

AMENDED AGENDA

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 3 September 2014

Time: 5.30 p.m.

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Ash, Bird, Brown, Burton, Carter,
Chittenden, Clark, Cooke, Cuming,
Daley, Ells, English, Fissenden,
Hotson, Moriarty, Mrs Stockell
(Chairman), Mrs Whittle, Willis and
J.A. Wilson (Vice-Chairman)

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1. Apologies for Absence
2. Notification of Substitute Members
3. Notification of Visiting Members

Continued Over/:

Issued on 3 September 2014

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact Debbie Snook on 01622 602030**. To find out more about the work of the Board, please visit www.maidstone.gov.uk

Alison Broom

**Alison Broom, Chief Executive, Maidstone Borough Council,
Maidstone House, King Street, Maidstone, Kent ME15 6JQ**

4. Disclosures by Members and Officers
5. Disclosures of lobbying
6. Minutes of the Meeting held on 22 January 2014
7. Petitions (if any)
8. Questions/Statements by Members of the public
9. Report of KCC Head of Transportation - Petitions Report
10. Report of KCC Head of Transportation - Maidstone Bridges Gyratory
11. Report of KCC Cabinet Member for Community Services - Christmas/New Year 2013/14 Storms and Floods
12. Report of the Kent Association of Local Councils - Christmas and New Year Storms and Flooding
13. Report of KCC Head of Programmed Works, Highways, Transportation and Waste - Reconstruction of Willington Street
14. Report of KCC Head of Transportation - Maidstone Schemes Report
15. Report of KCC Highways and Transportation - Highway Works Programme 2014/15
16. Report of KCC Head of Transportation - Member Highway Fund Update

17. **Report of KCC Head of Transportation - Maidstone Transport Strategy Options**

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Registering for Public Speaking

In order to book a slot to speak at this meeting of the Joint Transportation Board please contact Debbie Snook on 01622 602030 by 3.30 p.m. on the day of the meeting. You will also need to inform us of the topic you wish to speak on. Please note that slots will be allocated on a first come, first served basis up to a maximum of ten speakers.

To : Maidstone Joint Transportation Board
By : Tim Read – KCC Head of Transportation
Date : 3rd September 2014
Subject : Maidstone Transport Strategy Options
Classification: For Information and Discussion

Summary : A Kent County Council report that clarifies KCC's position on progress towards an Integrated Transport Strategy

1.Introduction

1.1 This report has been produced with the aim of clarifying Kent County Council's position on the huge challenges that lie ahead in the delivery of affordable infrastructure to support sensible levels of housing and employment growth in the Borough.

1.2 KCC's submission on the Draft Maidstone Local Plan Regulation 18 consultation clearly stated its serious concerns over the size of the proposed housing target and the planned locations, and the severe impact that this would have on the highway authority's ability to manage the network. Maidstone town centre has a long history of severe peak hour congestion problems resulting from uncontrolled disproportionate growth, and KCC as the Local Highway Authority will not accept this being simply compounded by excessive further development. The KCC response therefore presented sustainable levels of growth in sensible locations matched to affordable infrastructure with minimal impact upon the public purse.

2.Background

2.1 KCC has been reviewing the potential for various improvements to the capacity of the highway network, as shown in the attached Table. This is very much work in progress, and any options chosen will be tested through the use of the Maidstone transport model once housing and employment targets have been agreed.

2.2 The model has now been updated to 2014. MBC have requested that the next step will be to establish the Do Minimum position at the 2031 target year for the Local Plan. This will form the base from which the impact of the Local Plan aspirations, and the transport measures that will support them, can be assessed. The model work is specifically aimed at the urban area. Development in the rural areas will have local traffic and transport impacts to be addressed.

2.3 As Local Highway Authority, KCC's view is that whatever growth levels are planned, further highway capacity improvements will be necessary, but will need to balance the desire to increase capacity with the physical impact that they can cause to the environment, both urban and rural. KCC also needs to be convinced of the effectiveness, affordability and deliverability of any transport infrastructure that is eventually promoted as being necessary to support the Local Plan, and that the cost to the public purse is minimised.

