STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE MEETING

Date: Tuesday 9 July 2019
Time: 6.30 pm
Venue: Town Hall, High Street, Maidstone

Membership:

Councillors D Burton (Chairman), Clark, English, Garten, Mrs Grigg (Vice-Chairman), McKay, Munford, Parfitt-Reid and de Wiggondene-Sheppard

The Chairman will assume that all Members will read the reports before attending the meeting. Officers are asked to assume the same when introducing reports.

AGENDA Page No.

Issued on Monday 1 July 2019 **Continued Over/:**

Alison Broom

Alison Broom, Chief Executive

MAIDSTONE Borough Council

PUBLIC SPEAKING AND ALTERNATIVE FORMATS

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MAIDSTONE BOROUGH COUNCIL

STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE

MINUTES OF THE MEETING HELD ON TUESDAY 25 JUNE 2019

Present: **Councillors D Burton (Chairman), Clark, English, Garten, Mrs Grigg, McKay, Munford, Spooner and de Wiggondene-Sheppard**

Also Present: **Councillor Round**

6. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Parfitt-Reid.

7. NOTIFICATION OF SUBSTITUTE MEMBERS

It was noted that Councillor Spooner was present as a Substitute for Councillor Parfitt-Reid.

8. URGENT ITEMS

There were no urgent items.

9. NOTIFICATION OF VISITING MEMBERS

It was noted that Councillor Round was present as a Visiting Member, but did not register to speak.

10. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

11. DISCLOSURES OF LOBBYING

All Councillors stated that they had been lobbied on Item 17. Loose Neighbourhood Plan.

12. 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.

13. MINUTES OF THE MEETING HELD ON 21 MAY 2019

RESOLVED: That the minutes of the meeting held on 21 May 2019 be approved as a correct record and signed.

14. PRESENTATION OF PETITIONS (IF ANY)

There were no petitions.

15. QUESTION AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

There were no questions from members of the public.

16. COMMITTEE WORK PROGRAMME

The Head of Planning and Development informed the Committee that:

- The "Conservation Area Appraisals Programme" item was to be renamed to "Conservation Area Appraisals and Management Plans Programme".
- An update report on the "Greensand Ridge AONB" item was to be presented to the Committee before January 2020.
- The "Town Centre Opportunity Areas: Planning Briefs" was to be rescheduled to 10 September 2019.
- Items relating to the Local Plan Review and Neighbourhood Plans were to be added to the future Work Programme.

RESOLVED: That the Committee Work Programme be noted.

17. REPORTS OF OUTSIDE BODIES

There were no reports of Outside Bodies.

18. KEY PERFORMANCE INDICATORS 2018/19

The Data Intelligence Officer highlighted that all the Key Performance Indicators (KPIs) for 2018/19 had achieved the Fourth Quarter targets. It was stated that the Policy and Resources Committee had agreed two new KPIs for the 2019/20 municipal year relating to Planning Enforcement matters.

The Committee commented that the "Number of affordable homes delivered (gross)" did not reflect Local Plan Policy SP20. The number of houses delivered for shared ownership and/or immediate rent exceeded the number of houses that had been delivered for affordable or social rent.

In response to questions from the Committee, Officers said that:

- Although the target for the "Number of affordable homes delivered (gross)" had been met, Officers were aware of concerns regarding the type of affordable housing that was delivered in the Borough. Consequently, an Affordable and Local Needs Housing Supplementary Planning Document (SPD) was being progressed.

This provided clarity to stakeholders regarding the expectations of affordable housing in the Borough.

- A quarterly KPI to assess the total number of enforcement cases received had been introduced for the 2019/20 municipal year.

- A further KPI, regarding the percentage of affordable homes delivered as a percentage of all net housing in the Borough was to be introduced. This demonstrated the proportions of housing delivered in the Borough.

The Committee thanked Officers for their work during the 2018/19 municipal year.

RESOLVED: That the summary of performance for Quarter 4 of 2018/19 for Key Performance Indicators (KPIs) be noted.

19. FOURTH QUARTER BUDGET MONITORING

The Interim Head of Finance explained that an external audit was underway. It was stated that until the audit had been completed, the figures in the report were provisional. The Interim Head of Finance outlined that there was an overspend against the revenue budget of £54,000, while there had been a slippage of £161,000 in the capital budget. The report also outlined projected costs associated with the completion of the forthcoming Local Plan Review.

In response to questions from the Committee, Officers replied that:

- The current Local Plan had been adopted in 2017, and therefore the development cycle was at a mature stage. This meant that the number of Major Planning Applications had slowed, which resulted in an adverse variance when compared to estimates.

- The budget for "Development Control Majors" was to be shared with the Committee via email.

RESOLVED: That:

1. The financial performance for 2018/19 be noted.

2. The slippage within the capital programme in 2018/19 be noted.

3. The projected costs for completing the Local Plan Review be noted.

20. MAIDSTONE BOROUGH LOCAL PLAN - DUTY TO CO-OPERATE

The Principal Planning Officer explained that the Duty to Co-Operate was a statutory element of the Local Plan Review process. This required Local Authorities to seek input from relevant Authorities into the creation of the Local Plans and Local Plan Reviews, with a focus on strategic cross-boundary matters. Statements of Common Ground were expected to

emerge throughout the Local Plan Review process and were likely to evolve as this progressed.

The Committee commented that it was unclear who had authority to sign Statements of Common Ground. A report was requested to clarify the issue.

In response to questions from the Committee, Officers said that:

- Statements of Common Ground were designed to clarify where Authorities agreed and disagreed on matters. Areas of disagreement between Local Authorities were likely to be given particular consideration by the Inspector during the Local Plan Review examination process.

- The minutes of meetings with other Local Authorities, were to be made publicly available alongside the Statements of Common Ground.

RESOLVED: That the proposed set of cross-boundary issues and engagement activities to be undertaken to ensure the Council complies with Duty to Co-operate in the preparation of the Maidstone Borough Council Local Plan Review be noted.

21. MAIDSTONE LOCAL PLAN REVIEW: SCOPING THEMES & ISSUES CONSULTATION DOCUMENT (REGULATION 18)

The Principal Planning Officer explained that the report represented the first stage of consultation on the Local Plan Review, which was scheduled to start on 19th July 2019. This allowed consultees to contribute to the Local Plan Review scope. The documents provided sufficient background information to enable consultees to submit an informed response but did not set a specific policy direction.

The Committee commented that, prior to publication of the documents, further consideration needed to be given to:

- Placing greater emphasis on Areas of Outstanding Natural Beauty (AONBs), climate change and economic development.

- The removal of the traffic light system in the policy review summary.

- The type of illustrations and pictures used throughout the documents, to ensure that these reflected the serious tone of the work.

- Extending the consultation end date to Monday 30th September 2019 to allow a further weekend for consultees to respond.

- The removal of question TQ3 "Do you agree with our housing land supply calculation at this stage?".

- Using the terms "protect and enhance" rather than "protect and manage" in relation to conservation.

- Relocating question TQ32 "Are there any other themes, issues and considerations that you believe we should address as part of this Local Plan Review?" to the beginning of document.

The Committee recognised the need to adhere to the planned timetable for the Local Plan Review. The Committee therefore requested that Officers incorporate the comments made by the Committee and circulate updated documents to Members of the Strategic Planning and Infrastructure (SPI) Committee via email. Members of the SPI Committee were to provide comments within 48 hours, before the Head of Planning and Development used delegated authority to finalise the documents.

RESOLVED: That:

1. Delegated authority be granted to the Head of Planning & Development to modify the documents, subject to consultation with Members of the Strategic Planning and Infrastructure Committee via email.

Voting: For – 6 Against – 3 Abstentions – 0

2. The modified documentation be used for public consultation.

Voting: Unanimous

22. LOOSE NEIGHBOURHOOD PLAN

The Planning Policy Officer outlined that the Independent Examiner had recommended fourteen modifications to the Loose Neighbourhood Plan. Further factual updates had been agreed, which did not represent fundamental changes to the document.

The Committee noted that the designation of the "Field to the rear of Herts Crescent" as a Local Green Space had been removed by the proposed modification PM10. It was further noted that Maidstone Borough Council had objected to the designation of the site as a Local Green Space in its role as a landowner. It was stated that the Strategic Planning, Sustainability and Transportation Committee had initially been asked to endorse this objection, but this was not constitutionally possible. The issue had therefore been referred to the Policy and Resources Committee for consideration.

RESOLVED: That:

1. The modifications to the Loose Neighbourhood Development Plan as set out in the Examiner's report be agreed.

2. The minor modifications agreed with Loose Parish Council, as set out in paragraph 1.14 of this report, be agreed.

3. The Loose Neighbourhood Development Plan proceeds to referendum.

Voting: For – 7 Against – 0 Abstentions – 1

Note: Councillor McKay left the meeting during consideration and voting on this item and returned ahead of the commencement of the "Maidstone Borough Integrated Transport Strategy (ITS) Update" item.

Note: Councillors English and de Wiggondene-Sheppard requested that their dissent be noted regarding Maidstone Borough Council objecting to the designation of the Field to the rear of Herts Crescent as a Local Green Space.

23. MAIDSTONE BOROUGH INTEGRATED TRANSPORT STRATEGY (ITS) UPDATE

The Planning Projects and Delivery Manager introduced the report. It was explained that the report provided an update on the 44 actions within the Integrated Transport Strategy (ITS). Following an appraisal of risk to delivery, 9% of the actions had been rated as a "red" risk. The key actions within the ITS that required Officer attention were:

- H1 "Targeted implementation of highway improvements at key strategic locations to relieve congestion and to aid public transport."

- PT1 "Provide bus priority measures on strategic routes linking the town centre to residential developments and key local amenities."

- PT2 "Facilitate an improvement of bus services to ensure a good frequency of service is provided on all radial routes to the town centre within the Maidstone Urban Area."

The Committee commented that a significant update on the progress of the Maidstone Integrated Transport Package (MITP), which contained measures in the ITS, was to be considered at the Maidstone Joint Transportation Board on 10 July 2019. Furthermore, the Committee stated that it was important that the Thameslink service to London Bridge was delivered, while lobbying for a service to Cannon Street was not necessary.

In response to a question from the Committee, the Planning Projects and Delivery Manager explained that required changes to the actions would be considered as part of the overall review of the ITS. This would be considered as part of the Local Plan Review Programme.

RESOLVED: That:

1. The progress made to date on the actions contained within the Maidstone Integrated Transport Strategy (ITS) be noted.

2. Officers focus their efforts on advancing specific ITS actions H1, PT1 and PT2.

3. The "Route Corridor Walking and Cycling Assessment: The A20 London Road, Maidstone (May 2019)" (Appendix 2) be agreed and approved for publication.

Voting: Unanimous

24. DURATION OF MEETING

6.31 p.m. to 8.45 p.m.

2019/20 WORK PROGRAMME

	Committee	Month	Lead	Report Author
Town Centre Opportunity Areas: Planning Briefs	SPI	Sep-19	Rob Jarman	Sarah Lee/ Tay Arnold
Affordable and Local Needs Housing SPD - Draft for Consultation	SPI	Sep-19	Rob Jarman	Mark Egerton
Conservation Area Appraisals and Management Plans Programme	SPI	Sep-19	Deanne Cunningham	Paul Robertshaw
Q1 Performance and Budget Monitoring Report	SPI	Sep-19	Mark Green	Chris Hartgrove/Alex Munden
Scoping Report for 20mph Speed Limits Review	SPI	Sep-19	Angela Woodhouse	Ryan O'Connell/Mike Nash
Community Infrastructure Levy Regulation 123 Consultation Responses	SPI	Oct-19	Mark Egerton	Helen Smith/Tay Arnold
Greensand Ridge AONB Update	SPI	Oct-19	Rob Jarman	Deanne Cunningham
Maidstone Authority Monitoring Report	SPI	Nov-19	Mark Egerton	Stuart Watson
Community Infrastructure Levy Annual Monitoring Report	SPI	Nov-19	Mark Egerton	Tay Arnold
Q2 Performance and Budget Monitoring Report	SPI	Nov-19	Mark Green	Chris Hartgrove/Alex Munden
Local Plan Review Regulation 18a – Key Matters for Consideration	SPI	Dec-19	Mark Egerton	Sarah Lee
Local Plan Review - Update on Evidence	SPI	Jan-20	Mark Egerton	Gavin Ball
Local Plan Review Regulation 18b - Preferred Approaches Public Consultation	SPI	Jan-20	Mark Egerton	Sarah Lee
Affordable and Local Needs Housing SPD Adoption	SPI	Mar-20	Rob Jarman	Mark Egerton

2019/20 WORK PROGRAMME

	Committee	Month	Lead	Report Author
Q3 Performance and Budget Monitoring Report	SPI	Mar-20	Mark Green	Chris Hartgrove/Alex Munden
Signing Statements of Common Ground	SPI	TBC	Rob Jarman	Mark Egerton

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Strategic Planning and Infrastructure Committee

09/07/19

External Board/Outside Body

External Board/Outside Body	Maidstone Cycling Forum
Councillor(s) represented on the Outside Body/External Board	Clive English
Report Author	Clive English
Date of External Board/Outside Body Meeting Attended	15/07/19

Purpose of the External Board/Outside Body:

Update:

The Cycle Forum (now the Maidstone Cycle Campaign Forum) exists to improve liaison between cycling organisations and to work towards better facilities for Cyclists. It organises events, comments on Cycling issues and presents views on Planning Issues

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The next meeting, which will be after this Committee Meeting is an Open Meeting at the Community Centre in Marsham Street at 7.30pm on 15th July, which will amongst other things showcase some of the best practice seen at the recent Cycle Summit between MBC, KCC and various Cycling Organisations. Elsewhere the Forum has been involved in consultation on the Mote Aenue Cycleway and has been pursuing other improvements, such as on the A20

It is currently also heavily involved in planning for the next Maidstone Cyclefest on 28th September in Jubilee Square..

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Strategic Planning and Infrastructure Committee

09/07/19

External Board/Outside Body

External Board/Outside Body	Kent Community Railway Partnership Steering Group
Councillor(s) represented on the Outside Body/External Board	Clive English
Report Author	Clive English
Date of External Board/Outside Body Meeting Attended	13/06/19

Purpose of the External Board/Outside Body:

To Act as the umbrella and co-ordinating body for Community Rail Partnerships in Kent. Currently these are the Medway Valley Line and Swale Line. Once the new Franchise is introduced there will be a third, probably for the Kent Coast.

Update:

The meeting mainly considered a revised action plan and budget because of the delay in issuing the new Franchise decision matters were a little less solid than expected. However the meeting did agree to research and make representations to developing Local Plans for rail improvements, agreed an education programme and discussed progress on station adoptions.

A successful promotion event had been held at St Pancras to promote using the Rail network, including the MVL and SL as a vehicle for tourism, and further promotional activity was being planned.

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Strategic Planning and Infrastructure Committee	**9th July 2019**

Results of Feasibility Study into a Low Emission Zone in Upper Stone Street

Final Decision-Maker	Strategic Planning and Infrastructure Committee
Lead Head of Service	John Littlemore, Head of Housing and Communities
Lead Officer and Report Author	Dr Stuart Maxwell, Senior Scientific Officer
Classification	Public
Wards affected	High Street Ward although beneficial impact across the air quality management area.

Executive Summary

A consultant has been engaged to model the effects on air quality of a number of potential improvement measures, which could be tried in Upper Stone Street. The results of the modelling suggest that with no intervention, it would take until 2028 for pollution levels to fall sufficiently for compliance to be achieved. However, even the most effective intervention modelled only brought forward compliance by one year.

Whilst it has become clear from the results of Maidstone BC's ongoing air quality monitoring, that air quality in Upper Stone Street is significantly worse than in other areas of the Borough, there is nevertheless a clear downward trend in pollution levels, brought about by the introduction of Euro VI vehicles, and the increased uptake of electric and hybrid vehicles. This downward trend indicates that pollution levels will eventually become compliant with statutory air quality objectives.
Only one of the measures modelled (scenario two) could be implemented by Maidstone BC by itself, but even that would be more effective if done in partnership with KCC. The others would need to be carried out in partnership with KCC, and funding from DEFRA would be required. The purpose of this report, therefore, is to seek agreement from members for the Director of Regeneration and Place to hold exploratory discussions with KCC about the viability of the options, and the possibility of applying to DEFRA for funding one or more of them.

Purpose of Report

Decision

This report makes the following recommendations to this Committee:

That:

1. The Strategic Planning and Infrastructure Committee endorse the findings of the report.

2. The Director of Regeneration and Place assess the level of support from Kent County Council to implement one or more of the measures outlined in the report.

3. A report be submitted to the Strategic Planning and Infrastructure Committee, outlining the outcome of discussions with Kent County Council, by January 2020.

Timetable	
Meeting	***Date***
Committee (Strategic Planning and Infrastructure)	09 July 2019

Results of Feasibility Study into a Low Emission Zone in Upper Stone Street

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The four Strategic Plan objectives are: • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place We do not expect the recommendations will by themselves materially affect achievement of corporate priorities. However, they will support the Council's overall achievement of its aims as set out in section 3 [preferred alternative]. This is because continuing to further this action of the Low Emissions Strategy will enable the council to fulfil its objective of being Safe, Clean and Green. While with without the support of KCC in implementing the measures they cannot be implemented this is next step in moving the project forwards to a point where a material improvement in air quality will be achieved.	John Littlemore, Head of Housing and Community Services
Cross Cutting Objectives	The four cross-cutting objectives are: • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected The report recommendation supports the achievement of addressing health inequalities by seeking to improve the air quality of this living in the affected areas who have worse air quality than other residents.	John Littlemore, Head of Housing and Community Services

Risk Management	Already covered in the risk section 5 of the report.	John Littlemore, Head of Housing and Community Services
Financial	The proposals set out in the recommendation are all within already approved budgetary headings and so need no new funding for implementation.	Finance Officer
Staffing	We will deliver the recommendations with our current staffing.	John Littlemore, Head of Housing and Community Services
Legal	Accepting the recommendations will partly fulfil the Council's duties under Part IV of the Environment Act 1995 • S82(1) of the Environment Act 1995 requires the Borough Council to review air quality from time to time • S82(2) requires an assessment of air quality standards and objectives such as that at Appendix 2 • S83(3) requires the Borough Council to identify parts of the Borough where standards or objectives are not likely to be achieved within the relevant period • S86(2) provides that the County Council may make recommendations to the Borough Council in relation to any particular air quality review, any particular assessment under s82 above, or the preparation of any particular action plan or revision of an action plan • S86(3) provides that where the Borough Council is making an action plan the County Council must submit proposals to the Borough Council for the use of County Council powers • S86(6) provides that the Borough Council may refer the matter to the Secretary of State if the County Council does not comply	Senior Lawyer - Planning

Privacy and Data Protection	There are no data protection issues, no personal data will be gathered only the opinion of KCC on the proposals made.	Policy and Information Team
Equalities	No impact identified as a result of the recommendations set out in this report.	Equalities and Corporate Policy Officer
Public Health	We recognise that the recommendations will potentially have a positive impact on population health or that of individuals.	Senior Public Health Officer
Crime and Disorder	There is no impact on crime and disorder.	John Littlemore, Head of Housing and Community Services
Procurement	There are no procurement issues in this recommendation.	Finance Officer

2. INTRODUCTION AND BACKGROUND

1.1 Maidstone has experienced exceedances of the annual mean air quality objective for nitrogen dioxide of 40µgm^{-3} for many years. This led to the declaration of an Air Quality Management Area (AQMA) in 2008 which encompassed the whole of the urban area of the town.

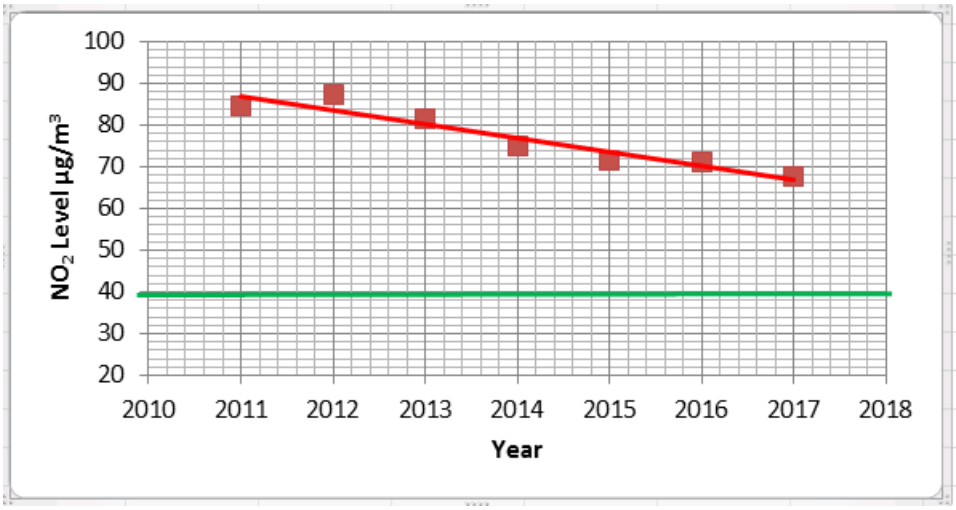
1.2 In more recent years, the introduction of Euro VI vehicles, electric vehicles, and hybrid vehicles has resulted in improvements to air quality across the majority of the Borough, which meant that in 2017, we were able to revoke the large AQMA, and declare a new smaller AQMA which focussed more precisely on the areas of exceedance of the above objective, namely, the carriageways of the major roads through the district.

1.3 Also in recent years, additional monitoring has shown that NO_2 levels in Upper Stone Street seemed to be significantly worse than other previously identified areas of exceedance of the air quality objectives, for example, the Wheatsheaf Junction. Furthermore, levels were sufficiently high to suggest that air quality objectives other than the annual mean objective for NO_2 may be being exceeded.

1.4 As a result of these concerns, a continuous monitor was installed in Upper Stone Street in May 2018, to measure NO_2, PM_{10} and $PM_{2.5}$. We now have a year's worth of data (May 2018 to May 2019) from the continuous monitor which indicates that there were no exceedances of other air quality objectives except NO_2. However, for the purposes of compliance with the relevant legislation, air quality data must be reported over a calendar year, January to December. Therefore, although the indications are good, it will

be the end of 2019 before we know whether or not we will be reporting new exceedances to DEFRA.

1.5 High pollution levels in Upper Stone Street are caused by a number of different factors, primarily, the sheer volume of traffic, but also the fact that it's a one way street with two lanes of traffic, both going uphill, and conditions are often congested. Vehicle engines are having to work harder because of the uphill gradient, and tall buildings either side of a relatively narrow street lead to the so called 'street canyon' effect whereby pollution is less able to disperse easily.



The figure shows NO_2 levels monitored by diffusion tube at the Pilot public house, which is one of the locations for which we have the largest amount of historical data. From a peak level of 87.3 in 2012 levels have decreased to 67.5 in 2017. The green line shows the air quality objective for NO_2.

1.6 There is an inference from the historical data that, even without further action, the downward trend will continue until the objective is reached. A simple linear regression would suggest that this would happen in about 2025. Applying more sophisticated modelling, which was done as part of this project, suggests that 2028 is a more realistic date.

1.7 Despite the current high levels of NO_2 which we report annually to DEFRA, DEFRA do not appear to recognise Maidstone's air quality problem. DEFRA use a national air quality monitoring regime, which differs significantly from that used by Local Authorities. For example, DEFRA' guidance states that '***Air sampled at traffic sites must be representative of air quality for a street segment no less than 100 m length. Sampling probes shall be at least 25 m from the edge of major junctions and no more than 10 m from the kerbside.'*** Based on their own monitoring and modelling, most of Kent, including Maidstone, is identified by DEFRA as 'not a national NO_2 priority area.'

1.8 In recent years, Maidstone has applied to DEFRA for funding for a number of projects to improve air quality. These applications have all been unsuccessful, despite, in at least some cases, scoring well in DEFRA's scoring system.

1.9 Against this background, consultants were engaged to consider ways to improve air quality in Upper Stone Street and to bring forward compliance with the air quality objectives. A long list of potential measures was produced, in part as the result of a stakeholder workshop, and three of these measures were then selected for more detailed examination, including air quality modelling. The three measures selected were

Scenario 1 – **Red route** – no stopping on Lower Stone Street, Palace Avenue and Upper Stone Street between 7.00am and 7.00pm

Scenario 2 – **Cleaner and more efficient vehicle usage** – working with freight operators to minimise the numbers of freight vehicle movements on Upper Stone Street and to ensure that their cleanest vehicles are used for these movements. Working with bus operators to improve fleet composition and ensure that the cleanest buses operate on Upper Stone Street

Scenario 3 – **Category B Clean Air Zone (CAZ)** – entry restrictions for buses, coaches, taxis, PHVs and HGVs.

Scenario 2 is the only one of the measures which could potentially be implemented by MBC alone, although it is thought that even this could be done more effectively with support from KCC. The CAZ categories are DEFRA's own definitions, and refer to the types of vehicle to which restrictions would apply. They range from Category A in which applies to buses, coaches, taxis and PHVs, to Category D, which applies to buses, coaches, taxis, PHVs. LGVs, HGVs, and cars. In the case of Category B, buses, coaches, HGVs, taxis and PHVs would be required to be Euro VI diesel, or Euro IV petrol, or would be charged to enter. This category was chosen, in order to achieve a positive effect on air quality whilst minimising impact on local residents.

1.10 Not unexpectedly, the report concludes that a Category B CAZ would be the most effective of the three scenarios modelled. However, whilst the results of the modelling show that all three scenarios would deliver significant air quality benefits in terms of reducing levels of NO_2., they also suggest that even the Category B CAZ, which would be in place by 2022, would only bring forward compliance with the objective by about 1 year, and the consultants suggest it would cost in the region of £5,000,000 to implement.

1.11 The consultants have expressed the view, based on their previous experience of similar work, that a Category D CAZ, where all vehicles would be charged if they don't meet the required Euro standards, would only bring forward compliance by approximately an additional 2 years.

1.12 Clearly, therefore, the air quality benefits derived from any measures implemented have to be balanced against the cost of implementation, and the inconvenience which they would cause to local residents.

1.13 The consultants' view is that there is a possibility that the DEFRA Joint Air Quality Unit would fund air quality mitigation measures in Maidstone if a sufficiently persuasive case were made to them. However, at present, DEFRA's view appears to be that there is no air quality problem in Maidstone. The risk is that if DEFRA were to formally recognise the air

quality problem in Upper Stone Street, they might impose a solution other than the one which either MBC or KCC would want, and which is likely to be far more draconian.

1.14 Maidstone BC recently wrote to the Chancellor of the Exchequer requesting funding to deal with Climate Change and an appeal to DEFRA for funding for air quality improvements could be similarly justified.

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3. AVAILABLE OPTIONS

3.1 Option 1: That on the basis of the downward trend in pollution levels, no additional measures to improve air quality are considered necessary. This would mean that compliance with all current air quality objectives would be achieved across Maidstone by 2028.

3.2 Option 2: The Director of Regeneration and Place to explore with KCC the appetite to submit a joint application to DEFRA for grants in order to deliver the agreed outcomes from the feasibility study; and for the Head of Housing & Community Services to report back to the Committee by January 2020 with an update.

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4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

4.1 Option 2: The Director of Regeneration and Place to explore with KCC the appetite to submit a joint application to DEFRA for grants in order to deliver the agreed outcomes from the feasibility study; and for the Director of Regeneration and Place to report back to the Committee by January 2020 with an update.

Having come this far with the project, it seems logical to explore with KCC, what their views are regarding implementing one of the modelled measures.

If KCC are supportive of implementing any of the modelled measures, we will report back to members for their decision about applying to DEFRA to fund the measure(s)

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5. RISK

5.1 Since the majority of the measures and certainly those with the most impact could be implemented without the support of KCC there is no risk in determining their level of support. Seeking this view and support would not commit MBC to take any further action at this time.

5.2 The risk of not approaching KCC for their support is that MBC would be open to criticism for not pursuing all available avenues to improve air quality on Upper Stone Street.

5.3 The risks associated with this proposal, including the risks of the council does not act as recommended, have been considered in line with the Council's Risk Management Framework. That consideration is shown within

this report at 5.1. We are satisfied that the risks associated are within the Councils risk appetite and will be managed as per the policy.

6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

6.1 This project was developed through consultation with relevant stakeholders including MBC Councillors, at a workshop held on 8th February 2019.

6.2 Funding for the project was agreed at a meeting of the Policy and Resources Committee

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7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

7.1 The Director of Regeneration and Place will approach senior officers at KCC to ascertain their views, and will report back to Committee by January 2020.

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8. REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

Appendix 1: Letter from MBC to Chancellor of Exchequer

Appendix 2: Maidstone Low Emission Zone Feasibility Study – consultant's report

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Appendix 1: Letter from MBC to Chancellor of Exchequer

The Rt Hon Philip Hammond MP
Chancellor of the Exchequer
House of Commons
London
SW1A 0AA

Via post and email: philip.hammond.mp@parliament.uk

21 May 2019

Dear Mr Hammond

At the meeting of the Full Council on the 10th April 2019, Maidstone Borough Council passed a motion that noted with concern the Intergovernmental Panel on Climate Change (IPCC) recent report on global climate change and its impact and the recent Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) reports on global species and habitat loss. In response to these reports, Maidstone Borough Council declared its recognition of the global climate and biodiversity emergencies.

Consequently the Council will be undertaking a short review of its own policies and actions to assess our contribution to addressing the threats arising from climate change and considering a target date of 2030 for the whole of the borough of Maidstone to be carbon neutral.

Some work is already underway. The Council is aware that links have been identified between climate change and the contributors of poor air quality. As a result the borough has an Air Quality Management Area covering part of the borough where air quality does not consistently meet acceptable standards; we recently engaged an expert to provide a feasibility study covering options to tackle poor air quality. In this way, we as a district council will contribute towards improving the broader position of climate change. Progress is limited by lack of resources.

To enable Maidstone Borough Council tackle the likely national impact on the economy and on the wellbeing of our citizens, we are requesting that government funding is made available to implement appropriate and swift actions in response to the climate challenge before us.

I would be grateful for your commitment to assist Maidstone Borough Council in this ambition and advise us what funding will be made available.

Yours sincerely

Alison Broom
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ARCADIS Design & Consultancy for natural and built assets

MAIDSTONE LOW EMISSION ZONE FEASIBILITY STUDY

JUNE 2019

In association with itp

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VERSION CONTROL

Version	Date	Author	Checker	Approver	Changes
1	02.04.19	JS/PM/NA/MC	PM	SP	
2	03.06.19	NA	PM	PM	Revision following MBC comments
3	10.06.19	PM	PM	PM	Further revision following MBC comments

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1 Introduction

This report has been prepared by Arcadis (UK) Limited and Integrated Transport Planning Ltd (ITP) for Maidstone Borough Council (MBC). It covers an initial feasibility study of a potential Low Emission Zone (LEZ) in Maidstone. The focus of such a zone would be the Upper Stone Street area, which has the worst air quality problem in Maidstone.

The study was undertaken over a four-month period between mid-December 2018 and April 2019 and was delivered within strict budget constraints. The Arcadis/ITP team worked in cooperation with a client team throughout that included officers from MBC and from Kent County Council (KCC). A stakeholder workshop that included a broader range of stakeholder interests was held in early February 2019, at which initial ideas on a long-list and a short-list of measures that could potentially be included within a Maidstone LEZ were discussed.

Following this short introduction, the remainder of this report is structured as follows:

- Section 2 presents the context to the study, including a summary of the existing traffic and air quality issues in central Maidstone.
- Section 3 reports on the process of developing a long list of measures that could potentially form part of a LEZ and sifting those measures to reach a shortlist of three LEZ scenarios whose impacts could be assessed.
- Section 4 describes the spreadsheet-based modelling approach taken to assessing the likely traffic impacts of each of the three LEZ scenarios in 2022 in comparison with a 2022 'Do Minimum' scenario, and presents the output traffic data from this process.
- Section 5 presents the approach taken to modelling the emissions and air quality impacts of the three LEZ scenarios and presents the results of that impact assessment.
- Section 6 sets out the conclusions reached.
- A number of appendices are included, containing some of the detail of the methodology adopted and the fully detailed results.

2 Project Background

2.1 Introduction

Air pollution is the top environmental risk to human health in the UK, and the fourth greatest threat to public health after cancer, heart disease and obesity[1]. Long-term exposure can cause increased incidence of respiratory diseases, such as asthma and bronchitis, it can also exacerbate symptoms for those who already have such diseases.

- Nitrogen dioxide (NO_2): Short-term exposure to high concentrations of NO_2 causes inflammation of the airways. Long-term exposure can cause increased incidence of respiratory diseases, such as asthma and bronchitis, it can also exacerbate symptoms for those who already have such diseases.
- Particulate Matter (PM_{10}): Long-term exposure can contribute to developing cardiovascular and respiratory diseases, including lung cancer. These particles can be inhaled into the respiratory tract and can get into the blood stream.

[1] Department for Environment, Food and Rural Affairs (2019), Clean Air Strategy 2019

2.2 Relevant Legislation and Policy

Part IV of the Environment Act (1995) requires the UK government to produce a national Air Quality Strategy (AQS) which contains standards, objectives and measures for improving ambient air quality. The most recent AQS was published in July 2007[2]. The AQS sets out objectives that are maximum ambient pollutant concentrations not to be exceeded either without exception or with a permitted number of exceedances over a specified timescale.

The objectives referred to in the AQS have been supplemented by the Air Quality Standards Regulations (SI 2010/64)[3], which came into force during 2010 and transpose the European Union (EU) Air Quality Directive (2008/50/EC)[4] into UK law. Air Quality Limit Values were published in these regulations for seven pollutants, in addition to Target Values for an additional five pollutants.

Whilst AQS Objectives and EU Limit Values are identical in relation to the concentrations that are applied, they are different, and it is important to understand how they are interpreted and therefore assessed. Local authorities are required to demonstrate best efforts to achieve the AQS Objectives whereas the UK government is mandatorily required to achieve EU Limit Values.

Reporting against compliance with EU Limit Values is undertaken by Department for Environment and Rural Affairs (Defra) and reported at a zonal/agglomeration level. Zones/agglomerations only comply when everywhere in the zone is below the EU Limit Value and this is the basis of Defra's reporting, which is designed to determine what the maximum concentration is within the zone and hence determine the date the zone will comply with the Limit Value. AQS Objectives are assessed at a much more local level where an Air Quality Management Area (AQMA) can be designated as a result of exceedance at individual properties.

Table 2-1 shows the UK AQS objectives for NO_2 and PM_{10}.

Table 2-1: UK NO_2 and PM_{10} AQS Objectives

Pollutant	AQS Objective	Concentration Measured As
NO_2	200µg/m^3 not to be exceeded more than 18 times a year	1 Hour Mean
	40µg/m^3	Annual Mean
PM_{10}	50µg/m^3 not to be exceeded more than 35 times a year	24 Hour Mean
	40µg/m^3	Annual Mean

[2] Department for Environment Food and Rural Affairs. (2007), The Air Quality Strategy for England, Scotland, Wales and Northern Ireland
[3] Statutory Instrument. (2010), 'The Air Quality Standards Regulations', No. 1001. Queen's Printer of Acts of Parliament
[4] European Union. (2008), 'Directive on Ambient Air Quality and cleaner Air for Europe', Directive 2008/50/EC Official Journal, vol. 152, pp. 0001-0044

Table 2-2 summarises the advice provided in Local Air Quality Management Technical Guidance (LAQM.TG) 2016[5] on where the AQS objectives apply for pollutants considered within this assessment.

Table 2-2: Examples of where the AQS Objectives Should Apply

Averaging Period and Objective	Objectives Should Apply At:	Objectives Should Generally Not Apply At:
Annual Mean (40 µg/m^3 for both NO_2 and PM_{10})	All locations where members of the public might be regularly exposed. Building facades of residential properties, schools, hospitals, care homes etc.	Building facades of office or other place of work where members of the public do not have regular access. Hotels, unless people live there as their permanent residence. Gardens of residential properties Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term.
24-Hour Mean (50 µg/m^3 PM_{10} not to be exceeded more than 35 times a year)	All locations where the annual mean objective would apply, together with hotels. Gardens of residential Properties.	Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term.
1-Hour Mean (200 µg/m^3 NO_2 not be exceeded more than 18 times a year)	All locations where the annual mean and: 24 and 8-hour mean objectives apply. Kerbside sites (for example, pavements of busy shopping streets). Those parts of car parks, bus stations etc. which are not fully enclosed, where members of the public might reasonably be expected to spend one hour or more. Any outdoor location where members of the public might reasonably expect to spend one hour or longer.	Kerbside sites where the public would not be expected to have regular access.

2.3 The Maidstone AQMA

It is a requirement of the Environment Act 1995 that Local Authorities (LAs) review current and future air quality within their area of jurisdiction under the system of Local Air Quality Management (LAQM). Any areas of relevant exposure where the AQS Objectives are not, or unlikely to be, achieved should be identified.

[5] Department for Environment, Food and Rural Affairs (2016), Local Air Quality Management – Technical Guidance (16) (LAQM.TG16)

Where it is anticipated that an AQS Objective will not be met, it is a requirement that an AQMA be declared. Where an AQMA is declared, the LA is obliged to produce an Action Plan in pursuit of the achievement of the AQS Objectives.

Maidstone Borough Council has declared an AQMA for exceedances of the annual mean NO_2 AQS Objective (40 µg m^{-3}), which encompasses the main roads passing through the Borough including the M20, A229, A20, A26, A249 and A274. The highest NO_2 concentrations in the AQMA are monitored on the A229 Upper Stone Street.

Upper Stone Street (see Figure 2-1 and Figure 2-2) is a one-way road leading traffic out of Maidstone town centre, comprising two lanes of traffic, and an ascending gradient. It is heavily-trafficked, with significant congestion and delays, as it forms part of a major north-south route through Maidstone as well as an important radial route from central Maidstone. Upper Stone Street has a number of intersections with minor roads, and a mixture of retail, commercial and residential properties adjacent to it. The highest concentrations of NO_2 measured along this road were 71 µg m^{-3} and 84 µg m^{-3} in 2016 and 68 µg m^{-3} and 79 µg m^{-3} in 2017, which are well in excess of the annual mean AQS Objective for NO_2.

Figure 2-1: View of the north end of Upper Stone Street at the Wat Tyler Way/Knightrider Street junction (courtesy of Google Street View)

Figure 2-2: View of a southern stretch of Upper Stone Street, near to the junction of Old Torvil Road (Google Street View)

2.4 Existing Initiatives

MBC already has a number of plans and strategies in place to improve air quality in the borough, as described below.

Maidstone Local Plan (2017)

MBCs Local Plan[6] sets the framework to guide the future development of the borough. It explains 'why, what, where, when and how' development will be delivered through a strategy that plans for growth but protects and enhances the boroughs natural and built assets.

MBC's Local Plan mentions tackling congestion and air quality issues through improvements in provision for vehicles, pedestrians and cyclists, including public transport.

Policy DM6 (Air Quality) explains how pollution from developments has potential to affect human health and that it is essential that such issues are addressed. It mentions that the AQAP primarily focuses on achieving modal shift to walking, cycling and public transport and low emission transport. The policy supports the Integrated Transport Strategy and AQAP by:

- Promoting infrastructure that encourages the use of modes of transport with low impact on air quality
- Locating development close to transport infrastructure and community services and facilities to minimise trip generation
- Installing charging points to facilitate expected increases in electric vehicle ownership
- Requiring developers to contribute to funding measures, including those identified in the air quality action plans and low emissions strategies, designed to offset the impact on air quality arising from new development

Low Emission Strategy (2017)

MBC has published a Low Emission Strategy (LES)[7] which also incorporates and forms the AQAP for Maidstone Borough AQMA. MBC's LES aims to:

- Achieve a higher standard of air quality across Maidstone
- Assist MBC in complying with relevant air quality legislation
- Embed an innovative approach to vehicle emission reduction through integrated policy development and implementation in Maidstone across the region
- Improve the emissions of the vehicle fleet in Maidstone beyond the 'business as usual' projection, through the promotion and uptake of low and ultra-low emission vehicles
- Reduce emissions through an integrated approach covering all appropriate municipal policy areas. Under each area, the specific actions aimed at reducing emissions will be developed

Actions in the LES focus on five key themes, which are transport, planning, procurement of low emission vehicles, carbon management and public health.

[6] Maidstone Borough Council (2017a), Maidstone Borough Local Plan

[7] Maidstone Borough Council (2017b), Maidstone Borough Council Low Emission Strategy

Transport actions include working with partners both in improving the road network and in encouraging modal shift, implementing an emissions standard for buses operating in the district, consider an emission standard for taxis and uptake of electric vehicles.

The LES notes that effective planning policies will play a vital role in sustaining air quality improvements, by discouraging the use of high emissions vehicles and supporting the uptake of low emission vehicles.

In regard to public health MBC will support the work of the Healthy Living team, such as walking and cycling strategies.

3 Longlisting and Shortlisting of Measures

3.1 Long-listing of measures

As a first step in assessing options that could be taken forward within a (LEZ focussed on Upper Stone Street, we developed a long-list of 28 measures that could potentially be introduced in as part of a LEZ. In developing this list, we took account of:

- Local plans and policies, including the Maidstone Integrated Transport Strategy;
- ITP's previous experience of drawing up similar long-lists of potential measures to improve air quality; and
- Internal ideas that the client team had.

The long-list covered measures that fall into three main categories:

- Demand management measures that seek to reduce road use, particularly by the most polluting vehicles.
- Low emission vehicle measures that encourage adoption of low emission vehicle technologies such as electric vehicles (EVs).
- Traffic efficiency measures that aim to improve the efficiency of traffic movement and thus cut down congestion-related emissions.

The measures that were included on the long-list are shown below.

Demand management measures

Road user charging measures

- Class A Charging Clean Air Zone (CAZ) - road user charging linked to vehicle emission standards[8] covering buses, coaches, taxis and private hire vehicles (PHVs).
- Class B Charging Clean Air Zone (CAZ) - road user charging linked to vehicle emission standards covering buses, coaches, taxis and PHVs, and heavy goods vehicles (HGVs).
- Class C Charging Clean Air Zone (CAZ) - road user charging linked to vehicle emission standards covering buses, coaches, taxis and PHVs, HGVs and light goods vehicles (LGVs).

[8] Euro emission standards define the acceptable limits for exhaust emissions of new vehicles sold in the European Union and EEA member states. They are denoted by Euro 1 to 6 for cars and light vehicles and Euro I to VI for heavy duty vehicles (buses, coaches and HGVs).

- Class D Charging Clean Air Zone (CAZ) - road user charging linked to vehicle emission standards covering buses, coaches, taxis and PHVs, HGVs, LGVs and cars.

Access control based measures

- Access control regulation linked to vehicle emission standards (LEZ) for buses, coaches, taxis and PHVs.
- Access control regulation linked to vehicle emission standards (LEZ) for buses, coaches, taxis and PHVs, and HGVs.
- Access control regulation linked to vehicle emission standards (LEZ) for buses, coaches, taxis and PHVs, HGVs and LGVs.
- Access control regulation linked to vehicle emission standards (LEZ) for buses, coaches, taxis and PHVs, HGVs, LGVs and cars.
- Access control through high occupancy vehicle (HOV) lanes or roads, particularly during peak periods.
- Lorry bans during peak periods.

Parking-based measures

- Workplace parking levy (WPL) scheme.
- Emission-related on and off street parking charges.

Measures to encourage sustainable travel behaviour

- Behavioural change measures to 'nudge' people into behaviour change that involves reducing use of private cars in favour of walking, cycling and public transport use.
- Improvement of public transport infrastructure to encourage mode shift to public transport, including quality bus corridors on the north-south axis.
- Reduction of bus fares to encourage modal shift from car to bus.
- Improvement of cycling infrastructure and bike hire scheme to encourage mode shift to cycling.
- Improvement of walking infrastructure to encourage mode shift to walking.
- Provision of new park and ride (P&R) sites to encourage mode shift to P&R.
- Reduction of existing P&R fares to encourage mode shift to P&R.

Measures to encourage sustainable freight

- Freight consolidation centres.
- Freight delivery and service plans (DSPs).

<u>Low emission vehicle measures</u>

- Using taxi and private hire vehicle licensing to introduce lower emission vehicles to the taxi and private hire vehicle fleet.
- Working with bus operators to introduce lower emission vehicles into the bus fleet, including through grant support.
- Working with freight operators to introduce lower emission vehicles into the LGV and HGV fleet, through grant support and low emission vehicle advice.
- Electric vehicle charging point infrastructure to encourage take-up.
- Procuring low emission vehicles for all council-owned fleets.

Traffic efficiency measures

- Using traffic signal control strategies on polluted road links to reduce congestion-related emissions.
- Introducing a 'red route' to prevent stopping on Upper Stone Street.

3.2 Sifting of long-list

In order to reach a short-list of three scenarios that could be taken forward for impact assessment within the study, the long-listed options were put through a qualitative assessment against ten assessment criteria. These were:

1. Potential air quality impact on Upper Stone Street - rated as low / low-medium / medium / medium-high / high.
2. Timescale for delivery of impact - rated as short (2020-21) / medium (2022-23) / long (2024-25) / very long (beyond 2025).
3. Scale of capital cost to public sector - rated as low (<£1m) / medium (£1m to £5m) / high (>£5m).
4. Scale of operating cost to public sector – rated as low (<£100k per year) / medium (£100k to £500k per year) / high (>£500k per year)
5. Infrastructure requirements
6. Practicalities / operational requirements
7. Legal requirements
8. Enforcement issues
9. Political risks
10. Financial risks

The qualitative assessment was initially undertaken internally by the project team based on previous experience and available evidence from elsewhere. The assessment was then refined and finalised taking account of comments and views expressed at a stakeholder workshop held in Maidstone on 8th February 2019.

The result of the qualitative assessment showed that, perhaps unsurprisingly, each potential measure has pros and cons. While some were clearly not strong candidates for implementation as part of a LEZ concept focussed on Upper Stone Street, sifting of other measures to determine which to take forward to impact assessment required careful consideration of the balance of those pros and cons.

The full qualitative assessment of all 28 measures against the ten criteria is reported in spreadsheet form in a separate Annex that accompanies this report.

3.3 Short-listed scenarios

As a result of the qualitative assessment process, three scenarios were identified and agreed with the client group as being those that would be taken forward into the impact

assessment process[9]. These each contained selected measures from the long-list, and are described below.

Modelling each of these scenarios was done for the selected future target year of 2022, in comparison with a 2022 'Do Minimum' scenario. The 'Do Minimum' scenario included 'business-as-usual' continuation of the current situation, with due allowance for general traffic growth (for example, associated with new development in the Maidstone area and southeast England) and for the gradual 'greening' of the overall UK vehicle fleet (due to improved vehicle emission standards and take-up of electric and other low emission technologies). A 2027 'Do Minimum' scenario was also modelled, in order that the air quality modelling could predict when Upper Stone Street would become compliant in the absence of any LEZ interventions.

3.3.1 Scenario 1 – Red Route

Scenario 1 is focussed on keeping traffic moving on Upper Stone Street to smooth flow. The LEZ measure that would be included is:

- Implementation of a Red Route restriction, preventing vehicles stopping on Palace Avenue, Lower Stone Street and Upper Stone Street (see Figure 3-1).

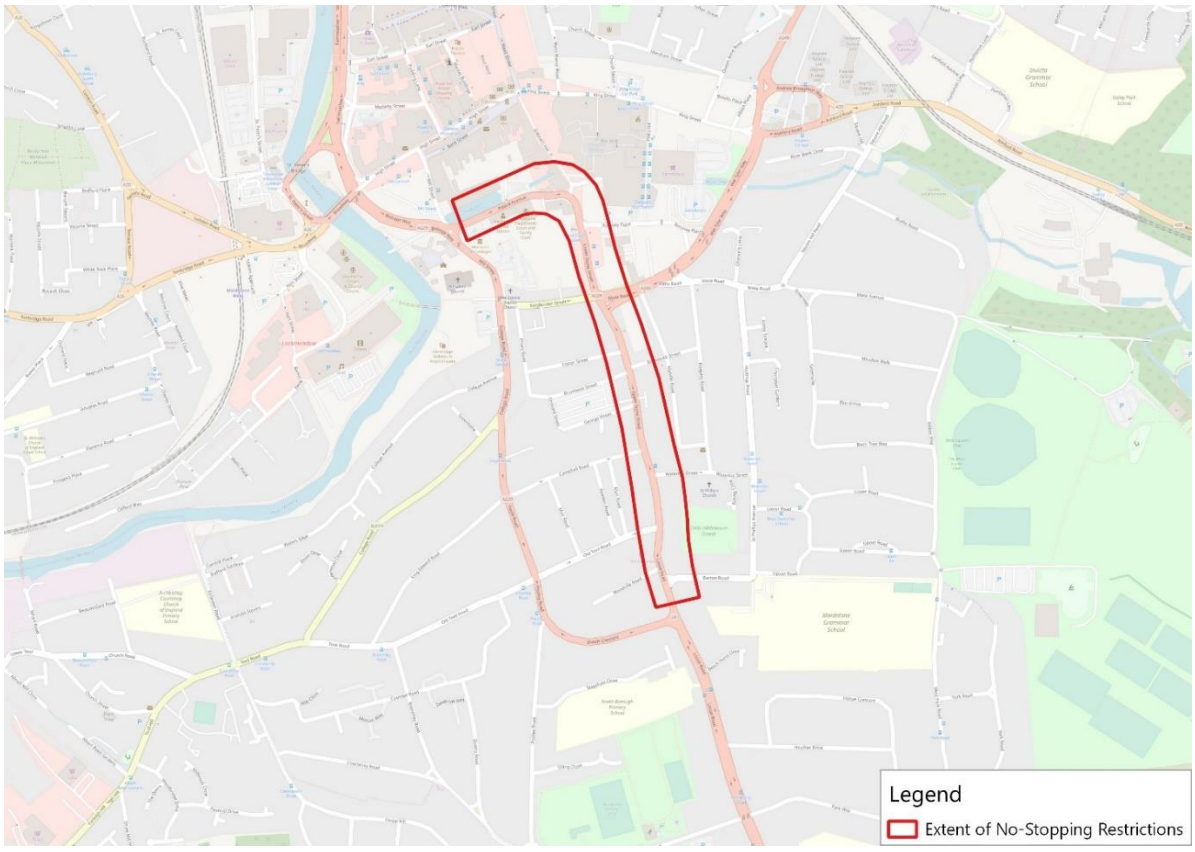

Figure 3-1: Scenario 1 - extent of Red Route

[9] Study budget constraints meant that a maximum of three could be tested, as agreed with the client.

The main aim of this measure would be to avoid the traffic flow disruption that occurs when vehicles stop (e.g. for loading), smoothing the flow significantly on what is a tightly constrained road width with little room for traffic to pass stopped vehicles. This would reduce stopping and starting and the associated deceleration / acceleration cycles that increase vehicle emissions significantly, particularly with Upper Stone Street being on a hill and carrying a significant proportion of HGVs and buses.

For the purposes of impact assessment, it was assumed that Red Route 'no stopping' restrictions would apply to all vehicles from 7am to 7pm. In practice, there would be a number of options, including a Red Route that operates only during peak times (denoted by a single Red line, with appropriate signage) and some limited 'dispensations' for delivery vehicles if there is no other practical option.

In the project team's judgement, such a measure could be implemented relatively quickly to be operational in 2021, subject to funding availability. There would first need to be detailed exploration and design of the scheme to deal with issues such as any local dispensations and creation of parking bays to minimise negative effects on businesses on Lower and Upper Stone Street. There would also need to be a public consultation. The Red Route would need to be implemented by Kent County Council (KCC) as the transport authority through a Traffic Regulation Order (TRO).

To be effective, the Red Route would need to be enforced by enforcement cameras that would capture footage of vehicles stopping in violation of the Red Route restrictions.

3.3.2 Scenario 2 – Cleaner and More Efficient Fleet Usage

In Scenario 2, the LEZ measures that would be included are:

- Working with freight operators to develop and implement freight delivery and service plans (DSPs) that minimise the number of freight vehicle movements on Upper Stone Street, and utilise their cleanest vehicles for those movements.
- Working with freight operators who make particularly heavy use of Upper Stone Street to introduce lower emission vehicles into their LGV and HGV fleet, through grant support and low emission vehicle advice.
- Working with bus operators to introduce lower emission vehicles into the bus fleet, including through grant support.

The first two measures are complementary and address the issue of the major contribution that freight vehicles make to the NO_2 air quality problem on Upper Stone Street. The source apportionment exercise undertaken for MBC using 2016 data suggested that HGVs account for 26-28% of roadside NO_2 concentrations and LGVs a further 10-11%[10]. Implementation of those measures would require establishment of a dedicated team with freight and green fleet expertise to work with freight operators, together with establishment of a grant fund that operators could bid into to support the costs of retrofitting or upgrading their vehicles.

[10] Air Quality Note: Source Apportionment on Upper Stone Street, Maidstone. Prepared by Air Quality Consultants for MBC, June 2017.

The third measure would be an extension of MBC's current efforts with the local bus operators, which have successfully brought many vehicles up from Euro III to Euro V emission standard. Bus movements on Upper Stone Street are responsible for 12-13% of NO_2 concentrations on Upper Stone Street according to the source apportionment exercise undertaken for MBC on 2016 data. The aim would be to focus much more on bringing the vehicles up to Euro VI standard by 2022. Euro VI buses reportedly give a reduction of up to 95% in NO_x emissions by comparison with Euro V.

3.3.3 Scenario 3 – Charging Clean Air Zone

Scenario 3 would embody the 'polluter pays' principle. The LEZ measure that would be included is:

- A Class B Charging Clean Air Zone (CAZ) (as defined by Government), in which a daily charge is levied on vehicles within defined classes (buses & coaches, taxis and PHVs, and HGVs) that don't meet the prescribed emission standards of Euro VI for buses, coaches and HGVs or Euro 6 (diesel) / Euro 4 (petrol) for taxis and PHVs.

The rationale for testing a Class B CAZ rather than other classes was that the source apportionment exercise by Air Quality Consultants that MBC provided to the study team suggested that in 2016 HGVs were responsible for 26-28% of roadside NO2 concentrations on Upper Stone Street. So, a Class B CAZ was agreed to be the 'least painful' charging CAZ option that could potentially deliver a significant benefit for air quality. The charging CAZ would need to be implemented by KCC as the transport authority, under the provisions of the Transport Act 2000.

For the purposes of impact assessment, it was assumed that the charging scheme applies 24 hours per day for any vehicle using Upper Stone Street and an additional small number of nearby roads, as shown in Figure 3-2. Inclusion of the additional network of nearby roads is intended to prevent vehicles that are liable to the charge from avoiding it by taking undesirable diversions, particularly through residential areas. It was also assumed that the charging scheme comes into operation in 2022, but that charges for taxis and PHVs would be zero-rated until 2025 in view of the relatively minor contribution that they make to NO_2 concentrations on Upper Stone Street.

Daily charge levels were assumed to be similar to those being proposed for the Birmingham Charging Clean Air Zone, at £50 per bus, coach or HGV and £8 per taxi or PHV once the zero-rating period ends in 2025. Significant penalty charges would be levied on violating vehicles – at least ten times higher than the daily charge.

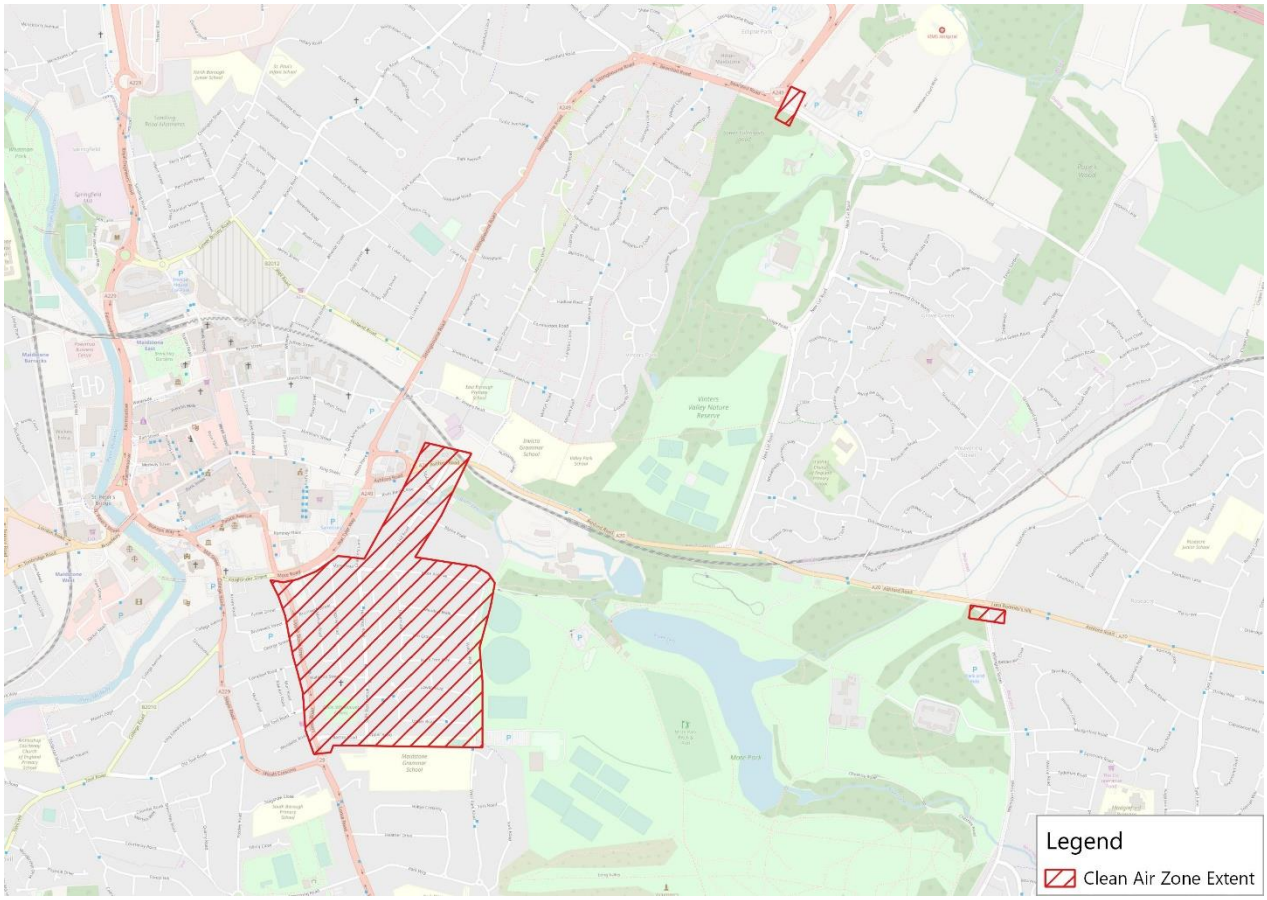

Figure 3-2: Extent of Charging Clean Air Zone

In practice, there are many other options within the Charging CAZ measure. These include, for example, charging only being applicable during peak periods, and/or including 'sunset clauses' (as is anticipated in the Leeds Charging CAZ Scheme) that allow an exemption from charges for vehicles based within the defined zone for a limited period of time (e.g. one year) after it is first introduced to allow extra time for adaptation to the presence of the charging scheme.

4 Assessment of Traffic Impacts

The first step towards assessing the air quality impacts of each of the three short-listed scenarios involved creating a spreadsheet-based traffic model and using this to forecast the future traffic conditions under each scenario. This approach was adopted to make best use of readily available traffic data, in view of the limited budget available for the study, rather than collecting any new data through surveys or creating and using more sophisticated transport models.

4.1 Spreadsheet Traffic Model

4.1.1 Baseline traffic volume data

In order to develop a traffic model which investigated the impacts of a number of LEZ measures, as outlined in Section 3, an intensive data collation and review process was undertaken which sought to obtain the most robust and recent traffic data available for Maidstone. Specifically, this focused on obtaining classified traffic count data within a defined area of interest, devised in discussions with MBC and Kent County Council (KCC), as illustrated in Figure 4-1.

Our review of available data at the time of the study showed that the most recent robust data for the links within the study area was Annual Average Daily Traffic (AADT) data recorded by the Department of Transport (DfT), which is available through its website (https://www.dft.gov.uk/traffic-counts/). The DfT classified count data for 2017 was therefore utilised within the 'base year' part of the spreadsheet model, covering a number of sites within the study area, as shown in Figure 4-1. On certain links within the area of interest traffic volume data could not be obtained directly from either the DfT or from locally recorded counts. In these instances, traffic volumes were estimated based on flows on neighbouring links.

At the time of the study, new traffic count data was due to be collected by KCC in relation to a 'before and after' study of the impact of improving the 'bridge gyratory system' that covers the Broadway and St Peter's bridges over the Medway on the west side of the defined study area. However, that new data was limited in extent (a count on one weekday and one Saturday) and it was agreed with the client that this would not significantly improve the robustness of the data set for the project while it would significantly delay it.

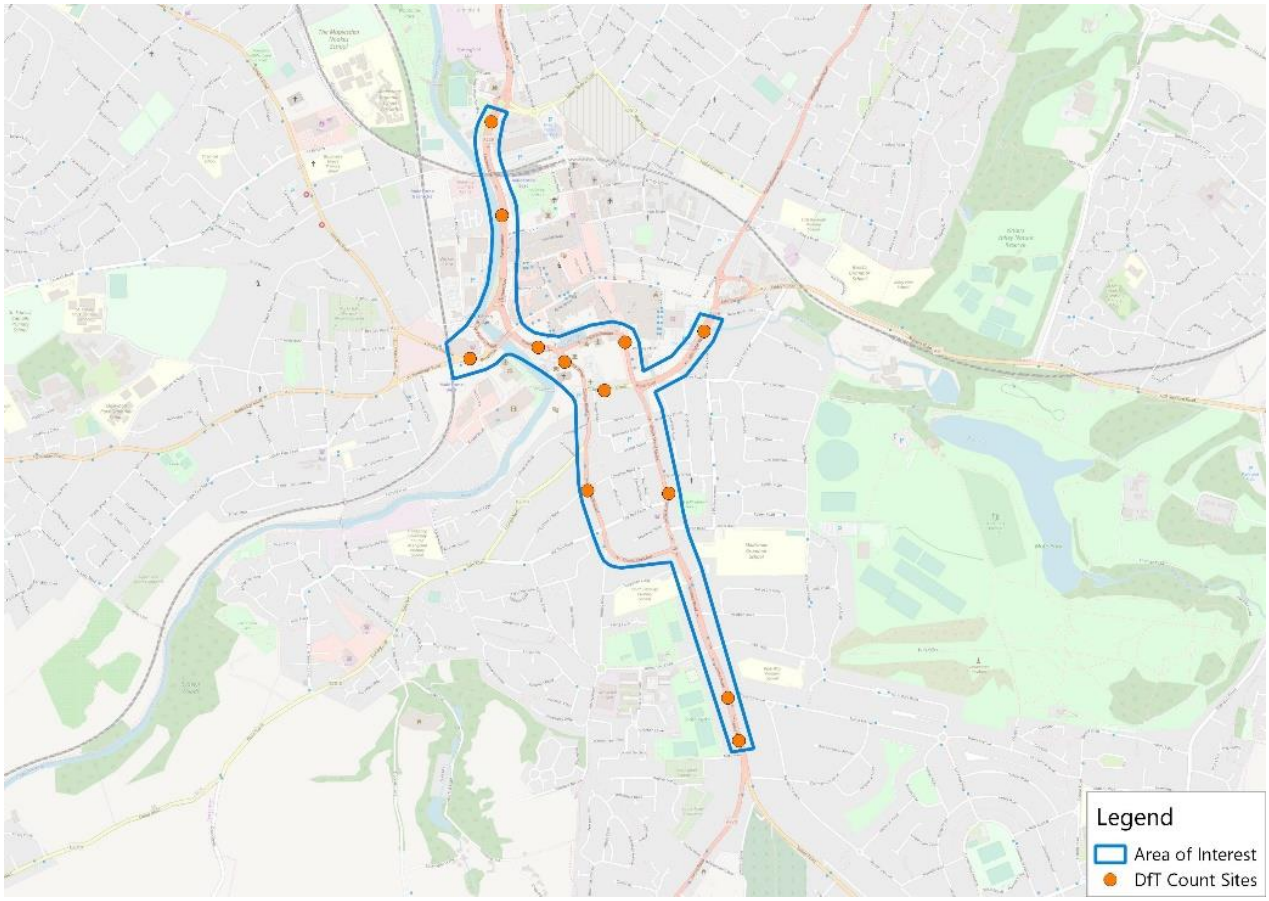

Figure 4-1: Study area and locations of DfT traffic count sites

4.1.2 Peak period calculations

In order to make the air quality assessment which fed on the traffic data as useful and accurate as possible, the all-day DfT traffic count data were allocated to different periods of the day:

- AM peak period (07.00 to 10.00)
- Inter-peak period (10.00 to 16.00)
- PM peak period (16.00 to 19.00)
- Off-peak period (19.00 to 07.00)

Allocation of traffic to those time periods was based on the most up-to-date hourly flow profiles available from the DfT database. For the off-peak period, which was not generally covered by the available hourly flow profiles, an off-peak factor of 0.287 x AADT was derived from COBA, a DfT approved economic appraisal tool, and utilised to populate traffic flow for the night time period.

4.1.3 Traffic growth

In order to consider the traffic volumes that might be expected in the future year 'Do Minimum' scenarios, growth factors from TEMPRO[11] were obtained for each time period and applied to the baseline traffic flow. To be representative the growth factors were devised by adjusting local growth against regional and national growth, in accordance with the appropriate guidance[12]. Table 4-1 outlines the factors utilised to predict car, motorcycle and bus traffic volumes in both 2022 and 2027. 2022 was the main target year for the assessment of scenarios, while 2027 was also modelled under 'Do Minimum' in order for the subsequent air quality modelling to be able to give an idea of when Upper Stone Street would become compliant without any LEZ intervention.

Table 4-1: TEMPRO factors applied to future scenarios

Time Period	TEMPRO Growth Factor (2022)	TEMPRO Growth Factor (2027)
AM Peak (07:00 – 10:00)	1.0473	1.0795
Inter-Peak (10:00 – 16:00)	1.0533	1.0949
PM Peak (16:00 – 19:00)	1.0480	1.0821
Off-Peak (19:00 – 07:00)	1.0463	1.0800

As TEMPRO does not account for growth in LGVs and HGVs, the National Traffic Growth Forecasts[13] were interrogated and a growth factor developed for these freight vehicle classes. As the growth forecasts are measured as a five yearly percentage increase from a base year of 2015, the yearly increase from the baseline was calculated and applied from the baseline year in the model (2017). For example, there are five years between the baseline (2017) and the 2022 scenarios, so therefore the yearly growth factor was multiplied by five.

Table 4-2 outlines the growth factors utilised for HGVs and LGVs in 2022 and 2027 under a Do Minimum scenario.

Table 4-2: National Traffic Growth Forecast factors applied to future scenarios

Scenario	National Traffic Growth Forecast (LGV)	National Traffic Growth Forecast (HGV)
All Scenarios - 2022	1.0938	1.0060
Business as Usual (2027)	1.1282	1.0204

[11] Trip End Model Presentation Program (TEMPro) provided by Department for Transport.
[12] https://laqm.defra.gov.uk/documents/TEMPRO_guidance.pdf
[13] https://www.gov.uk/government/publications/road-traffic-forecasts-2018

4.1.4 Vehicle speeds

In the absence of any speed data from local or national sources, vehicle speeds used within the spreadsheet model for the baseline year were based on average journey times extracted from the Google Maps journey planner. Due to the absence of the ability to identify journey times of less than one minute within the Google Maps journey planner, average speeds on each link within the model were based on longer example journeys which covered multiple links. As it was not possible to reliably forecast changes in future speeds, the baseline traffic speeds were utilised for all future 'Do Minimum' scenarios.

Table 4-3 outlines the example journeys run through the Google Maps journey planner, and the links to which average speeds were applied.

Table 4-3: Example journeys run through the Google Maps journey planner

A-Junction	B-Junction	Distance (km)	Links speed applied to
Mill Street (North)	Sutton Road	1.9	A229 Palace Avenue, A229 Lower Stone Street, A229 Upper Stone Street, A229 Loose Road (Southbound)
Sutton Road	Bishops Way/Palace Avenue	1.9	A229 Loose Road (Northbound), A229 Sheal's Crescent/Hayle Road, A229 Mill Street (South)
Chatham Road Roundabout/Invicta Park	Mill Street (North)	1.6	A229 Bishops Way (Eastbound), A229 Fairmeadow (Southbound)
Mill Street (North)	Chatham Road Roundabout/Invicta Park	1.6	A229 Bishops Way (Westbound), A229 Fairmeadow (Northbound)
Buckland Hill/Somerset Road	A229 Fairmeadow (North Gyratory)	1.1	A20 Broadway (Eastbound)
A229 Bishops Way (South Gyratory)	Buckland Hill/Somerset Road	1.1	A20 Broadway (Westbound)
A20 Ashford Road	A229 Mill Street (South)	0.8	A249 Wat Tyler Way (Southbound), Knightrider Street
A229 Lower Stone Street	A20 Ashford Road	0.6	A249 Wat Tyler Way (Northbound)

4.2 Scenario Testing

Traffic data was modelled for the Base Year scenario (2017) and the two 'Do Minimum' scenarios (2022 and 2027) using the data and growth factors described above. The three Low Emission Zone scenarios described in Section 3 were then modelled for

2022, using available evidence to scale appropriate parameters off the 2022 'Do Minimum' scenario. The scaling factors used and the associated evidence on which they were based were as follows:

- **Scenario 1 – Red Route** – under this scenario an estimate of a 10% improvement in vehicle speeds on Palace Avenue, Lower Stone Street and Upper Stone Street was applied. This estimate was based on evaluation of the impacts of Red Routes in London[14] when they were first introduced. This showed average journey time improvements across the day of between 1% and 23%. A 10% improvement was therefore seen to be a realistic but cautious estimate of the likely benefits. It should also be noted that emission reductions would be likely to arise from smoothing of flow, on top of the improvement in average speeds.

- **Scenario 2 – Cleaner and More Efficient Fleet Usage** - under this scenario, the measure that would affect traffic volumes would be the Delivery and Service Plans (DSP). Here an estimate was made that there would be a 2% reduction in LGV and HGV traffic compared with the 2022 Do Minimum case. This value was based on evidence of a 20% reduction in deliveries seen by Transport for London (TfL) as part of a pilot programme at their Southwark offices[15] alongside a cautious assumption that 10% of LGV and HGV movements would be affected by DSP measures in the Maidstone area.

- **Scenario 3 – Charging Clean Air Zone (Class B)** – estimation of the impact of a Charging CAZ was based primarily on evidence from the Birmingham CAZ and on default forecast fleet Euro compositions in 2022 from the Defra Emission Factor Toolkit (EFT). This was utilised to develop a percentage reduction factor for HGVs which was applied to the 2022 Do Minimum HGV volumes, as follows:
  - In the Birmingham evidence base 11% of non-compliant vehicles were forecast to travel as before and pay the charge, 27% vehicles would adapt their travel behaviour to avoid the charging zone, and 62% would upgrade fleet to become Euro VI compliant. Therefore 73% of vehicles would travel as they did before implementation of the CAZ.
  - According to EFT in 2022, 13% of rigid HGVs would be non-compliant, whilst 4% of articulated HGVs would be non-compliant. Therefore, in relation to the above evidence from the Birmingham CAZ, 96.5% of rigid HGVs and 98.9% of Articulated HGVs would continue to travel versus the 2022 Do Minimum scenario.

  It was assumed that under this scenario all buses would be upgraded by operators to be Euro VI compliant by 2022. This is in line with assumptions used in consideration of charging CAZ options in other UK cities.

[14] TRL (1993) Assessment of the Pilot Priority (Red) Route in London.
[15] TfL - Transport for London (2009) London Freight Matters: A Pilot Delivery Servicing Plan for TfL's Palestra Offices in Southwark: A Case Study.

4.3 Spreadsheet Modelling Outputs

The complete set of traffic data outputs from the spreadsheet modelling can be found in 7. These were passed through to the Arcadis Air Quality team for use as inputs to the emission modelling and air quality modelling reported in Section 5.

5 Assessment of Air Quality Impacts

The ADMS air quality dispersion model was used to gain a more detailed understanding of the dispersion of pollutants along Upper Stone Street and to determine the extent to which each LEZ option would reduce pollutant concentrations both here and across the surrounding road network. The methodology and results of the air quality modelling assessment are described in this section.

5.1 Modelled Area

The area covered by the air quality model specifically covers Upper Stone Street, Lower Stone Street and the surrounding major roads in Maidstone Town Centre as shown in Figure 5-1.

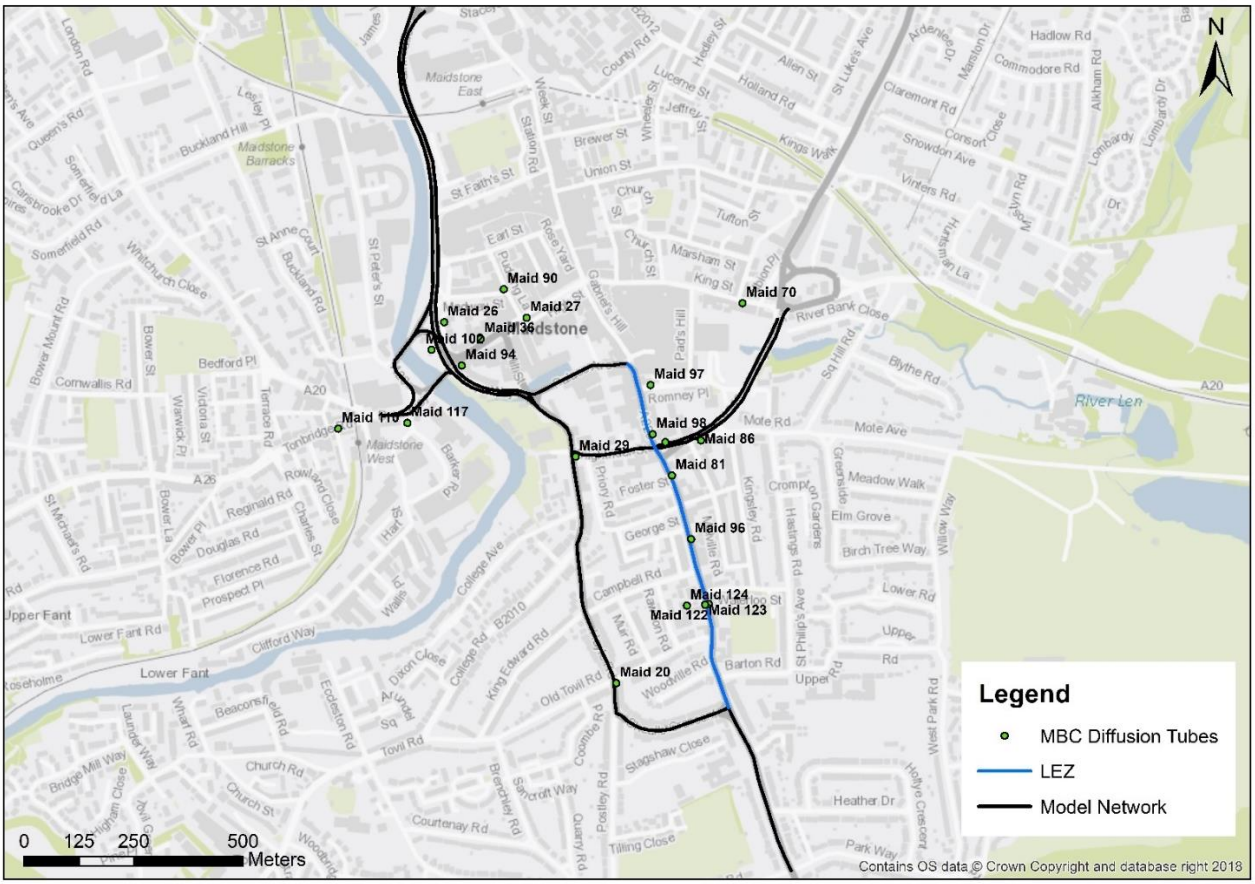

Figure 5-1: Maidstone LEZ Feasibility Study Area

5.2 Baseline Conditions

MBC reviews and assesses air quality in the borough on an annual basis and is required to produce an Annual Status Report (ASR) for Defra. MBC undertakes air quality monitoring using a combination of diffusion tubes and automatic stations. Diffusion tubes are a low-cost passive monitoring technique which can be used to monitor long term ambient concentrations of NO_2. Automatic stations provide real time, high resolution measurements and are typically more accurate than diffusion tube methods.

5.2.1 Diffusion Tube Monitoring

MBC widely carries out NO_2 diffusion tube monitoring throughout the borough. Table 5-1 shows the monitoring results from diffusion tubes in the assessment study area, and the location of these tubes is shown in Figure 5-1.

In summary, the 2017 monitoring results with good data capture (>75%) showed that three sites exceed the annual mean NO_2 AQS Objective. Two sites, 96 and 81 are located on Upper Stone Street and one site, 97 is located on Romney Place.

Table 5-1: Annual Mean NO_2 Concentrations (µg/m³) Monitored from Diffusion Tubes in Study Area

Site ID	Site Name	Site Type	X	Y	Annual Mean NO2 (µg/m3)			2017 Data Capture (%)
					2015	2016	2017	
Maid 20	Sheals Crescent	Roadside	576175	154854	24.8	28.1	27.1	100%
Maid 26	Drakes PH	Roadside	575782	155678	30.7	31.0	33.5	92%
Maid 27	High Street (JPs Bar)	Roadside	575970	155688	37.0	36.4	33.8	100%
Maid 29	Knightrider Street	Roadside	576082	155371	30.3	30.9	34.3	92%
Maid 36	37 High Street	Roadside	575865	155640	39.4	40.7	36.8	92%
Maid 70	92 King Street	Roadside	576463	155721	38.3	38.5	37.6	83%
Maid 81	The Pilot PH	Roadside	576302	155328	71.5	71.3	67.7	100%
Maid 86	20 & 18 Mote Road	Roadside	576368	155408	33.5	30.2	35.8	100%
Maid 90	Pudding Lane, Medway Street, Maidstone	Kerbside	575918	155753	32.9	32.8	34.2	83%
Maid 94	53, High Street, Maidstone, Maidstone, Kent, ME14 1SY	Roadside	575822	155579	31.3	35.5	35.4	75%
Maid 96	Lamppost KUBT 512 in bracket for "One Way" sign outside Lashings Sports Club (opposite grassy area) Upper Stone St	Roadside	576346	155183	94.8	83.8	79.3	100%

Maid 97	Post re bracket for "No Loading" sign outside Romney House in Romney Place	Roadside	576253	155534	-	38.6	41.9	100%
Maid 98	Post re bracket for "No Loading" sign outside Miller House	Roadside	576258	155422	-	35.2	34.8	92%
Maid 102	On fence near public toilets as you enter EDF substation carpark	Other	575753	155615	-	30.1	28.8	-
Maid 110	Tonbridge Road (on lamp post near No 3)	Roadside	575540	155435	-	29.0	33.8	100%
Maid 111	Mote Road. On lamp post adjacent to pedestrian crossing on Wat Tyler Way (Wren's Cross) near Miller House.	Roadside	576287	155404	-	-	30.4	100%
Maid 117	On lamppost adjacent to drive though area of McDonalds	Roadside	575698	155448	-	-	*31.8*	50%
Maid 122	Loading sign to the right of the front of the Papermakers Arms PH	Roadside	576386	155035	-	-	*58.7*	25%
Maid 123	Loading sign on opposite side of Upper Stone St to Maid 122	Roadside	576378	155033	-	-	*59.0*	25%
Maid 124	Fence pole at back of site for proposed development at 102 Upper Stone St	Roadside	576336	155031	-	-	*16.1*	25%
Bold = Exceedance of the annual mean NO2 AQS Objective (40µg/m3) Italics = Sites with Low Data Capture (<75% Data Capture) which are not representative of the annual mean								

5.2.2 Automatic Monitoring

MBC also carries out monitoring at one automatic station, site CM2 a rural background site. This station is located ~5km north east of the study area on Scragged Oak Lane and monitors both NO_2 and PM_{10}. In 2017 the station measured an annual mean concentration of 13 µg/m^3 for both NO_2 and PM_{10}, which is lower than the annual mean AQS Objectives. The station did not monitor any exceedances of the NO_2 or PM_{10} short term AQS Objectives.

5.3 Methodology

5.3.1 Scenarios modelled

Three LEZ scenarios were considered against a Do Minimum (DM or Business as Usual) scenario in the target year of 2022. A full description of each of these scenarios is provided in Section 3.3. In addition, a Do Minimum scenario was modelled for 2027, to allow an estimate to be made of when Upper Stone Street would become compliant in the absence of any LEZ intervention.

5.3.2 Air Quality Dispersion Modelling

The ADMS-Roads model (version 4.1) was used to predict NO_2 and PM_{10} concentrations in the Base Year, Do Minimum and LEZ scenarios.

The dispersion model was built by digitising traffic model links and assigning road widths according to OS mapping and satellite photography.

The following inputs are required to undertake the air quality dispersion modelling:

- Traffic data
- Emission factors
- NO_x to NO_2 conversion
- Meteorological data
- Receptors
- Background pollutant concentrations

5.3.3 Traffic Data

Traffic data was provided by Integrated Transport Planning as summarised below. The traffic data is presented in 7, and a full description of the methodology used to generate the data is provided in Section 4.

Traffic data was provided for the following assessment scenarios:

- Base Year (2017): Previous year allowing model verification against air quality monitoring data. The model verification process is outlined in Appendix B.
- Do Minimum (2022): Future year without any of the LEZ options, and accounting for greening of the vehicle fleet over time that would occur regardless of a LEZ.
- Red Route Scenario (2022): Implementation of a ‘no stopping’ restriction on Lower and Upper Stone Street.
- Cleaner and More Efficient Fleet Usage Scenario (2022): Working with bus and freight operators to lower emissions from LGVs, HGVs and buses.
- CAZ Scenario (2022): A charging CAZ for buses, coaches, HGVs, taxis and PHVs (note taxis/PHVs would be except from charges until 2025).
- Do Minimum (2027): Future year without any of the LEZ options, and accounting for greening of the vehicle fleet over time that would occur regardless of a LEZ.

Traffic flows were provided for the following time periods:

- AM peak period (07:00 to 10:00);
- Inter-peak (IP) period (10:00 to 16:00);
- PM peak period (16:00 to 19:00); and

- Off-peak (OP) period (19:00 to 07:00).

The period traffic flows were provided for cars, motorcycles, buses and coaches, LGVs, rigid HGVs and articulated HGVs, for each individual road in the study area. Traffic speeds were also provided for each road and traffic period based on journey time data.

5.3.4 Emission Factors

Road traffic emission factors for NO_x and PM_{10} were derived from Emission Factor Toolkit (v8.0, released October 2017). The EFT is published by Defra and is being widely used in the assessment of policy-based interventions on road traffic emissions such as Clean Air Zones and other measures that form part of the UK national plan on compliance with EU Limit Values.

The EFT v8 takes account of fleet composition data developed for the UK by the National Atmospheric Emissions Inventory (NAEI) and Transport for London (TfL). It also includes updated NO_x and PM speed emission coefficient equations, taken from the European Environment Agency (EEA) COPERT 5 emission calculation tool.

Emissions were derived for each of the AM, IP, PM and OP periods using the 'Detailed Option 2' Traffic Format. This traffic format allows flows to be specified for cars, motorcycles, buses and coaches, LGVs, rigid HGVs, articulated HGVs, providing a bespoke emission factor which reflects the local traffic composition (rather than the default national composition built into EFT). The emissions were therefore calculated according to the detailed traffic fleet data provided for each traffic link.

The Euro composition of the vehicle fleet was modified for all scenarios, using the advanced options available in EFT. The Euro composition represents the distribution of vehicles meeting each Euro emission standard. A Euro standard (i.e. Euro 1-6 for cars and LGVs and Euro I to VI for HGVs and buses) represents the amount of pollution emitted by a vehicle's exhaust. A higher Euro number indicates that the engine is newer and its emissions cleaner. A lower Euro number means the engine is older and more polluting.

The national Euro composition (England – not London) was assumed for all vehicle types other than for buses, which were modified to reflect the Euro composition of the local bus fleet, based on information provided by the bus operator Arriva. EFT accounts for changes in the Euro composition of the national fleet over time, and the national rate of turnover for buses was applied to the local data to estimate the local bus Euro composition in the Do Minimum (2022) and Red Route (2022) scenarios (note these scenarios are identical in terms of the Euro composition assumed across the full vehicle fleet, including buses).

The Cleaner and More Efficient Fleet Usage and CAZ (2022) scenarios assume an accelerated rate of upgrade of the Euro standards for HGVs, buses and LGVs (Cleaner and More Efficient Fleet Usage scenario only) compared to the Do Minimum (2022) scenario. The national Euro composition for LGVs, HGVs and buses affected in the Cleaner and More Efficient Fleet Usage and CAZ scenarios were therefore modified in line with the description provided in Table 5-2. These changes were universally applied throughout the entire extent of the model.

Table 5-2 Euro Composition Assumed for the Cleaner and More Efficient Fleet Usage and CAZ scenarios

Vehicle Category	Cleaner and More Efficient Fleet Usage Scenario	CAZ Scenario
LGVs	10% of Euro 3 and 4 upgraded to Euro 6	N/A
HGVs	10% of Euro III and Euro IV upgraded to Euro VI	85% of Euro III, Euro IV and Euro V vehicles upgraded to Euro VI (note the composition reflects the influence of non-compliant vehicles which avoid the area, as well as those which are upgraded)
Buses	20% Euro V compliant 80% Euro VI compliant	100% Euro VI compliant
% upgraded are relative to the national Euro composition assumed in the Do Minimum (2022) scenario.		

It should be noted that taxis and private hire vehicles would also need to be Euro 6 (diesel)/ Euro 4 (petrol) compliant from 2025 onwards win the CAZ scenario, but this has not been considered here as 2022 is expected to represent the greatest air quality benefits for this scenario. This is because taxis and PHVs make only a small contribution to emissions, and the benefits of the CAZ will diminish over time (due to the baseline improvements in the vehicle fleet that would happen regardless of the CAZ).

The traffic period emissions were represented in the model using a time varying emissions file, covering every hour of the day.

5.3.5 NO_x to NO_2 Conversion

The ADMS-Roads model predicts road-based NO_x concentrations, which have to be converted to NO_2 for comparison against the NO_2 AQS Objective.

In accordance with LAQM.TG(16)[5] all modelled road-based concentrations of NO_x have been converted to annual mean NO_2 using the 'NO_x to NO_2' calculator (Version 6.1, released October 2017). The traffic mix '*all other urban UK traffic*' was used in the calculator.

5.3.6 Meteorological Data

Hourly meteorological parameters are required for dispersion modelling, including wind speed, wind direction, cloud cover and temperature. There are only a limited number of sites in the UK where these measurements are available.

