

# AMENDED AGENDA

## MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 13 July 2016  
Time: 5.00 pm  
Venue: Town Hall, High Street,  
Maidstone

Membership:

Councillors Bird, Brown, Burton (Vice-Chairman),  
Carter, Chittenden, Clark, Cooke,  
Cuming, Daley, Garten, Mrs Grigg,  
Hotson (Chairman), T Sams,  
Springett, Mrs Stockell, Vizzard,  
Mrs Whittle, Wilby and Willis

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

**Continued Over/:**

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**Issued on Thursday 7 July 2016**

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 Poppy Collier on 01622 602242**. To find out more about the work of the Committee, please visit [www.maidstone.gov.uk](http://www.maidstone.gov.uk)

**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 20 April 2016
7. Petitions

Notice has been given pursuant to Council Procedure Rule 11 of the intention to present a petition in the following terms:

We the undersigned agree with the Planning Committee of the Maidstone Borough Council when at their meeting on 28 May 2015 and in connection with the proposed development on the Mayfield Nursery site (Planning Application number 13/1823); they voted for the following Informative to be added to the Planning consent:

*"The highway improvements to the A20 associated with the development shall include the provision of a pedestrian footway along the southern side of the highway linking the development with the existing bus stop and an uncontrolled crossing in the close vicinity of the existing bus stop."*

We urge Kent County Council and Maidstone Borough Council to ensure that this resolution is carried out before first occupation of the Mayfield Nursery development.

8. Questions/Statements by members of the public
9. Verbal Report of the KCC Director of Highways, Transportation and Waste - Update on Petitions Submitted to Kent Highway Services
10. Verbal Update of the MBC Head of Planning and Development - Boughton Lane and Oak Lane
11. **Report of the MBC Head of Planning and Development - Integrated Transport Strategy** **8 - 14**

## PART II

**To move that the public be excluded for the items set out in Part II of the Agenda because of the likely disclosure of exempt information for the reasons specified having applied the Public Interest Test.**

### Head of Schedule 12 A and Brief Description

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| 12. Minutes (Part II) of the Meeting held on 20 April 2016 | Para 3 – info re financial/business affairs |
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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 Poppy Brewer on 01622 602242 by 3.30pm 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.

# Agenda Item 11

**To:** Maidstone Joint Transportation Board  
**By:** Tim Read – KCC Head of Transportation and  
Rob Jarman – MBC Head of Planning & Development  
**Date:** 13 July 2016  
**Subject:** Maidstone Integrated Transport Strategy  
**Classification:** For Information and Discussion

## **1. Introduction**

- 1.1 Maidstone Borough Council has undertaken a public consultation on the Regulation 19 Maidstone Local Plan, which has invited comments on whether the plan complies with legal requirements and meets the tests of soundness. The consultation closed at 5pm on 18<sup>th</sup> March 2016. The plan was subsequently considered by Maidstone Council's Strategic Planning, Sustainability & Transportation Committee and submitted for Examination on 20<sup>th</sup> May 2016. The Plan covers the period from 2011 to 2031 but, to ensure an up-to-date planning policy framework is maintained a review of the Plan will commence by 2022.
- 1.2 The suite of documents made available for comments as part of the consultation included a draft Integrated Transport Strategy (ITS), which is intended to identify the transport interventions necessary to support planned growth over the period to 2031.
- 1.3 Kent County Council, in its capacity as local Highway Authority, raised objections to the draft ITS as part of its response to the Regulation 19 consultation. The objections highlighted how the ITS should accord with the resolution made by this Board on 7<sup>th</sup> December 2015 regarding the initial implementation of a strategy covering the period to 2022, as part of ensuring that it is founded on a package of transport improvements that have been agreed by the County Council.
- 1.4 The representations made in response to the Regulation 19 consultation were reported to the 18<sup>th</sup> April SPS&T committee. These included objections from KCC to both the draft Local Plan and Integrated Transport Strategy. There was also an objection from Highways England. The local Plan and associated documents were submitted to the Secretary of State on the 20<sup>th</sup> May but this did not include the ITS. Therefore, the purpose of this report is to update Members with respect to the resolution made on 7<sup>th</sup> December 2015 and, moreover, to propose a joint Integrated Transport Strategy which can be submitted to the Secretary of State in time for examination in public.

