m (required)	£0.822	£3.35m
A20 Hall Road Aylesford	£2m (required)	£1.3m	£3.3m
TOTALS	£8.9m	£3.066m	£11.966m

Table 2: Funding Breakdown

3. Associated Risks:

3.1 Risks remain with the delivery of this programme and are identified below:

3.2 **Project 1:** Land requirement was the biggest risk in the delivery of this scheme. Meetings have been held with the land owner, Secretary of State representative and KCC to discuss a way forward. An 'Agreement in Principal' has been reached and although this remains a risk until heads of terms are signed, this is now a **low risk**.

- 3.3 **Project 2:** Due to its' constrained environment, the need to acquire third party land to deliver this scheme is essential. This also requires 'Traffic Regulation Orders' to alter existing access to side roads. In order to successfully deliver benefits on this corridor, support must be given and gained by Members and the local community. However, based on previous experience in relation to support for a scheme that requires land to be delivered and the need for land acquisition can be an emotive subject, this could result in negative feedback. The need to acquire third party land through Compulsory Purchase (CPO) powers, would mean a protracted process and would significantly impact on the timeframe for delivery. Therefore, this scheme remains a **high risk**.
- 3.4 **Project 3:** In order to deliver this project, vegetation requires removing and an existing 'listed' ragstone wall requires to be taken down and re-sited. A planning application needs to be submitted accordingly, this could generate objections although it must be noted that any vegetation removed can be replanted and the existing ragstone will be used and replaced where necessary. A commission has been issued to develop the feasibility design through to detailed design and this will be completed in July 2019. Early engagement has identified support for this scheme and therefore this is a **medium/low risk**.
- 3.5 **Project 4:** The main risk with this scheme relates to the statutory undertaker apparatus diversionary works. Liaison continues with the relevant undertakers to understand the impact on their apparatus and the estimate for undertaking diversionary works. Land owners have indicated their 'Approval in Principal' to 'gift' the required land. This project will remain a **medium risk** until utility alterations are fully understood.

4. Conclusion

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

To: Maidstone Joint Transportation Board
By: KCC Highways and Transportation
Date: 17th April 2019
Subject: Highway Works Programme 2019/20
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2019/20

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2019/2020.

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Appendix D – Transportation and Safety Schemes – See Appendix D

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

Developer Funded Works – Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Member Fund – see Appendix H

Maidstone Winter Plan – Appendix I

Well Maintained Highways – Appendix J

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

Conclusion

1. This report is for Members information.

Contact Officers:

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

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

Appendix A – Footway and Carriageway Improvement Schemes

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

Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A274 Maidstone Road	Langley	From the B2163 Upper Street to Warmlake Road	To be programmed
A20/A26 Rocky Hill	Maidstone	Maidstone Gyratory to Terrace Road	To be programmed
A20 King Street	Maidstone	Watt Tyler Way and Wyke Manor Road	To be programmed
Sheal's Crescent	Maidstone	From Loose Road (through Hayle Road, College Road, Mill Street) to Bishops Way	To be programmed
Linton Road	Loose	From Lancet Lane to Rosemount Close	To be programmed
Forstal Road	Aylesford	From bridge deck over motorway to Beddow Way	To be programmed
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Mote Road	Maidstone	From the junction with Square Hill Road to Willow Way (Northern side) (Footway Reconstruction)	In Design and to be programmed in conjunction with the Cycle path works on the Southern side.
Banky Meadow	Barming	Entire length (Footway Protection).	Completed
Maplesden Close	Barming	Entire length (Footway Protection).	Completed
Long Rede Lane	Barming	From the junction with Banky Meadow to o/s No's 40 and 17 (Footway Protection).	Completed