Year 2017 hourly sequential meteorological data from Gatwick Airport was used in the assessment. This station is located approximately 30 miles southwest of Maidstone and is the nearest suitable data source. The year 2017 corresponds with the base year of the traffic model and allows for verification of modelled outputs with 2017 monitoring data.

The wind rose for Gatwick Airport is presented in Figure 5-2. The predominant wind direction is from the south west, which is also associated with the greatest wind speeds.

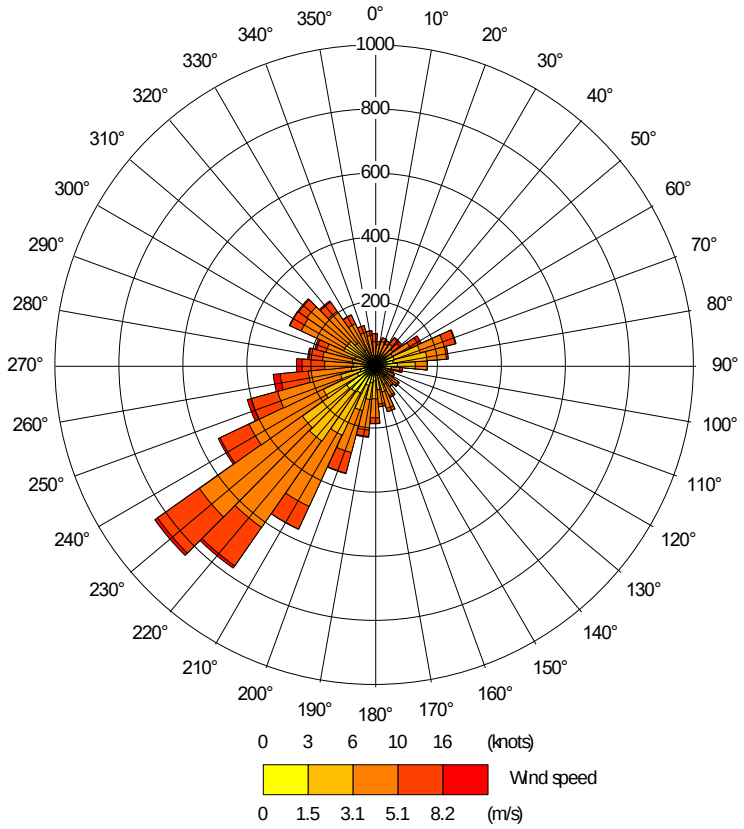

Figure 5-2: Gatwick Airport 2017 Windrose

5.3.7 Receptors

Pollutant concentrations were predicted at sensitive receptors, defined according to Defra[5] as:

'Locations where members of the public are likely to be regularly present and are likely to be exposed for a period of time appropriate to the averaging period of the relevant air quality objective'.

The receptors considered included residential uses, schools, hospitals and care homes. It should be noted that the AQS Objectives do not apply to offices or other places of work where members of the public do not have regular access.

Receptors were placed along the façade of every residential property, school, hospital and care home located immediately adjacent to the modelled road network. These receptors correspond with locations where the highest pollutant concentrations would be expected, since traffic pollutant concentrations decrease with increasing distance from roadside. The receptor height was specified according to the height at which relevant exposure would occur, a height of 1.5m was assumed at ground floor level, and a height of 4.5m at the next storey above.

A full list of the receptors included in the model is provided in Appendix C and the receptors are shown in Figure 7-4 in Appendix E.

5.3.8 Background Pollutant Concentrations

Total air pollutant concentrations comprise a background and local component; both of which have to be independently considered for the air quality assessment. The background component is determined by regional, national and international emissions, and often represents a significant proportion of the total pollutant concentration. The local component is affected by emissions from sources such as roads and chimney stacks, which are less well mixed locally, and add to the background concentration.

Background pollutant concentrations are spatially and temporally variable throughout the UK and were obtained from the Defra UK-AIR website for NO_x, NO_2 and PM_{10}. Defra provide predictions based on a grid at a resolution of 1 km^2 across the whole of the UK and forecast from a base year of 2015.

The background NO_x and PM_{10} maps provide data for individual pollutant sectors, the road traffic component was removed for roads included in the dispersion model in order to avoid double counting the road traffic contribution to the background concentration. This included removing the in-grid contribution of trunk A roads and primary A roads in the model. A tool is available on the Defra website to adjust the NO_2 backgrounds, allowing sector removal of NO_x from the total NO_x background. This tool (v6.0) was used to adjust the base year and future year background NO_2 concentrations used in the assessment.

The background NO_2 and PM_{10} concentrations used for receptors is shown in Appendix D.

5.3.9 Impact Descriptors

The impact of the LEZ scenarios was assessed in accordance with the Institute of Air Quality Management (IAQM) development control guidance[16]. The characterisation of air quality effects is dependent upon the percentage change in concentration and the total concentration, relative to the relevant AQS Objective(s) (40 $\mu g.m^{-3}$ for annual mean NO_2/PM_{10}). The impact descriptors relative to the change metrics and AQS Objective are presented in Table 5-3. The table is used by rounding the change in percentage pollutant concentration to a whole number, making it clear which category the impact falls within.

Table 5-3: IAQM Impact Descriptors for Individual Receptors (Table 6.3 of IAQM (2017) Land-Use Planning & Development Control: Planning for Air Quality)

Annual Mean Concentration at Receptor in Assessment Year	% Change in Concentration Relative to Annual Mean AQS Objective (40 $\mu g.m^{-3}$)			
	1	2-5	6-10	>10
75% or less of AQS Objective	Negligible	Negligible	Slight	Moderate
76 - 94% of AQS Objective	Negligible	Slight	Moderate	Moderate
95 - 102% of AQS Objective	Slight	Moderate	Moderate	Substantial
103 - 109% of AQS Objective	Moderate	Moderate	Substantial	Substantial

[16] Institute of Air Quality Management (2017), Land-Use Planning & Development Control: Planning for Air Quality

Annual Mean Concentration at Receptor in Assessment Year	% Change in Concentration Relative to Annual Mean AQS Objective (40 µg.m^{-3})			
	1	2-5	6-10	>10
110% or more of AQS Objective	Moderate	Substantial	Substantial	Substantial

5.3.10 Limitations

The air quality modelling predictions are based on the most reasonable, robust and representative methodologies, however, there is an inherent level of uncertainty associated with the model predictions, including:

- Uncertainties with model input parameters such as surface roughness length (defined by land use) and minimum Monin-Obukhov length (used to calculate stability in the atmosphere).
- Uncertainties with traffic forecasts.
- Uncertainties with vehicle emission predictions.
- Uncertainties with background air quality data.
- Uncertainties with recorded meteorological data.
- Simplifications made in the model algorithms or post processing of the data that represent atmospheric dispersion or chemical reactions.

In order to best manage these uncertainties, the air quality model was evaluated using air quality measurements to verify model outputs. This model verification process was undertaken in line with Defra guidance[5] in order to manage the uncertainties referred to above. It does this by comparing modelled and monitored pollutant concentrations and if necessary, adjusting the model output to account for systematic bias. The model verification for this study is presented in Appendix B.

It should be noted that traffic data was unavailable for some minor roads in the study area and therefore these roads were not included in the air quality model (modelled roads are shown in Figure 5-1). Total pollutant concentrations are likely to be under-predicted immediately around junctions where these roads are absent in the air quality model. However, this represents only a small proportion of receptors in the model, and as the roads absent are minor roads, they would be expected to make only a relatively small contribution to total pollutant concentrations around junctions.

As described in Section 5.3.4, the national (England – not London) Euro composition was assumed to derive emission factors for all vehicle types other than buses. The impact of the Cleaner and More Efficient Fleet Usage and CAZ scenarios (which accelerate a shift towards Euro 6/VI) will be dependent on the Euro standards of vehicles passing through Maidstone, which may be different to the national composition assumed.

5.4 Results

Annual mean NO_2 and PM_{10} concentrations were predicted at receptors for the 2017 Base Year, 2022 Do Minimum, 2022 LEZ and 2027 Do Minimum Scenarios. The full set of results modelled at all receptors are shown in Appendix C.

The section below discusses the key results for the baseline scenarios and each of the LEZ scenarios. Note that for the LEZ scenarios, the concentrations were compared to those predicted in the 2022 Do Minimum scenario, to determine the extent to which they would accelerate compliance with the annual mean NO_2 AQS Objective. The 2027 Do Minimum scenario was used to understand how far into the future compliance with the annual mean NO_2 AQS Objective would be achieved without any LEZ measures.

5.4.1 Baseline (2017, 2022 and 2027) Scenarios

Annual mean NO_2 and PM_{10} concentrations are predicted to decrease at all receptors between the 2017 Base Year, 2022 Do Minimum and 2027 Do Minimum scenarios due to future air quality improvements forecast to occur as a result of technology improvements and air quality regulations (e.g. shift to Euro 6/VI vehicles, and increased presence of hybrid and electric vehicles in the national fleet). These air quality improvements are embedded into the Defra EFT (used to derive vehicle emission factors) and background air quality maps used in this study.

Upper Stone Street is the only road in the study area where exceedances of the annual mean NO_2 AQS Objective are predicted in any of the baseline scenarios. The maximum NO_2 concentration in the Base Year is predicted at receptor 99 on Upper Stone Street and is 79.8 $\mu g.m^{-3}$ which is well in excess of the annual AQS Objective. Future baseline air quality improvements are expected to lead to a considerable reduction in NO_2 at receptors (reduction in NO_2 of circa 20 $\mu g.m^{-3}$ at some receptors on Upper Stone Street between 2017 and 2022). However annual mean NO_2 concentrations are still predicted to exceed the AQS objective at 13 receptors on Upper Stone Street in the 2022 Do Minimum scenario, where a maximum concentration of 57.7 $\mu g.m^{-3}$ is predicted (also at receptor 99).

In the 2027 Do Minimum scenario, annual mean NO_2 concentrations are expected to further decline from the Do Minimum 2022 scenario, and only two receptors are predicted to exceed the AQS Objective. The maximum NO_2 concentration is predicted at receptor 99 and is 41.3 $\mu g.m^{-3}$. Based on the rate of improvement in NO_2 between the 2022 Do Minimum and 2027 Do Minimum scenario, it is likely that the AQS Objective would be achieved at all receptors in 2028.

The maximum PM_{10} concentration predicted in the Base Year and 2022 Do Minimum scenario is 25.9 $\mu g.m^{-3}$ and 24.7 $\mu g.m^{-3}$ (receptor 99) respectively, which is well below the annual PM_{10} AQS Objective (40 $\mu g.m^{-3}$). The maximum PM_{10} concentration in the study area decreases further to 24.4 $\mu g.m^{-3}$ in the 2027 Do Minimum scenario.

5.4.2 Red Route Scenario

This scenario leads to an improvement in average traffic speeds on Lower Stone Street and Upper Stone Street. Figure 7-5 in Appendix E shows the % change in NO_x emissions that occur on the modelled road network between the 2022 Do Minimum and Red Route scenario. There is around 4% reduction in NO_x emissions on Upper and Lower Stone Street in this scenario as a result of the reduction in congestion.

Table 5-4 shows the annual mean NO_2 concentrations predicted at receptors where the greatest Base/ Do Minimum concentrations and changes in NO_2 are modelled as a result of the Red Route restriction. There are 13 receptors where the annual mean NO_2 AQS Objective is predicted to be exceeded in the Do Minimum (2022) and Red Route (2022) scenario, and all of these receptors are located on Upper Stone Street.

All of the perceptible changes in NO_2 (i.e. those where changes are not described as negligible according to Table 5-3) are predicted on Upper Stone Street. Although this scenario does lead to a reduction in emissions on roads other than Upper Stone Street, the emissions per vehicle are more elevated on Upper Stone Street compared to elsewhere in the study area (mainly as a result of two lanes of traffic travelling uphill under congested conditions). The higher emissions per vehicle mean that Upper Stone Street is more sensitive to emission changes compared to elsewhere.

Table 5-4 Annual Mean NO_2 Concentrations Predicted at Receptors where Greatest Impacts for Red Route scenario

Receptor	Annual Mean NO_2 ($\mu g.m^{-3}$)				Impact Descriptor[Ŧ]
	Base (2017)	DM (2022)	Red Route (2022)	Impact	
87	**75.9**	**54.9**	**53.5**	-1.4	Substantial Beneficial
88	**76.7**	**55.5**	**54.0**	-1.5	Substantial Beneficial
98	**79.3**	**57.4**	**56.0**	-1.4	Substantial Beneficial
99	**79.8**	**57.7**	**56.3**	-1.4	Substantial Beneficial

RR = Red Route restriction (LEZ Scenario 1)

Impact is Red Route minus DM (Do Minimum) scenario

Impact descriptor defined according to Table 5-3

Annual mean NO_2 AQS Objective = 40 $\mu g.m^{-3}$ (exceedance highlighted in bold)

The greatest reduction in NO_2 predicted is a decrease of 1.5 $\mu g.m^{-3}$ (R88) between the 2022 Do Minimum scenario and Red Route scenario. This reduction in NO_2 corresponds with a substantial beneficial impact according to Table 5-3. Substantial benefits are predicted at 13 receptors (those which exceed the AQS Objective), with slight beneficial impacts occurring at two receptors. These receptors are shown in Figure 7-6 in Appendix E.

It should also be noted that the baseline reduction in NO_2 between the Base 2017 and 2022 Do Minimum scenario is much greater than the improvement gained from the Red Route restriction. For example, at receptor 99 there is a 22 $\mu g.m^{-3}$ reduction in NO_2 between the Base and Do Minimum scenario, corresponding with an average year on year reduction of 4.4 $\mu g.m^{-3}$.

Even when including the Red Route restriction, NO_2 concentrations are predicted to be well above the AQS Objective of 40 $\mu g.m^{-3}$ at all receptors where the perceptible air quality benefits occur. The maximum NO_2 concentration predicted on Upper Stone Street in the Red Route scenario is 56.3 $\mu g.m^{-3}$, which is predicted at receptor 99. It should be noted

that NO_2 concentrations at this receptor would need to be reduced by 50%, 31% and 29% to meet the NO_2 AQS Objective in the Base, Do Minimum and the Red Route scenario, respectively.

The maximum change in PM_{10} predicted at any receptor between the Do Minimum and Cleaner and Red Route scenario is a reduction of 0.1 $\mu g.m^{-3}$, which is predicted at receptors on Upper Stone Street and can be described as negligible according to Table 5 5, which reflects the fact that changes in vehicle speed have less influence on PM_{10} emissions compared to emissions of NO_x. The maximum PM_{10} concentration predicted in the Red Route scenario is 24.6 $\mu g.m^{-3}$ (receptor 99), which is well below the annual mean AQS Objective.

5.4.3 Cleaner and More Efficient Fleet Usage Scenario

Figure 7-5 in Appendix E shows the % change in NOx emissions that occur on the modelled road network between the 2022 Do Minimum and Cleaner and More Efficient Fleet Usage scenario. There is around 3% reduction in NOx emissions on Upper Stone Street in this scenario, with the maximum reduction of 4.5% occurring on Hayle Road. The reduction in emissions occurs as a result of:

- 2% reduction in HGV and LGV traffic through Maidstone associated with the more efficient operation of vehicle fleets under the Cleaner and More Efficient Fleet Usage interventions.
- Accelerated uptake of Euro 6/VI LGV, HGV and buses (as shown in Table 5-2).

Table 5-5 shows the annual mean NO_2 concentrations predicted at receptors where the greatest Base/ Do Minimum concentrations and changes in NO_2 are modelled as a result of the Cleaner and More Efficient Fleet Usage scenario. There are 13 receptors where the annual mean NO_2 AQS Objective is predicted to be exceeded in the Do Minimum (2022) and Cleaner and More Efficient Fleet Usage (2022) scenario, and all of these receptors are located on Upper Stone Street.

Similar to the Red Route scenario, all of the perceptible changes in NO_2 (i.e. those where changes are not described as negligible according to Table 5-3) occur at receptors located on Upper Stone Street, and therefore this scenario is predicted to lead to air quality benefits on this road only.

Table 5-5 Annual Mean NO_2 Concentrations Predicted at Receptors where Greatest Impacts for Cleaner and More Efficient Fleet Usage scenario

Receptor	Annual Mean NO_2 ($\mu g.m^{-3}$)				Impact Descriptor[Ŧ]
	Base (2017)	DM (2022)	Cleaner and More Efficient Fleet Usage (2022)	Impact	
87	**75.9**	**54.9**	**53.8**	-1.1	Substantial Beneficial
88	**76.7**	**55.5**	**54.4**	-1.1	Substantial Beneficial
98	**79.3**	**57.4**	**56.3**	-1.1	Substantial Beneficial
99	**79.8**	**57.7**	**56.6**	-1.1	Substantial Beneficial

Cleaner and More Efficient Fleet Usage = LEZ Scenario 2

Impact is Cleaner and More Efficient Fleet Usage minus Do Minimum (DM) scenario

Impact descriptor defined according to Table 5-3

Annual mean NO_2 AQS Objective = 40 $\mu g.m^{-3}$ (exceedance highlighted in bold)

The greatest reduction in NO_2 predicted is a decrease of 1.1 $\mu g.m^{-3}$ between the 2022 Do Minimum and More Efficient Fleet Usage scenario. This reduction in NO_2 corresponds with a substantial beneficial impact according to Table 5 5. Similar to the Red Route scenario, substantial benefits are predicted at 13 receptors (those which exceed the AQS Objective), with slight beneficial impacts occurring at two receptors. These receptors are shown in Figure 7-6 in Appendix E.

With the Cleaner and More Efficient Fleet Usage scenario, NO_2 concentrations are predicted to remain well above the AQS Objective of 40 $\mu g.m^{-3}$ at all receptors where the perceptible air quality benefits occur. The maximum NO_2 concentration predicted on Upper Stone Street in the Cleaner and More Efficient Fleet Usage scenario is 56.6 $\mu g.m^{-3}$, which is predicted at receptor 99.

The maximum change in PM_{10} predicted at any receptor between the Do Minimum and Cleaner and More Efficient Fleet Usage scenario is a reduction of 0.1 $\mu g.m^{-3}$, which is predicted at receptors on Upper Stone Street and can be described as negligible according to Table 5-3. The maximum PM_{10} concentration predicted in the Cleaner and More Efficient Fleet Usage scenario is 24.6 $\mu g.m^{-3}$ (receptor 99), which is well below the annual mean AQS Objective.

5.4.4 Clean Air Zone (CAZ Scenario)

Figure 7-5 in Appendix E shows the % change in NO_x emissions that occur on the modelled road network between the 2022 Do Minimum and CAZ scenario. There is around 8% reduction in NO_x emissions on Upper Stone Street in this scenario, with the maximum reduction of 11% occurring on Hayle Road. These benefits occur as a direct result of:

- 3% reduction in HGV traffic through Maidstone associated with non-compliant vehicles avoiding the CAZ (to avoid the daily charge).
- Accelerated uptake of Euro VI HGV and buses (as shown in Table 5-2).

Table 5-6 shows the annual mean NO_2 concentrations predicted at receptors where the greatest Base/ Do Minimum concentrations and changes in NO_2 are modelled as a result of the CAZ. There are 13 receptors where the annual mean NO_2 AQS Objective is predicted to be exceeded in the Do Minimum (2022) and CAZ (2022) scenario, and all of these receptors are located on Upper Stone Street.

The CAZ scenario is predicted to lead to a reduction in emissions across the modelled road network, however similar to the Red Route and Cleaner and More Efficient Fleet Usage scenarios, all of the perceptible changes in NO_2 (i.e. those where changes are not described as negligible according to Table 5-3) occur at receptors located on Upper Stone Street, and therefore this scenario is predicted to lead to air quality benefits on this road only. These results again reflect the fact that Upper Stone Street is more sensitive to changes in vehicle emissions than elsewhere in the study area.

Table 5-6 Annual Mean NO_2 Concentrations Predicted at Receptors where Greatest Impacts for CAZ scenario

Receptor	Annual Mean NO_2 ($\mu g.m^{-3}$)				Impact Descriptor[Ŧ]
	Base (2017)	DM (2022)	CAZ (2022)	Impact	
87	**75.9**	**54.9**	**52.2**	-2.7	Substantial Beneficial
88	**76.7**	**55.5**	**52.8**	-2.7	Substantial Beneficial
98	**79.3**	**57.4**	**54.6**	-2.8	Substantial Beneficial
99	**79.8**	**57.7**	**54.9**	-2.8	Substantial Beneficial

CAZ = Clean Air Zone (LEZ Scenario 3)

Impact is CAZ minus DM (Do Minimum) scenario

Impact descriptor defined according to Table 5-3

Annual mean NO_2 AQS Objective = 40 $\mu g.m^{-3}$ (exceedance highlighted in bold)

The greatest reduction in NO_2 is predicted at receptors 98 and 99, where concentrations decrease by 2.8 $\mu g.m^{-3}$ from the 2022 Do Minimum scenario as a result of the CAZ. This reduction in NO_2 corresponds with a substantial beneficial impact according to Table 5 5. Similar to the Red Route and Cleaner and More Efficient Fleet Usage scenarios, substantial benefits are predicted at 13 receptors (those which exceed the AQS Objective), with slight beneficial impacts occurring at two receptors. These receptors are shown in Figure 7-6 in Appendix E.

Even with the CAZ, NO_2 concentrations are predicted to be well above the AQS Objective of 40 $\mu g.m^{-3}$ at all receptors where the perceptible air quality benefits occur. The maximum NO_2 concentration predicted on Upper Stone Street in the CAZ scenario is 54.9 $\mu g.m^{-3}$, which is predicted at receptor 99.

The maximum change in PM_{10} predicted at any receptor between the 2022 Do Minimum and CAZ scenario is a reduction of 0.2 $\mu g.m^{-3}$, which is predicted at receptor 99 on Upper Stone Street and can be described as negligible according to Table 5-3. The maximum PM_{10} concentration predicted in the CAZ scenario is 24.5 $\mu g.m^{-3}$ (receptor 99), which is well below the annual mean AQS Objective.

5.5 Summary

An air quality dispersion model was used to investigate the potential air quality benefits of three proposed LEZ options introduced to improve air quality on Upper Stone Street. The options considered include a Red Route (RR) restriction, Cleaner and More Efficient Fleet Usage and a Class B Clean Air Zone (CAZ). It was assumed that the LEZ would be implemented in 2022.

The dispersion model has also been used to predict how air quality would change in the future without a LEZ, under a Do Minimum (Business as Usual) scenario. Annual mean NO_2 and PM_{10} concentrations are predicted to decrease at all receptors (e.g. houses) between the 2017 Base Year, 2022 Do Minimum and 2027 Do Minimum scenarios due to future air quality improvements forecast to occur as a result of technology improvements

and air quality regulations. Upper Stone Street is the only road where the annual mean NO_2 AQS Objective is predicted to be exceeded in the 2017 Base Year scenario.

Annual mean NO_2 concentrations are still predicted to exceed the AQS Objective at 13 receptors on Upper Stone Street in the 2022 Do Minimum scenario, and to exceed the AQS Objective at two Upper Stone Street receptors in the 2027 Do Minimum scenario. It should however be noted that based on the rate of improvement in NO_2 between 2022 and 2027, the AQS Objective is likely to be achieved at all receptors in 2028 (under Do Minimum scenario).

All of the LEZ options are predicted to lead to perceptible improvements in air quality on Upper Street (substantial beneficial impacts at 13 receptors) when compared to the Do Minimum (2022) scenario, however the reductions in NO_2 achieved for all LEZ options are smaller than the annual rate of air quality improvement that occurs between the baseline scenarios (i.e. air quality improvements that occur without the LEZ). Furthermore, the NO_2 concentrations predicted in all of the 2022 LEZ scenarios remain well in excess of the AQS Objective at receptors on Upper Stone Street.

In terms of the effectiveness of the options, the Charging CAZ (Scenario 3) is predicted to deliver the greatest air quality benefit, followed by the Red Route restriction (Scenario 1) and the Cleaner and More Efficient Fleet Usage scenario (Scenario 2).

6 Conclusions

Maidstone Borough Council has declared an Air Quality Management Area (AQMA) for exceedances of the health based AQS Objective for nitrogen dioxide (NO_2), covering major roads in the borough. The highest NO_2 concentrations in the AQMA are monitored on Upper Stone Street, where the most recent monitoring data indicates that concentrations are almost double the AQS Objective value.

The feasibility of introducing a Low Emission Zone (LEZ) in Maidstone has been investigated in this study. The LEZ would be introduced in order to improve air quality on Upper Stone Street and surrounding roads.

A process was followed in which a long list of potential measures that could form part of a LEZ was identified, covering a range of demand management measures, low emission vehicle measures and traffic efficiency measures. Following a qualitative assessment of these measures against ten criteria, three LEZ scenarios were defined for more detailed impact assessment and modelling:

- Scenario 1 - Red Route restriction: implementation of a ‘no stopping’ restriction on Lower Stone Street, Upper Stone Street and Palace Avenue. This would need to be implemented by KCC as the transport authority through a Traffic Regulation Order (TRO).
- Scenario 2 - Cleaner and More Efficient Fleet Usage: including working with freight operators to implement freight delivery and service plans (DSPs); working with freight operators who make heavy use of Upper Stone Street to introduce lower emission vehicles into their LGV and HGV fleet through grant support and low emission vehicle advice; and working with bus operators to introduce lower emission vehicles into the bus fleet, including through grant support. This could be implemented directly by MBC, although cooperation with KCC as the transport authority may be advantageous.

- Scenario 3 – Charging Clean Air Zone: a 'Class B' charging CAZ for buses, coaches, HGVs, taxis and PHVs. This would need to be implemented by KCC as the transport authority (under the provisions of the Transport Act 2000).

It was assumed that the LEZ would be introduced in 2022, and traffic, emission and air quality modelling was undertaken to understand how air quality would change in the future without a LEZ (Do Minimum scenario) and under each LEZ scenario. The results of the modelling indicate that:

- Upper Stone Street is the only road in the study area where AQS Objectives are predicted to be exceeded in 2022 in the Do Minimum scenario.
- Annual mean NO_2 concentrations are not likely to meet the AQS Objective on Upper Stone Street until circa 2028 in the Do Minimum scenario and would remain well above the objective in 2022.
- Annual mean NO_2 concentrations are expected to remain well above the AQS Objective on Upper Stone Street in all of the LEZ scenarios, and no exceedances of the AQS Objective are removed from receptors relative to the Do Minimum scenario.
- The LEZ scenarios tested are all likely to deliver substantial air quality benefits in terms of reducing NO_2 on Upper Stone Street (despite not removing the exceedances of the AQS Objective) but lead to lesser effects elsewhere.
- In terms of the effectiveness of the LEZ scenarios, the Charging CAZ (Scenario 3) is predicted to deliver the greatest air quality benefit, followed by the Red Route restriction (Scenario 1) and the Cleaner and More Efficient Fleet Usage scenario (Scenario 2). Although LEZ modelling focussed on 2022, the magnitude of forecast air quality improvement under Scenario 3 would suggest that it could bring forward compliance with the AQS Objective by around a year from 2028 to 2027.
- Scenario 1 would be relatively low cost to implement (<£1m capital cost), while Scenario 2 and 3 as defined for this study would incur a high capital cost (over £5 million), once any mitigation measures are taken into account on Scenario 3. Scenario 1 could be implemented relatively quickly if budget was available, while Scenarios 2 and 3 would take longer but could be in place before 2022.
- The annual rate of improvement in NO_2 concentrations in the Do Minimum scenario is likely to be greater than the improvement achieved from any of the LEZ options (due to future technology improvements across the entire vehicle fleet that would occur regardless of the LEZ).
- The air quality benefits of the LEZ scenarios could be enhanced in combination, for example the Charging CAZ or Cleaner and More Efficient Fleet Usage scenario could be implemented alongside the Red Route restriction, which would help achieve AQS Objectives in a shorter timescale.

The results of the impact assessment suggest that if Maidstone Borough Council wants to bring Upper Stone Street into compliance with the AQS Objective as early as possible, it may need to consider more radical interventions than those tested in this study. This could include, for example, a Class D Charging CAZ in which non-compliant vehicles of all classes would be charged. Although such a scenario was not tested, the modelling undertaken here together with experience elsewhere, suggests that this could bring compliance forward by around an additional two years compared with the Class B Charging CAZ tested in Scenario 3. Should Maidstone Borough Council be mandated in due course by Government to develop a local plan to address the air quality exceedances

in the shortest possible time, it would almost certainly need to examine such an option in detail.

Implementation of a package of measures to improve air quality and bring Upper Stone Street into compliance would require joint working between MBC and KCC. It would almost certainly also require additional central government funding. Government is making funding available for addressing air quality problems through its Joint Air Quality Unit (JAQU), which administers a significant Implementation Fund and a Clean Air Fund. Engagement with JAQU on the results of this initial feasibility study would be a first step towards unlocking availability of funding from these sources.

7 Appendices

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Appendix A

7.1 Spreadsheet Traffic Model – Output Data

1. Base Year 2017

Table 7-1: Base Year 2017 AM Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume										
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	24.0	50	3,590	7	568	60	10	18	7	17	16	128	4,343
A229	Fairmeadow	South	1.5	12.5	62	4,201	6	791	58	13	14	6	14	23	127	5,188
A20	Broadway	East	0.5	22.4	46	3,084	58	472	29	8	10	1	1	3	52	3,712
A20	Broadway	West	0.5	15.5	48	3,229	58	526	34	9	12	1	1	3	59	3,920
A229	Bishops Way	East	0.3	12.5	45	3,220	6	540	34	11	11	7	15	11	89	3,901
A229	Bishops Way	West	0.3	26.2	55	3,676	7	534	46	13	12	7	19	10	107	4,378
A229	Palace Avenue	East	0.4	11.6	47	3,574	41	613	41	12	12	7	16	11	99	4,374
A229	Lower Stone Street	East	0.4	11.6	51	5,081	50	733	75	15	21	12	22	16	160	6,076
A229	Mill Street (South)	North	0.2	10.2	57	5,675	56	936	80	18	16	10	22	13	159	6,883
A249	Knightrider Street	West	0.2	9.0	10	1,627	17	223	13	3	2	1	0	0	18	1,895
A249	Wat Tyler Way	North	0.5	12.8	17	1,810	18	202	15	4	2	1	3	1	26	2,072

A249	Wat Tyler Way	South	0.5	9.0	20	1,888	15	271	21	6	5	2	5	5	44	2,237
A229	Upper Stone Street	South	0.6	11.6	21	2,600	47	490	64	14	11	5	8	10	112	3,271
A229	Hayle Road	North	0.9	10.2	26	2,418	77	549	47	16	20	4	9	6	102	3,172
A229	Loose Road	North	0.9	10.2	28	2,397	39	389	42	11	17	9	27	10	116	2,969
A229	Loose Road	South	0.9	11.6	36	2,659	41	434	42	12	15	9	21	18	116	3,286

Table 7-2: Base Year 2017 Inter-Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	16.9	84	6,008	12	950	100	17	30	11	28	27	214	7,268
A229	Fairmeadow	South	1.5	15.6	88	5,939	9	1,118	82	18	19	9	20	32	180	7,335
A20	Broadway	East	0.5	22.4	90	5,993	113	917	57	16	19	2	2	6	101	7,214
A20	Broadway	West	0.5	22.4	87	5,890	107	959	61	16	22	2	2	5	107	7,150
A229	Bishops Way	East	0.3	15.6	91	6,584	13	1,105	70	22	23	13	31	22	183	7,975
A229	Bishops Way	West	0.3	20.6	108	7,284	14	1,057	92	26	24	14	37	19	212	8,675
A229	Palace Avenue	East	0.4	12.9	94	7,082	82	1,214	81	23	25	14	32	23	197	8,668
A229	Lower Stone Street	East	0.4	12.9	98	9,806	97	1,415	144	29	40	24	42	30	310	11,726
A229	Mill Street (South)	North	0.2	15.8	101	10,077	100	1,662	141	32	29	18	39	23	282	12,223
A249	Knightrider Street	West	0.2	14.4	21	3,314	34	455	26	5	3	1	0	1	37	3,861
A249	Wat Tyler Way	North	0.5	12.8	34	3,689	36	411	31	7	5	2	6	2	52	4,223
A249	Wat Tyler Way	South	0.5	14.4	37	3,466	27	497	38	10	9	3	10	10	81	4,108
A229	Upper Stone Street	South	0.6	12.9	49	5,927	106	1,118	146	31	26	12	19	22	256	7,456

A229	Hayle Road	North	0.9	15.8	44	4,090	131	929	79	28	34	6	16	11	173	5,366
A229	Loose Road	North	0.9	15.8	55	4,650	76	755	81	21	32	18	53	19	224	5,760
A229	Loose Road	South	0.9	12.9	70	5,158	79	843	81	23	30	17	41	35	225	6,375

Table 7-3: Base Year 2017 PM Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	19.2	54	3,847	8	608	64	11	19	7	18	17	137	4,654
A229	Fairmeadow	South	1.5	11.1	56	3,753	5	707	52	11	12	6	13	20	114	4,634
A20	Broadway	East	0.5	18.3	43	2,838	54	434	27	7	9	1	1	3	48	3,416
A20	Broadway	West	0.5	15.5	47	3,200	58	521	33	9	12	1	1	3	58	3,885
A229	Bishops Way	East	0.3	11.1	61	4,388	8	736	47	15	16	9	21	15	122	5,315
A229	Bishops Way	West	0.3	13.1	66	4,426	8	642	56	16	14	8	23	12	129	5,271
A229	Palace Avenue	East	0.4	10.9	57	4,303	50	738	49	14	15	8	19	14	120	5,267
A229	Lower Stone Street	East	0.4	10.9	51	5,107	50	737	75	15	21	12	22	16	161	6,107
A229	Mill Street (South)	North	0.2	11.6	54	5,431	54	896	76	17	15	9	21	12	152	6,587
A249	Knightrider Street	West	0.2	10.3	12	1,908	19	262	15	3	2	1	0	0	21	2,223
A249	Wat Tyler Way	North	0.5	11.5	19	2,031	20	226	17	4	3	1	3	1	29	2,325
A249	Wat Tyler Way	South	0.5	10.3	20	1,841	14	264	20	6	5	2	5	5	43	2,182
A229	Upper Stone Street	South	0.6	10.9	35	4,281	77	807	105	22	19	9	14	16	185	5,385

A229	Hayle Road	North	0.9	11.6	23	2,196	70	499	42	15	18	3	8	6	93	2,881
A229	Loose Road	North	0.9	11.6	35	2,924	48	475	51	13	20	11	33	12	141	3,622
A229	Loose Road	South	0.9	10.9	44	3,244	50	530	51	14	19	11	26	22	141	4,009

Table 7-4: Base Year 2017 Off-Peak (Free Flow Conditions) Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume										
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	33.1	31	2,189	4	346	36	6	11	4	10	10	78	2,647
A229	Fairmeadow	South	1.5	29.5	34	2,261	3	426	31	7	7	3	8	12	69	2,793
A20	Broadway	East	0.5	31.0	29	1,939	37	297	18	5	6	1	1	2	33	2,334
A20	Broadway	West	0.5	26.9	30	2,005	36	326	21	5	7	1	1	2	37	2,434
A229	Bishops Way	East	0.3	29.5	32	2,335	4	392	25	8	8	5	11	8	65	2,828
A229	Bishops Way	West	0.3	32.9	38	2,535	5	368	32	9	8	5	13	7	74	3,019
A229	Palace Avenue	East	0.4	28.4	33	2,464	28	422	28	8	9	5	11	8	68	3,016
A229	Lower Stone Street	East	0.4	28.4	33	3,254	32	470	48	10	13	8	14	10	103	3,891
A229	Mill Street (South)	North	0.2	30.9	34	3,448	34	569	48	11	10	6	13	8	97	4,182
A249	Knightrider Street	West	0.2	20.6	7	1,115	11	153	9	2	1	0	0	0	12	1,299
A249	Wat Tyler Way	North	0.5	17.1	12	1,249	12	139	10	2	2	1	2	1	18	1,430
A249	Wat Tyler Way	South	0.5	20.6	13	1,189	9	171	13	4	3	1	3	3	28	1,409
A229	Upper Stone Street	South	0.6	28.4	17	2,085	37	393	51	11	9	4	7	8	90	2,622

A229	Hayle Road	North	0.9	30.9	15	1,417	45	322	27	10	12	2	5	4	60	1,859
A229	Loose Road	North	0.9	30.9	19	1,623	27	263	28	7	11	6	18	7	78	2,010
A229	Loose Road	South	0.9	28.4	24	1,800	28	294	28	8	10	6	14	12	78	2,225

2. Do Minimum Scenario 2022

Table 7-5: Do Minimum 2022 AM Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	24.0	53	3,760	7	606	60	10	18	7	17	16	128	4,554
A229	Fairmeadow	South	1.5	12.5	65	4,400	6	844	58	13	14	6	14	23	128	5,443
A20	Broadway	East	0.5	22.4	49	3,230	61	503	29	8	10	1	1	3	52	3,895
A20	Broadway	West	0.5	15.5	50	3,382	61	561	34	9	12	1	1	3	59	4,114
A229	Bishops Way	East	0.3	12.5	47	3,373	6	577	35	11	12	7	15	11	90	4,093
A229	Bishops Way	West	0.3	26.2	57	3,850	7	569	47	13	12	7	19	10	107	4,591
A229	Palace Avenue	East	0.4	11.6	49	3,743	43	654	41	12	13	7	16	12	100	4,589
A229	Lower Stone Street	East	0.4	11.6	53	5,322	53	782	75	15	21	12	22	16	161	6,371
A229	Mill Street (South)	North	0.2	10.2	59	5,944	59	999	80	18	16	10	22	13	160	7,221
A249	Knightrider Street	West	0.2	9.0	11	1,704	17	238	13	3	2	1	0	0	18	1,988
A249	Wat Tyler Way	North	0.5	12.8	18	1,896	19	215	15	4	2	1	3	1	26	2,173
A249	Wat Tyler Way	South	0.5	9.0	21	1,977	15	289	21	6	5	2	5	5	44	2,346

A229	Upper Stone Street	South	0.6	11.6	22	2,723	49	523	64	14	11	5	8	10	113	3,431
A229	Hayle Road	North	0.9	10.2	27	2,532	81	586	47	17	20	4	9	6	103	3,329
A229	Loose Road	North	0.9	10.2	30	2,510	41	415	42	11	17	9	27	10	116	3,112
A229	Loose Road	South	0.9	11.6	38	2,785	43	464	42	12	15	9	21	18	117	3,445

Table 7-6: Do Minimum 2022 Inter-Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	16.9	88	6,328	12	1,014	100	17	31	11	29	27	215	7,658
A229	Fairmeadow	South	1.5	15.6	93	6,256	9	1,193	82	18	19	9	20	33	181	7,732
A20	Broadway	East	0.5	22.4	95	6,312	119	978	57	16	19	2	2	6	102	7,606
A20	Broadway	West	0.5	22.4	91	6,204	112	1,023	61	16	22	2	2	5	108	7,539
A229	Bishops Way	East	0.3	15.6	96	6,934	13	1,179	71	22	24	13	31	22	184	8,406
A229	Bishops Way	West	0.3	20.6	114	7,672	14	1,128	93	26	24	14	37	19	213	9,141
A229	Palace Avenue	East	0.4	12.9	99	7,459	86	1,295	81	23	25	14	32	23	198	9,137
A229	Lower Stone Street	East	0.4	12.9	103	10,328	102	1,510	145	29	40	24	43	30	311	12,355
A229	Mill Street (South)	North	0.2	15.8	106	10,614	106	1,774	142	32	29	18	40	23	284	12,883
A249	Knightrider Street	West	0.2	14.4	22	3,491	36	485	26	5	3	1	0	1	37	4,071
A249	Wat Tyler Way	North	0.5	12.8	36	3,886	38	439	31	7	5	2	6	2	52	4,451
A249	Wat Tyler Way	South	0.5	14.4	39	3,651	28	531	39	11	9	3	10	10	81	4,330
A229	Upper Stone Street	South	0.6	12.9	51	6,243	112	1,193	147	31	26	12	19	23	257	7,856

A229	Hayle Road	North	0.9	15.8	46	4,308	137	991	79	28	34	6	16	11	174	5,656
A229	Loose Road	North	0.9	15.8	58	4,897	80	805	81	22	32	18	53	19	225	6,066
A229	Loose Road	South	0.9	12.9	74	5,432	84	899	81	23	30	17	41	35	226	6,715

Table 7-7: Do Minimum 2022 PM Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	19.2	56	4,032	8	649	64	11	20	7	18	17	138	4,883
A229	Fairmeadow	South	1.5	11.1	58	3,933	6	754	52	11	12	6	13	21	115	4,866
A20	Broadway	East	0.5	18.3	45	2,974	56	463	27	7	9	1	1	3	48	3,586
A20	Broadway	West	0.5	15.5	49	3,354	61	556	33	9	12	1	1	3	59	4,079
A229	Bishops Way	East	0.3	11.1	64	4,599	9	786	47	15	16	9	21	15	123	5,579
A229	Bishops Way	West	0.3	13.1	69	4,639	9	685	56	16	14	8	23	12	129	5,531
A229	Palace Avenue	East	0.4	10.9	60	4,510	52	787	49	14	15	8	19	14	120	5,529
A229	Lower Stone Street	East	0.4	10.9	54	5,353	53	786	76	15	21	12	22	16	162	6,408
A229	Mill Street (South)	North	0.2	11.6	57	5,692	57	956	77	18	15	10	21	13	153	6,914
A249	Knightrider Street	West	0.2	10.3	13	1,999	20	279	15	3	2	1	0	0	21	2,333
A249	Wat Tyler Way	North	0.5	11.5	20	2,129	21	241	17	4	3	1	3	1	29	2,440
A249	Wat Tyler Way	South	0.5	10.3	20	1,930	15	282	21	6	5	2	5	5	43	2,290

A229	Upper Stone Street	South	0.6	10.9	37	4,487	81	861	106	23	19	9	14	16	186	5,651
A229	Hayle Road	North	0.9	11.6	24	2,302	73	532	43	15	18	3	9	6	94	3,025
A229	Loose Road	North	0.9	11.6	36	3,065	50	507	51	14	20	11	33	12	142	3,799
A229	Loose Road	South	0.9	10.9	46	3,400	52	566	51	14	19	11	26	22	142	4,206

Table 7-8: Do Minimum 2022 Off-Peak (Free Flow Conditions) Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	33.1	32	2,290	5	369	37	6	11	4	10	10	78	2,774
A229	Fairmeadow	South	1.5	29.5	35	2,366	3	454	31	7	7	3	8	12	69	2,928
A20	Broadway	East	0.5	31.0	30	2,029	38	316	18	5	6	1	1	2	33	2,447
A20	Broadway	West	0.5	26.9	31	2,098	38	348	21	5	8	1	1	2	37	2,552
A229	Bishops Way	East	0.3	29.5	34	2,443	5	418	25	8	8	5	11	8	65	2,964
A229	Bishops Way	West	0.3	32.9	39	2,652	5	393	32	9	8	5	13	7	74	3,163
A229	Palace Avenue	East	0.4	28.4	34	2,578	30	451	28	8	9	5	11	8	69	3,162
A229	Lower Stone Street	East	0.4	28.4	34	3,405	34	501	48	10	13	8	14	10	103	4,077
A229	Mill Street (South)	North	0.2	30.9	36	3,607	36	607	49	11	10	6	14	8	97	4,383
A249	Knightrider Street	West	0.2	20.6	8	1,166	12	163	9	2	1	0	0	0	13	1,361
A249	Wat Tyler Way	North	0.5	17.1	12	1,307	13	149	10	2	2	1	2	1	18	1,499
A249	Wat Tyler Way	South	0.5	20.6	13	1,244	10	182	13	4	3	1	3	3	28	1,477

A229	Upper Stone Street	South	0.6	28.4	18	2,181	39	420	52	11	9	4	7	8	91	2,748
A229	Hayle Road	North	0.9	30.9	16	1,482	47	343	27	10	12	2	5	4	60	1,949
A229	Loose Road	North	0.9	30.9	20	1,698	28	281	28	8	11	6	18	7	79	2,106
A229	Loose Road	South	0.9	28.4	26	1,883	29	314	28	8	10	6	14	12	79	2,331

4. Do Minimum Scenario 2027

Table 7-9: Do Minimum 2027 AM Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	24.0	54	3,876	8	641	61	11	18	7	17	16	130	4,708
A229	Fairmeadow	South	1.5	12.5	67	4,535	7	892	59	13	14	7	14	23	130	5,631
A20	Broadway	East	0.5	22.4	50	3,329	63	532	30	8	10	1	1	3	53	4,027
A20	Broadway	West	0.5	15.5	51	3,486	63	593	34	9	12	1	1	3	60	4,254
A229	Bishops Way	East	0.3	12.5	48	3,476	7	610	35	11	12	7	16	11	91	4,232
A229	Bishops Way	West	0.3	26.2	59	3,968	7	602	47	13	12	7	19	10	109	4,746
A229	Palace Avenue	East	0.4	11.6	51	3,858	44	691	42	12	13	7	16	12	101	4,746
A229	Lower Stone Street	East	0.4	11.6	55	5,485	54	827	76	15	21	13	22	16	164	6,585
A229	Mill Street (South)	North	0.2	10.2	61	6,126	61	1,056	81	19	16	10	23	13	162	7,467
A249	Knightrider Street	West	0.2	9.0	11	1,756	18	252	13	3	2	1	0	0	19	2,055
A249	Wat Tyler Way	North	0.5	12.8	18	1,954	19	228	15	4	2	1	3	1	26	2,245
A249	Wat Tyler Way	South	0.5	9.0	22	2,038	16	306	21	6	5	2	6	5	45	2,425

A229	Upper Stone Street	South	0.6	11.6	23	2,807	50	553	65	14	12	5	9	10	115	3,548
A229	Hayle Road	North	0.9	10.2	28	2,610	83	619	47	17	20	4	9	6	104	3,445
A229	Loose Road	North	0.9	10.2	31	2,587	42	439	43	11	17	9	28	10	118	3,217
A229	Loose Road	South	0.9	11.6	39	2,870	44	490	42	12	16	9	21	18	118	3,562

Table 7-10: Do Minimum 2027 Inter-Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	16.9	92	6,578	13	1,072	102	18	31	11	29	27	218	7,973
A229	Fairmeadow	South	1.5	15.6	97	6,503	9	1,262	83	18	20	9	20	33	184	8,054
A20	Broadway	East	0.5	22.4	99	6,561	124	1,034	58	16	19	2	2	6	103	7,921
A20	Broadway	West	0.5	22.4	95	6,449	117	1,082	62	16	22	2	2	5	110	7,852
A229	Bishops Way	East	0.3	15.6	100	7,208	14	1,246	72	23	24	14	32	23	187	8,755
A229	Bishops Way	West	0.3	20.6	118	7,975	15	1,193	94	27	24	14	38	20	216	9,517
A229	Palace Avenue	East	0.4	12.9	102	7,754	89	1,370	82	24	25	14	32	23	201	9,516
A229	Lower Stone Street	East	0.4	12.9	107	10,736	106	1,596	147	30	41	24	43	31	316	12,862
A229	Mill Street (South)	North	0.2	15.8	110	11,033	110	1,875	144	33	29	18	40	24	288	13,417
A249	Knightrider Street	West	0.2	14.4	23	3,629	37	513	27	5	3	1	0	1	38	4,240
A249	Wat Tyler Way	North	0.5	12.8	38	4,039	40	464	31	7	5	2	6	2	53	4,633
A249	Wat Tyler Way	South	0.5	14.4	40	3,795	29	561	39	11	9	3	10	10	82	4,508
A229	Upper Stone Street	South	0.6	12.9	53	6,490	117	1,261	149	32	26	12	20	23	261	8,182

A229	Hayle Road	North	0.9	15.8	48	4,478	143	1,048	80	28	35	6	16	11	177	5,893
A229	Loose Road	North	0.9	15.8	60	5,091	83	852	83	22	33	18	54	20	229	6,315
A229	Loose Road	South	0.9	12.9	77	5,647	87	951	82	23	30	17	42	35	229	6,991

Table 7-11: Do Minimum 2027 PM Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume										
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	19.2	58	4,163	8	687	65	11	20	7	19	18	140	5,056
A229	Fairmeadow	South	1.5	11.1	60	4,061	6	797	53	11	12	6	13	21	116	5,040
A20	Broadway	East	0.5	18.3	46	3,071	58	490	27	7	9	1	1	3	49	3,714
A20	Broadway	West	0.5	15.5	51	3,463	63	588	34	9	12	1	1	3	60	4,224
A229	Bishops Way	East	0.3	11.1	66	4,748	9	831	48	15	16	9	21	15	124	5,778
A229	Bishops Way	West	0.3	13.1	71	4,790	9	725	57	16	15	8	23	12	131	5,726
A229	Palace Avenue	East	0.4	10.9	62	4,656	54	832	50	14	15	8	20	14	122	5,726
A229	Lower Stone Street	East	0.4	10.9	55	5,527	55	831	77	15	21	13	23	16	165	6,633
A229	Mill Street (South)	North	0.2	11.6	59	5,877	58	1,011	78	18	16	10	22	13	155	7,159
A249	Knightrider Street	West	0.2	10.3	13	2,064	21	295	15	3	2	1	0	1	22	2,416
A249	Wat Tyler Way	North	0.5	11.5	20	2,198	22	255	17	4	3	1	3	1	29	2,525
A249	Wat Tyler Way	South	0.5	10.3	21	1,992	15	298	21	6	5	2	5	5	44	2,371
A229	Upper Stone Street	South	0.6	10.9	38	4,632	83	911	107	23	19	9	14	17	189	5,853

A229	Hayle Road	North	0.9	11.6	25	2,376	76	563	43	15	19	3	9	6	95	3,135
A229	Loose Road	North	0.9	11.6	37	3,164	52	536	52	14	21	11	34	12	144	3,933
A229	Loose Road	South	0.9	10.9	48	3,510	54	598	52	15	19	11	26	22	144	4,354

Table 7-12: Do Minimum 2027 Off-Peak (Free Flow Conditions) Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	33.1	33	2,376	5	391	37	6	11	4	11	10	79	2,884
A229	Fairmeadow	South	1.5	29.5	36	2,455	4	480	32	7	7	4	8	13	70	3,046
A20	Broadway	East	0.5	31.0	32	2,106	40	335	19	5	6	1	1	2	33	2,545
A20	Broadway	West	0.5	26.9	32	2,177	39	368	21	6	8	1	1	2	37	2,655
A229	Bishops Way	East	0.3	29.5	35	2,535	5	442	25	8	8	5	11	8	66	3,083
A229	Bishops Way	West	0.3	32.9	41	2,753	5	415	33	9	8	5	13	7	75	3,289
A229	Palace Avenue	East	0.4	28.4	35	2,676	31	477	29	8	9	5	11	8	70	3,289
A229	Lower Stone Street	East	0.4	28.4	35	3,534	35	530	49	10	13	8	14	10	105	4,239
A229	Mill Street (South)	North	0.2	30.9	37	3,744	37	642	49	11	10	6	14	8	99	4,559
A249	Knightrider Street	West	0.2	20.6	8	1,210	12	173	9	2	1	0	0	0	13	1,416
A249	Wat Tyler Way	North	0.5	17.1	13	1,357	13	157	11	2	2	1	2	1	18	1,558
A249	Wat Tyler Way	South	0.5	20.6	14	1,291	10	193	13	4	3	1	4	3	28	1,536
A229	Upper Stone Street	South	0.6	28.4	19	2,264	41	444	52	11	9	4	7	8	92	2,858

A229	Hayle Road	North	0.9	30.9	16	1,538	49	363	28	10	12	2	6	4	61	2,028
A229	Loose Road	North	0.9	30.9	21	1,762	29	297	29	8	11	6	19	7	80	2,189
A229	Loose Road	South	0.9	28.4	26	1,955	30	332	29	8	11	6	14	12	80	2,423

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5. Scenario 1 – A LEZ to Keep Vehicles Moving (Red Route) 2022

Table 7-13: Red Routing 2022 AM Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	24.0	53	3,760	7	606	60	10	18	7	17	16	128	4,554
A229	Fairmeadow	South	1.5	12.5	65	4,400	6	844	58	13	14	6	14	23	128	5,443
A20	Broadway	East	0.5	22.4	49	3,230	61	503	29	8	10	1	1	3	52	3,895
A20	Broadway	West	0.5	15.5	50	3,382	61	561	34	9	12	1	1	3	59	4,114
A229	Bishops Way	East	0.3	12.5	47	3,373	6	577	35	11	12	7	15	11	90	4,093
A229	Bishops Way	West	0.3	26.2	57	3,850	7	569	47	13	12	7	19	10	107	4,591
A229	Palace Avenue	East	0.4	12.7	49	3,743	43	654	41	12	13	7	16	12	100	4,589
A229	Lower Stone Street	East	0.4	12.7	53	5,322	53	782	75	15	21	12	22	16	161	6,371
A229	Mill Street (South)	North	0.2	10.2	59	5,944	59	999	80	18	16	10	22	13	160	7,221
A249	Knightrider Street	West	0.2	9.0	11	1,704	17	238	13	3	2	1	0	0	18	1,988
A249	Wat Tyler Way	North	0.5	12.8	18	1,896	19	215	15	4	2	1	3	1	26	2,173
A249	Wat Tyler Way	South	0.5	9.0	21	1,977	15	289	21	6	5	2	5	5	44	2,346

A229	Upper Stone Street	South	0.6	12.7	22	2,723	49	523	64	14	11	5	8	10	113	3,431
A229	Hayle Road	North	0.9	10.2	27	2,532	81	586	47	17	20	4	9	6	103	3,329
A229	Loose Road	North	0.9	10.2	30	2,510	41	415	42	11	17	9	27	10	116	3,112
A229	Loose Road	South	0.9	11.6	38	2,785	43	464	42	12	15	9	21	18	117	3,445

Table 7-14: Red Routing 2022 Inter-Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	16.9	88	6,328	12	1,014	100	17	31	11	29	27	215	7,658
A229	Fairmeadow	South	1.5	15.6	93	6,256	9	1,193	82	18	19	9	20	33	181	7,732
A20	Broadway	East	0.5	22.4	95	6,312	119	978	57	16	19	2	2	6	102	7,606
A20	Broadway	West	0.5	22.4	91	6,204	112	1,023	61	16	22	2	2	5	108	7,539
A229	Bishops Way	East	0.3	15.6	96	6,934	13	1,179	71	22	24	13	31	22	184	8,406
A229	Bishops Way	West	0.3	20.6	114	7,672	14	1,128	93	26	24	14	37	19	213	9,141
A229	Palace Avenue	East	0.4	14.2	99	7,459	86	1,295	81	23	25	14	32	23	198	9,137
A229	Lower Stone Street	East	0.4	14.2	103	10,328	102	1,510	145	29	40	24	43	30	311	12,355
A229	Mill Street (South)	North	0.2	15.8	106	10,614	106	1,774	142	32	29	18	40	23	284	12,883
A249	Knightrider Street	West	0.2	14.4	22	3,491	36	485	26	5	3	1	0	1	37	4,071
A249	Wat Tyler Way	North	0.5	12.8	36	3,886	38	439	31	7	5	2	6	2	52	4,451
A249	Wat Tyler Way	South	0.5	14.4	39	3,651	28	531	39	11	9	3	10	10	81	4,330
A229	Upper Stone Street	South	0.6	14.2	51	6,243	112	1,193	147	31	26	12	19	23	257	7,856

A229	Hayle Road	North	0.9	15.8	46	4,308	137	991	79	28	34	6	16	11	174	5,656
A229	Loose Road	North	0.9	15.8	58	4,897	80	805	81	22	32	18	53	19	225	6,066
A229	Loose Road	South	0.9	12.9	74	5,432	84	899	81	23	30	17	41	35	226	6,715

Table 7-15: Red Routing 2022 PM Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume										
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	19.2	56	4,032	8	649	64	11	20	7	18	17	138	4,883
A229	Fairmeadow	South	1.5	11.1	58	3,933	6	754	52	11	12	6	13	21	115	4,866
A20	Broadway	East	0.5	18.3	45	2,974	56	463	27	7	9	1	1	3	48	3,586
A20	Broadway	West	0.5	15.5	49	3,354	61	556	33	9	12	1	1	3	59	4,079
A229	Bishops Way	East	0.3	11.1	64	4,599	9	786	47	15	16	9	21	15	123	5,579
A229	Bishops Way	West	0.3	13.1	69	4,639	9	685	56	16	14	8	23	12	129	5,531
A229	Palace Avenue	East	0.4	11.9	60	4,510	52	787	49	14	15	8	19	14	120	5,529
A229	Lower Stone Street	East	0.4	11.9	54	5,353	53	786	76	15	21	12	22	16	162	6,408
A229	Mill Street (South)	North	0.2	11.6	57	5,692	57	956	77	18	15	10	21	13	153	6,914
A249	Knightrider Street	West	0.2	10.3	13	1,999	20	279	15	3	2	1	0	0	21	2,333
A249	Wat Tyler Way	North	0.5	11.5	20	2,129	21	241	17	4	3	1	3	1	29	2,440
A249	Wat Tyler Way	South	0.5	10.3	20	1,930	15	282	21	6	5	2	5	5	43	2,290
A229	Upper Stone Street	South	0.6	11.9	37	4,487	81	861	106	23	19	9	14	16	186	5,651

A229	Hayle Road	North	0.9	11.6	24	2,302	73	532	43	15	18	3	9	6	94	3,025
A229	Loose Road	North	0.9	11.6	36	3,065	50	507	51	14	20	11	33	12	142	3,799
A229	Loose Road	South	0.9	10.9	46	3,400	52	566	51	14	19	11	26	22	142	4,206

Table 7-16: Red Routing 2022 Off-Peak (Free Flow Conditions) Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	33.1	32	2,290	5	369	37	6	11	4	10	10	78	2,774
A229	Fairmeadow	South	1.5	29.5	35	2,366	3	454	31	7	7	3	8	12	69	2,928
A20	Broadway	East	0.5	31.0	30	2,029	38	316	18	5	6	1	1	2	33	2,447
A20	Broadway	West	0.5	26.9	31	2,098	38	348	21	5	8	1	1	2	37	2,552
A229	Bishops Way	East	0.3	29.5	34	2,443	5	418	25	8	8	5	11	8	65	2,964
A229	Bishops Way	West	0.3	32.9	39	2,652	5	393	32	9	8	5	13	7	74	3,163
A229	Palace Avenue	East	0.4	31.2	34	2,578	30	451	28	8	9	5	11	8	69	3,162
A229	Lower Stone Street	East	0.4	31.2	34	3,405	34	501	48	10	13	8	14	10	103	4,077
A229	Mill Street (South)	North	0.2	30.9	36	3,607	36	607	49	11	10	6	14	8	97	4,383
A249	Knightrider Street	West	0.2	20.6	8	1,166	12	163	9	2	1	0	0	0	13	1,361
A249	Wat Tyler Way	North	0.5	17.1	12	1,307	13	149	10	2	2	1	2	1	18	1,499
A249	Wat Tyler Way	South	0.5	20.6	13	1,244	10	182	13	4	3	1	3	3	28	1,477
A229	Upper Stone Street	South	0.6	31.2	18	2,181	39	420	52	11	9	4	7	8	91	2,748

A229	Hayle Road	North	0.9	30.9	16	1,482	47	343	27	10	12	2	5	4	60	1,949
A229	Loose Road	North	0.9	30.9	20	1,698	28	281	28	8	11	6	18	7	79	2,106
A229	Loose Road	South	0.9	28.4	26	1,883	29	314	28	8	10	6	14	12	79	2,331

6. Scenario 2 – A LEZ to Encourage Cleaner Vehicles

Table 7-17: Delivery and Servicing Plans 2022 AM Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	24.0	53	3,760	7	594	59	10	18	6	17	16	126	4,540
A229	Fairmeadow	South	1.5	12.5	65	4,400	6	827	57	12	13	6	14	23	126	5,424
A20	Broadway	East	0.5	22.4	49	3,230	61	493	29	8	10	1	1	3	51	3,884
A20	Broadway	West	0.5	15.5	50	3,382	61	550	33	9	12	1	1	3	58	4,101
A229	Bishops Way	East	0.3	12.5	47	3,373	6	565	34	11	11	6	15	11	88	4,079
A229	Bishops Way	West	0.3	26.2	57	3,850	7	558	46	13	12	7	18	10	105	4,578
A229	Palace Avenue	East	0.4	11.6	49	3,743	43	641	40	11	12	7	16	11	98	4,574
A229	Lower Stone Street	East	0.4	11.6	53	5,322	53	767	74	15	20	12	22	15	158	6,352
A229	Mill Street (South)	North	0.2	10.2	59	5,944	59	979	78	18	16	10	22	13	157	7,198
A249	Knightrider Street	West	0.2	9.0	11	1,704	17	233	13	2	2	1	0	0	18	1,983
A249	Wat Tyler Way	North	0.5	12.8	18	1,896	19	211	15	3	2	1	3	1	25	2,168
A249	Wat Tyler Way	South	0.5	9.0	21	1,977	15	283	21	6	5	2	5	5	43	2,340

A229	Upper Stone Street	South	0.6	11.6	22	2,723	49	513	63	13	11	5	8	10	111	3,418
A229	Hayle Road	North	0.9	10.2	27	2,532	81	574	46	16	20	4	9	6	101	3,315
A229	Loose Road	North	0.9	10.2	30	2,510	41	407	41	11	16	9	27	10	114	3,102
A229	Loose Road	South	0.9	11.6	38	2,785	43	454	41	11	15	9	21	18	114	3,434

Table 7-18: Delivery and Servicing Plans 2022 Inter-Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	16.9	88	6,328	12	994	98	17	30	11	28	26	211	7,633
A229	Fairmeadow	South	1.5	15.6	93	6,256	9	1,169	81	17	19	9	20	32	178	7,705
A20	Broadway	East	0.5	22.4	95	6,312	119	958	56	15	19	2	2	6	100	7,584
A20	Broadway	West	0.5	22.4	91	6,204	112	1,003	60	16	22	2	2	5	106	7,516
A229	Bishops Way	East	0.3	15.6	96	6,934	13	1,155	69	22	23	13	31	22	180	8,379
A229	Bishops Way	West	0.3	20.6	114	7,672	14	1,106	91	26	23	13	37	19	209	9,115
A229	Palace Avenue	East	0.4	12.9	99	7,459	86	1,269	80	23	24	13	31	22	194	9,107
A229	Lower Stone Street	East	0.4	12.9	103	10,328	102	1,479	142	29	39	23	42	30	305	12,318
A229	Mill Street (South)	North	0.2	15.8	106	10,614	106	1,738	139	32	28	17	39	23	278	12,842
A249	Knightrider Street	West	0.2	14.4	22	3,491	36	476	26	5	3	1	0	1	37	4,061
A249	Wat Tyler Way	North	0.5	12.8	36	3,886	38	430	30	7	5	2	6	2	51	4,441
A249	Wat Tyler Way	South	0.5	14.4	39	3,651	28	520	38	10	9	3	10	9	80	4,318
A229	Upper Stone Street	South	0.6	12.9	51	6,243	112	1,169	144	31	25	12	19	22	252	7,827

A229	Hayle Road	North	0.9	15.8	46	4,308	137	971	78	27	33	6	16	11	171	5,633
A229	Loose Road	North	0.9	15.8	58	4,897	80	789	80	21	32	17	52	19	221	6,046
A229	Loose Road	South	0.9	12.9	74	5,432	84	881	79	22	29	17	40	34	222	6,693

Table 7-19: Delivery and Servicing Plans 2022 PM Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume										
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	19.2	56	4,032	8	638	67	12	20	7	19	18	143	4,878
A229	Fairmeadow	South	1.5	11.1	58	3,933	6	741	54	12	13	6	13	21	119	4,857
A20	Broadway	East	0.5	18.3	45	2,974	56	455	28	8	9	1	1	3	50	3,580
A20	Broadway	West	0.5	15.5	49	3,354	61	546	35	9	12	1	1	3	61	4,072
A229	Bishops Way	East	0.3	11.1	64	4,599	9	772	49	16	16	9	22	16	128	5,570
A229	Bishops Way	West	0.3	13.1	69	4,639	9	673	59	17	15	9	24	12	135	5,524
A229	Palace Avenue	East	0.4	10.9	60	4,510	52	773	51	15	16	9	20	14	125	5,520
A229	Lower Stone Street	East	0.4	10.9	54	5,353	53	772	79	16	22	13	23	17	169	6,401
A229	Mill Street (South)	North	0.2	11.6	57	5,692	57	939	80	18	16	10	22	13	159	6,903
A249	Knightrider Street	West	0.2	10.3	13	1,999	20	274	16	3	2	1	0	1	22	2,329
A249	Wat Tyler Way	North	0.5	11.5	20	2,129	21	237	18	4	3	1	3	1	30	2,437
A249	Wat Tyler Way	South	0.5	10.3	20	1,930	15	277	21	6	5	2	6	5	45	2,287
A229	Upper Stone Street	South	0.6	10.9	37	4,487	81	846	110	23	19	9	15	17	194	5,644

A229	Hayle Road	North	0.9	11.6	24	2,302	73	523	44	16	19	3	9	6	97	3,020
A229	Loose Road	North	0.9	11.6	36	3,065	50	498	53	14	21	12	35	13	148	3,796
A229	Loose Road	South	0.9	10.9	46	3,400	52	556	53	15	20	11	27	23	148	4,202

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Table 7-20: Delivery and Servicing Plans 2022 Off-Peak (Free Flow Conditions) Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	33.1	32	2,290	5	362	36	6	11	4	10	10	77	2,765
A229	Fairmeadow	South	1.5	29.5	35	2,366	3	445	31	7	7	3	7	12	68	2,917
A20	Broadway	East	0.5	31.0	30	2,029	38	310	18	5	6	1	1	2	32	2,440
A20	Broadway	West	0.5	26.9	31	2,098	38	341	21	5	7	1	1	2	36	2,544
A229	Bishops Way	East	0.3	29.5	34	2,443	5	410	25	8	8	5	11	8	64	2,955
A229	Bishops Way	West	0.3	32.9	39	2,652	5	385	32	9	8	5	13	7	73	3,154
A229	Palace Avenue	East	0.4	28.4	34	2,578	30	442	28	8	8	5	11	8	67	3,151
A229	Lower Stone Street	East	0.4	28.4	34	3,405	34	491	47	9	13	8	14	10	101	4,065
A229	Mill Street (South)	North	0.2	30.9	36	3,607	36	595	48	11	10	6	13	8	95	4,369
A249	Knightrider Street	West	0.2	20.6	8	1,166	12	160	9	2	1	0	0	0	12	1,358
A249	Wat Tyler Way	North	0.5	17.1	12	1,307	13	146	10	2	2	1	2	1	17	1,495
A249	Wat Tyler Way	South	0.5	20.6	13	1,244	10	178	13	4	3	1	3	3	27	1,473
A229	Upper Stone Street	South	0.6	28.4	18	2,181	39	411	51	11	9	4	7	8	89	2,738

A229	Hayle Road	North	0.9	30.9	16	1,482	47	336	27	9	12	2	5	4	59	1,941
A229	Loose Road	North	0.9	30.9	20	1,698	28	275	28	7	11	6	18	7	77	2,098
A229	Loose Road	South	0.9	28.4	26	1,883	29	308	28	8	10	6	14	12	77	2,323

7. Scenario 3 – A 'Polluter Pays' LEZ

Table 7-21: Clean Air Zone 2022 AM Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	24.0	53	3,760	7	606	58	10	18	7	17	16	125	4,551
A229	Fairmeadow	South	1.5	12.5	65	4,400	6	844	56	12	13	6	14	23	125	5,440
A20	Broadway	East	0.5	22.4	49	3,230	61	503	28	8	10	1	1	3	51	3,893
A20	Broadway	West	0.5	15.5	50	3,382	61	561	33	9	12	1	1	3	57	4,112
A229	Bishops Way	East	0.3	12.5	47	3,373	6	577	33	11	11	7	15	11	88	4,090
A229	Bishops Way	West	0.3	26.2	57	3,850	7	569	45	13	12	7	19	10	104	4,588
A229	Palace Avenue	East	0.4	11.6	49	3,743	43	654	40	11	12	7	16	11	97	4,587
A229	Lower Stone Street	East	0.4	11.6	53	5,322	53	782	73	15	20	12	22	16	157	6,367
A229	Mill Street (South)	North	0.2	10.2	59	5,944	59	999	77	18	16	10	22	13	155	7,217
A249	Knightrider Street	West	0.2	9.0	11	1,704	17	238	12	2	2	1	0	0	18	1,988
A249	Wat Tyler Way	North	0.5	12.8	18	1,896	19	215	15	3	2	1	3	1	25	2,172
A249	Wat Tyler Way	South	0.5	9.0	21	1,977	15	289	20	6	5	2	5	5	43	2,345

A229	Upper Stone Street	South	0.6	11.6	22	2,723	49	523	62	13	11	5	8	10	110	3,427
A229	Hayle Road	North	0.9	10.2	27	2,532	81	586	45	16	19	4	9	6	100	3,325
A229	Loose Road	North	0.9	10.2	30	2,510	41	415	41	11	16	9	27	10	113	3,109
A229	Loose Road	South	0.9	11.6	38	2,785	43	464	40	11	15	9	21	18	114	3,442

Table 7-22: Clean Air Zone 2022 Inter-Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	16.9	88	6,328	12	1,014	97	17	29	11	28	27	209	7,652
A229	Fairmeadow	South	1.5	15.6	93	6,256	9	1,193	79	17	19	9	20	32	176	7,727
A20	Broadway	East	0.5	22.4	95	6,312	119	978	55	15	19	2	2	6	98	7,602
A20	Broadway	West	0.5	22.4	91	6,204	112	1,023	59	16	21	2	2	5	105	7,535
A229	Bishops Way	East	0.3	15.6	96	6,934	13	1,179	68	22	23	13	31	22	179	8,401
A229	Bishops Way	West	0.3	20.6	114	7,672	14	1,128	89	25	23	14	37	19	207	9,136
A229	Palace Avenue	East	0.4	12.9	99	7,459	86	1,295	78	22	24	14	32	23	193	9,132
A229	Lower Stone Street	East	0.4	12.9	103	10,328	102	1,510	140	28	39	24	42	30	303	12,346
A229	Mill Street (South)	North	0.2	15.8	106	10,614	106	1,774	137	31	28	18	39	23	276	12,875
A249	Knightrider Street	West	0.2	14.4	22	3,491	36	485	25	5	3	1	0	1	36	4,070
A249	Wat Tyler Way	North	0.5	12.8	36	3,886	38	439	30	7	5	2	6	2	51	4,449
A249	Wat Tyler Way	South	0.5	14.4	39	3,651	28	531	37	10	9	3	10	10	79	4,327
A229	Upper Stone Street	South	0.6	12.9	51	6,243	112	1,193	141	30	25	12	19	22	250	7,849

A229	Hayle Road	North	0.9	15.8	46	4,308	137	991	76	27	33	6	16	11	169	5,651
A229	Loose Road	North	0.9	15.8	58	4,897	80	805	79	21	31	18	52	19	220	6,060
A229	Loose Road	South	0.9	12.9	74	5,432	84	899	78	22	29	17	41	34	221	6,710

Table 7-23: Clean Air Zone 2022 PM Peak Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume										
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	19.2	56	4,032	8	649	62	11	19	7	18	17	134	4,880
A229	Fairmeadow	South	1.5	11.1	58	3,933	6	754	50	11	12	6	13	20	111	4,863
A20	Broadway	East	0.5	18.3	45	2,974	56	463	26	7	9	1	1	3	47	3,585
A20	Broadway	West	0.5	15.5	49	3,354	61	556	32	8	12	1	1	3	57	4,077
A229	Bishops Way	East	0.3	11.1	64	4,599	9	786	46	14	15	9	21	15	119	5,576
A229	Bishops Way	West	0.3	13.1	69	4,639	9	685	54	15	14	8	22	12	126	5,528
A229	Palace Avenue	East	0.4	10.9	60	4,510	52	787	48	14	15	8	19	14	117	5,526
A229	Lower Stone Street	East	0.4	10.9	54	5,353	53	786	73	15	20	12	22	16	158	6,403
A229	Mill Street (South)	North	0.2	11.6	57	5,692	57	956	74	17	15	9	21	12	149	6,909
A249	Knightrider Street	West	0.2	10.3	13	1,999	20	279	15	3	2	1	0	0	21	2,333
A249	Wat Tyler Way	North	0.5	11.5	20	2,129	21	241	16	4	2	1	3	1	28	2,439
A249	Wat Tyler Way	South	0.5	10.3	20	1,930	15	282	20	5	5	2	5	5	42	2,289
A229	Upper Stone Street	South	0.6	10.9	37	4,487	81	861	102	22	18	9	14	16	180	5,646

A229	Hayle Road	North	0.9	11.6	24	2,302	73	532	41	14	18	3	8	6	91	3,022
A229	Loose Road	North	0.9	11.6	36	3,065	50	507	49	13	20	11	33	12	138	3,796
A229	Loose Road	South	0.9	10.9	46	3,400	52	566	49	14	18	11	25	22	139	4,202

Table 7-24: Clean Air Zone 2022 Off-Peak (Free Flow Conditions) Traffic Data

Road Link	Road Name	Traffic Direction	Link Length (km)	Average speed (kph)	Vehicle Class - Traffic Volume											
					Motorcycles	Cars	Buses & Coaches	LGV	HGV Rigid 2 axle	HGV Rigid 3 axle	HGV Rigid 4 or more axle	HGV Articulated 3 axle	HGV Articulated 5 axle	HGV Articulated 6 or more axle	Total HGV	Total Vehicular Traffic
A229	Fairmeadow	North	1.5	33.1	32	2,290	5	369	35	6	11	4	10	10	76	2,772
A229	Fairmeadow	South	1.5	29.5	35	2,366	3	454	30	7	7	3	8	12	67	2,926
A20	Broadway	East	0.5	31.0	30	2,029	38	316	18	5	6	1	1	2	32	2,446
A20	Broadway	West	0.5	26.9	31	2,098	38	348	20	5	7	1	1	2	36	2,551
A229	Bishops Way	East	0.3	29.5	34	2,443	5	418	24	8	8	5	11	8	64	2,963
A229	Bishops Way	West	0.3	32.9	39	2,652	5	393	31	9	8	5	13	7	72	3,161
A229	Palace Avenue	East	0.4	28.4	34	2,578	30	451	27	8	8	5	11	8	67	3,160
A229	Lower Stone Street	East	0.4	28.4	34	3,405	34	501	47	9	13	8	14	10	101	4,074
A229	Mill Street (South)	North	0.2	30.9	36	3,607	36	607	47	11	9	6	13	8	94	4,380
A249	Knightrider Street	West	0.2	20.6	8	1,166	12	163	8	2	1	0	0	0	12	1,361
A249	Wat Tyler Way	North	0.5	17.1	12	1,307	13	149	10	2	2	1	2	1	17	1,498
A249	Wat Tyler Way	South	0.5	20.6	13	1,244	10	182	13	3	3	1	3	3	27	1,476
A229	Upper Stone Street	South	0.6	28.4	18	2,181	39	420	50	11	9	4	7	8	88	2,746

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A229	Hayle Road	North	0.9	30.9	16	1,482	47	343	26	9	11	2	5	4	59	1,947
A229	Loose Road	North	0.9	30.9	20	1,698	28	281	27	7	11	6	18	7	77	2,104
A229	Loose Road	South	0.9	28.4	26	1,883	29	314	27	8	10	6	14	12	77	2,329

Appendix B

7.2 Model Verification

Model Verification

The comparison of modelled concentrations with local monitored concentrations is a process termed 'verification'. Model verification identifies any discrepancies between modelled and measured concentrations, which can arise for a number of reasons. The following are examples of potential causes of such discrepancies:

- Estimates of background pollutant concentrations
- Meteorological data uncertainties
- Traffic data uncertainties
- Emission factor uncertainties
- Model input parameters, such as 'roughness length' and
- Overall limitations of the ability of the dispersion model to model dispersion in a complex environment

The verification process involves a review of the modelled pollutant concentrations against corresponding monitoring data to determine how well the air quality model has performed. Depending on the outcome it may be considered that the model has performed adequately and that there is no need to adjust any of the modelled results.

Alternatively, the model may perform poorly against the monitoring data (acceptable limits of model verification performance are set out in Defra guidance[17], therefore there is a need to check all the input data to ensure that it is reasonable and accurately represented in the air quality modelling process. Where all input data, such as traffic data, emission rates and background concentrations have been checked and considered reasonable, then the modelled results may require adjustment to best align them with the monitoring data. This may either be a single verification adjustment factor to be applied to the modelled concentrations across the study area or a range of different adjustment factors to account for different situations within the study area.

Residual Uncertainty & Model Performance

Residual uncertainty may remain after systematic error or 'overall model accuracy' has been accounted for in the final predictions. Residual uncertainty may be considered synonymous with the 'residual inaccuracies' of the model predictions, i.e. how wide the scatter or residual variability of the predicted values compare with the monitored 'true value', once systematic error has been allowed for. The quantification of final model accuracy provides an estimate of how the final predictions may deviate from the 'true' (monitored) values at the same location over the same period. It must though be recognised that some of the residual uncertainty is greater for monitoring using diffusion tubes than for automatic monitors.

Suitable local monitoring data for the purpose of verification is available for concentrations of NO_2 at the locations shown in Table 5-1. This monitoring data has been used to validate

[17] Department for Environment, Food and Rural Affairs (2016), Local Air Quality Management – Technical Guidance (16) (LAQM.TG16)

the dispersion model prediction and obtain adjustment factors which can be applied to predictions of pollutant concentrations in the base and future years.

An evaluation of model performance has been undertaken to establish confidence in model results. LAQM.TG (16)[17] identifies a number of statistical procedures that are appropriate to evaluate model performance and assess the uncertainty. The statistical parameters used in this assessment are:

- root mean square error (RMSE);
- fractional bias (FB); and
- correlation coefficient (CC).

A brief explanation of each statistic is provided in *Table 7-25*, and further details can be found in LAQM.TG(16) Box 1.17.

Table 7-25 : Statistical Parameters used to estimate model performance

Statistical Parameter	Comments	Ideal Value
RMSE	RMSE is used to define the average error or uncertainty of the model. The units of RMSE are the same as the quantities compared. If the RMSE values are higher than 25% of the objective being assessed, it is recommended that the model inputs and verification should be revisited in order to make improvements. For example, if the model predictions are for the annual mean NO2 objective of 40 µg/m3, if an RMSE of 10 µg/m3 or above is determined for a model it is advised to revisit the model parameters and model verification. Ideally an RMSE within 10% of the air quality objective would be derived, which equates to ±4 µg/m3 for the annual mean NO2 objective.	0.01
Fractional Bias	It is used to identify if the model shows a systematic tendency to over or under predict. FB values vary between +2 and -2 and have an ideal value of zero. Negative values suggest a model over-prediction and positive values suggest a model under-prediction.	0.00
Correlation Coefficient	It is used to measure the linear relationship between predicted and observed data. A value of zero means no relationship and a value of 1 means absolute relationship. This statistic can be particularly useful when comparing a large number of model and observed data points.	1.00

These parameters estimate how the model results agree or diverge from the observations. These calculations have been carried out prior to, and after, adjustment and provide information on the improvement of model predictions as a result of the application of the verification adjustment factor.

Air Quality Monitoring Data

The air quality monitoring data collected as part of this assessment and detailed in the baseline section was reviewed to determine suitability of each of the monitoring locations for inclusion into the model verification process.

The traffic base year was defined as 2017, therefore monitoring data representative of 2017 was acquired in order inform the model verification process.

Monitoring data was collected from MBC. Only the following sites were included in the verification process:

- those within 50m of a road within the air quality study area;
- those where annual data capture is greater than 75% in 2017; and
- those where all major pollution sources are accounted for in the model (e.g. where all major roads within 200m of the monitoring site were included?).

Verification Methodology

The verification method follows the process detailed in LAQM.TG(16) (Defra, 2016). The initial verification was undertaken by comparing the modelled versus monitored road NO_X. Road NO_X measured at the diffusion tubes was calculated using the latest Defra NO_X to NO_2 calculator, because diffusion tubes only measure NO_2 and do not directly measure NO_X.

Following the removal of the monitoring locations with low data capture and those locations where road sources were not fully represented in the traffic data, a total of six diffusion tubes were used in verification. A description of the sites is presented in Table 7-26 below.

Table 7-26: Collated Maidstone Monitoring Site Information

Site ID	X	Y	Monitoring Method	2017 Monitored NO_2 (µg/m^3)
Maid 29	576082	155371	Diffusion Tube	34.3
Maid 81	576302	155328	Diffusion Tube	67.7
Maid 96	576346	155183	Diffusion Tube	79.3
Maid 98	576258	155422	Diffusion Tube	34.8
Maid 111	576287	155404	Diffusion Tube	30.4
Maid 26	575782	155678	Diffusion Tube	33.5

For each monitoring site, the relevant 1x1km 2017 background concentration for NO_X were acquired by using the 2015 reference year Defra background maps (issued December 2017) which were sector removed for A Roads and Trunk A Roads in, as to not double count the road sources being assessed.

The NO_2 to NO_X tool was used to calculate the total road NO_X at each diffusion tube monitoring site. Table 7-27 below summarises the background NO_X/NO_2 concentrations, raw (i.e. no adjustment) modelled and monitored road NO_X concentrations and raw modelled and monitored total NO_2 concentrations.

Table 7-27: Unadjusted Modelled Results vs Monitored Results 2017 (Total NO_2 & Road NO_x)

Tube ID	Background NO_x (µg/m^3)	Background NO_2 (µg/m^3)	Monitored NO_2 (µg/m^3)	Modelled Total NO_2 (µg/m^3)	Monitored V Modelled Total NO_2 % Difference	Monitored Road NOx (µg/m^3)	Modelled Road NOx (µg/m^3)	Monitored v Modelled Road NOx % Difference
Maid 29	19.9	14.4	34.3	26.8	21.8%	40.6	24.5	39.8%
Maid 81	19.9	14.4	67.7	31.4	53.6%	129.3	34.2	73.5%
Maid 96	19.9	14.4	79.3	30.4	61.7%	165.8	32.0	80.7%
Maid 98	19.9	14.4	34.8	32.9	5.5%	41.7	37.5	10.2%
Maid 111	19.9	14.4	30.4	31.8	-4.6%	32.0	35.1	-9.5%
Maid 26	18.5	13.5	33.5	26.7	20.4%	40.7	25.9	36.4%

The modelled versus monitored road NO_X component concentrations were plotted on a scatter graph presented in *Figure 7-1* below.

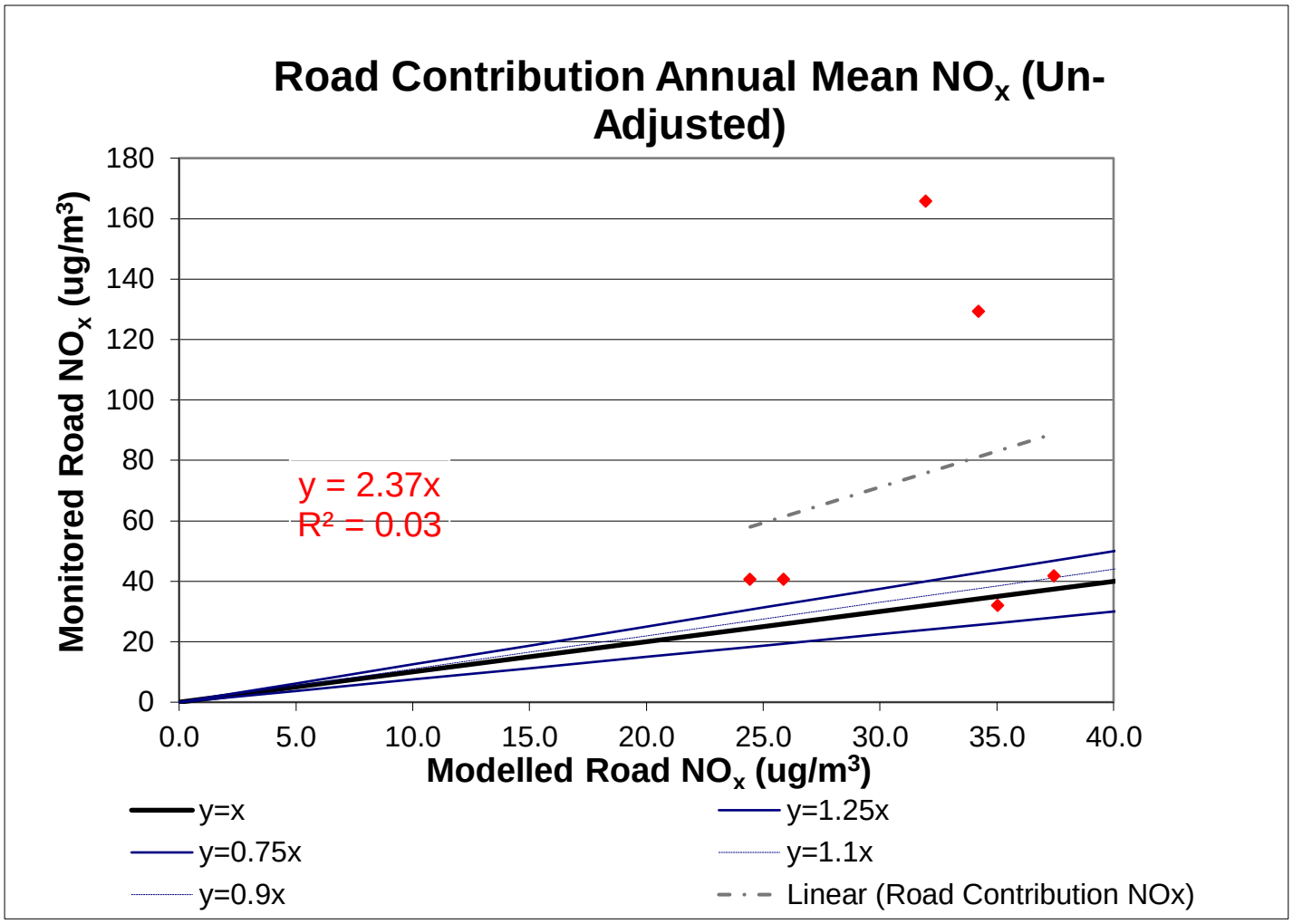

Figure 7-1: Scatterplot of Unadjusted Modelled Road NO_X vs Monitored Road NO_X

Figure 7-1 illustrates that the modelled concentrations under-predict the road component of NO_x in relation to the monitored concentrations. It was decided that detailed verification should be undertaken. Modelled underpredictions were higher for Upper Stone Street than elsewhere, therefore a separate verification factor was defined for that road compared to the rest of the study area. The road NO_X verification factors for each of the modelled zones are presented in

Table 7-28 below.

Table 7-28: Road NO_X Verification Factors per Model Verification Zone

Verification Zone Description	Road NO_X Verification Factor	Number of Monitoring Sites Used	Number of Receptors in Zone
1 Upper Stone Street	4.43	2	31
2 Maidstone Town Centre	1.21	4	308

When the two verification factors in

Table 7-28 were applied to the raw modelled results, total annual mean NO_2 concentrations at 100% of the modelled sites were within 25% of monitored NO_2 concentrations as summarised in *Figure 7-3* below, as apposite to 67% of sites when no adjustment was applied (*Figure 7-2*).