3.Delivery of Infrastructure

3.1 Both authorities have a vital statutory interest in progressing work on the Local Plan and a duty to co-operate. The absence of an adopted Local Plan and agreed Transport Strategy has become a considerable difficulty in dealing with current planning applications. KCC has had to adopt a piecemeal approach to negotiating what it believes are appropriate contributions to network improvements as each site comes forward.

3.2. The total cost of the schemes shown in the attached Table is, at a minimum, some £60m. This is before the consideration of any complementary transport measures that could assist in reducing the rate of traffic growth. One of the main challenges will be to produce evidence to an eventual inquiry by the Planning Inspectorate that the infrastructure necessary to support the growth aspirations can be delivered, and indeed, is affordable. KCC will insist on this funding being guaranteed before embarking upon the complex and expensive process of promoting major road schemes.

3.3 KCC currently expects that the future funds likely to be available will fall short of the total indicated in the Table. The estimation of future available funding is extremely complex. Recent negotiations have yielded up to £3,000 per dwelling through S106 Agreements. If this figure were to be repeated for all new dwellings throughout the life of the Local Plan, the total yield would be some £40m – as over 4,000 of the 2010-2031 objectively assessed need figure have already been built. It is essential that both authorities to work together in seeking funds from developers, so that each contribution is a positive step towards an agreed comprehensive strategy.

3.4 The location of sites is also a factor. For instance, it would be unreasonable to expect development in the rural villages to fund capacity improvements in the town, as their direct impact would be very small and would come with its own local infrastructure needs, and by their location, would reduce pressure on the town's transport system.

3.5 KCC will continue to bid for central government funds such as the Local Growth Fund and any successor grants. We have already been successful, with recent awards of £4.56m to the Bridges Gyratory scheme, and £8.9m towards the Integrated Transport Strategy. The Bridges Gyratory will also be supported by a welcome contribution from MBC's New Homes Bonus.

4. Objectives

4.1 The aim of this report is to promote discussion about the location of development in transport terms, about scheme options, and to seek Members' views on what they see as an acceptable target level for journey times for the Integrated Transport Strategy. It is extremely unlikely that we would be able to reduce the impact of congestion in the town of the substantial levels of growth planned to "nil detriment" – ie to stay at their current levels without fundamentally re-assessing where the development should be located and what infrastructure it can be guaranteed to fund.

5. Additional Measures

5.1 Many of the measures shown in the Table appended to this report are at early stages of preparation. The initial cost estimates will be subject to change, but they give a general picture of the overall costs. The proposals will need to be amalgamated with the Borough Council's sustainable strategy for the Local Plan, so that both authorities can work towards a common approach to present to a government planning Inspector at the eventual Examination in Public for the Local Plan. More assessment work is required to clarify the impact and benefits that each element would entail.

5.3 In addition, MBC is currently considering the responses to their additional call for housing sites. The allocation of new sites may have an impact on the need for improvements elsewhere on the network, Both MBC and KCC would need to consider the cumulative impacts of all the potential sites.

6. Working Group

6.1 As referred to above, many of the schemes require further work, and a formal assessment of their costs and benefits, before they can be considered for adoption as part of an Integrated Transport Strategy. KCC will form a Working Group with the MBC to pursue these and other emerging schemes, which will include representatives from this Board and other interested parties, such as the Kent Association of Local Councils and the SMART group.

7. Summary

7.1 This report is intended to set out the Highway Authority's position and to promote debate and discussion. KCC would welcome clear guidance from Members on their preferences and priorities for the next steps in producing an Integrated Transport Strategy.

