

AGENDA

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 4 November 2015

Time: 5.00 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Ash, Bird, Brown, Burton (Chairman),
Carter, Chittenden, Clark, Cooke,
Cuming, Daley, English, Fort, Hotson,
T Sams, Mrs Stockell, Vizzard,
Mrs Whittle, Willis and J.A. Wilson

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1. Apologies for Absence
2. Notification of Substitute Members
3. Notification of Visiting Members
4. Disclosures by Members and Officers

Continued Over/:

Issued on 27 October 2015

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 ORLA SWEENEY on 01622 602524**. To find out more about the work of the Committee, please visit www.maidstone.gov.uk

Alison Broom

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

5. Disclosures of lobbying
6. To consider whether any items should be taken in private because of the possible disclosure of exempt information.
7. Minutes of the meeting held on 14 October 2015. 1 - 7
8. Petitions (if any)
9. Questions/Statements by members of the public
10. Report of KCC Head of Transportation - Results of VISUM Transport Modelling 8 - 13

Registering for Public Speaking

In order to book a slot to speak at this meeting of the Joint Transportation Board please contact Orla Sweeney on 01622 602524 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.

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON WEDNESDAY 14 OCTOBER 2015

Present: Councillor Burton (Chairman), and
Councillors Ash, Bird, Burton, Carter, Chittenden,
Clark, Cooke, Cuming, Daley, Hotson, D Mortimer,
T Sams, Springett, Mrs Stockell, Taylor-Maggio,
Vizzard and Mrs Whittle

Also Present: Councillors Ells, Harper, Mrs Hinder and
Sargeant.

91. APOLOGIES FOR ABSENCE

It was noted that apologies for absence had been received from
Councillors Brown, English, Fort, Willis and J.A.Wilson.

92. NOTIFICATION OF SUBSTITUTE MEMBERS

The following Substitute Members were noted:

Councillor Mortimer for Councillor Willis.
Councillor Taylor-Maggio for Councillor Brown

The Committee was informed that Councillor Springett intended to
substitute for Councillor Fort but would be arriving late to the meeting.

93. NOTIFICATION OF VISITING MEMBERS

The following members were in attendance as observers and reserved the
right to speak on any item on the agenda:

Councillor Ells
Councillor Harper
Councillor Mrs Hinder
Councillor Sargeant

94. AMENDMENT TO ORDER OF BUSINESS

RESOLVED: That Item 17 Report of KCC Project Manager – Maidstone
Bridges Gyrotory Scheme and Item 18 Report of Parking Services
Manager – Objections to Traffic Regulation Orders be taken after Item 11
(Report of KCC Head of Transportation – Chatham Road Report –
Experimental Traffic Regulations Order) on the agenda.

95. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by members or officers.

96. DISCLOSURES OF LOBBYING

It was noted that all members had been lobbied on Item 16, Progress report on the technical work for the Integrated Transport Strategy.

Councillor Cooke had been lobbied on all items on the agenda.

Councillor Vizzard had been lobbied on Item 11, Report of KCC Head of Transportation – Chatham Road Report – Experimental Traffic Regulations Order and Item 18, Report of Parking Services Manager – Objections to Traffic Regulation Orders.

Councillors Ash, Bird, Burton, Chittenden, Clarke, Hotson and Mrs Stockell had been lobbied on Item 18, Report of Parking Services Manager – Objections to Traffic Regulation Orders.

97. 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.

98. MINUTES OF THE MEETING HELD ON 22 JULY 2015.

RESOLVED: That the minutes of the meeting held on 22 July 2015 be approved as a correct record and signed.

99. PETITIONS (IF ANY)

There were no petitions.

100. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

Mr Hinder addressed the Board on the Chatham Road – Experimental Traffic Order Report. He informed the Board on the success of the scheme.

Mr Stevens addressed the Board on the Chatham Road – Experimental Traffic Order Report. He highlighted the anti-social behaviour issues affecting residents.

Ms Evenden addressed the Board on the Chatham Road – Experimental Traffic Order Report. She highlighted the anti-social behaviour issues affecting residents and informed the Board that because of the restrictions in place the problems had now moved to the southern end of Chatham Road.

Mr Scofield addressed the Board on cyclists, speaking in favour of the cycling initiatives detailed in the agenda reports.

Mr Stevens addressed the Board on Chatham Road – Experimental Traffic Order Report, speaking in favour of the traffic order and the effect it had on anti-social behaviour. Mr Stevens also spoke on cycling initiatives, highlighting that retaining cyclists on the carriageway was preferable.

101. REPORT OF KCC HIGHWAYS, TRANSPORTATION AND WASTE - HIGHWAY WORKS PROGRAMME 2015/16

The Board agreed to note the report providing an update on the identified schemes approved for construction in 2015/16 for information only.