Figure 7-3 demonstrates that once adjusted for road NO_X, total modelled NO_2 concentrations are closer to the monitored total NO_2 concentrations, than the unadjusted total modelled in *Figure 7-2*.

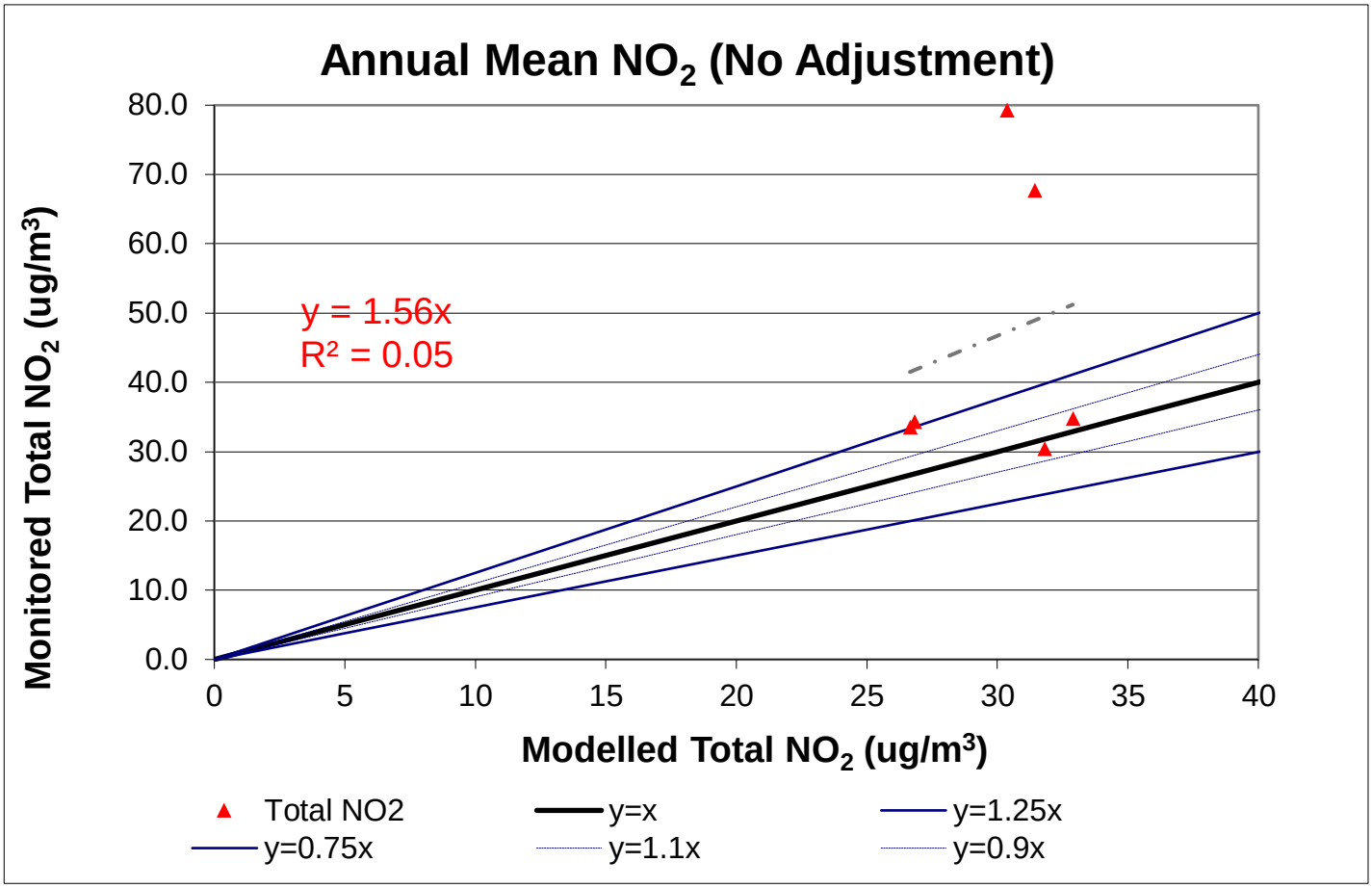

Figure 7-2:Scatterplot of Unadjusted Total NO2 vs Monitored Total NO2

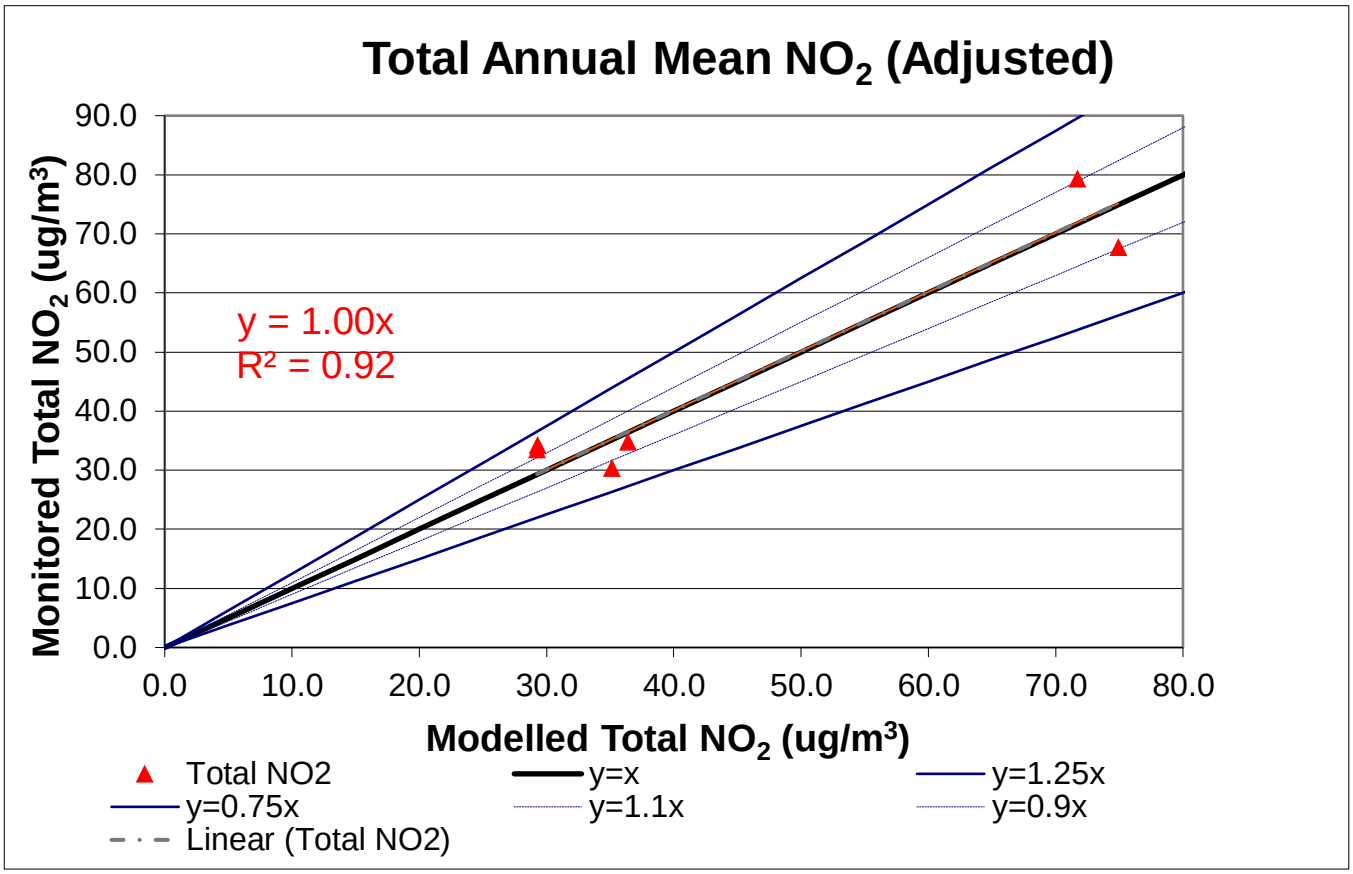

Figure 7-3: Scatterplot of Road NOx adjusted Modelled Total NO2 vs Monitored NO2

Table 7-29: Model Performance Statistics

Parameter	No Adjustment	Road NOx Contribution Adjustment (2 Zones)
Root Mean Square Error (RMSE)	25.5	5.4
Fractional Bias	0.4	0.0
Correlation Coefficient	0.22	0.96

Table 7-29 summarises the model performance statistics which show that the uncertainty in the predictions of the total NO_2 using the unadjusted model would have been large, as the RMSE is 25.5 µg/m^3. Additionally, the model had a tendency to under-predict actual concentrations prior to adjustment, because the fractional bias is greater than zero. When road NO_X is adjusted by applying the two verification factors, the RMSE is reduced from 25.5 µg/m^3 to 5.4 µg/m^3. The model does not systematically under or over predict actual concentrations once adjusted because the fractional bias is zero. The adjusted model thus provides a much-improved model performance.

The road NO_x adjustment factors were also applied to modelled road contribution PM_{10} concentrations in the absence of sufficient PM_{10} monitoring data

Appendix C

7.3 Modelled Annual Mean NO_2 Results ($\mu g/m^3$)

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
1	Loose Road	16.7	13.0	10.6	13.0	0.0	Negligible	12.9	-0.1	Negligible	12.8	-0.2	Negligible
2	Loose Road	25.4	18.6	14.3	18.6	0.0	Negligible	18.4	-0.2	Negligible	18.0	-0.6	Negligible
3	Loose Road	17.0	13.2	10.8	13.2	0.0	Negligible	13.1	-0.1	Negligible	13.0	-0.2	Negligible
4	Loose Road	25.9	19.0	14.5	19.0	0.0	Negligible	18.7	-0.3	Negligible	18.3	-0.7	Negligible
5	Loose Road	17.6	13.6	11.0	13.6	0.0	Negligible	13.5	-0.1	Negligible	13.3	-0.3	Negligible
6	Loose Road	17.8	13.7	11.1	13.7	0.0	Negligible	13.6	-0.1	Negligible	13.5	-0.2	Negligible
7	Loose Road	26.6	19.5	14.8	19.5	0.0	Negligible	19.2	-0.3	Negligible	18.8	-0.7	Negligible
8	Loose Road	17.4	13.4	10.9	13.4	0.0	Negligible	13.3	-0.1	Negligible	13.2	-0.2	Negligible
9	Loose Road	26.0	19.0	14.5	19.0	0.0	Negligible	18.8	-0.2	Negligible	18.4	-0.6	Negligible
10	Loose Road	17.5	13.5	11.0	13.5	0.0	Negligible	13.4	-0.1	Negligible	13.3	-0.2	Negligible
11	Loose Road	17.6	13.6	11.0	13.6	0.0	Negligible	13.5	-0.1	Negligible	13.3	-0.3	Negligible
12	Loose Road	17.8	13.7	11.1	13.7	0.0	Negligible	13.6	-0.1	Negligible	13.4	-0.3	Negligible
13	Loose Road	26.0	19.0	14.5	19.0	0.0	Negligible	18.8	-0.2	Negligible	18.4	-0.6	Negligible
14	Loose Road	17.7	13.7	11.1	13.7	0.0	Negligible	13.6	-0.1	Negligible	13.4	-0.3	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
15	Loose Road	26.0	19.0	14.5	19.0	0.0	Negligible	18.8	-0.2	Negligible	18.4	-0.6	Negligible
16	Loose Road	17.7	13.6	11.0	13.6	0.0	Negligible	13.5	-0.1	Negligible	13.4	-0.2	Negligible
17	Loose Road	17.7	13.6	11.0	13.6	0.0	Negligible	13.5	-0.1	Negligible	13.4	-0.2	Negligible
18	Loose Road	17.5	13.5	11.0	13.5	0.0	Negligible	13.4	-0.1	Negligible	13.3	-0.2	Negligible
19	Loose Road	17.5	13.5	11.0	13.5	0.0	Negligible	13.4	-0.1	Negligible	13.3	-0.2	Negligible
20	Loose Road	18.1	13.9	11.2	13.9	0.0	Negligible	13.8	-0.1	Negligible	13.6	-0.3	Negligible
21	Loose Road	26.0	19.0	14.5	19.0	0.0	Negligible	18.8	-0.2	Negligible	18.4	-0.6	Negligible
22	Loose Road	17.1	13.3	10.8	13.3	0.0	Negligible	13.2	-0.1	Negligible	13.0	-0.3	Negligible
23	Loose Road	26.6	19.5	14.8	19.5	0.0	Negligible	19.2	-0.3	Negligible	18.8	-0.7	Negligible
24	Loose Road	17.2	13.3	10.8	13.3	0.0	Negligible	13.2	-0.1	Negligible	13.1	-0.2	Negligible
25	Loose Road	17.3	13.4	10.9	13.4	0.0	Negligible	13.3	-0.1	Negligible	13.1	-0.3	Negligible
26	Loose Road	17.4	13.4	10.9	13.4	0.0	Negligible	13.3	-0.1	Negligible	13.2	-0.2	Negligible
27	Loose Road	17.3	13.4	10.9	13.4	0.0	Negligible	13.3	-0.1	Negligible	13.1	-0.3	Negligible
28	Loose Road	17.3	13.4	10.9	13.4	0.0	Negligible	13.3	-0.1	Negligible	13.2	-0.2	Negligible
29	Loose Road	27.8	20.2	15.3	20.2	0.0	Negligible	19.9	-0.3	Negligible	19.5	-0.7	Negligible
30	Loose Road	26.5	19.4	14.8	19.4	0.0	Negligible	19.1	-0.3	Negligible	18.7	-0.7	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
31	Loose Road	26.6	19.5	14.8	19.4	-0.1	Negligible	19.2	-0.3	Negligible	18.8	-0.7	Negligible
32	Loose Road	17.4	13.5	10.9	13.5	0.0	Negligible	13.4	-0.1	Negligible	13.2	-0.3	Negligible
33	Loose Road	17.5	13.5	10.9	13.5	0.0	Negligible	13.4	-0.1	Negligible	13.2	-0.3	Negligible
34	Loose Road	17.5	13.5	11.0	13.5	0.0	Negligible	13.4	-0.1	Negligible	13.3	-0.2	Negligible
35	Loose Road	17.5	13.5	11.0	13.5	0.0	Negligible	13.4	-0.1	Negligible	13.3	-0.2	Negligible
36	Loose Road	17.4	13.5	10.9	13.4	-0.1	Negligible	13.3	-0.2	Negligible	13.2	-0.3	Negligible
37	Loose Road	17.4	13.5	10.9	13.4	-0.1	Negligible	13.3	-0.2	Negligible	13.2	-0.3	Negligible
38	Loose Road	26.9	19.6	14.9	19.6	0.0	Negligible	19.4	-0.2	Negligible	19.0	-0.6	Negligible
39	Loose Road	25.4	18.6	14.3	18.6	0.0	Negligible	18.4	-0.2	Negligible	18.0	-0.6	Negligible
40	Loose Road	26.2	19.2	14.6	19.2	0.0	Negligible	18.9	-0.3	Negligible	18.5	-0.7	Negligible
41	Loose Road	26.4	19.3	14.7	19.3	0.0	Negligible	19.0	-0.3	Negligible	18.7	-0.6	Negligible
42	Loose Road	14.7	11.8	9.8	11.8	0.0	Negligible	11.7	-0.1	Negligible	11.6	-0.2	Negligible
43	Loose Road	25.9	19.0	14.5	19.0	0.0	Negligible	18.7	-0.3	Negligible	18.4	-0.6	Negligible
44	Loose Road	23.7	17.6	13.6	17.6	0.0	Negligible	17.3	-0.3	Negligible	17.0	-0.6	Negligible
45	Loose Road	17.3	13.4	10.9	13.4	0.0	Negligible	13.3	-0.1	Negligible	13.1	-0.3	Negligible
46	Loose Road	17.9	13.8	11.1	13.8	0.0	Negligible	13.6	-0.2	Negligible	13.5	-0.3	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
47	Loose Road	18.0	13.8	11.2	13.8	0.0	Negligible	13.7	-0.1	Negligible	13.5	-0.3	Negligible
48	Loose Road	19.4	14.7	11.7	14.7	0.0	Negligible	14.6	-0.1	Negligible	14.4	-0.3	Negligible
49	Loose Road	27.2	19.8	15.0	19.8	0.0	Negligible	19.6	-0.2	Negligible	19.2	-0.6	Negligible
50	Loose Road	27.1	19.7	15.0	19.7	0.0	Negligible	19.5	-0.2	Negligible	19.1	-0.6	Negligible
51	Loose Road	26.9	19.7	14.9	19.6	-0.1	Negligible	19.4	-0.3	Negligible	19.0	-0.7	Negligible
52	Loose Road	26.8	19.6	14.9	19.6	0.0	Negligible	19.3	-0.3	Negligible	18.9	-0.7	Negligible
53	Loose Road	26.7	19.5	14.8	19.5	0.0	Negligible	19.2	-0.3	Negligible	18.8	-0.7	Negligible
54	Loose Road	26.5	19.4	14.7	19.4	0.0	Negligible	19.1	-0.3	Negligible	18.7	-0.7	Negligible
55	Loose Road	26.4	19.3	14.7	19.3	0.0	Negligible	19.0	-0.3	Negligible	18.7	-0.6	Negligible
56	Loose Road	26.3	19.2	14.6	19.2	0.0	Negligible	19.0	-0.2	Negligible	18.6	-0.6	Negligible
57	Loose Road	26.1	19.1	14.6	19.1	0.0	Negligible	18.9	-0.2	Negligible	18.5	-0.6	Negligible
58	Loose Road	26.0	19.0	14.5	19.0	0.0	Negligible	18.8	-0.2	Negligible	18.4	-0.6	Negligible
59	Loose Road	25.9	19.0	14.5	18.9	-0.1	Negligible	18.7	-0.3	Negligible	18.3	-0.7	Negligible
60	Loose Road	25.8	18.9	14.4	18.9	0.0	Negligible	18.7	-0.2	Negligible	18.3	-0.6	Negligible
61	Loose Road	25.6	18.8	14.4	18.7	-0.1	Negligible	18.5	-0.3	Negligible	18.2	-0.6	Negligible
62	Loose Road	25.4	18.6	14.3	18.6	0.0	Negligible	18.4	-0.2	Negligible	18.0	-0.6	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
63	Loose Road	25.0	18.4	14.1	18.4	0.0	Negligible	18.2	-0.2	Negligible	17.8	-0.6	Negligible
64	Upper Stone Street	24.7	18.2	14.0	18.1	-0.1	Negligible	17.9	-0.3	Negligible	17.6	-0.6	Negligible
65	Upper Stone Street	24.2	17.9	13.8	17.8	-0.1	Negligible	17.7	-0.2	Negligible	17.3	-0.6	Negligible
66	Upper Stone Street	23.9	17.7	13.6	17.6	-0.1	Negligible	17.5	-0.2	Negligible	17.1	-0.6	Negligible
67	Upper Stone Street	24.2	17.9	13.8	17.7	-0.2	Negligible	17.7	-0.2	Negligible	17.3	-0.6	Negligible
68	Upper Stone Street	23.7	17.6	13.6	17.4	-0.2	Negligible	17.4	-0.2	Negligible	17.1	-0.5	Negligible
69	Upper Stone Street	23.9	17.7	13.6	17.5	-0.2	Negligible	17.5	-0.2	Negligible	17.1	-0.6	Negligible
70	Upper Stone Street	24.0	17.8	13.7	17.6	-0.2	Negligible	17.6	-0.2	Negligible	17.2	-0.6	Negligible
71	Upper Stone Street	24.3	18.0	13.8	17.7	-0.3	Negligible	17.8	-0.2	Negligible	17.4	-0.6	Negligible
72	Upper Stone Street	24.5	18.2	13.9	17.9	-0.3	Negligible	17.9	-0.3	Negligible	17.6	-0.6	Negligible
73	Upper Stone Street	24.8	18.4	14.1	18.1	-0.3	Negligible	18.1	-0.3	Negligible	17.7	-0.7	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
74	Upper Stone Street	26.4	19.4	14.7	19.1	-0.3	Negligible	19.1	-0.3	Negligible	18.7	-0.7	Negligible
75	Upper Stone Street	18.8	14.4	11.5	14.2	-0.2	Negligible	14.2	-0.2	Negligible	14.0	-0.4	Negligible
76	Upper Stone Street	24.8	18.2	13.9	18.0	-0.2	Negligible	18.0	-0.2	Negligible	17.6	-0.6	Negligible
77	Upper Stone Street	50.1	35.5	25.2	34.6	-0.9	Slight Beneficial	34.8	-0.7	Slight Beneficial	33.7	-1.8	Slight Beneficial
78	Upper Stone Street	51.1	36.2	25.7	35.3	-0.9	Slight Beneficial	35.5	-0.7	Slight Beneficial	34.4	-1.8	Slight Beneficial
79	Upper Stone Street	73.7	53.1	37.7	51.7	-1.4	Substantial Beneficial	52.0	-1.1	Substantial Beneficial	50.4	-2.7	Substantial Beneficial
80	Upper Stone Street	73.4	52.8	37.5	51.4	-1.4	Substantial Beneficial	51.7	-1.1	Substantial Beneficial	50.2	-2.6	Substantial Beneficial
81	Upper Stone Street	73.2	52.7	37.4	51.3	-1.4	Substantial Beneficial	51.6	-1.1	Substantial Beneficial	50.0	-2.7	Substantial Beneficial
82	Upper Stone Street	72.8	52.4	37.2	51.0	-1.4	Substantial Beneficial	51.3	-1.1	Substantial Beneficial	49.7	-2.7	Substantial Beneficial
83	Upper Stone Street	72.5	52.2	37.0	50.8	-1.4	Substantial Beneficial	51.1	-1.1	Substantial Beneficial	49.5	-2.7	Substantial Beneficial
84	Upper Stone Street	74.2	53.7	38.4	52.3	-1.4	Substantial Beneficial	52.6	-1.1	Substantial Beneficial	51.1	-2.6	Substantial Beneficial

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
85	Upper Stone Street	74.8	54.1	38.7	52.7	-1.4	Substantial Beneficial	53.0	-1.1	Substantial Beneficial	51.4	-2.7	Substantial Beneficial
86	Upper Stone Street	75.0	54.2	38.8	52.8	-1.4	Substantial Beneficial	53.1	-1.1	Substantial Beneficial	51.6	-2.6	Substantial Beneficial
87	Upper Stone Street	75.9	54.9	39.2	53.5	-1.4	Substantial Beneficial	53.8	-1.1	Substantial Beneficial	52.2	-2.7	Substantial Beneficial
88	Upper Stone Street	76.7	55.5	39.7	54.0	-1.5	Substantial Beneficial	54.4	-1.1	Substantial Beneficial	52.8	-2.7	Substantial Beneficial
89	Upper Stone Street	36.9	27.0	20.1	26.5	-0.5	Negligible	26.5	-0.5	Negligible	25.9	-1.1	Negligible
90	Upper Stone Street	61.8	44.7	32.1	43.5	-1.2	Substantial Beneficial	43.8	-0.9	Substantial Beneficial	42.5	-2.2	Substantial Beneficial
91	Upper Stone Street	37.1	27.1	20.2	26.6	-0.5	Negligible	26.7	-0.4	Negligible	26.1	-1.0	Negligible
92	Upper Stone Street	37.2	27.2	20.3	26.7	-0.5	Negligible	26.8	-0.4	Negligible	26.1	-1.1	Negligible
93	Upper Stone Street	37.3	27.3	20.3	26.8	-0.5	Negligible	26.8	-0.5	Negligible	26.2	-1.1	Negligible
94	Upper Stone Street	37.3	27.3	20.4	26.8	-0.5	Negligible	26.9	-0.4	Negligible	26.3	-1.0	Negligible
95	Upper Stone Street	37.4	27.4	20.4	26.9	-0.5	Negligible	26.9	-0.5	Negligible	26.3	-1.1	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
96	Upper Stone Street	37.9	27.7	20.6	27.2	-0.5	Negligible	27.3	-0.4	Negligible	26.7	-1.0	Negligible
97	Upper Stone Street	37.9	27.7	20.6	27.2	-0.5	Negligible	27.3	-0.4	Negligible	26.7	-1.0	Negligible
98	Upper Stone Street	79.3	57.4	41.0	56.0	-1.4	Substantial Beneficial	56.3	-1.1	Substantial Beneficial	54.6	-2.8	Substantial Beneficial
99	Upper Stone Street	79.8	57.7	41.3	56.3	-1.4	Substantial Beneficial	56.6	-1.1	Substantial Beneficial	54.9	-2.8	Substantial Beneficial
100	Upper Stone Street	38.0	27.8	20.7	27.3	-0.5	Negligible	27.4	-0.4	Negligible	26.8	-1.0	Negligible
101	Upper Stone Street	38.1	27.9	20.7	27.4	-0.5	Negligible	27.4	-0.5	Negligible	26.8	-1.1	Negligible
102	Upper Stone Street	38.1	27.9	20.8	27.4	-0.5	Negligible	27.5	-0.4	Negligible	26.8	-1.1	Negligible
103	Upper Stone Street	38.3	28.0	20.9	27.6	-0.4	Negligible	27.6	-0.4	Negligible	27.0	-1.0	Negligible
104	Upper Stone Street	38.4	28.1	20.9	27.6	-0.5	Negligible	27.7	-0.4	Negligible	27.0	-1.1	Negligible
105	Upper Stone Street	40.3	29.5	21.9	29.1	-0.4	Negligible	29.1	-0.4	Negligible	28.4	-1.1	Negligible
106	Upper Stone Street	15.5	12.3	10.2	12.2	-0.1	Negligible	12.2	-0.1	Negligible	12.1	-0.2	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
107	Hayle Road	21.1	15.7	12.3	15.7	0.0	Negligible	15.5	-0.2	Negligible	15.1	-0.6	Negligible
108	Hayle Road	21.1	15.8	12.3	15.8	0.0	Negligible	15.5	-0.3	Negligible	15.2	-0.6	Negligible
109	Hayle Road	21.3	15.9	12.4	15.9	0.0	Negligible	15.6	-0.3	Negligible	15.3	-0.6	Negligible
110	Hayle Road	21.5	16.0	12.5	16.0	0.0	Negligible	15.8	-0.2	Negligible	15.4	-0.6	Negligible
111	Hayle Road	21.7	16.1	12.5	16.1	0.0	Negligible	15.9	-0.2	Negligible	15.5	-0.6	Negligible
112	Hayle Road	21.8	16.2	12.6	16.2	0.0	Negligible	16.0	-0.2	Negligible	15.6	-0.6	Negligible
113	Hayle Road	22.0	16.4	12.7	16.3	-0.1	Negligible	16.1	-0.3	Negligible	15.7	-0.7	Negligible
114	Hayle Road	22.2	16.5	12.7	16.4	-0.1	Negligible	16.2	-0.3	Negligible	15.8	-0.7	Negligible
115	Hayle Road	22.3	16.5	12.8	16.5	0.0	Negligible	16.3	-0.2	Negligible	15.9	-0.6	Negligible
116	Hayle Road	22.4	16.6	12.8	16.6	0.0	Negligible	16.3	-0.3	Negligible	15.9	-0.7	Negligible
117	Hayle Road	22.4	16.6	12.8	16.6	0.0	Negligible	16.3	-0.3	Negligible	15.9	-0.7	Negligible
118	Hayle Road	16.6	12.9	10.5	12.9	0.0	Negligible	12.7	-0.2	Negligible	12.6	-0.3	Negligible
119	Hayle Road	15.4	12.2	10.1	12.2	0.0	Negligible	12.1	-0.1	Negligible	11.9	-0.3	Negligible
120	Hayle Road	22.6	16.7	12.9	16.7	0.0	Negligible	16.4	-0.3	Negligible	16.0	-0.7	Negligible
121	Hayle Road	17.0	13.1	10.6	13.1	0.0	Negligible	13.0	-0.1	Negligible	12.8	-0.3	Negligible
122	Hayle Road	17.0	13.2	10.7	13.2	0.0	Negligible	13.0	-0.2	Negligible	12.8	-0.4	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
123	Hayle Road	17.1	13.2	10.7	13.2	0.0	Negligible	13.1	-0.1	Negligible	12.9	-0.3	Negligible
124	Hayle Road	17.3	13.3	10.8	13.3	0.0	Negligible	13.2	-0.1	Negligible	13.0	-0.3	Negligible
125	Hayle Road	17.4	13.4	10.8	13.4	0.0	Negligible	13.3	-0.1	Negligible	13.1	-0.3	Negligible
126	Hayle Road	17.2	13.3	10.7	13.3	0.0	Negligible	13.1	-0.2	Negligible	12.9	-0.4	Negligible
127	Hayle Road	23.9	17.6	13.4	17.6	0.0	Negligible	17.2	-0.4	Negligible	16.8	-0.8	Negligible
128	Hayle Road	24.0	17.6	13.4	17.6	0.0	Negligible	17.3	-0.3	Negligible	16.8	-0.8	Negligible
129	Hayle Road	24.1	17.7	13.5	17.7	0.0	Negligible	17.3	-0.4	Negligible	16.9	-0.8	Negligible
130	Hayle Road	24.0	17.6	13.5	17.6	0.0	Negligible	17.3	-0.3	Negligible	16.8	-0.8	Negligible
131	Hayle Road	17.1	13.2	10.7	13.2	0.0	Negligible	13.0	-0.2	Negligible	12.8	-0.4	Negligible
132	Hayle Road	23.9	17.6	13.4	17.6	0.0	Negligible	17.2	-0.4	Negligible	16.8	-0.8	Negligible
133	Hayle Road	23.8	17.5	13.4	17.5	0.0	Negligible	17.2	-0.3	Negligible	16.7	-0.8	Negligible
134	Hayle Road	24.1	17.7	13.5	17.7	0.0	Negligible	17.4	-0.3	Negligible	16.9	-0.8	Negligible
135	Hayle Road	17.1	13.2	10.7	13.2	0.0	Negligible	13.0	-0.2	Negligible	12.8	-0.4	Negligible
136	Hayle Road	17.1	13.2	10.7	13.2	0.0	Negligible	13.1	-0.1	Negligible	12.9	-0.3	Negligible
137	Hayle Road	24.0	17.6	13.4	17.6	0.0	Negligible	17.3	-0.3	Negligible	16.8	-0.8	Negligible
138	Hayle Road	24.8	18.1	13.8	18.1	0.0	Negligible	17.8	-0.3	Negligible	17.3	-0.8	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
139	Hayle Road	24.8	18.1	13.8	18.1	0.0	Negligible	17.8	-0.3	Negligible	17.3	-0.8	Negligible
140	Hayle Road	17.4	13.4	10.8	13.4	0.0	Negligible	13.3	-0.1	Negligible	13.1	-0.3	Negligible
141	Hayle Road	17.4	13.4	10.8	13.4	0.0	Negligible	13.3	-0.1	Negligible	13.1	-0.3	Negligible
142	Hayle Road	17.4	13.4	10.8	13.4	0.0	Negligible	13.3	-0.1	Negligible	13.1	-0.3	Negligible
143	Hayle Road	17.4	13.4	10.8	13.4	0.0	Negligible	13.2	-0.2	Negligible	13.0	-0.4	Negligible
144	Hayle Road	16.9	13.1	10.6	13.1	0.0	Negligible	12.9	-0.2	Negligible	12.7	-0.4	Negligible
145	Hayle Road	16.8	13.0	10.6	13.0	0.0	Negligible	12.9	-0.1	Negligible	12.7	-0.3	Negligible
146	Hayle Road	16.7	13.0	10.5	12.9	-0.1	Negligible	12.8	-0.2	Negligible	12.6	-0.4	Negligible
147	Hayle Road	16.8	13.0	10.6	13.0	0.0	Negligible	12.9	-0.1	Negligible	12.7	-0.3	Negligible
148	Hayle Road	23.8	17.5	13.4	17.5	0.0	Negligible	17.1	-0.4	Negligible	16.7	-0.8	Negligible
149	Hayle Road	23.9	17.5	13.4	17.5	0.0	Negligible	17.2	-0.3	Negligible	16.7	-0.8	Negligible
150	Hayle Road	24.0	17.6	13.4	17.6	0.0	Negligible	17.3	-0.3	Negligible	16.8	-0.8	Negligible
151	Hayle Road	24.0	17.6	13.5	17.6	0.0	Negligible	17.3	-0.3	Negligible	16.8	-0.8	Negligible
152	Hayle Road	24.1	17.7	13.5	17.7	0.0	Negligible	17.3	-0.4	Negligible	16.9	-0.8	Negligible
153	Hayle Road	24.2	17.7	13.5	17.7	0.0	Negligible	17.4	-0.3	Negligible	16.9	-0.8	Negligible
154	Hayle Road	24.5	18.0	13.7	18.0	0.0	Negligible	17.6	-0.4	Negligible	17.1	-0.9	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
155	Hayle Road	27.4	20.3	15.6	20.3	0.0	Negligible	20.0	-0.3	Negligible	19.5	-0.8	Negligible
156	Hayle Road	19.5	15.3	12.5	15.3	0.0	Negligible	15.1	-0.2	Negligible	14.9	-0.4	Negligible
157	Hayle Road	26.8	19.9	15.4	19.9	0.0	Negligible	19.6	-0.3	Negligible	19.1	-0.8	Negligible
158	Hayle Road	27.0	20.1	15.5	20.1	0.0	Negligible	19.7	-0.4	Negligible	19.3	-0.8	Negligible
159	Hayle Road	27.5	20.3	15.7	20.3	0.0	Negligible	20.0	-0.3	Negligible	19.5	-0.8	Negligible
160	Hayle Road	27.4	20.3	15.6	20.3	0.0	Negligible	20.0	-0.3	Negligible	19.5	-0.8	Negligible
161	Hayle Road	19.8	15.4	12.6	15.4	0.0	Negligible	15.3	-0.1	Negligible	15.1	-0.3	Negligible
162	Hayle Road	18.9	14.9	12.3	14.9	0.0	Negligible	14.8	-0.1	Negligible	14.6	-0.3	Negligible
163	Hayle Road	19.8	15.4	12.6	15.4	0.0	Negligible	15.3	-0.1	Negligible	15.1	-0.3	Negligible
164	Hayle Road	18.9	14.9	12.3	14.9	0.0	Negligible	14.8	-0.1	Negligible	14.6	-0.3	Negligible
165	Hayle Road	19.6	15.3	12.5	15.3	0.0	Negligible	15.2	-0.1	Negligible	15.0	-0.3	Negligible
166	Hayle Road	22.9	17.4	13.8	17.4	0.0	Negligible	17.2	-0.2	Negligible	16.9	-0.5	Negligible
167	Hayle Road	23.5	17.8	14.0	17.8	0.0	Negligible	17.5	-0.3	Negligible	17.2	-0.6	Negligible
168	Hayle Road	26.2	19.5	15.1	19.5	0.0	Negligible	19.2	-0.3	Negligible	18.8	-0.7	Negligible
169	Hayle Road	26.3	19.6	15.2	19.6	0.0	Negligible	19.3	-0.3	Negligible	18.9	-0.7	Negligible
170	Hayle Road	19.6	15.3	12.5	15.3	0.0	Negligible	15.2	-0.1	Negligible	15.0	-0.3	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
171	Hayle Road	18.7	14.8	12.2	14.8	0.0	Negligible	14.7	-0.1	Negligible	14.5	-0.3	Negligible
172	Hayle Road	27.1	20.1	15.5	20.1	0.0	Negligible	19.8	-0.3	Negligible	19.3	-0.8	Negligible
173	Hayle Road	27.3	20.3	15.6	20.3	0.0	Negligible	19.9	-0.4	Negligible	19.5	-0.8	Negligible
174	Hayle Road	20.1	15.7	12.7	15.6	-0.1	Negligible	15.5	-0.2	Negligible	15.3	-0.4	Negligible
175	Hayle Road	20.1	15.6	12.7	15.6	0.0	Negligible	15.5	-0.1	Negligible	15.3	-0.3	Negligible
176	Hayle Road	27.3	20.3	15.6	20.2	-0.1	Negligible	19.9	-0.4	Negligible	19.4	-0.9	Negligible
177	Hayle Road	27.3	20.2	15.6	20.2	0.0	Negligible	19.9	-0.3	Negligible	19.4	-0.8	Negligible
178	Hayle Road	27.1	20.1	15.5	20.1	0.0	Negligible	19.8	-0.3	Negligible	19.3	-0.8	Negligible
179	Hayle Road	26.9	20.0	15.5	20.0	0.0	Negligible	19.7	-0.3	Negligible	19.3	-0.7	Negligible
180	Hayle Road	27.1	20.2	15.6	20.2	0.0	Negligible	19.8	-0.4	Negligible	19.4	-0.8	Negligible
181	Hayle Road	27.2	20.2	15.6	20.2	0.0	Negligible	19.9	-0.3	Negligible	19.4	-0.8	Negligible
182	Hayle Road	27.3	20.3	15.6	20.3	0.0	Negligible	19.9	-0.4	Negligible	19.5	-0.8	Negligible
183	Hayle Road	27.2	20.2	15.6	20.2	0.0	Negligible	19.9	-0.3	Negligible	19.4	-0.8	Negligible
184	Hayle Road	19.0	15.0	12.3	15.0	0.0	Negligible	14.9	-0.1	Negligible	14.7	-0.3	Negligible
185	Hayle Road	19.0	15.0	12.3	15.0	0.0	Negligible	14.9	-0.1	Negligible	14.7	-0.3	Negligible
186	Hayle Road	19.0	15.0	12.4	15.0	0.0	Negligible	14.9	-0.1	Negligible	14.8	-0.2	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
187	Hayle Road	19.1	15.1	12.4	15.1	0.0	Negligible	15.0	-0.1	Negligible	14.8	-0.3	Negligible
188	Hayle Road	19.2	15.1	12.4	15.1	0.0	Negligible	15.0	-0.1	Negligible	14.8	-0.3	Negligible
189	Hayle Road	19.2	15.1	12.4	15.1	0.0	Negligible	15.0	-0.1	Negligible	14.9	-0.2	Negligible
190	Hayle Road	30.6	22.4	17.0	22.4	0.0	Negligible	22.0	-0.4	Negligible	21.4	-1.0	Negligible
191	Knightrider Street	20.1	15.9	13.0	15.9	0.0	Negligible	15.8	-0.1	Negligible	15.6	-0.3	Negligible
192	Knightrider Street	24.5	19.0	15.0	19.0	0.0	Negligible	18.8	-0.2	Negligible	18.6	-0.4	Negligible
193	Knightrider Street	24.8	19.2	15.1	19.2	0.0	Negligible	19.0	-0.2	Negligible	18.8	-0.4	Negligible
194	Knightrider Street	21.1	16.6	13.4	16.5	-0.1	Negligible	16.4	-0.2	Negligible	16.3	-0.3	Negligible
195	Wat Tyler Way	25.4	19.4	15.2	19.2	-0.2	Negligible	19.2	-0.2	Negligible	18.9	-0.5	Negligible
196	Wat Tyler Way	25.1	19.2	15.1	19.0	-0.2	Negligible	19.0	-0.2	Negligible	18.7	-0.5	Negligible
197	Wat Tyler Way	24.7	18.9	14.9	18.8	-0.1	Negligible	18.7	-0.2	Negligible	18.5	-0.4	Negligible
198	Wat Tyler Way	24.5	18.8	14.8	18.7	-0.1	Negligible	18.6	-0.2	Negligible	18.4	-0.4	Negligible
199	Wat Tyler Way	24.5	18.8	14.8	18.7	-0.1	Negligible	18.7	-0.1	Negligible	18.4	-0.4	Negligible
200	Wat Tyler Way	24.6	18.9	14.9	18.8	-0.1	Negligible	18.7	-0.2	Negligible	18.5	-0.4	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
201	Wat Tyler Way	24.7	19.0	14.9	18.9	-0.1	Negligible	18.8	-0.2	Negligible	18.6	-0.4	Negligible
202	Wat Tyler Way	24.8	19.1	15.0	19.0	-0.1	Negligible	18.9	-0.2	Negligible	18.7	-0.4	Negligible
203	Wat Tyler Way	25.2	19.3	15.2	19.2	-0.1	Negligible	19.1	-0.2	Negligible	18.9	-0.4	Negligible
204	Wat Tyler Way	25.4	19.5	15.3	19.4	-0.1	Negligible	19.3	-0.2	Negligible	19.1	-0.4	Negligible
205	Wat Tyler Way	24.9	19.1	15.1	19.1	0.0	Negligible	19.0	-0.1	Negligible	18.8	-0.3	Negligible
206	Wat Tyler Way	24.4	18.8	14.9	18.7	-0.1	Negligible	18.7	-0.1	Negligible	18.5	-0.3	Negligible
207	Wat Tyler Way	23.9	18.5	14.7	18.4	-0.1	Negligible	18.4	-0.1	Negligible	18.2	-0.3	Negligible
208	Wat Tyler Way	21.8	17.0	13.7	17.0	0.0	Negligible	16.9	-0.1	Negligible	16.8	-0.2	Negligible
209	Wat Tyler Way	21.3	16.7	13.5	16.6	-0.1	Negligible	16.6	-0.1	Negligible	16.4	-0.3	Negligible
210	Wat Tyler Way	20.8	16.4	13.3	16.3	-0.1	Negligible	16.3	-0.1	Negligible	16.2	-0.2	Negligible
211	Wat Tyler Way	20.4	16.1	13.1	16.1	0.0	Negligible	16.0	-0.1	Negligible	15.9	-0.2	Negligible
212	Wat Tyler Way	20.2	15.9	13.0	15.9	0.0	Negligible	15.8	-0.1	Negligible	15.7	-0.2	Negligible
213	Wat Tyler Way	19.9	15.7	12.9	15.7	0.0	Negligible	15.7	0.0	Negligible	15.5	-0.2	Negligible
214	Wat Tyler Way	19.6	15.6	12.8	15.5	-0.1	Negligible	15.5	-0.1	Negligible	15.4	-0.2	Negligible
215	Wat Tyler Way	22.0	17.2	13.8	17.2	0.0	Negligible	17.1	-0.1	Negligible	17.0	-0.2	Negligible
216	Wat Tyler Way	23.0	18.0	14.4	18.0	0.0	Negligible	17.9	-0.1	Negligible	17.7	-0.3	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
217	Wat Tyler Way	18.6	14.9	12.4	14.9	0.0	Negligible	14.9	0.0	Negligible	14.8	-0.1	Negligible
218	Lower Stone Street	22.6	17.6	14.1	17.5	-0.1	Negligible	17.5	-0.1	Negligible	17.3	-0.3	Negligible
219	Lower Stone Street	22.5	17.5	14.0	17.4	-0.1	Negligible	17.4	-0.1	Negligible	17.2	-0.3	Negligible
220	Lower Stone Street	22.3	17.4	13.9	17.3	-0.1	Negligible	17.3	-0.1	Negligible	17.1	-0.3	Negligible
221	Lower Stone Street	22.1	17.3	13.9	17.2	-0.1	Negligible	17.2	-0.1	Negligible	17.0	-0.3	Negligible
222	Lower Stone Street	22.0	17.2	13.8	17.1	-0.1	Negligible	17.1	-0.1	Negligible	16.9	-0.3	Negligible
223	Lower Stone Street	21.9	17.1	13.8	17.0	-0.1	Negligible	17.0	-0.1	Negligible	16.8	-0.3	Negligible
224	Lower Stone Street	21.7	17.0	13.7	16.9	-0.1	Negligible	16.9	-0.1	Negligible	16.7	-0.3	Negligible
225	Lower Stone Street	21.6	16.9	13.6	16.8	-0.1	Negligible	16.8	-0.1	Negligible	16.6	-0.3	Negligible
226	Lower Stone Street	24.3	18.7	14.9	18.6	-0.1	Negligible	18.6	-0.1	Negligible	18.4	-0.3	Negligible
227	Lower Stone Street	21.5	16.8	13.6	16.7	-0.1	Negligible	16.7	-0.1	Negligible	16.5	-0.3	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
228	Lower Stone Street	21.4	16.8	13.6	16.7	-0.1	Negligible	16.7	-0.1	Negligible	16.5	-0.3	Negligible
229	Lower Stone Street	21.4	16.8	13.5	16.6	-0.2	Negligible	16.7	-0.1	Negligible	16.5	-0.3	Negligible
230	Lower Stone Street	21.3	16.7	13.5	16.6	-0.1	Negligible	16.6	-0.1	Negligible	16.5	-0.2	Negligible
231	Lower Stone Street	21.3	16.7	13.5	16.6	-0.1	Negligible	16.6	-0.1	Negligible	16.5	-0.2	Negligible
232	Lower Stone Street	23.3	18.1	14.5	17.9	-0.2	Negligible	18.0	-0.1	Negligible	17.8	-0.3	Negligible
233	Upper Stone Street	35.4	26.1	19.5	25.7	-0.4	Negligible	25.7	-0.4	Negligible	25.2	-0.9	Negligible
234	Bishops Way	36.8	28.0	21.2	28.0	0.0	Negligible	27.8	-0.2	Negligible	27.7	-0.3	Negligible
235	Fairmeadow	27.2	20.9	16.3	20.9	0.0	Negligible	20.7	-0.2	Negligible	20.6	-0.3	Negligible
236	Fairmeadow	23.0	18.0	14.4	18.0	0.0	Negligible	17.9	-0.1	Negligible	17.8	-0.2	Negligible
237	Fairmeadow	23.6	18.4	14.7	18.4	0.0	Negligible	18.4	0.0	Negligible	18.3	-0.1	Negligible
238	Fairmeadow	16.0	13.2	11.2	13.2	0.0	Negligible	13.1	-0.1	Negligible	13.1	-0.1	Negligible
239	Loose Road	26.0	19.1	14.5	19.1	0.0	Negligible	18.8	-0.3	Negligible	18.4	-0.7	Negligible

7.4 Modelled Annual Mean PM_{10} Results (µg/m^3)

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
1	Loose Road	16.3	15.8	15.7	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
2	Loose Road	17.2	16.7	16.5	16.7	0.0	Negligible	16.7	0.0	Negligible	16.7	0.0	Negligible
3	Loose Road	16.3	15.8	15.7	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
4	Loose Road	17.3	16.7	16.6	16.7	0.0	Negligible	16.7	0.0	Negligible	16.7	0.0	Negligible
5	Loose Road	16.4	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
6	Loose Road	16.4	15.9	15.8	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
7	Loose Road	17.4	16.8	16.6	16.8	0.0	Negligible	16.8	0.0	Negligible	16.8	0.0	Negligible
8	Loose Road	16.4	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
9	Loose Road	17.3	16.7	16.6	16.7	0.0	Negligible	16.7	0.0	Negligible	16.7	0.0	Negligible
10	Loose Road	16.4	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
11	Loose Road	16.4	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
12	Loose Road	16.4	15.9	15.8	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
13	Loose Road	17.3	16.7	16.6	16.7	0.0	Negligible	16.7	0.0	Negligible	16.7	0.0	Negligible
14	Loose Road	16.4	15.9	15.8	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
15	Loose Road	17.3	16.7	16.6	16.7	0.0	Negligible	16.7	0.0	Negligible	16.7	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
16	Loose Road	16.4	15.9	15.8	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
17	Loose Road	16.4	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
18	Loose Road	16.4	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
19	Loose Road	16.4	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
20	Loose Road	16.4	16.0	15.8	16.0	0.0	Negligible	15.9	-0.1	Negligible	15.9	-0.1	Negligible
21	Loose Road	17.3	16.7	16.6	16.7	0.0	Negligible	16.7	0.0	Negligible	16.7	0.0	Negligible
22	Loose Road	16.3	15.9	15.7	15.9	0.0	Negligible	15.8	-0.1	Negligible	15.8	-0.1	Negligible
23	Loose Road	17.4	16.8	16.6	16.8	0.0	Negligible	16.8	0.0	Negligible	16.8	0.0	Negligible
24	Loose Road	16.3	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
25	Loose Road	16.3	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
26	Loose Road	16.4	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
27	Loose Road	16.3	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
28	Loose Road	16.3	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
29	Loose Road	17.5	16.9	16.8	16.9	0.0	Negligible	16.9	0.0	Negligible	16.9	0.0	Negligible
30	Loose Road	17.4	16.8	16.6	16.8	0.0	Negligible	16.8	0.0	Negligible	16.8	0.0	Negligible
31	Loose Road	17.4	16.8	16.6	16.8	0.0	Negligible	16.8	0.0	Negligible	16.8	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
32	Loose Road	16.4	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
33	Loose Road	16.4	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
34	Loose Road	16.4	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
35	Loose Road	16.4	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
36	Loose Road	16.4	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
37	Loose Road	16.4	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
38	Loose Road	17.4	16.8	16.7	16.8	0.0	Negligible	16.8	0.0	Negligible	16.8	0.0	Negligible
39	Loose Road	17.2	16.7	16.5	16.7	0.0	Negligible	16.7	0.0	Negligible	16.7	0.0	Negligible
40	Loose Road	17.3	16.8	16.6	16.8	0.0	Negligible	16.7	-0.1	Negligible	16.7	-0.1	Negligible
41	Loose Road	17.3	16.8	16.6	16.8	0.0	Negligible	16.8	0.0	Negligible	16.8	0.0	Negligible
42	Loose Road	16.1	15.6	15.5	15.6	0.0	Negligible	15.6	0.0	Negligible	15.6	0.0	Negligible
43	Loose Road	17.3	16.7	16.6	16.7	0.0	Negligible	16.7	0.0	Negligible	16.7	0.0	Negligible
44	Loose Road	17.0	16.5	16.3	16.5	0.0	Negligible	16.5	0.0	Negligible	16.5	0.0	Negligible
45	Loose Road	16.3	15.9	15.7	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
46	Loose Road	16.4	15.9	15.8	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible
47	Loose Road	16.4	15.9	15.8	15.9	0.0	Negligible	15.9	0.0	Negligible	15.9	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
48	Loose Road	16.6	16.1	15.9	16.1	0.0	Negligible	16.1	0.0	Negligible	16.1	0.0	Negligible
49	Loose Road	17.4	16.9	16.7	16.9	0.0	Negligible	16.9	0.0	Negligible	16.9	0.0	Negligible
50	Loose Road	17.4	16.9	16.7	16.9	0.0	Negligible	16.8	-0.1	Negligible	16.8	-0.1	Negligible
51	Loose Road	17.4	16.8	16.7	16.8	0.0	Negligible	16.8	0.0	Negligible	16.8	0.0	Negligible
52	Loose Road	17.4	16.8	16.7	16.8	0.0	Negligible	16.8	0.0	Negligible	16.8	0.0	Negligible
53	Loose Road	17.4	16.8	16.7	16.8	0.0	Negligible	16.8	0.0	Negligible	16.8	0.0	Negligible
54	Loose Road	17.4	16.8	16.6	16.8	0.0	Negligible	16.8	0.0	Negligible	16.8	0.0	Negligible
55	Loose Road	17.3	16.8	16.6	16.8	0.0	Negligible	16.8	0.0	Negligible	16.8	0.0	Negligible
56	Loose Road	17.3	16.8	16.6	16.8	0.0	Negligible	16.8	0.0	Negligible	16.8	0.0	Negligible
57	Loose Road	17.3	16.8	16.6	16.8	0.0	Negligible	16.7	-0.1	Negligible	16.7	-0.1	Negligible
58	Loose Road	17.3	16.7	16.6	16.7	0.0	Negligible	16.7	0.0	Negligible	16.7	0.0	Negligible
59	Loose Road	17.3	16.7	16.6	16.7	0.0	Negligible	16.7	0.0	Negligible	16.7	0.0	Negligible
60	Loose Road	17.3	16.7	16.6	16.7	0.0	Negligible	16.7	0.0	Negligible	16.7	0.0	Negligible
61	Loose Road	17.2	16.7	16.5	16.7	0.0	Negligible	16.7	0.0	Negligible	16.7	0.0	Negligible
62	Loose Road	17.2	16.7	16.5	16.7	0.0	Negligible	16.7	0.0	Negligible	16.7	0.0	Negligible
63	Loose Road	17.2	16.6	16.5	16.6	0.0	Negligible	16.6	0.0	Negligible	16.6	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
64	Upper Stone Street	17.1	16.6	16.4	16.6	0.0	Negligible	16.6	0.0	Negligible	16.6	0.0	Negligible
65	Upper Stone Street	17.1	16.5	16.4	16.5	0.0	Negligible	16.5	0.0	Negligible	16.5	0.0	Negligible
66	Upper Stone Street	17.0	16.5	16.3	16.5	0.0	Negligible	16.5	0.0	Negligible	16.5	0.0	Negligible
67	Upper Stone Street	17.1	16.5	16.4	16.5	0.0	Negligible	16.5	0.0	Negligible	16.5	0.0	Negligible
68	Upper Stone Street	17.0	16.5	16.3	16.5	0.0	Negligible	16.5	0.0	Negligible	16.5	0.0	Negligible
69	Upper Stone Street	17.0	16.5	16.3	16.5	0.0	Negligible	16.5	0.0	Negligible	16.5	0.0	Negligible
70	Upper Stone Street	17.0	16.5	16.3	16.5	0.0	Negligible	16.5	0.0	Negligible	16.5	0.0	Negligible
71	Upper Stone Street	17.1	16.5	16.4	16.5	0.0	Negligible	16.5	0.0	Negligible	16.5	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
72	Upper Stone Street	17.1	16.6	16.4	16.6	0.0	Negligible	16.5	-0.1	Negligible	16.5	-0.1	Negligible
73	Upper Stone Street	17.1	16.6	16.4	16.6	0.0	Negligible	16.6	0.0	Negligible	16.6	0.0	Negligible
74	Upper Stone Street	17.3	16.7	16.6	16.7	0.0	Negligible	16.7	0.0	Negligible	16.7	0.0	Negligible
75	Upper Stone Street	16.5	16.0	15.8	16.0	0.0	Negligible	16.0	0.0	Negligible	16.0	0.0	Negligible
76	Upper Stone Street	17.1	16.6	16.4	16.6	0.0	Negligible	16.6	0.0	Negligible	16.6	0.0	Negligible
77	Upper Stone Street	20.3	19.5	19.3	19.5	0.0	Negligible	19.4	-0.1	Negligible	19.4	-0.1	Negligible
78	Upper Stone Street	20.4	19.6	19.4	19.6	0.0	Negligible	19.6	0.0	Negligible	19.6	0.0	Negligible
79	Upper Stone Street	23.9	22.9	22.6	22.8	-0.1	Negligible	22.8	-0.1	Negligible	22.8	-0.1	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
80	Upper Stone Street	23.9	22.8	22.6	22.8	0.0	Negligible	22.7	-0.1	Negligible	22.7	-0.1	Negligible
81	Upper Stone Street	23.9	22.8	22.6	22.8	0.0	Negligible	22.7	-0.1	Negligible	22.7	-0.1	Negligible
82	Upper Stone Street	23.8	22.7	22.5	22.7	0.0	Negligible	22.6	-0.1	Negligible	22.6	-0.1	Negligible
83	Upper Stone Street	23.7	22.7	22.5	22.7	0.0	Negligible	22.6	-0.1	Negligible	22.6	-0.1	Negligible
84	Upper Stone Street	24.9	23.7	23.5	23.7	0.0	Negligible	23.7	0.0	Negligible	23.7	0.0	Negligible
85	Upper Stone Street	25.0	23.8	23.6	23.8	0.0	Negligible	23.7	-0.1	Negligible	23.7	-0.1	Negligible
86	Upper Stone Street	25.0	23.9	23.6	23.8	-0.1	Negligible	23.8	-0.1	Negligible	23.8	-0.1	Negligible
87	Upper Stone Street	25.2	24.0	23.7	24.0	0.0	Negligible	23.9	-0.1	Negligible	23.9	-0.1	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
88	Upper Stone Street	25.3	24.1	23.9	24.1	0.0	Negligible	24.0	-0.1	Negligible	24.0	-0.1	Negligible
89	Upper Stone Street	19.5	18.8	18.6	18.7	-0.1	Negligible	18.7	-0.1	Negligible	18.7	-0.1	Negligible
90	Upper Stone Street	22.9	21.9	21.7	21.9	0.0	Negligible	21.8	-0.1	Negligible	21.8	-0.1	Negligible
91	Upper Stone Street	19.5	18.8	18.6	18.8	0.0	Negligible	18.8	0.0	Negligible	18.8	0.0	Negligible
92	Upper Stone Street	19.5	18.8	18.6	18.8	0.0	Negligible	18.8	0.0	Negligible	18.8	0.0	Negligible
93	Upper Stone Street	19.5	18.8	18.6	18.8	0.0	Negligible	18.8	0.0	Negligible	18.8	0.0	Negligible
94	Upper Stone Street	19.5	18.8	18.6	18.8	0.0	Negligible	18.8	0.0	Negligible	18.8	0.0	Negligible
95	Upper Stone Street	19.5	18.8	18.6	18.8	0.0	Negligible	18.8	0.0	Negligible	18.8	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
96	Upper Stone Street	19.6	18.9	18.7	18.9	0.0	Negligible	18.9	0.0	Negligible	18.9	0.0	Negligible
97	Upper Stone Street	19.6	18.9	18.7	18.9	0.0	Negligible	18.9	0.0	Negligible	18.9	0.0	Negligible
98	Upper Stone Street	25.8	24.6	24.3	24.5	-0.1	Negligible	24.5	-0.1	Negligible	24.5	-0.1	Negligible
99	Upper Stone Street	25.9	24.7	24.4	24.6	-0.1	Negligible	24.6	-0.1	Negligible	24.5	-0.2	Negligible
100	Upper Stone Street	19.6	18.9	18.7	18.9	0.0	Negligible	18.9	0.0	Negligible	18.9	0.0	Negligible
101	Upper Stone Street	19.6	18.9	18.7	18.9	0.0	Negligible	18.9	0.0	Negligible	18.9	0.0	Negligible
102	Upper Stone Street	19.6	18.9	18.7	18.9	0.0	Negligible	18.9	0.0	Negligible	18.9	0.0	Negligible
103	Upper Stone Street	19.7	19.0	18.8	18.9	-0.1	Negligible	18.9	-0.1	Negligible	18.9	-0.1	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
104	Upper Stone Street	19.7	19.0	18.8	19.0	0.0	Negligible	18.9	-0.1	Negligible	18.9	-0.1	Negligible
105	Upper Stone Street	20.0	19.2	19.0	19.2	0.0	Negligible	19.2	0.0	Negligible	19.2	0.0	Negligible
106	Upper Stone Street	16.2	15.7	15.5	15.7	0.0	Negligible	15.7	0.0	Negligible	15.7	0.0	Negligible
107	Hayle Road	16.3	15.8	15.7	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
108	Hayle Road	16.2	15.7	15.6	15.7	0.0	Negligible	15.7	0.0	Negligible	15.7	0.0	Negligible
109	Hayle Road	16.2	15.7	15.5	15.7	0.0	Negligible	15.7	0.0	Negligible	15.7	0.0	Negligible
110	Hayle Road	16.0	15.6	15.4	15.6	0.0	Negligible	15.6	0.0	Negligible	15.6	0.0	Negligible
111	Hayle Road	16.0	15.6	15.4	15.6	0.0	Negligible	15.6	0.0	Negligible	15.6	0.0	Negligible
112	Hayle Road	16.0	15.6	15.4	15.6	0.0	Negligible	15.5	-0.1	Negligible	15.5	-0.1	Negligible
113	Hayle Road	16.1	15.6	15.5	15.6	0.0	Negligible	15.6	0.0	Negligible	15.6	0.0	Negligible
114	Hayle Road	16.1	15.6	15.4	15.6	0.0	Negligible	15.6	0.0	Negligible	15.6	0.0	Negligible
115	Hayle Road	16.0	15.6	15.4	15.6	0.0	Negligible	15.6	0.0	Negligible	15.6	0.0	Negligible
116	Hayle Road	16.0	15.5	15.4	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
117	Hayle Road	16.0	15.5	15.4	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
118	Hayle Road	16.0	15.5	15.4	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
119	Hayle Road	16.0	15.5	15.4	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
120	Hayle Road	16.0	15.5	15.4	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
121	Hayle Road	16.0	15.5	15.4	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
122	Hayle Road	16.0	15.5	15.4	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
123	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
124	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
125	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
126	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
127	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
128	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
129	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
130	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
131	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
132	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
133	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
134	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
135	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
136	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
137	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
138	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
139	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
140	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
141	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
142	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
143	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
144	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
145	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
146	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
147	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
148	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
149	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
150	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
151	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
152	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
153	Hayle Road	15.9	15.5	15.3	15.4	-0.1	Negligible	15.4	-0.1	Negligible	15.4	-0.1	Negligible
154	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
155	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
156	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
157	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
158	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
159	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
160	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
161	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
162	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
163	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
164	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
165	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
166	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
167	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
168	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
169	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
170	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
171	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
172	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
173	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
174	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
175	Hayle Road	15.9	15.4	15.3	15.4	0.0	Negligible	15.4	0.0	Negligible	15.4	0.0	Negligible
176	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.4	-0.1	Negligible	15.4	-0.1	Negligible
177	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
178	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
179	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
180	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
181	Hayle Road	15.9	15.5	15.3	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
182	Hayle Road	16.0	15.5	15.4	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
183	Hayle Road	16.0	15.5	15.4	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
184	Hayle Road	16.0	15.5	15.4	15.5	0.0	Negligible	15.5	0.0	Negligible	15.5	0.0	Negligible
185	Hayle Road	16.0	15.6	15.4	15.6	0.0	Negligible	15.6	0.0	Negligible	15.6	0.0	Negligible
186	Hayle Road	16.7	16.2	16.0	16.2	0.0	Negligible	16.2	0.0	Negligible	16.2	0.0	Negligible
187	Hayle Road	16.7	16.2	16.0	16.2	0.0	Negligible	16.2	0.0	Negligible	16.2	0.0	Negligible
188	Hayle Road	16.7	16.2	16.0	16.2	0.0	Negligible	16.2	0.0	Negligible	16.2	0.0	Negligible
189	Hayle Road	16.7	16.2	16.0	16.2	0.0	Negligible	16.2	0.0	Negligible	16.2	0.0	Negligible
190	Hayle Road	16.7	16.2	16.1	16.2	0.0	Negligible	16.2	0.0	Negligible	16.2	0.0	Negligible
191	Knightrider Street	16.8	16.2	16.1	16.2	0.0	Negligible	16.2	0.0	Negligible	16.2	0.0	Negligible
192	Knightrider Street	16.8	16.3	16.1	16.3	0.0	Negligible	16.2	-0.1	Negligible	16.2	-0.1	Negligible
193	Knightrider Street	16.8	16.3	16.1	16.3	0.0	Negligible	16.3	0.0	Negligible	16.3	0.0	Negligible
194	Knightrider Street	16.8	16.3	16.1	16.3	0.0	Negligible	16.3	0.0	Negligible	16.3	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
195	Wat Tyler Way	16.8	16.3	16.1	16.3	0.0	Negligible	16.3	0.0	Negligible	16.3	0.0	Negligible
196	Wat Tyler Way	16.8	16.3	16.1	16.3	0.0	Negligible	16.3	0.0	Negligible	16.3	0.0	Negligible
197	Wat Tyler Way	16.2	15.8	15.6	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
198	Wat Tyler Way	16.1	15.7	15.5	15.7	0.0	Negligible	15.7	0.0	Negligible	15.7	0.0	Negligible
199	Wat Tyler Way	16.8	16.3	16.1	16.3	0.0	Negligible	16.3	0.0	Negligible	16.3	0.0	Negligible
200	Wat Tyler Way	16.3	15.8	15.6	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
201	Wat Tyler Way	16.3	15.8	15.6	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
202	Wat Tyler Way	16.3	15.8	15.7	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
203	Wat Tyler Way	16.3	15.8	15.7	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
204	Wat Tyler Way	16.3	15.8	15.7	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
205	Wat Tyler Way	16.3	15.8	15.7	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
206	Wat Tyler Way	17.0	16.4	16.3	16.4	0.0	Negligible	16.4	0.0	Negligible	16.4	0.0	Negligible
207	Wat Tyler Way	17.0	16.4	16.3	16.4	0.0	Negligible	16.4	0.0	Negligible	16.4	0.0	Negligible
208	Wat Tyler Way	17.0	16.5	16.3	16.5	0.0	Negligible	16.4	-0.1	Negligible	16.4	-0.1	Negligible
209	Wat Tyler Way	17.0	16.4	16.3	16.4	0.0	Negligible	16.4	0.0	Negligible	16.4	0.0	Negligible
210	Wat Tyler Way	16.3	15.8	15.6	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
211	Wat Tyler Way	17.0	16.4	16.3	16.4	0.0	Negligible	16.4	0.0	Negligible	16.4	0.0	Negligible
212	Wat Tyler Way	17.0	16.4	16.3	16.4	0.0	Negligible	16.4	0.0	Negligible	16.4	0.0	Negligible
213	Wat Tyler Way	17.0	16.5	16.3	16.5	0.0	Negligible	16.4	-0.1	Negligible	16.4	-0.1	Negligible
214	Wat Tyler Way	16.3	15.8	15.6	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
215	Wat Tyler Way	16.3	15.8	15.6	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
216	Wat Tyler Way	17.0	16.4	16.3	16.4	0.0	Negligible	16.4	0.0	Negligible	16.4	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
217	Wat Tyler Way	17.1	16.5	16.4	16.5	0.0	Negligible	16.5	0.0	Negligible	16.5	0.0	Negligible
218	Lower Stone Street	17.1	16.5	16.3	16.5	0.0	Negligible	16.5	0.0	Negligible	16.5	0.0	Negligible
219	Lower Stone Street	16.3	15.8	15.7	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
220	Lower Stone Street	16.3	15.8	15.7	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
221	Lower Stone Street	16.3	15.8	15.7	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
222	Lower Stone Street	16.3	15.8	15.7	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
223	Lower Stone Street	16.3	15.8	15.6	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
224	Lower Stone Street	16.3	15.8	15.6	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
225	Lower Stone Street	16.2	15.8	15.6	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
226	Lower Stone Street	16.3	15.8	15.6	15.8	0.0	Negligible	15.8	0.0	Negligible	15.8	0.0	Negligible
227	Lower Stone Street	17.0	16.4	16.3	16.4	0.0	Negligible	16.4	0.0	Negligible	16.4	0.0	Negligible
228	Lower Stone Street	17.0	16.4	16.3	16.4	0.0	Negligible	16.4	0.0	Negligible	16.4	0.0	Negligible
229	Lower Stone Street	17.0	16.4	16.3	16.4	0.0	Negligible	16.4	0.0	Negligible	16.4	0.0	Negligible
230	Lower Stone Street	17.0	16.4	16.3	16.4	0.0	Negligible	16.4	0.0	Negligible	16.4	0.0	Negligible
231	Lower Stone Street	17.0	16.5	16.3	16.5	0.0	Negligible	16.4	-0.1	Negligible	16.4	-0.1	Negligible
232	Lower Stone Street	17.0	16.5	16.3	16.5	0.0	Negligible	16.4	-0.1	Negligible	16.4	-0.1	Negligible

Receptor	Road Closest to Receptor	Base 2017 Concentration	DM 2022 Concentration	DM 2027 Concentration	LEZ Option 1 (Red Routing)			LEZ Option 2 (Cleaner and More Efficient Fleet Usage)			LEZ Option 3 (CAZ)		
					LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor	LEZ Concentration	Impact	IAQM Impact Descriptor
233	Upper Stone Street	17.0	16.5	16.3	16.5	0.0	Negligible	16.5	0.0	Negligible	16.5	0.0	Negligible
234	Bishops Way	18.3	17.7	17.5	17.7	0.0	Negligible	17.6	-0.1	Negligible	17.6	-0.1	Negligible
235	Fairmeadow	17.5	16.9	16.7	16.9	0.0	Negligible	16.9	0.0	Negligible	16.9	0.0	Negligible
236	Fairmeadow	18.2	17.6	17.4	17.6	0.0	Negligible	17.6	0.0	Negligible	17.6	0.0	Negligible
237	Fairmeadow	18.2	17.6	17.4	17.6	0.0	Negligible	17.6	0.0	Negligible	17.6	0.0	Negligible
238	Fairmeadow	18.3	17.7	17.5	17.7	0.0	Negligible	17.6	-0.1	Negligible	17.6	-0.1	Negligible
239	Loose Road	18.3	17.7	17.5	17.7	0.0	Negligible	17.6	-0.1	Negligible	17.6	-0.1	Negligible

Appendix D

7.5 Receptor Background Pollutants

Table 7-30: Receptor Base Year (2017) and Future Year (2022, 2027) NO_2 and PM_{10} Background Concentrations (µg/m^3)

	Base 2017		Future Year 2022		Future Year 2027	
Receptor ID	NO_2	PM_{10}	NO_2	PM_{10}	NO_2	PM_{10}
1 to 83	11.7	15.8	9.9	15.3	8.7	15.2
84 to 105	14.4	17.0	12.1	16.5	10.6	16.3
106 to 154	11.7	15.8	9.9	15.3	8.7	15.2
155 to 233	14.4	17.0	12.1	16.5	10.6	16.3
234 to 236	13.5	16.7	11.5	16.3	10.1	16.1
237	13.7	16.1	11.6	15.6	10.2	15.5
238	13.5	16.7	11.5	16.3	10.1	16.1
239	11.7	15.8	9.9	15.3	8.7	15.2

Appendix E

7.6 Air Quality Figures

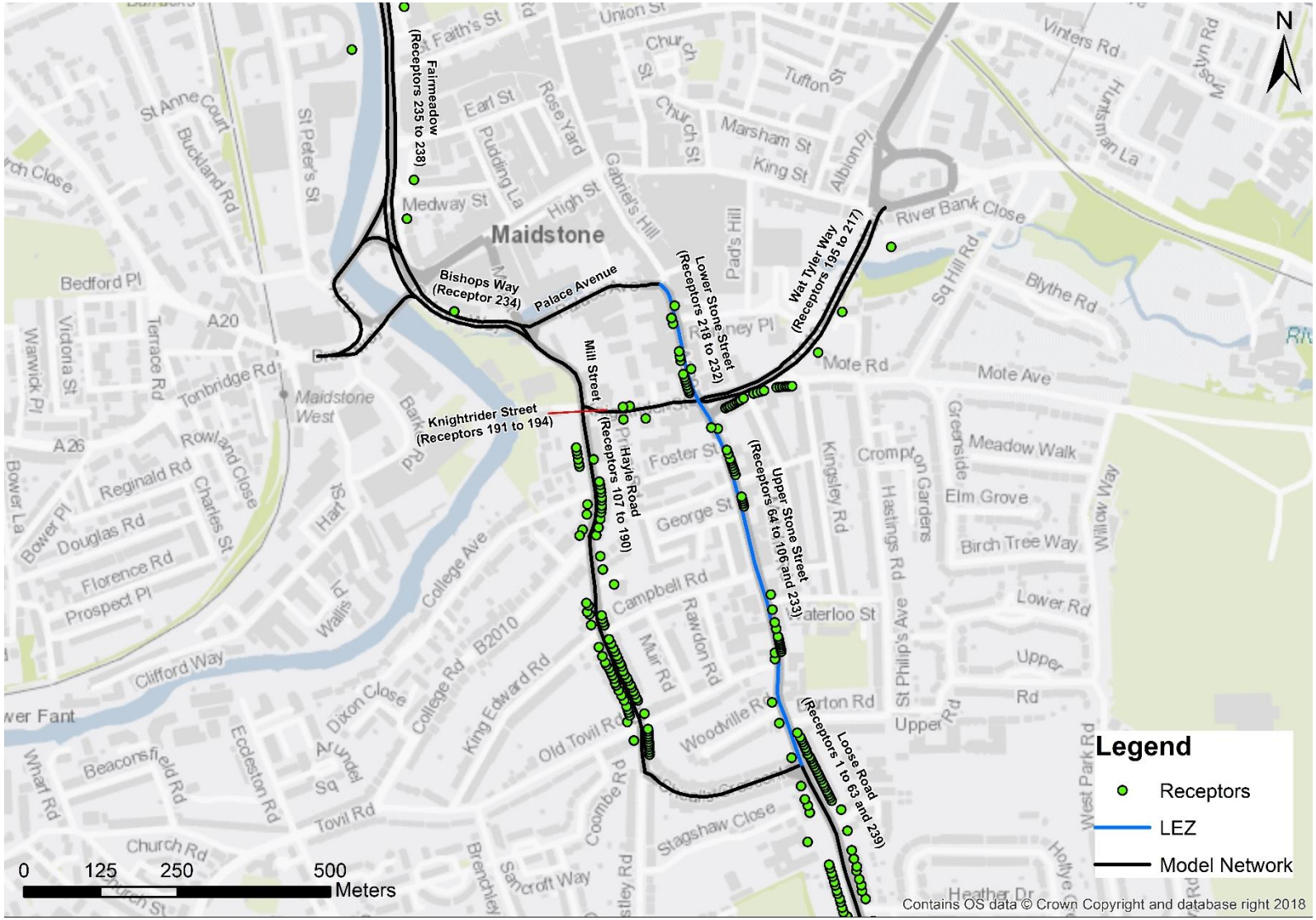

Figure 7-4: Full Receptor Locations and Number of Receptors on Modelled Roads

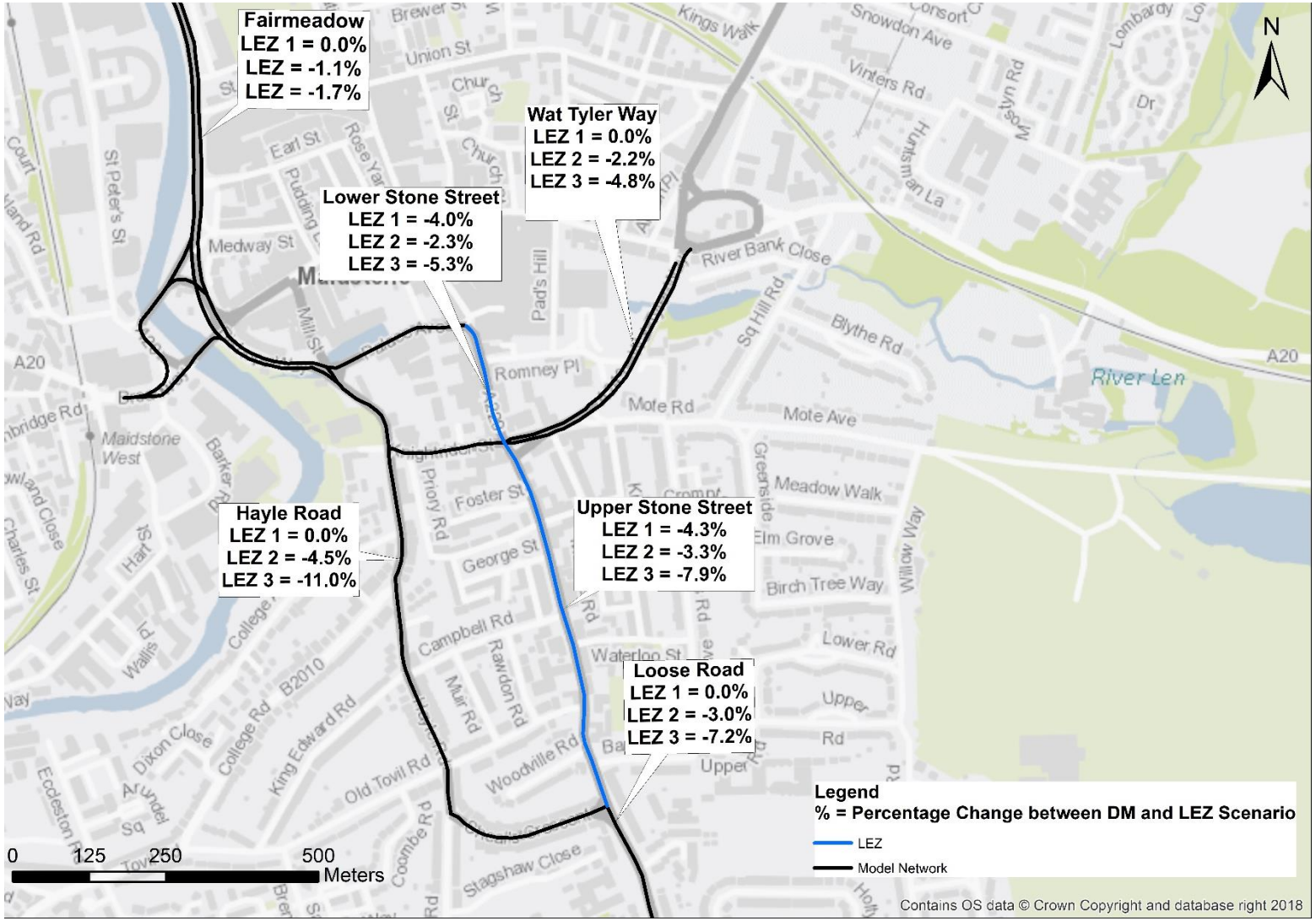

Figure 7-5: Change in Daily NO_x Emissions between Do Minimum 2022 and all LEZ Scenarios (LEZ 1: Red Routing, LEZ 2:Cleaner and more Efficient Fleet Usage, LEZ 3: CAZ)

Figure 7-6: Perceptible IAQM Receptor Impacts on Upper Stone Street for all LEZ Scenarios (between 2022 Do Minimum and LEZ)

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Strategic Planning and Infrastructure Committee	**July 9th 2019**

Maidstone Strategic Infrastructure Collaboration Board

Final Decision-Maker	Strategic Planning and Infrastructure
Lead Head of Service	Alison Broom, Chief Executive
Lead Officer and Report Author	Alison Broom, Chief Executive
Classification	Public
Wards affected	All

Executive Summary

This report identifies specific action to respond to the council's recently adopted Strategic Plan and specifically the priority to "embrace growth and enable infrastructure". Following officer discussions between Maidstone Borough Council and Kent County Council proposals for the purpose, aims and membership of a strategic board, which would consider infrastructure requirements and delivery, are put forward and the Committee's views are sought to inform the council's preferred position.

Purpose of Report

To consult the Strategic Planning and Infrastructure Committee on the terms of reference and the Maidstone Borough Council representatives for the new Maidstone Strategic Infrastructure Collaboration Board

This report makes the following recommendations to this Committee:

That:

1. The agreement between Maidstone Borough Council and Kent County Council to establish a Board with the purpose of jointly working on strategic projects be noted.

2. The proposed arrangements for the Board including its purpose, aims and membership as set out in section 2 be agreed, for the purpose of discussion at the first meeting of the Board.

3. Delegated authority be granted to the Chief Executive to make changes to the proposed arrangements and agreement of terms of reference with other members of the Board, namely Kent County Council and Maidstone Members of Parliament, in consultation with the Chair and

Vice-Chair of the Policy and Resources Committee and the Chair of the Strategic Planning and Infrastructure Committee.

4. The Maidstone representatives on the Board be; the Chair and Vice-Chair of the Policy and Resources Committee, the Chair of the Strategic Planning and Infrastructure Committee, the Chief Executive and the Director of Regeneration and Place.

Timetable	
Meeting	***Date***
Strategic Planning and Infrastructure Committee	July 9th 2019

Maidstone Strategic Infrastructure Collaboration Board

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	Accepting the recommendations will materially improve the Council's ability to achieve "Embracing Growth and Enabling Infrastructure". We set out the reasons other choices will be less effective in section 2.	Chief Executive
Cross Cutting Objectives	The report recommendation(s) supports the achievement(s) of all the crosscutting objectives inasmuch as they depend on infrastructure being provided or improved.	Chief Executive
Risk Management	This is covered in section 5 of the report.	Chief Executive
Financial	The proposals set out in the recommendations to establish the Maidstone Strategic Infrastructure Board, participate and administer it, can be accommodated within existing resources. The existence of the Board has the potential to improve the quantum and timeliness of investment in infrastructure in the borough.	Section 151 Officer & Finance Team
Staffing	We will deliver the recommendations with our current staffing.	Chief Executive
Legal	Following the recommendation will achieve compliance with a recent court settlement and promote the ongoing collaboration of Kent County Council and Maidstone Borough Council in strategic infrastructure matters to the benefit of the borough.	Russell Fitzpatrick (MKLS)
Privacy and Data Protection	There are no privacy or data protection issues arising from the proposals for a Strategic Infrastructure Collaboration Board	Chief Executive
Equalities	The recommendations do not propose a change in service therefore will not require an equalities impact assessment	Equalities and Corporate Policy Officer
Public	We recognise that the recommendations will not negatively impact on population health or that	Public Health

Health	of individuals.	Officer
Crime and Disorder	There are no crime and disorder implications arising from the proposals for a Strategic Infrastructure Collaboration Board.	Chief Executive
Procurement	There are no immediate Procurement implications. Commissioning and procurement of infrastructure projects arising from the work of the Strategic Board will follow the Council's existing Contract Procedure Rules.	Section 151 Officer

2. INTRODUCTION AND BACKGROUND

2.1 The Maidstone Borough Strategic Plan was adopted by Full Council in December 2018. It sets out the long-term vision, priorities and outcomes for Maidstone borough for the period to 2045. The council has also identified topics of particular importance to achieving the vision and outcomes for the period 2019-24. One of the four key priorities is to "Embrace Growth and enable infrastructure". In order to deliver the outcome of having sufficient infrastructure to meet the demands of growth the council has agreed to place particular importance in the short and medium term on working with partners to get infrastructure planned, funded and delivered.

2.2 The scope of responsibilities for Maidstone Borough Council (MBC) committees was reviewed during 2018/19 and as a result of the priorities identified in the Strategic Plan some changes were made. Specifically relevant to enabling the delivery of infrastructure the council has now in place the Strategic Planning and Infrastructure (SPI) Committee which has the lead responsibility for the Strategic Plan objective of "Embracing Growth and Enabling Infrastructure". This Committee works with the Policy and Resources (P&R) Committee with the latter having responsibility for the allocation of resources by means of the Medium-Term Financial Strategy which includes the council's capital investment programme.

2.3 In March 2019 Maidstone Borough Council (MBC) agreed with Kent County Council (KCC) to establish a strategic board to facilitate discussion by both authorities and other relevant partners on the major strategic projects affecting the borough and that the terms of reference would be established by 30th September 2019. A key objective for this board is to improve collaboration and therefore the delivery of infrastructure in the borough to address historical deficits plus changing and growing needs as the demography of the borough changes and our population and economy grow.

2.4 The purpose of this report is to consult the SPI Committee with respect to the nature of the board, its responsibilities and how Maidstone Borough Council is represented on it. Discussions have been held between MBC and KCC officers about the role, aims and membership for the strategic

board – which together would form the terms of reference. This Committee is invited to feedback on the product of these discussions which is set out below.

2.5 It is suggested that the name of the board would be the Maidstone Strategic Infrastructure Collaboration Board (MSICB), that it would be an advisory board which meets in public at least quarterly. Support would be provided by democratic services teams and notes of board meetings would be published.

2.6 The role of the board would be to respond to contemporary and anticipate future strategic infrastructure needs including those arising from land-use/development, environmental quality issues and the community's health and well-being, transport and digital communications needs.

2.6.1 The aims of the board would be to

- Achieve consensus in the identification, development and delivery of key infrastructure in the borough
- Work collaboratively on specific strategies and projects within the locus of KCC and MBC including for transport, air quality, education and community infrastructure
- Engage and work with relevant infrastructure providers including the Environment Agency, Highways England, Network Rail, the NHS and utilities to shape and help deliver infrastructure in the borough
- Engage with funding bodies to promote strategic infrastructure needed in the borough
- Seek resolution of issues that prevent the successful implementation of infrastructure in the borough
- Provide recommendations to the key decision makers at KCC and MBC to enable consistent joined up decision making
- Monitor how investment plans and projects meet and deliver the agreed strategic infrastructure objectives and priorities

The board would be recognised as the official forum for both KCC and MBC to discharge their "duty to cooperate" obligations under the MBC Local Plan Review (LPR)

2.7 The membership proposed is similar to the model already in place for the Maidstone East Strategic Board in that it would include both elected members and officers; for this board it is also proposed that both Maidstone MPs are also members and they are supportive of this approach. The proposed membership is -

- 3 elected members from Kent County Council
- 3 elected members from Maidstone Borough Council
- MP for Maidstone and the Weald
- MP for Faversham and Mid Kent
- 2 KCC senior officers
- 2 MBC senior officers

Substitutes should be at a suitably senior level.

2.8 It is proposed that the elected members on the board from Maidstone Borough Council should be the Chair and Vice Chair of P&R Committee and the Chair of the Strategic Planning and Infrastructure Committee. This would have the benefit of providing strategic oversight from and to the P&R Committee and topic specific strategic input from and to the SPI Committee arising from its responsibilities for, amongst other things, the Local Plan Review and the associated Infrastructure Delivery Plan and Integrated Transport Strategy. The council's Constitution identifies that the Leader amongst other things has responsibility for building and delivering the Council's vision, co-ordinating policies, building political consensus around council priorities and fostering partnerships. The inclusion of the Vice Chair has the potential of strengthening the council's ability to do this. The Chair of the SPI Committee has responsibility for, amongst other things, representing the council on all partnerships relevant to the committee and taking a lead role within the committee for relationships with funders including Kent County Council.

2.9 It is proposed that the two MBC officers attending the board should be the Chief Executive and the Director for Regeneration and Place – as is the case for the Maidstone East Strategic Board. Other officers would contribute their expertise depending on the topic under consideration.

2.10 It is proposed that the board is chaired by an elected member from KCC or MBC for a period of 12 months and this will be alternated. The alternate authority will provide the Vice Chair.

2.11 The Committee will be aware that a Joint Transport Board already exists and amongst other things has a remit for providing advice on Maidstone's transport strategy. It is suggested that the work of the MSICB would complement that of the Maidstone Joint Transport Board with the latter taking responsibility for transport and highways capital and revenue works programmes, traffic regulation orders and street management issues. Responsibility for advising MBC and KCC with respect to Local Transport Strategy would reside with the MSICB in the future.

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3. AVAILABLE OPTIONS

3.1 **Do Nothing**: current arrangements are effective to some degree in delivering a joined-up approach to identifying and delivering infrastructure.

MBC and KCC have collaborated well for example to secure investment from the National Productivity Investment Fund for highway improvements and from the South East Local Enterprise Partnership for improvements to transport infrastructure including to Maidstone East station and the Bridges Gyratory.

However, there have also been some significant challenges in establishing a common set of objectives and aligning the work of our councils for example in discharging our responsibilities as the local planning authority (MBC) and the highway authority (KCC) as experienced at the Local Plan Examination and the decision by MBC to lodge a Judicial Review challenge concerning highway infrastructure. These circumstances demonstrate a clear need to improve and embed collaboration so that we can better achieve the outcomes in the Maidstone Strategic Plan. There is an appetite from both authorities to do so via establishing a strategic board. It is therefore concluded that to Do Nothing would not be the best way forward.