## **2. Background**

- 2.1 At a previous meeting of this Board on 7<sup>th</sup> December 2015, Members resolved:

*" We agree in the absence of an agreed transport strategy and in light of the evidence presented to this Board demonstrating Maidstone's significant highway capacity constraints, this Board recommends that a transport strategy be taken forward urgently by the Borough and County Councils covering the period of the Local Plan, with a further review completed in 2022.*

*The aim of this strategy will be to mitigate the transport impact of future growth, in the first instance up to 2022. The strategy should comprise of the key highway schemes and public transport improvements agreed by the Board, and further traffic modelling will be required to identify its impact. It is proposed that the £8.9 million growth fund monies identified for transport be used to accelerate the delivery of these improvements. Existing developer contributions may then be used to support further measures.*

*The agreed transport strategy should also develop the justification for a relief road between the A20 to the A274 (the Leeds and Langley Relief Road), along with a preferred route, in order to allow testing with other strategic transport options and identify all source of potential funding to enable the schemes to be implemented at the earliest opportunity.”*

- 2.2 The traffic modelling referred to within the resolution was undertaken by consultants Amey, who are jointly commissioned by the County Council and Borough Council, in order to identify how implementation of the strategy could impact upon highway network performance. The Integrated Transport Strategy (ITS) needs to take into account the broad network-wide picture.
- 2.3 The assumptions applied in modelling analysis and the associated results were presented at the meeting of this board on 22<sup>nd</sup> February 2016. A summary of the assumptions and results, set against the previously modelled '2014 base' and '2031 Do Something 4b' scenarios, is presented in Appendix A.
- 2.4 Since the JTB meeting on 7<sup>th</sup> December 2015, the Borough Council's Strategic Planning, Sustainability and Transport (SPS&T) Committee, on 13<sup>th</sup> January 2016, agreed to present the draft Local Plan to Full Council for agreement and Regulation 19 consultation. This was subsequently agreed by Full Council and the draft Local Plan was submitted to the Secretary of State in May. The draft Local Plan contained transport policies and included a number of specific detailed highway improvements including the package of highway improvement schemes previously considered and supported by the JTB (see below and in Appendix B):
- A20/M20 Junction 5
  - A229/A274 Wheatsheaf
  - A20/Willington Street
  - A274/Willington Street and A274/Wallis Avenue
  - A20/Hermitage Lane
  - A20/Coldharbour Lane
  - A249 Bearsted Road and Bearsted Road/New Cut
  - A26/Fountain Lane
  - The removal of a previously proposed park and ride site at Linton and an existing park and ride site at M20 J7 (which had been in the previous draft).

The draft plan also acknowledged the Bridges Gyrotory scheme which is already being implemented.

- 2.5 The 'Do Something' model runs also included the following strategy components (also referred to in Appendix B):-
- A typical 10 minute bus frequency.
  - The discounting of walk/cycle trips to be based on a distance threshold of 5km within the town centre.
  - A 50% increase in long-stay parking charges.
- 2.6 The National Planning Policy Framework (NPPF) makes reference to planning for the longer term (preferably a 15-year time horizon), the need for plans to be kept up to date and for review in response to changing circumstances. At paragraph 157, the NPPF states that "each local planning authority should produce a Local Plan for its area. This can be reviewed in whole or in part to respond flexibly to changing circumstances".
- 2.7 The draft ITS covers the same period as the Local Plan (i.e. 2011-2031). Although not governed by the NPPF, the same principles of planning for the longer term, being kept up-to-date and review in response to changing circumstances apply.

### **3 Highways England**

- 3.1 Highways England objected at the Regulation 19 consultation stage of the Local Plan in that they consider that insufficient modelling of the motorway network has been undertaken with specific criticism of the VISUM modelling relating to the original 2001 baseline traffic surveys and the lack of detailed modelling of the motorway junctions.
- 3.2 As a result of this objection, joint KCC/MBC meetings have taken place with Highways England and an agreed way forward has been found. This has resulted in Mott MacDonald being commissioned by Maidstone Borough Council to undertake detailed transport modelling of all 4 motorway junctions.

### **4 Proposed ITS Modifications**

- 4.1 Further discussions between the Borough Council and County Council have taken place to identify how the draft ITS included in the Regulation 19 Local Plan consultation could be modified to the satisfaction of both authorities.
- 4.2 The following potential adjustments have been discussed:

- The ITS will be re-appraised in the future as part of the first review of the Local Plan to commence by 2022. The primary purpose of this exercise would be to identify any additional transport interventions to further support the Local Plan. The approach will be to
  - Establish, at the review point, whether additional highways mitigation is required;
  - Establish what the options for mitigation are;
  - Undertake a full appraisal of the options. Any options assessment would require, amongst other things, a technical evaluation including Sustainability Appraisal(s) and Strategic Environmental Assessment(s).

Further explanation and amplifications of the intentions regarding a potential South East Maidstone Strategic Link (Leeds-Langley Relief Road) scheme will be provided by Kent County Council. This will highlight how:

- Kent County Council has begun work to establish the justification for and delivery of such a project;
- Traffic Modelling has shown a link between the A20 and A274 would have a beneficial impact upon traffic levels in the congested south and south-east sector of the urban area; and
- The Borough and County Councils will work together to develop the detailed case, including full traffic and environmental impact studies, a preferred route and funding methods. This is reflected in paragraph 17.125 of the draft Local Plan.