RESOLVED: That the report be noted.

102. REPORT OF KCC HEAD OF TRANSPORTATION - CHATHAM ROAD REPORT - EXPERIMENTAL TRAFFIC REGULATION ORDER

Michael Health, KCC Traffic Engineer provided the Board with an update on the Chatham Road Report – Experimental Traffic Regulation Order. This was put in place to address lorry parking in Chatham Road, causing problems going back over a number of years. The problems affecting residents had included anti-social behaviour in the form of verge fouling with human waste, litter and noise as well as the obstruction of buses and chemical spills resulting in costly resurfacing. Previous attempts to address the issues had proved ineffective.

In January 2015 an Experimental Traffic Regulation Order was introduced. The measures implemented were reported as having largely addressed the problems in Chatham Road.

A member of the Board raised the issue of lorry parking and the inability of the Police to enforce the Order when there was nowhere to move the vehicles on to.

Visiting Member, Councillor Mrs Hinder addressed the Board, asking that the report be supported.

NOTE: Councillor Taylor-Maggio joined the meeting at 5.25 p.m.

RESOLVED: That the Experimental Traffic Regulation Order be made permanent and that the works to improve the shared path be implemented once funded.

103. REPORT OF KCC PROJECT MANAGER - MAIDSTONE BRIDGES GYRATORY SCHEME

Russell Boorman, KCC Project Manager and Abigail Lewis, Economic Development Officer introduced the Maidstone Bridges Gyratory Scheme report. Kent County Council received funding from the Local Growth Fund along with a significant contribution from Maidstone Borough Council (MBC) to deliver the Maidstone Bridges Gyratory Improvement Scheme with construction due to commence in Spring 2016.

The Board was shown the detailed design of the scheme which had been progressed in conjunction with MBC through regular steering group meetings.

The following areas were highlighted as being of importance by the Board during the course of the discussion:

- Integrating the town rather than dividing it;
- Landscaping;
- Addressing pollution;
- Potential for cycling routes; and
- Improved signage for disabled drivers using parking bays in the high street.

RESOLVED: That the report be noted.

104. REPORT OF PARKING SERVICES MANAGER - OBJECTIONS TO TRAFFIC REGULATION ORDERS

Charlie Reynolds, Operation Manager introduced the Objections to Traffic Regulation Orders Report.

The report identified proposals intended to resolve parking problems and improve traffic flow by reducing localised congestion in accordance with the Council's priority to improve access across the Borough through better roads.

The Board considered each of the recommendations identified in the report in turn, voting on each before agreeing the overarching recommendations of the report.

RESOLVED:

1. That the Joint Transportation Board recommends to the Strategic Planning Sustainability and Transport Committee each of the recommendations identified in the report be agreed and the objectors informed of the outcome; and
2. That the Board recommends to Kent County Council as the Highway Authority that the orders be implemented as outlined in the report.

105. REPORT OF KCC, PROW AND ACCESS SERVICE - LOOSE GREENWAY SCHEME

Colin Finch, KCC Senior Public Rights of Way Project Manager and Toby Howe, KCC Highways Operations, East Kent introduced the Loose Greenway Scheme report which provided further detail on the approved Local Enterprise Partnership (LEP) scheme to provide a direct active travel route between Loose and Maidstone, known as Loose Greenway.

The overall purpose of the investment was to encourage cycling and walking by providing attractive, direct routes for cyclists and pedestrians to Maidstone Town centre and reduce the need for vehicular use on short journeys to the school and local services in Loose.

Visiting Member, Councillor Harper spoke in support of the scheme.

The Board put forward its support for the scheme.

RESOLVED: That the report and the Maidstone Joint Transportation Board's support for the scheme be noted.

106. REPORT OF KCC, PROW AND ACCESS SERVICE - RIVER MEDWAY TOWPATH SCHEME

Colin Finch, KCC Public Rights of Way Project Manager introduced the River Medway Towpath Scheme Report, providing further detail on the approved (Local Enterprise Partnership) LEP scheme to improve the River Medway towpath between Barming Bridge and Aylesford Bridge. The overall purpose of the investment was to encourage cycling and walking by providing attractive, direct routes for cyclists and pedestrians to access employment, education and other facilities in Maidstone Town Centre and along the River Medway corridor.

Visiting Member, Councillor Harper addressed the Board and spoke in support of the scheme.

In response to member's questions it was clarified that Kent County Council supported shared use only cycle routes.

The timeline was clarified; a detailed design would be produced by the end of the year, the tendering process would take place in spring 2016 and construction would commence in summer 2016.

NOTE: At 6.32pm Councillor Ash left the meeting and Councillor Springett joined the meeting as a substitute for Councillor Fort.