3.2 **Establish a Strategic Board** – the merits and potential positive consequences arising from this option are set out in section 2 above.

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4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

4.1 The preferred option is to establish a strategic board as set out in section 2 above.

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5. RISK

5.1 The risks to achieving the council's strategic objectives arising from ineffective partnership working are identified in the Corporate Risk Register. Establishing a strategic board has the potential to mitigate this risk and improve the likelihood of positive progress in enabling infrastructure for the benefit of the community.

6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

6.1 The purpose of this report is to consult the SPI Committee with respect to the details of role, aims and membership for a strategic board to enable better collaboration and thereby more effectively secure infrastructure for the borough.

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7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

7.1 The views of the Committee will be taken forward as Maidstone Borough Council's preferred position concerning the role and operational arrangements for the proposed strategic board with KCC and the Maidstone MPs. Delegated authority is requested for the Chief Executive in consultation with the Chairs of the Policy and Resources and Strategic Planning and Infrastructure Committees to bring the matter to a point of agreement with the other participants.

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8. REPORT APPENDICES

None

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9. BACKGROUND PAPERS

None

Strategic Planning and Infrastructure Committee	**9 July 2019**

Sports Facilities and Playing Pitch Strategies - Approval

Final Decision-Maker	Strategic Planning and Infrastructure Committee
Lead Head of Service/Lead Director	Rob Jarman, Head of Planning and Development
Lead Officer and Report Author	Mark Egerton, Strategic Planning Manager and Sue Whiteside, Principal Planning Officer
Classification	Public
Wards affected	All wards

Executive Summary

At its meeting on 5 February 2019, the Strategic Planning, Sustainability and Transportation Committee approved the Sports Facilities Strategy and the Playing Pitch Strategy as part of the evidence base for the review of the Local Plan, subject to three amendments. Investigation into the amendments has resulted in the need to re-present the report, seeking a resolution to approve the strategies as per the original recommendations, i.e. without amendments.

Following this Committee's consideration of the findings of earlier drafts of the Sports Facilities and Playing Pitch Strategies, and the views of Heritage, Culture and Leisure Committee, the strategies were subject to final consultation with key stakeholders. This report summarises the representations received that have led to amendments to the strategies. The amended strategies are provided at Appendices 1 and 2, and colour hard copies of the documents are available at The Link. Links to the records of comments and actions arising from the consultation are provided as background documents 1 and 2. An Equalities Impact Assessment is attached at Appendix 3. The Committee's approval of the final strategies as part of the evidence base for the review of the Maidstone Borough Local Plan is sought.

This report makes the following recommendations to Strategic Planning and Infrastructure Committee:

That:

1. The Sports Facilities Strategy be approved as part of the Council's evidence base for the review of the Maidstone Borough Local Plan.

2. The Playing Pitch Strategy be approved as part of the Council's evidence base for the review of the Maidstone Borough Local Plan.

Timetable	
Meeting	***Date***
Strategic Planning, Sustainability and Transportation Committee	5 February 2019
Strategic Planning and Infrastructure Committee	9 July 2019

Sports Facilities and Playing Pitch Strategies - Approval

1. INTRODUCTION AND BACKGROUND

Reason for Report

1.1 At the meeting of the Strategic Planning, Sustainability and Transportation Committee on 5 February 2019, the Committee gave consideration to the report seeking approval of the Sports Facilities Strategy and the Playing Pitch Strategy as part of the Council's evidence base for the review of the Maidstone Borough Local Plan. The minutes of the meeting correctly record the decisions made:

"*RESOLVED:* *That:*

1. *The Sports Facilities Strategy be approved as part of the Council's evidence base for the review of the Maidstone Borough Local Plan, subject to the addition of Pegasus Gym and Heavenly Fitness.*

2. *The Playing Pitch Strategy be approved as part of the Council's evidence base for the review of the Maidstone Borough Local Plan, subject to the addition of the Mangravet Recreation Field*."

1.2 Having undertaken further work in respect of the three facilities to be included in the strategies, and liaised with the consultants who prepared the strategies, the following results have been established.

a) Pegasus Gym – Reference to this facility was already included in the Sports Facilities Strategy (page 2), so no action is required to comply with the minute.
b) Heavenly Fitness Gym – This is a site allocation for housing development in the adopted Local Plan (Policy H1(25)), so cannot be relied on as future sports provision and should not be included in the Sports Facilities Strategy.
c) Mangravet Recreation Field – The consultants undertook the strategies in full compliance with the Sports England guidance, and all Councillors and Parish Councils were consulted. Unfortunately, a record of the contacts pointing out this facility during the consultations cannot be found. There was also no material supplied regarding this facility by the Kent FA, who also had no record of Maidstone Kestrels using the facility. The consultants have advised that, given the volatility of football usage in terms of the creation and disbanding of clubs, this situation is not unusual and is addressed through Stage E of the Sports England guidance for sports and playing pitch strategies, i.e. through the future review of the strategies. It would take further paid work by the consultants to include this facility now.

1.3 Consequently, it is recommended that the Sports Facilities Strategy and the Playing Pitch Strategy be approved without amendment. The strategies are

unchanged from 5 February, and have been re-attached at Appendices 1 and 2 to this report.

Background

1.4 The National Planning Policy Framework requires local authorities to provide the social, recreational and cultural facilities and services the community needs (NPPF, paragraph 92). Planning policies and decisions should provide for new and improved sports venues, and also guard against the loss of facilities.

1.5 The Sports Facilities Strategy and the Playing Pitch Strategy form part of the Council's evidence base for the review of the Maidstone Borough Local Plan, and will inform development management decisions. They also provide the Council with an evidence base for future budgetary needs or grant funding applications.

1.6 The strategies have been prepared by consultants Ploszajski Lynch Consulting Limited, and developed in consultation with a cross-section of key stakeholders, including sports providers/users and governing bodies. They take account of spare capacity on sites, and examine rising or falling trends in demand for individual sporting activities. The data has helped to build a picture of the level of provision, looking at four key elements: the quantity, quality, accessibility and availability of Maidstone Borough's indoor and outdoor sports facilities and playing pitches.

1.7 A base date of mid-2016 is used to calculate the quantitative need for additional new facilities arising from the borough's population growth to 2031, as set out in the Maidstone Borough Local Plan. The mid-2016 data can be used as a base for future updates of the strategies, for example, to reflect growth beyond 2031 that may arise as a result of the review of the Local Plan. The strategies should also be regularly reviewed to reflect rising and falling trends in demand for sports facilities.

1.8 The strategies will be delivered by a variety of means and by a number of organisations that have contributed to their development. New and improved sports provision may be funded through CIL or S106 contributions from new development. It will also be important to consider alternative means of providing for the borough's needs, for example, a proportion of needs may be met through an upgrade or expansion of existing sites to extend play time, by providing for alternative secure access arrangements to schools to extend opening times, or by applying for grant funding that may be available for the delivery of new and improved facilities.

1.9 Reports were presented to this Committee on 10 July 2018 and to Heritage, Culture and Leisure Committee (HCL) on 4 September 2018, offering Members an early opportunity to consider the findings of the strategies. An oral update was given to this Committee on 11 September 2018 explaining, among other things, that the strategies had been well received by HCL Committee, and confirming arrangements for stakeholder consultation on the draft strategies. These technical evidence documents were brought to the attention of the Committee because of potential budgetary implications for the Council, which will be dependent on the relevant Committees'

decisions to implement (or otherwise) the actions and recommendations contained within the strategies. Consequently, this Committee referred the 10 July report to the 21 November 2018 Policy and Resources Committee, to consider capital budget allocations for sports provision. The reference was noted, and budgets will be considered following HCL Committee's completion of its review of sports provision in the borough.

1.10 Key stakeholder consultation, to ensure that the data included in the strategies was factually correct, commenced on 18 September for Members, and on 1 October for other stakeholders. Both consultations closed on 9 November 2018. Those consulted included:

- Maidstone Borough Councillors and Parish Councils;
- Maidstone Leisure Trust;
- Local sports facilities providers;
- Neighbouring local authorities;
- Sport England, Kent Sport and the governing bodies of sport
- Local sports clubs; and
- Schools.

1.11 As previously agreed by this Committee, the representations submitted during the consultation, together with the consultants' responses and updates to the strategies, have been published. Links to the records of comments and actions are provided at background documents 1 and 2 of this report. The strategies (provided at Appendices 1 and 2) have been amended accordingly.

1.12 There are two key changes to quantitative needs, emboldened in the table below.

Facility or Pitch	Needs
Sports Halls	1.6 x 4-badminton sized sports halls
Swimming Pools	1 x 25m 4-lane pool
Health & Fitness Facilities	187 equipment stations
Squash Courts	No projected additional needs
Indoor & Outdoor Tennis	No projected additional needs
Indoor & outdoor Bowls	No projected additional needs
Athletic Tracks	No projected additional needs
Football	4 x Adult pitches
	4 x Youth 11v11 pitches
	4 x Youth 9v9 pitches
	2 x Mini-soccer 7v7 pitches
	2 x Mini-soccer 5v5 pitches
	~~**0.77**~~ **0.84** x 3G turf pitch
Cricket	3 x grass pitches or ~~**3**~~ **1** x artificial turf wickets
Rugby Union	1.5 x pitches
Rugby League	1.5 x pitches
Hockey	0.6 x artificial grass pitches
American Football	No projected additional needs
Lacrosse	0.5 x pitch and 0.1 artificial grass pitch

Updated quantitative needs for new sports facilities and sports pitches

1.13 There are several amendments to the qualitative assessment of sports facilities/pitches arising from the additional information provided during the

stakeholder consultation. These include:

- Football grass pitches: the removal of Kent Police HQ, Shepway Green and The Maplesden Noakes School from the qualitative assessment, and the addition of Marden Playing Field.
- Cricket facilities: a change in the quality of Marden Cricket Club practice nets from poor to good.
- Tennis courts: Addition of Harrietsham Tennis Club; and improvements in the qualitative assessments for Freedom Leisure Maidstone and Marden tennis court.
- Outdoor bowls clubs: addition of Lenham Bowls Club.

1.14 There are also a number of wide-ranging changes to the action plans in each of the strategies. These cover issues, actions, lead and partner organisations, cost estimates, and priorities. The changes are fully set out in the records of comments and actions (background documents 1 and 2), but to illustrate the types of amendments made, examples include:

- Jubilee Playing Field, Staplehurst: additional issue/action/costs for a 3G football pitch.
- William Pitt Field, Lenham: additional issue/action/costs/lead/priority (high) for the possible relocation of pitches to a new site in Lenham, with delivery priority increased to high.
- Yalding Cricket Club: additional issue/action/costs for upgraded changing facilities and provision of practice nets.
- Staplehurst Tennis Club: additional issue/action/costs/lead/priority (high) for refurbishment of two courts and provision of two courts with floodlights.

1.15 The strategies have been updated as a result of the representations received, and the Committee's approval of the Sports Facilities Strategy and the Playing Pitch Strategy as part of the evidence base for the review of the Maidstone Borough Local Plan is sought (the strategies are provided at Appendices 1 and 2, and colour hard copies of the documents are available at The Link).

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2. AVAILABLE OPTIONS

2.1 Option A: The Committee could decide not to approve the Sports Facilities and Playing Pitch Strategies as part of the Council's evidence base. The risks associated with Option A at this point are low, but these will increase over time as the review of the Maidstone Borough Local Plan progresses through its preparation and consultation stages to examination, when the Inspector will consider whether the evidence supporting the local plan is adequate and up-to-date. Further, Option A does not provide the Council with an evidence base for future budgetary needs or grant funding applications.

2.2 Option B: The Committee could decide to approve the Sports Facilities and Playing Pitch Strategies as part of the Council's evidence base.

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3. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

3.1 Option B is the preferred Option. The Sports Facilities and Playing Pitch Strategies provide a sound up-to-date evidence base to support the review of the Maidstone Borough Local Plan. The strategies also provide the Council with an evidence base for future budgetary needs or grant funding applications.

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4. RISK

4.1 The risks associated with this proposal, including the risks if the Council does not act as recommended, have been considered in line with the Council's Risk Management Framework. That consideration is shown in this report at paragraph 2.1. Officers are satisfied that the risks associated are within the Council's risk appetite and will be managed as per the Policy.

5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

5.1 The key stakeholders listed in paragraph 1.10 have contributed to the preparation of the Sports Facilities and Playing Pitch Strategies, and were consulted on the penultimate iteration of the strategies to ensure the data collected was factually correct and up-to-date. Links to the results of the consultation are provided as background documents 1 and 2, and the consequential amendments to the strategies are set out in the report.

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6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

6.1 If the recommendation is agreed, the strategies will inform the review of the Maidstone Borough Local Plan. The strategies have been published on the Council's website, pending the decision of this Committee.

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7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	Accepting the recommendations will materially improve the Council's ability to achieve corporate priorities by encouraging good health and wellbeing, and by ensuring the borough has good leisure facilities to meet the needs of residents and attract visitors.	Rob Jarman, Head of Planning and Development

	In particular, the Sports Facilities and Playing Pitch Strategies support the new strategic priority to create a thriving place, with a vibrant leisure and culture offer. The reasons other choices will be less effective are set out in section 2.	
Risk Management	Risks are already covered in the report – refer to paragraphs 2.1 and 4.1.	Rob Jarman, Head of Planning and Development
Financial	The strategies identify the need for new spending to deliver new and improved sports facilities and pitches to meet the borough's future needs to 2031. The strategies will be delivered by a variety of means, including allocations as part of the review of the Local Plan, and by a number of organisations. New/ improved sports provision may be funded through CIL or S106 contributions from new development, or by applying for grant funding that may be available. It will also be important to consider alternative means of providing for the borough's needs, such as the upgrade or expansion of existing sites to extend play time, or by providing for alternative secure access arrangements to schools to extend opening times.	Section 151 Officer & Finance Team
Staffing	The recommendations arising from the strategies that will be considered as part of the review of the Local Plan can be delivered within the current staffing structure.	Rob Jarman, Head of Planning and Development

Legal	There are no specific legal implications arising from the recommendations in this report.	Cheryl Parks Mid Kent Legal Services (Planning)
Privacy and Data Protection	Accepting the recommendations will increase the volume of data held by the Council. Data will be held in line with the General Data Protection Regulations and locally adopted policies.	Cheryl Parks Mid Kent Legal Services (Planning)
Equalities	It is recognised that the recommendations may have varying impacts on different communities within Maidstone. Therefore a separate equalities impact assessment has been completed, attached at Appendix 3.	Policy & Information Manager
Public Health	It is recognised that the recommendations will have a positive impact on population health and that of individuals.	Rob Jarman, Head of Planning and Development
Crime and Disorder	There are no specific implications for a negative impact on crime and disorder arising from the recommendation in this report.	Rob Jarman, Head of Planning and Development
Procurement	The procurement of consultants has followed the Council's financial procedures rules.	Rob Jarman, Head of Planning and Development Section 151 Officer

8. REPORT APPENDICES

The following documents are to be published with this report and form part of the report.

- Appendix 1: Sports Facilities Strategy
- Appendix 2: Playing Pitch Strategy
- Appendix 3: Equalities Impact Assessment

9. BACKGROUND PAPERS

- Background document 1: Sports Facilities Strategy – Record of Comments and Actions https://www.maidstone.gov.uk/__data/assets/pdf_file/0007/242638/Sports-Facilities-Strategy-Record-of-Comments-and-Actions.pdf
- Background document 2: Playing Pitch Strategy – Record of Comments and Actions https://www.maidstone.gov.uk/__data/assets/pdf_file/0006/242637/Playing-Pitch-Strategy-Record-of-Comments-and-Actions.pdf

Ploszajski Lynch Consulting Ltd.

Maidstone Borough Council

Sports Facilities Strategy

January 2019

CONTENTS

1 INTRODUCTION

1.1 Introduction

In Spring 2016 Ploszajski Lynch Consulting Ltd. (PLC) was commissioned by the Maidstone Borough Council (MBC) to produce a Sports Facilities Strategy (SFS) for the borough. This is part of a wider assessment of sport and leisure provision in the borough which also includes a playing pitch assessment.

1.2 Strategic drivers

The primary purpose of the SFS is to provide a strategic framework which ensures that the provision of indoor and outdoor sports facilities meets the local needs of existing and future residents within Maidstone Borough. Development in the Borough has brought an increase in sports provision which is able to meet some of the needs of the area. However future development is likely to put a strain on the sporting infrastructure of Maidstone. The SFS will help to secure and safeguard sport in Maidstone now and in the future.

1.3 The aim and objectives of the strategy

1.3.1 Aim

The aim of the SFS is to provide Maidstone Borough Council with an assessment of all relevant indoor and outdoor built sport facilities in the Borough. This will provide a baseline for current and future supply and demand assessments and also set out a vision with a strategic approach to sport and recreation provision in the Borough in the short, medium and long term (to 2031).

The strategy will also establish the principles to help inform where future resources should be focussed to ensure that proposed provision of indoor and outdoor sport facilities will meet future demand and reflect sustainable development objectives.

1.3.2 Objectives

The objectives of the SFS are to:

- Provide an evidence base for use in planning, investment and sports development decisions.
- Refer to, and be in general accordance with, relevant national (including the National Planning Policy Framework), regional, sub-regional and local policies and priorities.
- Provide a clear picture of existing supply, surpluses, deficits and anticipated future demand for sports facilities.
- Assess the current supply of indoor and outdoor sports facilities, with insight into the quality of these facilities and services, identifying possible future supply, including broad location and opportunities for opening up private sites for community use.

- Make reference to provision of facilities immediately adjacent to the Borough to ensure a full picture of local provision is available.

- Identify ways to increase opportunities for participation in sport and physical activity.

- Consult with key established user groups such as local teams, the local Sport and Physical Activity Alliance, the governing bodies of sport (NGB's), schools and education establishments and local key partners to apply local feedback to contextualise the results.

1.4 The scope of the strategy

1.4.1 The facilities included

The sports facilities included in the Strategy are:

- Sports halls.

- Swimming pools.

- Health and fitness facilities.

- Squash courts.

- Indoor and outdoor tennis facilities.

- Indoor and outdoor bowls facilities.

- Athletics tracks.

1.4.2 The facilities excluded

Facilities for sports not included in the Strategy are as follows, with the rationale for their exclusion. Consideration will be given to including these and the facilities needs of any other appropriate emerging sports when the strategy is next reviewed:

- Climbing facilities (on the basis that there is only one specialist facility in the district, although another is planned).

- Cycling facilities (on the basis that most participation involves the use of the public rights of way network rather than specialist provision).

- Golf courses (on the basis that there is no public or voluntary sector involvement in local provision).

- Specialist gymnastics facilities (on the basis that there is only one specialist facility in the district at Pegasus Gymnastics Club, plus the Dhama Gym Club which uses non-specialist sports hall provision at Maidstone Leisure and is therefore included under the sports halls assessment).

- Specialist trampolining facilities (on the basis that there is only one commercial facility in the borough at Gravity Trampoline Parks and other activity is delivered within non-specialist sports halls and is therefore included under the sports halls assessment).

- Rowing and Watersports (on the basis that there is only on rowing club in the borough - Maidstone Invicta - and only one Watersports centre - in Mote Park).

- Village halls and community centres (on the basis that whilst they cater for a wide variety of recreational-level sport and physical activity, they are non-specialist sports facilities).

1.5 The study methodology

The methodology for the study follows the *'Assessing Needs and Opportunities Guidance'* (2014) approach (ANOG), developed by Sport England. The process involves two parts and three stages as follows:

- **Part One -** Undertaking the assessment.
  - ***Stage A:*** Prepare and tailor the assessment.
  - ***Stage B:*** Gather information on supply and demand.
  - ***Stage B:*** Bring the information together.
- **Part Two - *Stage C:*** Applying the assessment.

1.6 Strategy format

The structure of the Strategy document is as follows:

- Assessing sports facilities needs in Maidstone.
- The local context for facilities provision.
- Strategic influences on facilities provision.
- Sports halls.
- Swimming pools.
- Health and fitness facilities.
- Squash courts.
- Indoor and outdoor tennis facilities.
- Indoor and outdoor bowls facilities.
- Athletics tracks.
- Policies and recommendations.
- Applying and reviewing the strategy.

2 ASSESSING SPORTS FACILITIES NEEDS IN MAIDSTONE

2.1 Introduction

This section explains the basis upon which the current sports facilities needs in Maidstone have been identified, along with the approach for identifying the additional provision that will be needed as a result of population growth.

The methodology applied to assess the needs and opportunities for sports facilities follows Sport England's recommended approach, advocated in *"Assessing Needs and Opportunities Guidance"* (2014).

2.2 Preparing and tailoring the approach

MBC convened a project steering group led by officers from the Planning and Development department and involving officers from Culture and Leisure and Grounds Maintenance and the Maidstone Leisure Trust, to devise:

- The aims and objectives of the review of sports and leisure facilities in the borough.
- The scope of the exercise, including the types of facilities to include, the geographical scope and the overall timeframe for the assessment.
- The local and wider strategic context.
- The project management arrangements for the study, including the decision to engage assistance from external consultants.

A project brief was produced, approved and signed-off to complete Stage A of the process.

2.3 Assessing sports facilities supply

The assessment of sports facilities supply at Stage B of the study involved four main elements:

- ***Quantity:*** Establishing what facilities there are in the borough, with details of their dimensions, technical information like playing surfaces and floodlighting. This included consideration of facilities not currently in use, not available to the community and significant provision in neighbouring areas that serves some needs of Maidstone residents.
- ***Quality:*** Auditing the quality of all aspects of all facilities. This involved assessing each facility in terms of its condition (its age, appeal, fabric and ancillary provision like changing and car parking - factors that will influence its attractiveness to users) and fitness for purpose (its technical specifications and ability to accommodate an appropriate standard of play).
- ***Accessibility:*** Determining spatial distribution of provision in the borough by GIS mapping of each facility type, including catchment analysis appropriate to the scale and role of each facility.

- ***Availability:*** Identifying how much each facility is used, whether there is any existing spare capacity and if there is any scope to increase capacity. This involved consideration of programming and usage data, opening times and pricing levels, which was secured through consultation with facility providers and operators.

The information was collated and analysed in a facilities supply report, which was evaluated and approved by the project steering group.

2.4 Assessing sports facilities demand

The assessment of sports facilities demand at Stage B of the study involved five main elements:

- ***Local population profile:*** Establishing the local demography, including the size, age profile, affluence/deprivation, health indices and growth projections.

- ***Sports participation:*** Identifying local sports participation characteristics, through analysing the results of Sport England's *'Active People'* survey, market segmentation data, local facilities usage figures and a survey of local clubs to establish membership patterns and trends.

- ***Unmet, displaced and future demand:*** In addition to current expressed demand, analysis of unmet (demand which exists but cannot currently be satisfied), displaced (demand from within the borough that is satisfied elsewhere) and future demand (based on projected population and participation increases) was identified.

- ***Local participation priorities:*** Establishing and local priorities for the use of sports facilities, such as those relating to corporate health and well-being policies.

- ***Sport-specific priorities:*** Determining through consultation with Kent Sport, the governing bodies of sport and a local sports clubs survey, whether there are any sport-specific priorities for Maidstone.

The information was collated and analysed in a facilities demand report, which was evaluated and approved by the project steering group.

2.5 Assessing the balance between sports facilities supply and demand

To complete Stage B of the process, the supply and demand information was brought together for each type of facility to establish:

- ***Quantity:*** Are there enough facilities with sufficient capacity to meet needs?

- ***Quality:*** Are the facilities fit for purpose for the users?

- ***Accessibility:*** Are the facilities in the right physical location for the users?

- ***Availability:*** Are the facilities available for those who want to use them?

Where appropriate for some types of facility, the assessment included the use of Sport England planning tools, in particular:

- ***Facilities Planning Model:*** The Facilities Planning Model (FPM) comprises a spatial assessment of sports hall and swimming pool provision based on the nature of demand within an area and the available supply, taking into account issues such as capacity (hours of availability in the peak period) and accessibility.

- ***Sports Facilities Calculator:*** The Sports Facility Calculator (SFC) has been developed by Sport England to help local planning authorities quantify how much additional demand for the key community sports facilities (swimming pools, sports halls, indoor bowls and artificial grass pitches) is generated as a result of new growth linked to specific development locations

The information was collated and analysed in a supply and demand assessment report, which was evaluated, approved and signed-off by the project steering group to complete Stage B of the process.

2.6 Applying the assessment - Developing the strategy

The results of the assessment were applied to produce a Sports Facilities Strategy for the borough, which included:

- ***Options for provision:*** The options for meeting current and future facilities needs were identified under Sport England's recommended headings of 'Protect', 'Provide' and 'Enhance'.

- ***Policy recommendations:*** Arranged under the headings of 'Protect', 'Provide' and 'Enhance', planning policy recommendations were developed to ensure that the implementation of the strategy will be supported by the provisions of the Local Plan.

- ***Action plan:*** An action plan was developed for each type of sports facility, linking identified issues with specific actions, including the organisations responsible for lead and support roles, the resource implications and the respective priorities.

- ***Delivery:*** Mechanisms for securing developer contributions towards the costs of meeting additional facilities arising from housing growth in the borough were developed.

- ***Monitoring and review:*** The arrangements for ensuring that the SFS remains robust and up-to-date were specified.

2.7 Sources of information

Information was gathered throughout the process from a wide range of consultees including:

- ***Sport England:*** Guidance on the assessment methodology.

- ***Maidstone Borough Council:*** Consultation with officers from Leisure, Planning and Grounds Maintenance on their respective areas of responsibility.

- ***Maidstone Leisure Trust:*** Data on usage of the key facilities at Maidstone Leisure Centre.

- ***Other local sports facilities providers:*** Consultation with organisations such as the YMCA and commercial health and fitness operators on usage levels and spare capacity.

- ***Neighbouring local authorities:*** Information on their sports facilities assessments and the impact of any cross-border issues was obtained from Ashford Borough Council, Medway Council, Swale District Council, Tonbridge and Malling Borough Council and Tunbridge Wells Borough Council.

- ***Kent Sport:*** Information on local and wider strategic priorities.

- ***Governing bodies of sport:*** Information on local and wider strategic priorities and local supply and demand information.

- ***Sports clubs:*** Information on sports facilities provision and use, current and future needs and opinions on quality.

- ***Parish Councils:*** Information on the quantity and quality of facilities that they provide.

- ***Schools:*** Information on sports facilities provision and use, plus attitudes towards community use.

2.8 Summary

Assessing sports facilities needs in Maidstone borough using the approach advocated by Sport England in its *'Assessing Needs and Opportunities Guidance'* has ensured that the exercise is both robust and evidence-based and as a result complies with the provisions of the Government's planning policy framework.

3 THE LOCAL CONTEXT FOR FACILITIES PROVISION

Key findings:

- ***Overall sports participation rates:*** Historically, sports participation rates in Maidstone were higher than the respective county and regional averages. However, the more recent 'Active Lives' Survey suggests that rates have fallen back recently to lower than the wider geographical averages.
- ***Geographical variations in participation:*** There are significant differences in sports participation between the urban (where rates are lower) and rural (where rates are higher) parts of the borough, which will impact upon demand patterns.
- ***Population growth:*** The borough's population is projected to increase by 22,380 people by 2031. This will create significant additional demand for sports facilities.
- ***'Dominant' market segments:*** Swimming and fitness activities feature highly in the sporting preferences of the 'dominant' market segments in Maidstone, which will inflate local demand for facilities that provide for these sports.
- ***Facilities supply:*** Sports facilities are provided by a mosaic of owners and operators from the public, voluntary and commercial sectors, which highlights the need for and benefits of a strategic approach to co-ordinating provision.

3.1 Introduction

This section identifies the context within which sports facilities provision is made in Maidstone.

3.2 Background

Maidstone is the county town of Kent and occupies a central location in the county. It stands on the River Medway which links the town to the Thames estuary. The Borough of Maidstone is one of the most attractive areas in the country in which to live, work or to visit, lying between the North Downs and the Weald. The borough's easy access to both the attractions of rural Kent and of London means that Maidstone itself and the nearby towns and villages are highly desirable locations. Maidstone is at the centre of a good transport network with good rail and motorway access to London, the Channel ports and thence to Europe.

3.3 Population

The key population statistics are as follows:

3.3.1 Current population

Maidstone is the most populous of the Kent districts. The 2011 census measured the population as 155,143. 107,627 people live in the town of Maidstone, with the remainder located in surrounding villages. According to Kent County Council's *'Business Intelligence Statistical Bulletin'* (2017) the population of the borough increased to 166,400 by the middle of 2016, an increase of 11,257 (7%).

3.3.2 Age structure

Maidstone has a relatively elderly age structure. The borough has a slightly lower proportion of people aged under 25 years (29.4%) compared with Kent as a whole (29.8%).

3.3.3 Ethnicity

Maidstone's population is comparatively ethnically homogeneous with 94% of residents classifying themselves as White. 3.2% classify themselves as Asian with 0.9% being Black African or Black Caribbean.

3.3.4 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

3.4 Deprivation

According to the Government's 2015 Indices of Multiple Deprivation, Maidstone is a comparatively prosperous area. It ranks 206th out of 326 English local authorities in terms of overall deprivation. However, this overall rating does hide some local inequalities. Public Health England estimates that 4,100 children (14.3%) in the borough live in poverty.

3.5 Health

Local health indices are recorded in Public Health England's *'Health Profile for Maidstone'* (2015). These show that in general the health of people in Maidstone is better than in England as a whole:

- Life expectancy at birth is higher than the national averages by 0.8 years for men and 0.5 years for women. However, there is a life expectancy gap of 5.4 years for men and 3.8 years for women between the most and least deprived parts of the Borough.

- 17.3% of year 6 children in Maidstone are obese, compared with a national average of 19.1%.

- Only 18.9% of adults in the Borough are obese, compared with a national average of 23%.

3.6 'Active People' survey

Sport England's *'Active People'* surveys 9 and 10 identified the following key measures of adult (16+) participation in sport and physical activity in Maidstone:

3.6.1 Overall participation

Overall rates of regular adult participation in sport and physical activity (at least one session of 30 minutes of moderate intensity exercise per week) in Maidstone in 2015/16 were 39.3%, which is above the Kent average of 35.4% and above the 38.3% figure for the south-east as a whole.

3.6.2 Volunteering

The percentage of the population volunteering to support sport for at least one hour a week in Maidstone is 11.5% which is below both the south-east average of 13.6% and the national average of 12.6%.

3.6.3 Club membership

The percentage of the population belonging to a sports club in Maidstone is 26.9% above the south-east average of 24.5% and the national average of 22%

3.6.4 Coaching

The percentage of the Maidstone population receiving sports coaching in the last twelve months was 13.1% in 2015/16, below the south-east average of 18.1% and the England average of 15.6%.

3.6.5 Organised competition

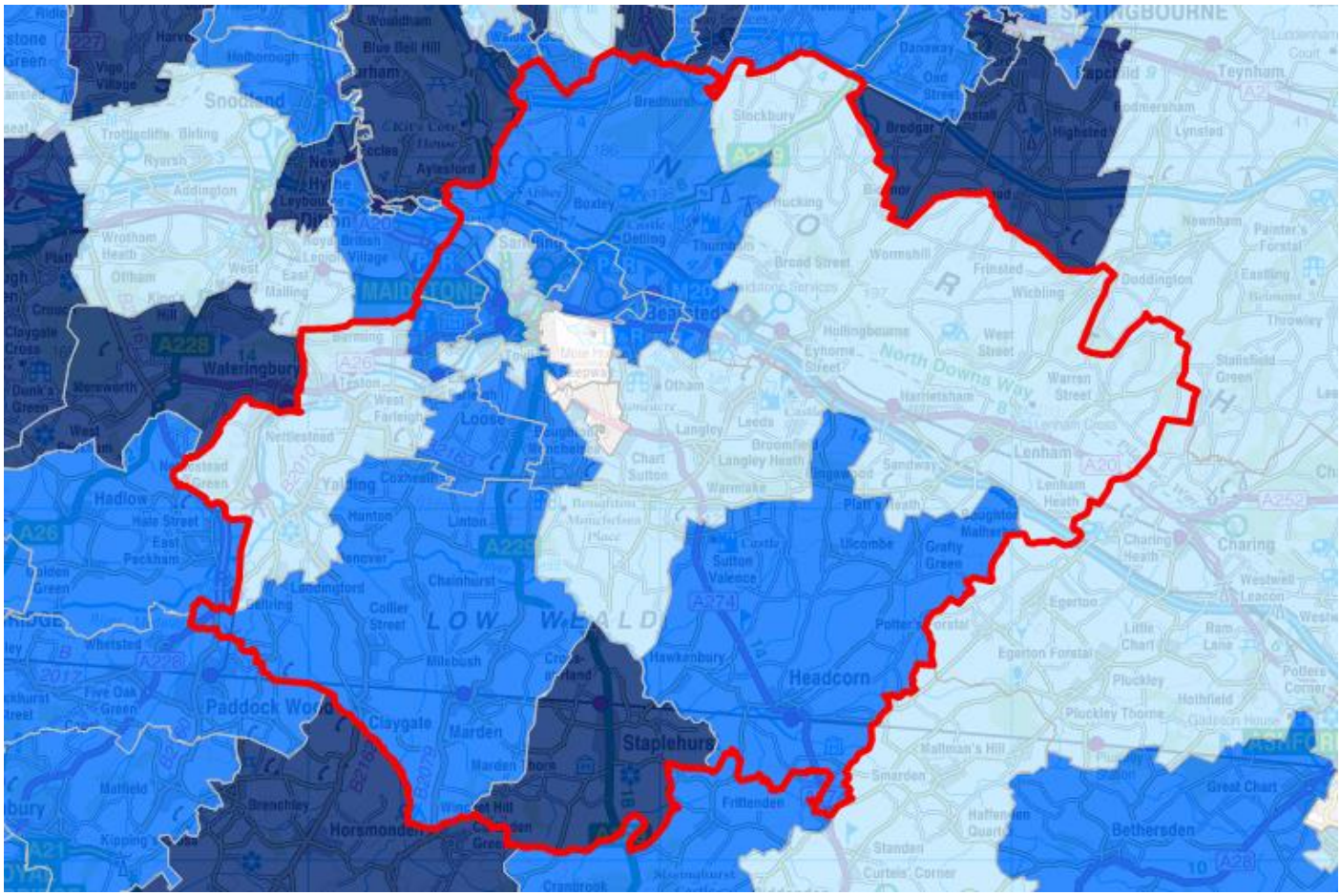
The percentage of the Maidstone population taking part in a sporting competition in the last twelve months was 16.1% in 2015/16, above the south-east figure of 15.6% and the national average of 13.3%.

3.6.6 Satisfaction

The percentage of adults who are very or fairly satisfied with sports provision in Maidstone in 2015/16 was 62.2%, below the south-east figure of 64.3% and in line with the England average of 62.2%.

3.6.7 Geographical variations

Whilst overall rates of participation in the borough are relatively high, as the map overleaf identifies, there are large variations at Middle Super Output Area (MSOA) level, with two areas in the south of Maidstone town in the lowest quartile nationally and one around Staplehurst in the highest quartile.



3.6.8 Individual sports

The *'Active People'* survey also measures levels of participation in individual sports at local authority level and the results for Maidstone, compared with the figures for the South East and England are tabulated below

Sport	*Maidstone*	*South East*	*England*
Swimming	11.7%	12.2%	11.5%
Gym	9.9%	10.9%	10.9%
Health and fitness	7.2%	6.6%	6.7%
Cycling	7.0%	9.5%	8.1%
Running	6.2%	6.7%	6.5%

3.7 'Active Lives' survey

In 2017, Sport England replaced the *'Active People'* survey with the *'Active Lives'* survey, which broadens the definition of engagement in sport and physical activity, with a greater focus on measuring inactivity. The definitions used in the survey are as follows:

- ***Sport and physical activity:*** This includes bouts of at least 10-minutes of moderate or higher intensity sports activities, walking and cycling for leisure or travel, fitness activities and dance.

- ***Active:*** The 'Active' population is defined as those doing at least 150 minutes of the above activities per week.

- ***Fairly active:*** The 'Fairly active' population is defined as those doing at between 30 and 149 minutes of the above activities per week.

- ***Inactive:*** The 'Inactive' population is defined as those doing at 30 minutes or less of the above activities per week.

The key data for Maidstone from the 2018 survey is set out below:

Area	*Active*	*Fairly active*	*Inactive*
Maidstone	60.7%	15.3%	24.0%
Kent	62.9%	13.3%	22.8%
South-East	65.2%	12.5%	22.3%
England	61.8%	12.5%	25.7%

3.8 Market Segmentation

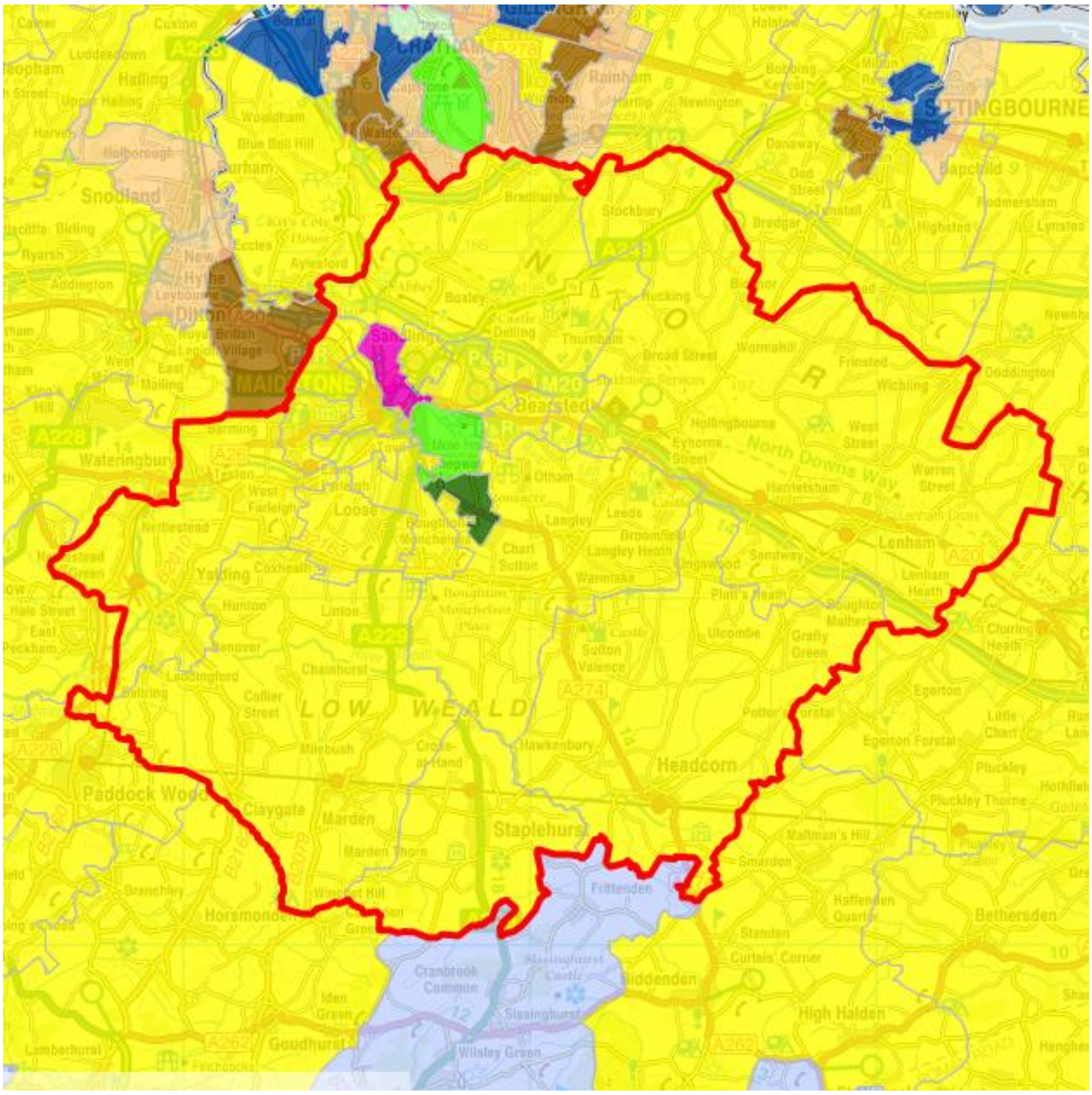
Sport England has analysed 19 adult sporting market segments, to better understand specific motivations for sports participation and barriers to doing more sport and physical activity. The data provides a useful way of anticipating demand for individual types of activity, based upon the extent to which each segment is over or under represented in the local population.

Sport England classifies all market segments with more than 7% of the adult population as 'dominant' and their sporting preferences therefore influence facilities demand in the area. The 'dominant' market segments in Maidstone are listed below:

Segment name	*Characteristics*	*Sports that appeal*
Settling down males	• Age 26-45 • Married • Owner-occupied • Employed full-time • 50% have children • Social class ABC1 • 32% do 3x30 minutes exercise per week • 27% do no exercise	• Canoeing • Skiing • Cricket • Golf • Cycling • Squash • Football

Segment name	*Characteristics*	*Sports that appeal*
Stay at home mums	• Age 26-45 • Married • Owner-occupied • Employed part-time/at home • Children • Social class ABC1 • 25% do 3x30 minutes exercise per week • 33% do no exercise	• Swimming • Tennis • Badminton • Cycling • Aerobics • Horse riding • Pilates • Exercise bike
Comfortable mid-life males	• Age 36-65 • Married • Owner-occupied • Employed full-time • 50% have children • Social class ABC1 • 26% do 3x30 minutes exercise per week • 39% do no exercise	• Sailing • Gym • Football • Jogging • Badminton • Golf • Cycling • Cricket
Empty nest career ladies	• Age 46-55 • Married • Owner-occupied • Employed full-time • No dependent children • Social class ABC1 • 25% do 3x30 minutes exercise per week • 44% do no exercise	• Swimming • Yoga • Walking • Horse riding • Aqua aerobics • Pilates • Step machine • Gym
Early retirement couples	• Age 56-65 • Married • Owner-occupied • Retired/employed full-time • No dependent children • Social class ABC1 • 19% do 3x30 minutes exercise per week • 54% do no exercise	• Swimming • Sailing • Walking • Golf • Aqua aerobics • Shooting • Bowls • Fishing

- ***Geographical variations:*** The 'dominant' market segment in each Middle Super Output Area in Maidstone is mapped overleaf. 'Settling Down Males' (marked in yellow) are the 'dominant' segment in all but three areas of Maidstone town.



3.9 The local sports facilities supply network

Sports facilities provision in Maidstone comprises a mixed economy involving the public, voluntary and commercial sectors. The key providers are as follows:

- ***Maidstone Leisure Trust:*** The Leisure Trust manages the major community leisure facility in the borough at Maidstone Leisure Centre.
- ***YMCA:*** The YMCA provides a community-focussed sports centre in Maidstone with a range of indoor and outdoor facilities.
- ***Schools:*** Schools in the public and private sectors are major sports facilities providers in the borough, although not all provision is community accessible.
- ***Sports clubs:*** Voluntary sector sports clubs provide and run a range of mostly smaller facilities, in particular tennis courts and bowls greens.

- ***Commercial providers:*** The commercial sector is very active in Maidstone, from major national operators like David Lloyd, though to small local businesses. Health and fitness facilities comprise the main form of commercial provision, but some facilities also include tennis courts.

- ***Parish councils:*** Parish councils make some limited provision in the rural parts of the borough, principally tennis courts.

3.10 The implications for sports facilities provision

The implications of the local context for sports facilities provision in Maidstone are as follows:

- ***Relative affluence:*** Maidstone is a relatively affluent area and this is typically associated with higher rates of participation in sport and physical activity.

- ***Population growth:*** The borough's population is projected to increase by 22,380 people by 2031. This will create significant additional demand for sports facilities.

- ***Overall sports participation rates:*** Based upon the 'Active People' survey data, general participation rates in sport and physical activity are higher than the respective county and regional averages. However, the more recent 'Active Lives' Survey suggests that rates have fallen back recently to lower than the wider geographical averages.

- ***Geographical variations in participation:*** Analysis of participation rates at Middle Super Output Area level reveal significant differences between the urban and rural parts of the borough, which will impact upon demand patterns.

- ***'Dominant' market segments:*** Swimming and fitness activities feature highly in the sporting preferences of the 'dominant' market segments in Maidstone, which will inflate local demand for facilities that provide for these sports.

- ***Facilities supply:*** Sports facilities are provided by a mosaic of owners and operators from the public, voluntary and commercial sectors, which highlights the need for and benefits of a strategic approach to co-ordinating provision.

4 STRATEGIC INFLUENCES ON FACILITIES PROVISION

Key findings:

- ***Maidstone Strategic Plan:*** Encouraging the good health and well-being of Maidstone residents is a key action area. The key challenge for all sports facilities providers is to ensure that their 'offer' is sufficiently relevant and attractive to engage a wider participation base, including people who are currently inactive.
- ***Maidstone Planning policy:*** A robust, evidence-based assessment of sports facilities needs in the borough is required to inform planning policy, including the Local Plan Review and this SFS will provide this.
- ***County priorities:*** Kent Sport's Strategic Framework includes a priority for improving sports facilities provision based on strategic and community need, including those on school sites and highlights the need to tackle inactivity and encourage under-represented groups.
- ***National sports policy shifts:*** The move in national sports policy towards prioritising new participants will create a challenge for sport to ensure that the traditional facilities 'offer' is sufficiently relevant and attractive to engage a wider participation base, including people who are currently inactive.
- ***Governing body of sport priorities:*** There are no major identified strategic facilities needs or opportunities in Maidstone, but some potential to link with funding programmes that might enhance local provision.

4.1 Introduction

This section examines the influence of relevant policies and priorities on sports facilities provision in Maidstone, including the impact of national strategies.

4.2 Maidstone Council's Strategic Plan

The Council's work is guided by *'The Strategic Plan 2015-2020'*. The 2017/8 refresh of the plan sets out the vision for the area 'that our residents live in decent homes, enjoy good health and a pleasant environment, with a successful economy that is supported by reliable transport networks'. The vision is being delivered through several Action Areas of which the most relevant to the SFS are:

- Ensuring there are good leisure and cultural attractions.
- Encouraging the good health and wellbeing

Success in these areas will be measured by customer satisfaction with the council's leisure and cultural attractions and some, unspecified health indicators.

4.3 Maidstone Local Plan

The Local Plan sets out local planning policies and identifies how land is used, determining what will be built where. Adopted local plans provide the framework for development and must be positively prepared, justified, effective and consistent with national policy. The Maidstone Borough Local Plan was adopted in October 2017 and sets out the spatial vision for the future as supporting the wider vision of the borough:

- The council's vision for the borough is set out in the Strategic Plan (2015) and its 2017/18 refresh. The Maidstone Borough Local Plan is the spatial expression of the council's vision.

- Policy DM20 deals with Community Facilities, including sports provision and states that:

  - 'Residential development which would generate a need for new community facilities or for which spare capacity in such facilities does not exist, will not be permitted unless the provision of new, extended or improved facilities (or a contribution towards such provision) is secured as appropriate by planning conditions, through legal agreements or through the Community Infrastructure Levy'.

  - 'Proposals which would lead to a loss of community facilities will not be permitted unless demand within the locality no longer exists or a replacement facility acceptable to the council is provided'.

  - 'The council will seek to ensure, where appropriate, that providers of education facilities make provision for dual use of facilities in the design of new schools, and will encourage the dual use of education facilities (new and existing) for recreation and other purposes'.

4.4 Kent Health and Wellbeing Strategy

Maidstone Borough Council is a member of the West Kent CCG Health and Wellbeing Board. This board is responsible for delivery in that area of the wider *'Kent Joint Health and Wellbeing Strategy 2014-2017'* (2014). The health vision as set out in the strategy is 'to improve health and wellbeing outcomes, deliver better coordinated quality care, improve the public's experience of integrated health and social care services, and ensure that the individual is involved and at the heart of everything we do'. The strategy makes no mention of sport and physical activity is promoted only as a way of decreasing obesity. No specific targets for participation are set out.

4.5 Kent Sport's Strategic Framework

Kent Sport (the Kent and Medway County Sports Partnership) produced a *'Towards an Active County - Strategic Framework'* (2017), with nine key themes for sport and physical activity in the county to 2021:

- ***Supporting the inactive to become active:*** Based upon at least 30 minutes of moderate intensity exercise per week.

- ***Maximising the benefits of sport and physical activity to other social agendas:*** This includes physical wellbeing, mental wellbeing, social and community development, individual development and economic development.

- ***Increasing participation:*** In sport and physical activity and providing appropriate opportunities to help ensure habits become resilient and the core market is sustained.

- ***Providing appropriate opportunities for children and young people:*** To be active as they transition through different stages of their lives.

- ***Addressing the inequalities:*** In sport and physical activity engagement, with a particular focus on those in lower socio-economic groups, women and girls, disabled people and older people.

- ***Improving facilities:*** For sport and physical activity, ensuring they attract new customers, meet customer need and provide a good customer experience.

- ***Supporting the voluntary sector and volunteering:*** Ensuring diversity amongst volunteers.

- ***Supporting and developing talented performers:***

- ***Maximising the use of major events:*** To promote participation and volunteering opportunities.

Specific facilities objectives are as follows:

- Facilities should be welcoming and provide a varied programme, including traditional and non-traditional sport/physical activities, to encourage and support a diverse range of people to become active or engaged in sport. This should include investigating new and innovative facilities and equipment, and should also take account of access, cultural, or gender requirements of users.

- Partners should promote the outdoors environment, including the countryside, as a means for people to become and stay active.

- Partners should consider and promote the use of local community assets (e.g. community halls and open spaces) in order to provide local, accessible opportunities that people can build into their everyday life.

- The training of facility staff and volunteers should be undertaken to ensure high standards in health and safety, customer service and awareness of the needs of inactive people and under-represented groups, to ensure facilities cater for a wide range of customers.

4.6 The Government's Planning Policies

In July 2018, the Government published revisions to the *'National Planning Policy Framework'* (2018), setting out its economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The policies of greatest relevance to sports facilities provision and retention are as follows:

- ***Sustainable development:*** 'The purpose of the planning system is to contribute to the achievement of sustainable development. Sustainable development means development that meets the needs of the present without compromising the ability of future generations to meet their own needs'.

- ***Health and well-being:*** 'Local planning authorities should work with public health leads and health organisations to understand and take account of the health status and needs of the local population, including expected future changes, and any information about relevant barriers to improving health and well-being'.

- ***Open space, sports and recreational facilities:*** 'Access to good quality opportunities for sport and recreation can make an important contribution to the health and well-being of communities. The planning system has a role in helping to create an environment where activities are made easier and public health can be improved. Planning policies should identify specific needs and quantitative or qualitative deficits or surpluses of sports and recreational facilities in the local area. The information gained from this assessment of needs and opportunities should be used to set locally derived standards for the provision of sports and recreational facilities'.

- 'Existing open space, sports and recreational buildings and land should not be built on unless:

  - An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

  - The need for and benefits of the development clearly outweigh the loss'.

The Government also issued *'National Planning Practice Guidance'* in 2014 and the following is of particular relevance to sports facilities:

- ***Sport and recreation provision:*** 'Open space should be taken into account in planning for new development and considering proposals that may affect existing open space. It can provide health and recreation benefits to people living and working nearby'.

  - 'Authorities and developers may refer to Sport England's guidance on how to assess the need for sports and recreation facilities'.

  - **'**Local planning authorities are required to consult Sport England in certain cases where development affects the use of land as playing fields. Where there is no requirement to consult, local planning authorities are advised to consult Sport England in cases where development might lead to loss of, or loss of use for sport, of any major sports facility, the creation of a site for one or more playing pitches, artificial lighting of a major outdoor sports facility or a residential development of 300 dwellings or more'.

- ***Health and well-being:*** 'Local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in local and neighbourhood plans and in planning decision making'.

  - 'Development proposals should support strong, vibrant and healthy communities and help create healthy living environments which should, where possible, include making physical activity easy to do'.

  - 'Opportunities for healthy lifestyles must be considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity and promotes high quality open spaces and opportunities for play, sport and recreation).

4.7 The Government's Sports Strategy

The Government's sports strategy *'Sporting Future: A New Strategy for an Active Nation'* (2015) sets the context for a national policy shift. It contains the following material of relevance to sports facilities provision in Maidstone:

- The Strategy seeks to 'redefine what success looks like in sport' by concentrating on five key outcomes: physical wellbeing, mental wellbeing, individual development, social and community development and economic development.

- The benefit of engaging those groups that typically do little or no activity is immense. Future funding will therefore focus on those people who tend not to take part in sport, including women and girls, disabled people, those in lower socio-economic groups and older people.

4.8 Sport England Strategy

Sport England's strategy *'Towards an Active Nation'* (2016) contains a significant policy shift to encourage more currently inactive people to become active, with a relative move away from support for programmes aimed at existing participants. Elements of particular relevance to sports facilities provision in Maidstone are as follows:

- More money and resources will be focused on tackling inactivity because this is where the gains for the individual and for society are greatest.

- There will be greater investment in children and young people from the age of five to build positive attitudes to sport and activity as the foundations of an active life.

- Sport England will work with those parts of the sector that serve existing participants to help them identify ways in which they can become more sustainable and self-sufficient.

4.9 Governing Bodies of Sport Strategies

A number of the governing bodies of sport have produced facilities strategies, which are summarised below, to assess their implications for provision in Maidstone borough:

Sport	*Facilities priorities*	*Implications for Maidstone*
Athletics	A hierarchy of facilities is proposed in UK Athletics *'Facilities Strategy 2014 - 2019'* (2014) including: • **Club Training Venue -** Track and field facilities (indoor and outdoor) that have a strong anchor club with 100+ track and field members. To support site sustainability, Club Venues should have excellent social and ancillary provision and facilities that actively encourage multi-sport usage. • **Compact Athletics Facility -** A new generation of affordable and sustainable indoor and outdoor athletics satellite facilities that provide a stepping stone into Club Venues. They are designed to fit available spaces and budgets and provide functional, inspiring, facilities at which people of all ages and abilities can improve their fitness and confidence and develop the fundamental athletics movement skills.	Existing athletics track provision means that there are no immediate needs for smaller-scale facilities.
Badminton	Badminton England's *'National Facilities Strategy* (2012) lists the specific requirements of facilities used for badminton: • The hall should have a sprung floor as a minimum. • The lighting must be suitable (no lights above the courts and no natural light). • There should be appropriate space around the court for safety. • The walls must be the right colour (green or blue). • The ceiling must be the appropriate height (6.7m). Priority areas are identified for 'Community Badminton Networks'.	Maidstone is identified as a priority area.
Basketball	The British Basketball Federation's *'Transforming Basketball Together in Britain 2016 - 2028'* (2016) contains an objective to 'develop a clear facilities strategy for basketball, creating community hubs including, where appropriate, arenas that sit at the heart of communities and are homes for the leading elite and community clubs'.	Maidstone is not identified as a priority area.
Gymnastics	British Gymnastics' *'Facility Strategy 2017 - 2021'* (2017) identifies a range of gymnastics facilities options: • **Standalone dedicated facilities -** Achievable for most clubs. Can provide for participation and competition. • **Multi-venue dedicated facilities -** For large club-based organisations looking to further expand opportunities. • **Dedicated facility as part of a multi-sport venue -** Most likely to be local authority-based projects. • **Non-dedicated space as part of leisure centre -** Ideal for club delivery and mass participation activities. • **Satellite venues -** Opportunities for clubs to scale up their programmes and increase activity options. • **Non-dedicated spaces in leisure centres -** Ideal for introductory level, mass participation programmes.	Opportunities to create or enhance local gymnastics provision.

Sport	*Facilities priorities 2013 - 2017*	*Implications for Maidstone*
Squash	England Squash and Racketball's *'Game Changer: Participation Strategy'* (2015) states that 'although we support the development of facilities, our resources cannot create a significant impact on the thousands of courts in the country. Our past efforts to support court development have been beneficial but limited'.	Maidstone is not identified as a priority area.
Swimming	Swim England's *'Towards a Nation Swimming: A Strategic Plan for Swimming in England 2017 - 2021'* (2017) has no facilities priorities but includes a commitment to 'working with providers to create a swimming environment that is more inclusive and exceeds the expectations of swimmers'.	There is potential to optimise and rationalise the use of local pools through co-ordinated programming.
Table tennis	Table Tennis England's *'Facilities Strategy 2015* - 2025' (2015) identifies that table tennis takes place in a variety of settings: • **Formal club-led environments -** Consisting of dedicated table tennis facilities (equipped for and predominantly used by table tennis), school halls, community halls, church halls, multisport clubs and leisure centres. • **Informal social environments -** Including bars, workplaces, parks, sport-specific clubs and community spaces. To support sustainable clubs, the priorities are: • Establish a minimum of one accessible, high quality dedicated multi-table facility in every active county. • Support current clubs to ensure long-term security of use of their facilities and to develop facilities or access multisport and multi-use environments. To support the social recreational game, the priorities are: • Support the implementation of free-to-use outdoor tables, prioritising centres of population. • Establish a network of social table tennis venues offering vibrant informal environments for all.	Equipment packages may enhance local participation opportunities.
Tennis	The Lawn Tennis Association's *'Transforming Tennis Together'* programme will invest £125 million over 10-years to improve local tennis facilities, with a target to: • Increase the number of covered and floodlit courts by 50%. • Install online booking and entry systems so everyone can book a tennis court easily from their mobile phone, computer or tablet. • Refurbish courts, clubhouses and other social spaces to ensure players have a great experience every time they visit. • Support other innovative and creative ideas that meet local demand.	Significant opportunities to improve local facilities, linked to tennis participation programmes.

4.10 The implications for sports facilities provision

The implications of the key strategic influences on sports facilities provision in Maidstone are:

- ***Maidstone Strategic Plan:*** Encouraging the good health and well-being of Maidstone residents is a key action area. The key challenge for many sports is to ensure that their 'offer' is sufficiently relevant and attractive to engage a wider participation base, including people who are currently inactive.

- ***Maidstone Planning policy:*** A robust, evidence-based assessment of sports facilities needs in the borough is required to inform planning policy, including the Local Plan review and this SFS will provide this to help ensure good future provision.

- ***County priorities:*** It is an identified priority to ensure that appropriate facilities provision is made to support an increase in sport and physical activity.

- ***National sports policy shifts:*** The move in national sports policy towards prioritising new participants will create a challenge for sport to ensure that the traditional facilities 'offer' is sufficiently relevant and attractive to engage a wider participation base, including people who are currently inactive.

- ***Governing body of sport priorities:*** There are no major identified strategic facilities needs or opportunities in Maidstone, but some potential to link with funding programmes that might enhance local provision.

5 SPORTS HALLS

Key findings:

- ***Quantity:*** There are nine community-accessible sports halls in Maidstone, plus one other facility without public access. There is no current spare peak-time sports hall capacity in the borough. Additional demand by 2031 will amount to the equivalent of 1.6 four-badminton court sized sports halls with full community access.
- ***Quality:*** The quality of most aspects of most sports halls is rated as 'average' or better. Only two sports halls comply with (or exceed) the dimensions recommended by Sport England for halls that can cater for a full range of multi-sports use.
- ***Accessibility:*** All the main populated areas of the borough are within 15-minutes driving time of a community-accessible sports hall with 'pay-and-play' access.
- ***Availability:*** Seven of the nine sports halls in the borough are on school sites, with limited midweek daytime access and only four halls offer regular weekend availability. None of the school facilities has secured community use.

5.1 Introduction

This section examines the provision of sports halls in Maidstone. Sports halls are defined as indoor halls with multi-sport markings and minimum dimensions equivalent to three badminton courts (27m x 18m). Sports halls cater for a wide range of sporting needs, including aerobics, indoor athletics, badminton, basketball, boxing, indoor cricket, five-a-side football, gymnastics, handball, korfball, netball, roller skating, table tennis, trampolining and volleyball.

5.2 Quantity

5.2.1 Sports halls with community use

The location and dimensions of sports halls with community use in Maidstone is as follows:

Facility	*Address*	*Dimensions*	*Year built*
Cornwallis Academy	Hubbard Lane, Coxheath ME17 4HX	33m x 18m	2011
Lenham School	Ham Lane, Lenham ME17 2LL	33m x 17m	1972
Maidstone Grammar School	Barton Road, Maidstone ME15 7BT	33m x 17m	1965
Maidstone Leisure Centre	Mote Park, Maidstone ME15 8NQ	32m x 26m	1991
New Line Learning Academy	Ham Lane, Lenham ME17 2LL	31m x 26m	2010
St Augustine Academy	Boughton Lane, Maidstone ME15 9QL	36.6m. x 18.3m	2007
Sydney Wooderson Sports Centre	North Street, Sutton Valence ME17 3HN	45m x 23m	2005
The Maplesden Noakes School	Buckland Road, Maidstone ME16 0TJ	33m x 18m	2008
YMCA	Melrose Close, Maidstone ME15 6BD	34.5m x 20m	2011

5.2.2 Sports halls without community use

The location and dimensions of the sports hall without community use in Maidstone is as follows:

Facility	*Address*	*Dimensions*	*Year built*
St. Simon Stock School	Oakwood Park, Maidstone ME16 0JP	34.5m x 20m	2005

5.3 Quality

5.3.1 The criteria assessed

The quality of sports halls was assessed by a non-technical visual inspection during a site visit to all facilities. The criteria that were evaluated were as follows:

- ***Playing area:*** The overall condition, playing surface, clear span roof height, lighting, spectator provision, equipment and fitness for purpose.
- ***Changing facilities:*** The capacity, condition and fitness for purpose.
- ***Disability access:*** The extent of full disabled access to the facility, including the provision of access ramps, dedicated changing, toilets and car parking.
- ***Maintenance and cleanliness:*** The quality of maintenance and cleanliness standards.
- ***General access:*** Including car parking, signposting, external lighting and proximity to public transport.

5.3.2 The basis of the ratings

The facilities were rated on a five-point scale, where 5 equates to 'very good' (highlighted in green below), 4 to 'good' (also highlighted in green below), 3 to 'average' (highlighted in yellow below), 2 to 'poor' (highlighted in red below) and 1 to 'very poor' (also highlighted in red below). The ratings for the sports halls in Maidstone are shown in the table below.

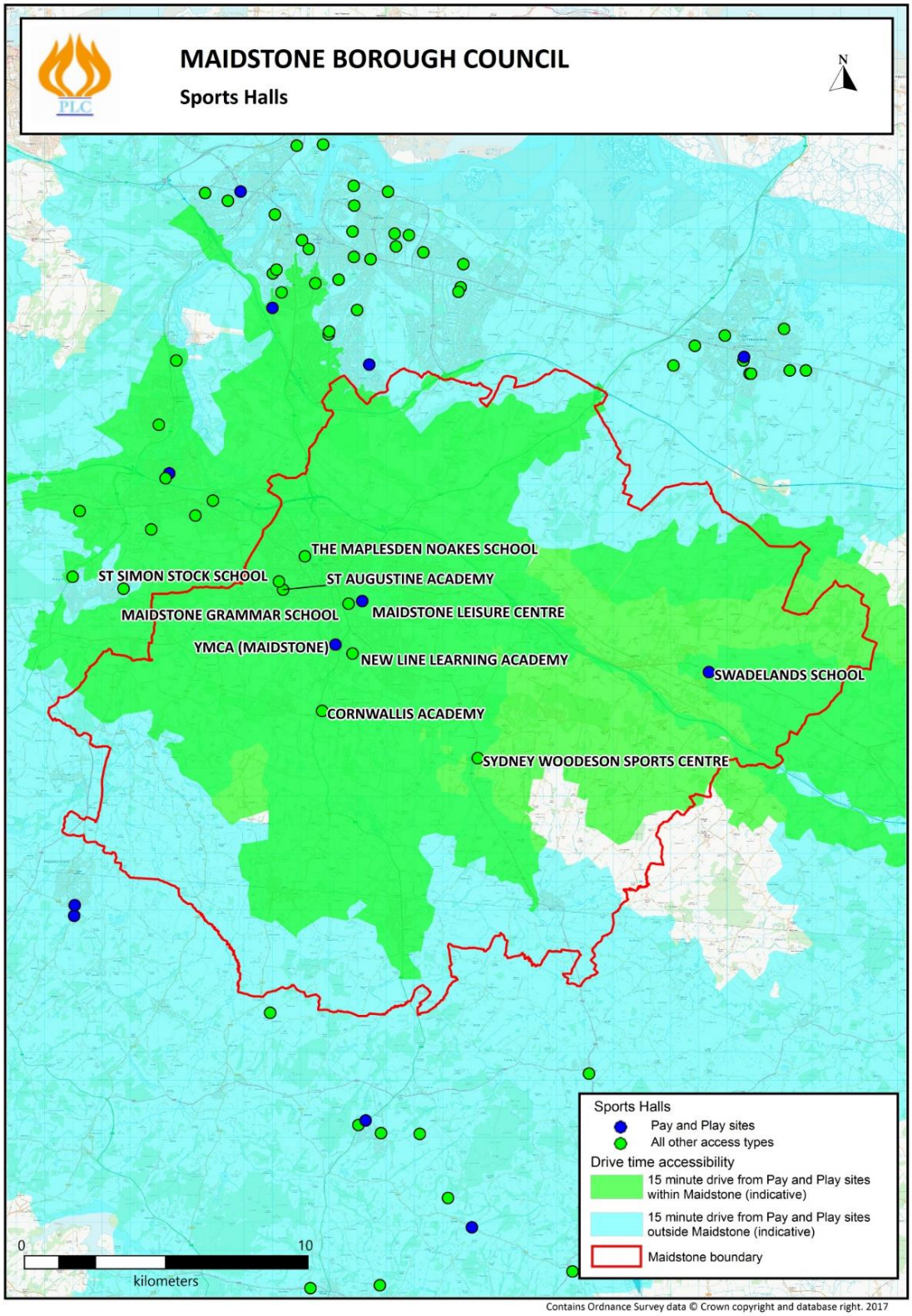
Facility	*Playing area*	*Changing*	*Disability Access*	*Maintenance*	*General access*
Cornwallis Academy	4	3	3	5	5
Lenham School	4	3	3	4	3
Maidstone Grammar School	4	4	4	5	4
Maidstone Leisure Centre	4	4	5	3	3
New Line Learning Academy	4	3	4	4	4
St Augustine Academy	4	2	2	3	4
Sydney Wooderson Sports Centre	5	4	3	5	2
The Maplesden Noakes School	3	3	2	4	3
YMCA	4	4	3	4	3

5.4 Accessibility

The map overleaf shows the location of all sports halls in Maidstone:

- Based on Sport England research, the 'effective catchment' for sports halls (defined as the time/distance travelled and the prevailing mode of transport used by up to 90% of facility users) is 15 minutes driving time.
- Sports halls with 'pay and play' access are marked in blue, with their 15-minute drive time catchments, which are denoted in green for facilities within the borough and in pale blue for those in neighbouring areas with catchments that overlap the borough boundary.

- Sports halls with only block-booked access are marked in green.


MAIDSTONE BOROUGH COUNCIL
Sports Halls
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THE MAPLESDEN NOAKES SCHOOL
ST SIMON STOCK SCHOOL
ST AUGUSTINE ACADEMY
MAIDSTONE GRAMMAR SCHOOL
MAIDSTONE LEISURE CENTRE
YMCA (MAIDSTONE)
NEW LINE LEARNING ACADEMY
SWADELANDS SCHOOL
CORNWALLIS ACADEMY
SYDNEY WOODESON SPORTS CENTRE
Sports Halls
Pay and Play sites
All other access types
Drive time accessibility
15 minute drive from Pay and Play sites within Maidstone (indicative)
15 minute drive from Pay and Play sites outside Maidstone (indicative)
Maidstone boundary
0
10
kilometers
Contains Ordnance Survey data © Crown copyright and database right. 2017

5.5 Availability

The table below identifies the opening hours, usage arrangements, pricing, booking arrangements and used capacity in the peak periods.

Facility	*Opening hours and basis of use*	*Pricing and booking arrangements*	*Peak period usage levels*
Cornwallis Academy	Mon-Fri 6pm -10pm Block bookings only	Whole hall £30 Badminton court £7.50 Bookings by phone.	75%
Lenham School	Mon-Fri 5pm - 9pm Sat 8am - 4pm Sun 10am - 4pm	Whole hall £30 Badminton Court £7.50 Bookings in person, on-line or by phone.	90% Mon - Thurs 50% other times
Maidstone Grammar School	Mon-Fri 6pm - 10pm Weekends by arrangement 'Pay-and-play' and block bookings	Whole hall £35 Badminton court £10 Bookings in person, or by phone after enquires on-line.	80%
Maidstone Leisure Centre	Mon-Fri 6.30am -10pm Sat-Sun 8am - 8pm 'Pay-and-play' and block bookings	Whole hall (peak) £105 Badminton court £13.50 Bookings in person, on-line or by phone.	85%
New Line Learning Academy	Mon-Fri 6pm - 10pm Block bookings only	Whole hall £40 Badminton court £7.50 Bookings in person or by phone.	80%
St Augustine Academy	Mon-Fri 6pm - 10pm Block bookings only	Whole Hall £30 Bookings in person or by phone.	100%
Sydney Wooderson Sports Centre	Mon-Fri 6pm - 8pm Block bookings only	Whole hall £40 Bookings by phone.	100%
The Maplesden Noakes School	Mon - Fri. 6pm - 9.30pm Sat 9am - 3.30pm Block bookings only	Whole hall £30 Badminton court £10 Bookings in person, or by phone after enquires on-line.	90%
YMCA	Mon - Fri 6.25am - 10pm Sat - Sun 8am - 6pm Membership required, then 'pay-and-play' and block bookings available.	Membership £41 per annum Whole hall £45 Badminton court £10.50 Bookings in person, or by phone.	95%

5.6 Key findings on supply

The key findings are as follows:

- With seven of the nine sports halls in the borough on school sites, there is limited midweek daytime access to sports halls and only four halls offer regular weekend availability.

- Only two of the community-accessible sports halls comply with (or exceed) the dimensions of 34.5m x 20m recommended in Sport England's *'Sports Halls Design and Layouts'* (2012) for halls that can cater for a full range of multi-sports use.

- Halls on school sites are typically provided as 33m x 17m or 33m x 18m to meet education needs, but have some limitation scattering for sports such as netball, handball, hockey and korfball.

- All the main populated areas of the borough are within 15-minutes driving time of a community-accessible sports hall with 'pay-and-play' access.

- Five of the halls are only available for block bookings by clubs or individuals, which mitigates against casual participants who may wish to play on an irregular or intermittent basis.

- Pricing is generally fairly consistent, with a full hall rate of £30 to £40 per hour at most facilities. Whilst the charges at Maidstone Leisure Centre are higher, the hall is 50% larger than the 'standard' four badminton court dimensions and under the Trust's membership scheme, a single badminton court can be hired for £10.50 which is comparable to charges elsewhere.

- Peak time utilisation rates are universally high. Sport England recognises a measure of 'comfortable capacity', where a sports hall is regarded as effectively fully utilised when peak usage levels reach 80%. This reflects the fact that changeover periods between bookings, particularly those that involve removing and/or installing equipment, will reduce the usage time available. Seven of the nine sports halls in Maidstone are used to above 'comfortable capacity'.

5.7 The views of stakeholders

Badminton England commented as follows:

- 'We do not have our own Capital Investment funding but we are keen to work with providers and leisure operators to ensure affordable, accessible and appropriate facilities are available locally to play our sport. We have partnerships with five of the major national leisure operators (Places Leisure, Fusion, Parkwood, Freedom Leisure, Everyone Active) and continually exploring how we work with local operators to improve experience'.

- 'Within Kent Maidstone is a key area for us and the County Association (Kent Badminton Ltd) are particularly keen to see improved provision and opportunities available in the County Town'.

- 'Working together this development work will see increased participation, particularly at junior level and hence increased demand on facilities and court access. We are particularly focused in supporting and developing our Core Market which will see more clubs and players joining clubs'.

- 'To support this, we have funding available to support existing clubs grow - which have proven very popular and successful - as well as supporting the setup of new clubs. Some of the demand for this is created by the continued expansion of our primary programme - Racket Pack - which is seeing an increased number of primary-aged pupils take up and play badminton'

- 'In Maidstone there are currently four clubs that play at the Memorial Hall, St Augustine's Academy, Bower Grove School and slightly further afield at the RBLI (in Tonbridge). However, these are all senior clubs so we will be looking to increase the provision for junior clubs in the near future that will obviously increase demand on courts. Maidstone Leisure Centre offers pay and play and our recreational adult programme (No Strings Badminton) as does the Maidstone YMCA. The number of courts available in the area is good but as a number of these are in educational establishments, they are not always the easiest to access'.

5.8 Current demand for sports halls

5.8.1 Expressed demand

Expressed community use demand for sports halls in Maidstone is as follows:

Facility	*Peak hours available*	*Peak hours utilised*	*% Peak utilisation*
Cornwallis Academy	20	15	75%
Lenham School	32	22	69%
Maidstone Grammar School	20	16	80%
Maidstone Leisure Centre	32	27	85%
New Line Learning Academy	20	16	80%
St Augustine Academy	20	20	100%
Sydney Wooderson Sports Centre	10	10	100%
The Maplesden Noakes School	24	22	90%
YMCA	32	30	95%
TOTALS	***210***	***178***	***85%***

5.8.2 Displaced demand

Displaced demand relates to users of sports halls from within the study area which takes place outside of the area. The following sports halls with community 'pay-and-play' accessibility are located in adjacent local authority areas, close enough to the borough boundary to provide usage opportunities for Maidstone residents.

Facility	*Address*	*Distance from Maidstone boundary*
Angel Leisure Centre	Angel Lane, Tonbridge TN9 1SF	3 miles
Kings Rochester Sports Centre	Maidstone Road, Rochester ME1 3QJ	3 miles
Lordswood Leisure Centre	North Dane Way, Chatham ME5 8AY	1 mile
Putlands Sports Centre	Mascalls Court Rd., Paddock Wood TN126NZ	2 miles
Swallows Leisure Centre	Central Avenue, Sittingbourne ME10 4NT	4 miles
Tunbridge Wells Sports Centre	St. John's Road, Tunbridge Wells TN4 9TX	2 miles
Weald Sports Centre	Angley Road, Cranbrook TN17 2PN	3 miles

Sport England's Facilities Planning Model (FPM) 2017 run for sports halls in Maidstone, which is examined in greater detail below, estimates that 27.7% of all sports hall demand in the borough is exported to facilities in neighbouring areas.

5.8.3 Unmet demand

Sport England's Facilities Planning Model (FPM) also included an assessment of unmet demand for sports halls in the borough. This involves two components:

- Demand that cannot be met within a sports hall catchment due to excess demand for that facility.

- Demand that cannot be met because it is located outside the catchment of a sports hall.

The FPM estimates that 7.2% of all demand for sports halls in Maidstone is currently unmet, which is equivalent to demand for 3.4 badminton courts (equivalent to slightly less than one sports hall). 95.4% of the unmet demand is attributable to the population living beyond the catchment of a sports hall.

5.9 Local sports participation priorities

There are no specific local sports participation priorities in Maidstone, other than a general policy commitment to promote health and well-being through increased levels of physical activity. Sports halls have a role to play in this, given the breadth of appeal of the wide range of indoor sports and activities that they can accommodate.

5.10 Sport-specific priorities

Analysis of sport-specific strategies (summarised in section 4.9 above) and consultation with Kent Sport and the governing bodies of sport produced a limited range of priorities in relation to local sports hall provision:

- ***Basketball:*** Maidstone Warriors Basketball Club operates at the YMCA sports hall where it runs youth and disability sessions and Aylesford School which lies outside the borough.

- ***Table Tennis:*** Table Tennis England responded that Maidstone is not a priority area and that local clubs are primarily based in village and community halls rather than larger sports halls

- ***Volleyball:*** Maidstone Volleyball Club is based at Maidstone Leisure Centre and is working with the Maidstone Leisure Trust to attract young players.

5.11 Future demand for sports halls

5.10.1 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

5.10.2

Participation rates

One factor in considering future sports participation rates is to track historical trends, as a guide to possible future developments.

- ***National trends:*** Sport England's *'Active People'* survey has recorded adult (16+) weekly participation rates for each sport at national level on an annual basis since 2005. The results for those sports that use sports halls are tabulated below. Badminton, Basketball and Tennis have also experienced statistically significant decreases, whilst Netball and Table Tennis have both achieved statistically significant increases:

Sport	*2005/06*	*2007/08*	*2008/09*	*2009/10*	*2010/11*	*2011/12*	*2012/13*	*2013/14*	*2014/15*	*2015/16*	*% Change*
Badminton	1.29%	1.24%	1.20%	1.24%	1.20%	1.26%	1.16%	1.13%	1.04%	0.97%	-0.32%
Basketball	0.39%	0.45%	0.46%	0.36%	0.36%	0.35%	0.36%	0.31%	0.36%	0.35%	-0.04%
Gymnastics	0.14%	0.15%	0.12%	0.12%	0.11%	0.12%	0.11%	0.09%	0.10%	0.15%	+0.01%
Judo	0.04%	0.05%	0.04%	0.06%	0.03%	0.06%	0.04%	0.05%	0.04%	0.04%	No change
Netball	0.27%	0.29%	0.32%	0.34%	0.31%	0.37%	0.28%	0.35%	0.36%	0.42%	+0.15%
Table Tennis	0.17%	0.18%	0.20%	0.30%	0.32%	0.23%	0.25%	0.22%	0.23%	0.24%	+0.07%
Tennis	1.12%	1.18%	1.27%	1.04%	0.88%	1.03%	0.94%	0.97%	0.97%	0.90%	-0.22%
Volleyball	0.08%	0.12%	0.09%	0.09%	0.07%	0.06%	0.07%	0.06%	0.07%	0.08%	No change

- ***Local trends:*** Sport England's *'Active People'* survey has recorded adult (16+) weekly participation rates for Maidstone an annual basis since 2005. The results are tabulated below and show that whilst rates have fluctuated over the survey periods, there is an overall increase between 2005 and 2016, although due to the small sample sizes at local authority level (550 people), this is not regarded as statistically significant:

2005/06	*2007/08*	*2008/09*	*2009/10*	*2010/11*	*2011/12*	*2012/13*	*2013/14*	*2014/15*	*2015/16*	*% Change*
34.9%	39.2%	34.5%	36.3%	35.0%	36.1%	32.1%	37.0%	35.6%	39.3%	+4.7%

5.10.3 Future projections

Sport England has developed the Sport Facility Calculator (SFC), to help to quantify how much additional demand for key community facilities like sports halls, will be generated by population increases. The SFC uses Sport England survey data on who uses facilities and applies this to the population profile of the local area. This builds up a profile of usage, which can be then applied to estimate how much demand any given population would generate.
This demand is then converted into the quantity of facilities needed and expressed as badminton courts to define sports hall needs. For the purposes of projecting future demand in Maidstone, population growth of 22,380 by 2031 was assumed, along with current participation rates, since there have been no statistically significant increases since 2005, either locally in Maidstone or collectively for the sports that use sports halls. Based upon this, the SFC calculates demand for an additional 6.2 badminton courts, which is equivalent to 1.6 four-badminton court sized sports halls with full community access.

5.12 Key findings on demand

The key findings are as follows:

- Expressed demand for sports halls in Maidstone is high. In the peak demand periods, seven of the nine sports halls in Maidstone are used to above Sport England's calculated 'comfortable capacity' figure of 80%.

- Sport England's Facilities Planning Model (FPM) 2017 run for sports halls in Maidstone, estimates that 27.7% of all sports hall demand in the borough is exported to facilities in neighbouring areas.

- The FPM estimates that 7.2% of all demand for sports halls in Maidstone is currently unmet, which is equivalent to demand for 3.4 badminton courts (equivalent to slightly less than one sports hall). 95.4% of the unmet demand is attributable to the population living beyond the catchment of a sports hall.

- Sport England's Sport Facility Calculator projects demand for an additional 6.2 badminton courts by 2031, which is equivalent to 1.6 four-badminton court sized sports halls with full community access.

5.13 The balance between sports hall supply and demand

Four criteria have been assessed to evaluate the balance between sports hall supply and demand in Maidstone:

- ***Quantity:*** Are there enough facilities with sufficient capacity to meet needs now and in the future?

- ***Quality:*** Are the facilities fit for purpose for the users now and in the future?

- ***Accessibility:*** Are the facilities in the right physical location for the users now and in the future?

- ***Availability:*** Are the facilities available for those who want to use them now and in the future?

5.14 Quantity

5.13.1 Current needs

Current sports halls in Maidstone are assessed to be at operating at over 'comfortable capacity', with a small shortfall in provision based upon the following evaluation:

- ***Used peak capacity:*** Average peak utilisation rates for sports halls in Maidstone are 85%, which is above Sport England's 'comfortable capacity' figure of 80%. This suggests that the current number of community-accessible sports halls is inadequate to meet current needs, with a small capacity shortfall.

- ***Satisfied demand:*** The FPM supports this conclusion, calculating that 92.8% of demand for sports halls in Maidstone is met by current provision. The unmet demand is assessed to be equivalent to 3.4 badminton courts (0.85 of a sports hall).

- ***Exported demand:*** The FPM calculates that 27.7% of all sports hall demand in the borough is exported to facilities in neighbouring areas. This reflects both the lack of capacity in sports halls in Maidstone and the availability of some accessible spare capacity in adjacent local authorities.

- ***Sports hall dimensions:*** Only two of the sports halls comply with (or exceed) the dimensions of 34.5m x 20m recommended in Sport England's *'Sports Halls Design and Layouts'* (2012) for halls that can cater for a full range of multi-sports use. This does not cause immediate problems at present, because the smaller halls can cater adequately for recreational style play, but the needs of netball, handball, hockey and korfball, which rely on the larger halls should be kept under review and all new facilities should comply with the larger dimensions.

- ***Unavailable facilities:*** A sports hall at St. Simon Stock School in Maidstone is currently unavailable for community use and the school has indicated that this position is unlikely to change. It does, however, represent one option for addressing the current deficit.

- ***Changes in supply:*** There are no known proposals to provide additional sports halls in the borough at present. However, seven of the nine existing sports halls are on school sites with no formal community use agreements, so access could in theory be withdrawn at any time.

5.13.2 Future needs

The quantity of sports halls required to meet future needs has been assessed as equivalent to 1.6 four-badminton court sized sports halls with full community access, based upon the following evaluation:

- ***Demand increases:*** The borough's population is projected to increase by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

- ***Participation trends:*** Based on national and local sports participation trends, for the purposes of forecasting future demand the likeliest scenario is for participation rates to remain at their current levels.

- ***Additional needs:*** Based upon a population increase of 22,380 people in the borough by 2031 and sports participation rates remaining at current levels, Sport England's Sport Facility Calculator projects demand for an additional 6.2 badminton courts, which is equivalent to 1.6 four-badminton court sized sports halls with full community access.

5.15 Quality

5.14.1 Current quality

There are no critical quality issues relating to sports halls in Maidstone, although the position should be kept under review based upon the following evaluation:

- ***Existing quality issues:*** Most sports halls rate from 'average' to 'good' across all quality categories, with the exception of 'poor' ratings for changing and disabled access at St. Augustine Academy, general access to the Sydney Wooderson Sports Centre and disability access at the Maplesden Noakes School. None of these quality issues has a significant impact upon either capacity or usage levels at present.

- ***Ageing facilities:*** The Maidstone Grammar School and Lenham School sports halls were built in 1965 and 1972 respectively and have not been extensively refurbished since. Both facilities are likely to be reaching the end of their planned life expectancy, which will reduce the available supply unless they are replaced.

5.14.2 Future quality

By the end of the plan period in 2031, the Maidstone Leisure Centre sports hall will be at the end of its design life. The current management contract with Maidstone Leisure Trust expires in 2024, which may provide an opportunity to assess the options.

5.16 Accessibility

5.15.1 Current accessibility

Some parts of the borough lie beyond the catchment of the nearest sports hall based upon the following evaluation:

- ***Geographical spread:*** All the main populated areas of the borough are within 15-minutes driving time of a community-accessible sports hall with 'pay-and-play' access. There is one small area in the south-east of the borough near Ulcombe that is more than 15-minutes' drive from a community-accessible sports hall, although Sydney Wooderson Sports Centre is within 15-minutes for use involving block bookings by clubs.

- ***Unmet demand:*** The FPM estimates that 7.2% of all demand for sports halls in Maidstone is currently unmet, which is equivalent 728 visits per week in the peak period. This equates to demand for 3.4 badminton courts (equivalent to 0.85 of a sports hall). 95.4% of the unmet demand is attributable to the population living beyond the catchment of a sports hall.

- ***Location of unmet demand:*** The FPM calculates that the unmet demand is spread thinly across the district, rather than being focussed in a particular area.

5.15.2 Future accessibility

To ensure that there is adequate accessibility to sports halls in the future, an appropriate level of developer contributions will be required to upgrade existing facilities and/or to provide new ones, appropriately located in relation to the new population.

5.17 Availability

5.16.1 Current availability

There are a number of current impediments to sports hall availability in Maidstone:

- ***'Pay and play' availability:*** Because of the management arrangements at many of the sports halls on school sites in Maidstone, five of the halls are only available for block bookings by clubs or individuals, which mitigates against casual participants who may wish to play on an irregular or intermittent basis.

- ***Off-peak availability:*** With seven of the nine sports halls in the borough on school sites, there is limited midweek daytime access to sports halls and only four halls offer regular weekend availability.

5.16.2 Future availability

Addressing the current availability issues in the future will either involve providing sports halls on non-education sites, with appropriate management arrangements, or looking at innovative solutions to facilitate daytime community access to school sports halls.

5.18 The options for securing additional sports hall capacity

The options for securing existing and additional sports hall capacity to meet current and future needs are as follows:

5.17.1 Protect

Protecting existing sports halls through the Local Plan will be key both to securing local provision by ensuring that planning policy supports the retention of existing sports halls, including any without current community access, unless the loss of a facility would involve its replacement with a facility of at least the equivalent size, quality and accessibility.

5.17.2 Provide

Ensuring that extra sports hall capacity is achieved by:

- Providing new facilities in conjunction with new housing developments, either on-site or through developer contributions that reflect the additional sports hall demand arising from the additional population. To facilitate this, sports halls should be listed as 'relevant infrastructure' under CIL regulation 123.

- Encouraging the provision of sports halls that meet Sport England's recommended dimensions (34.5m x 20m), to offer maximum flexibility of use.

5.17.3 Enhance

Enhancing existing sports hall capacity by:

- Securing formal Community Use Agreements at existing and proposed future facilities on school sites, to enhance community accessibility.

- Encouraging schools with existing community use to extend opening hours, particularly those with limited or no weekend use at present.

- Negotiating community access to the existing sports hall at St. Simon Stock School.

- Supporting schools to improve their management of community use arrangements, to improve 'pay-and-play' access to sports halls.

5.19 Action Plan

5.19.1 Introduction

The tables below set out the action plan for sports halls to guide the implementation of the strategy. The capital cost estimates are based upon Sport England's *'Facility Costs - Second Quarter of 2018'* (2018).