## **5 Recommendation**

- 5.1 It is recommended that the transport interventions identified in paragraphs 2.4 and 2.5, together with the firmer commitment to work together in relation to paragraph 4.2 are approved by Members as forming the basis of the transport strategy.
- 5.2 This matter be referred to both the KCC Cabinet Member for Transport and MBC's SPST Committee for approval.

## Appendix A: Maidstone Transport Model - Option Testing Summary

Model Scenario	Transport Intervention Assumptions	Model Results: Network Performance	
		Travel Distance (Veh km)	Travel Time (Veh hours)
		AM	AM
<b>2014 Base</b>	None	122,000	8,300
<b>2022 Do Minimum</b>	Adjusted housing allocation (14,034 homes) and unchanged employment allocation (200,100m <sup>2</sup> ) Maidstone Gyratory scheme only	141,400 (+16%)	10,700 (+29%)
<b>2022 Do Something</b>	Adjusted housing allocations (14,034 homes) and unchanged employment allocation (200,100m <sup>2</sup> ) Package of transport improvements: <ul style="list-style-type: none"> <li>• Highway capacity improvements</li> <li>• Public transport improvements (10 min bus frequency)</li> <li>• Discounting of walk/cycle trips up to 5km</li> <li>• Increase in long-stay parking charges (by 50%)</li> <li>• Removal of P&amp;R at Linton and M20 J7</li> </ul>	132,000 (+8%)	9,100 (+10%)
<b>2031 Do Something 4b</b>	Revised housing and employment allocations (18,560 homes) Package of transport improvements: <ul style="list-style-type: none"> <li>• Highway capacity improvements</li> <li>• Public transport improvements (10 min bus frequency)</li> <li>• Discounting of walk/cycle trips up to 5km</li> <li>• Increase in long-stay parking charges (by 50%)</li> <li>• Removal of P&amp;R at Linton and M20 J7</li> </ul>	141,800 (+16%)	9,800 (+19%)

2.4 The 'Do Something' model runs accounted for the transport strategy components previously agreed by the board, with the exception of the South East Maidstone Strategic Link (Leeds Langley Relief Road) as this would require delivery over a longer timescale. The strategy components included are:

**The package of highway improvement schemes**

These are secured through policy DM24 of the Local Plan and are also set out in the Integrated Transport Strategy (ITS) and the Infrastructure Delivery Plan (IDP).

• Bridges Gyratory	Para 17.124 (page 245) of MBLP reg19 document Draft ITS (page 43) IDP (page 21)
• A20/M20 Junction 5	MBLP Reg 19 (page 246) Draft ITS (pages 44 & 45) IDP (page 32)
• A229/A274 Wheatsheaf	MBLP Reg 19 (page 246) Draft ITS (page 43) IDP (page 29)
• A20/Willington Street	MBLP Reg 19 (page 246) IDP (page 35)
• A274/Willington Street and A274/Wallis Avenue	MBLP Reg 19 (page 246) Draft ITS (page 44) IDP (page 32)
• A20/Hermitage Lane	Draft ITS (Page 45) IDP (page 33)
• A20/Coldharbour Lane	MBLP Reg 19 (page 246) Draft ITS (page 44) IDP (page 32)
• A249 Bearsted Road and Bearsted Road/New Cut	MBLP Reg 19 (pages 245 and 246) Draft ITS (page 43) IDP (page 26)
• A26/Fountain Lane	MBLP Reg 19 (page 246) Draft ITS (page 43) IDP (page 33)

**Other measures**

Public transport improvements are secured through policies DM24 & DM25 in the Local Plan, the ITS and also the IDP.

Walking and cycling measures are secured through policy DM24 of the Local Plan as well as the ITS and IDP.

• A typical 10 minute bus frequency	MBLP Reg 19 (page 248) Draft ITS Action PT2 (pages 324 and 325) IDP (page 27) ref HTJ75 IDP (page 30) ref HTSE9
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	<p>IDP (page 37) ref HTC3 IDP (page 44) ref HTB1</p> <p>These provisions are more aspirational than the figures used for the modelling and seek to reflect the targets set out on page 50 of the draft ITS. Many radial routes currently operate at or above this frequency.</p>
<ul style="list-style-type: none"> <li>The discounting of walk/cycle trips to be based on a distance threshold of 5km within the town centre</li> </ul>	<p>A figure used for modelling purposes seeking to reflect intra-urban journeys with the Maidstone urban area</p> <p>Targets for increased walking and cycling modal shares are set out on page 50 of the draft ITS</p>
<ul style="list-style-type: none"> <li>A 50% increase in long-stay parking charges</li> </ul>	<p>Paras. 17.129 and 17.130 of MBLP Reg 19 (pages 246 and 247) Draft ITS (pages 39 and 40)</p> <p>(Both talk about a refreshed Town Centre Parking Strategy to provide disincentives to the use of long-term parking in the town centre but not at the expense of shoppers or visitors.</p>
<ul style="list-style-type: none"> <li>The removal of park and ride sites at Linton and M20 J7</li> </ul>	<p>This reflects the published MBLP reg19 2016</p>