Contact Officers:

Tim Read, Peter Rosevear – 03000 418181

Maidstone Transport Strategy - Potential Options

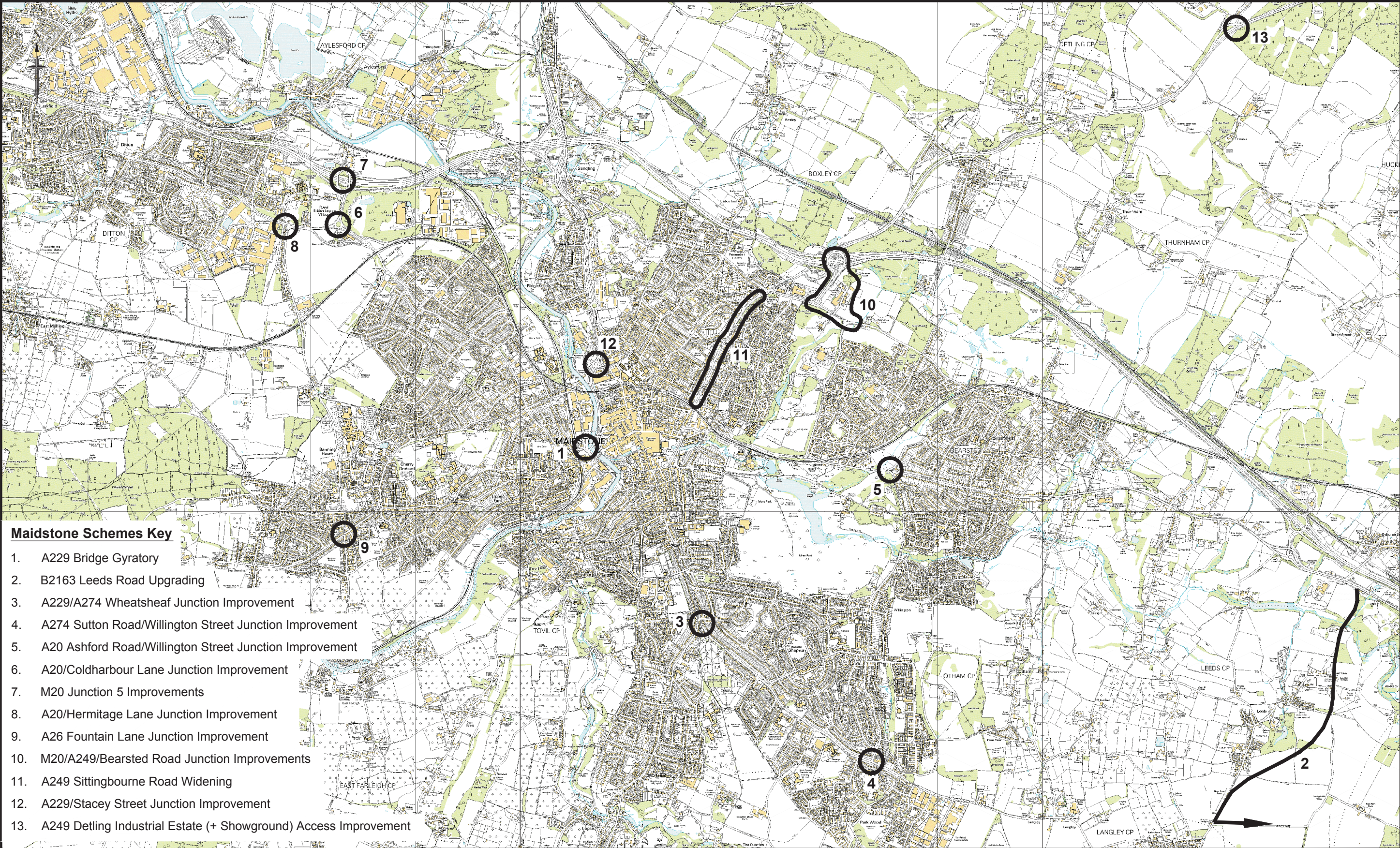
Table 1

Scheme Description (Plan Ref)	Problem Addressed	Development Area to Benefit	Estimate of Cost	Potential sources of Funds	Degree of Difficulty (Issues to be addressed)
Bridges Gyratory (Two northbound lanes for A229 traffic) 1	Congestion caused by concentration of A229, A20, and A26 traffic at the river crossing	The scheme would ease a major congestion point in the town centre to the benefit of many development sites	£5.7m	LGF Award/ MBC New Homes Bonus	Intended start in 2015/16
B2163 Leeds Road Upgrading 2	Remove traffic from narrow road through the village and open up land for potential housing development	Kingswood/Broomfield (Potential 1,000 homes)	£25m	Development/ Future bids to central government	Cost Land Take Environment
A229/A274 Junction Wheatsheaf 3	Main point of congestion south of the town centre and air quality hot spot	Sutton Road and Loose Road Corridors (1,000 + homes)	£5m	Developer/ future bids to central government	Cost Land Take Blight
A274/Willington Street/ Wallis Avenue junctions 4	Congestion to be caused by permitted development	Langley Park Farm & Land North of Sutton Road (1,000 homes)	£0.8m	Developers	Already associated with permitted development

A20 Ashford Road/ Willington Street 5	Existing congestion east of the town centre	Mainly aimed at existing congestion Some benefit to development south east of the town	£0.2m	Developers	Minor road widening
A20/Coldharbour Lane junction (off M20 J5) 6	Congestion on A20 London Road (Must be coordinated with development aspirations in T&M Borough)	Hermitage Lane housing sites (Potential 1,000 homes)	£2.6m	Developers/ Future bids to central government	Cost Land Take
M20 Junction 5 Traffic Signal Control 7	Future congestion	Hermitage Lane housing sites (Potential 1,000 homes)	£0.7m	Developers	Highways Agency requirements
A20/Hermitage Lane junction 8	Future Congestion (Must be coordinated with development aspirations in T&M Borough)	Hermitage Lane housing sites (Potential 1,000 homes)	£0.8m	Developers/ Future bids to central government	Cost