5.19.2 Key strategic actions

Issues	*Action*	*Lead*	*Partners*	*Estimated costs*	*Priority*
Protection of existing sports halls	Include a policy in the Local Plan to protect all existing sports halls.	MBC	-	-	High
Community access to sports halls	Pursue formal Community Use agreements at all existing and any future proposed sports halls on education sites.	MBC	Academies and schools	Possible funding for improvements to physical accessibility (e.g. dedicated entrance, site security etc.)	High
Funding for future sports hall needs	Include sports halls as 'relevant infrastructure' under CIL regulation 123.	MBC	-	-	High

5.19.3 Site-specific actions

Site	*Issues*	*Action*	*Lead*	*Partners*	*Estimated costs*	*Priority*
Cornwallis Academy	• No weekend community access. • No 'pay-and-play' use. • No formal Community Use Agreement.	• Encourage Academy to provide weekend access and 'pay-and-play' use. • Pursue a formal Community Use Agreement.	MBC	Cornwallis Academy	-	High
Lenham School	No formal Community Use Agreement.	Pursue a formal Community Use Agreement.	MBC	Lenham School	-	Low
Maidstone Grammar School	• Limited weekend access. • No formal Community Use Agreement.	• Encourage School to extend weekend access. • Pursue a formal Community Use Agreement.	MBC	Maidstone Grammar School	-	Medium
Maidstone Leisure Centre	• An ageing facility. • Current management agreement expires in 2024.	Feasibility study to establish the case for replacement or refurbishment of all on-site facilities.	MBC	Maidstone Leisure Trust	£20,000	Medium

Site	*Issues*	*Action*	*Lead*	*Partners*	*Estimated costs*	*Priority*
New Line Learning Academy	• No weekend community access. • No 'pay-and-play' use. • No formal Community Use Agreement.	• Encourage Academy to provide weekend access and 'pay-and-play' use. • Pursue a formal Community Use Agreement.	MBC	New Line Learning Academy	-	High
St Augustine Academy	• 'Poor quality' changing and disabled access. • No weekend community access. • No 'pay-and-play' use. • No formal Community Use Agreement.	• Support the Academy in seeking external funding to improve facilities. • Encourage Academy to provide weekend access and 'pay-and-play' use. • Pursue a formal Community Use Agreement.	MBC	St Augustine Academy	£100,000	High
St. Simon Stock School	No community access.	• Encourage School to allow community access. • Pursue a formal Community Use Agreement.	MBC	St. Simon Stock School	-	High
Sydney Wooderson Sports Centre	• 'Poor' quality general access. • No weekend community access. • No 'pay-and-play' use. • No formal Community Use Agreement.	• Support the School in seeking external funding to improve general access. • Encourage School to provide weekend access and 'pay-and-play' use. • Pursue a formal Community Use Agreement.	MBC	Sutton Valance School	£50,000	High
The Maplesden Noakes School	• 'Poor' quality disabled access. • No Sunday community access. • No formal Community Use Agreement.	• Support the School in seeking external funding to improve facilities. • Encourage the school to provide Sunday access. • Pursue a formal Community Use Agreement.	MBC	The Maplesden Noakes School	£50,000	Medium
YMCA	No current issues	No action required	-	-	-	-

6 SWIMMING POOLS

Key findings:

- ***Quantity:*** There are nine swimming pools at five sites with community use in Maidstone which comply with the minimum dimensions, plus four smaller pools. Four of the five swimming pool sites in Maidstone are used to above 'comfortable capacity' at peak times. Additional demand by 2031 will amount to the equivalent of one 25m x 4-lane pool with full community access.
- ***Quality:*** The quality of most aspects of most pools is 'very good' or 'good'.
- ***Accessibility:*** Some areas on the edge of the borough are more than 20-minutes' drive from the Maidstone Leisure Centre pools, although there is some access in these areas to pools with unrestricted access in neighbouring local authorities and to membership-only pools.
- ***Availability:*** Only the Maidstone Leisure Centre pools offer 'pay-and-play' public access in the borough, with the remaining facilities accessible on a membership only basis.

6.1 Introduction

This section examines the provision of swimming pools in Maidstone. Swimming pools are defined as indoor facilities with minimum pool length of 20 metres, although smaller teaching and diving pools are included in the assessment where they are integral to a facility with a main pool.

6.2 Quantity

6.2.1 Swimming pools with community use

The location and dimensions of swimming pools with community use in Maidstone is as follows:

Facility	*Address*	*Dimensions*	*Year built*
David Lloyd Club (Maidstone)	Barker Road, Maidstone ME16 8LW	25m x 10m	2007
Freedom Leisure Maidstone	St. Peter's Street, Maidstone ME16 0SX	20m x 10m	2004
Maidstone Leisure Centre	Mote Park, Maidstone ME15 8NQ	25m x 15m 25m x 10m 15m x 15m 9m x 9m 9m x 9m	1991
Sydney Wooderson Sports Centre	North St., Sutton Valence ME17 3HN	25m x 12m	2008
Velocity Health and Fitness (Maidstone)	Forstal Road, Maidstone ME14 3AQ	25m x 10m	2016

6.2.2 Additional smaller pools

The location and dimensions of the smaller swimming pools that serve some supplementary needs in Maidstone is as follows:

Facility	*Address*	*Dimensions*	*Year built*
Feel Good Health Club	Ashford Road, Maidstone ME17 1RE	16m x 8m	2005
LivingWell Health Club	Bearsted Road, Maidstone ME14 5AA	19m x 9m	1998
Marriott Leisure Club	Ashford Road, Maidstone ME17 4NQ	16m x 12m	2008
Topnotch Health Club	London Road, Maidstone ME16 0DT	18m x 5m	2009

6.3 Quality

6.3.1 The criteria assessed

The quality of swimming pools was assessed by a non-technical visual inspection during a site visit to all facilities. The criteria that were evaluated were as follows:

- ***Pool area(s):*** The overall condition, lighting, aquatic activities provided for, temperature, spectator provision and fitness for purpose.
- ***Changing facilities:*** Capacity, condition and fitness for purpose.
- ***Disability access:*** Provision for disabled access throughout the facility.
- ***Maintenance and cleanliness:*** The quality of maintenance and cleanliness standards.
- ***General access:*** Car parking, lighting, signposting and proximity to public transport.

6.3.2 The basis of the ratings

The facilities were rated on a five-point scale, where 5 equates to 'very good' (highlighted in green below), 4 to 'good' (also highlighted in green below), 3 to 'average' (highlighted in yellow below), 2 to 'poor' and 1 to 'very poor'. The ratings for the swimming pools in Maidstone are shown in the table below.

Facility	*Pool area*	*Changing*	*Disability Access*	*Maintenance*	*General access*
David Lloyd Club (Maidstone)	5	5	5	5	3
Freedom Leisure Maidstone	5	5	5	5	4
Maidstone Leisure Centre	5	4	5	5	4
Sydney Wooderson Sports Centre	5	4	4	5	3
Velocity Health and Fitness (Maidstone)	5	4	4	5	4

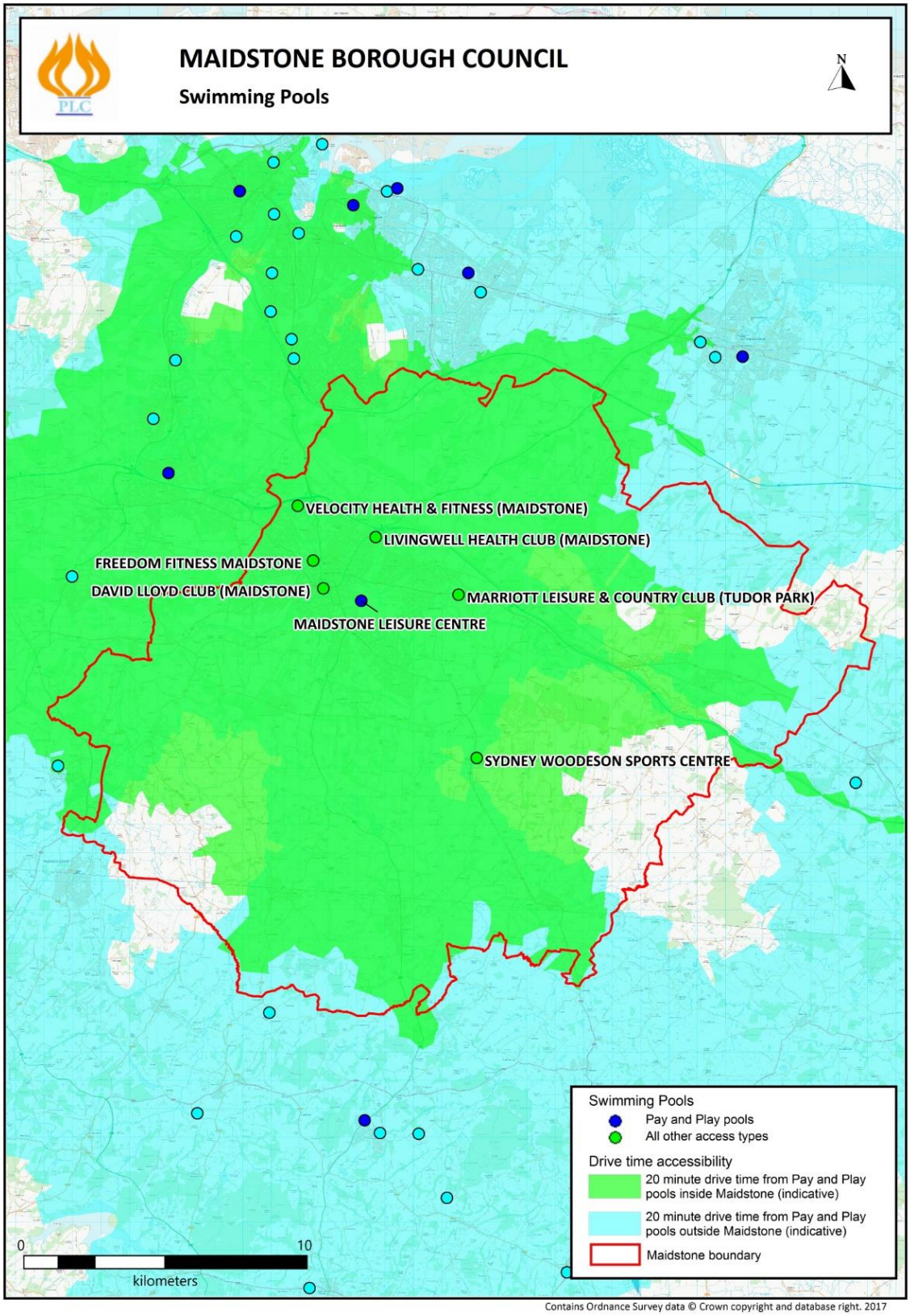
6.4 Accessibility

The map below shows the location of all swimming pools in Maidstone:

- Based on Sport England research, the 'effective catchment' for indoor swimming pools (defined as the time/distance travelled and the prevailing mode of transport used by up to 90% of facility users) is 20 minutes driving time.

- Pools with open access are marked in blue, with their 20-minute drive time catchments, which are denoted in green for facilities within the borough and in pale blue for those in neighbouring areas with catchments that overlap the borough boundary.

- Pools with membership-only and other restrictive access are marked in green.



6.5 Availability

The table below identifies the opening hours, usage arrangements, pricing and used capacity in the peak periods.

Facility	*Opening hours and basis of use*	*Pricing*	*Peak usage*
David Lloyd Club (Maidstone)	Mon - Fri 6am - 10pm Sat - Sun 8am - 6pm Membership only	£60 per month for adults	70%
Freedom Leisure Maidstone	Mon - Fri 6.30am - 10.30pm Sat - Sun 8am - 6pm Membership only	£47 per month for adults	70%
Maidstone Leisure Centre	Mon-Fri 6.30am -10pm Sat-Sun 8am - 8pm 'Pay-and-play' with membership arrangement offering discounts	Adult casual swim peak £6.65 Adult casual swim off-peak £5.65 Junior casual swim peak £4.60 Junior casual swim off-peak £3.60 Family swim £19.75 Monthly Swim direct debit £25.95	75%
Sydney Wooderson Sports Centre	Mon 6.30pm - 8.30pm Sat - Sun 1.00pm - 6.00pm Block bookings only	Price be negotiation with club and swim school users.	100%
Velocity Health and Fitness (Maidstone)	Mon - Fri 6am - 10pm Sat - Sun 8am - 8pm Membership only	£58 per month for adults	65%

6.6 Key findings on supply

The key findings are as follows:

- There are nine swimming pools at five sites with community use in Maidstone which comply with the minimum dimensions, plus four smaller pools.
- Only the Maidstone Leisure Centre pools offer 'pay-and-play' public access in the borough, with the remaining facilities accessible on a membership only basis.
- Membership charges conform with market norms and include some discounts for junior membership, but might still be regarded as prohibitive to lower income groups.
- The quality of most features of most pools is 'very good' or 'good'.
- Some areas on the periphery of the borough are more than 20-minutes' drive from the Maidstone Leisure Centre pools, although there is some access in these areas to pools with unrestricted access in neighbouring local authorities and to membership-only pools.
- Peak time utilisation rates are universally high. Sport England recognises a measure of 'comfortable capacity', where a swimming pool is regarded as effectively fully utilised when peak usage levels reach 70%. Four of the five swimming pool sites in Maidstone are used to above 'comfortable capacity'.

6.7 The views of stakeholders

British Triathlon commented that 'Maidstone Harriers train at David Lloyd in Maidstone. Triathlon clubs struggle for pool time, it is the same across the region'.

6.8 Current demand for swimming pools

6.7.1 Expressed demand

Expressed community use demand for swimming pools in Maidstone is as follows:

Facility	***% Peak utilisation***
David Lloyd Club (Maidstone)	70%
Freedom Leisure Maidstone	70%
Maidstone Leisure Centre	75%
Sydney Wooderson Sports Centre	100%
Velocity Health and Fitness (Maidstone)	65%
TOTALS	***76%***

Sport England's Facilities Planning Model (FPM) 2017 run for swimming pools in Maidstone, estimates that expressed demand in the borough is equivalent to 10,707 visits per week in the peak period.

6.7.2 Displaced demand

Displaced demand relates to users of swimming pools from within the study area which takes place outside of the area. The following pools with community 'pay-and-play' accessibility are located in adjacent local authority areas, close enough to the borough boundary to provide usage opportunities for Maidstone residents.

Facility	***Address***	***Distance from Maidstone boundary***
Angel Leisure Centre	Angel Lane, Tonbridge TN9 1SF	3 miles
Kings Rochester Sports Centre	Maidstone Road, Rochester ME1 3QJ	3 miles
Swallows Leisure Centre	Central Avenue, Sittingbourne ME10 4NT	4 miles
Tunbridge Wells Sports Centre	St. John's Road, Tunbridge Wells TN4 9TX	2 miles
Weald Sports Centre	Angley Road, Cranbrook TN17 2PN	3 miles

The FPM run for swimming pools in Maidstone calculates that the borough is a net importer of swimming demand. It estimates that 14.7% of all swimming demand (1,434 visits per week in the peak period) is exported to facilities in neighbouring areas, whilst 2,215 visits per week in the peak period are imported. This indicates that most local demand can be accommodated within the borough, with some external demand also included.

6.7.3 Unmet demand

Sport England's Facilities Planning Model (FPM) also included an assessment of unmet demand for swimming pools in the borough. This involves two components:

- Demand that cannot be met within a pool catchment due to excess demand for that facility.
- Demand that cannot be met because it is located outside the catchment of a pool.

The FPM estimates that 8.6% of all demand for swimming pools in Maidstone is currently unmet, which is equivalent to demand for 153sq.m of pool space (equivalent to 0.47 of a 25m x 6-lane pool). 99.6% of the unmet demand is attributable to the population living beyond the catchment of a swimming pool.

6.9 Local sports participation priorities

There are no specific local sports participation priorities in Maidstone, other than a general policy commitment to promote health and well-being through increased levels of physical activity. Swimming pools have a role to play in this, given the breadth of appeal to all age groups.

6.10 Sport-specific priorities

Consultation with Swim England and Kent Sport identified the following:

- ***Swim England:*** The governing body of swimming assesses pool supply against a standard of 11sq.m of pool space per 1,000 population. This calculation assesses current supply at the peak time in Maidstone to be the equivalent of 1,462sq.m. The standard indicates a demand for 1,809sq.m of water space, suggesting a shortfall of 347sq.m (equivalent to 1.07 25m x 6-lane pools). Swim England is also concerned that there is only a single 'pay-and-play' pool in the borough. Maidstone Leisure Centre is a strategically important but ageing swimming facility. Any loss or closure of this building would have serious consequences for the future of the sport in the borough.
- ***Kent Sport:*** The County Sports Partnership also commented on the importance of the Maidstone Leisure Centre to swimming in the borough, particularly for 'pay-and-play'.

6.11 Future demand for swimming pools

6.10.1 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

6.10.2 Participation rates

One factor in considering future sports participation rates is to track historical trends, as a guide to possible future developments. Sport England's 'Active People' survey has recorded adult (16+) weekly participation rates for swimming at national and local level on an annual basis since 2005. The results are tabulated below and show that participation rates have fallen over the past decade, both in England and Maidstone:

Sport	*2005/06*	*2007/08*	*2008/09*	*2009/10*	*2010/11*	*2011/12*	*2012/13*	*2013/14*	*2014/15*	*2015/16*	*% Change*
England	8.04%	7.83%	7.57%	7.50%	6.62%	6.81%	6.77%	6.16%	5.70%	5.67%	-2.37%
Maidstone	8.05%	8.52%	6.38%	7.63%	-	-	8.57%	5.61%	-	-	-2.44%

6.10.3 Future projections

Sport England has developed the Sport Facility Calculator (SFC), to help to quantify how much additional demand for key community facilities like swimming pools, will be generated by population increases. The SFC uses Sport England survey data on who uses facilities and applies this to the population profile of the local area. This builds up a profile of usage, which can be then applied to estimate how much demand any given population would generate.

This demand is then converted into the quantity of facilities needed and expressed as pool water space to define swimming pool needs. For the purposes of projecting future demand in Maidstone, population growth of 22,380 by 2031 was assumed. Whilst swimming participation rates have fallen over the past decade, given the appeal of the sport to a broad cross-section of the community, it has been assumed that participation rates will remain static for the period until 2031. Based upon this, the SFC calculates demand for an additional 238sq.m of pool space by 2031, which is equivalent to one 25m x 4-lane pool with full community access.

6.12 Key findings on demand

The key findings are as follows:

- Expressed demand for swimming pools in Maidstone is high. In the peak demand periods, four of the five pool sites in Maidstone are used to above Sport England's calculated 'comfortable capacity' figure of 70%.

- Sport England's FPM estimates that only 14.7% of all swimming pool demand in the borough is exported to facilities in neighbouring areas.

- The FPM estimates that 8.6% of all demand for pools in Maidstone is currently unmet, which is equivalent to demand for just under half of a standard sized pool. 99.6% of the unmet demand is attributable to the population living beyond the catchment of a sports hall, rather than a lack of capacity in local facilities.

- Sport England's Sport Facility Calculator projects demand for an additional 238sq.m of pool space by 2031, which is equivalent to one 25m x 4-lane pool with full community access.

6.13 The balance between swimming pool supply and demand

Four criteria have been assessed to evaluate the balance between swimming pool supply and demand in Maidstone:

- ***Quantity:*** Are there enough facilities with sufficient capacity to meet needs now and in the future?
- ***Quality:*** Are the facilities fit for purpose for the users now and in the future?
- ***Accessibility:*** Are the facilities in the right physical location for the users now and in the future?
- ***Availability:*** Are the facilities available for those who want to use them now and in the future?

6.14 Quantity

6.13.1 Current needs

Current swimming pools in Maidstone are assessed to be at operating at over 'comfortable capacity', with a small shortfall in provision based upon the following evaluation:

- ***Used peak capacity:*** Average peak utilisation rates for pools in Maidstone are 76%, which is above Sport England's 'comfortable capacity' figure of 70%. This suggests that there is a small capacity shortfall at present.
- ***Satisfied demand:*** The FPM supports this conclusion, calculating that 91.4% of demand for pools in Maidstone is met by current provision. The unmet demand is assessed to be equivalent to 0.47 of a swimming pool.
- ***Exported demand:*** The FPM calculates that the borough is a net importer of swimming demand. It estimates that 1,434 visits per week in the peak period is exported to facilities in neighbouring areas, whilst 2,215 visits per week in the peak period are imported. This indicates that most local demand can be accommodated within the borough, with some external demand also included.
- ***Unmet demand:*** The FPM estimates that 8.6% of all demand for swimming pools in Maidstone is currently unmet, which is equivalent to demand for 153sq.m of pool space (equivalent to 0.47 of a 25m x 6-lane pool). 99.6% of the unmet demand is attributable to the population living beyond the catchment of a swimming pool.
- ***Changes in supply:*** By the end of the plan period in 2031, Maidstone Leisure Centre will be at the end of its design life. Whilst the leisure pool was refurbished in 2010 and one of the learner pools in 2013, the current management contract with Maidstone Leisure Trust expires in 2024, which may provide an opportunity to assess the options

6.13.2 Future needs

The quantity of swimming pools required to meet future needs has been assessed as an additional 238sq.m of pool space by 2031, which is equivalent to one 25m x 4-lane pool with full community access, based upon the following evaluation:

- ***Demand increases:*** The borough's population is projected to increase by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

- ***Participation trends:*** Based on national and local sports participation trends, for the purposes of forecasting future demand the likeliest scenario is for participation rates to remain at their current levels.

- ***Additional needs:*** Sport England's Sport Facility Calculator projects demand for 238sq.m of additional pool space by 2031, which is equivalent to one 25m x 4-lane pool with full community access

6.15 Quality

6.14.1 Current quality

There are no critical quality issues relating to swimming pools in Maidstone, although the position should be kept under review.

6.14.2 Future quality

Maidstone Leisure Centre was built in 1991, so will be 50 years old by the end of the plan period in 2031 and in need of refurbishment. Whilst the leisure pool was refurbished in 2010 and one of the learner pools in 2013, The current management contract with Maidstone Leisure Trust expires in 2024, which may provide an opportunity to assess the options.

6.16 Accessibility

6.15.1 Current accessibility

Some parts of the borough lie beyond the catchment of the nearest swimming pool based upon the following evaluation:

- ***Geographical spread:*** Some areas in the south-west, south-east and east of the borough are beyond the catchment of the Maidstone Leisure Centre pools, although there is some access in these areas to pools with unrestricted access in neighbouring local authorities and to membership-only pools.

- ***Unmet demand:*** The FPM estimates that 8.6% of all demand for swimming pools in Maidstone is currently unmet, which is equivalent to demand for 153sq.m of pool space (equivalent to 0.47 of a 25m x 6-lane pool). 99.6% of the unmet demand is attributable to the population living beyond the catchment of a swimming pool.

- ***Location of unmet demand:*** The FPM calculates that the unmet demand is spread thinly across the district, rather than being focussed in a particular area.

6.15.2 Future accessibility

To ensure that there is adequate accessibility to swimming pools in the future, an appropriate level of developer contributions will be required to upgrade existing facilities and/or to provide new ones, appropriately located in relation to the new population.

6.17 Availability

6.16.1 Current availability

Only Maidstone Leisure Centre offers 'pay-and-play' swimming on a non-membership basis, which mitigates against casual participants who may wish to swim on an irregular or intermittent basis.

6.16.2 Future availability

Ensuring that there are sufficient 'pay-and-play' swimming opportunities to meet future demand will entail the development of additional pool capacity. This may involve the redevelopment/ expansion of Maidstone Leisure Centre or the development of a more geographically dispersed new network of provision. As at present, some additional capacity is likely to be provided by the commercial leisure sector.

6.18 The options for securing additional swimming pool capacity

The options for securing existing and additional swimming pool capacity to meet current and future needs are as follows:

6.17.1 Protect

Protecting existing pools through the Local Plan will be key both to securing local provision by ensuring that planning policy supports the retention of existing swimming pools, including those with membership-only access, unless the loss of a facility would involve its replacement with a facility of at least the equivalent size, quality and accessibility.

6.17.2 Provide

Ensuring that extra swimming pool capacity is achieved by:

- Providing new facilities in conjunction with new housing developments, either on-site or through developer contributions that reflect the additional swimming demand arising from the additional population. To facilitate this, swimming pools should be listed as 'relevant infrastructure' under CIL regulation 123.

- Encouraging the provision of swimming pools with a minimum length of 20m by commercial leisure providers to offer maximum flexibility of use.

6.17.3 Enhance

Enhancing existing swimming pool capacity by negotiating with:

- Commercial operators to provide casual swimming for non-members in off-peak periods.
- Negotiating additional community access, including casual swimming to the existing pool at the Sydney Wooderson Sports Centre.

6.19 Action Plan

6.19.1 Introduction

The tables below set out the action plan for swimming pools to guide the implementation of the strategy. The capital cost estimates are based upon Sport England's *'Facility Costs - Second Quarter of 2018'* (2018).

6.19.2 Key strategic actions

Issues	*Action*	*Lead*	*Partners*	*Estimated costs*	*Priority*
Protection of existing swimming pools	Include a policy in the Local Plan to protect all existing swimming pools.	MBC	-	-	High
'Pay-and-play' access to commercial pools	Encourage the operators of commercial pools to provide off-peak 'pay-and-play' access.	MBC	Private health clubs	-	Medium
Funding for future swimming pool needs	Include swimming pools as 'relevant infrastructure' under CIL regulation 123.	MBC	-	-	High

6.19.3 Site-specific actions

Site	*Issues*	*Action*	*Lead*	*Partners*	*Estimated costs*	*Priority*
David Lloyd Club (Maidstone)	No 'pay-and-play' use.	Encourage the operator to provide off-peak 'pay-and-play' access.	MBC	David Lloyd Club (Maidstone)	-	Medium
Freedom Leisure Maidstone	No 'pay-and-play' use.	Encourage the operator to provide off-peak 'pay-and-play' access.	MBC	Freedom Leisure Maidstone	-	Medium
Maidstone Leisure Centre	• An ageing facility. • Current management agreement expires in 2024.	Feasibility study to establish the case for replacement or refurbishment of all on-site facilities.	MBC	Maidstone Leisure Trust	£20,000	Medium
Sydney Wooderson Sports Centre	• Limited community access. • No 'pay-and-play' use. • No formal Community Use Agreement.	• Encourage Academy to provide more access and 'pay-and-play' use. • Pursue a formal Community Use Agreement.	MBC	Sutton Valance School	-	High
Velocity Health and Fitness	No 'pay-and-play' use.	Encourage the operator to provide off-peak 'pay-and-play' access.	MBC	Velocity Health and Fitness	-	Medium

7 HEALTH AND FITNESS

Key findings:

- ***Quantity:*** There are 15 publicly accessible health and fitness facilities in Maidstone, collectively comprising 1,047 equipment stations. In addition, there are three school facilities with no public access. Additional demand by 2031 will amount to the equivalent of an extra 187 equipment stations.
- ***Quality:*** The quality of most aspects of most facilities is 'very good' or 'good'.
- ***Accessibility:*** Some areas in the south-east and east of the borough are beyond the catchment of a 'pay-and-play' facility within Maidstone, although most in these areas have access to facilities with unrestricted access in neighbouring local authorities and/or to membership-only sites.
- ***Availability:*** Only two sites (comprising 15% of facility capacity) offer 'pay-and-play' public access in the borough, with the remaining facilities accessible on a membership only basis.

7.1 Introduction

This section examines the provision of health and fitness facilities in Maidstone. Health and fitness facilities are defined as dedicated community accessible facilities with a range of exercise equipment.

7.2 Quantity

7.2.1 Health and fitness facilities with community use

The location and number of stations at health and fitness facilities with community use in Maidstone is as follows:

Facility	*Address*	*Stations*	*Year built*
Bob Prowse Health Club	Armstrong Road, Maidstone ME15 6AZ	65	2006
David Lloyd Club (Maidstone)	Barker Road, Maidstone ME16 8LW	200	2007
Feel Good Health Club	Ashford Road, Maidstone ME17 1RE	33	2005
Fit4less (Maidstone)	Week Street, Maidstone ME14 1RF	40	2015
Freedom Leisure Maidstone	St. Peter's Street, Maidstone ME16 0SX	81	2004
Lenham Activate	Ham Lane, Lenham ME17 2LL	26	2007
LivingWell Health Club	Bearsted Road, Maidstone ME14 5AA	28	1998
Maidstone Leisure Centre	Mote Park, Maidstone ME15 8NQ	120	1991
Marriott Leisure Club	Ashford Road, Maidstone ME17 4NQ	72	2008
Snap Fitness	High Street, Maidstone ME14 1JH	60	2017
Topnotch Health Club	London Road, Maidstone ME16 0DT	70	2009
truGym Maidstone	The Broadway, Maidstone ME16 8PS	110	2013
Velocity Health and Fitness	Forstal Road, Maidstone ME14 3AQ	90	2016
Weald of Kent Golf Club	Maidstone Road, TN27 9PT	12	2016
YMCA	Melrose Close, Maidstone ME15 6BD	40	2011

7.2.2 Health and fitness facilities without community use

The location of health and fitness facilities with no community use in Maidstone is as follows:

Facility	*Address*	*Stations*	*Year built*
Bower Grove School	Fant Lane, Maidstone ME16 8NL	10	2011
St Augustine Academy	Boughton Lane, Maidstone ME15 9QL	17	2007
Sydney Wooderson Sports Centre	North Street, Sutton Valence ME17 3HN	24	2015

7.3 Quality

7.3.1 The criteria assessed

The quality of health and fitness facilities was assessed by a non-technical visual inspection during a site visit to all facilities. The criteria that were evaluated were as follows:

- ***Fitness facilities:*** The overall condition, mix of cardio-vascular and resistance equipment, lighting and ambience.
- ***Changing facilities:*** Capacity, condition and fitness for purpose.
- ***Disability access:*** Provision of disability-specific equipment and disabled access throughout the facility.
- ***Maintenance and cleanliness:*** The quality of maintenance and cleanliness standards.
- ***General access:*** Car parking, lighting, signposting and proximity to public transport.

7.3.2 The basis of the ratings

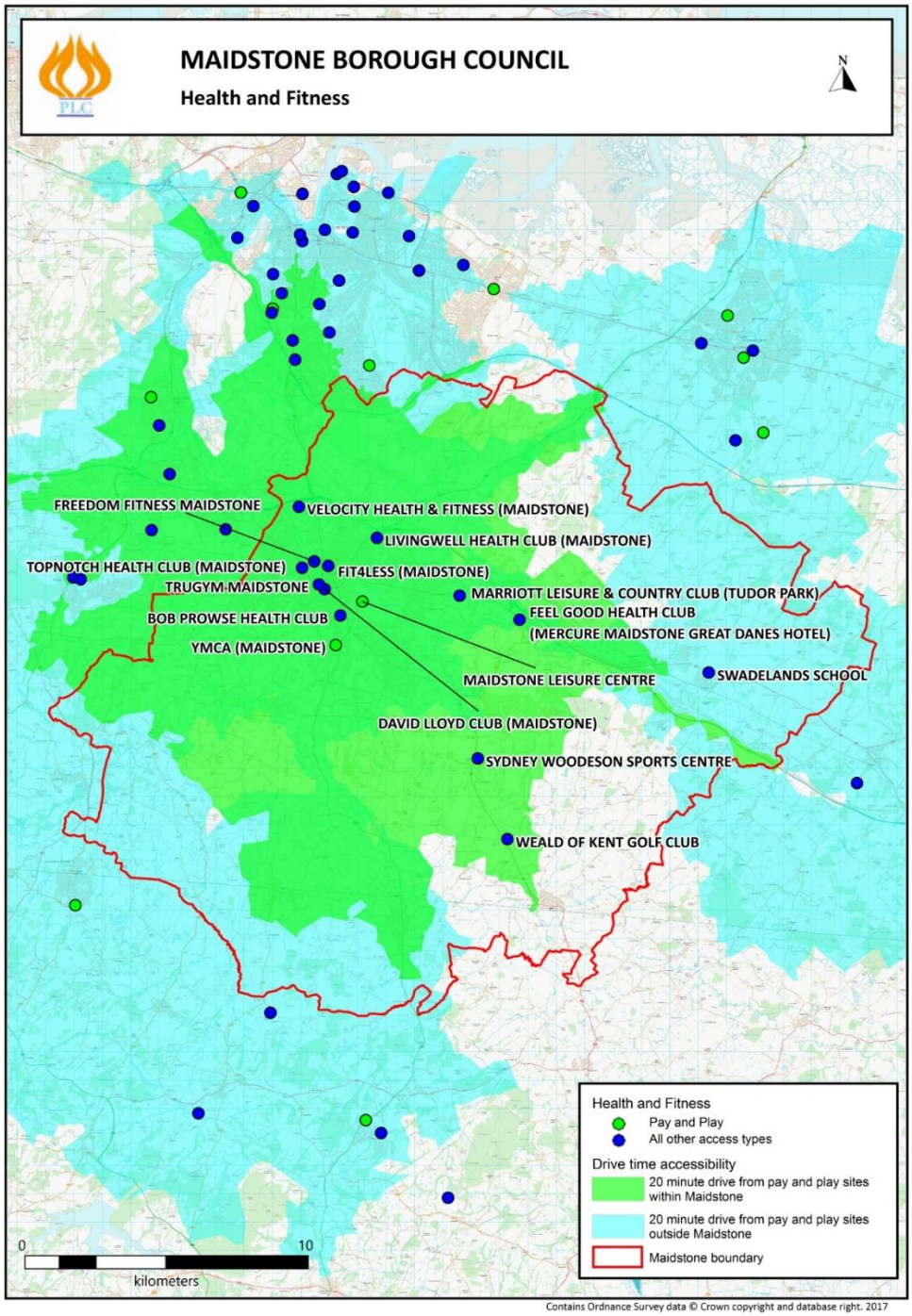
The facilities were rated on a five-point scale, where 5 equates to 'very good' (highlighted in green below), 4 to 'good' (also highlighted in green below), 3 to 'average' (highlighted in yellow below), 2 to 'poor' (highlighted in red below) and 1 to 'very poor'.

Facility	*Fitness facilities*	*Changing*	*Disability Access*	*Maintenance*	*General access*
Bob Prowse Health Club	4	4	3	3	2
David Lloyd Club (Maidstone)	5	5	4	5	4
Feel Good Health Club	5	5	4	5	5
Fit4less (Maidstone)	5	5	4	5	4
Freedom Leisure Maidstone	5	5	4	5	4
Lenham Activate	4	4	4	4	4
LivingWell Health Club	5	5	4	5	5
Maidstone Leisure Centre	5	5	3	5	5
Marriott Leisure Club	5	5	4	5	5
Snap Fitness	5	5	4	5	4
Topnotch Health Club	5	5	4	5	4
truGym Maidstone	5	5	4	5	3
Velocity Health and Fitness	5	5	4	5	5
Weald of Kent Golf Club	5	5	4	5	4
YMCA	5	5	5	5	5

7.4 Accessibility

The map below shows the location of all health and fitness facilities in Maidstone:

- Based on Sport England research, the 'effective catchment' for health and fitness facilities is 20 minutes driving time.
- Facilities with 'pay-and-play' access are marked in green, with their 20-minute drive time catchments, which are denoted in green for facilities within the borough and in pale blue for those in neighbouring areas with catchments that overlap the borough boundary.
- Facilities with membership-only and other restrictive access are marked in blue.



7.5 Availability

The table below identifies the opening hours, usage arrangements and pricing (shown as monthly direct debit costs to facilitate comparison).

Facility	*Opening hours and basis of use*	*Pricing*
Bob Prowse Health Club	Mon - Fri 6.30am - 10pm Sat - Sun 9am - 5pm Membership only	£35
David Lloyd Club (Maidstone)	Mon - Fri 6am - 10pm Sat - Sun 8am - 6pm Membership only	£60
Feel Good Health Club	Mon - Fri 6.45am - 10pm Sat - Sun 7am - 9pm Membership only	£40.99
Fit4less (Maidstone)	Mon - Fri 6.30am - 10pm Sat - Sun 8am - 6pm Membership only	£19.99
Freedom Leisure Maidstone	Mon - Fri 6.30am - 10.30pm Sat - Sun 8am - 6pm Membership only	£47
Lenham Activate	Mon - Fri 7am - 9am and 5pm - 10pm Sat 8am - 3pm Membership only	£28
LivingWell Health Club	Mon - Fri 6am - 10pm Sat 7am - 9pm Sun 8am - 10pm Membership only	£46
Maidstone Leisure Centre	Mon-Fri 6.30am -10pm Sat-Sun 8am - 8pm 'Pay-and-play' with membership arrangement offering discounts	£35.95
Marriott Leisure Club	Mon - Sun 6am - 11pm Membership only	£65
Snap Fitness	24/7 access for members only Staffed access Mon 9am - 8pm, Tue - Sat 10am - 8pm	£19.99
Topnotch Health Club	Mon - Fri 6.30am - 10pm Sat - Sun 8am - 6pm Membership only	£37.50
truGym Maidstone	Mon - Fri 5am - 12am Sat - Sun 8am - 8pm Membership only	£19.99
Velocity Health and Fitness	Mon - Fri 6.30am - 10pm Sat - Sun 8am - 8pm Membership only	£58
Weald of Kent Golf Club	Mon - Sun 6.45am - 9.30pm Membership only	£34.95
YMCA	Mon-Fri 6.30am -10pm Sat-Sun 8am - 6pm 'Pay-and-play' with membership arrangement offering discounts	£36

7.6 Key findings on supply

The key findings are as follows:

- There are 15 publicly accessible health and fitness facilities in Maidstone, collectively comprising 1,047 equipment stations.
- Only the Maidstone Leisure Centre and the YMCA offer 'pay-and-play' public access in the borough, with the remaining facilities accessible on a membership only basis.
- Membership charges vary between £19.99 and £60 per month, although there are discounted introductory offers at many facilities.

- The quality of most features of most facilities is 'very good' or 'good'.

- Some areas in the south-east and east of the borough are beyond the catchment of a 'pay-and-play' facility within Maidstone, although most have access in these areas to facilities with unrestricted access in neighbouring local authorities and to membership-only sites.

7.7 Current demand for health and fitness facilities

7.7.1 Expressed demand

The 2016 *'State of the UK Fitness Industry'* report' reveals that the UK health and fitness industry is continuing to grow. It has more clubs, more members and a greater market value than ever before. Over the twelve-month period to the end of March 2016, there were increases of:

- 1.9% in the number of fitness facilities.

- 5.3% in the number of members.

- 3.2% in overall market value.

For the first time ever, health and fitness members exceeded 9 million. 1 in 7 people in the UK is a member of a gym, an all-time penetration rate high of 14.3%. The low-cost market with its large membership numbers, online joining, long opening hours and low-prices has continued to expand rapidly. The private low-cost sector now accounts for 12% of the total number of private clubs, 13% of the private market value and 32% of the private sector membership.

7.7.2 Displaced demand

Displaced demand relates to users of health and fitness facilities from within the study area which takes place outside of the area. The following facilities with 'pay-and-play' accessibility are located in adjacent local authority areas, close enough to the borough boundary to provide usage opportunities for Maidstone residents.

Facility	***Address***	***Distance from Maidstone boundary***
Angel Leisure Centre	Angel Lane, Tonbridge TN9 1SF	3 miles
Kings Rochester Sports Centre	Maidstone Road, Rochester ME1 3QJ	3 miles
Lordswood Leisure Centre	North Dane Way, Chatham ME5 8AY	1 mile
Putlands Sports Centre	Mascalls Court Rd., Paddock Wood TN12 6NZ	2 miles
Swallows Leisure Centre	Central Avenue, Sittingbourne ME10 4NT	4 miles
Tunbridge Wells Sports Centre	St. John's Road, Tunbridge Wells TN4 9TX	2 miles
Weald Sports Centre	Angley Road, Cranbrook TN17 2PN	3 miles

7.7.3 Unmet demand

All health and fitness facilities in the borough have indicated that they can accommodate some new users/members, so a lack facility capacity is not an issue even though usage is busy in the peak periods. Some of the population is outside the catchment of a 'pay-and-play' facility within Maidstone, although most have access in these areas to facilities with unrestricted access in neighbouring local authorities and to membership-only sites so there is no unmet geographical demand.

7.8 Local sports participation priorities

There are no specific local sports participation priorities in Maidstone, other than a general policy commitment to promote health and well-being through increased levels of physical activity. Health and fitness facilities have a particular role to play in this, given the breadth of appeal to all age groups.

7.9 Sport-specific priorities

There are no identified strategic priorities for developing health and fitness facilities in Maidstone.

7.10 Future demand for health and fitness facilities

7.10.1 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

7.10.2 Participation rates

One factor in considering future sports participation rates is to track historical trends, as a guide to possible future developments. Sport England's 'Active People' survey has recorded adult (16+) weekly participation rates for health and fitness at national and local level on an annual basis since 2005. The results are tabulated below and show that participation rates have increased significantly over the past decade, both in England and Maidstone:

Sport	*2005/06*	*2007/08*	*2008/09*	*2009/10*	*2010/11*	*2011/12*	*2012/13*	*2013/14*	*2014/15*	*2015/16*	*% Change*
England	12.6%	14.1%	14.0%	14.3%	14.3%	14.6%	15.3%	15.4%	15.5%	16.0%	+3.4%
Maidstone	13.8%	15.0%	12.5%	13.2%	12.9%	13.7%	13.0%	10.4%	17.0%	16.3%	+2.5%

7.10.3 Future projections

Local health and fitness participation rates have increased by an average of 0.25% per annum over the past decade. It would therefore be reasonable to assume a similar growth rate until 2031, which would increase demand by 3.5% by the end of the plan period. When combined with population growth of 14.4%, this would collectively increase demand by 17.9% by 2031. Based on current provision of 1,047 equipment stations and no effective spare capacity, there will be demand for 1,234 stations by 2031, an increase of 187 over the existing figure.

7.11 Key findings on demand

The key findings are as follows:

- In line with national trends, expressed demand for health and fitness facilities in Maidstone is high.

- Demand is projected to increase by 17.9% by the end of the plan period. This will lead to a need for an extra 187 equipment stations by 2031.

7.12 The balance between health and fitness supply and demand

Four criteria have been assessed to evaluate the balance between health and fitness facility supply and demand in Maidstone:

- ***Quantity:*** Are there enough facilities with sufficient capacity to meet needs now and in the future?
- ***Quality:*** Are the facilities fit for purpose for the users now and in the future?
- ***Accessibility:*** Are the facilities in the right physical location for the users now and in the future?
- ***Availability:*** Are the facilities available for those who want to use them now and in the future?

7.13 Quantity

7.13.1 Current needs

Current health and fitness facilities in Maidstone are assessed to be at operating at close to full capacity, based upon the following evaluation:

- ***Used peak capacity:*** Although no detailed figures are available, consultation with local operators indicates that most facilities are operating at close to full capacity in the peak periods.
- ***Satisfied demand:*** There is no evidence of unmet demand, with a good geographical spread of provision and 'pay-and-play' facilities providing more than 16% of the overall capacity in terms of equipment stations.
- ***Changes in supply:*** There are no know planned changes to supply, although Staplehurst Jubilee Fields Management Committee is considering health and fitness provision as part of wider facilities proposals and commercial sector providers are likely to respond to increases in demand by expanding local capacity.

7.13.2 Future needs

The quantity of health and fitness provision required to meet future needs has been assessed as equivalent to 1,234 fitness stations by 2031, based upon the following evaluation:

- ***Demand increases:*** The borough's population is projected to increase by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

- ***Participation trends:*** Local health and fitness participation rates have increased by an average of 0.25% per annum over the past decade. It would therefore be reasonable to assume a similar growth rate until 2031, which would increase demand by 3.5% by the end of the plan period.

- ***Additional needs:*** Based the above figures and on current provision of 1,047 equipment stations and no effective spare capacity, there will be demand for 1,234 stations by 2031, an increase of 187 over the existing figure.

7.14 Quality

7.14.1 Current quality

There are no significant quality issues relating to health and fitness facilities in Maidstone, although the position should be kept under review.

7.14.2 Future quality

In a highly competitive market, commercial health and fitness providers place a high premium on equipment innovation and facility quality, so it seems reasonable to assume that local provision will continue to be upgraded regularly.

7.15 Accessibility

7.15.1 Current accessibility

Some areas in the south-east and east of the borough are beyond the catchment of a 'pay-and-play' facility within Maidstone, although most have access in these areas to facilities with unrestricted access in neighbouring local authorities and to membership-only sites.

7.15.2 Future accessibility

Commercial health and fitness operators are likely to ensure that additional facilities are provided that are well-located in relation to new housing developments.

7.16 Availability

7.16.1 Current availability

Only the Maidstone Leisure Centre and the YMCA offer 'pay-and-play' public access in the borough, with the remaining facilities accessible on a membership only basis. Membership charges vary between £19.99 and £60 per month, although there are discounted introductory offers at many facilities.

7.16.2 Future availability

With a competitive local market including several low-cost commercial providers, it seems unlikely that cost will be a barrier to accessibility in the future. However, the inclusion of expanded 'pay-and-play' health and fitness provision as part of any redevelopment of Maidstone Leisure Centre would ensure that accessible facilities are available for the whole community.

7.17 The options for securing additional health and fitness capacity

The options for securing existing and additional health and fitness facility capacity to meet current and future needs are as follows:

7.17.1 Protect

Protecting existing health and fitness facilities through the Local Plan will be key both to securing local provision by ensuring that planning policy supports the retention of existing facilities, including those with membership-only access, unless the loss of a facility would involve its replacement with a facility of at least the equivalent size, quality and accessibility.

7.17.2 Provide

Ensuring that extra health and fitness capacity is achieved by:

- Providing new or expanded facilities at Maidstone Leisure Centre, to ensure that 'pay-and-play' access is available, funded through developer contributions that reflect the extra demand arising from the additional population. To facilitate this, health and fitness facilities should be listed as 'relevant infrastructure' under CIL regulation 123.

- Encouraging the provision of health and fitness facilities by commercial leisure providers.

7.17.3 Enhance

Enhancing existing health and fitness capacity by negotiating with:

- Commercial operators to provide access for non-members in off-peak periods.

- Negotiating community access to the three facilities on school sites that have no external use at present.

7.18 Action Plan

The table below sets out the action plan for health and fitness facilities to guide the implementation of the strategy. All actions are generic, rather than facility specific. The capital cost estimates are based upon Sport England's *'Facility Costs - Second Quarter of 2018'* (2018).

Issues	*Action*	*Lead*	*Partners*	*Estimated costs*	*Priority*
Protection of existing community health and fitness facilities.	Include a policy in the Local Plan to protect all existing health and fitness facilities.	MBC	-	-	High
Need for an additional 269 fitness stations by 2031.	• Expand 'pay-and-play' capacity at Maidstone Leisure Centre. • Encourage additional provision by commercial providers.	MBC	Maidstone Leisure Trust Commercial providers	Dependent on the scale and nature of provision.	Medium
'Pay-and-play' access to commercial health and fitness facilities.	Encourage the operators of commercial facilities to provide off-peak 'pay-and-play' access.	MBC	Private health clubs	-	Medium
Funding for future health and fitness needs.	Include health and fitness facilities as 'relevant infrastructure' under CIL regulation 123.	MBC	-	-	High

8 SQUASH COURTS

Key findings:

- ***Quantity:*** There are two facilities with community use in Maidstone, collectively containing six squash courts, plus one facility on a school site with two courts and no public access. There is sufficient spare capacity at existing courts to meet all additional demand to 2031.
- ***Quality:*** The quality of both facilities is 'good'.
- ***Accessibility:*** Some areas in the south-west and north-east of the borough are beyond the catchment of a facility within Maidstone, although all have access in these areas to facilities in neighbouring local authorities.
- ***Availability:*** Only the Mote Squash Club offers 'pay-and-play' public access in the borough

8.1 Introduction

This section examines the provision of squash courts in Maidstone. Squash courts are defined as specialist courts for squash and racketball, complying with regulation dimensions.

8.2 Quantity

8.2.1 Squash Courts with community use

The location and number of squash courts with community use in Maidstone is as follows:

Facility	*Address*	*Courts*	*Year built*
Maidstone Squash Club	Union Street, Maidstone ME14 1EB	2	2009
Mote Squash Club	Mote Park, Maidstone ME15 7RN	4	2008

8.2.2 Squash Courts without community use

The location and number of squash courts with no community use in Maidstone is as follows:

Facility	*Address*	*Courts*	*Year built*
Sydney Wooderson Sports Centre	North Street, Sutton Valence ME17 3HN	2	1950

8.3 Quality

8.3.1 The criteria assessed

The quality of squash courts was assessed by a non-technical visual inspection during a site visit to all facilities. The criteria that were assessed to give a single overall score for each squash facility were the court surface, changing provision, line markings, walls, disability and general access and fitness for purpose.

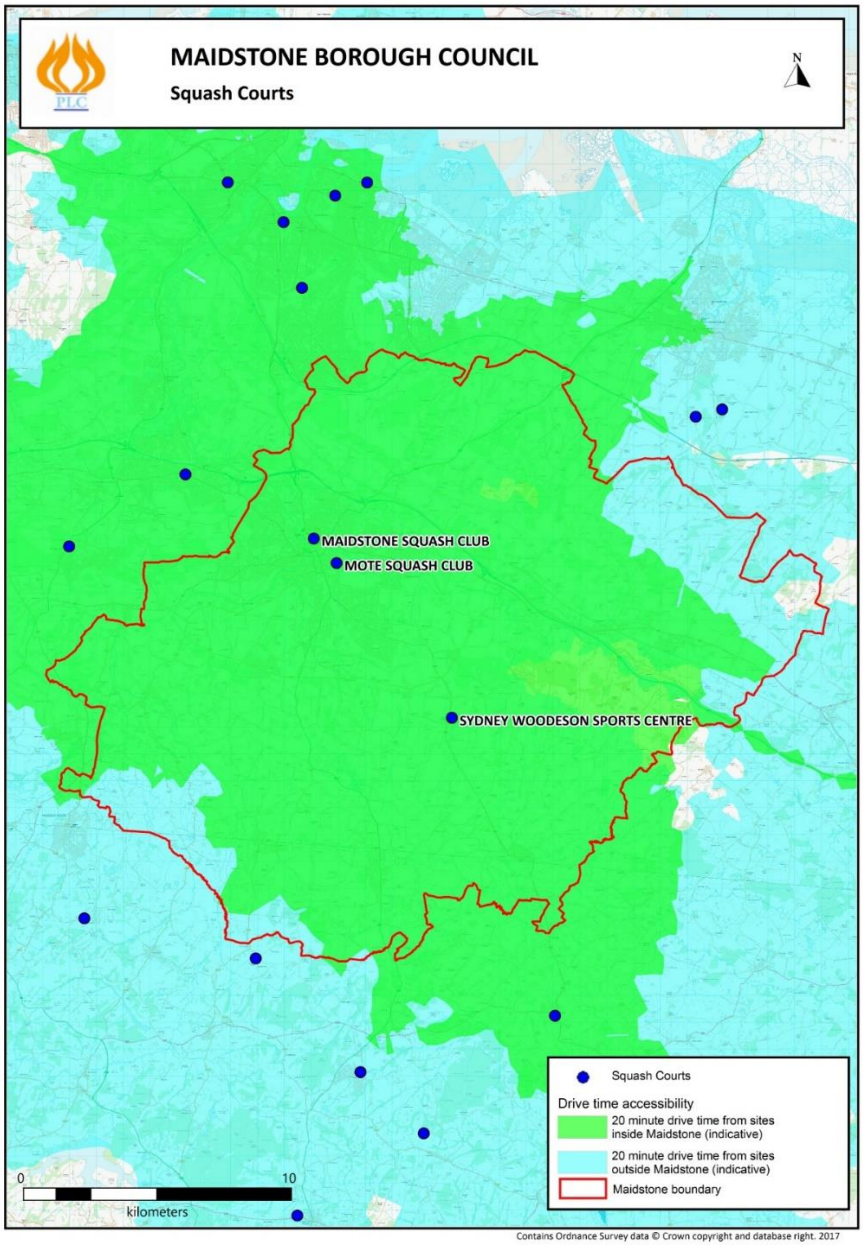
8.3.2 The basis of the ratings

The facilities were rated on a five-point scale, where 5 equates to 'very good', 4 to 'good' (highlighted in green below), 3 to 'average', 2 to 'poor' and 1 to 'very poor'. The ratings for the squash courts in Maidstone are shown in the table below.

Facility	*Score*
Maidstone Squash Club	4
Mote Squash Club	4
Sydney Wooderson Sports Centre	4

8.4 Accessibility

Based on Sport England research, the 'effective catchment' for squash courts is 20 minutes driving time. The map below shows the location of all squash courts in Maidstone, together with courts in neighbouring areas within the 20-minute drivetime catchment of the borough boundary.



8.5 Availability

The table below identifies the opening hours, usage arrangements and used capacity in the peak period.

Facility	*Opening hours and basis of use*	*Pricing*	*Peak usage*
Maidstone Squash Club	Mon - Sun 7.00am - 11.00pm Membership only	Adult membership £110 pa Students £35 pa Juniors £20 pa	55%
Mote Squash Club	Mon-Sun 7.00am -10.30pm Membership only Casual 'pay-and-play bookings	Adult peak membership £160 pa Adult off-peak membership £80 Students £35 pa Juniors £35 pa Casual £12 per session	60%

8.6 Key findings on supply

The key findings are as follows:

- There are two facilities with community use in Maidstone, collectively containing six squash courts, plus one facility on a school site with two courts and no public access. Both the community accessible facilities are available for use on a membership basis only.
- Only the Mote Squash Club offers 'pay-and-play' public access in the borough.
- The quality of both facilities is 'good'.
- Some areas in the south-west and north-east of the borough are beyond the catchment of a facility within Maidstone, although all have access in these areas to facilities in neighbouring local authorities.

8.7 The views of stakeholders

Kent Squash commented as follows:

- 'The Mote Squash club have increased their membership owing to the introduction of a robust schools programme linking with Invicta Girls, Roseacre, Eastborough and Madginford. These links are also trying to be extended to Oakwood Park Grammar School, Maplesden, Brunswick and Palace Wood. This has increased junior membership plus parents are joining as adults. Every month there are 5 to 10 enquiries about new members so the club is starting to thrive'.
- 'Maidstone Squash Club has seen a drop in membership on the Junior side owing to several juniors moving to the Mote Squash Club with their coach. With the introduction of a new coach this can be remedied and the County Development officer is keen to see this happen'.
- 'Overall all clubs have the facility for more daytime usage and targeting specific groups e.g. ladies squash (possibly through the Squashacise class), over 55's Racketball, schools etc. These groups could be introduced via the Council as I believe they have contacts with social groups in this field'.

8.8 Current demand for squash courts

8.7.1 Expressed demand

Squash participation has been in long-term decline and both clubs in the borough have experienced membership reductions in the past decade although both currently have stable membership numbers. Peak-time court utilisation rates are 55% and 60% respectively, which indicates significant spare capacity.

8.7.2 Displaced demand

Displaced demand relates to users of squash courts from within the study area which takes place outside of the area. There is no evidence of exported demand from Maidstone, although several facilities are located in adjacent local authority areas, close enough to the borough boundary to provide usage opportunities for Maidstone residents.

8.7.3 Unmet demand

Unmet demand involves two components:

- Demand that cannot be met within a facility catchment due to excess demand for that facility.
- Demand that cannot be met because it is located outside the catchment of a facility.

Both clubs in the borough have indicated that they can accommodate new users/members, so facility capacity is not an issue. Some of the population is outside the catchment of a facility within Maidstone, although all have access in these areas to facilities in neighbouring local authorities so there is no unmet geographical demand.

8.9 Local sports participation priorities

There are no specific local sports participation priorities in Maidstone, other than a general policy commitment to promote health and well-being through increased levels of physical activity. As a specialist activity, squash is likely to have limited appeal to new sports participants.

8.10 Sport-specific priorities

England Squash commented that the two clubs in Maidstone are strong with good facilities and a stable membership. The governing body's current strategic emphasis is on protecting the current supply of facilities and the development of players rather than promoting construction of new courts.

8.11 Future demand for squash courts

8.10.1 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

8.10.2 Participation rates

One factor in considering future sports participation rates is to track historical trends, as a guide to possible future developments. Sport England's 'Active People' survey has recorded adult (16+) weekly participation rates for squash at national level on an annual basis since 2005. The results are tabulated below and show that participation has declined significantly over the past decade, with the number of regular (at least once a week) players falling by more than 100,000, from 299,800 in 2005 to 199,500 in 2016. The adult participation rates are detailed below:

2005/06	*2007/08*	*2008/09*	*2009/10*	*2010/11*	*2011/12*	*2012/13*	*2013/14*	*2014/15*	*2015/16*	*% Change*
0.74%	0.71%	0.72%	0.69%	0.67%	0.61%	0.55%	0.45%	0.51%	0.45%	-0.29%

8.10.3 Future projections

Local squash participation rates have been stable in recent years and whilst this runs counter to national trends, it would be reasonable to assume static growth to 2031. Population growth of 14.4% will therefore increase demand for squash court capacity by a similar amount.

8.12 Key findings on demand

The key findings are as follows:

- Contrary to national trends, expressed demand for squash courts in Maidstone is stable.
- Population growth of 14.4% in Maidstone by 2031 is likely increase demand for squash court capacity by a similar amount.

8.13 The balance between squash court supply and demand

Four criteria have been assessed to evaluate the balance between squash court supply and demand in Maidstone:

- ***Quantity:*** Are there enough courts with sufficient capacity to meet needs now and in the future?
- ***Quality:*** Are the courts fit for purpose for the users now and in the future?
- ***Accessibility:*** Are the courts in the right physical location for the users now and in the future?
- ***Availability:*** Are the courts available for those who want to use them now and in the future?

8.14 Quantity

8.13.1 Current needs

Current squash courts in Maidstone are assessed to be at operating with significant capacity, based upon the following evaluation:

- ***Used peak capacity:*** The courts at Maidstone Squash Club are operating at 55% and those at Mote Park Squash Club at 60% in the peak periods.

- ***Satisfied demand:*** There is no evidence of unmet demand in the borough.

- ***Changes in supply:*** There are no know planned changes to supply, with relatively recent court refurbishment at both local clubs.

8.13.2 Future needs

Spare capacity at the existing courts should be able to accommodate all additional future demand, based upon the following evaluation:

- ***Demand increases:*** The borough's population is projected to increase by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

- ***Participation trends:*** Local squash participation rates have been projected to remain static until 2031.

- ***Additional needs:*** With 45% spare peak time capacity at the Maidstone Squash Club courts and 40% at Mote Park Squash Club, all additional demand can be accommodated by current spare capacity.

8.15 Quality

8.14.1 Current quality

There are no significant quality issues relating to squash courts in Maidstone, although the position should be kept under review.

8.14.2 Future quality

Both local clubs continue to invest in maintaining and improving their facilities, so if this process can be assisted with funding from developer contributions in the future, it seems reasonable to assume that local provision will continue to be upgraded regularly.

8.16 Accessibility

8.15.1 Current accessibility

Some areas in the south-west and north-east of the borough are beyond the catchment of a facility within Maidstone, although all have access in these areas to facilities in neighbouring local authorities.

8.15.2 Future accessibility

Since the current facilities are geographically well-located to serve boroughwide needs, they will continue to serve future needs.

8.17 Availability

8.16.1 Current availability

Mote Park Squash Club offers casual use and both clubs have membership fees that are set at reasonable rates with discounts for off-peak use and juniors.

8.16.2 Future availability

It is reasonable to assume that similar membership arrangements will be offered in the future and if developer contribution funding is offered to enhance the facilities at both sites, it could be conditional on the provision of 'pay-and-play' access.

8.18 The options for securing additional squash court capacity

The options for securing existing and additional squash court capacity to meet current and future needs are as follows:

8.17.1 Protect

Protecting existing squash courts through the Local Plan will be key both to securing local provision by ensuring that planning policy supports the retention of existing facilities, unless the loss of a facility would involve its replacement with a facility of at least the equivalent size, quality and accessibility.

8.17.2 Provide

There is no identified strategic need to provide additional squash courts, although the position should be regularly reviewed over the lifespan of the strategy.

8.17.3 Enhance

Enhancing existing squash courts by ensuring that the courts and ancillary facilities receive regular maintenance and improvements.

8.19 Action Plan

The table below sets out the action plan for squash courts to guide the implementation of the strategy.

Issues	*Action*	*Lead*	*Partners*	*Estimated costs*	*Priority*
Protection of existing squash courts.	Include a policy in the Local Plan to protect all existing squash courts.	MBC	-	-	High
Monitoring demand levels	Regular monitoring to ensure that changes in demand do not affect assessed needs.	MBC	-	-	Medium

9 INDOOR AND OUTDOOR TENNIS COURTS

Key findings:

- ***Quantity:*** There are four seasonally covered indoor tennis courts with community use in Maidstone, 57 outdoor courts with community access (of which 36 are floodlit) and 30 outdoor courts without community use (of which 21 are floodlit). There is sufficient spare capacity at existing indoor and outdoor courts to cater for all additional demand to 2031, although localised concentrations of demand in areas such as Bearstead and Staplehurst do justify some additional provision.
- ***Quality:*** The quality of courts is 'poor' at three sites, in particular at Freedom Leisure Maidstone where the courts are seasonally covered to provide the single indoor facility in the borough. Five of the 14 outdoor court sites have at least one element that is rated as 'poor'.
- ***Accessibility:*** The whole population is within the 30-minute drivetime catchment of the indoor courts at Freedom Leisure Maidstone. Large areas in the east and west of the borough are more than 10-minutes' drive from the nearest 'pay-and-play' outdoor tennis court, although all areas are within 10-minutes of the nearest court if club facilities are included.
- ***Availability:*** 'Pay-and-play' tennis is available at all four of the indoor courts in the borough and at 19 36.5%) of the 52 community-accessible outdoor courts.

9.1 Introduction

This section examines the provision of indoor and outdoor tennis courts in Maidstone.

- Indoor tennis halls are defined specialist permanent or temporary indoor facilities with appropriate playing surface, line markings, nets and court dimensions for tennis.
- Outdoor tennis courts are defined as specialist outdoor facilities with appropriate playing surface, line markings and nets for tennis.

9.2 Quantity

9.2.1 Indoor tennis courts with community use

The location and number of indoor tennis courts with community use in Maidstone is as follows. The courts are covered seasonally between September and March with two airdome structures:

Facility	*Address*	*Courts*	*Year built*
Freedom Leisure Maidstone	St. Peter's Street, Maidstone ME16 0SX	4	2008

9.2.2 Outdoor tennis courts with community use

The location and number of outdoor tennis courts with community use in Maidstone is as follows:

Facility	*Address*	*Courts*	*Lights*
Allington Chestnuts TC	Buckland Rd, Maidstone ME16 0SF	9 Tarmac	Yes
Bearsted and Thurnham TC	Church Landway, Bearsted ME14 4NE	5 Tarmac	Yes
Clare Park tennis courts	Tonbridge Road, Maidstone ME16 8JS	2 Tarmac	No
Feel Good Health Club	Ashford Road, Hollingbourne ME17 1RE	2 Tarmac	No
Freedom Leisure Maidstone	St. Peter's Street, Maidstone ME16 0SX	5 Tarmac*	Yes
Harrietsham Tennis Club	Church Road, Harrietsham ME17 1AP	3 Grass	No
Headcorn Tennis Club	Lenham Road, Headcorn TN27 9LE	3 Synthetic turf	Yes
Maidstone Tennis Club	Giddyhorn Lane Park, Maidstone ME16 0DE	4 Synthetic turf	Yes
Marden tennis courts	Maidstone Road, Marden TN12 9AE	2 Tarmac	No
Marriott Health Club	Ashford Road, Bearsted ME14 4NQ	2 Tarmac	Yes
Penenden Heath tennis courts	Sandy Lane, Penenden Heath ME14 2DH	6 Tarmac	Yes
South Park tennis courts	Armstrong Road, Maidstone ME15 6AZ	4 Tarmac	No
Staplehurst Tennis Club	Frittenden Road, Staplehurst TN12 0DH	3 Grass 2 Tarmac	No Yes
Sutton Valence Tennis Club	North Street, Sutton Valence ME17 3HT	3 Tarmac	No

* Includes the four seasonally covered courts.

9.2.3 Outdoor tennis courts without community use

The location of outdoor tennis courts without community use in Maidstone is as follows:

Facility	*Address*	*Courts*	*Lights*
Kent Police	Sutton Rd, Maidstone ME15 9BZ	2 Tarmac	No
Maidstone Grammar School for Boys	Barton Road, Maidstone ME15 7BT	2 Tarmac	No
Mapleton Noakes School	Buckland Rd, Maidstone ME16 0TJ	5 Tarmac	No
New Line Learning Academy	Boughton Lane, Loose ME15 9QL	6 Synthetic turf	Yes
Saint Augustine Academy	Oakwood Rd, Maidstone ME16 8AE	2 Tarmac	Yes
Saint Simon Stock School	Oakwood Park, Maidstone ME16 0JP	7 Tarmac	Yes
Sutton Valence School	North St., Sutton Valence ME17 3HN	6 Synthetic turf	Yes

9.3 Quality

9.3.1 The criteria assessed for indoor courts

The quality of indoor tennis courts was assessed by a non-technical visual inspection during a site visit to all facilities. The criteria that were assessed were as follows:

- ***The court:*** The overall condition, playing surface, clear span roof height, lighting, spectator provision, equipment and fitness for purpose.
- ***Changing facilities:*** The capacity, condition and fitness for purpose.
- ***Disability access:*** The extent of full disabled access to the facility, including the provision of access ramps, dedicated changing, toilets and car parking.
- ***Maintenance and cleanliness:*** The quality of maintenance and cleanliness standards.
- ***General access:*** Car parking, signposting, external lighting and proximity to public transport.

9.3.2 The criteria assessed for outdoor courts

The quality of outdoor tennis courts was assessed by a non-technical visual inspection during a site visit to all facilities. The criteria that were assessed were as follows:

- ***The court:*** Court surface, line markings and fitness for purpose.
- ***Fencing:*** Condition and appearance.
- ***Disability access:*** Provision for disabled access to the courts.
- ***General access:*** Parking, signage and proximity to public transport.
- ***Lighting:*** The quality, illumination levels and evenness of floodlights.

9.3.3 The basis of the ratings

The facilities were rated on a five-point scale, where 5 equates to 'very good' (highlighted in green below), 4 to 'good' (also highlighted in green below), 3 to 'average' (highlighted in yellow below), 2 to 'poor' (highlighted in red below) and 1 to 'very poor' (also highlighted in red below).

9.3.4 Indoor court assessment

The ratings for the indoor tennis courts in Maidstone are shown in the table below.

Facility	*Courts*	*Changing*	*Disability Access*	*Maintenance*	*General access*
Freedom Leisure Maidstone	2	4	4	4	4

9.3.5 Outdoor court assessment

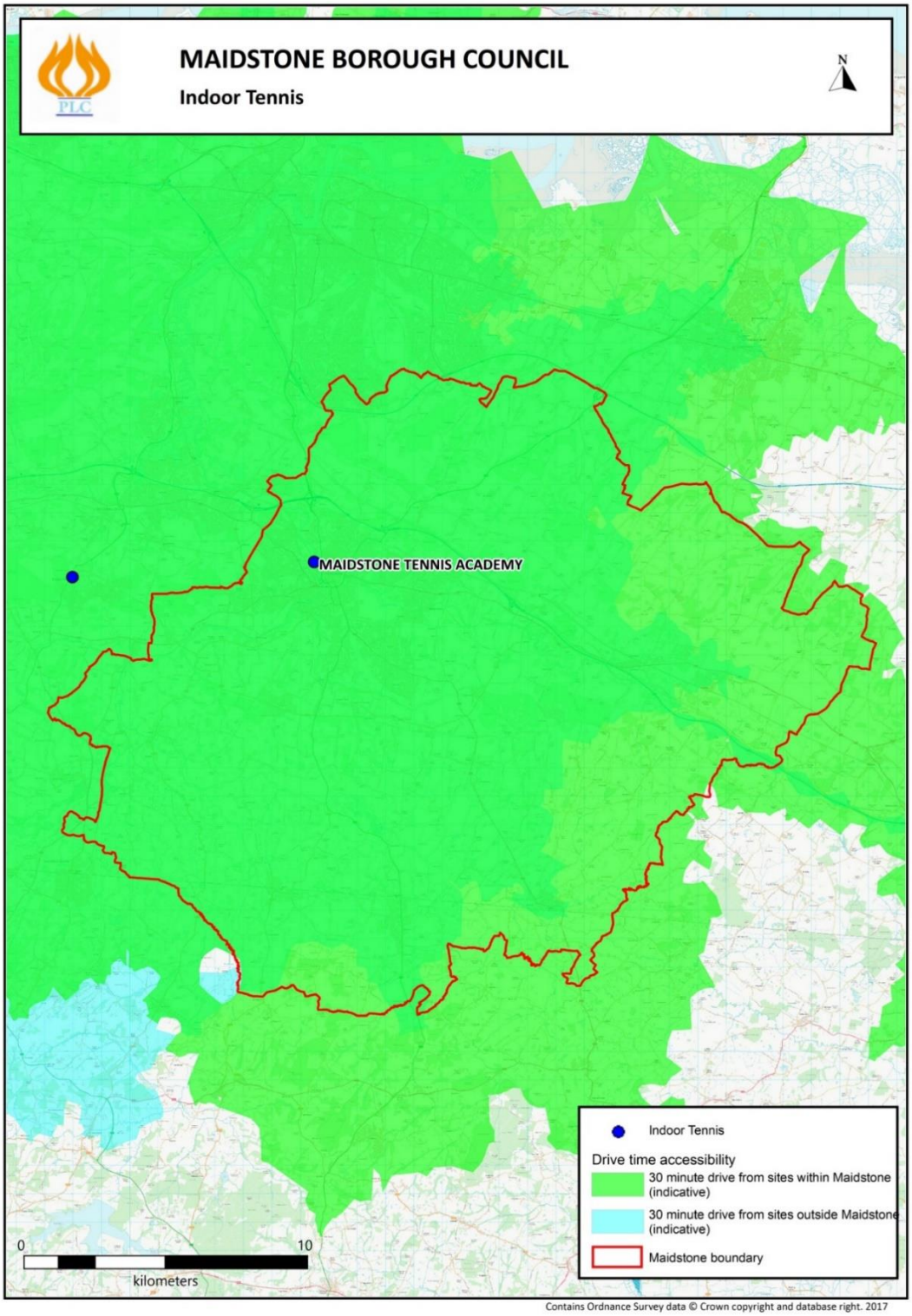
The ratings for the outdoor tennis courts in Maidstone are shown in the table below.

Facility	*Court*	*Fencing*	*Disability Access*	*General access*	*Lighting*
Allington Chestnuts TC	5	5	3	5	4
Bearsted and Thurnham TC	5	5	4	4	5
Clare Park tennis courts	2	3	3	3	-
Feel Good Health Club	3	3	3	2	-
Freedom Leisure Maidstone	5	5	4	5	5
Harrietsham Tennis Club	4	3	3	3	-
Headcorn Tennis Club	4	5	4	3	4
Maidstone Tennis Club	5	5	2	3	4
Marden tennis courts	5	5	4	4	-
Marriott Health Club	4	4	3	4	4
Penenden Heath tennis courts	5	4	3	4	5
South Park tennis courts	4	4	4	4	-
Staplehurst Tennis Club	3	2	2	4	2
Sutton Valence Tennis Club	2	2	1	2	-

9.4 Accessibility

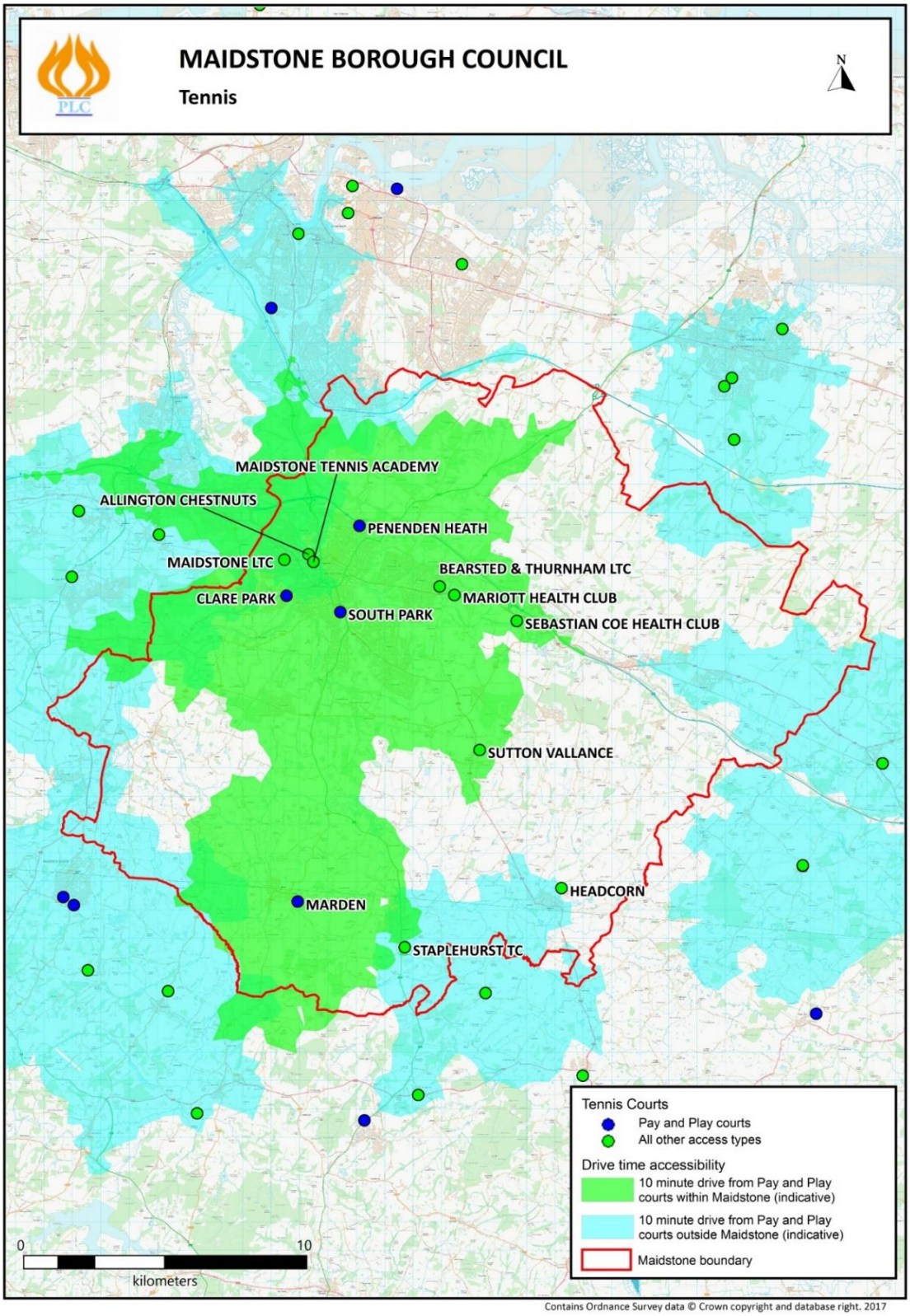
9.4.1 Indoor courts

Based on LTA research, the 'effective catchment' for indoor tennis courts is 30 minutes driving time. The map below shows the location of the indoor tennis courts in Maidstone, together with courts in neighbouring areas which are within the 30-minute drivetime catchment of the borough boundary:



9.4.2 Outdoor courts

Based on Sport England research, the 'effective catchment' for outdoor tennis courts is 10 minutes driving time. The map below shows the location of the outdoor tennis courts in Maidstone, together with courts in neighbouring areas which are within the 10-minute drivetime catchment of the borough boundary:



9.5 Availability

The table below identifies the basis of use and cost of tennis court usage in Maidstone:

Facility	*Cost*	*Basis of use*
Allington Chestnuts TC	-	Membership only
Bearsted and Thurnham TC	£130 per year membership	Membership only
Clare Park tennis courts	£8 per court per hour (adults) £4.40 per court per hour (concessions)	'Pay-and-play'
Feel Good Health Club	£40.99 per month membership	Membership only
Freedom Leisure Maidstone	£5 per court per hour casual hire £30 per month membership	'Pay-and-play' Membership Coaching Academy
Harrietsham Tennis Club	£42 per year adult membership	Membership only
Headcorn Tennis Club	£90 per year membership	Membership only
Maidstone Tennis Club	£130 per year membership	Membership 'Pay-and-play'
Marden tennis courts	£2 per court per hour	'Pay-and-play'
Marriott Health Club	£65 per month membership	Membership only
Penenden Heath tennis courts	£8 per court per hour (adults) £4.40 per court per hour (concessions)	'Pay-and-play' Coaching Academy
South Park tennis courts	£8 per court per hour (adults) £4.40 per court per hour (concessions)	'Pay-and-play'
Staplehurst Tennis Club	£60 per year membership	Membership only
Sutton Valence Tennis Club	£50 per year membership	Membership only

9.6 Key findings on supply

The key findings are as follows:

- There are four seasonally covered indoor tennis courts with community use in Maidstone, 57 outdoor courts with community access (of which 36 are floodlit) and 30 outdoor courts without community use (of which 21 are floodlit).

- The quality of courts is 'poor' at three sites, in particular at Freedom Leisure Maidstone where the courts are seasonally covered to provide the single indoor facility in the borough. Five of the 14 outdoor court sites have at least one element that is rated as 'poor'.

- The whole population is within the 30-minute drivetime catchment of the indoor courts at Freedom Leisure Maidstone.

- Large areas in the east and west of the borough are more than 10-minutes' drive from the nearest 'pay-and-play' outdoor tennis court, although all areas are within 10-minutes of the nearest court if club facilities are included.

- 'Pay-and-play' tennis is available at all four of the indoor courts in the borough and at 19 36.5%) of the 52 community-accessible outdoor courts.

9.7 Current demand for tennis courts

9.7.1 Expressed demand

Tennis participation has been in long-term decline and although most clubs in the borough currently have stable membership numbers. The LTA supplied the following data on the used capacity of selected courts in Maidstone, which indicates that whilst some sites are used to above theoretical capacity, overall utilisation rates are 63%:

Club	*No. courts*	*Floodlit courts*	*Capacity (players)*	*No. members*	*Surplus/ (deficit)*	*Utilisation rate (%)*
Bearsted and Thurnham TC	5	5	300	466	(166)	155%
Harrietsham Tennis Club	3	0	195	44	151	23%
Freedom Leisure Maidstone	5	1	620	318	302	51%
Headcorn Tennis Club	3	3	180	123	57	68%
Kent Police Tennis Club	2	0	80	96	(16)	120%
Maidstone Tennis Club	4	4	240	148	92	62%
Marden Tennis Club	4	2	200	102	98	51%
Penenden Heath	6	4	320	0	320	0%
Sutton Valence Tennis Club	3	0	120	43	77	36%
TOTALS	***35***	***17***	***2,255***	***1,344***	***911***	***60%***

9.7.2 Displaced demand

Displaced demand relates to users of tennis courts from within the study area which takes place outside of the area. There is no evidence of exported demand from Maidstone, although several courts are located in adjacent local authority areas, close enough to the borough boundary to provide usage opportunities for Maidstone residents.

9.7.3 Unmet demand

All clubs in the borough have indicated that they can accommodate new users/members, so facility capacity is not an issue. Some of the population is outside the catchment of a 'pay-and-play' facility within Maidstone, although all have access in these areas to facilities on club sites so there is no unmet geographical demand.

9.8 Local sports participation priorities

There are no specific local sports participation priorities in Maidstone, other than a general policy commitment to promote health and well-being through increased levels of physical activity. As an activity appealing to both genders and most age groups, tennis is likely to have some appeal to new and lapsed sports participants.

9.9 Sport-specific priorities

The Lawn Tennis Association commented that whilst Maidstone is not one of its priority areas for development, there is a healthy club network in the borough with several strong clubs with good junior development programmes. The Maidstone Tennis Academy at Freedom Leisure Maidstone has produced a number of elite players.

9.10 Future demand for tennis courts

9.10.1 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

9.10.2 Participation rates

One factor in considering future sports participation rates is to track historical trends, as a guide to possible future developments. Sport England's 'Active People' survey has recorded adult (16+) weekly participation rates for tennis at national level on an annual basis since 2005. The results are tabulated below and show that participation has declined significantly over the past decade, with the number of regular (at least once a week) players falling by more than 59,000, from 457,200 in 2005 to 398,100 in 2016. The adult participation rates are detailed below:

2005/06	*2007/08*	*2008/09*	*2009/10*	*2010/11*	*2011/12*	*2012/13*	*2013/14*	*2014/15*	*2015/16*	*% Change*
1.12%	1.18%	1.27%	1.04%	0.88%	1.03%	0.94%	0.89%	1.02%	0.90%	-0.22%

9.10.3 Future projections

Local tennis participation rates have been stable in recent years and whilst this runs counter to national trends, it would be reasonable to assume static growth to 2031. Population growth of 14.4% will therefore increase demand for tennis court capacity by a similar amount.

9.11 Key findings on demand

The key findings are as follows:

- Contrary to national trends, expressed demand for indoor and outdoor tennis courts in Maidstone is stable.
- Population growth of 14.4% in Maidstone by 2031 is likely increase demand for indoor and outdoor tennis court capacity by a similar amount.

9.12 The balance between tennis court supply and demand

Four criteria have been assessed to evaluate the balance between indoor and outdoor tennis court supply and demand in Maidstone:

- ***Quantity:*** Are there enough courts with sufficient capacity to meet needs now and in the future?
- ***Quality:*** Are the courts fit for purpose for the users now and in the future?
- ***Accessibility:*** Are the courts in the right physical location for the users now and in the future?

- ***Availability:*** Are the courts available for those who want to use them now and in the future?

9.13 Quantity

9.13.1 Current needs

Current indoor and outdoor tennis courts in Maidstone are assessed to be at operating with spare capacity, based upon the following evaluation:

- ***Used capacity:*** The LTA supplied data on the used capacity of selected courts in Maidstone, which indicates that whilst some sites are used to above theoretical capacity, overall utilisation rates are 60%.

- ***Satisfied demand:*** There is no evidence of unmet demand in the borough.

- ***Changes in supply:*** Staplehurst Tennis Club is planning the provision of two refurbished and new floodlit hard courts, in part to address the needs of population growth in the area. Court quality at any courts which are currently rated as 'average' should be kept under review to ensure that any further deterioration does not adversely affect usage capacity.

9.13.2 Future needs

Spare capacity at the existing indoor and outdoor tennis courts should be able to accommodate all additional future demand, based upon the following evaluation:

- ***Demand increases:*** The borough's population is projected to increase by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

- ***Participation trends:*** Local tennis participation rates have been projected to remain static until 2031.

- ***Additional needs:*** With spare capacity at both indoor and outdoor courts, all additional demand can be accommodated by current spare capacity, although localised concentrations of demand in areas such as Bearstead and Staplehurst do justify some additional provision.

- ***Access to courts on school sites:*** In addition to the 57 courts that are currently community accessible, there are a further 30 courts on school sites, 21 of which are floodlit, where community use might be negotiated subject to additional demand.

9.14 Quality

9.14.1 Current quality

There are a number of quality issues relating to tennis courts in Maidstone, with the following elements rated as 'poor' quality:

- The court surfaces at Clare Park.
- General access at Feelgood Health Club.
- Disabled access at Maidstone Tennis Club.
- Court fencing and disabled access and floodlighting at Staplehurst Tennis Club.
- The court surface, fencing, disabled and general access at Sutton Valance Tennis Club.

9.14.2 Future quality

All court providers will need to continue to invest in maintaining and improving their facilities, so if this process can be assisted with funding from developer contributions in the future, it seems reasonable to assume that local provision will continue to be upgraded regularly.

9.15 Accessibility

9.15.1 Current accessibility

Whilst the whole population is within 30-minutes drivetime of the indoor courts, parts of the east and west of the borough are more than 10-minutes' drive from the nearest 'pay-and-play' outdoor tennis court. However, all areas are within 10-minutes of the nearest court of club facilities are included.

9.15.2 Future accessibility

It is unlikely that new outdoor tennis courts will be provided in the areas outside the catchment of the current facilities.

9.16 Availability

9.16.1 Current availability

'Pay-and-play' tennis is available at all four of the indoor courts in the borough and at 19 (33.3%) of the 57 community-accessible outdoor courts. Club membership fees are generally set at reasonable rates.

9.16.2 Future availability

It is reasonable to assume that a similar balance of 'pay-and-play' and membership arrangements will be offered in the future and if developer contribution funding is offered to enhance the facilities at club sites, it could be conditional on the provision of 'pay-and-play' access.

9.17 The options for securing additional tennis court capacity

The options for securing existing and additional tennis court capacity to meet current and future needs are as follows:

9.17.1 Protect

Protecting existing indoor and outdoor tennis courts through the Local Plan will be key both to securing local provision by ensuring that planning policy supports the retention of existing facilities, unless the loss of a facility would involve its replacement with a facility of at least the equivalent size, quality and accessibility.

9.17.2 Provide

There is no identified strategic need to provide additional indoor or outdoor tennis courts, although localised concentrations of demand in areas such as Bearstead and Staplehurst do justify some additional provision and the position should be regularly reviewed over the lifespan of the strategy.

9.17.3 Enhance

Enhancing existing tennis court capacity by:

- Ensuring that the courts and ancillary facilities receive regular maintenance and improvements, funded by developer contributions where appropriate.
- Negotiating community access to the 30 outdoor tennis courts on school sites.
- Encouraging clubs with spare court capacity to make them available for public 'pay-and-play tennis.

9.18 Action Plan

9.18.1 Introduction

The tables below set out the action plan for indoor and outdoor tennis courts to guide the implementation of the strategy. The capital cost estimates are based upon Sport England's *'Facility Costs - Second Quarter of 2018'* (2018).