RESOLVED: That the River Medway Towpath scheme be given the Maidstone Joint Transportation Board's ongoing support.

107. REPORT OF LED CONVERSION PROJECT MANAGER - STREET LIGHTING LED PROJECT UPDATE REPORT

The Board agreed to note the report providing an update of the LED conversion project, trail switch off sited review and consultation on street lighting for information only.

RESOLVED: That the report be noted

108. ADJOURNMENT

The meeting was adjourned from 6.50pm to 7.02pm.

109. REPORT OF KCC HIGHWAY MANAGER - OPERATION STACK UPDATE

Toby Howe, KCC Highways Operations, East Kent introduced the Operation Stack Update report. Operation Stack was originally introduced as a method to safely hold goods vehicles unable to cross the channel due to industrial action.

The Board commented on the pilot use of Manston airfield to divert traffic away from the motorway. It was felt that the closure of the motorway was still the first option being taken.

RESOLVED: That the report and the unanimous support of Maidstone Joint Transportation Board be noted.

110. REPORT OF KCC HEAD OF TRANSPORTATION - PROGRESS REPORT ON TECHNICAL WORK FOR THE INTEGRATED TRANSPORT STRATEGY

Tim Read, KCC Head of Transportation introduced the progress report on technical work for the Integrated Transport Strategy. The report summarised the progress made in evaluating the feasibility and affordability of the highway schemes identified by the Maidstone Joint Transportation Board for inclusion in a future Integrated Transport Strategy and describes the approach to further traffic modelling.

The Board was informed that the transport modelling work for 'Do Something 4' (DS4) was due to be completed by the end of the month. This would enable Kent County Council to make a response to regulation 18 of the Local Plan.

During the course of the discussion the Board considered:

- Local areas in Maidstone where traffic modelling was required; and
- The premise of what constituted a 'constraint' in planning policy as a result of a new development and its impact on traffic.

In relation to modal shift the Board discussed:

- Working families and their reliance on car travel in order to get children to school and to get to work; and
- The impact of bus lanes and whether or not bus prioritisations would have an impact on traffic flow and achieving modal shift.

The Board was informed that the Government advocated sustainable modes of transport.

It was clarified by the Head of Planning and Development that Maidstone Borough Council were not consulting on the Development Management Policy for Public Transport, DM14, which was the policy that would set out the Council's policy on bus lanes. No member decision had been made.

The Board felt that it was important that it met as soon as possible to consider the results of DS4 transport modelling and the affordability of the options put forward.

RESOLVED: That a meeting of the Maidstone Joint Transportation Board be arranged to consider the results of DS4 Transport Modelling.

111. DURATION OF MEETING

6.30PM TO 8.31PM

Agenda Item 10

To : Maidstone Joint Transportation Board
By : Tim Read – KCC Head of Transportation
Date : 4th November 2015
Subject : Results of the VISUM Transport Modelling
Classification: For Information and Discussion

Summary : This report summarises the results of the additional DS4 modelling scenario that has been undertaken to inform the Maidstone Local Plan.

1. Introduction

1.1 The VISUM modelling work undertaken by Amey in support of the emerging Local Plan has tested a series of scenarios relating to the transport interventions that could be implemented alongside future housing and employment development. Each of the scenarios has been predicated on an individual set of assumptions regarding the package of transport interventions.

1.2 The modelling enables the relative effectiveness of each scenario to be compared and contrasted by providing a measure of their influence on future travel demand and highway network performance.

1.3 The purpose of this report is to ensure that Members are informed of the model findings associated with the ‘2031 Do Something 4’ scenario and how these compare against the other previously modelled scenarios.

2. Background

2.1 At the previous meeting of this board on 22nd July 2015, Members were presented the results of the VISUM modelling work for the following scenarios:

- 2031 Do Minimum (DM) – a minimalist approach to transport whereby only the Bridge gyratory scheme is implemented;
- 2031 Do Something 1 (DS1) – a package of highway capacity improvements and provision of the Leeds-Langley Bypass (as identified at the JTB workshop in December 2014);
- 2031 Do Something 2 (DS2) – an expanded package of highway capacity improvements and range of sustainable travel initiatives including Linton Park & Ride, increased bus frequencies (to every 7 mins), a 50% uplift in town centre parking charges and 8.5% increase in walking/cycling.

- 2031 Do Something 3 (DS3) – the package of highway capacity improvements in DS2 plus the Leeds-Langley Bypass, increased bus frequencies (to every 10 mins) and a 50% uplift in town centre parking charges.

