

## BORDEN HIGHWAYS WORKING GROUP REPORT OCTOBER 2023

Further to the Highways Group meeting with KCC Highways in August one of the actions was for the Group to arrange a meeting with KCC Highways Major Capital Program Team, to discuss Borden's questions/concerns and for them to update the Parish Council on the program and delivery of the scheme, which we did on 11<sup>th</sup> October.

At the meeting, the Key Street Roundabout plans were reviewed and discussed and the following actions were agreed for KCC to take away, these are in the process of being confirmed with KCC and any changes or updates will be advised in the next report.

1. Look at Manor Farm Roundabout – revisit modelling.
2. Liaise with the developer to see if a gateway feature is worth putting in and or a public crossing point at Chestnut Street.
3. Regarding Chestnut Street the departure from the standard for reducing the flow width past the island could be looked at – reduce down the width to 3.65m.
4. Share the landscaping plan through Chestnut Street with PC who can then comment on it.
5. Re phases will share strategy and get some newsletters out – via Sophia.
6. Speak to the Streetworks team to consult the PC on proposed roadworks outside of the scheme that the Streetworks team is doing, during the period of works.
7. JB to email GC of Wises Lane Group re referring to Platinum Way and not the link road.

On 12<sup>th</sup> October the Highways Group met again with the KCC Highways Community Engagement Officer and several other key stakeholders at the meeting, which included the KCC Active Travel Group Manager and the Swale Active Travel Officer.

At this meeting, the report from their September site visit through the roads of Borden was reviewed and they updated the Highways Group on their findings and support that they could offer to improve road safety and air quality.

From their site visit, they agreed that a lot of the Borden Roads would fit the criteria for a 20 mph speed limit (see appendix 1 for the map produced). The total estimated cost of this would be in the region of £15,000 to £20,000, this includes the design fee, TRO, road closure costs and all signage. This type of project can take up to 18 months to implement, and KCC was asked if there was any funding available towards this and if there may be some support available in the form of i.e. TRO costs.

If this course of action was agreed by the Parish Council before any work could start the Parish Council would need to carry out an informal engagement with residents.

The Chestnut Street and Danaway speed limit was discussed and the results of the recent speed survey. The speed limit there is 50mph with 30mph speed limit currently in place due to the work being carried out. They thought that 30mph was not suitable but thought that maybe a 40mph limit seemed right for the road type.

Cllr Bolas explained in depth the makeup of Chestnut Street and Danaway being residential with a lot of stables and that we were looking for a fundamental change to do what we could to help the people who need it most, not the speeders and that extra measures were needed to highlight traffic coming into a residential area. He asked KCC to consider what highway measures would be needed to make Danaway suitable for a 30 mph limit as well as having regard to the Police view, and report that back to us.

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An action was taken by KCC to discuss with Kent Police and make a case that the Parish Council thinks it should remain at 30mph, although the initial assessment is not compliant they will get in touch with the Police and share the speed survey results for their input about changing the Maidstone Road speed limit to 30mph, and will come back to the Parish Council with the outcome of that consultation.

Oad Street was also discussed at length including the traffic flow and what possible traffic calming measures may be available. On their site visit and drive through the gateway into village/Hamlet, they thought that improvements could be made by installing new signs and road markings, which was costly, replacing the old with a new village sign and maybe a gateway if there was sufficient width, a lot of signs needed either replacing and even cleaning. This has been passed over to their operations team to look into.

Cllr Baldock noted that going into Oad Street from the village, the first sign is prioritised with a chicane, when further in the village it narrows and there is no priority which is a problem. The traffic speed coming from the motorway side was also discussed as a concern, along with the danger of the narrowing section by the floating island where the traffic from the motorway end does not always slow down and the risk to cyclists from the rumble strips. If a decision is made to remove the rumble strips the Parish Council would need to carry out an informal engagement with residents.

Cllr Sims asked about the Armco barrier that was suggested for the School, and KCC thought that the 20mph scheme would cover that risk, it was costly to change to an Armco barrier, but they will contact their Asset Manager regarding the Armco barrier request to see if it is suitable.

### **Actions added to the Borden Highways Improvement Plan (HIP), and to be shared with the Full Council for agreement before any actions are committed to.**

1. Borden Parish - extents of 20mph agreed with the Parish Council's Highways Group.
2. Parish Council to carry out informal engagement with residents to seek support for the 20mph speed limit.
3. Will consider Cryalls Lane as a Phase 2 (Possible Quiet Lane)
4. Speed survey of the Maidstone Road carried out and analysed by KCC.
5. KCC to speak to Police and share speed survey results to see if they would support a 30mph speed limit on Chestnut Street and Danaway (Maidstone Road).
6. Oad Street – The Parish Council has requested an upgrade of give-way priority signs on the approach to build out. To be investigated by KCC.
7. Oad Street - Parish Council to carry out informal engagement with residents to see if they would support the removal of the granite setts
8. School Lane bend by School– Further to the Parish Council's request for bollards to be replaced with Armco barrier, KCC will liaise with the Highway Manager and Asset Manager to consider.

The Highways Working Group

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