9.18.2 Key strategic actions

Issues	*Action*	*Lead*	*Partners*	*Estimated costs*	*Priority*
Protection of existing tennis courts.	Include a policy in the Local Plan to protect all existing tennis courts.	MBC	-	-	High
Community access to school courts	Negotiate access to tennis courts on school sites.	MBC	Schools	-	Medium
Community access to club courts	Negotiate access to tennis courts with spare capacity on club sites.	MBC	Clubs	-	Medium
Funding for future tennis court needs.	Include tennis courts as 'relevant infrastructure' under CIL regulation 123.	MBC	-	-	High

9.18.3 Site-specific actions

Site	*Issues*	*Action*	*Lead*	*Partners*	*Estimated costs*	*Priority*
Allington Chestnuts TC	No current issues	No action	-	-	-	-
Bearsted and Thurnham TC	Courts used to over capacity	Review options for increasing capacity	B&TTC	LTA	-	High
Clare Park tennis courts	Poor quality court surface	Resurface courts	MBC	External funders	£20,000	Medium
Feel Good Health Club	Poor quality general access	Improve court access	Feel Good	-	£5,000	Medium
Freedom Leisure Maidstone	No current issues	No action	-	-	-	-
Headcorn Tennis Club	No current issues	No action	-	-	-	-
Maidstone Tennis Club	Poor quality disabled access	Improve disabled access	MTC	External funders	£5,000	Medium
Marden tennis courts	No current issues	No action	-	-	-	-
Marriott Health Club	No current issues	No action	-	-	-	-
Penenden Heath tennis courts	No current issues	No action	-	-	-	-
South Park tennis courts	No current issues	No action	-	-	-	-
Staplehurst Tennis Club	Poor quality court fencing, disabled access and floodlighting.	Refurbish two courts and provide two new courts with floodlights	STC	LTA	£200,000	High
Sutton Valance Tennis Club	Poor quality court surface, fencing, disabled access and floodlighting.	Improve court surface fencing, disabled access and floodlighting	SVTC	External funders	£50,000	Medium

10 INDOOR AND OUTDOOR BOWLS FACILITIES

Key findings:

- ***Quantity:*** There is one 8-rink indoor bowls hall and 11 outdoor bowls greens in Maidstone. There is sufficient spare capacity at existing indoor and outdoor facilities to cater for all additional demand to 2031.
- ***Quality:*** The quality of facilities is generally good, with the only 'poor' elements being disabled and general access at Hunton Bowls Club.
- ***Accessibility:*** The whole population is within the 30-minute drivetime catchment of Mote Park Indoor Bowls Club. A small area in the east of the borough is more than 15-minutes' drive from the nearest outdoor bowls green.
- ***Availability:*** All facilities operate on a membership basis, although several clubs run weekly introductory coaching sessions to attract new members

10.1 Introduction

This section examines the provision of indoor and outdoor bowls facilities in Maidstone.

- Indoor bowls halls are defined specialist indoor facilities with appropriate playing surface and rink dimensions for bowls.
- Outdoor bowls greens are defined as effectively flat, fine turf grassed areas, 40 yards x 40 yards, with regulation banks and ditches around the perimeter and ancillary facilities for changing and equipment storage.

10.2 Quantity

10.2.1 Indoor bowls halls with community use

The location and number of rinks at the only indoor bowls hall with community use in Maidstone is as follows:

Facility	*Address*	*Rinks*
Mote Park Indoor Bowls Club	Mote Park, Willow Way Maidstone ME15 7RN	8

10.2.2 Outdoor bowls greens with community use

The location and number of outdoor bowls greens with community use in Maidstone is as follows:

Facility	*Address*
Bearsted and Thurnham BC	Church Landway, Bearsted ME14 4NE
Clare Park Bowls Club	Tonbridge Road, Maidstone ME16 8JS
Headcorn Bowls Club	Maidstone Road, Headcorn TN27 9RL
Hunton Bowls Club	West Street, Hunton ME15 0RR
Kent Police Bowls Club	Sutton Road, Maidstone ME15 9BZ
Lenham Bowls Club	Maidstone Road, Lenham ME17 2QJ
Loose Bowls Club	Loose Road, Maidstone ME15 9UA
Maidstone Bowls Club	Buckland Road, Maidstone ME16 0DT
Marden Bowls Club	Howland Road, Marden TN12 9DR
Penenden Heath Bowls Club	Recreation Ground, Penenden Heath ME14 2DH
Westborough Bowls Club	Cloudberry Close, London Road, Maidstone ME16 0LY

10.3 Quality

10.3.1 The criteria assessed for indoor bowls halls

The quality of the indoor bowls hall was assessed by a non-technical visual inspection during a site visit. The criteria that were assessed were as follows:

- ***The green:*** The overall condition, lighting, spectator provision, equipment storage and fitness for purpose.
- ***Changing facilities:*** The capacity, condition and fitness for purpose.
- ***Disability access:*** The extent of full disabled access to the facility, including the provision of access ramps, dedicated changing, toilets and car parking.
- ***Maintenance and cleanliness:*** The quality of maintenance and cleanliness standards.
- ***General access:*** Car parking, signposting, external lighting and proximity to public transport.

10.3.2 The criteria assessed for outdoor bowls greens

The quality of outdoor bowls greens was assessed by a non-technical visual inspection during a site visit to all facilities. The criteria that were assessed were as follows:

- ***The green:*** The quality of the grass, flatness and regulation ditches.
- ***Changing facilities:*** The capacity, condition and fitness for purpose.
- ***Disability access:*** The extent of full disabled access to the facility, including the provision of access ramps, dedicated changing, toilets and car parking.
- ***General access:*** Parking, signage and proximity to public transport.

10.3.3 The basis of the ratings

The facilities were rated on a five-point scale, where 5 equates to 'very good' (highlighted in green below), 4 to 'good' (also highlighted in green below), 3 to 'average' (highlighted in yellow below), 2 to 'poor' (highlighted in red below) and 1 to 'very poor'.

10.3.4 Indoor bowls hall assessment

The ratings for the indoor bowls facility in Maidstone are shown in the table below.

Facility	*Green*	*Changing*	*Disability Access*	*Maintenance*	*General access*
Mote Park Indoor Bowls Club	5	5	4	5	5

10.3.5 Outdoor bowls greens assessment

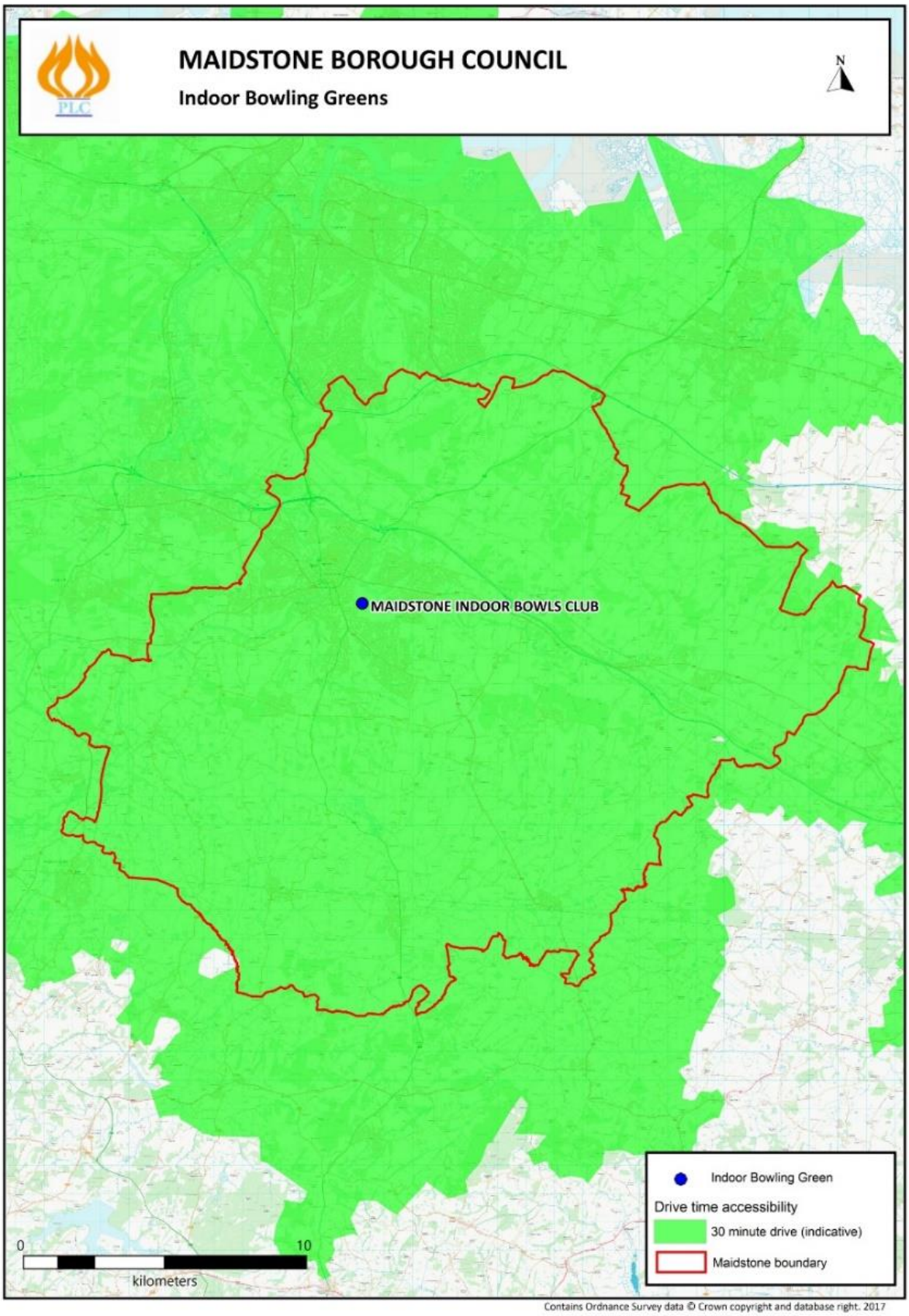
The ratings for the outdoor bowls greens in Maidstone are shown in the table below.

Facility	*Green*	*Changing*	*Disability Access*	*General access*
Bearsted and Thurnham BC	5	5	4	5
Clare Park BC	3	4	4	5
Headcorn BC	5	4	4	5
Hunton BC	4	3	2	2
Kent Police BC	4	3	3	3
Lenham BC	4	5	4	4
Loose BC	4	4	4	5
Maidstone BC	4	4	4	5
Marden BC	4	3	3	3
Penenden Heath BC	4	4	3	4
Westborough BC	4	3	3	3

10.4 Accessibility

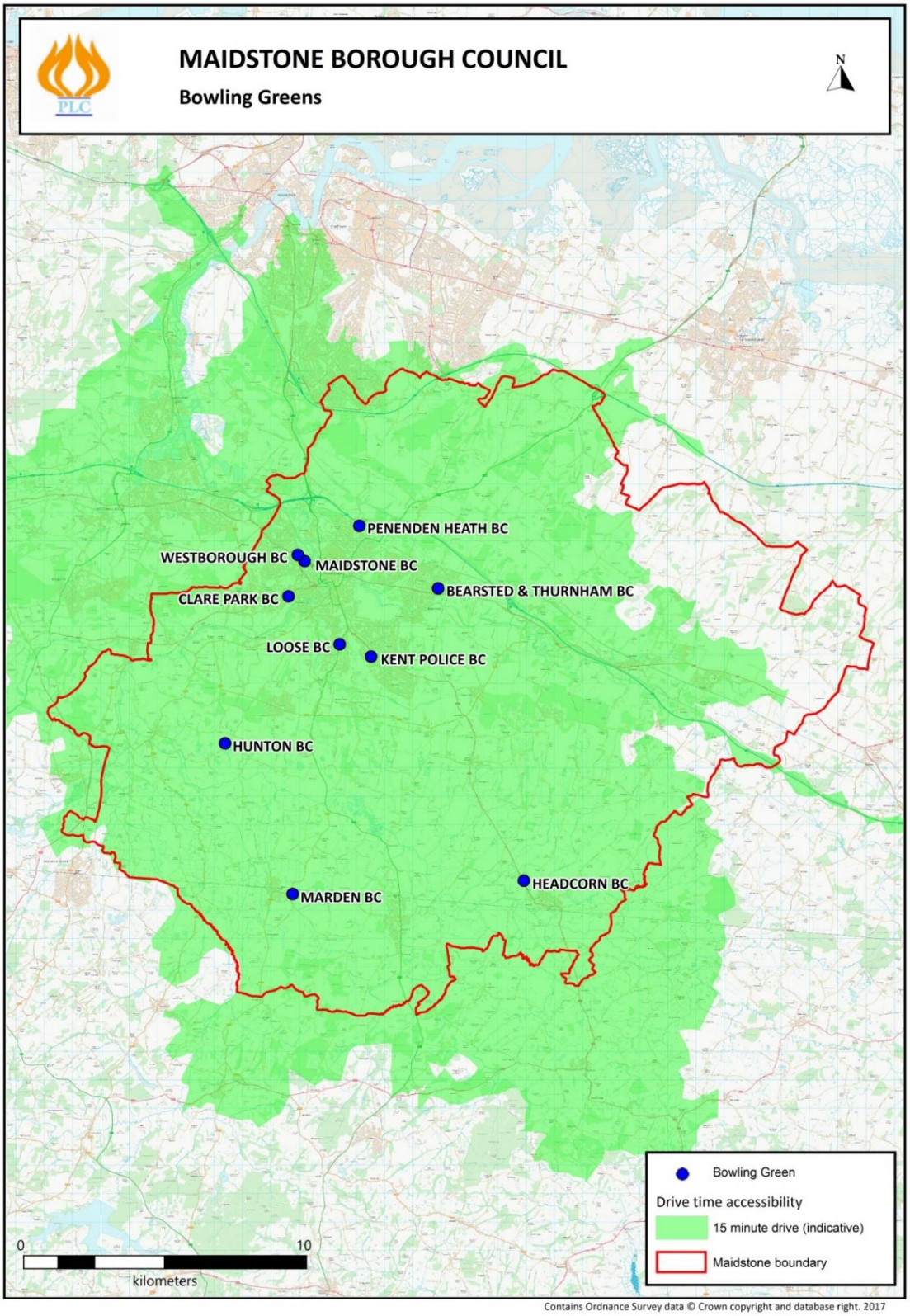
10.4.1 Indoor bowls hall

Based on Sport England research, the 'effective catchment' for indoor bowls facilities (defined as the time/distance travelled and the prevailing mode of transport used by up to 90% of facility users) is 30 minutes driving time. The map shows the location of the indoor bowls hall, with a 30-minute drivetime catchment:


MAIDSTONE BOROUGH COUNCIL
Indoor Bowling Greens
N
MAIDSTONE INDOOR BOWLS CLUB
Indoor Bowling Green
Drive time accessibility
30 minute drive (indicative)
Maidstone boundary
0
10
kilometers
Contains Ordnance Survey data © Crown copyright and database right. 2017

10.4.2 Outdoor bowls greens

Based on Sport England research, the 'effective catchment' for outdoor bowls greens (defined as the time/distance travelled and the prevailing mode of transport used by up to 90% of facility users) is 15 minutes driving time. The map below shows the location of the outdoor bowls greens in Maidstone, with a 15-minute drivetime catchment:



10.5 Availability

10.5.1 Indoor bowls hall

The use of the facility is confined to members of Mote Park Indoor Bowls Club, although the club has an extensive programme of coaching and introductory sessions, including free open days.

10.5.2 Outdoor bowls greens

The table below identifies the basis of use of outdoor bowls greens in Maidstone:

Facility	*Basis of use*
Bearsted and Thurnham BC	Membership only Junior coaching provided
Clare Park BC	Membership only
Headcorn BC	Membership only
Hunton BC	Membership only Introductory sessions provided
Kent Police BC	Membership only
Lenham BC	Membership only
Loose BC	Membership only Introductory sessions provided
Maidstone BC	Membership only
Marden BC	Membership only Introductory sessions provided
Penenden Heath BC	Membership only
Westborough BC	Membership only

10.6 Key findings on supply

The key findings are as follows:

- There is one 8-rink indoor bowls hall and 11 outdoor bowls greens in Maidstone.
- The quality of facilities is generally good, with the only 'poor' elements being disabled and general access at Hunton Bowls Club.
- The whole population is within the 30-minute drivetime catchment of Mote Park Indoor Bowls Club.
- A small area in the east of the borough is more than 15-minutes' drive from the nearest outdoor bowls green.
- All facilities operate on a membership basis, although several clubs run weekly introductory coaching sessions to attract new members.

10.7 Current demand for bowls facilities

10.7.1 Expressed demand

- ***Indoor bowls:*** Mote Park IBC currently has 550 members. Sport England's *'Indoor Bowls Guidance Note'* (2005) stipulates that full capacity is reached at 80 - 100 members per rink, so as an eight-rink facility, the indoor hall can accommodate 640 - 800 members. This suggests that expressed demand amounts to around 69% based on 100 members per rink.

- ***Outdoor bowls:*** Bowls participation has been in long-term decline and the national picture of falling demand is reflected in the Maidstone area, with Tovil Bowls Club closing in 2016 due to a shortage of members. Four clubs have made significant efforts to attract new participants, in particular juniors, with some success, but all local outdoor clubs have indicated that they have significant spare capacity.

10.7.2 Displaced demand

Displaced demand relates to users of bowls greens from within the study area which takes place outside of the area. There is no evidence of exported demand for indoor or outdoor bowls facilities from Maidstone.

10.7.3 Unmet demand

All clubs in the borough have indicated that they can accommodate new users/members, so facility capacity is not an issue. The whole borough population is within the catchment of the indoor facility, but a small area in the east of the borough is outside the 15-minute drivetime catchment of an outdoor green, so there is a limited amount unmet geographical demand.

10.8 Local sports participation priorities

There are no specific local sports participation priorities in Maidstone, other than a general policy commitment to promote health and well-being through increased levels of physical activity. As an activity appealing primarily to older age groups, bowls is likely to have some appeal to new and lapsed sports participants in an expanding proportion of the population.

10.9 Sport-specific priorities

The Bowls Development Alliance commented that Maidstone is not a development priority area for bowls and that none of the clubs in the borough has been prioritised for support through its Club Development Programme, but all are eligible for support through its Play Bowls package.

10.10 Future demand for bowls

10.10.1 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

10.10.2 Participation rates

One factor in considering future sports participation rates is to track historical trends, as a guide to possible future developments. Sport England's 'Active People' survey has recorded adult (16+) weekly participation rates for bowls at national level on an annual basis since 2005. The results are tabulated below and show that participation has declined significantly over the past decade, with the number of regular (at least once a week) players falling by more than 98,000, from 309,800 in 2005 to 211,900 in 2016. The participation rates are detailed below:

2005/06	*2007/08*	*2008/09*	*2009/10*	*2010/11*	*2011/12*	*2012/13*	*2013/14*	*2014/15*	*2015/16*	*% Change*
2.21%	2.32%	2.10%	2.02%	1.54%	1.57%	1.73%	1.58%	1.33%	1.30%	-0.91%

10.10.3 Future projections

Sport England has developed the Sport Facility Calculator (SFC), to help to quantify how much additional demand for key community facilities like indoor bowls halls, will be generated by population increases. The SFC uses Sport England survey data on who uses facilities and applies this to the population profile of the local area. This builds up a profile of usage, which can be then applied to estimate how much demand any given population would generate. This demand is then converted into the quantity of facilities needed and expressed as rinks to define indoor bowls needs. Based upon this, the SFC calculates demand equivalent to an additional 1.58 indoor bowls rinks by 2031.

10.11 Key findings on demand

The key findings are as follows:

- Expressed demand for indoor and outdoor bowls in Maidstone has fallen in the past decade.
- Population growth of 14.4% in Maidstone by 2031 is likely increase demand for indoor and outdoor bowls green capacity by a similar amount, assuming static participation rates in the future.
- In terms of indoor bowls, the Sport Facility Calculator assesses that the extra demand is equivalent to 1.58 indoor rinks.

10.12 The balance between bowls supply and demand

Four criteria have been assessed to evaluate the balance between indoor and outdoor bowls green supply and demand in Maidstone:

- ***Quantity:*** Are there enough greens with sufficient capacity to meet needs now and in the future?
- ***Quality:*** Are the greens fit for purpose for the users now and in the future?
- ***Accessibility:*** Are the greens in the right physical location for the users now and in the future?

- ***Availability:*** Are the greens available for those who want to use them now and in the future?

10.13 Quantity

10.13.1 Current needs

Current indoor and outdoor bowls facilities in Maidstone are assessed to be at operating with significant spare capacity, based upon the following evaluation:

- ***Used capacity:*** All local clubs have indicated that there is significant spare capacity to attract additional members.

- ***Satisfied demand:*** There is no evidence of unmet demand in the borough.

- ***Changes in supply:*** There are no know planned changes to bowls green supply, although Lenham Bowls Club may be affected by housing development proposals in the area.

10.13.2 Future needs

Spare capacity at the existing indoor and outdoor bowls facilities should be able to accommodate all additional future demand, based upon the following evaluation:

- ***Demand increases:*** The borough's population is projected to increase by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

- ***Participation trends:*** Local bowls participation rates have been projected to remain static until 2031.

- ***Additional indoor bowls needs:*** The Sport Facility Calculator assesses that the extra demand for indoor bowls is equivalent to 1.58 indoor rinks (accommodating 126 - 158 members) Existing spare capacity at Mote Park. IBC amounts to the equivalent of 2.5 rinks (or 250 members), so additional demand to 2031 can all be accommodated by the current facility.

- ***Additional outdoor bowls needs:*** There is sufficient spare capacity at existing bowls clubs to accommodate all additional demand to 2031 and this should add to the long-term viability of the current clubs.

10.14 Quality

10.14.1 Current quality

Disability and general access are rated as 'poor' at Hunton Bowls Club, but all other aspects of all other facilities are rated as at least 'average' quality.

10.14.2 Future quality

All providers will need to continue to invest in maintaining and improving their facilities, so if this process can be assisted with funding from developer contributions in the future, it seems reasonable to assume that local provision will continue to be upgraded regularly.

10.15 Accessibility

10.15.1 Current accessibility

The whole population is within the 30-minute drivetime catchment of Mote Park Indoor Bowls Club, but a small area in the east of the borough is more than 15-minutes' drive from the nearest outdoor bowls green.

10.15.2 Future accessibility

It is unlikely that new outdoor bowls greens will be provided in the areas outside the catchment of the current facilities.

10.16 Availability

10.16.1 Current availability

Sessions for non-members are run at four of the ten outdoor bowls clubs in the borough. Club membership fees are generally set at reasonable rates.

10.16.2 Future availability

It is reasonable to assume that a similar balance of arrangements for use by non-members will be offered in the future and if developer contribution funding is offered to enhance the facilities at club sites, it could be conditional on the provision of 'pay-and-play' access.

10.17 The options for securing additional bowls capacity

The options for securing existing and additional bowls capacity to meet current and future needs are as follows:

10.17.1 Protect

Protecting existing indoor and outdoor bowls facilities through the Local Plan will be key both to securing local provision by ensuring that planning policy supports the retention of existing facilities, unless the loss of a facility would involve its replacement with a facility of at least the equivalent size, quality and accessibility.

10.17.2 Provide

There is no identified strategic need to provide additional indoor or outdoor bowls facilities, although the indoor bowls position in particular should be regularly reviewed over the lifespan of the strategy.

10.17.3 Enhance

Enhancing existing bowls facility capacity by:

- Ensuring that the greens and ancillary facilities receive regular maintenance and improvements, funded by developer contributions where appropriate.

- Making the provision of access for non-members a condition of any developer contribution funding offered towards bowls facilities improvements.

10.18 Action Plan

10.18.1 Introduction

The tables below set out the action plan for indoor and outdoor bowls facilities to guide the implementation of the strategy. The capital cost estimates are based upon Sport England's *'Facility Costs - Second Quarter of 2018'* (2018).

10.18.2 Key strategic actions

Issues	*Action*	*Lead*	*Partners*	*Estimated costs*	*Priority*
Protection of existing bowls facilities	Include a policy in the Local Plan to protect all existing bowls facilities	MBC	-	-	High
Funding for future bowls facilities needs.	Include bowls facilities as 'relevant infrastructure' under CIL regulation 123.	MBC	-	-	High

10.18.3 Site-specific actions

Site	*Issues*	*Action*	*Lead*	*Partners*	*Estimated costs*	*Priority*
Bearsted and Thurnham BC	No current issues	No action	-	-	-	-
Clare Park BC	No current issues	No action	-	-	-	-
Headcorn BC	No current issues	No action	-	-	-	-
Hunton BC	Poor quality disabled and general access	Improve disabled and general access	HBC	-	£5,000	Medium
Kent Police BC	No current issues	No action	-	-	-	-
Loose BC	No current issues	No action	-	-	-	-
Maidstone BC	No current issues	No action	-	-	-	-
Marden BC	No current issues	No action	-	-	-	-
Penenden Heath BC	No current issues	No action	-	-	-	-
Westborough BC	No current issues	No action	-	-	-	-

11 ATHLETICS TRACKS

Key findings:

- ***Quantity:*** There is one 8-lane synthetic athletics track in Maidstone. There is sufficient spare capacity at the existing track to cater for all additional demand to 2031.
- ***Quality:*** The quality of the facility is generally good, although general access to the track is rated as only 'average'.
- ***Accessibility:*** The whole population is within the 30-minute drivetime catchment of the track.
- ***Availability:*** The track is only accessible by Medway and Maidstone Athletics Club on a membership basis, although as a specialist facility type athletics tracks generally attract minimal casual usage.

11.1 Introduction

This section examines the provision of athletics tracks in Maidstone. Athletics tracks are defined as 400m synthetic surfaced tracks with full field events provision.

11.2 Quantity

The location and number of lanes at the athletics track with community use in Maidstone is as follows:

Facility	*Address*	*Lanes*
Sydney Wooderson Sports Centre	North Street, Sutton Valence ME17 3HN	8

11.3 Quality

11.3.1 The criteria assessed for athletics tracks

The quality of the athletics track was assessed by a non-technical visual inspection during a site visit. The criteria that were assessed were as follows:

- ***The track:*** The overall condition of the track surface, line markings, lighting, spectator provision, equipment storage and fitness for purpose.
- ***Changing facilities:*** The capacity, condition and fitness for purpose.
- ***Disability access:*** The extent of full disabled access to the facility, including the provision of dedicated changing, toilets and car parking.
- ***Maintenance and cleanliness:*** The quality of maintenance and cleanliness standards.

- ***General access:*** Car parking, signposting, external lighting and proximity to public transport.

11.3.2 The basis of the ratings

The facilities were rated on a five-point scale, where 5 equates to 'very good' (highlighted in green below), 4 to 'good' (also highlighted in green below), 3 to 'average' (highlighted in yellow below), 2 to 'poor' and 1 to 'very poor'.

11.3.3 Athletics track assessment

The ratings for the athletics track in Maidstone are shown in the table below.

Facility	*Track*	*Changing*	*Disability Access*	*Maintenance*	*General access*
Sydney Wooderson Sports Centre	4	5	4	5	3

11.4 Accessibility

As a specialist facility, athletics tracks typically attract users from within a 30-minute drivetime catchment. The catchment of the track at the Sydney Wooderson Sports Centre covers the whole of the local population and the facility at Medway Park just to the north of the borough boundary is also used by the local club.

11.5 Availability

The track is not available to the general public on a 'pay-and-play' basis, but is hired by Medway and Maidstone Athletics Club for junior squad training sessions two evenings per week. There is no security of tenure for this arrangement. The Club's main base is at the Medway Park Track in Gillingham.

11.6 Key findings on supply

The key findings are as follows:

- There is one 8-lane synthetic athletics track in Maidstone.
- The quality of facility is generally good, although general access to the track is rated as only 'average'.
- The whole population is within the 30-minute drivetime catchment of the track.
- The track is only accessible by members of Medway and Maidstone Athletics Club, although as a specialist facility type athletics tracks generally attract minimal casual usage.

11.7 Current demand for athletics tracks

11.7.1 Expressed demand

Medway and Maidstone Athletics Club currently has 300 members and 300 members and runs teams at age groups from Young Athletes to veterans. As its name suggests, in addition to Maidstone residents it also serves athletics demand from the Medway area (Gillingham, Chatham, Rochester and Rainham). The club has currently closed its waiting list for prospective members aged 7 - 11 due to the high demand, although the key constraint is a shortage of coaches rather than a lack of facility capacity.

11.7.2 Displaced demand

Displaced demand relates to users of athletics tracks from within the study area which takes place outside of the area. With the local athletics club's main base being in Gillingham, all athletes from Maidstone make extensive use of the Medway Park track.

11.7.3 Unmet demand

There is significant unmet demand from 7 - 11 year olds, but no evidence of surplus demand from other age groups.

11.8 Local sports participation priorities

There are no specific local sports participation priorities in Maidstone, other than a general policy commitment to promote health and well-being through increased levels of physical activity. Track and field athletics is a specialist subset of activities, which whilst increasingly appealing to participants from the older age groups is still a relatively minority interest.

11.9 Sport-specific priorities

England Athletics has not identified Maidstone as a priority area for development. As per the UK Athletics *'Facilities Strategy 2014 - 2019'* (2014), it believes that there are sufficient 400m tracks in the area to meet current and future needs.

11.10 Future demand for athletics

11.10.1 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

11.10.2 Participation rates

One factor in considering future sports participation rates is to track historical trends, as a guide to possible future developments. Sport England's 'Active People' survey has recorded adult (16+) weekly participation rates for running (which includes track and field athletics) at national level on an annual basis since 2005. The results are tabulated below and show that participation has increased significantly over the past decade, with the number of regular (at least once a week) runners growing by 864,000. The participation rates are detailed below:

2005/06	*2007/08*	*2008/09*	*2009/10*	*2010/11*	*2011/12*	*2012/13*	*2013/14*	*2014/15*	*2015/16*	*% Change*
3.33%	3.89%	4.16%	4.45%	4.47%	4.72%	4.65%	4.96%	5.29%	5.37%	+2.04%

11.10.3 Future projections

Whilst demand for running in general is growing, this primarily involves recreational running on roads and footpaths, rather than participation in track and field athletics with its dependence on specialist track facilities, where participation has been broadly static. In relation to additional future demand for tracks, therefore, it seems reasonable to project needs based on the current participation rates.

11.11 Key findings on demand

The key findings are as follows:

- Expressed demand for athletics is relatively high in Maidstone, with unmet demand amongst 7 - 11 year olds that relates to a shortage of coaches rather than a lack of track capacity.

- Population growth of 14.4% in Maidstone by 2031 is likely increase demand for athletics track capacity by a similar amount, assuming static participation rates in the future.

11.12 The balance between athletics supply and demand

Four criteria have been assessed to evaluate the balance between athletics track supply and demand in Maidstone:

- ***Quantity:*** Are there enough tracks with sufficient capacity to meet needs now and in the future?

- ***Quality:*** Are the tracks fit for purpose for the users now and in the future?

- ***Accessibility:*** Are the tracks in the right physical location for the users now and in the future?

- ***Availability:*** Are the tracks available for those who want to use them now and in the future?

11.13 Quantity

11.13.1 Current needs

The current athletics track in Maidstone is assessed to be at operating with significant spare capacity, based upon the following evaluation:

- ***Used capacity:*** The track is used by Maidstone and Medway AC on two evenings per week only. This represents 25% of the available capacity in the peak period.

- ***Satisfied demand:*** Whilst there is unmet demand amongst the younger age groups, this is due to a lack of coaching capacity rather than a shortage of track capacity.

- ***Changes in supply:*** There are no know planned changes to athletics track supply, although the lack of secured community use at the Sydney Wooderson track means that access could, in theory, be withdrawn at any time.

11.13.2 Future needs

Spare capacity at the existing tracks in Sutton Valance and Gillingham should be able to accommodate all additional future demand, based upon the following evaluation:

- ***Current spare capacity:*** Current peak time spare capacity at the Sydney Wooderson track is 75%.

- ***Demand increases:*** The borough's population is projected to increase by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

- ***Participation trends:*** Local athletics participation rates have been projected to remain static until 2031.

11.14 Quality

11.14.1 Current quality

The current quality of the track and ancillary facilities is good, although general access is only 'average'.

11.14.2 Future quality

Tracks need to be resurfaced regularly to Sutton Valance School will need to continue to invest in maintaining and improving the facilities.

11.15 Accessibility

11.15.1 Current accessibility

The whole population is within the 30-minute drivetime catchment Sydney Wooderson and Medway Park tracks.

11.15.2 Future accessibility

Assuming that both tracks remain operational and have community use, the whole population will continue to have access to an athletics track.

11.16 Availability

11.16.1 Current availability

The track is not available to the general public on a 'pay-and-play' basis, but is hired by Medway and Maidstone Athletics Club for junior squad training sessions two evenings per week. There is no security of tenure for this arrangement.

11.16.2 Future availability

Although there is no reason to suppose that community access will be withdrawn in the future, there is no guarantee at present that this will not happen. Efforts should be made to secure community access.

11.17 The options for securing athletics track capacity

The options for securing existing and additional athletics track capacity to meet current and future needs are as follows:

11.17.1 Protect

Protecting existing athletics tracks through the Local Plan will be key both to securing local provision by ensuring that planning policy supports the retention of existing facilities, unless the loss of a facility would involve its replacement with a facility of at least the equivalent size, quality and accessibility.

11.17.2 Provide

There is no identified strategic need to provide an additional track.

11.17.3 Enhance

Enhancing existing athletics track capacity by securing community use through a formal Community Use Agreement.

11.18 Action Plan

Issues	*Action*	*Lead*	*Partners*	*Estimated costs*	*Priority*
Protection of existing athletics tracks	Include a policy in the Local Plan to protect the existing athletics track	MBC	-	-	High
Securing community use of the track	Pursue a formal Community Use Agreement with Sutton Valance School	MBC	Sutton Valance School	-	High
Funding for future athletics needs	Include athletics tracks as 'relevant infrastructure' under CIL regulation 123.	MBC	-	-	High

12 POLICIES AND RECOMMENDATIONS

12.1 Introduction

This section contains policies and recommendations for the protection, enhancement and provision of sports facilities in Maidstone.

12.2 Policy context

The recommendations made in the context of the National Planning Policy Framework (NPPF) paragraph 74, which stipulates that existing sports facilities, should not be built upon unless:

- An assessment has taken place which has clearly shown the facility to be surplus to requirements, or;
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality, in a suitable location, or;
- The development is for alternative sport and recreation provision, the needs for which clearly outweighs the loss.

12.3 Protect

12.3.1 Recommendation 1: Safeguarding existing provision

The Maidstone Sports Facilities Strategy comprises a robust and evidence-based assessment of current and future needs for sports facilities in the district. The Strategy has identified a need for all current facilities to be retained, on the basis of the specific identified roles that each can play in delivering the needs of sport in the borough both now and in the future. It is therefore recommended that existing planning policies continue to support the retention of all sites, based upon the evidence in the Sports Facilities Strategy.

12.3.2 Recommendation 2: Community access to education sports facilities

A significant proportion of some types of sports facility in Maidstone are located on school sites (in particular eight out of nine sports halls and the only athletics track in the borough). None of these facilities are subject to formal Community Use Agreements and external use could, therefore in theory be withdrawn at any time. Some education sports facilities have no community use at all at present, which does not optimise the use of public resources. Furthermore, the management arrangements for many school sports facilities with external use are not conducive to maximising that use. It is therefore recommended that:

- Efforts are made to secure formal Community Use Agreements at existing education sports facilities.
- Where appropriate, Community Use Agreements become a condition of planning consent at new education sports facilities, along with a design and specification that is consistent with maximising school and community use.

- Encourage schools with their community use management arrangements.

12.4 Enhance

12.4.1 Recommendation 3: Capacity improvements

Some of the current and future demand for sports facilities in Maidstone can be accommodated through enhancements to existing facilities. Improvements to playing surfaces to increase carrying capacity, provision of floodlights for some outdoor facilities, extended and reconfigured changing facilities to cater for simultaneous adult/junior and male/female usage will all facilitate extra usage at existing sites. It is recommended that the site-specific action plan in the Maidstone Sports Facilities Strategy be used as the basis for prioritising facilities enhancements that will help to alleviate the current identified and future projected deficits.

12.4.2 Recommendation 4: Developer contributions (enhancements)

Some of the additional demand arising from the proposed housing development in Maidstone, can be accommodated through enhancements to existing sports facilities. It is therefore recommended that:

- The site-specific action plan in the Maidstone Sports Facilities Strategy be used as the basis for determining facility enhancements that demonstrably relate to the scale and location of specific developments.

- An appropriate level of financial contributions should then be sought under Section 106 or CIL arrangements, using Sport England's Sports Facility Calculator tool as a guide, to cover the capital and revenue implications of the enhancements.

- To facilitate this, sports facilities should be listed as 'relevant infrastructure', under CIL Regulation 123 unless the Council considers it unlikely that CIL receipts would extend to delivering sports facilities projects, in which case they should be excluded and secured through planning obligations, having regard to the pooling restrictions.

12.5 Provide

12.5.1 Recommendation 5: Maidstone Leisure Centre

Maidstone Leisure Centre is the major community sports facility in the borough, of key strategic significance for swimming, but also 'pay-and-play' health and fitness provision. Bu 2031, the Centre will have reached the end of its planned lifespan. The current management contract with the Maidstone Leisure Trust expires in 2024, which will give the Council an important opportunity to review the scale and location of the facilities mix provided, to determine whether the current configuration is the most appropriate to deliver community leisure needs over the next few decades: It is therefore recommended that Maidstone Borough Council commissions a review of Maidstone Leisure Centre to examine whether:

- The current scale and configuration of swimming facilities is appropriate to current and future needs and if not, what alternatives should be provided.

- Other facilities should be considered for inclusion in a new or refurbished leisure centre.

- Provision of community sports facilities at the current site in the centre of the borough is the most appropriate way to meet current and future needs, compared with a more dispersed model of provision.

- The Council is the most appropriate provider of the facilities or whether other providers such as the education and/or commercial sectors could meet all identified needs.

12.5.2 Recommendation 6: Other new sports facilities

Whilst spare capacity in most types of sports facility can meet current and future needs to 2031, specific shortfalls identified in the Maidstone Sports Facilities Strategy by an evidence-based needs assessment, that would best be met through new provision include:

- The equivalent of 1.6 four-badminton court sized sports halls with full community access.

- The equivalent of one 25m x 4-lane pool with full community access.

- 187 health and fitness equipment stations.

It is recommended that Maidstone Borough Council should play an active role in encouraging the provision of these facilities, in conjunction with education providers and the commercial sector.

12.5.3 Recommendation 7: Developer contributions (new provision)

Some of the additional demand arising from the proposed housing development in Maidstone, can be accommodated through the provision of new sports facilities. It is therefore recommended that:

- The site-specific action plan in the Maidstone Sports Facilities Strategy be used as the basis for determining new facility provision that demonstrably relates to the scale and location of specific developments.

- An appropriate level of financial contributions should then be sought under Section 106 or CIL arrangements, using Sport England's Sports Facility Calculator tool as a guide, to cover the capital and revenue implications of providing the facilities.

- To facilitate this, sports facilities should be listed as 'relevant infrastructure', under CIL Regulation 123 unless the Council considers it unlikely that CIL receipts would extend to delivering sports facilities projects, in which case they should be excluded and secured through planning obligations, having regard to the pooling restrictions.

13 APPLYING AND REVIEWING THE STRATEGY

13.1 Introduction

This section identifies the applications of the Maidstone Sports Facilities Strategy (SFS) and the mechanisms for reviewing it to ensure that it remains robust and up-to-date.

13.2 Strategy applications

The success of the SFS will be determined by how it is used. While the use of the SFS should be led by the Maidstone Borough Council, its application and delivery should be the responsibility of the project steering group involving other key local stakeholders including Sport England, Kent Sport and the Maidstone Sports Trust. The SFS has a number of applications:

13.2.1 Sports development planning

The SFS can be applied to help:

- Highlight, justify and make the case for sports development activities with particular sports, groups and clubs and in particular areas.
- Identify current and future trends and changes in the demand for individual sports and how they are played.
- Inform the work, strategies and plans of sporting organisations active in the area.
- Advocate the need to work with specific educational establishments to secure community use of their site(s).
- Develop and/or enhance school club links by making the best use of school sites where they have spare capacity and are well located to meet demand.

13.2.2 Planning policy

The SFS can be applied to help:

- Develop new, and review the effectiveness of existing, local planning policy (e.g. Local and Neighbourhood Plans) in line with paragraph 73 of the National Planning Policy Framework (NPPF).
- The implementation of local planning policy to meet the needs of the community in line with paragraph 74 of the NPPF.

13.2.3 Planning applications

The SFS can be applied to help:

- Inform the development of planning applications which affect existing and/or proposed new sports facilities provision.

- Inform pre-application discussions to ensure any subsequent planning applications maximise their benefit to sport and are developed in line with national (e.g. NPPF paragraph 74) and local planning policy.

- Sports clubs and other organisations provide the strategic need for development proposals thereby potentially adding support to their application(s) and saving them resources in developing such evidence.

- Maidstone Borough Council to assess planning applications affecting existing and/or proposed new playing sports facilities provision in line with national (e.g. NPPF paragraph 74) and local planning policy.

- Sport England and other parties respond to relevant planning application consultations.

The SFS can also be applied to help Maidstone Borough Council to meet other relevant requirements of the NPPF including:

- Taking account of and supporting local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs (NPPF paragraph 17 - Core Planning Principles).

- Delivering the social, recreational, cultural facilities and services the community needs (NPPF paragraph 70).

- Planning positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the framework (NPPF paragraph 157).

- Working with public health leads and health organisations to understand and take account of the health status and needs of the local population, including expected future changes, and any information about relevant barriers to improving health and well-being (NPPF paragraph 171).

13.2.4 Community Infrastructure Levy (CIL)

The SFS can be applied to help:

- Advocate the need for sports facilities provision to be taken into account when the local authority is developing and/or reviewing an approach to the CIL (Charging Schedule, including the Regulation 123 list and Infrastructure Delivery Plan) and the wider benefits of doing so (e.g. improving health and wellbeing).

- Provide prioritised infrastructure requirements for sports facilities provision including deliverable sport, area and site-specific projects with costings (where known).

13.2.5 Funding bids

The SFS can be applied to help:

- Provide the evidence base and strategic need to support funding bids by a range of parties to a variety of potential funding sources.

- Inform potential bidders of the likely strategic need for their project.

13.2.6 Facility and asset management

The SFS can be applied to help:

- Ensure a strategic approach is taken to the provision and management of sports facilities.

- Inform the current management, strategies and plans of sports facility providers e.g. local authorities (within the study area and neighbouring areas), leisure trusts and educational establishments.

- Share knowledge of how sites are managed and maintained, the lessons learnt and good practice.

- Highlight the potential of asset transfers and ensure any proposed are beneficial to all parties.

- Provide additional protection for particular sites over and above planning policy, for example through deeds of dedication.

- Resolve issues around security of tenure.

13.2.7 Public health

The SFS can be applied to help:

- Understand how the community currently participates in sport, the need for sports facilities and how this may evolve.

- Raise awareness of and tackle any barriers to people maintaining and increasing their participation.

- Highlight and address any inequalities of access to provision within the study area.

- Provide evidence to help support wider health and well-being initiatives.

13.2.8 Co-ordinating resources and investment

The SFS can be applied to help:

- Raise awareness of the current resources and investment (revenue and capital) going into the management, maintenance and improvement of sports facilities provision.

- Co-ordinate the current and any future resources and investment to ensure the maximum benefit to sport and that value for money is secured.

- Ensure the current and any future resources and investment are complimentary and do not result in their inefficient use.

13.2.9 Capital programmes

The SFS can be applied to help:

- Provide the evidence base to justify the protection and investment in sports facilities provision.

- Influence the development and implementation of relevant capital programmes (e.g. school refurbishment and new build programmes).

13.3 Monitoring delivery

A process should be put in place to ensure regular monitoring of how the recommendations and action plan are being delivered. This monitoring should be led by Maidstone Borough Council and supported by all members of, and reported back to, the steering group. Understanding and learning lessons from how the SFS has been applied should also form a key component of monitoring its delivery.

13.4 Keeping the strategy robust and up-to-date

Along with ensuring that the SFS is used and applied, a process should be put in place to keep it robust and up to date. This will expand the life of the SFS providing people with the confidence to continue to both use it and attach significant value and weight to its key findings and issues, along with its recommendations and actions.

Sport England advocates that the SFS should be reviewed regularly from the date it is formally signed off by the steering group. This will help to maintain the momentum and commitment built up when developing the SFS. Taking into account the time to develop the SFS this should also help to ensure that the original supply and demand information is no more than two years old without being reviewed.

The Sport England guidance advocates that reviews should highlight:

- How the delivery of the recommendations and action plan has progressed and any changes required to the priority afforded to each action (e.g. the priority of some may increase following the delivery of others).

- How the SFS has been applied and the lessons learnt.

- Any changes to particularly important facilities and/or sites in the area (e.g. the most used or high-quality sites for a particular sport) and other supply and demand information, what this may mean for the overall assessment work and the key findings and issues.

- Any development of a specific sport or particular format of a sport.

- Any new or emerging issues and opportunities.

Ploszajski Lynch Consulting Ltd.

Maidstone Borough Council

Playing Pitch Strategy

January 2019

CONTENTS

1 INTRODUCTION

1.1 Introduction

Ploszajski Lynch Consulting Ltd. (PLC) was commissioned by Maidstone Borough Council (MBC) to produce a Playing Pitch Strategy (PPS) for the borough. This is part of a wider assessment of sport and leisure provision in the borough which also includes indoor and outdoor built leisure facilities.

1.2 Strategic drivers

The primary purpose of the PPS is to provide a strategic framework which ensures that the provision of outdoor playing pitches meets the local needs of existing and future residents within Maidstone Borough. Development in the Borough has brought an increase in sports provision which is able to meet some of the needs of the area. However future development is likely to put a strain on the sporting infrastructure of Maidstone. The PPS will help to secure and safeguard sport in Maidstone now and in the future.

1.3 The aim and objectives of the strategy

1.3.1 Aim

The aim of the PPS is to provide Maidstone Borough Council with an assessment of all relevant outdoor sport facilities in the Borough. This will provide a baseline for current and future supply and demand assessments and also set out a vision with a strategic approach to sport and recreation provision in the Borough in the short, medium and long term (to 2031).

The strategy will also establish the principles to help inform where future resources should be focussed to ensure that proposed provision of pitches and related facilities will meet future demand and reflect sustainable development objectives.

1.3.2 Objectives

The objectives of the PPS are to:

- Provide an evidence base for use in planning, investment and sports development decisions.
- Refer to, and be in general accordance with, relevant national (including the National Planning Policy Framework), regional, sub-regional and local policies and priorities.
- Provide a clear picture of existing supply, surpluses, deficit and anticipated future demand for pitches by sport and age bracket.
- Assess the current supply of playing pitches including private facilities, with insight into the quality of these facilities and services, identifying possible future supply, including broad location and opportunities for opening up private sites for community use.

- Make reference to provision of facilities immediately adjacent to the Borough to ensure a full picture of local provision is available.

- Identify ways to increase opportunities for participation in sport and physical activity.

- Consult with key established user groups such as local teams, the local Sport and Physical Activity Alliance, the governing bodies of the pitch sports (NGB's), schools and education establishments and local key partners to apply local feedback to contextualise the results.

1.4 The scope of the strategy

1.4.1 The sports

The sports included in the Strategy are:

- Football.
- Cricket.
- Rugby Union.
- Rugby League.
- Hockey.
- American Football.
- Lacrosse.

1.5 The study methodology

The methodology for the study follows the *'Playing Pitch Strategy Guidance'* (2013) approach to playing pitch assessments, developed by Sport England. The process involves five stages and ten steps as follows:

- **Stage A -** Prepare and tailor the approach (Step 1).
- **Stage B -** Gather information on the supply of and demand for provision (Steps 2 and 3).
- **Stage C -** Assess the supply and demand information and views (Steps 4, 5 and 6).
- **Stage D -** Develop the strategy (Steps 7 and 8).
- **Stage E -** Deliver the strategy and keep it robust and up-to-date (Steps 9 and 10).

1.6 Strategy format

The structure of the Strategy document is as follows:

- The local context.
- Strategic influences.
- Assessing playing pitch needs in Maidstone.
- Football needs.
- Cricket needs.
- Rugby needs.
- Hockey needs.
- American Football needs.
- Lacrosse needs.
- Strategy implementation.

2 THE LOCAL CONTEXT

2.1 Introduction

This section identifies the context within which playing pitch provision is made in Maidstone.

2.2 Background

Maidstone is the county town of Kent and occupies a central location in the county. It stands on the River Medway which links the town to the Thames estuary. The Borough of Maidstone is one of the most attractive areas in the country in which to live, work or to visit, lying between the North Downs and the Weald. The borough's easy access to both the attractions of rural Kent and of London means that Maidstone itself and the nearby towns and villages are highly desirable locations. Maidstone is at the centre of a good transport network with good rail and motorway access to London, the Channel ports and thence to Europe.

2.3 Population

The key population statistics are as follows:

2.3.1 Current population

Maidstone is the most populous of the Kent districts. The 2011 census measured the population as 155,143. 107,627 people live in the town of Maidstone, with the remainder located in surrounding villages. According to Kent County Council's *'Business Intelligence Statistical Bulletin'* (2017) the population of the borough increased to 166,400 by the middle of 2016, an increase of 11,257 (7%).

2.3.2 Age structure

Maidstone has a relatively elderly age structure. The borough has a slightly lower proportion of people aged under 25 years (29.4%) compared with Kent as a whole (29.8%).

2.3.3 Ethnicity

Maidstone's population is comparatively ethnically homogeneous with 94% of residents classifying themselves as White. 3.2% classify themselves as Asian with 0.9% being Black African or Black Caribbean.

2.3.4 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

2.4 Deprivation

According to the Government's 2015 Indices of Multiple Deprivation, Maidstone is a comparatively prosperous area. It ranks 206th out of 326 English local authorities in terms of overall deprivation. However, this overall rating does hide some local inequalities. Public Health England estimates that 4,100 children (14.3%) in the borough live in poverty.

2.5 Health

Local health indices are recorded in Public Health England's *'Health Profile for Maidstone'* (2015). These show that in general the health of people in Maidstone is better than in England as a whole:

- Life expectancy at birth is higher than the national averages by 0.8 years for men and 0.5 years for women. However, there is a life expectancy gap of 5.4 years for men and 3.8 years for women between the most and least deprived parts of the Borough.

- 17.3% of year 6 children in Maidstone are obese, compared with a national average of 19.1%.

- Only 18.9% of adults in the Borough are obese, compared with a national average of 23%.

2.6 Active People Survey

Sport England's *'Active People'* surveys 9 and 10 have identified the following key measures of adult (16+) participation in sport and physical activity in Maidstone:

2.6.1 Overall participation

Overall rates of regular adult participation in sport and physical activity (at least one session of 30 minutes of moderate intensity exercise per week) in Maidstone in 2015/16 were 39.3%, which is above the Kent average of 35.4% and above the 38.3% figure for the south-east as a whole.

2.6.2 Volunteering

The percentage of the population volunteering to support sport for at least one hour a week in Maidstone is 11.5% which is below both the south-east average of 13.6% and the national average of 12.6%.

2.6.3 Club membership

The percentage of the population belonging to a sports club in Maidstone is 26.9% higher than the south-east average of 24.5% and the national average of 22%

2.6.4 Coaching

The percentage of the Maidstone population receiving sports coaching in the last twelve months was 13.1% in 2015/16, below the south-east average of 18.1% and the England average of 15.6%.

2.6.5 Organised competition

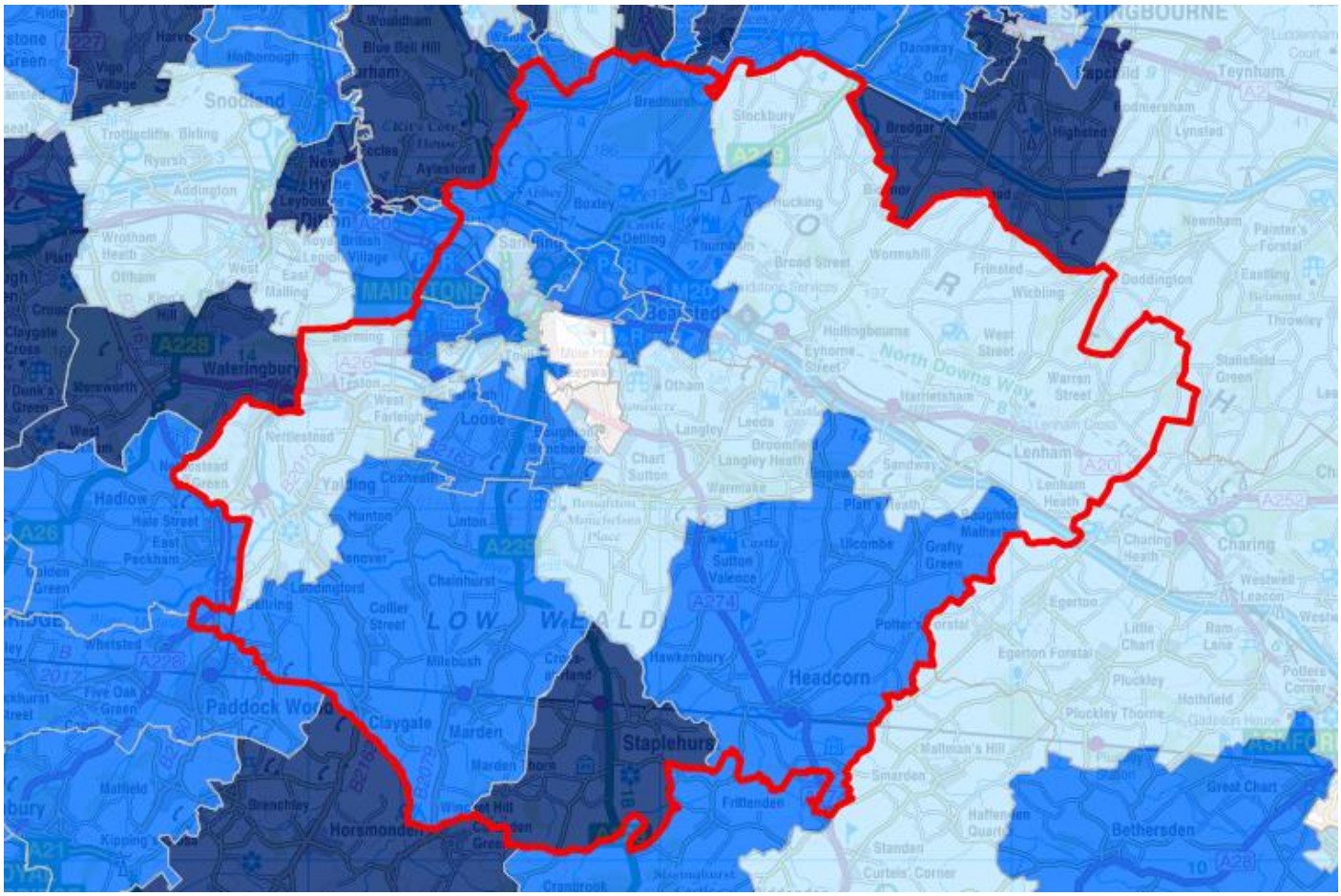
The percentage of the Maidstone population taking part in a sporting competition in the last twelve months was 16.1% in 2015/16, above the south-east figure of 15.6% and the national average of 13.3%.

2.6.6 Satisfaction

The percentage of adults who are very or fairly satisfied with sports provision in Maidstone in 2015/16 was 62.2%, below the south-east figure of 64.3% and in line with the England average of 62.2%.

2.6.7 Geographical variations

Whilst overall rates of participation in the borough are relatively high, there are large variations at Middle Super Output Area (MSOA) level, with two areas in the south of Maidstone town in the lowest quartile nationally and one around Staplehurst in the highest quartile.



2.7 'Active Lives' survey

In 2017, Sport England replaced the *'Active People'* survey with the *'Active Lives'* survey, which broadens the definition of engagement in sport and physical activity, with a greater focus on measuring inactivity. The definitions used in the survey are as follows:

- ***Sport and physical activity:*** This includes bouts of at least 10-minutes of moderate or higher intensity sports activities, walking and cycling for leisure or travel, fitness activities and dance.

- ***Active:*** The 'Active' population is defined as those doing at least 150 minutes of the above activities per week.

- ***Fairly active:*** The 'Fairly active' population is defined as those doing at between 30 and 149 minutes of the above activities per week.

- ***Inactive:*** The 'Inactive' population is defined as those doing at 30 minutes or less of the above activities per week.

The key data for Maidstone from the 2018 survey is set out below:

Area	*Active*	*Fairly active*	*Inactive*
Maidstone	60.7%	15.3%	24.0%
Kent	62.9%	13.3%	22.8%
South-East	65.2%	12.5%	22.3%
England	61.8%	12.5%	25.7%

2.8 The implications for pitch provision

The implications of the local context for pitch provision in Maidstone:

- ***A relatively elderly population:*** A relatively elderly age structure is typically associated with lower rates of participation in sport and physical activity, so this may reduce demand for the pitch sports in Maidstone.

- ***A predominantly white population:*** Physical activity participation rates amongst the white population are typically higher than for other ethnic groups. The low proportion of Maidstone residents from black and minority ethnic groups may contribute to the relatively levels of involvement in sport locally.

- ***Population growth:*** The borough's population is projected to increase by 22,380 people by 2031. This will create significant additional demand for the pitch sports.

- ***Overall sports participation rates:*** Based upon the 'Active People' survey data, general participation rates in sport and physical activity are higher than the respective county and regional averages. However, the more recent 'Active Lives' Survey suggests that rates have fallen back recently to lower than the wider geographical averages.

- ***Club membership, coaching and formal competitions:*** Involvement with formal sports structures like club-based activity and coaching in Maidstone are relatively high. This suggests that the pitch sports, which involve all of these elements, should be relatively popular locally.

- ***Geographical variations in participation:*** Analysis of participation rates at Middle Super Output Area level reveal significant differences between the urban and rural parts of the borough, which will impact upon demand patterns.

3 STRATEGIC INFLUENCES

3.1 Introduction

This section examines the influence of relevant policies and priorities on playing pitch provision in Maidstone, including the impact of national strategies.

3.2 Maidstone Council's Strategic Plan

The Council's work is guided by *'The Strategic Plan 2015-2020'*. The 2017/8 refresh of the plan sets out the vision for the area 'that our residents live in decent homes, enjoy good health and a pleasant environment, with a successful economy that is supported by reliable transport networks'. The vision is being delivered through several Action Areas of which the most relevant to the PPS are:

- Keeping Maidstone Borough an attractive place for all.
- Securing a successful economy for Maidstone Borough.

These priorities are being delivered through several Action Areas of which the most relevant to the PPS are:

- Ensuring there are good leisure and cultural attractions.
- Encouraging the good health and wellbeing

Success in these areas will be measured by customer satisfaction with the council's leisure and cultural attractions and some, unspecified health indicators.

3.3 Maidstone Local Plan

The Local Plan sets out local planning policies and identifies how land is used, determining what will be built where. Adopted local plans provide the framework for development and must be positively prepared, justified, effective and consistent with national policy. The Maidstone Borough Local Plan was adopted in October 2017 and sets out the spatial vision for the future as supporting the wider vision of the borough:

- The council's vision for the borough is set out in the community strategy and the strategic plan (2015) and its 2017/18 update. The Maidstone Borough Local Plan is the spatial expression of the council's vision.
- The Plan sets out standards of provision for sports pitches at 1.6 hectares per 1,000 people in line with the national standard adopted by Fields in Trust. However, as identified in the review of Government planning policy below, local authorities are required to undertake a robust assessment of local needs based upon Sport England's *'Playing Pitch Strategy Guidance'* (2013) which places less reliance on per capita standards and more upon a detailed site-specific assessment of the supply-demand balance.

3.4 Kent Health and Wellbeing Strategy

Maidstone Borough Council is a member of the West Kent CCG Health and Wellbeing Board. This board is responsible for delivery in that area of the wider *'Kent Joint Health and Wellbeing Strategy 2014-2017'* (2014). The health vision as set out in the strategy is 'to improve health and wellbeing outcomes, deliver better coordinated quality care, improve the public's experience of integrated health and social care services, and ensure that the individual is involved and at the heart of everything we do'.

The strategy makes no mention of sport and physical activity is promoted only as a way of decreasing obesity. No specific targets for participation are set out.

3.5 The Government's Planning Policies

In July 2018, the Government published revisions to the *'National Planning Policy Framework'* (2018), setting out its economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The policies of greatest relevance to pitch provision and retention are as follows:

- ***Sustainable development:*** 'The purpose of the planning system is to contribute to the achievement of sustainable development. Sustainable development means development that meets the needs of the present without compromising the ability of future generations to meet their own needs'.

- ***Health and well-being:*** 'Local planning authorities should work with public health leads and health organisations to understand and take account of the health status and needs of the local population, including expected future changes, and any information about relevant barriers to improving health and well-being'.

- ***Open space, sports and recreational facilities:*** 'Access to good quality opportunities for sport and recreation can make an important contribution to the health and well-being of communities. The planning system has a role in helping to create an environment where activities are made easier and public health can be improved. Planning policies should identify specific needs and quantitative or qualitative deficits or surpluses of sports and recreational facilities in the local area. The information gained from this assessment of needs and opportunities should be used to set locally derived standards for the provision of sports and recreational facilities'.

- 'Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

  - An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

  - The need for and benefits of the development clearly outweigh the loss'.

The Government also issued *'Planning Practice Guidance'* in 2014 and the following is of particular relevance to sports facilities and playing pitches:

- ***Open space, sport and recreation provision:*** **'**Open space should be taken into account in planning for new development and considering proposals that may affect existing open space. It can provide health and recreation benefits to people living and working nearby'.

  - 'Authorities and developers may refer to Sport England's guidance on how to assess the need for sports and recreation facilities'.

  - **'**Local planning authorities are required to consult Sport England in certain cases where development affects the use of land as playing fields. Where there is no requirement to consult, local planning authorities are advised to consult Sport England in cases where development might lead to loss of, or loss of use for sport, of any major sports facility, the creation of a site for one or more playing pitches, artificial lighting of a major outdoor sports facility or a residential development of 300 dwellings or more'.

- ***Health and well-being:*** 'Local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in local and neighbourhood plans and in planning decision making'.

  - 'Development proposals should support strong, vibrant and healthy communities and help create healthy living environments which should, where possible, include making physical activity easy to do'.

  - 'Opportunities for healthy lifestyles must be considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity and promotes high quality open spaces and opportunities for play, sport and recreation).

3.6 The Government's Sports Strategy

The Government's sports strategy *'Sporting Future: A New Strategy for an Active Nation'* (2015) sets the context for a national policy shift. It contains the following material of relevance to pitch provision in Maidstone:

- The Strategy seeks to 'redefine what success looks like in sport' by concentrating on five key outcomes: physical wellbeing, crazy wellbeing, individual development, social and community development and economic development.

- The benefit of engaging those groups that typically do little or no activity is immense. Future funding will therefore focus on those people who tend not to take part in sport, including women and girls, disabled people, those in lower socio-economic groups and older people.

3.7 Sport England Strategy

Sport England's strategy *'Towards an Active Nation'* (2016) contains a significant policy shift to encourage more currently inactive people to become active, with a relative move away from support for programmes aimed at existing participants. Elements of particular relevance to pitch provision in Maidstone are as follows:

- More money and resources will be focused on tackling inactivity because this is where the gains for the individual and for society are greatest.

- There will be greater investment in children and young people from the age of five to build positive attitudes to sport and activity as the foundations of an active life.

- Sport England will work with those parts of the sector that serve existing participants to help them identify ways in which they can become more sustainable and self-sufficient.

3.8 The implications for pitch provision

The implications of the key strategic influences on pitch provision in Maidstone are:

- ***Maidstone Strategic Plan:*** Encouraging the good health and well-being of Maidstone residents is a key action area. The key challenge for the pitch sports is to ensure that their 'offer' is sufficiently relevant and attractive to engage a wider participation base, including people who are currently inactive.

- ***Maidstone Planning policy:*** A robust, evidence-based assessment of playing pitch needs in the borough is required to inform planning policy, including the Local Plan review and this PPS will provide this.

- ***National sports policy shifts:*** The move in national sports policy towards prioritising new participants will create a challenge for the pitch sports to ensure that their 'offer' is sufficiently relevant and attractive to engage a wider participation base, including people who are currently inactive. Recent innovations such as walking and small-sided versions of the sports might prove more attractive than the more traditional models, but this will have implications for facilities needs in the future, because this type of activity does not need to be accommodated on formal grass pitches.

4 ASSESSING PLAYING PITCH NEEDS IN MAIDSTONE

4.1 Introduction

This section explains the basis upon which the current playing pitch needs in Maidstone have been identified, along with the approach for identifying the additional provision that will be needed as a result of population growth.

4.2 Assessing current needs

The methodology applied to assess the supply-demand balance for pitches and related facilities follows Sport England's recommended methodology, advocated in *'Playing Pitch Strategy Guidance'* (2013). To assess whether the current provision is adequate to meet existing demand an understanding of the situation at all sites available to the community needs to be developed. This is achieved by providing a brief overview for each site, which comprises:

- A comparison between the carrying capacity of a site and how much demand currently takes place there. The carrying capacity of a site is defined as the amount of play it can regularly accommodate over an appropriate period of time without adversely affecting its quality and use. Demand is defined in terms of the number of 'match equivalent' sessions at each site.

- An indication of the extent to which pitches and related facilities are being used during their respective peak periods.

- The key issues with and views on the provision at a site and its use.

- The site overviews identify the extent to which pitches are

  - Being overplayed - where use exceeds the carrying capacity.

  - Being played to the level the site can sustain - where use matches the carrying capacity.

  - Potentially able to accommodate some additional play - where use falls below the carrying capacity.

The situation at individual sites can then be aggregated to identify the position at a wider geographical area, to identify the potential for excess demand at some sites to be accommodated by excess supply at others in the locality. Other factors can also be assessed such as:

- Any demand being accommodated on sites with unsecured community access.

- The impact of latent or displaced demand.

- The situation at priority sites.

This analysis then enables an assessment to be made of the adequacy of existing pitch and related facility provision.

4.3 Assessing future needs

4.3.1 Assessment methodology

The methodology applied to assess the additional future needs for pitches and related facilities arising from population growth also involves the approach advocated in Sport England's PPS guidance, namely:

- Establishing projected population change.
- Analysing sports development proposals and participation trends.
- Considering existing deficiencies or spare capacity.
- Taking account of any forthcoming changes to facility supply.

4.3.2 Assessed demand parameters

Analysis of the above factors influencing the future supply and demand for playing pitches in the borough has led to the following conclusions, which are reflected in the subsequent assessment of future needs:

- ***Population change:*** MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.
- ***Participation trends:*** According to Sport England's *'Active People'* survey, participation at a national level in all the pitch sports has remained static or fallen in the period since 2005, in some cases by quite significant margins. This means that future increases in participation in the pitch sports cannot be assumed based upon historic trends and have therefore not been factored in to projected needs.
- ***Sports development initiatives:*** A limited range of sports development initiatives is delivered in Maidstone involving the pitch sports. There are no firm proposals to expand or amend the current programmes and an increase in participation directly attributable to these activities has therefore not been factored in to projected future needs.
- ***Changes in supply:*** Any known proposed gains or losses in pitches and related facilities provision will influence the ability to accommodate the additional demand arising from the increased population and this has been included in the capacity assessments.

4.4 Delivering future needs

4.4.1 Process

To identify the most appropriate way to meet the additional pitch and related facilities needs arising from population growth, four sequential questions were addressed:

- ***Existing deficiency or spare capacity:*** To what extent do existing pitches and related facilities have any current shortfalls or any over-supply?

- ***Additional needs:*** What additional needs will arise from population growth?

- ***Accommodating needs:*** Which needs can be met in whole or part by spare capacity in existing pitches and related facilities and which will need to be met in whole or part by new provision?

- ***Extra pitches:*** What extra pitches and related facilities of each type are required to provide for the residual unmet demand?

4.4.2 Methodology

The methodology provides quantified answers to the above questions as follows:

- ***Current provision:*** The adequacy of current provision and any existing spare capacity was assessed using Sport England's approved methodology, adapted where appropriate to assess informal demand and facilities.

- ***Additional needs:*** Additional needs were calculated by identifying the existing Team Generation Rates in the borough, to identify the number of people that are currently required to form a team of various types in each of the pitch sports. These figures have then been applied to the projected population increases, to calculate the gross additional team and related pitch needs arising from an extra 22,380 people.

- ***Net requirements:*** The net requirement for additional provision was calculated by comparing the extra required capacity to the current spare capacity where appropriate, to identify the difference.

- ***Location of provision:*** The location of additional pitch and related facilities needs was established by comparing the respective levels of projected population growth in each part of the borough.

4.5 Sources of information

4.5.1 Consultation

Information was gathered from a wide range of consultees including:

- ***Sport England:*** Guidance on the assessment methodology.

- ***Maidstone Borough Council:*** Consultation with officers from Leisure, Planning and Grounds Maintenance on their respective areas of responsibility.

- ***Neighbouring local authorities:*** Information on their playing pitch assessments and the impact of any cross-border issues.

- ***Kent Sport:*** Information on local and wider strategic priorities.

- ***Governing bodies of sport:*** Information on local and wider strategic priorities and local supply and demand information.

- ***Individual pitch sports clubs:*** Information on playing pitch usage patterns, current and future needs and opinions on quality.

- ***Parish Councils:*** Information on the quantity and quality of pitches that they provide.

- ***Schools:*** Information on playing pitch needs and aspirations and attitudes towards community use.

4.6 The criteria assessed

4.6.1 Quantity

The number of pitches and related facilities was established and cross checked against other sources provided by local stakeholders and consultees.

4.6.2 Quality

The quality of playing pitches was assessed by visiting every pitch in the borough during the respective playing seasons and assessing quality criteria using the recognised non-technical visual assessment criteria. The ratings for each aspect of each pitch were checked and challenged via the clubs' survey and stakeholder consultation and amended where necessary.

4.6.3 Accessibility

The accessibility of pitches, in particular the extent of secured community use and pricing was assessed, to identify any barriers to use that might impact on the capacity of local provision.

4.6.4 Access

The geographical spread of each type of pitch was mapped, the extent of catchment coverage was then determined and any gaps established.

4.6.5 Strategic priority

The assessment of need and priorities for provision was identified by the governing bodies of the respective pitch sports.

4.6.6 Used capacity

The used capacity of existing pitches at each site was assessed using a bespoke supply-demand spreadsheet.

4.7 Summary

The approach outlined above has been applied in the following sections to identify the playing pitch needs of football, cricket, rugby union, rugby league, hockey, American football and lacrosse.

5 FOOTBALL NEEDS IN MAIDSTONE

5.1 Key stakeholders

The key stakeholders delivering football in Maidstone are:

- ***Kent FA:*** Ten of the football clubs in the borough affiliate to the Kent FA.
- ***FA-affiliated clubs:*** There are 41 FA-affiliated clubs in Maidstone, who collectively run 56 adult teams, 106 youth teams and 70 mini-soccer teams.
- ***Pitch providers:*** A range of organisations provide football pitches in the borough, in particular schools and parish councils.

5.2 Strategic context

5.2.1 Football Association

The Football Association's *'National Game Strategy for Participation and Development 2018 - 2021'* has a number of targets with important implications for football and its facilities needs at grassroots level (see box below).

- Increase female youth participation by 11% by 2021.
- Retain and support the 129,000 male, female and disability teams.
- Increase the number of over 16's playing every week by over 200,000, by offering a variety of formats by 2021.
- Create 100 new '3G' football turf pitches and improve 2,000 grass pitches by 2021.
- Develop Football Hubs in major centres of population.
- Ensure that 50% of youth football and mini-soccer matches are played on '3G' pitches by 2021.

5.2.2 Neighbouring local authorities

Playing pitch strategies in neighbouring local authority areas identify cross-boundary issues:

Ashford

The Council is in the final stages of producing a new playing pitch strategy. Draft findings include:

- All latent demand can be met from within current provision.
- There will be a need to provide seven additional adult pitches, three youth 11v11, three youth 9v9, three mini-soccer 7v7 pitches and two mini soccer 5v5 pitches to meet the needs of anticipated population growth.
- One team from Ashford plays at Lenham School in Maidstone, but there is no evidence of any exported demand to Ashford.

Medway

The council has an adopted strategy dating from 2012 which it plans to revise in 2018. The strategy identified:

- No need for additional adult pitches or '3G' pitches.
- A shortage of up to 36 youth pitches and 11 mini-soccer pitches.
- There is no evidence of any imported football demand from Maidstone, nor any exported demand to Maidstone.

Swale

The council has an adopted playing pitch strategy dating from 2015. It identifies:

- A shortage of junior/mini football pitches, especially in the Sittingbourne area.
- This can be met through converting surplus senior pitches and increasing access to education sites that are not currently available for community use.
- There is no evidence of any imported football demand from Maidstone, nor any exported demand to Maidstone.

Tonbridge and Malling

The council will shortly be finalising a Pitch Strategy. Its most recent assessment states that:

- Football is 'favourably provided for'.
- However, there is a shortfall of 12 junior football pitches offset by a surplus of 9 adult football pitches.
- The council has plans to improve facilities at Tonbridge Racecourse and Tonbridge Farm pitch complexes.
- There is no evidence of any imported football demand from Maidstone, nor any exported demand to Maidstone.

Tunbridge Wells

The council is finalising a playing pitch strategy in 2018. However, there is no evidence of any imported football demand from Maidstone, nor any exported demand to Maidstone.

5.2.3 Implications of the strategic context

The implications of the strategic context for football in Maidstone are as follows:

- ***Participation increases:*** The FA's target increases in participation amongst the over 16s need to be set in the context of falling demand locally for adult league football.

- ***'3G' pitches:*** The increased dependence on '3G' football turf pitches for youth football and mini-soccer matches by 2019 will fit well in an area where there are good levels of provision of such pitches.

- ***Exported demand:*** There is no evidence of any imported football demand from Maidstone, nor any exported demand to Maidstone.

5.3 Football pitch demand in Maidstone

5.3.1 Expressed demand

The following football clubs and teams are affiliated to the Kent FA and are based in Maidstone. The information was supplied by the Kent FA through its 'Whole Game System' database, cross-referenced to the clubs' survey. Sites outside the borough are marked in italics.

A questionnaire survey of clubs affiliated to the Kent FA produced responses from 17 clubs, collectively representing 182 teams or 78.8% of the 231 affiliated teams in Maidstone. The following clubs responded:

- AFC Ashford Athletic
- Bearsted FC
- Coxheath and Farleigh FC
- Castle Colts FC
- Kent Police FC
- Lenham Wanderers FC
- Loose Lions FC
- Maidstone Athletic FC
- Maidstone Tempests FC
- Maidstone United FC
- Marden Minors FC
- MPE FC
- Staplehurst Monarchs United FC
- Staplehurst Monarchs Youth FC
- Vinters FC
- Whitehawks FC
- Yalding and Laddingford FC

Club	*Match venue*	*Training venue*	*Adult teams*	*Youth (11v11) teams*	*Youth (9v9) teams*	*Mini (7v7) teams*	*Mini (5v5) teams*
AFC Ashford Athletic	Lenham School	Homelands Stadium	1	-	-	-	-
Barming Youth FC	Barming Primary School Barming Heath Giddyhorn Recn. Ground Gatland Recn. Ground New Barming Pavilion	Maplesden Noakes School	-	7	5	5	4
Bearsted FC	Bearsted FC Bearsted Green Chart Sutton Memorial PF	Bearsted FC Bearsted Green Lenham School	1	8	4	3	-
Blue Eagles FC	Langley Recn. Ground	Langley Recn. Grd.	1	-	-	-	-
Castle Colts FC	The Orchard Ground Allington Primary School	The Orchard Ground Allington Prim Sch	-	1	7	3	5
Castle Wanderers FC	The Orchard Ground Allington Primary School	The Orchard Grd.	-	1	-	1	2
Coxheath & Farleigh	Chart Sutton Memorial PF Beacon Playing Field	The Orchard Grd. Cornwallis Academy	1	2	2	2	1

Club	*Match venue*	*Training venue*	*Adult teams*	*Youth (11v11) teams*	*Youth (9v9) teams*	*Mini (7v7) teams*	*Mini (5v5) teams*
Coxheath Colts JFC	Beacon Playing Field	Cornwallis Academy	-	-	2	-	-
Cross Keys (Sunday)	KGV Playing Field, Loose	-	1	-	-	-	-
Headcorn FC	Headcorn Football Club	Headcorn FC	2	-	-	-	-
Headcorn Juniors FC	Headcorn Football Club Ulcombe Recreation Ground	Headcorn FC	-	2	1	3	2
Hunton FC	KGV Playing Field	-	1	-	-	-	-
Independent Maidstone Utd Supporters FC	The Gallagher Stadium	-	1	-	-	-	-
Kent County Squad	The Gallagher Stadium	The Gallagher Stad	1	-	-	-	-
Kings Park Rangers FC	Lenham School '3G'	-	1	-	-	-	-
Lenham Wanderers FC	William Pitt Field Lenham School	William Pitt Field Lenham School	2	4	2	-	-
Loose Lions FC	Molehill Copse Pr. School Leeds Playing Field Sutton Valance Mem. Grd.	Molehill Copse Pr. School	-	4	1	2	1
Maidstone Inter FC	Langley Recreation Ground	*Kings Hill Sp. Park*	1	-	-	-	-
Maidstone Tempests FC	Mote Park	*Strood Sp. Centre*	1	-	-	-	-
Maidstone United FC	The Gallagher Stadium	The Gallagher Stad	6	-	-	-	-
Maidstone Utd Ladies & Girls	Giddyhorn Recn Ground Cornwallis Academy	The Gallagher Stadium	1	-	2	2	1
Maidstone Utd Raiders	The Gallagher Stadium Bower Grove School	Bower Grove School	7	1	1	1	-
Maidstone Utd Youth FC	Oakwood Park School The Gallagher Stadium	Oakwood Park Sch The Gallagher Stad	-	6	2	3	4
Mangravet Utd FC	Sutton Valence Mem Ground	-	1	-	-	-	-
Marden FC	Marden Playing Field	-	2	-	-	-	-
Marden Minors FC	Pattenden Lane	Pattenden Lane	-	-	1	-	-
MPE FC	Madginford Primary School South Park Mallards Way Parkwood	-	-	2	2	3	4
Park Royal (Maidstone)	Civil Service Sports Soc. Club	-	2	-	-	-	-
Parkwood Jupitors FC	Parkwood	-	1	-	-	-	-
Roseacre Raiders FC	Elizabeth Harvie Field Parish Recreation Ground Roseacre Junior School South Borough Prim. Sch.	Valley Park School Elizabeth Harvie Field	-	1	5	1	3
Soccer Elite FA Ltd.	Maplesden Noakes '3G'	Maplesden '3G'	3	-	1	2	-
Staplehurst Monarchs United FC	Jubilee Playing Field	*Putlands SC, Paddock Wood*	2	-	-	-	-
Staplehurst Monarchs YFC	Jubilee Playing Field	*Putlands SC, Paddock Wood*	-	6	4	2	1
Sutton Valance Athletic	Sutton Valance Mem. Grd.	Sutton Valance M.G.	1	-	-	-	-
Sugar Loaves FC	Lance Memorial PF	Lance Memorial PF	1	-	-	-	-
Vinters FC	Headcorn FC Valley Park School	Valley Park School	4	12	6	-	5
Walnut Wanderers FC	Oakwood Park School	Oakwood Park GS	1	-	-	-	

Club	*Match venue*	*Training venue*	*Adult teams*	*Youth (11v11) teams*	*Youth (9v9) teams*	*Mini (7v7) teams*	*Mini (5v5) teams*
Weavering AFC	*Larkfield Recreation Ground*	-	1	-	-	-	-
West Farleigh FC	Elmscroft Park	Elmscroft Park	3	-	-	-	-
Whitehawks FC	Lenham School 3G New Line Learning Academy	Lenham 3G	2	-	-	-	-
Yalding & Laddingford	The Kintons	Mascalls Academy	2	1	-	2	2
TOTALS	***-***	***-***	***55***	***58***	***48***	***35***	***35***

The key demand issues are as follows:

- ***Team numbers:*** There are 54 adult men's teams, one adult women's team, 57 youth male (11v11) teams, one youth female (11v11) team, 38 youth male (9v9) teams, 10 youth female (9v9) teams, 35 mini-soccer (7v7) teams and 35 mini-soccer (5v5) teams that draw the majority of their membership from Maidstone.

- ***Women and girl's football:*** Football for women and girls is under-developed in Maidstone, with only one adult and one youth 11v11 team.

- ***Club to team ratios:*** On average, football clubs in Maidstone have 5.5 teams. This compares favourably with the national average of 3.3 teams per club, suggesting that clubs are better organised and more sustainable than elsewhere.

- ***Charter Standard Clubs:*** Of the 41 clubs in Maidstone 16 have achieved the FA's quality-assured Charter Standard status. This is 39% which compares with the national average of 27%. In terms of teams, 88.6% (156 out of 176) of youth and mini-soccer teams play within a Charter Standard club in Maidstone, compared with the national average of 81.1%. This means that the benefits of belonging to an accredited club with formalised safeguarding procedures and qualified coaches is enjoyed by the majority of youth and mini-soccer players in Maidstone.

5.3.2 Expressed demand trends

Adult football participation is falling across the country. *'Active People'* shows that participation fell from 3.15 million adult players in 2010/11 to 2.66 million in 2015/16. This is reflected in Maidstone where there has been a decline in adult demand in recent years. For example:

- The Maidstone and District Football League, which was the grass-roots Saturday competition, reduced to 22 teams in two divisions in 2017 compared with six divisions of 12 to 14 teams at its height in the late 1980s. Following a fall to eight teams in 2018 the league folded and the remaining teams now play in the local Sunday league.

- Similarly, the Maidstone and Mid-Kent League which plays on a Sunday reduced from 72 teams in the early 1990s peak, to 32 teams in season 2016/17 and 29 teams in 2017/18.

Conversely, football participation amongst young people is strong across the country aided in part by the increase in participation by female players. Data from the FA and the survey returns from Maidstone clubs shows a strong and relatively stable position in the mini and youth leagues centred around Maidstone.

- The Maidstone Invicta Primary League (U7 to U11) has had a stable membership of around 220 mini-soccer teams in recent years.

- The Maidstone Boys Primary League (U12 to U15) increased from 112 to 119 teams at youth level over the last four years.

- The Maidstone Minor League (U16 and U18) has increased from 38 to 48 teams over the last four years.

5.3.3 Displaced demand

Displaced demand relates to play by teams or other users of playing pitches from within the study area which takes place outside of the area. Examination of the data on where Maidstone-based teams play their home games revealed that 19 teams having to travel outside of the borough to access pitches, mostly for training. However, 80% of respondents to the football clubs survey reported a difficulty in accessing local facilities, in particular youth and mini-soccer pitches. Only 58% of clubs reported that they always played at their preferred venue. Whilst there is no displaced demand at present, this position is likely to change in the longer term.

5.3.4 Unmet demand

Unmet demand takes a number of forms:

- Teams may have access to a pitch for matches but nowhere to train or vice versa.

- Pitches of a particular size or type may be unavailable to the community.

- The poor quality and consequent limited capacity of pitches in the area and/or a lack of provision and ancillary facilities which meet a certain standard of play/league requirement.

There is some evidence of unmet demand, although consultation with local clubs and pitch providers indicated that this has less to do with the quantity of provision than:

- ***Site capacity:*** Some larger clubs noted a lack of multi-pitch sites large enough to enable them to play at a single venue.

- ***Accessibility:*** Two central Maidstone clubs complained about having to travel to other parts of the borough to access pitches. Staplehurst Monarchs have to train on an all-weather pitch outside the borough between October and April.

- ***Changing facilities:*** Poor or non-existent changing rooms and showers were cited by 29% of teams as being unacceptable.

- ***Cleanliness:*** 39% of teams complained about dog fouling and litter.

- ***Affordability:*** Several of the larger clubs indicated a lack of affordable training venues. Some floodlit sites at schools around the borough, but these are perceived to be expensive particularly as most schools prefer to block book facilities.

5.3.5 Latent demand

Whereas unmet demand is known to currently exist, latent demand is demand that evidence suggests may be generated from a population if they had access to more or better provision. The Kent FA believes that there is no clear evidence of latent demand for football in Maidstone.

5.4 Football pitch supply in Maidstone

5.4.1 Introduction

This section summarises the detail of football facilities supply in Maidstone, including:

- '3G' football turf pitches.
- Other artificial grass pitches used for football.
- Grass football pitches.

5.4.2 '3G' football turf pitches

The '3G' football turf pitches in Maidstone are detailed below. All the pitches are on the FA's '3G' Pitch Register and can be used for training and matches where competition rules allow.