Surface Treatments – Contact Officer Mr Jonathan Dean

Micro Surfacing

Road Name	Parish	Extent and Description of Works	Current Status
Straw Mill Hill	Tovil	From Tovil Hill to Fire Headquarters	Completed
A229 Cranbrook Road	Staplehurst	From Pinnock Lane to the Knox Bridge	Completed
Hunton Hill (And Upper Hunton Hill)	Hunton	Heath Road to junction with East Street	Completed
Heath Road	Coxheath	From Woodlands to Coxheath crossroads	Completed
Hawkenbury Road	Staplehurst & Hawkenbury	Yew Tree Farm junction with four oaks roads to 2 Hawkenbury Villas.	Completed
Headcorn Road	Staplehurst & Hawkenbury	From River Bridge to Slaney Road	Completed
Butt Green Lane	Linton	A229 Linton Hill to the Stream Boughton Bottom Cottage	Completed
Five Oak Lane	Staplehurst	Five Ash Lane to Goudhurst Road	Completed
Faversham Road	Lenham	Maidstone Road (Lenham Town square) to A20	Completed
The Street	Boxley	Village Gateway to Styles Lane	Completed
South Green	Sittingbourne	Detling Hill to Rumstead Road	Completed
Church Lane	Barming	TBC	Completed
Maidstone Road	Lenham	High Street to A20 Ashford Road	Completed
Cornwallis Avenue	Linton	Whole length	Completed

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

Appendix B – Drainage

Drainage Repairs & Improvements - Contact Officer Earl Bourner			
Road Name	Parish	Description of Works	Current Status
Bonnington Road	Boxley	Drainage improvements	Completed
Tufa Close	Walderslade	Relocation of soakaway	Awaiting start date
Smith's Hill	West Farleigh	Investigation works	In planning

Appendix C – Street Lighting

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

Street Lighting Column Replacement – Contact Officer Sue Kinsella				
Road Name	Column	Parish	Description of Works	Status
Station Road	KSFA029	Staplehurst	Column replacement	Completion by

				June 2019
Brishing Lane	KBFE010	Maidstone	Column replacement	Completion by June 2019
High Street	KHDO053	Staplehurst	Column replacement	Completion by June 2019
Whitmore Street	KWCR501	Maidstone	Column replacement	Completion by June 2019
Milton Street	KMCW503	Maidstone	Column replacement	Completion by June 2019
Warwick Place	KWAI501	Maidstone	Column replacement	Completion by June 2019
Warwick Place	KWAI502	Maidstone	Column replacement	Completion by June 2019

Appendix D – Transportation and Safety Schemes

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

Location	Parish	Description of Works	Lead officer	Current Status
Great Danes Roundabout	Rural	Signing and road marking improvements	Jennie Watson	Scheme handed over to the contractor – Awaiting date for completion
Mill Street/Palace Avenue	Urban	Lining refreshing	Jennie Watson	Works partially completed in October 2018 – Yellow box markings completed – Contractor to return to refresh white lining
A20 Ashford Road, Lenham	Rural	Scheme to make changes to junction	Jennie Watson	Works substantially complete. However, there are still some items that need to be rectified

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

Location	Parish	Description of Works	Lead officer	Current Status
East Farleigh Bridge	East Farleigh	Upgrade of signing and lining	Paul Leary	Works programmed for completion late March/early April 2019
Mote Park Cycleway	Maidstone	Upgrade of cycle route	Michael Hardy	Construction phase underway. Northern footway substantially complete. Toucan crossing works began on 25 th February estimated for 4 weeks. Southern side due to commence end of March 2019.

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) Maidstone Borough

Contact Officer Claremarie Vine, (Additional Officers for sites Jamie Hare, Aaron Divall, Steven Noad & Sarah Sims)