2.2 Following a discussion on the relative merits of the various scenarios, Members made the following resolution:

“That this Board recommends to Kent County Council’s Cabinet Member for Highways, Transportation and Waste and to Maidstone Borough Council’s Strategic Planning, Sustainability and Transportation Committee that a combination of DS2 and DS3 form the basis of the Integrated Transport Strategy for Maidstone to underpin the Local Plan. This is with the exception of the following and subject to costing to ascertain affordability and the evaluation of feasibility, sustainability and deliverability:

- *Additional North/South Park and Ride removed from DS2;*
- *All references to percentage targets removed from DS2;*
- *That it is specified that with reference to parking costs, it refers to long-term car parks; and*
- *That frequent bus services are encouraged with appropriate junction improvements but at no detriment to existing traffic capacity.”*

2.3 At the meeting of this Board on 14th October 2015 Members were presented the work undertaken on the feasibility and affordability of the highway schemes proposed for inclusion in the Integrated Transport Strategy (ITS).

2.4 A proposal was also made that the previous Board resolution should be taken forward in the form of a further modelling test, to be referred to as the ‘2031 Do Something 4’ (DS4) scenario. This was considered necessary in view of the increased housing numbers in the Local Plan and the need to demonstrate the impact of the emerging ITS to this Board.

2.5 A series of assumptions were proposed that would be applied in the DS4 modelling. These were:

- the quantum of development to be assessed is 18,560 new homes;
- the distribution strategy for development should follow that currently proposed by the Borough Council;
- scenarios with and without the principle of a Leeds-Langley Link Road to be included;
- typical 10 minute bus frequency;
- discounting of walk/cycle trips to be based on a distance threshold of 5km within the town centre;
- 50% increase in long-stay parking charges; and
- removal of park and ride sites at Linton and M20 J7.

2.6 The Board resolved that the modelling work should proceed and be reported back at a specially arranged Board meeting on 28th October 2015. This meeting was subsequently rearranged to 4th November 2015.

3. Modelling Results

3.1 In view of the limited timeframe within which to undertake the modelling work, Amey were instructed to focus on the AM peak period. This has ensured that the busiest period has been tested and has enabled network conditions with (scenario DS4a) and without (scenario DS4b) a Leeds-Langley Link Road to be identified.

3.2 A summary of the DS4 results, set against the results of the previously modelled scenarios, is presented in Appendix A.

3.3 It can be seen that the package of transport interventions associated with DS4 achieves a set of results that fall between those of the DS1 and DS3 scenarios.

3.4 Comparison of the DS4a and DS4b scenarios highlights how a Leeds-Langley Link Road has a more pronounced effect on travel time than travel distance.

3.5 The differential impacts associated with the various scenarios should be viewed in the context of comments made previously regarding certainty of delivery and robustness.

4. Summary

4.1 The modelling work has been completed to test the effects of the DS4 scenario on travel demand and highway network performance.

4.2 The results provide a basis for determining a way forward on the transport interventions required to support the Local Plan.

Contact Officers:

KCC : Tim Read , Brendan Wright – 03000 418181

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
2014 Base	None	122,000	8,300
2031 Do Minimum	Original housing and employment allocations (17,381 homes) Maidstone Gyratory scheme only	144,500 (+18%)	11,400 (+38%)
2031 Do Something 1	Original housing and employment allocations (17,381 homes) Package of transport improvements: <ul style="list-style-type: none"> • Highway capacity improvements • Leeds - Langley Link Road 	146,700 (+20%)	10,800 (+30%)
2031 Do Something 2	Original housing and employment allocations (17,381 homes) Package of transport improvements: <ul style="list-style-type: none"> • Highway capacity improvements • Public transport improvements (7 min bus frequency) • Linton P&R • Increased walking and cycling (by 8.5%) • Increased parking costs (by 50%) 	126,900 (+4%)	8,500 (+3%)
2031 Do Something 3	Revised housing and employment allocations (16,247 homes) Package of transport improvements: <ul style="list-style-type: none"> • Highway capacity improvements • Leeds-Langley Link Road • Public transport improvements (10 min bus frequency) • Increased parking costs (by 50%) 	135,500 (+11%)	8,800 (+7%)
2031 Do Something 4a	Revised housing and employment allocations (18,560 homes) Package of transport improvements: <ul style="list-style-type: none"> • Highway capacity improvements • Leeds – Langley Link Road • Public transport improvements (10 min bus frequency) • Discounting of walk/cycle trips up to 5km • Increase in long-stay parking charges (by 50%) • Removal of P&R at Linton and M20 J7 	140,100 (+15%)	9,300 (+13%)

2031 Do Something 4b	Revised housing and employment allocations (18,560 homes) Package of transport improvements: <ul style="list-style-type: none"> • Highway capacity improvements • Public transport improvements (10 min bus frequency) • Discounting of walk/cycle trips up to 5km • Increase in long-stay parking charges (by 50%) • Removal of P&R at Linton and M20 J7 	141,600 (+16%)	9,900 (+20%)
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