Site	*Address*	*Size*	*Year built*
Lenham School	Ham Lane, Lenham ME17 2LL	105m x 65m	2010
The Gallagher Stadium	James Whatman Way, Maidstone ME14 1LQ	105m x 70m	2016
The Maplesden Noakes School	Buckland Road, Maidstone ME16 0TJ	100m x 60m	2008
Valley Park School	Huntsman Lane, Maidstone ME14 5DT	105m x 70m	2014
YMCA (Maidstone)	Melrose Close, Maidstone ME15 6BD	90m x 45m	2011

5.4.3 Other artificial turf pitches

The following pitches, whilst non-specialist football surfaces, have some football usage:

Site	*Address*	*Surface*	*Size*	*Year built*
Invicta Grammar School	Huntsman Lane, Maidstone ME14 5DS	Sand-filled	88m x 53m	2015
Maidstone Hockey Club	Armstrong Road, Maidstone ME15 6AX	Sand-dressed	97m x 60m	2011

5.4.4 Grass football pitches

Provision of grass pitches with regulation line markings and goalposts for organised football are as follows. Pitches shown in brackets are overmarked onto another pitch with resultant reductions in usage capacity. The dimensions of the pitches are as follows:

Pitch Type	*Pitch length*	*Pitch width*	*Size including run-offs*
Adult football	100m	64m	106m x 70m
Youth football	100m	64m	106m x 70m
Youth football (U15-U16)	91m	55m	97m x 61m
Youth football (U13-U14)	82m	50m	88m x 56m
Youth football (9v9)	73m	46m	79m x 52m
Mini-soccer (7v7)	55m	37m	61m x 43m
Mini-soccer (5v5)	37m	27m	43m x 33m

- ***Available for community use and used:***

Site	*Address*	*Adult 11v11*	*Youth 11v11*	*Youth 9v9*	*Mini 7v7*	*Mini 5v5*
Allington Primary School	Hildenborough Cres, Maidstone ME16 0PG	-	-	1	2	1
Barming Heath	Heath Road, Barming ME16 9LQ	-	1	-	-	-
Barming Primary School	Belmont Close, Barming ME16 9DY	-	-	1	1	1
Beacon Playing Field	Linden Road, Coxheath ME17 4RA	-	1	1	1	1
Bearsted FC	Honey Lane, Bearsted ME15 8RG	1	-	2	1	-
Bearsted Green	Church Lane, Maidstone ME14 4EF	-	2	-	-	-
Bower Grove School	Font Lane, Maidstone ME16 8NL	-	-	-	1	-
Chart Sutton Memorial PF	Wormlike Road, Chart Sutton ME17 3RS	1	-	-	-	-
Civil Service Sports & Social Club	Recreation Close, Maidstone ME14 5AZ	1	-	-	-	-
Cornwallis Academy	Hubbard Lane, Coxheath ME17 4HX	-	-	1	-	-
Elizabeth Harvie Field	Trapfield Close, Bearsted ME15 6TL	-	-	-	-	1
Elmscroft Park	Charlton Lane, Maidstone ME15 0PB	1	-	-	-	-
Gatland Recreation Ground	Fanta Lane, Maidstone ME16 8NL	-	1	1	-	-
Giddyhorn Recreation Ground	Poplar Grove, Maidstone ME16 0BY	-	-	-	1	2
Headcorn Football Club	Grigg Lane, Headcorn TN27 9LU	1	-	-	1	1
Jubilee Playing Field	Headcorn Road, Staplehurst TN12 0DS	1	1	1	1	1
King George V Playing Field	West Street, Hunton ME15 0RR	1	-	-	-	-
King George V Playing Field	Walnut Tree Avenue, Loose ME15 9RN	1	-	-	-	-
Lance Memorial Playing Field	Greenway Ct. Rd., Hollingbourne ME17 1QQ	1	-	-	-	-
Langley Recreation Ground	Horseshoes Lane, Langley ME17 3JY	1	-	-	-	-
Leeds Playing Field	Upper Street, Leeds ME17 1RU	-	1	-	-	-
Lenham School	Ham Lane, Lenham ME17 2LL	2	-	-	-	-
Madginford Primary School	Egremont Rd., Maidstone ME15 8LH	-	-	-	1	-
Maidstone Leisure Centre	Mote Park, Maidstone ME15 8NQ	2	-	-	-	-
Mallards Way	Murrain Drive, Maidstone ME15 8XJ	-	-	1	-	1
Marden Minors FC	Pattenden Lane, Marden TN12 9QJ	-	-	1	-	-
Marden Playing Field	Rookery Path, Marden TN12 9AZ	1	-	-	-	-
Molehill Copse Primary Academy	Hereford Rd., Maidstone ME15 7ND	-	-	1	1	1
New Barming Pavilion	Church Lane, Maidstone ME16 9HA	-	-	1	-	-
New Line Learning Academy	Boughton Lane, Loose, Maidstone ME15 9QL	2	-	-	-	-
Oakwood Park Grammar School	Oakwood Park, Maidstone ME16 8AH	1	-	-	-	-
Parish Recreation & Sports Field	Lenham Road, Kingswood ME17 1LX	1	-	-	-	-
Parkwood	Longshaw Road, Maidstone ME15 9JD	1	-	-	-	-
Roseacre Junior School	The Landway, Bearsted ME14 4BL	-	-	1	-	-
South Borough Primary School	Postley Rd., Maidstone ME15 6TL	-	-	1	-	-
South Park	Armstrong Rd., Maidstone ME15 6AZ	-	-	1	-	-
The Kintons	Vicarage Road, Yalding ME18 6DP	2	-	-	2	1
The Orchard Ground	Castle Road, Maidstone ME16 0PZ	1	1	2	-	-
Ulcombe Recreation Ground	The Street, Ulcombe ME17 1DX	-	1	-	-	-
Valley Park School	Huntsman Lane, Maidstone ME14 5DT	3	-	3	-	-
War Memorial Playing Field	North Street, Sutton Valance ME17 3HT	1	1	-	-	-
William Pitt Field	Old Ham Lane, Lenham ME17 2LR	1	-	1	-	-
TOTALS	***-***	***28***	***10***	***21***	***13***	***12***

- ***Available for community use and not used:***

Site	*Address*	*Adult 11v11*	*Youth 11v11*	*Youth 9v9*	*Mini 7v7*	*Mini 5v5*
Bearsted Woodland Trust	Church Lane, Bearsted ME14 4EE	-	-	-	1	-
Bell Wood Primary School	Brishing Lane, Bell Wood ME15 9 EZ	-	-	-	1	-
Boughton Monchelsea Rec. Grd.	Church St., Boughton Monchelsea ME17 4HN	-	1	-	1	-
Coxheath Primary School	Stockett Lane, Coxheath ME17 4PS	-	-	-	1	-
Coxheath Recreation Ground	Stockett Lane, Coxheath ME17 4PY	-	-	1	2	-
Headcorn Primary School	King's Road, Headcorn TN27 9QT	-	-	1	-	-
Kingswood Primary School	Cayser Drive, Kingswood ME17 3QF	-	-	-	1	-
Lenham Primary School	Ham Lane, Lenham ME17 2LL	-	-	-	1	-
Loose Primary School	Loose Road, Loose ME15 9UW	-	-	-	1	-
Kent Police HQ	Sutton Road, Maidstone ME15 9BZ	2	-	-	-	-
Maidstone Leisure Centre	Mote Park, Maidstone ME15 8NQ	-	-	2	1	-
Marden Playing Fields	Rookery Path, Marden TN12 9HL	1	-	-	-	-
Penenden Heath	Heath Rd., Maidstone ME14 2DA	1	-	-	-	-
Senacre Community Centre	Titchfield Road, Maidstone ME15 8FX	1	-	-	-	-
Senacre Wood School	Graveney Rd., Maidstone ME15 8QQ	-	-	-	1	-
South Park	Armstrong Rd., Maidstone ME15 6AZ	1	2	-	-	-
The Maplesden Noakes School	Great Buckland, Maidstone ME16 0TJ	4	-	-	-	-
TOTALS	***-***	***10***	***3***	***4***	***11***	***0***

- ***Not available for community use:***

Site	*Address*	*Adult 11v11*	*Youth 11v11*	*Youth 9v9*	*Mini 7v7*	*Mini 5v5*
Archbishop Courtenay Prim. Sch.	Eccleston Rd., Maidstone ME15 6QN	-	-	-	1	-
St. Augustine Academy	Oakwood Park, Maidstone ME16 8AE	2	-	-	-	-
St. John's Primary School,	Provender Way, Maidstone ME14 5TZ	-	-	-	2	-
St. Simon Stock School	Oakwood Park, Maidstone ME16 0JP	-	2	-	-	-
Sandling Primary School	Ashburnham Rd., Maidstone ME14 2JG	-	-	-	1	-
Sutton Valance School	North St., Sutton Valance ME17 3NH	2	1	-	-	-
Sutton Valence Prep. School	Chart Rd., Sutton Valance ME17 3RF	-	-	-	2	-
TOTALS	***-***	***4***	***3***	***0***	***6***	***0***

5.4.5 Artificial turf pitch quality

The quality of all '3G' football turf pitches in Maidstone was assessed from site visits by applying the Non-technical Visual Assessment criteria developed for use in conjunction with the *'Playing Pitch Strategy Guidance'*. The assessment generates an overall 'score' by evaluating the playing surface, fencing, floodlighting, disability access and changing provision. The scores equate to ratings of 'Good' for 80% or more 'Standard' for 79% - 51% and 'Poor' for 50% or below:

- ***'3G' football turf pitches:***

Site	*Pitch*	*Changing*
Lenham School	Standard	Standard
The Gallagher Stadium	Good	Good
The Maplesden Noakes School	Standard	Standard
Valley Park School	Standard	Standard
YMCA (Maidstone)	Standard	Standard

- ***Artificial grass pitches:***

Site	*Pitch*	*Changing*
Invicta Grammar School	Standard	Standard
Maidstone Hockey Club	Standard	Standard

5.4.6 Grass pitch quality

The quality of all formal grass football pitches in Maidstone was assessed from site visits during the playing season by applying the Non-technical Visual Assessment criteria developed by the FA for use in conjunction with the *'Playing Pitch Strategy Guidance'*. The criteria assessed are as follows. A percentage score and associated ratings are generated as an overall measure of quality:

- **The playing surface -** This includes grass cover, pitch dimensions, gradient, evenness, length of grass, drainage and evidence of any unauthorised use.

- **The changing facilities -** This includes the availability of changing rooms, kitchen and/or bar, the interior and exterior appearance, showering and toilet provision, medical room, disability access and parking arrangements.

- **Grounds maintenance -** This includes the frequency of grass cutting, seeding, aeration, sand-dressing, fertilising, weed killing and chain harrowing.

The ratings for each grass football pitch in Maidstone are below. The percentage scores generated equate to ratings of 'Good' for scores of 100% - 75% (highlighted in green below), 'Standard' for scores of 74.9% - 50% (highlighted in yellow below), 'Poor' for scores of 49.9% - 25% (highlighted in red below) and 'Unsuitable' below 25%:

Site	*Pitches*	*Pitch*	*Changing*	*Comments*
Allington Primary School	Youth (9v9) pitch Mini (7v7) pitch 1 Mini (7v7) pitch 2 Mini (5v5) pitch	Standard Standard Standard Standard	-	A larger school site with no available changing for community users.
Barming Heath	Youth (11v11) pitch	Standard	-	'Standard' quality pitch with no on-site changing.
Barming Primary School	Youth (9v9) pitch Mini (7v7) pitch Mini (5v5) pitch	Standard Standard Standard	-	A larger school site with no available changing for community users.
Beacon Playing Field	Youth (11v11) pitch Youth (9v9) pitch Mini (7v7) pitch Mini (5v5) pitch	Standard Standard Standard	Good	'Standard' quality pitch with changing in the village hall.
Bearsted FC	Adult pitch Youth (9v9) pitch 1 Youth (9v9) pitch 2 Mini (7v7) pitch	Good Good Good Good	Good	A high-quality, well-maintained facility with a stadium pitch.
Bearsted Green	Youth (11v11) pitch 1 Youth (11v11) pitch 2	Standard	-	Pitches on cricket outfield. No changing facilities.

Site	*Pitches*	*Pitch*	*Changing*	*Comments*
Bower Grove School	Mini (7v7) pitch	Standard	-	'Standard' quality with no available changing for community users.
Chart Sutton Memorial Playing Field	Adult pitch	Poor	Poor	'Poor' standard rutted pitch with rusty goalposts and 'poor' changing.
Civil Service Sports & Social Club	Adult pitch	Standard	Good	Pitch at the higher end of the 'standard' rating. 'Good' changing.
Cornwallis Academy	Youth (9v9) pitch	Standard	Standard	'Standard' quality provision.
Elizabeth Harvie Field	Mini (5v5) pitch	Standard	Standard	'Standard' quality provision.
Elmscroft Park	Adult pitch	Standard	Standard	'Standard' quality pitch with remote changing facility.
Gatland Recreation Ground	Youth (11v11) pitch Youth (9v9) pitch	Poor Poor	-	'Poor' quality pitches with no changing
Giddyhorn Recreation Ground	Youth (9v9) pitch Mini (7v7) pitch Mini (5v5) pitch 1 Mini (5v5) pitch 2	Standard Standard Standard Standard	-	Key site for youth and mini play, with 'standard' quality pitches and no changing facilities.
Headcorn Football Club	Adult pitch Mini (7v7) pitch	Good Good	Good	'Good' quality pitches and changing provision.
Jubilee Playing Field, Staplehurst	Adult pitch Youth (11v11) pitch Youth (9v9) pitch Mini (7v7) pitch Mini (5v5) pitch	Poor Standard Standard Standard Standard	Good	Football Foundation funded site with 'good' changing facilities, but one 'poor' quality adult pitch and other pitches at the lower end of 'standard' quality.
King George V Playing Field, Hunton	Adult pitch	Standard	Poor	'Poor' quality changing on a multi-sport site (also cricket and bowls).
King George V Playing Field, Loose	Adult pitch	Standard	Standard	'Standard' quality provision, with some evidence of dog fouling.
Lance Memorial Playing Field, Hollingbourne	Adult pitch	Good	Good	'Good' quality, well maintained facilities.
Langley Recreation Ground	Adult pitch	Standard	Standard	Pitch and changing at the higher end of the 'standard' rating.
Leeds Playing Field	Youth (11v11) pitch	Standard	Standard	'Standard' quality provision.
Lenham School	Adult pitch 1 Adult pitch 2	Standard Standard	Good	'Hub Site' with a '3G' pitch and 'good' quality changing provision.
Madginford Primary School	Mini (7v7) pitch	Standard	-	'Standard' quality with no available changing for community users.
Maidstone Leisure Centre	Adult pitch 1 Adult pitch 2 Youth (9v9) pitch 1 Youth (9v9) pitch 2 Mini (7v7) pitch	Standard Standard Standard Standard Standard	Good	'Standard' quality pitches, with 'good' quality changing in the Leisure Centre. Some car parking issues at peak times.
Mallards Way	Youth (9v9) pitch Mini (5v5) pitch	Standard Poor	-	'Poor' quality mini-pitch with no changing facilities. Poor road access.
Marden Playing Field	Adult pitch	Standard	Standard	'Standard' quality provision.
Marden Minors FC	Youth (9v9) pitch	Good	Poor	'Good' quality pitches with 'poor' quality portacabin changing.

Site	Pitches	Pitch	Changing	Comments
Molehill Copse Primary Academy	Youth (9v9) pitch Mini (7v7) pitch Mini (5v5) pitch	Standard Standard Standard	-	'Standard' pitches with no available changing for community users.
New Barming Pavilion	Youth (9v9) pitch	Standard	Good	'Standard' pitch with 'good' quality new changing facilities.
New Line Learning Academy	Adult pitch	Standard	Standard	'Standard' quality provision.
Oakwood Park Grammar School	Adult pitch	Standard	Standard	Pitch at the higher end of 'standard' quality.
Parkwood	Adult pitch	Standard	Standard	Site shared with a Rugby Club
Roseacre Junior School	Youth (9v9) pitch	Standard	-	'Standard' pitches with no available changing for community users.
South Park	Youth (9v9) pitch	Standard	-	Pitch at the lower end of 'standard' quality and no changing facilities.
The Kintons	Adult pitch 1 Adult pitch 2 Mini (7v7) pitch 1 Mini (7v7) pitch 2 Mini (5v5) pitch	Standard Standard Standard Standard Standard	Poor	Pitches at the lower end of 'standard' quality, 'poor' quality changing in a cricket pavilion.
The Orchard Ground	Adult pitch Youth (11v11) pitch Youth (9v9) pitch	Standard Standard Standard	Standard	'Standard' quality provision, well managed by a Community Association.
Ulcombe Recreation Ground	Youth (11v11) pitch	Standard	Standard	'Standard' quality pitch on a cricket outfield.
Valley Park School	Adult pitch 1 Adult pitch 2 Adult pitch 3 Youth (9v9) pitch 1 Youth (9v9) pitch 2 Youth (9v9) pitch 3	Good Good Good Good Good Good	Standard	Key site for football with 'good' quality pitches and changing at the higher end of the 'standard' rating.
War Memorial Playing Field	Adult pitch Youth (11v11) pitch	Standard	Poor	'Standard' quality pitches with very 'poor' changing facilities.
William Pitt Field	Adult pitch Youth (9v9) pitch	Standard	Standard	'Standard' quality provision.

5.4.7 Summary of grass pitch quality

The number and percentage of pitches in each quality band is tabulated below. The summary shows that almost 16% of pitches are rated as 'good' quality, with fewer than 6% being assessed as 'poor' quality.

Pitch type	Good		Standard		Poor	
	Number	%	Number	%	Number	%
Adult 11v11	6	*21.4%*	20	*71.4%*	2	*7.1%*
Youth 11v11	0	*0.0%*	9	*90.0%*	1	*10.0%*
Youth 9v9	6	*28.6%*	14	*66.7%*	1	*4.7%*
Mini-soccer 7v7	2	*15.4%*	11	*84.6%*	0	*0.0%*
Mini-soccer 5v5	0	*10.0%*	11	*91.7%*	1	*8.3%*
TOTAL	***14***	***16.7%***	***65***	***77.3%***	***5***	***6.0%***

The number and percentage of pitches of each type that are served by 'poor' quality or no changing facilities is tabulated below. Whilst youth and mini players frequently do not use changing facilities even where they are provided, it is concerning that almost 40% of pitches are served by 'poor' quality changing facilities. The adverse impact on user experiences makes it more difficult to recruit and retain new players, particularly women and girls.

Pitch type	*Number*	*%*
Adult 11v11	5	*17.9%*
Youth 11v11	4	*40.0%*
Youth 9v9	8	*38.1%*
Mini-soccer 7v7	9	*69.2%*
Mini-soccer 5v5	7	*63.6%*
TOTAL	***33***	***39.3%***

5.4.8 Grass pitch maintenance

Grass football pitches in Maidstone are provided and maintained by a range of organisations including the borough council, parish councils, schools, community organisations and those football clubs who own or lease the grounds they use. As a result, the quality of pitch maintenance is highly variable across the borough ranging from high quality, well maintained pitches at Bearsted and Valley Park School through to the very poor pitch at Chart Sutton. There is a great deal of informal use of public pitches by dog walkers and joggers and by groups of friends for kickabouts. Also, damage is caused at some open sites by unauthorised activities such as bicycles and golf. Sport England Guidance in its publication *'Natural Turf for Sport'* (2011), specified a need for a £5,000 to £10,500 per annum budget for undrained or pipe drained football pitches. This figure was increased in its *'Protecting Playing Fields'* (2015) guidance, to £11,700 for an adult football pitch and £9,600 for a youth football pitch. Consultation with pitch providers indicates that current expenditure is typically in the range of £4,000 to £5,000 per pitch, with several sites relying on volunteer labour to maintain standards.

5.4.9 Pitch hire charges

- ***Grass pitches in Maidstone:*** Because there is a wide range of pitch providers hire charges vary across the borough. Prices also vary with regards to the size of pitch and the quality of changing. Prices for a single booking are higher than for bookings on 10 or more occasions as the latter is exempt from VAT. The table below gives examples of current pricing and show that hire charges for Maidstone Borough Council pitches are generally higher than those levied by schools and parish councils.

Pitch Provider	*Pitch Size and Description*	*Price per Match*	*Price per 10 or more Matches*	*Comments*
Maidstone BC	Adult with Changing	£74.40	£64.80	Use of changing rooms is optional and has a standard charge of £16.80
Maidstone BC	Adult no changing	£57.60	£48	
Maidstone BC	Junior/Mini with Changing	£39.60	£35.80	
Maidstone BC	Junior/Mini Pitch No Changing	£22.80	£19	
Valley Park School	Adult	-	£49	Includes changing
Valley Park School	Junior	-	£19	Includes changing
Chart Sutton PC	Adult	-	£35	Includes changing
Marden PC	Adult	-	£50	Includes changing
Headcorn PC	Adult	£300 per month		Includes changing

- ***Grass pitches in neighbouring areas:*** For comparison, the table below provides information on charging in some neighbouring local authority areas. For ease of comparison the table refers to pitches with changing rooms and showers. The table shows that pitch hire costs in the borough of Maidstone are in line with the charges made in neighbouring areas, so there are no cost factors to encourage imported or exported demand.

Pitch Provider	*Pitch Size & Description*	*Price per Match*	*Price per 10 or more Matches*	*Comments*
Tunbridge Wells Borough Council	Adult	£84	£70	All pitches have changing
	Junior	£33.60	£28	
	Mini-soccer	£63.60	£53	
Swale Borough Council	Adult	£67	£67	No block booking reductions
	Junior	£20	£20	
	Mini	£15	£15	
Canterbury City Council	Adult	£73.50	£61.25	
	Junior 11 v 11	£27.60	£23	
	Youth 9 v 9	£27.60	£23	
	Mini-Soccer	£27.60	£23	
Medway Council	Adult	£80	Block bookings only available to teams in local leagues. Charges to individual clubs are made by these leagues	
	Junior	£35		
	Mini	£24.40		

- ***'3G' football turf pitches:*** Hire charges for selected '3G' football turf pitches in Maidstone and neighbouring areas are tabulated below. The data shows that pitch hire costs in Maidstone are broadly in line with the charges made in neighbouring areas, so there are no cost factors to encourage imported or exported demand.

Pitch Provider	*Pitch Size and Description*	*Price per Match*	*Price per 10 or more Matches*	*Comments*
Maidstone United FC	Whole pitch	£265 + VAT	Not available	Stadium pitch Includes changing
Maidstone YMCA	One-third pitch	£46 per match	£40 per match	Peak time charges
Lenham School	Whole pitch	£65 + VAT = £78 per match	£65 per match	Includes changing
Tunbridge Wells Borough Council	Whole pitch	£64.80 per hour = £129.60 per match	£54 per hour = £108 per match	Includes changing
Kings Hill Sports Park, Tonbridge	Whole pitch	£75 per hour = £112.50 per match	Not available	Costs for adult team hire
Hayesbrook School, Tonbridge	Whole pitch	£80 per hour = £120 per match	Not available	Includes changing

- ***Consultees' comments on pitch hire charges:***

  - In responding to the club survey 72% of clubs felt that their current pitches offer value for money. This leaves a sizeable minority of 28% who think that charges do not provide good value.

- Local leagues indicated that the cost of hiring facilities is a factor in the decline of club numbers

- Club consultees spoke of the difficulty in booking pitches at Mote Park through MBC's contractor Serco and the fact that booked pitches were not always available when teams arrived.

- School pitch bookings are often problematic for local clubs. Switchboards are not seen as user friendly and there is difficulty getting through to the person responsible for booking.

5.4.10 Ownership, management and security of access

The ownership, management and security of access of all football pitch sites in Maidstone with community use and used is detailed below:

Site	*Ownership*	*Management*	*Security of access*
Allington Primary School	Kent County Council	Allington Primary School	Unsecured
Barming Heath	Maidstone Borough Council	Maidstone Borough Council	Secured
Barming Primary School	Kent County Council	Barming Primary School	Unsecured
Beacon Playing Field	Coxheath Parish Council	Coxheath Parish Council	Secured
Bearsted FC	Otham Parish Council	Bearsted FC	Secured
Bearsted Green	Maidstone Borough Council	Bearsted Parish Council	Secured
Bower Grove School	Kent County Council	Bower Grove School	Unsecured
Chart Sutton Memorial Playing Field	Chart Sutton Parish Council	Chart Sutton Parish Council	Secured
Civil Service Sports & Social Club	Civil Service Sports & Social Club	Civil Service Sports & Social Club	Secured
Cornwallis Academy	Cornwallis Academy	Cornwallis Academy	Unsecured
Elizabeth Harvie Field	Bearsted Parish Council	Bearsted Parish Council	Secured
Elmscroft Park	Rookery Estates	Rookery Estates	Secured
Gatland Recreation Ground	Maidstone Borough Council	Maidstone Borough Council	Secured
Giddyhorn Recreation Ground	Maidstone Borough Council	Maidstone Borough Council	Secured
Headcorn Football Club	Headcorn Football Club	Headcorn Football Club	Secured
Jubilee Playing Field, Staplehurst	Staplehurst Parish Council	Trustees of Jubilee Field	Secured
King George V Playing Field, Hunton	Fields in Trust	Hunton Parish Council	Secured
King George V Playing Field, Loose	Fields in Trust	Loose Parish Council	Secured
Lance Memorial Playing Field, Hollingbourne	Hollingbourne Parish Council	Hollingbourne Parish Council	Secured
Langley Recreation Ground	Langley Parish Council	Langley Parish Council	Secured
Leeds Playing Field	Leeds Parish Council	Leeds Parish Council	Secured
Lenham School	Lenham School	Lenham School	Unsecured
Madginford Primary School	Kent County Council	Madginford Primary School	Unsecured
Maidstone Leisure Centre	Maidstone Borough Council	Serco	Secured
Mallards Way Playing Field	Maidstone Borough Council	Maidstone Borough Council	Secured

Site	Ownership	Management	Security of access
Marden Minors FC	Marden Minors FC	Marden Minors FC	Secured
Marden Playing Field	Marden Parish Council	Marden Parish Council	Unsecured
Molehill Copse Primary Academy	Kent County Council	Molehill Copse Primary Academy	Unsecured
New Barming Pavilion	Barming Parish Council	Barming Parish Council	Secured
New Line Learning Academy	New Line Learning Academy	New Line Learning Academy	Unsecured
Oakwood Park Grammar School	Oakwood Park Grammar School	Oakwood Park Grammar School	Unsecured
Parish Recreation and Sports Field	Broomfield and Kingswood Parish Council	Broomfield and Kingswood Parish Council	Secured
Parkwood	Maidstone Borough Council	Maidstone Borough Council	Secured
Roseacre Primary School	Kent County Council	Roseacre Primary School	Unsecured
South Borough Primary School	Kent County Council	South Borough Primary School	Unsecured
South Park	Maidstone Borough Council	Serco	Secured
The Gallagher Stadium	Maidstone United FC	Maidstone United FC	Secured
The Kintons	Yalding Parish Council	Yalding Parish Council	Secured
The Maplesden Noakes School	The Maplesden Noakes School	The Maplesden Noakes School	Secured
The Orchard Ground	Allington Community Association	Allington Community Association	Secured
Ulcombe Recreation Ground	Ulcombe Parish Council	Ulcombe Parish Council	Secured
Valley Park School	Valley Park School	Valley Park School	Unsecured
War Memorial Playing Field	Sutton Valance Parish Council	Sutton Valance Parish Council	Secured
William Pitt Field	Lenham Parish Council	Lenham Parish Council	Secured
YMCA Maidstone	YMCA Maidstone	YMCA Maidstone	Secured

Security of access for each type of football pitch in Maidstone is summarised below. It shows that just over two-thirds of football pitches have secured access:

Pitch type	Total pitches	Number secured	% secured
Full-sized '3G'	5	3	60.0%
Adult 11v11	28	19	67.9%
Youth 11v11	10	10	100.0%
Youth 9v9	21	12	57.1%
Mini-soccer 7v7	13	9	69.2%
Mini-soccer 5v5	12	8	66.7%
TOTAL	***89***	***61***	***68.5%***

5.4.11 The views of local stakeholders on pitch supply

Consultation with the FA's Regional Facilities and Investment Manager and the Kent FA's County Development Manager identified the following key issues in relation to Maidstone:

- ***'3G' football turf pitches:*** All '3G' pitches in Maidstone appear on the FA's National Register apart from the YMCA pitch and are therefore, available for competitive play. 3G pitches are perceived to be expensive to hire. The FA wishes providers to move to a 'Match Day' rate rather than an hourly hiring rate. Three Secondary Schools in Maidstone have invested in their own '3G' pitches which are let to local clubs, but there is no secured community use of the facilities.

- ***Grass football pitches:*** Maidstone is an active area for football with active Saturday and Sunday adult leagues and a thriving youth, junior and mini-soccer sector. Changes to the pitch requirements for the various age groups have generally been well implemented. The FA has concerns about falling standards of maintenance at local authority (borough and parish council) pitches. There are concerns about the inability of clubs to apply for funding due to a lack of tenure on their home sites

Consultation with FA-affiliated football clubs identified the following issues in relation to Maidstone:

- ***Demand increases:*** MPE FC stated that 'in general we are happy to use MBC pitches, but some of the private pitches we play away matches on are of a better quality. My concern is that as the number of teams in the league increases, this will put pressure on the availability of MBC pitches'.

- ***'3G' pitch provision:*** Vinters FC stated that 'there is a need for additional '3G' pitches. Maidstone BC's booking system does not work well'. Maidstone Tempest FC also stated that 'there needs to be more purpose-built facilities, including 3G pitches and more focus on the adult game. Everything is focused on youth football, which is good, but most men's teams now fold due to lack of players and funds and this is mainly because of the facilities'.

- ***Borough Council pitches:*** Maidstone Tempest FC commented that 'whilst we understand the challenges of operating and maintaining pitches, the overall standard is very poor. Pitches are generally not well taken care off, at least not for the price we are charged compared to privately owned pitches, which are much better maintained and cared for. However, the lack of available pitches elsewhere means many teams play at council-owned pitches and put up with it, so the council can charge what they want and leave the pitches as they are. There used to be many more pitches at Mote Park but there is now just 2 adult pitches, plus a few smaller pitches. We are grateful to the council for what they offer but it could be much improved'.

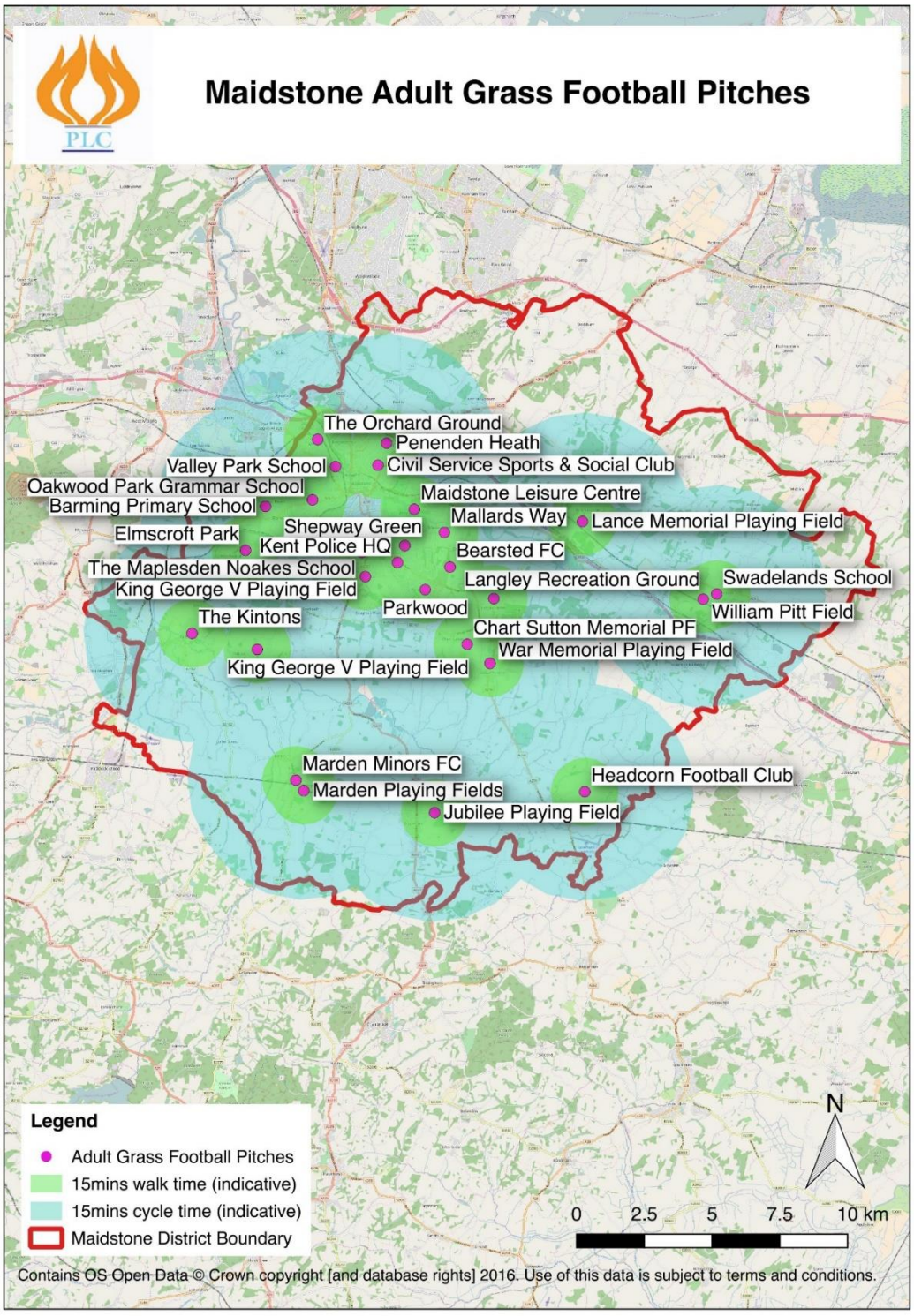
- ***Pricing issues:*** Marden Minors FC commented that 'the borough council gives the impression that they don't want football on their parks with poor up-keep and over-priced facilities if any'. Maidstone Athletic FC also commented that 'Maidstone's provision for local football has been in decline for years, to the extent that most teams in Maidstone now seek private hire rather than use the facilities that MBC provide. MBC do not maintain quality pitches, changing facilities or security to go with them, and charge way over the top for their use'.

- ***Pitch shortages in Maidstone:*** Bearsted FC stated that 'generally there are not sufficient facilities in Maidstone, hence we have to travel to places like Lenham and Kings Hill that provide training facilities equitable to cost'. Maidstone Athletic FC also commented that 'although we are essentially a Maidstone based club, we are currently having to travel to Lenham to play due to the poor standard of facilities in Maidstone'.

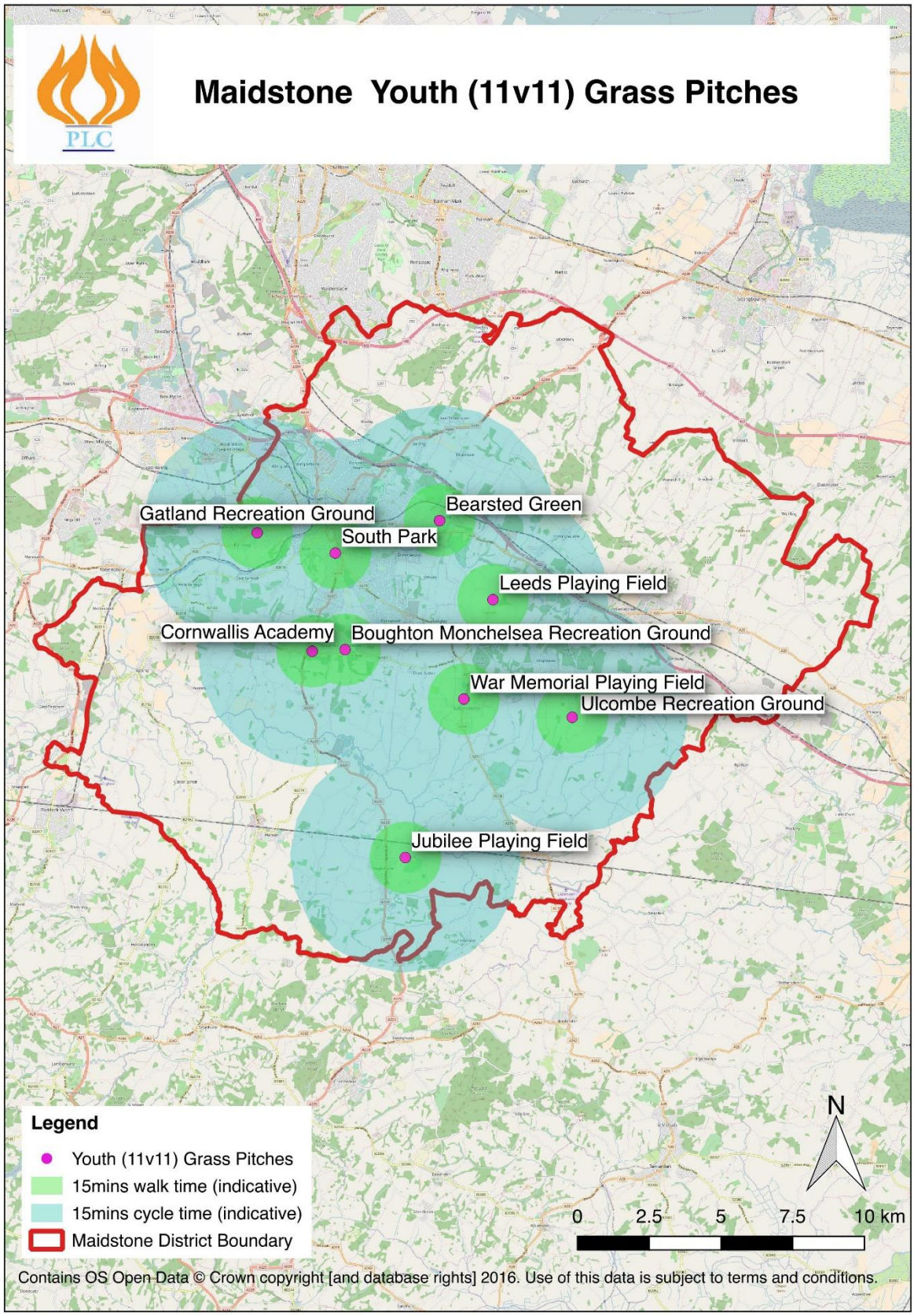
5.5 Geographical distribution

The geographical distribution of football in Maidstone is set out in the maps below. 15-minute walking and cycling time catchments have been marked to illustrate local level accessibility. The 15-minute driving time catchments are not marked, because for all pitch types there is comprehensive drivetime catchment coverage.

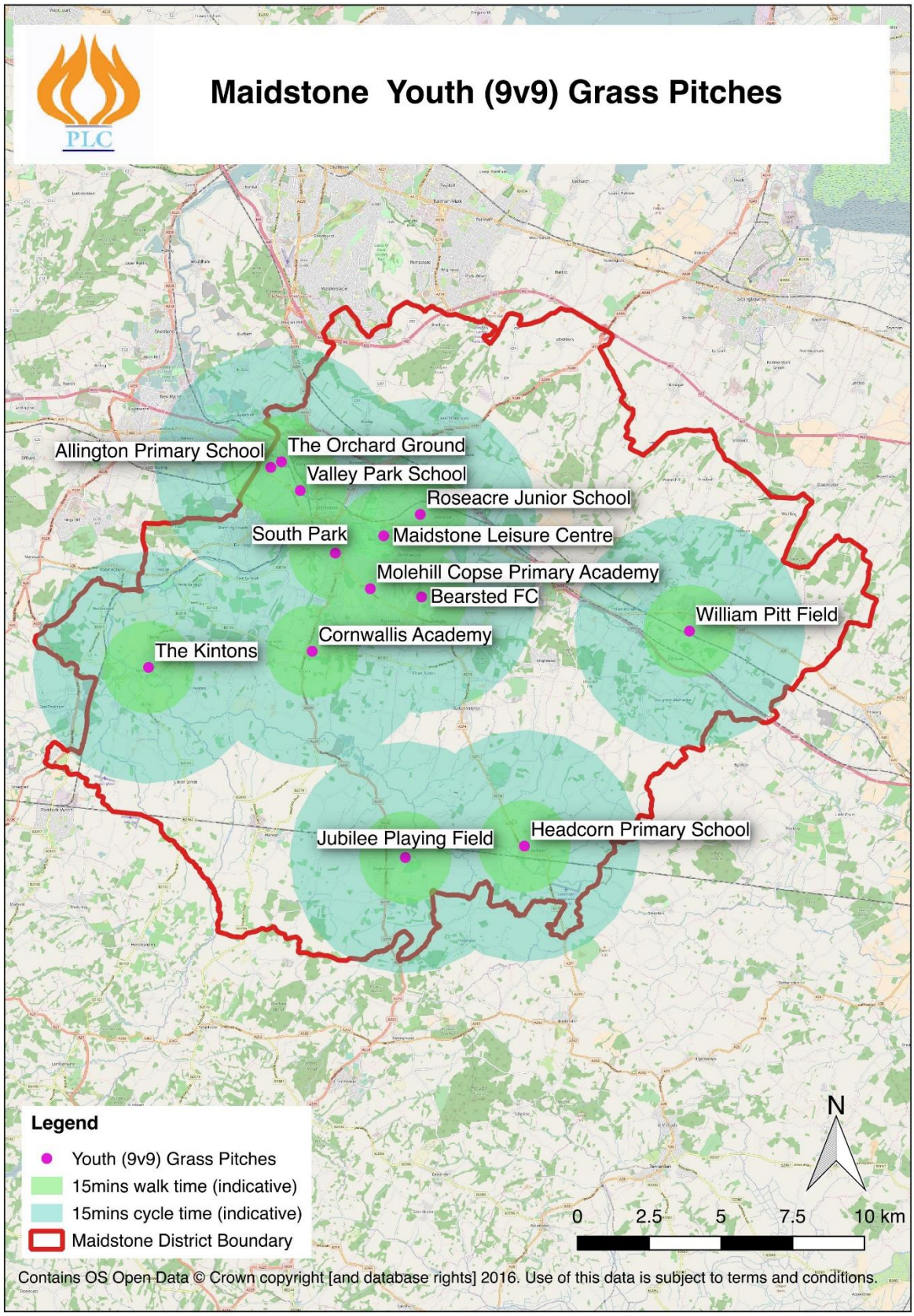
5.5.1 Adult grass pitches



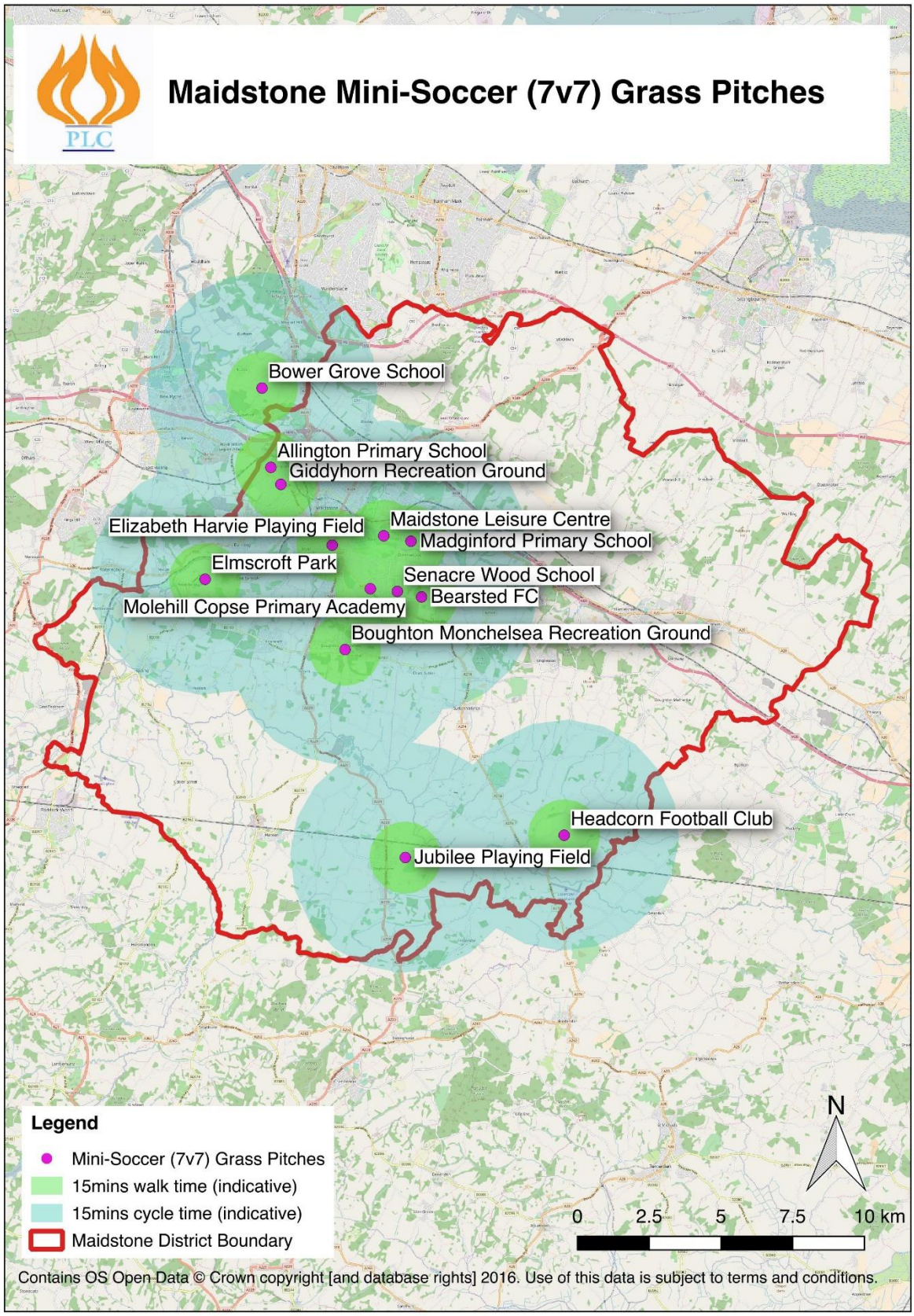
5.5.2 Youth 11v11 grass pitches



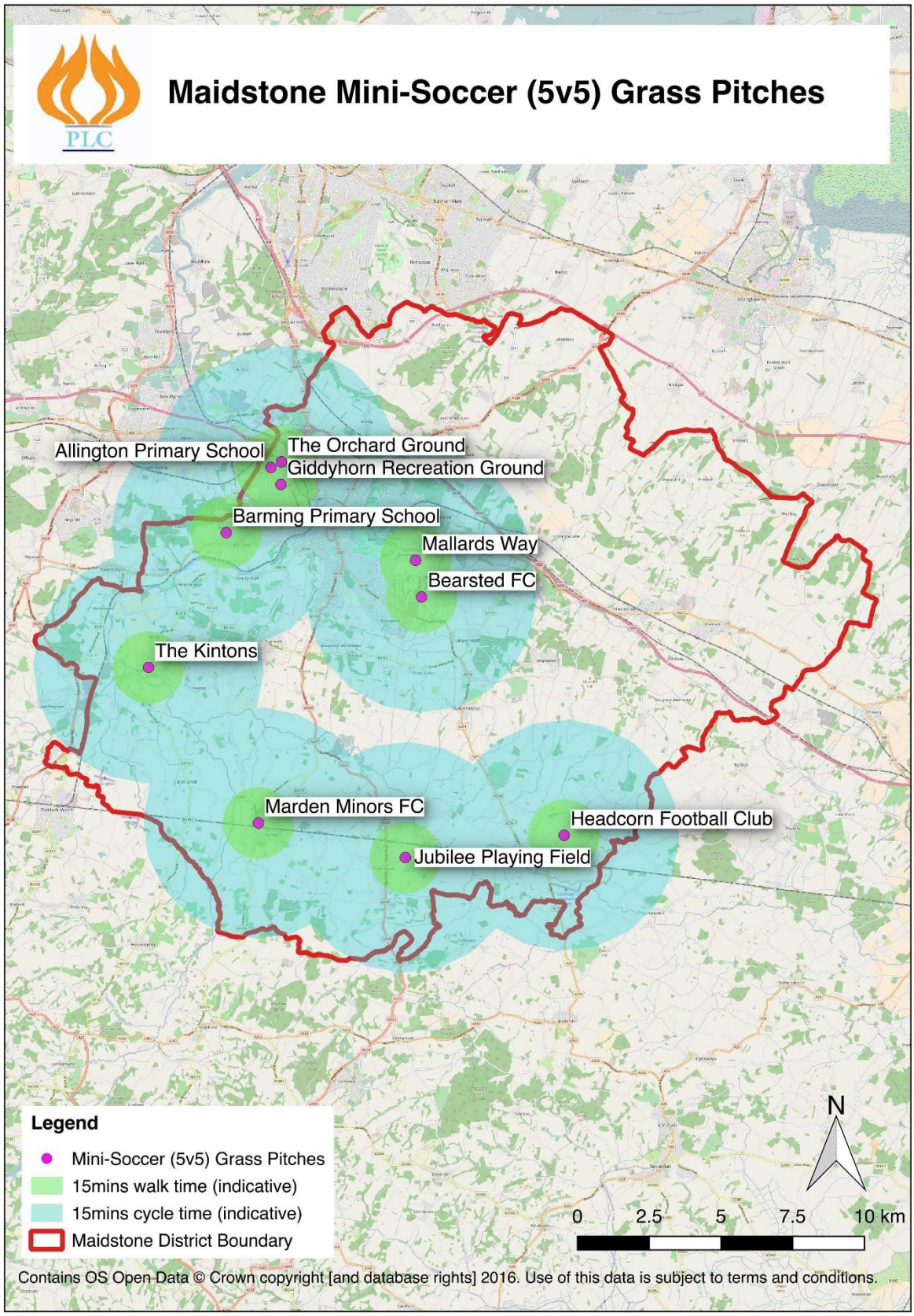
5.5.3 Youth 9v9 grass pitches



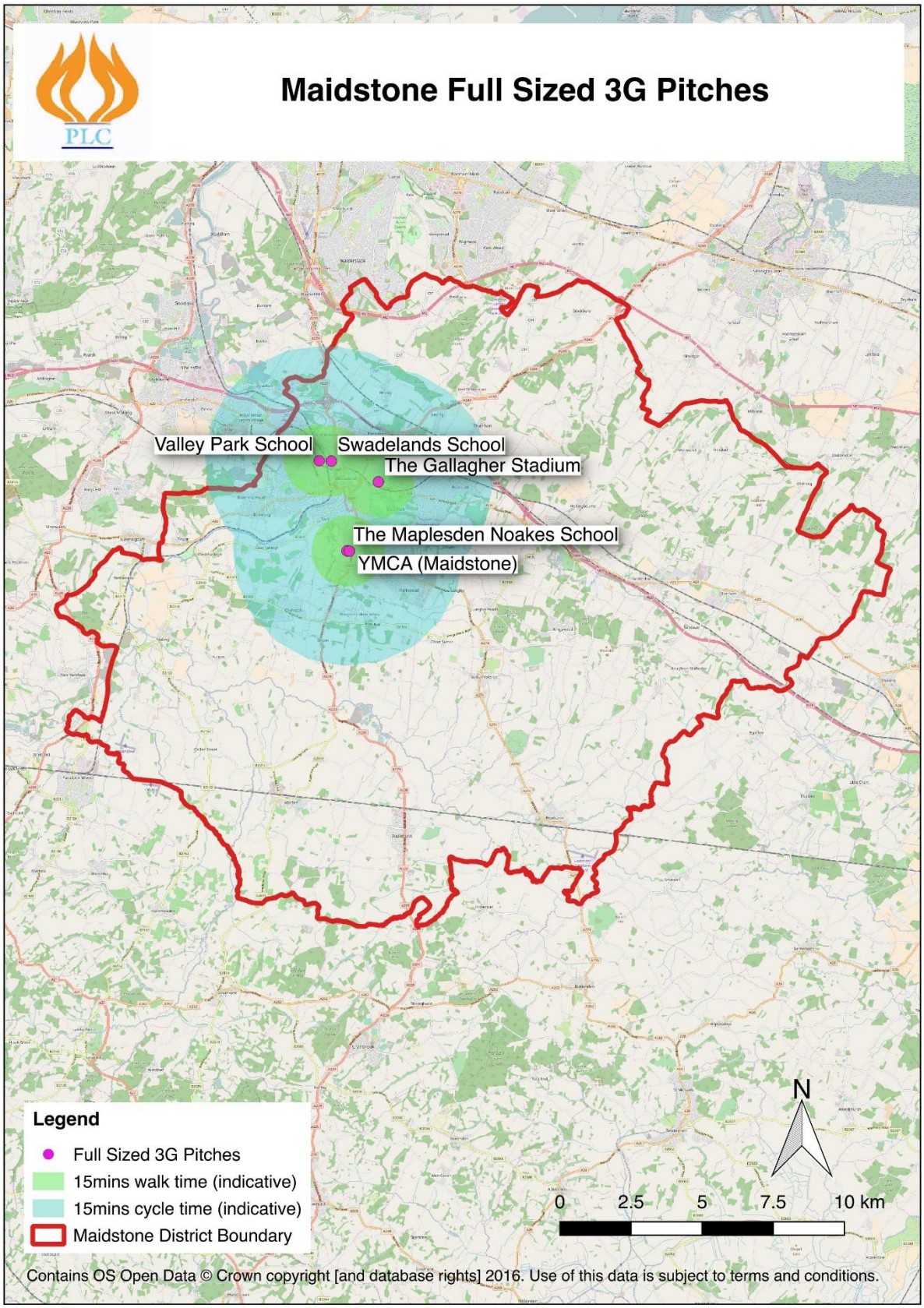
5.5.4 Mini-soccer 7v7 grass pitches



5.5.5 Mini-soccer 5v5 grass pitches



5.5.6 '3G' football turf pitches



The key findings are as follows:

- ***Adult grass pitches:*** There is comprehensive geographical coverage of the borough.

- ***Youth 11v11 grass pitches:*** Areas to the south-west and north-east of the borough are the furthest from the nearest pitch, but all are within 15-minutes driving time.

- ***Youth 9v9 grass pitches:*** Areas to the south-west and north-east of the borough are the furthest from the nearest pitch, but all are within 15-minutes driving time.

- ***Mini-soccer 7v7 grass pitches:*** Areas to the south-west and east of the borough are the furthest from the nearest pitch, but all are within 15-minutes driving time.

- ***Mini-soccer 5v5 grass pitches:*** Areas to the east of the borough are the furthest from the nearest pitch, but all are within 15-minutes driving time.

- ***Full-sized '3G' football turf pitches:*** Provision is concentrated in and around Maidstone, but with road links focused on the town, nowhere within the borough is beyond 20-minutes driving time of the nearest pitch.

5.6 The implications for football in Maidstone

Analysis of local supply of football pitches in Maidstone indicates the following:

- Ten adult football, three youth (11v11), four youth (9v9) and 11 mini (7v7) pitches in the borough are currently available but unused, which suggests that there is some spare capacity.

- Whilst youth and mini players frequently do not use changing facilities even where they are provided, it is concerning that almost 40% of pitches are served by 'poor' quality or no changing facilities. The adverse impact on user experiences makes it more difficult to recruit and retain new players, particularly women and girls.

- Almost 16% of pitches are rated as 'good' quality, with fewer than 6% being assessed as 'poor' quality. Notwithstanding this, there is widespread user criticism of the poor quality of pitches owned by the Borough Council and some evidence that the levels of expenditure on grounds maintenance are below Sport England's recommended levels.

- Just under 70% of pitches have secured community access, but conversely more than 30% do not and as a result access could, in theory, be withdrawn at any time.

5.7 Assessment of current needs

5.7.1 Introduction

To assess whether the current supply of pitches is adequate to meet existing demand an understanding of the situation at all sites available to the community needs to be developed. This is achieved by providing a brief overview for each site, which comprises:

A comparison between the carrying capacity of a site with how much demand currently takes place there. The carrying capacity of a site is defined as the amount of play it can regularly accommodate without adversely affecting its quality and use. Demand is defined in terms of the number of 'match equivalent sessions' at each site.

- An indication of the extent to which pitches are being used during their peak periods.

The site overviews identify the extent to which pitches are:

- ***Being overplayed:*** Where use exceeds the carrying capacity (highlighted in red in the tables below).
- ***Being played to the level the site can sustain:*** Where use matches the carrying capacity (highlighted in yellow in the tables below).
- ***Potentially able to accommodate some additional play:*** Where use falls below the carrying capacity (highlighted in green in the tables below).

In line with FA guidance, the following assumptions have been made in relation to the number of weekly match equivalent sessions that can be accommodated by different quality pitches:

Pitch type	*Good quality*	*Standard quality*	*Poor quality*
Adult	3	2	1
Youth 11v11	4	2	1
Youth 9v9	4	2	1
Mini-soccer 7v7	6	4	2
Mini-soccer 5v5	6	4	2

5.7.2 Adult grass pitches

The supply demand balance is tabulated below. Spare capacity is highlighted by green shading, balanced usage levels are highlighted in yellow and sites that are overused are highlighted in red:

Site	*Pitches*	*Users*	*Weekly capacity*	*Weekly demand*	*Weekly balance*	*Peak capacity*	*Peak demand*	*Peak balance*
Bearsted FC	1	Bearsted FC	3.0	3.0	Balanced	1.0	2.0	-1.0
Chart Sutton Memorial PF	1	Coxheath & Farleigh FC Bearsted FC	1.0	1.0	Balanced	1.0	1.0	Balanced
Civil Service Sports & Social Club	1	Park Royal FC	2.0	1.0	+1.0	1.0	1.0	Balanced
Elmscroft Park	1	West Farleigh FC	2.0	3.0	-1.0	1.0	2.0	-1.0
Headcorn Football Club	1	Headcorn FC Vinters FC	3.0	3.0	Balanced	1.0	1.0	Balanced
Jubilee Playing Field	1	Staplehurst Monarchs FC	1.0	1.0	Balanced	1.0	1.0	Balanced
King George V Playing Field, Hunton	1	Hunton FC	2.0	1.0	+1.0	1.0	1.0	Balanced

Site	Pitches	Users	Weekly capacity	Weekly demand	Weekly balance	Peak capacity	Peak demand	Peak balance
King George V Playing Field, Loose	1	Cross Keys (Sunday) FC	2.0	1.0	+1.0	1.0	1.0	Balanced
Lance Memorial Playing Field	1	Sugar Loaves FC	3.0	1.0	+2.0	1.0	1.0	Balanced
Langley Recreation Ground	1	Blue Eagles FC Maidstone Inter FC	2.0	1.0	+1.0	1.0	1.0	Balanced
Lenham School	2	AFC Ashford Athletic Kings Park Rangers FC Lenham Wanderers FC Whitehawk FC School use	4.0	3.0	+1.0	2.0	2.0	Balanced
Maidstone Leisure Centre	2	Maidstone Tempests FC Weavering FC	4.0	2.0	+2.0	2.0	2.0	Balanced
Marden Playing Field	1	Marden FC	2.0	2.0	Balanced	1.0	1.0	Balanced
New Line Learning Academy	2	Whitehawk FC Academy use	4.0	3.5	+0.5	2.0	2.0	Balanced
Oakwood Park Grammar School	1	Walnut Wanderers Maidstone United YFC School use	2.0	2.0	Balanced	1.0	2.0	-1.0
Parish Recreation Ground	1	Roseacre Raiders FC	2.0	1.0	+1.0	1.0	1.0	Balanced
Parkwood	1	Parkwood Jupitors FC	2.0	1.0	+1.0	1.0	1.0	Balanced
The Kintons	2	Yalding & Laddingford FC	4.0	3.0	+1.0	2.0	1.0	+1.0
The Orchard Ground	1	Castle Wanderers FC	2.0	1.0	+1.0	1.0	1.0	Balanced
Valley Park School	3	Vinters FC School use	9.0	7.5	+1.5	3.0	3.0	Balanced
War Memorial Playing Field	1	Mangravet FC Maidstone Lacrosse Club	2.0	2.0	Balanced	1.0	1.0	Balanced
William Pitt Field	1	Lenham Wanderers FC	2.0	2.0	Balanced	1.0	1.0	Balanced
TOTALS	***28***	***-***	***60.0***	***46.0***	***+14.0***	***+28.0***	***+30.0***	***-2.0***

The key findings are:

- Adult teams demand is supplemented by youth (11v11) teams using adult pitches at several sites.
- Peak time utilisation shows an overall deficit at three sites and is balanced at a further 19 sites. There is spare capacity at one site.
- The collective peak time deficit in the borough amounts to 2.0 match equivalent sessions.
- The peak time capacity calculation shows a deficit of 10.0 match equivalent sessions at sites with secured community access.

5.7.3 Youth 11v11 grass pitches

Site	Pitches	Users	Weekly capacity	Weekly demand	Weekly balance	Peak capacity	Peak demand	Peak balance
Barming Heath	1	Barming Youth FC	2.0	2.0	Balanced	1.0	1.0	Balanced
Beacon Playing Field	1	Coxheath & Farleigh JFC	2.0	2.0	Balanced	1.0	1.0	Balanced
Bearsted Green	2	Bearsted FC	4.0	2.0	+2.0	2.0	1.0	+1.0
Gatland Recreation Ground	1	Barming Youth FC	1.0	3.5	-2.5	1.0	4.0	-3.0
Jubilee Playing Field	1	Staplehurst Monarchs FC	2.0	2.0	Balanced	1.0	2.0	-1.0
Leeds Recreation Ground	1	Loose Lions FC	2.0	3.0	-1.0	1.0	2.0	-1.0
The Orchard Ground	1	Castle Colts FC Castle Wanderers FC	2.0	2.0	Balanced	1.0	1.0	Balanced
Ulcombe Recreation Ground	1	Headcorn Juniors FC	2.0	2.0	Balanced	1.0	1.0	Balanced
War Memorial Playing Field	1	Loose Lions FC Lenham Wanderers FC	2.0	1.0	+1.0	1.0	1.0	Balanced
TOTALS	***10***	***-***	***19.0***	***19.5***	***-0.5***	***10.0***	***14.0***	***-4.0***

The key findings are:

- Peak time utilisation shows an overall deficit at three sites and is balanced at a further five sites.
- There is spare capacity at one site.
- The collective peak time deficit in the borough to 4.0 match equivalent sessions.
- The collective peak time capacity calculation remains the same if the sites without secured community access is excluded.

5.7.4 Youth 9v9 grass pitches

Site	Pitches	Users	Weekly capacity	Weekly demand	Weekly balance	Peak capacity	Peak demand	Peak balance
Allington Primary School	1	Castle Colts FC School use	2.0	2.0	Balanced	1.0	1.0	Balanced
Barming Primary School	1	Barming Youth FC	2.0	2.0	Balanced	1.0	1.0	Balanced
Beacon Playing Field	1	Coxheath & Farleigh JFC Coxheath Colts	2.0	2.0	Balanced	1.0	2.0	-1.0
Bearsted FC	2	Bearsted FC	12.0	6.0	+6.0	2.0	2.0	Balanced
Cornwallis Academy	1	Maidstone Utd. Ladies FC	2.0	1.0	+1.0	1.0	1.0	Balanced
Gatland Recreation Ground	1	Barming Youth FC	1.0	1.0	Balanced	1.0	1.0	Balanced
Jubilee Playing Field	1	Staplehurst Monarchs FC	2.0	3.0	-1.0	1.0	2.0	-1.0
Mallards Way	1	MPE FC	2.0	1.0	+1.0	1.0	1.0	Balanced
Marden Minors FC	1	Marden Minors FC	4.0	2.0	+2.0	1.0	1.0	Balanced
Molehill Copse Primary School	1	Loose Lions FC School use	2.0	2.0	Balanced	1.0	1.0	Balanced
New Barming Pavilion	1	Barming Youth FC	2.0	2.0	Balanced	1.0	1.0	Balanced
Roseacre Junior School	1	Roseacre Raiders FC School use	2.0	2.0	Balanced	1.0	2.0	-1.0
South Borough Primary School	1	Roseacre Raiders FC School use	2.0	2.0	Balanced	1.0	1.0	Balanced
South Park	1	MPE FC	2.0	1.0	+1.0	1.0	1.0	Balanced
The Orchard Ground	2	Castle Colts FC	4.0	4.0	Balanced	2.0	2.0	Balanced
Valley Park School	3	Vinters FC School use	12.0	10.0	+2.0	3.0	3.0	Balanced
William Pitt Field	1	Lenham Wanderers FC	2.0	2.0	Balanced	1.0	1.0	Balanced
TOTALS	***21***	***-***	***57.0***	***45.0***	***+12.0***	***21.0***	***24.0***	***-3.0***

The key findings are:

- Peak time utilisation shows an overall deficit at three sites and is balanced at all other sites.
- There is no peak time spare capacity at any sites.
- The collective peak time deficit in the borough amounts to 3.0 match equivalent sessions.
- The collective peak time capacity calculation shows a deficit of 12.0 match equivalent sessions if the sites without secured community access are excluded.

5.7.5 Mini-soccer 7v7 grass pitches

Site	*Pitches*	*Users*	*Weekly capacity*	*Weekly demand*	*Weekly balance*	*Peak capacity*	*Peak demand*	*Peak balance*
Allington Primary School	2	Castle Colts FC Castle Wanderers FC School use	8.0	6.0	+2.0	2.0	2.0	Balanced
Barming Primary School	1	Barming Youth FC School use	4.0	4.0	Balanced	1.0	3.0	-2.0
Beacon Playing Field	1	Coxheath & Farleigh JFC	4.0	2.0	+2.0	1.0	1.0	Balanced
Bearsted FC	1	Bearsted FC	6.0	3.0	+3.0	1.0	2.0	-1.0
Bower Grove School	1	Maidstone Utd. Juniors School use	4.0	3.0	+1.0	1.0	1.0	Balanced
Giddyhorn Recreation Ground	1	Maidstone Utd. Ladies FC	4.0	2.0	+2.0	1.0	1.0	Balanced
Headcorn Football Club	1	Headcorn Juniors FC	4.0	3.0	+1.0	1.0	2.0	-1.0
Jubilee Playing Field	1	Staplehurst Monarchs FC	4.0	2.0	+2.0	1.0	1.0	Balanced
Madgingford Primary School	1	MPE FC School use	4.0	3.0	+1.0	1.0	2.0	-1.0
Molehill Copse Primary School	1	Loose Lions FC School use	4.0	3.0	+1.0	1.0	1.0	Balanced
The Kintons	2	Yalding & Laddingford FC	8.0	2.0	+7.0	2.0	1.0	+1.0
TOTALS	***13***	***-***	***54.0***	***33.0***	***+21.0***	***13.0***	***17.0***	***-4.0***

The key findings are:

- Peak time utilisation shows an overall deficit at four sites, is balanced at six sites and a surplus at one site.
- The collective peak time deficit in the borough amounts to 4.0 match equivalent sessions.
- The collective peak time capacity calculation shows a deficit of 10.0 match equivalent sessions if the sites without secured community access are excluded.

5.7.6 Mini-soccer 5v5 grass pitches

Site	*Pitches*	*Users*	*Weekly capacity*	*Weekly demand*	*Weekly balance*	*Peak capacity*	*Peak demand*	*Peak balance*
Allington Primary School	1	Castle Colts FC Castle Wanderers School use	4.0	6.0	-2.0	1.0	3.0	-2.0
Barming Primary School	1	Barming Youth FC School use	4.0	3.0	+1.0	1.0	1.0	Balanced
Beacon Playing Field	1	Coxheath & Farleigh JFC	4.0	1.0	+3.0	1.0	1.0	Balanced
Elizabeth Harvie Field	1	Rosecare Raiders FC	4.0	4.0	Balanced	1.0	2.0	-1.0
Giddyhorn Recreation Ground	2	Barming Youth FC Maidstone Utd. Ladies FC	8.0	4.0	+4.0	2.0	2.0	Balanced
Headcorn FC	1	Headcorn Juniors FC	6.0	2.0	+4.0	1.0	1.0	Balanced
Jubilee Playing Field	1	Staplehurst Monarchs FC	4.0	1.0	+3.0	1.0	1.0	Balanced
Mallards Way	1	MPE FC	2.0	4.0	-2.0	1.0	2.0	-1.0
Molehill Copse Primary School	1	Loose Lions FC School use	4.0	3.0	+1.0	1.0	1.0	Balanced
The Kintons	1	Yalding & Laddingford FC	4.0	2.0	+2.0	1.0	1.0	Balanced
Valley Park School	1	Vinters FC	4.0	4.0	Balanced	1.0	2.0	-1.0
TOTALS	***12***	***-***	***48.0***	***34.0***	***+14.0***	***12.0***	***17.0***	***-5.0***

The key findings are:

- Peak time utilisation shows an overall deficit at three sites and is balanced at all other sites.
- There is no spare capacity at any of the utilised sites.
- The collective peak time deficit in the borough amounts to 5.0 match equivalent sessions.
- The collective peak time capacity calculation shows a deficit of 9.0 match equivalent sessions if the sites without secured community access are excluded.

5.7.7 '3G' football turf pitches

The methodology for assessing the used capacity of full-sized artificial turf pitches is based upon their used capacity in the peak period:

Facility	*Peak hours*	*Utilised peak hours*	*Peak utilisation rate*
Lenham School	17.00 - 21.00 Mon - Fri	15	75%
The Gallagher Stadium	18.00 - 22.00 Mon - Fri	20	100%
The Maplesden Noakes School	17.00 - 21.30 Mon - Fri	18	80%
Valley Park School	18.00 - 21.00 Mon - Fri	12	80%
YMCA (Maidstone)	18.00 - 22.00 Mon - Fri	15	75%

- The Gallagher Stadium pitch is fully utilised in the peak period.

- There is limited spare peak time capacity the other four pitches, which collectively amounts to 17.5 hours per week (equivalent to 0.7 pitches), although this figure reduces to 5 hours per week (equivalent to 0.25 pitches) if the sites without secured community access are excluded.

Another way to assess '3G' pitch needs is to apply the FA's guide figure of one full-sized pitch per 38 teams. With 231 football teams in Maidstone at present, there is a requirement for 6.08 pitches the borough. Existing provision of five full-sized pitches should meet the needs of 190 teams. This creates an effective need for 1.08 full-sized '3G' pitches.

5.8 Assessment of future needs

5.8.1 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

5.8.2 Potential changes in demand

Changes in demand for football in the in future can also be modelled on a trend-based projection. Three sets of data can help to inform this:

- ***'Active People' survey:*** The national rates of football participation between 2005 and the present, as measured by the 'Active People' survey, are as follows:

2005/6	*2007/8*	*2008/9*	*2009/10*	*2010/1*	*2011/2*	*2012/3*	*2013/4*	*2014/5*	*2015/6*	*% Change*
4.97%	5.18%	5.08%	4.96%	4.98%	4.94%	4.25%	4.39%	4.34%	4.28%	-0.69%

- ***Local participation trends:*** The national trends are reflected in Maidstone where there has been a decline in adult football demand in recent years. For example, the Maidstone and District Football League, which was the grass-roots Saturday competition, had 22 teams in two divisions in 2017 compared with six divisions of 12 to 14 teams at its height in the late 1980s. Following a fall to eight teams in 2018 the league folded and the remaining teams now play in the local Sunday league.

- ***FA strategic targets:*** The FA's 'National Game Strategy 2018 - 2021' sets the following participation targets:

  - Retain and support the 129,000 male, female and disability teams.
  - Increase female youth participation by 11% by 2021.
  - Increase the number of over 16's playing every week by over 200,000, by offering a variety of formats by 2021.

Balancing past trends that identify falling demand against the target increases in participation suggests that projecting future need based in current demand patterns is a reasonable basis for forecasting.

5.8.3 Site-specific pressures

Maidstone Borough Council needs to identify sites upon which it can deliver its housing targets. Whilst planning policy offers protection to playing pitches, those sites that do not currently accommodate formal football activity may be vulnerable unless it can be proved that they are needed to accommodate existing or future shortfalls in supply or serve some other green space functions.

5.8.4 Potential changes in supply

Lenham is designated by Maidstone Borough Council as a broad location for a further 1,000 dwellings between now and 2031. A draft Neighbourhood Plan is currently out for consultation and it proposes that the William Pitt Field will be used for housing development. The Parish Council and Lenham Wanderers Football club are proposing a replacement facility to the east of the Village with two grass pitches and a '3G' pitch plus Clubhouse.

The Jubilee Fields Management Committee in Staplehurst is also considering the provision of a '3G' football turf pitch at its site, which already has a Football Foundation-funded clubhouse.

Additionally, there is no secured community use of most of the pitches on school sites and so access could, in theory, be withdrawn at any time. For most types of grass pitch, there is currently insufficient capacity at secured sites to cover this eventuality, apart from:

- ***Adult pitches:*** There would be a deficit of 10.0 match equivalent sessions per week if sites without secured community access are excluded.

- ***Youth 11v11 pitches:*** There would be a deficit of 4.0 match equivalent sessions per week if access to the pitch on a school site was lost.

- ***Youth 9v9 pitches:*** There would be a deficit of 12.0 match equivalent sessions per week if sites without secured community access are excluded.

- ***Mini-soccer 7v7 pitches:*** There would be a deficit of 10.0 match equivalent sessions per week if sites without secured community access are excluded.

To secure existing pitches to meet both current and future needs, a priority should be to negotiate secured community use agreements with as many schools as possible.

5.8.5 Existing spare capacity

Existing spare football pitch capacity in the peak period has been calculated in section 5.7 above and is as follows:

Pitch type	*Match equivalent sessions*	*Pitch equivalents*
Adult	2.0	1.0
Youth 11v11	-4.0	-2.0
Youth 9v9	-3.0	-1.5
Mini-soccer 7v7	-4.0	-1.0
Mini-soccer 5v5	-5.0	-1.25
'3G' football turf pitches	14 hours	0.7

5.8.6 Future grass pitch needs

Future formal grass pitch needs to 2031 are modelled below using 'Team Generation Rates' (TGRs), which identify how many people in a specified age group in the borough are required to generate one team. These are then applied to projected changes in population to identify the likely number of teams in the future.

Sport	*Age range*	*Current population*	*Current teams*	*TGR*	*Population 2031*	*Teams 2031*	*Extra teams*	*Extra pitches*
Adult male football	17-45	28,710	54	1: 532	32,844	62	8	4
Adult female football	17-45	29,280	1	1: 29,280	33,496	1	0	0
Boys youth 11v11 football	12-16	3,984	57	1: 70	4,558	65	8	4
Girls youth 11v11 football	12-16	4,016	1	1: 4,016	4,594	1	0	0
Boys youth 9v9 football	10-11	1,594	38	1: 42	1,824	43	5	3
Girls youth 9v9 football	10-11	1,606	10	1: 161	1,837	11	1	1
Mini-soccer 7v7 (mixed)	8-9	4,039	35	1: 115	4,621	40	5	2
Mini-soccer 5v5 (mixed)	6-7	3,961	35	1: 113	4,531	40	5	2

5.8.7 Future '3G' pitch needs

Future '3G' pitch needs to 2031 are modelled below based upon the following:

- The existing number of FA-affiliated teams seeking access to '3G' pitches in Maidstone at present is 231. On the basis of the FA calculation of 38 teams equating to demand for one '3G' pitch, this creates current demand for 6.08 pitches.

- The projected number of teams seeking access to '3G' pitches in Maidstone in 2031 is 263. On the basis of the FA calculation of 38 teams equating to demand for one '3G' pitch, this creates future demand for 6.92 pitches.

5.9 Key findings and issues

5.9.1 What are the main characteristics of current supply and demand?

- ***Demand trends:*** There has been a long-term decline in adult football in the borough, mirroring wider national trends.

- ***Women and Girls:*** Women and girls football is significantly under-developed in Maidstone, with only one adult women's teams and one girl's youth 11v11 team. However, there are ten girl's youth 9v9 teams and girls are also well represented in mixed mini-soccer teams, so there appears to be an issue with participation drop-off in the older age groups.

- ***Poor quality changing facilities:*** Almost 40% of grass football pitches in Maidstone are served by poor quality or no changing facilities. The impact of this on user experiences may be one factor behind the poor rates of female participation.

- ***Perception of poor quality grass pitches:*** Although fewer than 7% of football pitches in the borough were assessed as 'poor' using the FA's pitch quality audit methodology, there is a widespread perception amongst local clubs that the problem is more widespread. This is probably due to the fact that that most borough council owned pitches are towards the lower end of the 'standard' quality rating, but several clubs are opting not to hire council pitches as a result. The pitches at Maidstone Leisure Centre are significantly underused for this reason.

- ***Dependence on unsecured school pitches:*** More than 30% of football pitches in the borough are on school sites with no secured community use, so access could in theory be rescinded at any time. The issue is particularly significant for '3G' pitches, where three of the five full-sized pitches are on unsecured education sites.

- ***Perception of high pitch prices:*** Several local clubs were critical of what they perceive to be high prices for pitch hire. Comparison with the charges in neighbouring areas reveals that pricing levels are comparable, so the perception of high prices perhaps relates more to the value for money in relation to what are frequently regarded as poor-quality pitches and changing facilities.

5.9.2 Is there enough accessible and secured community use to meet current demand?

- ***Adult grass pitches:*** There is a deficit of 10.0 weekly match equivalent sessions at the community-secured sites, which equates to 5.0 'standard' quality pitches. However, a further ten pitches available for community use are currently unused.

- ***Youth 11v11 pitches:*** There is a deficit of 4.0 weekly match equivalent sessions at the community-secured sites, which equates to 2.0 'standard' quality pitches.

- ***Youth 9v9 pitches:*** There is a deficit of 12.0 weekly match equivalent sessions at community-secured sites, which equates to around 6.0 'standard' quality pitches.

- ***Mini-soccer 7v7 pitches:*** There is a deficit of 10.0 weekly match equivalent sessions at community-secured sites, which equates to around 3.0 'standard' quality pitches.

- ***Mini-soccer 5v5 pitches:*** There is collective spare capacity of 9.0 weekly match equivalent sessions at the community-secured sites, which equates to 3.0 'standard' quality pitches.

- ***'3G' football turf pitches:*** At sites with secured community access, there is 35 hours of peak time use. Total current demand is for 66 hours of peak use per week, so if access to the pitches on education sites was to be withdrawn, there would be a shortfall of 31 hours of peak time usage per week.

5.9.3 Is the accessible provision of suitable quality and appropriately maintained?

- ***Quality:*** Pitch quality was rated 'poor' at only six out of 84 football pitches in the borough. However, quality is at the lower end of 'standard' at a further eight pitches, many of which are likely to fall into the 'poor' category in the future, without enhanced maintenance.

- ***Maintenance:*** Consultation with pitch providers indicates that current annual expenditure is typically in the range of £4,000 to £5,000 per pitch, with several sites relying on volunteer labour to maintain standards. These figures compare with Sport England's latest cost guidance of £11,700 per annum for an adult football pitch and £9,600 per annum for a youth football pitch.

- ***Fewer but better:*** Notwithstanding the above, a case can be made for concentrating grounds maintenance resources on fewer but better quality pitches, to provide a similar or better carrying capacity. The advantages of this approach would be that football hub sites could be developed, ideally based on the FA's model of focusing '3G' and good quality grass pitches at a limited number of sites to deliver a more sustainable operation.

5.9.4 What are the main characteristics of future supply and demand?

- ***Population growth:*** The borough's population is projected to increase by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 figure.

- ***Changes in demand:*** Balancing past trends that identify falling demand against the target increases in participation suggests that projecting future need based on current demand patterns is a reasonable basis for forecasting.

- ***Changes in supply:*** There are no known development threats to any existing pitch sites, including those that are currently disused. However, there is no secured community use of any of the pitches on school sites and so access could, in theory, be withdrawn at any time.

- ***Existing spare capacity:*** Apart from adult grass pitches, all the other pitch types have a current shortfall in provision.

- ***Future needs:*** Based on projected population growth, these have been assessed as follows:

  - Adult grass pitches: 4 additional pitches.
  - Youth 11v11 grass pitches: 4 additional pitches.
  - Youth 9v9 grass pitches: 4 additional pitches.
  - Mini-soccer 7v7 pitches: 2 additional pitches.
  - Mini-soccer 5v5 pitches: 2 additional pitches.
  - '3G' football turf pitches: 0.84 additional pitches.

5.9.5 Is there enough accessible and secured provision to meet future demand?

The situation at community accessible pitches in the borough is summarised below. Match equivalent sessions have been converted into pitch requirements:

Pitch type	*Current Secured pitches*	*Current secured Peak spare pitch capacity*	*Current Peak needs*	*Extra peak by 2031*	*Total peak by 2031*	*Additional Extra secured pitch needs*
Adult football	21	-1.0	30	4	34	15
Youth 11v11	10	-2.0	12	4	16	8
Youth 9v9	12	-6.0	18	4	22	11
Mini 7v7	9	-3.0	11	2	13	4
Mini 5v5	8	-3.0	11	2	13	5
'3G'	5	-0.52	5.52	0.84	6.36	1.36

5.10 Scenario Testing

5.10.1 Introduction

Based upon the key findings and issues identified above, a number of scenarios have been examined, to identify the optimum approach to addressing needs.

5.10.2 Scenario 1: Re-instating un-used and disused pitches

- ***Rationale:*** There are 10 un-used or disused adult football pitches (with collective weekly capacity of 20.0 match equivalent sessions), three youth 11v11 pitches (with collective weekly capacity of 6.0 match equivalent sessions), four youth 9v9 pitches (with collective weekly capacity of 8.0 match equivalent sessions) and 11 mini 7v7 pitches (with collective weekly capacity of 22.0 match equivalent sessions). It would therefore make sense to resume use and/or reinstate these pitches to meet additional future demand, rather than making entirely new provision.

- ***Advantages:*** The advantages of this scenario are as follows:

  - Most pitches were used until recently, so could be reinstated at relatively low cost.

  - Eight of the have secured community access so usage would be assured.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - Usage was discontinued at all the sites because of localised falling demand and despite capacity issues at many of the currently used sites in Maidstone, clubs and teams have declined to take advantage of the available alternatives at present.

  - Use at some sites was discontinued because of pitch quality issues which will need to be addressed if the pitch capacity is to be maximised and users attracted back.

  - Some of the school sites with previous community use permitted access on a temporary basis and may not be prepared to re-instate it.

- ***Conclusions:*** This scenario offers some advantages for enhancing local pitch capacity on a cost-effective basis and should therefore be examined further on a site-by-site basis.

5.10.3 Scenario 2: Accessing pitches on education sites

- ***Rationale:*** Four adult football pitches (with collective weekly capacity of 8.0 match equivalent sessions), three youth 11v11 pitches (with collective weekly capacity of 6.0 match equivalent sessions) and six mini-soccer 7v7 pitches (with collective weekly capacity of 12.0 match equivalent sessions) are on school sites with no current community access. These represent one option for expanding current and future pitch capacity.

- ***Advantages:*** The advantages of this scenario are as follows:

  - The pitches already exist and therefore could be brought into use at little or no additional cost.

  - There would be opportunities to establish closer school-club links if community-based clubs were playing on school sites.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - None of the schools has community use at present, so there is no guarantee that they would be prepared to commence such an arrangement.

  - None of the sites has a formal Community Use Agreement, so continued access would not be secured.

- ***Conclusions:*** This scenario offers some advantages for enhancing local pitch capacity on a cost-effective basis and should therefore be examined further on a site-by-site basis.

5.10.4 Scenario 3: De-commission all council-operated football pitches

- ***Rationale:*** Maidstone Borough Council provides 13 football pitches at eight sites in the borough in the borough, all which are either poor quality, or towards the lower end of 'standard' quality. In addition, six further pitches at Council-owned sites are currently unused. Additionally:

  - Five Council sites have only a single used pitch, which creates a relatively expensive maintenance regime.

  - Local demand for adult pitches has been falling and the first sites where usage has been discontinued are Council-owned, because they are perceived to be relatively poor quality and comparatively expensive.

  - The quality of Council-owned pitches is believed by local clubs to have fallen in recent years, which suggest that additional expenditure on maintenance will be required if usage levels are to be sustained in the future.

  - Providing pitches is a permissive rather than a statutory requirement for local authorities, therefore Maidstone Borough Council is under no obligation to provide pitches. If alternatives were available therefore, the Council could decommission all its pitches.

- ***Advantages:*** The advantages of this scenario are as follows:

  - The table below models the effects of removing Council pitches, but re-instating un-used and disused pitches, plus those on school sites with no current community access. The data shows that with some rationalisation (conversion of some pitch types which show a surplus to those types showing a deficit), all current football needs could theoretically be met without using Council-owned pitches.

Pitch type	*Secured non-MBC pitches*	*Current peak needs*	*Deficit at non-MBC pitches*	*Unused non-MBC pitches*	*Pitches with no access*	*Position including unused/no access pitches*
Adult football	26	30	-2	8	4	+10
Youth 11v11	9	14	-7	1	3	-3
Youth 9v9	9	24	-8	4	0	-4
Mini 7v7	7	17	-5	11	6	+6
Mini 5v5	6	17	-6	0	0	-6

  - There would be significant pitch maintenance cost savings for the Council.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - As indicated in Scenario 1 above, some of the disused pitches were abandoned because of their poor quality and therefore there would be capital cost implications in re-instating them to a standard that would sustain sufficient use to compensate for the loss of the Council pitches.

  - As indicated in Scenario 2 above, schools are under no obligation to hire their pitches for community use and many are unwilling to do so for a variety of reasons including wear-and-tear to the playing surfaces that impacts adversely upon education use and logistical problems of accessing school fields out of hours. For this reason, no assumptions could be made about community accessibility to school pitches.

- ***Conclusions:*** It would be unacceptably risky to decommission all the Council's football pitches, given the high degree of uncertainty over the quality of the currently unused pitch stock and the difficulties of securing community use of school pitches. However, the Council should keep the position under regular review and could decommission pitches at the single pitch sites should demand patterns permit, which would improve the logistics of its grounds maintenance regime. Furthermore, any sites with decommissioned pitches should be kept as public open space, to allow for the re-instatement of pitches in the future, in response to increases in demand.

5.11 Policy recommendations

5.11.1 Introduction

The recommendations in relation to football are made in the context of the National Planning Policy Framework (NPPF) which stipulates that existing open space including playing pitches, should not be built upon unless:

- An assessment has taken place which has clearly shown the open space to be surplus to requirements, or;

- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality, in a suitable location, or;

- The development is for alternative sport and recreation provision, the needs for which clearly outweighs the loss.

The following recommendations are arranged under the three main headings of 'protect', 'enhance' and 'provide'.

5.11.2 Protect

Recommendation 1 - Safeguarding existing provision: The Maidstone PPS comprises a robust and evidence-based assessment of current and future needs for football in the borough. The PPS identifies a need for all current and disused football pitch sites to be retained, on the basis of the specific identified roles that each can play in delivering the needs of the sport and/or other wider open space functions in Maidstone both now and in the future. It is therefore recommended that existing planning policies continue to support the retention of all sites, based upon the evidence in the PPS. In the event that any pitch sites do become the subject of development proposals, this will only be permissible they are replaced and meet policy exception E4 of Sport England's Playing Fields Policy, which states that 'the playing field or playing fields which would be lost as a result of the proposed development must be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development'.

Recommendation 2 - Security of tenure: More than 30% of football pitches with community use in Maidstone do not have security of tenure, principally those on school sites. The absence of a Community Use Agreement (CUA) at a school makes it impossible to assume the continued availability of the pitches for the community. It also difficult for a school to apply for external grant funding to improve its facilities, including receiving funds from developer contributions. It is therefore recommended that efforts are made to achieve CUAs at sites without them.

5.11.3 Enhance

Recommendation 3 - Improving existing 'poor' quality provision: Five pitches (6.0%) in the borough are rated as 'poor' quality and several more are rated at the lower end of 'standard' quality. Additionally, 33 pitches (39.3%) are served by 'poor' quality or no changing facilities. This reduces the quality of playing experience, may present child protection issues in relation to simultaneous male and female and adult and junior use of changing provision and may deter some potential participants. Subject to security of tenure issues, it is recommended that:

- Site owners concerned should be supported to apply for external funding for facility enhancements, including the receipt of developer contributions (see below) where the usage capacity would be enhanced.

- If funding is not available, sites could be designated as exclusively adult or youth sites, to avoid the problems of mixed adult-youth changing areas.

- Sites with poor playing surfaces should apply to be part of the FA Pitch Improvement Programme, which will offer a programme to improve the short, medium and long-term maintenance of pitches to improve pitch quality.

Recommendation 4 - Developer contributions (enhancements): Some of the additional demand for football arising from the proposed housing development in Maidstone to 2031, should be accommodated through enhancements to existing pitches and facilities. It is recommended that the site-specific action plan in the PPS be used as the basis for determining facility enhancements that demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under CIL arrangements, to cover the capital and revenue implications of the enhancements. To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123.

5.11.4 Provide

Recommendation 5 - '3G' football turf pitches: There is a current shortfall of one full-sized '3G' pitch in the borough, with demand equivalent to a further full-sized pitch being generated by population growth by 2031. '3G' pitches are an important component of football provision, because their all-weather nature and floodlights enable a high volume of play to be accommodated on good quality playing surfaces. Providing '3G' pitches to meet needs identified in the Maidstone PPS should be supported as a priority in appropriate locations.

Recommendation 6 - Developer contributions (new provision): Most of the extra demand for football arising from the proposed housing development in Maidstone to 2031, will need to be accommodated through the provision of new pitches and facilities. It is recommended that the site-specific action plan in the Maidstone Playing Pitch Strategy be used as the basis for determining which proposed new facilities demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under Section 106 or CIL arrangements, to cover their capital and revenue cost implications. To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123.

5.12 Action Plan

5.12.1 Introduction

In the context of the high-level recommendations above, the tables below set out the football site-specific action plan to guide the implementation of the strategy. The abbreviations stand for MBC - Maidstone Borough Council and FA - Football Association. The capital cost estimates are based upon Sport England's *'Facility Costs - Second Quarter of 2018'* (2018).