Scheme Name	File Ref.	Officer	Parish	Description of Works	Current Status
BP Tudor Service Station, London Road	MA003072	CV	Allington	Alterations to existing access	Works almost complete, pedestrian crossing point and additional signage still to do.
Bell Farm, North Street	MA003098	SN	Barming	New accesses to split sites, shared surface and new crossing point	Agreement signed, highway works commenced, due to restart late March/April
Cross Keys	MA003100	JH	Bearsted	New access, crossing point and parking area	Agreement signed
Heath Road/Church Street	MA003111	SS	Boughton Monchelsea	New access, footway works, yellow lines and crossing upgrade	Works completed all bar the lights awaiting Crossing (Lights) date from Talent.
Hubbards Lane	MA003084	CV	Boughton Monchelsea	Two accesses to minor developments	Works completed on both accesses, pedestrian crossing point to add
Langley Park, Sutton Road	MA003028	AD	Boughton Monchelsea	New roundabout and associated ancillary works for new development	Adopted
Lyewood Farm, Green Lane	MA3247 MA3248	AP	Boughton Monchelsea	New housing development and access	Awaiting technical approval
Maidstone Studios, New Cut Road	MA003110	SS	Boxley	Zebra crossing and pedestrian crossing points	All works complete bar High Friction surface being laid 24/3/19
St Michaels Close, Aylesford	MA003103	SS	Boxley	Waitrose car park, new access	Works completed and in maintenance
Goya Development, St Michaels Close, Aylesford	MA003123	SS	Boxley	New access and footway work to new commercial properties	Works ongoing currently to footway then gully to be inserted along with surface for new Access

Heath Road (North side)	MA003063	CV	Coxheath	New access and Footway work	Works completed and in maintenance
Linden Farm, Stockett Lane	MA003107	SS	Coxheath	Access to new development and footway link to community hall	Access & footway completed further 2 accesses to restore to footway near completion of development.
Forstal Lane	Ma003141	SS	Coxheath	Widening of road and new footpath with access to new development	Awaiting Technical Approval – In discussion with developer.
Land north of Heath Road Phase 2	MA3257	AP	Coxheath	Access to new development	Awaiting technical approval.
Gatland House, Gatland Lane	MA003081	CV	Fant ward	Parking restrictions, signage, road markings and tactile crossings for new school	Works completed, Remedials to do.
Bell Farm, Ashford Road	MA003094	CV	Harrietsham	Realignment of Church Road to form new access onto A20. New footway along A20	Works completed and in maintenance.
Mayfield Nursery, Ashford Road	MA003135	SS	Harrietsham	New access and alterations to existing Highway to adjoin upcoming Scheme Works	Works ongoing on site currently
Lenham Road (North side)	MA003062	CV	Headcorn	New Footway to site and extension of speed limit boundary	Works completed and in Maintenance
Lenham Road (South side)	MA003057	CV	Headcorn	New footway	Agreement prepared
Grigg Lane, Lenham Road,	MA003050	CV	Headcorn	Access onto Grigg Lane and Lenham Road. Footway on Grigg Lane	New accesses at Grigg Lane and Lenham Road in place, New footway Grigg Lane completed
Oak Lane and Wheeler Street	MA003048	CV	Headcorn	New footway plus junction improvements	Works completed and in maintenance

Wheeler Street, Headcorn	MA003137	SS	Headcorn	2 new accesses - off Wheeler Street and Kingsland Grove	Technical Approval given awaiting fees and signed agreement before works commence.
Ulcombe Road	MA003150	SS	Headcorn	Access to new development	Accesses both in, awaiting street lighting agreement and TRO. Technical Approval in progress.
Forge Meadows	MA3253	AP	Headcorn	Access to 2 new properties and vehicle crossovers to existing properties	Awaiting technical approval
Kings Road/Millbank	MA3262	AP	Headcorn	Signalised crossroads (linked to Ulcombe Road MA3150)	Awaiting technical approval
Grigg Lane & Wheeler Street	MA3250	AP	Headcorn	Access to new development and zebra crossing	Awaiting technical approval
Eyhorne Street	MA3198	AP	Hollingbourne	New access to development	Awaiting technical approval
Ledian Farm	MA003086	JH	Leeds	Proposed new access to development site at Ledian Farm	Letter of Agreement signed. Works started.
8 Faversham Road	MA003032	CV	Lenham	New access	In maintenance
The Paddocks, Ashford Road (Grove House, Old Ashford Road)	MA3114	CV	Lenham	New access, speed reduction to 50mph and footway link to Faversham Road	Revised plans awaited – pending minor alteration at planning and further layout details for A20. TRO applied for.
Old Ashford Road	MA003018	CV	Lenham	New footway plus access	Approaching end of maintenance, bus stop location to amend.
Week St/Gabriel's Hill	MA003120	SS	Maidstone	Town Centre Public Realm improvements	Works on-going, due to complete May 2019
The Lodge, Beaver Road	MA003091	AD	Maidstone	New Footway and crossing point	Adopted