A26 Tonbridge Road Fountain Lane junction 9	Existing and Future Congestion and Air Quality Hotspot	Hermitage Lane housing sites (Potential 1,000 homes)	£0.4m	Developers	Timing
M20 Junction 7 and Bearsted Road roundabouts 10	Existing and Future Congestion	Appropriate Development in the vicinity of Junction 7 (inc. KIMS medical campus)	tbc (£5m +)	Developers	Timing and Planning Restrictions

A249 Sittingbourne Road widening Tudor Avenue to Claremont Road 11	Poor Alignment	Eclipse Park and Newnham Court	tbc (£5m +)	Future bids to central government	Cost Environment Land Take Blight
A229 Royal Engineers Way (White Rabbit Roundabout) Traffic Signal Control 12	Future Congestion	Maidstone East Regeneration & James Whatman Way (Paper Mill/Springfield site) (Potential 900 + homes)	£1m	Developers	Integration with UTMC system
A249 Detling Industrial Estate/Showground 13	Safety of Access	Support potential regeneration of Industrial Estate (Potential 1,000 homes)	£5m	Developers/ Future bids to central government	AONB Cost

Total	£57m +
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Maidstone Schemes Key

- 1. A229 Bridge Gyratory
- 2. B2163 Leeds Road Upgrading
- 3. A229/A274 Wheatsheaf Junction Improvement
- 4. A274 Sutton Road/Willington Street Junction Improvement
- 5. A20 Ashford Road/Willington Street Junction Improvement
- 6. A20/Coldharbour Lane Junction Improvement
- 7. M20 Junction 5 Improvements
- 8. A20/Hermitage Lane Junction Improvement
- 9. A26 Fountain Lane Junction Improvement
- 10. M20/A249/Bearsted Road Junction Improvements
- 11. A249 Sittingbourne Road Widening
- 12. A229/Stacey Street Junction Improvement
- 13. A249 Detling Industrial Estate (+ Showground) Access Improvement

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A	29/08/14	SCHEME NUMBERING AMENDED	GDL		
0	12/06/14	FIRST ISSUE	GDL	PR	
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd

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Kent County Council
Ashford Highway Depot
Henwood Industrial Estate
Ashford TN24 8AD
Tel: 03000 418181

Project		MAIDSTONE SCHEMES	
Drawing title		Drawing status	
Scale	N.T.S at A3		Do not scale
Drawing number		Rev	