

MAIDSTONE BOROUGH COUNCIL

RECORD OF DECISION OF THE STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE

Decision Made: Monday 14 December
2015

Report of the Head of Planning and Development - Integrated Transport Strategy

Issue for Decision

To consider the draft Integrated Transport Strategy (ITS) which has been partly amended in the light of Members comments at their meeting on 1 December 2015, and further identifies priority transport actions that will inform the policies of the emerging Maidstone Borough Local Plan and which promote sustainable transport policies and interventions in support of the development proposed in the Local Plan. The draft ITS will be reported to the Committee again at their meeting on 13 January 2016.

Decision Made

1. That the following resolution of the Maidstone Joint Transportation Board, made at its meeting on 7 December 2015, be agreed:

'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 sources of potential funding to enable the schemes to be implemented at the earliest opportunity.'

2. That the highway improvements set out on pages 320 to 322 of the Draft Integrated Transport Strategy, attached as Appendix One to the committee papers, be progressed, deleting:
 - a) The words "*Widening of the inbound carriage way of the A274 Sutton Road between the junctions of Wallis Avenue and Loose Road*" from the column headed "Intervention" in the section referring to the "A274 Corridor" on page 321 of the report (page 46 of the Draft Integrated Transport Strategy);
 - b) The words "*Close exit to Cranbourne Avenue and potential widening to two lanes of northbound approach on A229 Loose Road*" from the column headed "Intervention" in the section referring to "A229/A274 Wheatsheaf Junction" on page 321 of the report (page 46 of the Draft Integrated Transport Strategy) and replacing with appropriate words which give clarity to the work at the Wheatsheaf junction which identify capacity improvements in the area, on the understanding that consideration of Cranbourne Avenue will be included as part of those capacity improvements.
3. That the provision of the North-west Maidstone Bus-loop be progressed.
4. That the improvement of a frequent bus service from Maidstone Town Centre via M20 Junction 7 and Faversham/Sittingbourne/Sheerness be progressed with the appropriate bus operator.
5. That improvements to bus facilities at identified railway stations be progressed.
6. That the refurbishment and possible re-provision of a central Maidstone Bus-station be pursued with the relevant owners and bus services operators.
7. That the use of LEP Growth Fund monies be pursued to enable the early provision of the highway improvement measures in advance of development.

Should you wish to refer this decision to Policy and Resources Committee, please submit a Decision Referral Form, signed by three Councillors, to the Head of Finance and Resources by: 24 December 2015