Wallis Avenue Phase 3, Parkwood	MA003085	CV	Maidstone	Some stopping up of highway completed for redevelopment of old carpark and shops area opp. Longshaw Road	Works to 3 realigned accesses completed. F/way resurfacing completed.
The Coppice, A274 Sutton Road	MA003076	AD	Maidstone	New Toucan crossing	Adopted
Hermitage Lane/ Howard Drive	MA003070	AD	Maidstone	New access for development (opposite the quarry entrance)	Works complete
Hermitage Lane, (opp. Maidstone Hospital)	MA003060	JH	Maidstone	New Traffic signal junction	In maintenance period
Bridge House Nursery, London Road	MA003051	AD	Maidstone	Traffic signal junction alterations at Beaver Road	Adopted
Oakapple Lane/ Hermitage Lane	MA003046	AD	Maidstone	New bellmouth junction and associated ancillary works for new development including new bus stop	Main works complete, remedial works awaited
531 Tonbridge Road	MA003045	CV	Maidstone	Service layby for new retail unit	In maintenance
Land to the north of Sutton Road (The Coppice)	MA003040	AD	Maidstone	New right turn lane and bellmouth junction	Adopted
Imperial Park	MA003017	AD	Maidstone	New right turn lane and bellmouth junction, plus associated footway works	Works complete, remedials list issued
McDonalds drive-through, Hart Street	MA003013	CV	Maidstone	New access, improvements to Hart Street.	Approaching the end of maintenance – a structure affecting the highway requires maintenance agreement, plus remedial work to do
Heath Road,	MA003134	SS	Maidstone	New access and	Technical Approval given. Currently going through

Coxheath				new footway	legal. Since found out works to access were carried out without approval.
Maidstone School of Science, New Cut Road	MA003197	SS	Maidstone	New access to School and New roundabout and alterations to Highway	Temp access granted and works commenced off the Highway. Looking to carry out works from May 2019. Technical Approval nearing completion.
Hartnup Street	MA003138	SS	Maidstone	New Access	Works complete now in maintenance.
Royal Engineers Road	MA003127	SS	Maidstone	New footpaths to development	Awaiting Structures Approval
The Poplars, Ashford Road	MA3254	AP	Maidstone	Access to new development	Awaiting technical approval
Goudhurst Road, Church Green (Plain Road development)	MA3118	CV	Marden	Install Zebra crossing near rail station.	Zebra crossing complete.
Howland Road	MA003088	SN	Marden	New development access	Agreement signed, highway works part complete
Goudhurst Road/West End (Plain Road Development)	MA3118	CV	Marden	Refurbish Zebra crossing outside school and Bus Borders to add by Library stops.	Work completed
Napoleon Drive and Plain Road	MA003079	CV	Marden	New access on each road for new housing development	New accesses in place. Provision made for new bus waiting area outside site on Plain Road.
The Parsonage, Goudhurst Road	MA003066 MA003067	CV	Marden	New access and associated upgrade works	Access substantially completed, village gateway to be agreed
MAP Depot, Goudhurst Road	MA003012	CV	Marden	New bellmouth junction and footway	Works in maintenance. Remedial works near completed and interactive speed sign awaiting installation
Albion Road, Marden	MA003132	SS	Marden	New Access and development	Technical Approval given. Works commenced on site

					only. Still no date for works on S278
Spencers Field, Goudhurst Road	MA003151	SS	Marden	Access to new development (via the Parsonage)	Awaiting Technical Approval
Hen and Duckhurst Farm, Marden Road	MA003109	CV	Staplehurst	New Roundabout for development access	Works on highway almost completed.
Fishers Farm (East) Headcorn Road (Redrow)	MA3106	SS	Staplehurst	Realignment and new access at Headcorn Road/Pile Lane junction	Access complete. Pile lane re-alignment completed. Road now open.
Fishers Farm (West), Headcorn Road (Bovis)	MA3037	SS	Staplehurst	New access onto Headcorn Road	Technical Approval given for new access.
Woodford Park	MA003099	SS	Staplehurst	New access for 9 dwellings	Works to access still to complete after utility works.
Bell Lane	MA003030	CV	Staplehurst	Upgrade of existing access for new development	Due for adoption.
Oliver Road Staplehurst	MA003019	CV	Staplehurst	Ped crossing to Marden Road, junction markings and bus boarders	Works completed
The Oaks, Maidstone Road	MA003078	CV	Sutton Valence	Upgrade existing Vehicle crossing access to Bellmouth with tactile crossing.	Works complete
Valdene Industrial Estate	MA003054	CV	Sutton Valence	Upgrade of existing bellmouth and extension to f/w	Footway works carried out, access still to do.
Appleacres, Maidstone Road	MA003152	SS	Sutton Valence	Access to new development and footway works	Awaiting Technical Approval
Tovil Green Lane	MA003095	CV	Tovil	New Footway and crossing point to side of site	Remedials completed – in maintenance

Cripple Street Maidstone	MA003093	CV	Tovil	New access to development, widening and footway works	Due for adoption
Site opposite cottages 129-147 Dean Street/Farleigh Hill	MA003007	CV	Tovil	New access speed limit relocation, new footway and bus stop provision	Works completed and in maintenance
Hampstead Lane	MA3101	SS	Yalding	Relocate access to new development at old depot adj. station. Minor footway works	Awaiting snagging works to be completed.
Vicarage Road	MA003121	SS	Yalding	New access to development and speed restraints on existing Highway	Technical Approval Granted

Developer Funded Works (Section 106 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
18/19-S106-MA-486	A20 Ashford Road	Harrietsham	Village improvement works including speed limit, lining, crossing points	Works being undertaken to modify central island to puffin crossing before moving to southern footway. Works also taking place adjacent to bus layby opposite Church Lane before moving to footway under railway bridge. Micro asphalt surfacing scheduled for early May 2019
18/19-S106-MA-819	Linton Crossroads	Linton/Loose	Junction/signal upgrade	Finalising detailed design. Anticipating construction Summer 2019

Appendix F – Bridge Works

Bridge Works – contact officer Earl Bourner			
Road Name	Parish	Description of Works	Current Status
No works planned			

Appendix G – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; 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
B2162 Twyford Bridge, Yalding	Refurbishment of traffic signals	Proposed February 2019

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

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

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

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

The list is up to date as of 15th March 2019

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, or
- highway studies, or
- traffic/non-motorised user surveys funded by Members, or
- requests for tree planting to be funded by Members

Dan Daley and Rob Bird

Details of Scheme	Status
18/19-CMG-MA-722 – Queens Avenue, Maidstone Construction of build out for part one way	Works Complete

Ian Chittenden

Details of Scheme	Status
18/19-CMG-MA-659 – Granville Road junction Boxley Road, Salisbury Road junction Boxley Road, Grecian Street junction Boxley Road and Bannister Road junction Hillary Road Traffic Regulation Order application for double yellow lines and corner protection	Works complete

Paul Carter

Details of Scheme	Status
18/19-CMG-MA-730 – Provender Way Traffic Regulation Order application for corner protection on roads off Provender Way	Works complete

Contact: Susan Laporte 03000 418181