5.12.2 Key strategic actions

Issues	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
Community access to education pitches	Pursue formal Community Use agreements at all existing and any future proposed pitches on education sites.	MBC	Academies and schools	Possible funding for improvements to site accessibility.	High
Securing developer contributions	Ensure that policy provision is made to secure developer contributions towards new and improved football facilities.	MBC	Developers	-	High

5.12.3 Site specific actions - Sites with community use and used

- ***'3G' football turf pitches:***

Site	*Issues*	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
Lenham School	No secured community use	Pursue Community Use Agreement	MBC	Lenham School	-	Medium
The Gallagher Stadium	Future pitch resurfacing may preclude community use	Keep the situation under review	Maidstone United FC	-	-	Low
Maplesden Noakes School	No current issues	No action required	-	-	-	-
Valley Park School	No secured community use	Pursue Community Use Agreement	MBC	Valley Park School	-	Medium
YMCA (Maidstone)	Pitch dimensions too small for adult 11v11	Prioritise youth, mini-soccer and small-sided games.	YMCA	-	-	Low

- ***Grass football pitches:***

Site	*Issues*	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
Allington Primary School	No secured community use	Pursue Community Use Agreement	MBC	Allington Primary School	-	Medium
Barming Heath	No on-site changing	Review need for changing facilities	Barming Parish Council	User clubs	-	Medium
Barming Primary School	No secured community use	Pursue Community Use Agreement	MBC	Barming Primary School	-	Medium
Beacon Playing Field	No current issues	No action required	-	-	-	-
Bearsted FC	No current issues	No action required	-	-	-	-
Bearsted Green	No accessible changing facilities	Negotiate access to cricket pavilion	Bearsted FC	Bearsted CC	-	Medium
Bower Grove School	No secured community use	Pursue Community Use Agreement	MBC	Bower Grove School	-	Medium
Chart Sutton Memorial PF	• Poor quality pitch • Poor quality changing	Feasibility study for pitch and changing improvements	Chart Sutton PC	-	£7,500	High
Civil Service S&SC	No current issues	No action required	-	-	-	-
Cornwallis Academy	No secured community use	Pursue Community Use Agreement	MBC	Cornwallis Academy	-	Medium
Elizabeth Harvie Field	No current issues	No action required	-	-	-	-

Site	*Issues*	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
Elmscroft Park	• Pitches used to over capacity • No on-site changing	Feasibility study for pitch improvements	Rookery Estates	-	£5,000	High
Gatland Recreation Ground	• Poor quality pitches used to over capacity • No on-site changing	Feasibility study for pitch improvements	MBC	-	£5,000	High
Giddyhorn Recreation Ground	No on-site changing	Review need for changing facilities	MBC	User clubs	-	Medium
Headcorn FC	No current issues	No action required	-	-	-	-
Jubilee Playing Field	• Poor quality pitches • '3G' pitch proposals	• Feasibility study for pitch improvements and '3G' pitch • Provide '3G' pitch	Staplehurst Parish Council	-	£10,000 for feasibility study £750,000 for '3G' pitch	High
KGV Playing Field, Hunton	Poor quality changing	Feasibility study for changing improvements	Hunton Parish Council	-	£7,500	High
KGV Playing Field, Loose	No current issues	No action required	-	-	-	-
Kent Police HQ	No current issues	No action required	-	-	-	-
Lance Memorial Playing Field	No current issues	No action required	-	-	-	-
Langley Recreation Ground	No current issues	No action required	-	-	-	-
Leeds Playing Field	Pitches used to over capacity	Feasibility study for pitch improvements	Leeds PC	-	£5,000	High
Madginford Primary School	No secured community use	Pursue Community Use Agreement	MBC	Madginford Primary School	-	Medium
Maidstone Leisure Centre	No current issues	No action required	-	-	-	-
Mallards Way	• Poor quality mini-soccer pitch used to over capacity • No on-site changing	Feasibility study for pitch improvements	MBC	-	£5,000	High
Marden Playing Field	No current issues	No action required	-	-	-	-
Marden Minors FC	Poor quality changing	Improve changing facilities	Marden Minors FC	Football Foundation	£200,000	High
Molehill Copse Primary Academy	No secured community use	Pursue Community Use Agreement	MBC	Molehill Copse Primary Academy	-	Medium

Site	Issues	Action	Lead	Partners	Cost estimates	Priority
New Barming Pavilion	No current issues	No action required	-	-	-	-
New Line Learning Academy	No secured community use	Pursue Community Use Agreement	MBC	New Line Learning Academy	-	Medium
Oakwood Park Grammar School	No secured community use	Pursue Community Use Agreement	MBC	Oakwood Park Grammar School	-	Medium
Parish Recreation & Sports Field	No current issues	No action required	-	-	-	-
Parkwood	No current issues	No action required	-	-	-	-
Roseacre Junior School	No secured community use	Pursue Community Use Agreement	MBC	Roseacre Junior School	-	Medium
South Borough Primary School	No secured community use	Pursue Community Use Agreement	MBC	South Borough Primary School	-	Medium
South Park	No on-site changing	Review need for changing facilities	MBC	User clubs	-	Medium
Lenham School	No secured community use	Pursue Community Use Agreement	MBC	Lenham School	-	Medium
The Kintons	Poor quality changing	Improve changing facilities	Yalding Parish Council	Y&LFC Football Foundation	£200,000	High
Maplesden Noakes School	No current issues	No action required	-	-	-	-
The Orchard Ground	No current issues	No action required	-	-	-	-
Ulcombe Recreation Ground	No current issues	No action required	-	-	-	-
Valley Park School	No secured community use	Pursue Community Use Agreement	MBC	Valley Park School	-	Medium
War Memorial Playing Field	Poor quality changing	Improve changing facilities	Sutton Valance Parish Council	-	£200,000	Low
William Pitt Field	Possible relocation of pitches to a new site in Lenham.	Investigate the feasibility of the new site for a '3G' pitch and two grass pitches	Lenham Parish Council	Lenham Wanderers FC	£10,000 for feasibility study	High

6 CRICKET NEEDS IN MAIDSTONE

6.1 Key stakeholders

The key stakeholders delivering cricket in Maidstone are:

- ***Kent Cricket:*** The Community Team of Kent Cricket manages recreational cricket in the county, from its grass-roots foundations through to the interface with the first-class game and beyond. Its mission is to encourage, support and promote participation and development of the game at all levels, ages and abilities and to promote excellence in playing, coaching, officiating and the quality of both playing surfaces and social accommodation facilities.

- ***Kent Cricket-affiliated clubs:*** There are 20 affiliated clubs in Maidstone, who collectively run 52 adult and 30 junior teams.

- ***Pitch providers:*** All the pitches in the borough are managed and maintained by cricket clubs.

6.2 Strategic context

6.2.1 National cricket strategy

The England and Wales Cricket Board's strategy for 2016 - 2020 *'Cricket Unleashed'* (2016) contains the following priorities of relevance to Maidstone

Clubs and leagues:

- Promoting player driven formats of the game in leagues.
- Providing more opportunities to play across the whole league structure.
- Delivering a new club affiliation core offer.
- Delivering new training opportunities for coaches, officials and groundstaff.
- Delivering a volunteer offer to drive recruitment, retention and recognition.

Kids:

- Developing an ability-based pathway for children aged 5-12 for adoption in clubs, schools and youth organisations.
- In partnership with Chance to Shine, expanding the reach of the game into all schools across the country through a combination of bat and ball opportunities, a national teacher ambassador programme and curriculum-aligned classroom resources.
- Creating a seamless transition across the age groups and different formats to reduce the current drop out at key ages.
- Promoting shorter pitch lengths for younger age groups.

Communities:

- Implementing inclusion and engagement strategies to deliver welcoming environments and opportunities for players of diverse backgrounds.
- Prioritising additional investment in coaches for women's, girl's, multicultural groups and disability cricket.

- Increasing the opportunities for people with a disability to take part and play cricket at all levels.
- Maximising the impact of hosting ICC global events to inspire a more diverse participation base to play cricket.
- Delivering and investing in cricket programmes that are specifically designed to bring communities together and improve physical and mental wellbeing.

Casual:

- Delivering simple and enjoyable casual cricket offers.
- Developing a 5 or 6-a-side version of cricket, played on artificial wickets to engage players at all ages and levels.
- Supporting innovation such as Last Man Stands, Indoor, Tape-ball and Beach Cricket.
- Creating a year-round participation programme using artificial wickets, indoor centres and other indoor spaces to allow all-year round play.
- Driving availability of bats and balls for unstructured play.

6.2.2 Neighbouring local authorities

Playing pitch strategies in neighbouring boroughs identify cross-boundary issues:

Ashford

The Council is in the final stages of producing a new playing pitch strategy. Draft findings include:

- All current demand can be met from within current provision.
- Existing facilities have the capacity to meet the needs of anticipated population growth, with some small capacity improvements.
- There is no evidence of any imported cricket demand from Maidstone, nor any exported demand to Maidstone.

Medway

The council has an adopted strategy dating from 2012 which it plans to revise in 2018. The strategy identified:

- There is a current need for an additional 4 cricket pitches.
- Future demand will increase the shortfall to 5 pitches by 2028.
- There is no evidence of any imported cricket demand from Maidstone, nor any exported demand to Maidstone.

Swale

The council has an adopted playing pitch strategy dating from 2015. It identifies:

- A current shortage of 6 cricket pitches.
- Future demand will increase the shortfall to 10 pitches by 2025.
- There is no evidence of any imported cricket demand from Maidstone, nor any exported demand to Maidstone.

Tonbridge and Malling

The council does not have a playing pitch strategy but plans to draft one in the near future. Its most recent assessment states that:

- Cricket is 'favourably provided for'.
- There is no evidence of any imported cricket demand from Maidstone, nor any exported demand to Maidstone.

Tunbridge Wells

The council is finalising a playing pitch strategy in 2018.However, there is no evidence of any imported cricket demand from Maidstone, nor any exported demand to Maidstone.

6.2.3 Implications of the strategic context

The implications of the strategic context for cricket in Maidstone are as follows:

- ***Wider agendas:*** Given the increasing limitations on public finances, demonstrating the role that cricket can play in delivering wider agendas such as health and wellbeing is a key requirement for attracting investment.

- ***Policy shifts:*** The move in national sports policy towards prioritising new participants will create a challenge for cricket to demonstrate that it can attract new and lapsed participants. Recent innovations such as Last Man Stands and Tape-ball might prove more attractive than the more traditional model. 'All Stars Cricket', an entry level programme aimed at 5-8 year olds, was launched by the ECB in 2017 attracting 37,500 children nationally to cricket. A successful pilot was run in the Maidstone which is expected to lead to an expanded take up in the future.

- ***Neighbouring areas:*** There are assessed deficiencies in cricket pitch provision in two neighbouring areas, which may lead to imported demand into Maidstone if they are not rectified.

6.3 Cricket demand in Maidstone

6.3.1 Affiliated clubs and teams

A questionnaire survey of clubs affiliated to Kent Cricket produced responses from seven clubs, collectively representing 30 teams, or 38% of the 36.6% affiliated teams in Maidstone. The following clubs responded:

- Bearsted Cricket Club
- Blue House Cricket Club
- Detling Cricket Club
- Headcorn Cricket Club
- Hunton Wanderers Cricket Club
- Marden Cricket Club
- Staplehurst Cricket Club

The survey was supplemented by on-site consultations with four further clubs (Leeds and Broomfield Cricket Club, Hollingbourne Cricket club, Linton Park Cricket Club and The Mote Cricket Club), which increased the collective response rate from cricket clubs in the borough to 64 teams, or 81% of the 82 affiliated teams in Maidstone. The following clubs that are based in Maidstone borough affiliate to Kent Cricket.

Club	*Home Ground*	*Adult Teams*	*Junior Teams*
Bearsted Cricket Club	Bearsted Green	4	4
Blue House Cricket Club	Mile Bush Lane, Marden	1	0
Detling Cricket Club	Pilgrims Way, Detling	2	0
East Sutton Cricket Club	East Sutton Cricket Club	1	0
Harrietsham Cricket Club	Booth Field, Harrietsham	2	0
Headcorn Cricket Club	Lenham Road, Headcorn	3	0
Hunton Wanderers Cricket Club	West Street, Hunton	3	0
Leeds and Broomfield CC	Burberry Lane, Leeds	4	9
Lenham Cricket Club	Lenham Cricket Ground	2	1
Linton Park Cricket Club	Linton Park, Maidstone	6	4
Loose Cricket Club	White Horse Lane, Otham	1	0
Marden Cricket Club	Maidstone Road, Marden	3	3
Otterden Place Cricket Club	Otterden Place	1	0
Rumwood Cricket Club	White Horse Lane, Otham	1	0
Staplehurst Cricket Club	Frittenden Road, Staplehurst	6	4
Stockbury with Hartlip CC	Stockbury Sports Ground	2	0
Teston Cricket Club	Barham Court, Teston	2	1
The Mote Cricket Club	Mote Park, Maidstone	5	3
West Farleigh Cricket Club	Church Lane, West Farleigh	2	0
Yalding Cricket Club	The Kintons, Yalding	1	1
TOTALS	**-**	***52***	***30***

6.3.2 Demand trends

Data from the last six years of the ECB's *'National Cricket Playing Survey'* shows a trend of stabilisation in adult (U14+) participation with a minimal decline over the period. Of the 850,000 players nationally, 250,000 are 'core' players (playing at least 12 times per season), 400,000 are 'occasional' players (playing between three and 11 times per season) and 200,000 are 'cameo' players (playing once or twice per season). 5% of all organised fixtures were cancelled in 2014 because at least one of the teams was unable to field eleven players. The survey also revealed that 30 per cent of grassroots cricketers are drawn from ethnic minorities.

6.3.3 Displaced demand

Displaced demand relates to play by teams or other users of playing pitches from within the study area which takes place outside of the area:

- Maidstone-based clubs responding to the club's survey collectively draw all their membership from within the borough.
- There is no evidence of imported demand to Maidstone from neighbouring areas.

6.3.4 Unmet demand

Unmet demand takes a number of forms:

- Teams may have access to a pitch for matches but nowhere to train or vice versa.
- Some pitches may be unavailable to the community.
- The poor quality and consequent limited capacity of pitches in the area and/or a lack of provision and ancillary facilities which meet a certain standard of play/league requirement.

Consultation with local clubs and cricket leagues indicated that there is no unmet demand in Maidstone at present.

6.3.5 Latent demand

Latent demand is demand that may be generated from the current population if they had access to more or better provision. Clubs' survey identified a trend for static or falling membership, despite good levels of available provision, which suggests that there is no local latent demand.

6.4 Cricket supply in Maidstone

6.4.1 Outdoor cricket facilities

Provision of cricket pitches in Maidstone is set out below:

- ***Available for community use and used:***

Site	*Address*	*Grass Wickets*	*Artificial wickets*
Bearsted Green	Bearsted Green, Bearsted ME14 4EF	10	1
Blue House Cricket Club	Milebush Lane, Marden TN12 9AS	6	-
Detling Cricket Club	Pilgrims Way, Detling ME14 3JY	6	-
East Sutton Cricket Club	East Sutton Road, East Sutton ME17 3DT	12	-
Headcorn Cricket Club	Lenham Road, Headcorn TN27 9LE	12	-
Hollingbourne Cricket Club	Pilgrims Way, Hollingbourne ME17 1UW	14	-
Hunton Cricket Club	West Street, Hunton ME15 0RR	8	-
Leeds and Broomfield CC	Burberry Lane, Leeds ME17 1PL	14	1
Lenham Cricket Club	Ham Lane, Lenham ME17 2QB	10	-
Linton Park Cricket Club	Linton Park, Maidstone ME17 4HT	15	1
Marden Cricket Club	Maidstone Road, Marden TN12 9AG	15	1
Otterden Place Cricket Club	Otterden Place ME13 0BU	8	-
Rumwood Cricket Club	White Horse Lane, Otham ME15 8RG	10	-
Staplehurst Cricket Club	Frittenden Road, Staplehurst TN12 0DH	12	-
Stockbury Cricket Club	The Street, Stockbury ME9 7UD	5	-
Teston Cricket Club	Barham Court, Teston ME18 5BZ	8	-
The Booth Field	Church Road, Harrietsham ME17 1AP	8	-
The Mote Cricket Club	Mote Park, Maidstone ME15 7RN	30	-
West Farleigh Cricket Club	Church Lane, West Farleigh ME15 0DT	8	-
Yalding Cricket Club	The Kintons, Yalding ME18 6DP	14	-
TOTALS	***-***	***223***	***4***

- ***Available for community use and not used:***

Facility	*Address*	*Grass Wickets*	*Artificial wickets*
Lenham School	Ham Lane, Lenham ME17 2LL	0	1
Maidstone Grammar School	Barton Road, Maidstone ME15 7BT	14	2
New Line Learning Academy	Boughton Lane, Maidstone ME15 9QL	0	1
Oakwood Park Grammar School	Oakwood Park, Maidstone ME16 8AH	8	1
St Augustine Academy	Oakwood Park, Maidstone ME16 8AE	6	0
St Simon Stock School	Oakwood Park, Maidstone ME16 0JP	12	0
Valley Park School	Huntsman La., Maidstone ME14 5DT	0	1
TOTALS	***-***	***40***	***6***

- ***Not available for community use:***

Facility	*Address*	*Grass Wickets*	*Artificial wickets*
Sutton Valence School	North Street, Sutton Valence ME17 3HN	12	1
Sutton Valence Prep School	Chart Road, Sutton Valence ME17 3HL	6	0
TOTALS	***-***	***18***	***1***

- ***Not available as disused:***

Facility	*Address*	*Grass Wickets*	*Artificial wickets*
Loose Cricket Club	Lancet Lane, Loose ME15 8SH	10	1
Ulcombe Cricket Club	Headcorn Road, Ulcombe ME17 1EB	6	-
TOTALS	***-***	***16***	***1***

6.4.2 Cricket facilities quality

The qualitative analysis of pitches in Maidstone involved visits to all cricket pitches during the playing season, to undertake the sport-specific non-technical visual inspections produced by the ECB for Sport England's *'Playing Pitch Strategy Guidance'* (2013). The assessment generated 'scores' for each site by evaluating the condition of:

- ***Grass wickets:*** This includes presence of line markings, evidence of rolling, grass cut and height, repaired wickets, grass coverage and ball bounce.

- ***Outfield:*** This includes grass coverage, length of grass, evenness and evidence of unofficial use or damage to the surface.

- ***Non-turf wickets:*** This includes integration with the surrounding grass, evenness, stump holes any evidence of moss, tears or surface lifting and ball bounce.

- ***Changing facilities:*** This includes the presence or absence of umpires' provision, toilets, hot/cold water, heating and an assessment of the condition of the building.

- ***Non-turf practice nets:*** This includes integration with the surrounding grass, surface quality, ball bounce, safety and integrity of the steel frame and nets and safety signage.

The assessment generates a 'score' for each site by evaluating the condition of the wickets, outfield, ancillary facilities and practice nets. Blank cells in the table mean that the feature concerned is absent from the site in question. The ratings for each cricket pitch site in Maidstone based upon the application of the ECB assessment methodology are as follows, with features rated as 'good' highlighted in green, 'standard' in yellow and 'poor' in red.:

Site	*Grass wicket*	*Artificial wicket*	*Outfield*	*Pavilion*	*Practice nets*
Bearsted Green	Good	Good	Good	Good	-
Blue House Cricket Club	Standard	-	Standard	Poor	-
Detling Cricket Club	Good	-	Good	Poor	-
East Sutton Cricket Club	Good	-	Standard	Standard	Poor
Headcorn Cricket Club	Good	-	Good	Good	Standard
Hollingbourne Cricket Club	Good	-	Good	Good	-
Hunton Cricket Club	Good	-	Good	Good	-
Leeds and Broomfield CC	Good	Good	Good	Standard	Good
Lenham Cricket Club	Good	-	Good	Good	Standard
Linton Park Cricket Club	Good	Good	Good	Standard	-
Marden Cricket Club	Good	-	Good	Good	Good
Otterden Place Cricket Club	Good	-	Standard	Standard	-
Rumwood Cricket Club	Good	-	Good	Poor	-
Staplehurst Cricket Club	Good	-	Good	Good	-
Stockbury Cricket Club	Good	-	Good	Standard	-
Teston Cricket Club	Good	-	Good	Good	-
The Booth Field	Good	-	Good	Good	-
The Mote Cricket Club	Good	-	Good	Standard	Poor
West Farleigh Cricket Club	Standard	-	Standard	Standard	-
Yalding Cricket Club	Standard	-	Standard	Poor	-

6.4.3 Pitch carrying capacity

The carrying capacity of pitches is related to their quality and is expressed as the number of 'match equivalent sessions' that can be accommodated each season. The *'Playing Pitch Strategy Guidance'* indicates the following seasonal carrying capacities for cricket pitches:

- A 'good' quality wicket will accommodate five, a 'standard' quality wicket will accommodate four and a 'poor' quality wicket will accommodate no matches per season.
- 'Good' and 'Standard' quality artificial turf wickets accommodate 60 matches per season.
- The seasonal pitch carrying capacity of each cricket site in Maidstone is as follows:

Site	*Grass wicket carrying capacity*	*Artificial wicket carrying capacity*	*Total carrying capacity*
Bearsted Green	50	60	110
Blue House Cricket Club	24	-	24
Detling Cricket Club	30	-	30
East Sutton Cricket Club	60	-	60
Headcorn Cricket Club	60	-	60
Hollingbourne Cricket Club	70	-	70

Site	Grass wicket carrying capacity	Artificial wicket carrying capacity	Total carrying capacity
Hunton Cricket Club	40	-	40
Leeds and Broomfield CC	70	60	130
Lenham Cricket Club	50	-	50
Linton Park Cricket Club	75	60	135
Marden Cricket Club	75	60	135
Otterden Place Cricket Club	40	-	40
Rumwood Cricket Club	50	-	50
Staplehurst Cricket Club	60	-	60
Stockbury Cricket Club	25	-	25
Teston Cricket Club	50	-	50
The Booth Field	40	-	40
The Mote Cricket Club	150	-	150
West Farleigh Cricket Club	32	-	32
Yalding Cricket Club	56	-	56

6.4.4 Pitch maintenance

Most cricket pitches with community use and used in Maidstone are maintained by the incumbent clubs themselves, although a minority of clubs hire external contractors.

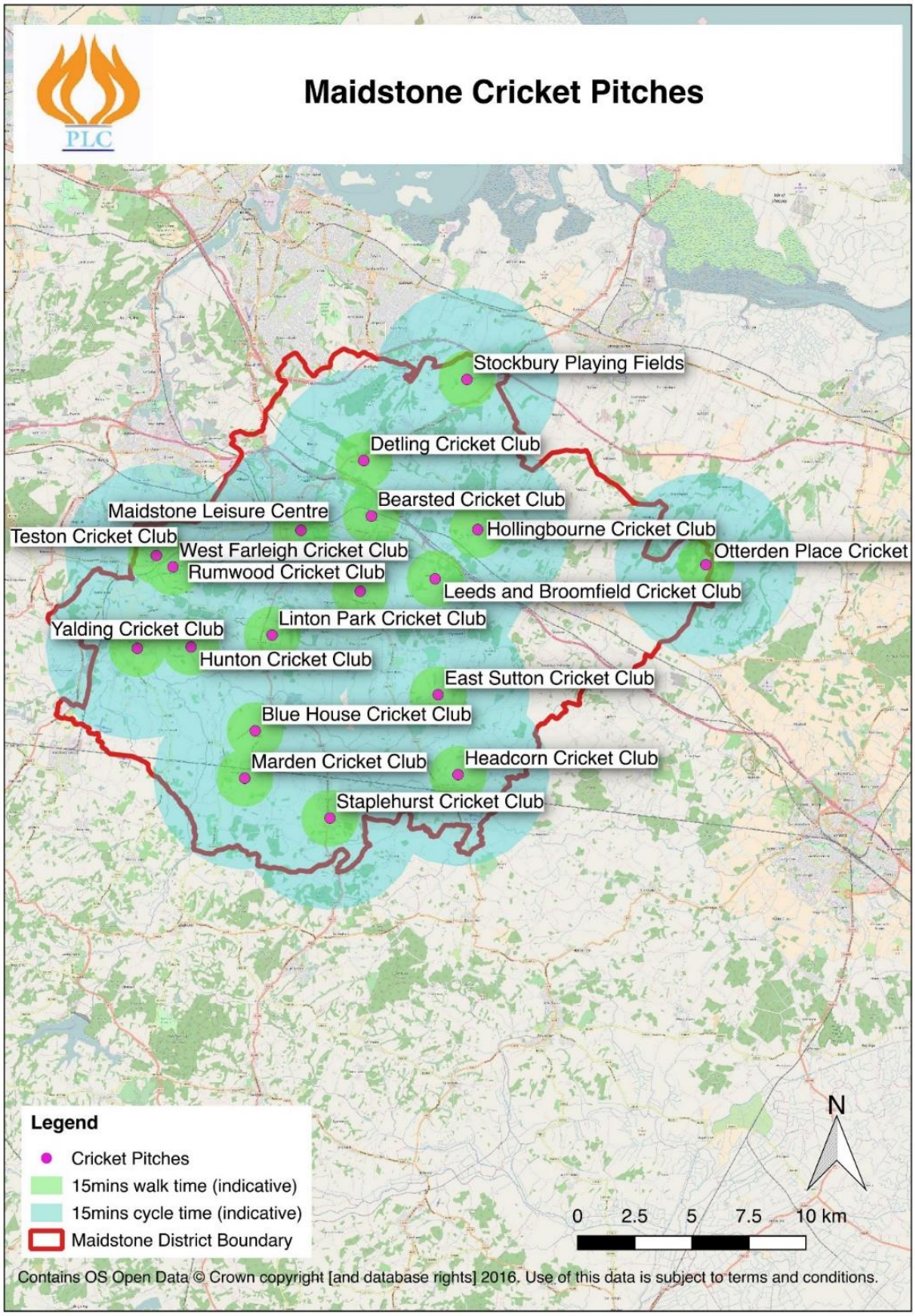
6.4.5 Ownership, management and security of access

The ownership, management and security of access of all cricket pitch sites in Maidstone with community use and used is detailed below:

Site	Ownership	Management	Security of access
Bearsted Green	Bearsted Parish Council	Bearsted Cricket Club	Secured
Blue House Cricket Club	Private	Blue House Cricket Club	Unsecured
Detling Cricket Club	Detling Cricket Club	Detling Cricket Club	Secured
East Sutton Cricket Club	East Sutton Parish Council	East Sutton Cricket Club	Secured
Headcorn Cricket Club	Headcorn Cricket Club	Headcorn Cricket Club	Secured
Hollingbourne Cricket Club	Hollingbourne CC	Hollingbourne Cricket Club	Secured
Hunton Cricket Club	Fields in Trust	Hunton Cricket Club	Secured
Leeds and Broomfield CC	Leeds Castle estate	Leeds and Broomfield CC	Unsecured
Lenham Cricket Club	Lenham Parish Council	Lenham Cricket Club	Secured
Linton Park Cricket Club	Linton Park	Linton Park Cricket Club	Unsecured
Marden Cricket Club	Marden Cricket Club	Marden Cricket Club	Secured
Otterden Place Cricket Club	Private Estate	Otterden Place CC	Unsecured
Rumwood Cricket Club	Rumwood Cricket Club	Rumwood Cricket Club	Secured
Staplehurst Cricket Club	Staplehurst Cricket and Tennis Club	Staplehurst Cricket and Tennis Club	Secured
Stockbury Cricket Club	Stockbury Parish Council	Stockbury Cricket Club	Secured
Teston Cricket Club	Private	Teston Cricket Club	Unsecured
The Booth Field	Harrietsham Parish Council	Harrietsham Cricket Club	Secured
The Mote Cricket Club	The Mote Trust	The Mote Cricket Club	Secured
West Farleigh Cricket Club	Private owner	West Farleigh Cricket Club	Secured
Yalding Cricket Club	Yalding Parish Council	Yalding Cricket Club	Secured

6.4.6 Geographical distribution

The geographical distribution of cricket pitches in Maidstone is set out in the map below.



6.4.7 The views of stakeholders on pitch supply

Consultation with Kent Cricket's Director of Community Cricket identified the following key issues in relation to Maidstone:

- ***Local demand:*** Local cricket participation is high, with Kent having the second highest level of participation of any English county.

- ***Facilities priorities:*** The emphasis in recent times has been on preserving the quality of grounds, developing and supporting structures such as pavilions and nets and working to improve security of tenure.

- ***Types of play:*** Formal match play is the only form of the game played in Maidstone at present, with no informal versions like 'Last Man Stands' played in the borough.

- ***Women and girls:*** Only one club, Leeds and Broomfield, has a Women and Girls section.

- ***Schools pitches:*** None of the school cricket pitches in Maidstone is used by community-based clubs.

Consultation with affiliated cricket clubs identified the following issues in relation to Maidstone:

- ***Preferred sites:*** All clubs are playing at their preferred sites.

- ***Security of tenure:*** 13 clubs either own the freehold or have a long lease at their pitch sites. The remaining clubs do not have formal security of tenure but have used their ground for a long time under informal agreements with the landlord.

- ***Hunton Cricket Club:*** Hunton Cricket Club commented that 'we are generally very happy with our main playing facility. We are however seeing clubs fold all around us and our main concern is our ability to retain players and/or grow the club. We see the main obstacle to this being our current Saturday league structure and the requirements of Clubmark, both of which favour large well-established clubs at the expense of village clubs with fewer members and volunteers'.

- ***Staplehurst Cricket Club:*** 'We are bursting at the seams when it comes to formal play. This season, our 12 wickets (and two edge of square Under-13 wickets) hosted over 80 matches including Kent representative games. While we have made several unsuccessful approaches to our neighbouring landowner to come to some arrangement on buying or leasing land to extend our playing area, our top priority for investment is the Clubhouse. We are currently seeking funding from the sports' governing bodies and Sport England to match the £300k we have raised ourselves from selling a small part of our estate for housing development'.

- ***Yalding Cricket Club:*** 'We don't have dedicated practice facilities (i.e. cricket nets) so the adult and junior practice sessions take place on the main cricket square and so the pitches designated for this purpose are not available for match day use. The first and second strip at each end are used for practice, meaning only 8 are available for play. Of these, only strips 5-10 are eligible for adult league play as they need at least 50 yards to the boundary. So in reality we only have six strips available for matches, as opposed to the 14 theoretically available. Permanent training nets would therefore be a huge asset'.

6.5 The implications for cricket in Maidstone

Analysis of local supply of cricket pitches in Maidstone indicates the following:

- Two former club sites are currently available but unused, as are cricket pitches on seven school sites, which suggests that there is some current spare capacity.
- Whilst the standard of the playing surfaces is high with 18 of 21 pitches rated as good, the pavilions show far greater variety in style and quality. Most clubs are tenants at their sites and therefore reliant on buildings provided by landlords. Most do not have the resources to undertake major building work to refurbish or renovate their built facilities. As a result, many pavilions do not meet modern standards of space with poor access for disabled players and spectators. Changing for officials is inadequate and few pavilions are able to accommodate female changing.
- 15 out of 20 pitch sites have secured community access, which makes it difficult for the five clubs based at the unsecured sites to apply for external funding to improve facilities, because they have insufficient security of tenure.

6.6 Assessment of current needs

To assess whether the current supply of pitches is adequate to meet existing demand an understanding of the situation at all sites available to the community needs to be developed. This is achieved by providing a brief overview for each site, which comprises:

- A comparison between the carrying capacity of a site with how much demand currently takes place there. The carrying capacity of a site is defined as the amount of play it can regularly accommodate without adversely affecting its quality and use. Demand is defined in terms of the number of 'match equivalent' sessions at each site.
- An indication of the extent to which pitches are being used during their peak periods.

The site overviews identify the extent to which pitches are

- ***Being overplayed:*** Where use exceeds the carrying capacity (highlighted in red in the tables below).
- ***Being played to the level the site can sustain:*** Where use matches the carrying capacity (highlighted in yellow in the tables below).
- ***Potentially able to accommodate some additional play:*** Where use falls below the carrying capacity (highlighted in green in the tables below).

In line with ECB guidance, the following assumptions have been made in relation to the number of weekly match equivalents that can be accommodated by different quality pitches:

- Overall capacity is expressed as match equivalents per ***season***, as opposed to per ***week*** for all other pitch types.
- The number of wickets at each site is shown below. Artificial wickets are listed in brackets.
- In line with the guidance it has been assumed that a 'good' quality wicket will accommodate five matches per season, a 'standard' quality wicket will accommodate four and a 'poor' quality wicket will accommodate no matches per season.

- Adult teams account for an average of 0.5 'home' games per week and junior teams for 0.35 'home' games per week.

- Artificial turf wickets will accommodate 60 matches per season.

- Aspects of each site shaded in red indicate a deficiency, those shaded in yellow indicate that supply and demand are balanced and those shaded in green have some spare capacity.

Site	*Wickets*	*Users*	*Seasonal capacity*	*Seasonal demand*	*Seasonal balance*	*Peak capacity*	*Peak demand*	*Peak balance*
Bearsted Green	10(1)	Bearsted Cricket Club	110	80	+30	1	2	-1.0
Blue House Cricket Club	6	Blue House Cricket Club	24	10	+14	1	0.5	+0.5
Detling Cricket Club	6	Detling Cricket Club	30	20	+10	1	1	Balanced
East Sutton Cricket Club	12	East Sutton Cricket Club	60	10	+50	1	0.5	+0.5
Headcorn Cricket Club	12	Headcorn Cricket Club	60	30	+30	1	1	Balanced
Hollingbourne Cricket Club	14	Bearsted CC Kent age group and disability teams	70	30	+40	1	1	Balanced
Hunton Cricket Club	8	Hunton Cricket Club	40	30	+10	1	1	Balanced
Leeds and Broomfield CC	14(1)	Leeds & Broomfield CC	130	120	+10	1	2	-1.0
Lenham Cricket Club	10	Lenham Cricket Club	50	30	+20	1	1.5	-0.5
Linton Park Cricket Club	15(1)	Linton Park Cricket Club	135	80	+55	1	2	-1.0
Marden Cricket Club	15	Marden Cricket Club	135	60	+75	1	1	Balanced
Otterden Place Cricket Club	8	Otterden Place Cricket Club	40	10	+30	1	0.5	+0.5
Rumwood Cricket Club	10	Rumwood Cricket Club Loose Cricket Club	50	20	+30	1	0.5	+0.5
Staplehurst Cricket Club	12	Staplehurst Cricket Club	60	100	-40	1	1	Balanced
Stockbury Cricket Club	5	Stockbury Cricket Club	25	20	+5	1	1	Balanced
Teston Cricket Club	8	Teston Cricket Club	50	20	+30	1	1	Balanced
The Booth Field	8	Harrietsham Cricket Club	40	20	+20	1	1	Balanced
The Mote Cricket Club	30	The Mote Cricket Club	150	70	+80	2	2	Balanced
West Farleigh Cricket Club	8	West Farleigh Cricket Club	32	20	+12	1	1	Balanced
Yalding Cricket Club	14	Yalding Cricket Club	56	40	+16	1	0.5	+0.5
TOTALS	***223(4)***	***-***	***1,347***	***820***	***+527***	***21.0***	***22.0***	***-1.0***

The key findings are as follows:

- One site shows a significant seasonal deficit, although collectively there is significant seasonal spare capacity in the borough as a whole.

- Four sites show a peak time deficit, although this is generally managed by fixture scheduling. Peak usage is balanced at nine further sites and there is a collective peak time deficit of 1.0 match equivalent session in the borough as a whole.

- Seasonal spare capacity at secured community access sites only reduces to 283 match equivalent sessions.

- The peak time spare capacity at secured sites only reduces to a precise balance between supply and demand.

6.7 Assessment of future needs

6.7.1 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

6.7.2 Potential changes in demand

Changes in demand for cricket in the future can be modelled on a trend-based projection. Two sets of data can help to inform this:

- ***'Active People' survey:*** The national rates of cricket participation between 2005 and the present, as measured by the 'Active People' survey, are as follows:

2005/06	*2007/08*	*2008/09*	*2009/10*	*2010/11*	*2011/12*	*2012/13*	*2013/14*	*2014/15*	*2015/16*	*% Change*
0.48%	0.49%	0.49%	0.41%	0.51%	0.43%	0.34%	0.37%	0.32%	0.42%	-0.06%

- ***National cricket playing survey:*** The ECB's most recent *'National Cricket Playing Survey'* (2016) identified a 7% decrease in player numbers between 2014 and 2015.

Balancing past trends that identify falling demand against target increases in participation suggests that projecting future need based on static demand patterns is a reasonable basis for forecasting.

6.7.3 Site-specific pressures

Maidstone Borough Council needs to identify sites upon which it can deliver its housing targets. Whilst planning policy offers protection to playing pitches, those sites that do not currently accommodate formal cricket activity may be vulnerable unless it can be proved that they are needed to accommodate existing or future shortfalls in supply or serve some other green space functions.

6.7.4 Potential changes in supply

Staplehurst Cricket Club is currently seeking funding for a larger clubhouse to address capacity issues and has also investigated leasing adjacent land to expand its playing facilities.

There are no known development threats to any existing pitch sites, including those that are currently disused.

6.7.5 Existing spare capacity

Existing spare cricket pitch capacity has been calculated in section 6.7 above and indicates seasonal spare capacity of 527 match equivalent sessions at all sites and 283 match equivalent sessions at sites with secured community use. This equates to 105 good quality grass wickets or nine artificial turf wickets at all sites or 57 good quality grass wickets or five artificial turf wickets at secured sites. However, if weekly peak time capacity is considered, there is a deficit of 1.0 match equivalent, which means that there is no effective spare capacity as present.

6.7.6 Future cricket pitch needs

Future cricket pitch needs to 2031 are modelled below using 'Team Generation Rates' (TGRs), which identify how many people in a specified age group in the borough are required to generate one team. For women and girls, future team numbers have been estimated on the basis of efforts to promote the game for these groups. These are then applied to projected changes in population to identify the likely number of teams in the future. The extra wickets calculation is based upon the seasonal capacity of a 'good' quality grass wicket.

Team type	*Age range*	*Current population*	*Current teams*	*TGR*	*Population 2031*	*Teams 2031*	*Extra teams*	*Extra wickets*
Adult males	16-55	42,828	52	1: 824	48,995	59	7	14
Adult females	16-55	43,172	0	-	49,389	1	0	0
Junior males	10-15	5,976	30	1: 199	6,837	34	4	8
Junior females	10-15	6,024	0	-	6,891	2	0	0

6.8 Key findings and issues

6.8.1 What are the main characteristics of current supply and demand?

- ***Demand trends:*** There has been a long-term decline in cricket participation nationally, which has been mirrored to a lesser extent in the borough.
- ***Women and Girls:*** There are currently no women and girls' teams in the borough.
- ***Spare capacity:*** Two former club sites are currently available but unused, as are cricket pitches on seven school sites, which confirms that there is some current spare capacity.
- ***Changing facilities:*** Whilst the standard of the playing surfaces is high with 16 of 19 wickets rated as good, many changing pavilions do not meet modern standards of space with poor access for disabled players and spectators. Changing for officials is frequently inadequate and few pavilions are able to accommodate female changing.

- ***Security of tenure:*** 15 out of 20 pitch sites have secured community access, which makes it difficult for the five clubs based at the unsecured sites to apply for external funding to improve facilities, because they have insufficient security of tenure.

6.8.2 Is there enough accessible and secured community use to meet current demand?

- ***Seasonal pitch capacity:*** One site shows a seasonal deficit, although collectively there is seasonal spare capacity of 527 matches in the borough as a whole. Seasonal spare capacity just at secured community access sites reduces to 283 match equivalent sessions.

- ***Peak time pitch capacity:*** Four sites show a peak time deficit, although this is managed by fixture scheduling. Peak usage is balanced at nine further sites and there is a collective peak time deficit of 2.0 match equivalent sessions in the borough as a whole. The collective peak time spare capacity just at secured sites reduces to a precise balance between supply and demand.

6.8.3 Is the accessible provision of suitable quality and appropriately maintained?

- ***Quality:*** All cricket pitches on secured sites with community use and used are 'good' or 'standard' quality, but changing facilities are rated as 'poor' at four sites.

- ***Maintenance:*** All club cricket pitches in the borough are appropriately maintained, although the quality of maintenance of some school pitches is generally lower than would be required to sustain use by external clubs.

6.8.4 What are the main characteristics of future supply and demand?

- ***Population growth:*** The borough's population is projected to increase by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

- ***Changes in demand:*** Balancing past trends that identify falling demand against the target increases in participation suggests that projecting future need based on current demand patterns is a reasonable basis for forecasting.

- ***Changes in supply:*** There are no known development threats to any existing pitch sites, including those that are currently disused.

- ***Existing spare capacity:*** Existing collective seasonal spare capacity amounts to 527 match equivalents, which equates to 105 good quality grass wickets or nine artificial turf wickets. However, weekly peak time supply and demand are effectively balanced, which means that there is no current spare capacity.

- ***Future needs:*** Based on projected population growth, there will be additional demand from 11 extra cricket teams by 2031, which is equivalent to 22 good quality grass wickets (equivalent to three pitches) or one artificial turf wicket.

6.8.5 Is there enough accessible and secured provision to meet future demand?

There is sufficient accessible and secured provision to meet future demand at present, but additional capacity could be created in two ways:

- Utilising provision at the two sites with community access that are currently unused, which collectively comprise 16 grass and one artificial turf wicket.

- Enhancing capacity at existing secured club sites with community use and used, such as the addition of artificial turf wickets. This is preferable to creating new sites in housing developments in areas with no established teams.

6.9 Scenario Testing

6.9.1 Introduction

Based upon the key findings and issues identified above, a number of scenarios have been examined, to identify the optimum approach to addressing needs.

6.9.2 Scenario 1: Re-instating disused pitches

- ***Rationale:*** The pitches at Loose Cricket Club's former ground (ten grass wickets and one artificial wicket comprising 65 seasonal match equivalent sessions) and Ulcombe Cricket Club (six grass wickets comprising 18 seasonal match equivalent sessions) are both currently unused and it would therefore make sense to reinstate both facilities to meet additional future demand, rather than providing entirely new provision:

- ***Advantages:*** The advantages of this scenario are as follows:

  - Both pitches were recently abandoned due to localised falling demand, so could be reinstated at relatively low cost.

  - There is sufficient collective capacity at both sites to cater for the needs of up to 11 teams, which is the projected additional number of teams by 2031.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - With no established club at either site, new clubs would need to be formed from demand arising from new housing development. It is generally more difficult to organise a new club from scratch, as opposed to adding teams to a club with an established operational structure.

  - Re-instatement costs are likely to escalate the longer the facilities remain unused and given that the increase in demand will be gradual to 2031, future restoration may not be as economically viable as current restoration.

  - The Ulcombe pitch in particular is not well-located in relation to proposed new housing developments.

- ***Conclusions:*** Whilst this scenario offers some advantages, it would be preferable to pursue other options for enhancing local pitch capacity.

6.9.3 Scenario 2: Accessing pitches on education sites

- ***Rationale:*** A total of 40 grass wickets and six artificial grass wickets (collectively comprising 520 seasonal match equivalent sessions) are available for community use on school sites but are currently unused by external clubs. These represent one option for expanding current and future pitch capacity.

- ***Advantages:*** The advantages of this scenario are as follows:

  - The pitches already exist and in most cases there is established community use of other facilities at the respective sites.

  - There would be opportunities to establish closer school-club links if community-based clubs were playing on school sites.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - The quality of maintenance of most school pitches falls below the standard required for competitive club cricket.

  - None of the sites has a formal Community Use Agreement, so continued access would not be secured.

  - School cricket pitches are only available for a relatively short period during the summer term (April to July), whereas the club cricket season extends to September.

  - Schools use of the pitches reduces their effective capacity for community use to well below the theoretical 520 match equivalent sessions per season.

- ***Conclusions:*** The poor quality and limited availability of cricket pitches on school sites makes this scenario an inferior option to the other scenarios considered.

6.9.4 Scenario 3: Expanding capacity at existing sites

- ***Rationale:*** Accommodating the additional demand arising from housing at existing cricket pitch sites is the most effective, efficient and economic way of catering for extra participants. The type of measures that will improve capacity include the installation of artificial wickets, extending the existing pitch to include additional grass wickets, provision of an additional junior pitch on the current outfield (where there is sufficient space and expanding changing and ancillary facilities.

- ***Advantages:*** The advantages of this scenario are as follows:

  - The demand arising from new housing normally builds over a protracted period and it may be a period of years before there is sufficient critical mass to form a new club at a new site. Joining an existing club allows new members to be integrated immediately into an organised team set up.

- The established administrative structures of clubs at existing sites provide an effective operational model for managing cricket facilities, particularly the grounds maintenance implications.

- Expanding capacity at existing sites, is a more cost-effective way of accommodating additional demand than providing an entirely new facility, particularly given the large land take involved with cricket pitches.

- An influx of new members will secure the long-term viability of existing clubs.

- There is a wide geographical spread of clubs throughout the district, so implementing capacity improvements at sites that are closely related to the location of new housing developments is relatively straightforward.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - Because of the configuration of cricket pitches, only one wicket per site can be used for a game in the peak period, so even if overall site capacity is expanded, the ability to accommodate additional teams will depend upon scheduling activity outside of the peak periods.

  - Five sites do not have security of tenure so investing developer contributions in facility improvements without secured access would be problematic at those sites.

- ***Conclusions:*** Expanding the capacity of cricket pitches and ancillary facilities at established club sites in Maidstone should be considered as the default option for meeting the additional demand arising from new housing developments, unless site-specific issues are identified which establish that this is not feasible at particular sites, at which stage the option for new provision should be examined.

6.9.5 Scenario 4: Installing artificial wickets in parks

- ***Rationale:*** All the pitch sport governing bodies have developed and are promoting innovative and informal variations of their games, to attract new and lapsed participants. Cricket has developed shortened versions of the game (twenty over matches and 'Last Man Stands') and soft ball variants including tape ball cricket and has promoted play in non-formal pitch settings ('cage cricket' on multi-use games areas and casual play in parks). Installing artificial turf wicket at appropriate locations in parks and open spaces would provide for and encourage informal play.

- ***Advantages:*** The advantages of this scenario are as follows:

  - An artificial wicket can be installed at relatively low cost (£10,000) and can sustain high levels of use compared with natural grass.

  - Maintenance costs are minimal.

  - It would provide an 'entry level' route into cricket, either through informal casual participation or through promotional events run by cricket clubs.

- ***Disadvantages:*** The only disadvantage of this scenario is that facilities like artificial wickets in areas with unrestricted public access might be prone to vandalism and misuse.

- ***Conclusions:*** Providing artificial wickets in appropriate locations within parks and open spaces conforms with sports development trends in seeking to attract new and lapsed participants in informal settings.

6.10 Policy recommendations

6.10.1 Introduction

The recommendations in relation to cricket are made in the context of the National Planning Policy Framework (NPPF) which stipulates that existing open space including playing pitches, should not be built upon unless:

- An assessment has taken place which has clearly shown the open space to be surplus to requirements, or;

- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality, in a suitable location, or;

- The development is for alternative sport and recreation provision, the needs for which clearly outweighs the loss.

The following recommendations are arranged under the three main headings of 'protect', 'enhance' and 'provide'.

6.10.2 Protect

Recommendation 1 - Safeguarding existing provision: The Maidstone Playing Pitch Strategy comprises a robust and evidence-based assessment of current and future needs for cricket in the borough. The Strategy has identified a need for all current and disused cricket pitch sites to be retained, on the basis of the specific identified roles that each can play in delivering the needs of the sport in Maidstone both now and in the future. It is therefore recommended that existing planning policies continue to support the retention of all sites, based upon the evidence in the Playing Pitch Strategy. In the event that any pitch sites do become the subject of development proposals, this will only be permissible they are replaced and meet policy exception E4 of Sport England's Playing Fields Policy. This states that 'the playing field or playing fields which would be lost as a result of the proposed development must be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development'.

Recommendation 2 - Security of tenure: The users of five of the 20 pitch sites with community use in Maidstone do not have security of tenure. Whilst most have occupied the respective sites for many years and are under no known threats of eviction, the absence of a long-term (minimum 25-year) lease makes it impossible for the clubs concerned to apply for external funding to improve their facilities. This will include the receipt of funds from developer contributions. It is therefore recommended that:

- Efforts are made to achieve security of tenure at the five sites without such status at present.

- Arrangements are reviewed at other sites where leases have less than 25-years to run, to extend the current periods.

6.10.3 Enhance

Recommendation 3 - Improving existing 'poor' quality provision: Four sites in the borough have pavilions and changing facilities that are rated as 'poor' quality and two sites have 'poor' quality practice nets. This reduces the quality of playing experience, may present child protection issues in relation to simultaneous adult and junior use of changing provision and may deter some potential participants. Subject to security of tenure issues, it is recommended that the clubs concerned should be supported to apply for external funding for facility enhancements, including the receipt of developer contributions (see below) where the usage capacity would be enhanced.

Recommendation 4 - Developer contributions (enhancements): Most of the additional demand for cricket arising from the proposed housing development in Maidstone to 2031, should be accommodated through enhancements to existing pitches and facilities. It is recommended that the site-specific action plan in the Maidstone Playing Pitch Strategy be used as the basis for determining facility enhancements that demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under Section 106 or CIL arrangements, to cover the capital and revenue implications of the enhancements. To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123.

6.10.4 Provide

Recommendation 5 - Artificial wickets for informal play: The provision of artificial turf wickets in MBC-owned parks and open spaces will encourage informal and casual participation in cricket and provide opportunities for an initial introduction to the game. It is therefore recommended that:

- Opportunities for providing artificial wickets are investigated in MBC-owned parks and open spaces, with particular attention paid to siting them in proximity to thoroughfares used by young people, to maximise visibility and accessibility.

- The provision of appropriately located artificial wickets is included within the open space obligations of developers, either through off-site financial contributions or direct on-site provision.

Recommendation 6 - Developer contributions (new provision): Some of the extra demand for cricket arising from the proposed housing development in Maidstone to 2031, will need to be accommodated through the provision of new pitches and facilities. It is recommended that the site-specific action plan in the Maidstone Playing Pitch Strategy be used as the basis for determining which proposed new facilities demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under Section 106 or CIL arrangements, to cover their capital and revenue cost implications. To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123.

6.11 Action Plan

6.11.1 Introduction

In the context of the high-level recommendations above, the tables below set out the cricket action plan to guide the implementation of the strategy. The abbreviations stand for MBC - Maidstone Borough Council, ECB - England and Wales Cricket Board and KC - Kent Cricket. The capital cost estimates are based upon Sport England's *'Facility Costs - Second Quarter of 2018'* (2018).

6.11.2 Key strategic actions

Issues	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
Artificial wickets in MBC-owned parks and open spaces	Identify suitable sites in MBC-owned parks and open spaces for artificial wickets and install	MBC	KC ECB	£10,000 per wicket	High
Securing developer contributions	Ensure that policy provision is made to secure developer contributions towards new and improved cricket facilities.	MBC	Developers	-	High

6.11.3 Site specific actions

Site	*Issues*	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
Bearsted Green	Site overused in the peak period.	Expand pitch capacity with additional grass wickets.	Bearsted PC	Bearsted CC KC ECB	£50,000	High
Blue House Cricket Club	• No security of tenure • Poor quality changing facilities	Investigate security of tenure with landowner Improve pavilion	Landowner	Blue House Cricket Club KC ECB	£200,000 for improved pavilion	High
Detling Cricket Club	Poor quality changing facilities.	Improve pavilion	Detling Cricket Club	KC ECB	£200,000	High
East Sutton Cricket Club	Poor quality practice nets	Provide new practice nets	East Sutton PC	East Sutton Cricket Club KC ECB	£20,000	Medium
Headcorn Cricket Club	No current issues	No action required	-	-	-	-
Hollingbourne Cricket Club	Site overused in the peak period.	Expand pitch capacity with artificial grass wicket.	Hollingbourne Cricket Club	KC ECB	£10,000	High
Hunton Cricket Club	No current issues	No action required	-	-	-	-
Leeds and Broomfield CC	• No security of tenure • Site overused seasonally and in the peak period	Investigate security of tenure with landowner Expand pitch capacity with additional grass wickets.	Leeds Castle Estate	Leeds and Broomfield CC KC ECB	£50,000	High

Site	Issues	Action	Lead	Partners	Cost estimates	Priority
Lenham Cricket Club	Site overused in the peak period.	Expand pitch capacity with artificial grass wicket.	Lenham PC	Lenham Cricket Club KC ECB	£10,000	High
Linton Park Cricket Club	• No security of tenure • Site overused in the peak period	Investigate security of tenure with landowner Expand pitch capacity with additional grass wickets.	Leeds Castle Estate	Linton Park Cricket Club CC KC ECB	£50,000	High
Marden Cricket Club	No current issues	No action required	-	-	-	-
Otterden Place Cricket Club	No security of tenure	Investigate security of tenure with landowner	Landowner	Otterden Place CC	-	Medium
Rumwood Cricket Club	Poor quality changing facilities.	Improve pavilion	Rumwood CC	KC ECB	£200,000	High
Staplehurst Cricket Club	• Site overused seasonally • Clubhouse development to extend capacity	• Expand pitch capacity with additional grass or artificial grass wickets. • Provide new clubhouse	Staplehurst Cricket Club	KC ECB	£10,000 for extra wickets £600,000 for clubhouse	High
Stockbury Cricket Club	No current issues	No action required	-	-	-	-
Teston Cricket Club	No security of tenure	Investigate security of tenure with landowner	Landowner	Teston CC	-	Medium
The Booth Field	No current issues	No action required	-	-	-	-
The Mote Cricket Club	• Changing facilities need upgrading • Poor quality practice nets	• Improve pavilion • Improve practice nets	The Mote Trust	The Mote Cricket Club KC ECB	£200,000 to improve pavilion £20,000 for practice nets	High
West Farleigh Cricket Club	No current issues	No action required	-	-	-	-
Yalding Cricket Club	• Changing facilities need upgrading • Practice nets needed to free up pitch use	• Improve pavilion • Provide practice nets	Yalding PC	Yalding CC KC ECB	£200,000 to improve pavilion £20,000 for practice nets	High

7 RUGBY UNION NEEDS IN MAIDSTONE

7.1 Organisational context

- ***Rugby Football Union:*** The RFU is the governing body of the sport and supports the development of the game in Maidstone.

- ***RFU-affiliated clubs:*** There are two clubs based in the borough, who collectively field six adult teams, five junior teams and six mini-rugby teams.

7.2 Strategic context

7.2.1 National rugby facilities strategy

The RFUs *'National Facilities Strategy for Rugby Union in England 2013 - 2017'* (2013) provides a framework for facility provision.

- Increase the provision of integrated changing facilities that are child friendly and can sustain concurrent male and female activity at the club.
- Improve the quality and quantity of natural turf pitches.
- Increase the number of Artificial Turf Pitches.
- Improve social, community and catering facilities, which can support diversification and the generation of additional revenues.
- Invest in facility upgrades which result in an increase in energy-efficiency, in order to reduce the running costs of clubs.

7.2.2 Neighbouring local authorities

Playing pitch strategies in neighbouring local authority areas identify cross-boundary issues:

Ashford

The Council is in the final stages of producing a new playing pitch strategy. Draft findings include:

- All current demand can be met from within existing provision.
- Four additional grass rugby pitches or one rugby-compliant artificial turf pitch will be required to meet the needs of anticipated population growth.
- There is no evidence of any imported rugby demand from Maidstone, nor any exported demand to Maidstone.

Medway

The council has an adopted strategy dating from 2012 which it plans to revise in 2018. The strategy identified:

- All current demand can be met from within existing provision.
- One additional pitch will be needed to meet extra demand by 2028.
- There is no evidence of any imported rugby demand from Maidstone, nor any exported demand to Maidstone.

Swale

The council has an adopted playing pitch strategy dating from 2015. It identifies:

- A current surplus of one adult and 2.8 mini-rugby pitches.
- Future demand by 2025 cab be accommodated by the existing spare capacity.
- There is no evidence of any imported rugby demand from Maidstone, nor any exported demand to Maidstone.

Tonbridge and Malling

The council does not have a playing pitch strategy but plans to draft one in the near future. Its most recent assessment states that:

- Rugby is 'much less well provided for than the country as a whole, which is a constraint on the growth of club rugby'.
- There is no evidence of any imported rugby demand from Maidstone, nor any exported demand to Maidstone.

Tunbridge Wells

- The council is finalising a playing pitch strategy in 2018.However, there is no evidence of any imported rugby demand from Maidstone, nor any exported demand to Maidstone.

7.2.3 Implications of the strategic context

The implications of the strategic context for rugby union in Maidstone are:

- ***Existing deficits:*** There are either identified surpluses or modest deficits in rugby pitch provision in neighbouring areas, which is likely to have no significant impact on provision within Maidstone.

- ***Future deficits:*** In all cases where a detailed assessment has been undertaken, rugby pitch shortfalls are projected to increase in the future. Artificial Grass Pitches may offer some additional capacity, but these need to comply with a specification based on World Rugby's Regulation 22 to accommodate competitive play and contact training.

7.3 Rugby Union demand

7.3.1 RFU-affiliated clubs and teams

The following clubs affiliate to the RFU:

Club	*Home ground*	*Adult male teams*	*Adult female teams*	*Junior male teams*	*Junior female teams*	*Mini teams*
Maidstone Rugby Club	Mote Park	5	0	5	0	6
Weavering Warriors RFC	Park Wood Recreation Ground	1	0	0	0	0
TOTALS	**-**	***6***	***0***	***5***	***0***	***6***

7.3.2 Demand trends

Sport England's *'Active People'* survey national data for rugby union indicates that the percentage of adults (16+) who played rugby the four weeks prior to each survey has remained static in the period since 2005.

2005/6	*2007/8*	*2008/9*	*2009/10*	*2010/1*	*2011/2*	*2012/3*	*2013/4*	*2014/5*	*2015/6*	*% Change*
0.46%	0.56%	0.50%	0.46%	0.42%	0.42%	0.37%	0.43%	0.40%	0.46%	0.00%

7.3.3 Displaced demand

Displaced demand relates to play by teams or other users of playing pitches from within the study area which takes place outside of the area:

- Both the Maidstone-based rugby union clubs draw all their membership from within the borough.
- There is no evidence of imported demand to Maidstone from neighbouring areas.

7.3.4 Unmet demand

Unmet demand takes a number of forms:

- Teams may have access to a pitch for matches but nowhere to train or vice versa.
- Some pitches may be unavailable to the community.
- The poor quality and consequent limited capacity of pitches in the area and/or a lack of provision and ancillary facilities which meet a certain standard of play/league requirement.

Consultation with the local clubs indicated that the quality of pitches and facilities is appropriate to the standards of play and that there is currently sufficient capacity to accommodate some additional demand, should it arise.

7.3.5 Latent demand

Whereas unmet demand is known to currently exist latent demand is demand that evidence suggests may be generated from the current population should they have access to more or better provision. There are currently no women's or girl's rugby teams in Maidstone, although Maidstone Rugby Club has organised a female section in the recent past. It is likely that latent demand for women's rugby still exists in the borough and that the lack of spare pitch capacity is one factor inhibiting greater participation.

7.4 Rugby union supply in Maidstone

7.4.1 Quantity

Provision of rugby union pitches in Maidstone is set out below:

- ***Available for community use and used:***

Site	*Address*	*Floodlit Pitches*	*Non-floodlit pitches*	*Floodlit training areas*
Mote Park	Willow Way, Maidstone ME15 7RN	1	2	1
Park Wood Recreation Ground	Bicknor Road, Maidstone ME15 9PS	0	1	0
TOTAL	**-**	***1***	***3***	***1***

- ***Available for community use and not used:***

Site	*Address*	*Non-floodlit pitches*
Lenham School	Ham Lane, Lenham ME17 2LL	1
Maidstone Grammar School	Barton Road, Maidstone ME15 7BT	2
New Line Learning Academy	Boughton Lane, Maidstone ME15 9QL	1
Oakwood Park Grammar School	Oakwood Park, Maidstone ME16 8AH	1
St Augustine Academy	Oakwood Park, Maidstone ME16 8AE	1
Simon Stock School	Oakwood Park, Maidstone ME16 0JP	1
The Maplesden Noakes School	Great Buckland, Maidstone ME16 0TJ	1
Valley Park School	Huntsman Lane, Maidstone ME14 5DT	1
TOTAL	**-**	***9***

- ***Not available for community use:***

Site	*Address*	*Non-floodlit pitches*
Sutton Valance School	North St., Sutton Valance ME17 3NH	6
Sutton Valence Prep. School	Chart Rd., Sutton Valance ME17 3RF	4
TOTAL	**-**	***10***

- ***Not available as disused:*** There are no rugby pitches that are available for community use and not used.

7.4.2 Grass pitch quality

The qualitative analysis involved visits to both rugby union sites with community use and used during the playing season, to undertake the sport-specific non-technical visual inspections produced by the RFU for Sport England's *'Playing Pitch Strategy Guidance'* (2013). The assessment generated 'scores' for each site by evaluating the condition of:

- ***Pitch drainage:*** Inadequately naturally drained (scores D0), adequately naturally drained (scores D1) pipe drained (scores (D2) and pipe and slit drained pitches (scores D3).

- ***Grounds maintenance:*** Frequency of aeration, sand-dressing, fertilising, weed killing and chain harrowing. This generates scores of 'Poor' (M0), 'Adequate' (M1) and 'Good' (M2).

The scores for each rugby union pitch in Maidstone with community use and used are as follows. 'Good' ratings are highlighted in green and 'Adequate' in yellow.

Site	Drainage	Maintenance
Mote Park Pitch One	D2	M2
Mote Park Pitch Two	D1	M1
Mote Park Pitch Three	D1	M1
Park Road Recreation Ground	D1	M1

7.4.3 Grass pitch carrying capacity

The carrying capacity of grass pitches is related to their quality and is expressed as the number of 'match equivalent sessions' that can be accommodated each week. The *'Playing Pitch Strategy Guidance'* indicates the following weekly carrying capacities for rugby union pitches:

Drainage	Maintenance		
	Poor	Standard	Good
Natural inadequate	0.5	1.0	2.0
Natural adequate	1.5	2.0	3.0
Pipe drained	1.75	2.5	3.25
Pipe and slit drained	2.0	3.0	3.5

The weekly collective carrying capacity of the rugby union pitches at each site with community use and used in Maidstone is as follows:

Site	Capacity
Mote Park	5.0
Park Road Recreation Ground	1.0
TOTALS	***6.0***

7.4.4 Changing quality

The quality of changing facilities at each rugby union site with community use and used was assessed in terms of changing accommodation for players and officials, disability access and building layout:

Site	Rating	Comments
Mote Park	Poor	The capacity of the changing facilities is inadequate if all pitches are in use and there is a lack of segregation for simultaneous adult and youth usage.
Park Road Recreation Ground	Poor	The changing facilities are ageing and too small. There is no provision for use by women or youth players.

7.4.5 Pitch maintenance

Pitch maintenance arrangements at the two sites with community use and used are as follows:

- ***Mote Park:*** Maidstone Rugby Club maintains the two pitches on the cricket ground part of the site, whilst the council's grounds maintenance contractor maintains the adjacent pitch on the leisure centre part of the site.

- ***Park Road Recreation Ground:*** The pitch is maintained by the council's grounds maintenance contractor.

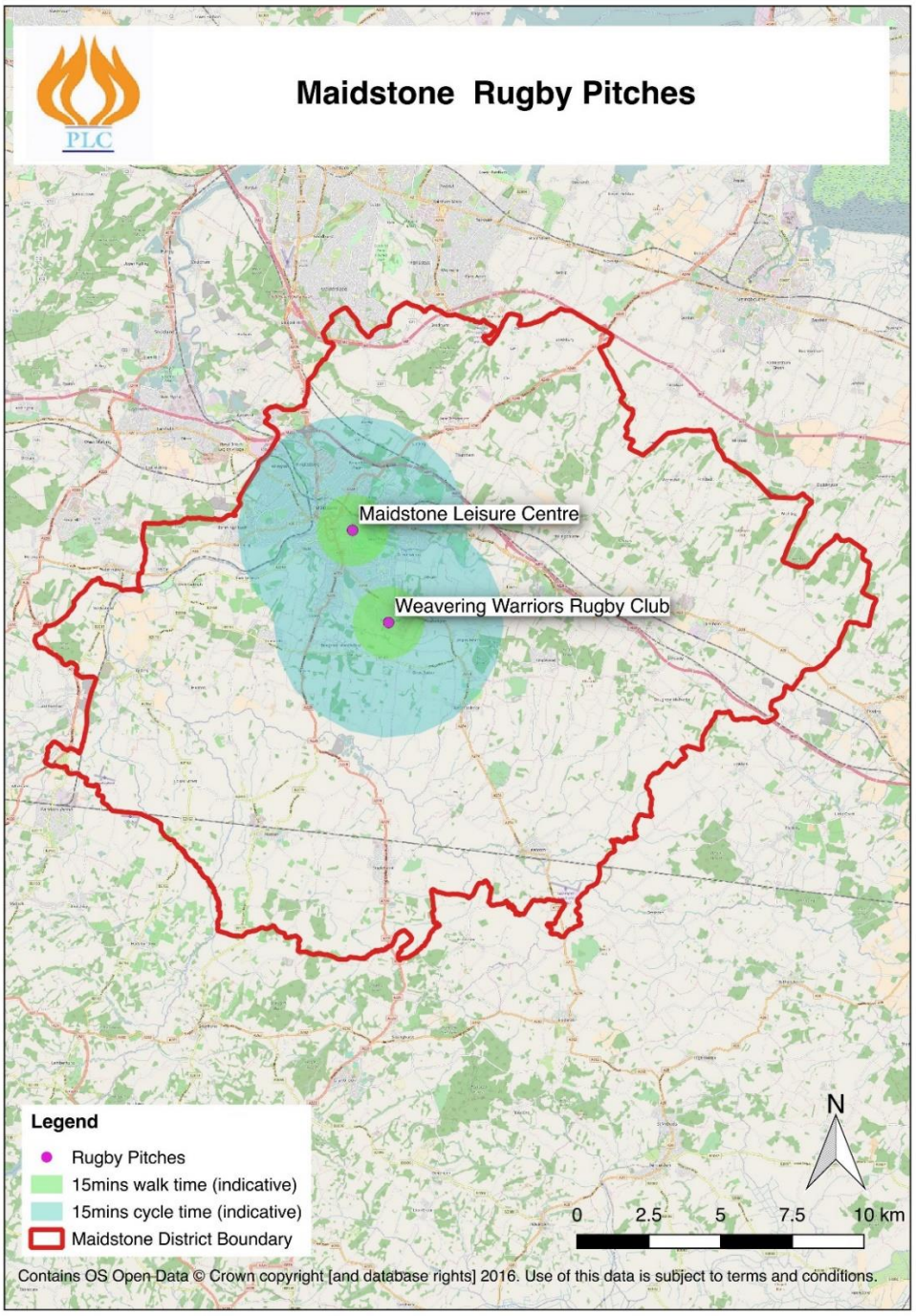
7.4.6 Ownership, management and security of access

Neither of the rugby clubs has security of tenure at their home sites.

Site	*Ownership*	*Management*	*Security of access*
Mote Park	The Mote Trust	The Mote Trust	Unsecured
Park Road Recreation Ground	Maidstone BC	Maidstone BC	Unsecured

7.4.7 Geographical distribution

The geographical distribution of rugby union pitches in Maidstone is set out in the map below.



7.4.8 The views of stakeholders on pitch supply

Consultation with the RFU's Regional Facilities Manager and Rugby Development Officer identified the following key issues in relation to Maidstone:

- ***Maidstone Rugby Club:*** The Club was founded in 1880 and has played at its current ground at Mote Park since the early 1950s under an arrangement with the Mote Cricket Club. The RFU supported the club by funding for floodlights on their training pitch. The club is negotiating with the Mote Trust to extend its lease, but in the long term is seeking a purpose-built rugby centre on a different site. The RFU's view is that pitches, especially the training ground, are overplayed. As a result, pitches other than the main pitch are deteriorating. Changing accommodation at Mote Park does not meet modern standards for space, provision for female players and officials, disabled access and the ability to separate adult and junior players

- ***Weavering Warriors RFC:*** The club was established in 2004 with a single league team playing in the Premier 2 division of the Kent Rural League and occasional 2nd XV who play friendlies. It has no junior section. At present, it has no security of tenure at its home ground at Park Wood Recreation Ground which is an obstacle to their long-term ability to grow.

Consultation with affiliated rugby clubs identified the following issues in relation to Maidstone:

- ***The local demand profile:*** Both clubs report increased membership over the last two years, although the women and girls' sections at Maidstone RFC have declined.

- ***Maidstone RFC:*** The club leases its main home ground from the Mote Cricket Club, which holds the ground in trust. The rugby club's lease has expired and it is currently negotiating a five-year extension. In the medium term, the club would like to move to new, wholly owned premises and it is actively investigating options at present. The club also hires pitches from time to time from Maidstone Council at Mote Park

- ***Weavering Warriors:*** The club plays at the council-owned recreation ground at Park Road. It would like to secure a lease on the ground but has not yet been able to do so.

7.5 The implications for rugby union in Maidstone

Analysis of local supply of rugby union pitches in Maidstone indicates the following:

- The two sites with community use and used are both served by poor standard changing facilities, which are particularly poorly suited to accommodating use by women and juniors.

- There are nine further pitches on school sites that are available for community use, but which are unused. This is primarily because of the cohesive nature of club rugby, which generally favours a single site delivery model.

- Neither of the key sites has secured community use, which hampers the ability of both clubs to secure external investment for facilities improvements.

7.6 Assessment of current needs

To assess whether the current supply of pitches is adequate to meet existing demand an understanding of the situation at all sites available to the community needs to be developed. This is achieved by providing a brief overview for each site, which comprises:

- A comparison between the carrying capacity of a site and how much demand currently takes place there. The carrying capacity of a site is defined as the amount of play it can regularly accommodate without adversely affecting its quality and use. Demand is defined in terms of the number of 'match equivalent sessions' at each site.

- An indication of the extent to which pitches are being used during their peak periods.

The site overviews identify the extent to which pitches are

- ***Being overplayed:*** Where use exceeds the carrying capacity (highlighted in red in the table below).

- ***Being played to the level the site can sustain:*** Where use matches the carrying capacity.

- ***Potentially able to accommodate some additional play:*** Where use falls below the carrying capacity.

As per RFU guidance, rugby pitch capacity, demand and the resultant balance are expressed as 'match equivalent' sessions, both weekly and at peak times.

Site	*Pitches*	*Users*	*Weekly capacity*	*Weekly demand*	*Weekly balance*	*Peak capacity*	*Peak demand*	*Peak balance*
Mote Park	3	Maidstone RFC	4.5	4.5	-0.5	3.0	5.5	-2.5
Park Road Rec.	1	Weavering Warriors RFC	1.0	1.0	Balanced	1.0	0.5	+0.5

The key findings are:

- The weekly supply and demand figures at Mote Park both indicate a deficit, but there is a small peak demand surplus at Park Road Recreation Ground.

- The floodlit training area at Mote Park adds some capacity to the three formal pitches at that site.

7.7 Assessment of future needs

7.7.1 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

7.7.2 Potential changes in demand

Sport England's *'Active People'* survey national data for rugby union indicates that the percentage of adults who played rugby the four weeks prior to each survey has remained static in the period since 2005. This suggests that projecting needs based on current demand patterns is a reasonable basis for forecasting.

7.7.3 Site-specific pressures

Maidstone Borough Council needs to identify sites upon which it can deliver its housing targets. Whilst planning policy offers protection to playing pitches, any sites that do not currently accommodate formal rugby activity may be vulnerable unless it can be proved that they are needed to accommodate existing or future shortfalls in supply, or serve some other green space functions.

7.7.4 Potential changes in supply

Maidstone Rugby Club has aspirations to move from its current site, which is owned by the Mote Trust and is shared with the Mote Cricket Club, to a dedicated rugby facility with additional pitch capacity. However, no specific site has yet been identified.

7.7.5 Existing spare capacity

There is no collective peak time spare capacity, with a deficit at Mote Park only partially offset by a surplus at Park Road Recreation Ground.

7.7.6 Future rugby pitch needs

Future rugby pitch needs are modelled below using 'Team Generation Rates' (TGRs), which identify how many people in a specified age group in the borough are required to generate one team. These are then applied to projected changes in population to identify the likely number of teams in the future.

- Team numbers are based on the participation data supplied by the RFU.
- The extra pitches calculation is based upon the weekly capacity of a pipe-drained grass pitch with standard maintenance.

Team type	*Age range*	*Current population*	*Current teams*	*TGR*	*Population 2031*	*Teams 2031*	*Extra teams*	*Extra pitches*
Adult males	19-45	26,660	6	1: 4,443	30,499	7	1	0.5
Adult females	19-45	27,467	0	-	31,422	0	0	0
Junior males	13-18	5,282	5	1: 1,056	6,043	6	1	0.5
Junior females	13-18	5,304	0	-	6,068	0	0	0
Mini-rugby (mixed)	7-12	11,200	6	1: 1,887	12,813	8	2	0.5

7.8 Key findings and issues

7.8.1 What are the main characteristics of current supply and demand?

- ***Women and girls rugby:*** Despite a number of past initiatives to develop women and girls rugby in the borough, none has resulted in sustainable teams. In part, this reflects the lack of pitch capacity, but the quality and layout of changing facilities at both clubs is also an inhibiting factor.

- ***Pitch capacity:*** The existing grass pitches are currently used to their sustainable capacity in the peak periods. Pitch drainage and maintenance could be improved to enhance overall weekly capacity, but this would not solve the issue of the deficit in the peak demand period.

7.8.2 Is there enough accessible and secured community use to meet current demand?

There is some limited weekly spare capacity, but supply and demand are balanced in the peak periods. Neither site has secured community access for either rugby club.

7.8.3 Is the accessible provision of suitable quality and appropriately maintained?

Three of the four pitches with community use and used are of 'standard' quality, which is appropriate to the nature of their use. The changing facilities at both sites are rated as poor quality and each has limited capacity to accommodate female and youth players.

7.8.4 What are the main characteristics of future supply and demand?

- ***Population growth:*** The population of the borough is projected to increase by 22,380 people by 2031. This represents an increase of 14.4% over the 2011 census figure.

- ***Changes in demand:*** The projected increase in population will generate one additional adult male team, one junior male team and two mixed mini-rugby teams by 2031.

- ***Changes in supply:*** There are no known prospective changes in rugby pitch supply, although neither club has security of tenure of their respective sites so access could, in theory be withdrawn.

- ***Existing spare capacity:*** There is no current spare pitch capacity.

- ***Future needs:*** Additional future needs equate to demand for 1.5 extra rugby pitches.

7.8.5 Is there enough accessible and secured provision to meet future demand?

There is insufficient accessible and secured provision to meet future demand at present, but additional capacity could be created in five ways:

- Enhancing the carrying capacity of the existing grass rugby pitches, with drainage and maintenance improvements.

- Converting one or more of the under-utilised adult football pitches at Mote Park to rugby.

- Achieving security of tenure at the two existing sites, to at least secure current provision.

- Negotiating secured access to existing rugby pitches on school sites in the borough, although this would be the least satisfactory option from the point of view of the operational cohesiveness of single site rugby club operations.

- Installing a World Rugby Regulation 22-compliant artificial grass pitch (which could also cater for local rugby league and American football needs).

7.9 Scenario Testing

7.9.1 Introduction

Based upon the key findings and issues identified above, a number of scenarios have been examined, to identify the optimum approach to addressing needs.

7.9.2 Scenario 1: Enhancing grass pitch carrying capacity

- ***Rationale:*** Improving the drainage and maintenance of the existing pitches could theoretically add capacity equivalent to 8.0 weekly match equivalents sessions.

- ***Advantages:*** The advantage of this scenario is that improvements could be made at the existing sites.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

    - The overall weekly carrying capacity would be increased but peak-time demand is defined by the number, rather than the quality of pitches and this would be unaffected by the quality improvements.

    - The increased costs with a more intensive grounds maintenance regime may be unaffordable for a single team club like Weavering Warriors.

    - The lack of security of tenure at both sites would make it difficult to secure external funding for the improvements.

- ***Conclusions:*** It would be preferable to pursue other options for enhancing local pitch capacity.

7.9.3 Scenario 2: Converting football to rugby pitches at Mote Park

- ***Rationale:*** There is some spare capacity at adult football pitches at Mote Park, so converting one pitch to rugby would improve capacity adjacent to Maidstone Rugby Club's site.

- ***Advantages:*** The advantages of this scenario are as follows:

    - The conversion of a football pitch to rugby could be achieved relatively cheaply, without detriment to current football needs.

- The extra pitch would enhance peak-time capacity by 1.0 match equivalent, which is where the greatest deficit exists at present.

- This would offer a straightforward temporary solution that would not compromise Maidstone Rugby Club's desire to move from the site in the medium term by investing in a high-cost solution.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - The peak-time deficit at Mote Park is 2.5 match equivalents, so the provision of one extra pitch would not solve all Maidstone Rugby Club's needs.

  - The pitch is likely to be needed to meet increasing demand for football in the future, unless alternative provision is made.

- ***Conclusions:*** This offers a pragmatic short-term solution to meeting some of Maidstone Rugby Club's immediate needs.

7.9.4 Scenario 3: Security of tenure at existing sites

- ***Rationale:*** The absence of security of tenure at both sites is an impediment to long-term planning for both clubs, so achieving a long-term lease would overcome this. The loss of rugby use of both the current sites would place the future of both clubs in jeopardy.

- ***Advantages:*** The advantages of this scenario are that both clubs could plan for the future with greater certainty and apply for external funding for pitch and facility improvements.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - Mote Park is not an ideal site for Maidstone Rugby Club because of the shortage of pitch capacity and inadequate changing facilities. Seeking long-term security of tenure at a sub-optimal site would therefore not best serve their needs, providing that a better alternative site can be identified.

  - Maidstone Borough Council may be reluctant to grant a long-term lease to Weavering Warriors at Park Road Recreation Ground, although subject to some investment in improving the pitch and changing facilities, the site would meet the club's current and future needs.

- ***Conclusions:*** The constraints of the Mote Park site mean that it cannot meet all of Maidstone Rugby Club's needs, so seeking security of tenure at the site would not be a sensible priority. However, security of tenure at Park Road Recreation Ground would allow Weavering Warriors the scope to seek funding bids for improved provision at a site that could meet their long-term needs.

7.9.5 Scenario 4: Securing access to school rugby pitches

- ***Rationale:*** There are nine rugby pitches on school sites, several of which have community access for other pitch sport users. It would be sensible to investigate whether these pitches might offer an alternative means of expanding local pitch capacity.

- ***Advantages:*** The advantages of this scenario are as follows:

  - The pitches are already there, so would require little or no investment to facilitate community use.

  - Several of the schools already accommodate community use for other pitch sports.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - Spreading matches and/or training across more than one site would threaten the cohesiveness of club operations.

  - Some schools only mark out rugby pitches for a single term, so their availability would be time-limited within the rugby season.

- ***Conclusions:*** There is little current appetite from either of the local rugby clubs to access school rugby pitches, mainly because of the single site with a clubhouse model of operation favoured by most clubs.

7.9.6 Scenario 5: Provision of a rugby-compliant artificial grass pitch

- ***Rationale:*** Artificial grass pitches that are compliant with the World Rugby Regulation 22 specification can be used for rugby training and matches. As all-weather floodlit facilities, they can accommodate a least 35-hours per week of peak-time usage. Current collective demand in Maidstone for 21 hours of use per week could thus be accommodated with flexible programming, as could the additional 7 hours per week of projected future demand.

- ***Advantages:*** The advantages of this scenario are as follows:

  - All local rugby demand could be accommodated at a single pitch site.

  - There would be sufficient spare capacity also to accommodate local rugby league and American Football needs.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - Neither of the current rugby club sites would be physically suitable to accommodate an artificial grass pitch (and neither has security of tenure), so a new site would need to be identified.

  - The capital cost of provision is high - in the order of £850,000.

- ***Conclusions:*** Further feasibility work would need to be undertaken to establish whether this option is viable, but it might provide one operational model for Maidstone Rugby Club in particular to consider in relation to its proposed ground move.

7.10 Policy recommendations

7.10.1 Introduction

The recommendations in relation to rugby union are made in the context of the National Planning Policy Framework (NPPF) paragraph 74, which stipulates that existing open space including playing pitches, should not be built upon unless:

- An assessment has taken place which has clearly shown the open space to be surplus to requirements, or;
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality, in a suitable location, or;
- The development is for alternative sport and recreation provision, the needs for which clearly outweighs the loss.

The following recommendations are arranged under the three main headings of 'protect', 'enhance' and 'provide'.

7.10.2 Protect

Recommendation 1 - Safeguarding existing provision: The Maidstone Playing Pitch Strategy comprises a robust and evidence-based assessment of current and future needs for rugby union in the borough. The Strategy has identified a need to increase local rugby pitch capacity and to this extent, it will be important for both current community used rugby pitch sites to be retained. However, there are issues relating to the suitability of both sites and the options for moving to sites with security of tenure and additional capacity are being investigated. It is therefore recommended that existing planning policies continue to support the retention of all sites, based upon the evidence in the Playing Pitch Strategy. In the event that proposals to move rugby pitches from the sites do come forward, this will only be permissible they are replaced and meet policy exception E4 of Sport England's Playing Fields Policy. This states that 'the playing field or playing fields which would be lost as a result of the proposed development must be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development'.

Recommendation 2 - Security of tenure: Neither of the rugby pitch sites with community use in Maidstone has security of tenure. Whilst this is less of an issue at Mote Park, where Maidstone Rugby Club is actively seeking to move, it is more significant for Weavering Warriors. Whilst there are no known threats of eviction, the absence of a long-term (minimum 25-year) lease makes it impossible for the club to apply for external funding to improve the facilities at Park Road Recreation Ground. This will include the receipt of funds from developer contributions. It is therefore recommended that:

- Efforts are made to achieve security of tenure at Park Road Recreation Ground
- Adequate security of tenure should be a condition at any site to which Maidstone Rugby Club might move.

7.10.3 Enhance

Recommendation 3 - Improving existing 'poor' quality provision: Both club sites in the borough have pavilions and changing facilities that are rated as 'poor' quality. This reduces the quality of playing experience and may deter some potential participants. Subject to resolving the security of tenure issues, it is recommended that both clubs concerned should be supported to apply for external funding for facility enhancements, including the receipt of developer contributions (see below) where the usage capacity would be enhanced. In the case of Maidstone Rugby Club, this is likely to involve provision at a new site.

Recommendation 4 - Developer contributions (enhancements): Some of the additional demand for rugby arising from the proposed housing development in Maidstone to 2031, should be accommodated through enhancements to provision at the rugby club sites. It is recommended that the action plan in the Maidstone Playing Pitch Strategy be used as the basis for determining facility enhancements that demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under Section 106 or CIL arrangements, to cover the capital and revenue implications of the enhancements To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123.

7.10.4 Provide

Recommendation 5 - New facilities: Given the lack of capacity at its current site and the limited options at Mote Park to improve the situation, Maidstone Rugby Club is actively seeking to find a new site where it can provide better quality facilities with sufficient capacity to cater for existing and future needs. It is therefore recommended that the club be supported in their efforts.

Recommendation 6 - Developer contributions (new provision): Some of the extra demand for rugby arising from the proposed housing development in Maidstone to 2031, will need to be accommodated through the provision of new pitches and facilities. It is recommended that the action plan in the Maidstone Playing Pitch Strategy be used as the basis for determining which proposed new facilities demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under Section 106 or CIL arrangements, to cover their capital and revenue cost implications. To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123.

7.11 Action Plan

7.11.1 Introduction

In the context of the high-level recommendations above, the tables below set out the rugby union action plan to guide the implementation of the strategy. The abbreviations stand for MBC - Maidstone Borough Council and RFU - Rugby Football Union. The capital cost estimates are based upon Sport England's *'Facility Costs - Second Quarter of 2018'* (2018).

7.11.2 Key strategic actions

Issues	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
Securing developer contributions	Ensure that policy provision is made to secure developer contributions towards new and improved rugby facilities.	MBC	Rugby Clubs	-	High

7.11.3 Site specific actions

Site	*Issues*	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
Maidstone Rugby Club	• No security of tenure • Poor quality changing facilities • Site overused in the peak period	Investigate alternative sites. Obtain secured tenure at preferred site. Provide new pitches clubhouse and ancillary facilities with increased capacity.	Maidstone RFC	MBC RFU	TBA	High
Weavering Warriors Rugby Club	• No security of tenure • Poor quality changing facilities	Investigate security of tenure Provide new or improved changing facilities	Weavering Warriors Rugby Club	MBC RFU	£350,000	High

8 RUGBY LEAGUE NEEDS IN MAIDSTONE

8.1 Organisational context

- ***Rugby Football League:*** The RFL is the governing body of the sport and supports the development of the game in Maidstone.

- ***London Rugby League Foundation:*** The Foundation is a charitable trust established to increase participation and engagement in rugby league in London and the surrounding counties. The Foundation supports the development of rugby league in Maidstone.

- ***Invicta Panthers RLC:*** Invicta Panthers is the only rugby league club in the borough and currently fields one adult team, two junior teams and two mini-rugby teams. The Club is based at the New Line Learning Academy in Maidstone.

8.2 Strategic context

8.2.1 National rugby league facilities strategy

The RFL's *'Community Rugby League Facilities Strategy - England'* (2011) sets out the priorities and targets for developing facilities provision.

- The need for clubs to acquire security of tenure to secure grant funding.
- The need to improve club management.
- The need to improve pitch and clubhouse quality.
- The need to access economically priced '3G' pitches.
- The need to develop the appropriate facilities to develop the game in primary and secondary schools.

The RFL is currently commissioning a new national strategy to lead its facilities development programme. This is seeking to maximise the anticipated legacy arising from them winning the rights to stage the 2021 World Cup. As part of the award the RFL have secured a £10 million capital legacy infrastructure fund which should enable investment into the community game. However, Maidstone lies outside what the RFL's 'Emerging Affinity Areas' and it therefore unlikely that any investment will be made in the borough.

8.2.2 Neighbouring local authorities

The situation regarding rugby league in neighbouring boroughs is as follows:

Ashford
There is no rugby league activity in the borough.

Medway
The Medway Dragons RLC is based at the Garrison Stadium in Gillingham and runs one adult and six junior teams.

Swale
There is no rugby league activity in the borough.

Tonbridge and Malling
There is no rugby league activity in the borough.

Tunbridge Wells
There is no rugby league activity in the borough.

8.2.3 Implications of the strategic context

Rugby league is a minority pitch sport in Kent, but the Invicta Panthers provide local opportunities to play the game. Their lack of security of tenure of the pitch they use at the New Line Learning Academy runs counter to the RFL's strategic objectives for club facilities.

8.3 Rugby League demand

8.3.1 RFL-affiliated clubs and teams

Invicta Panthers RLC affiliates to the RFL:

Club	*Home ground*	*Adult male teams*	*Adult female teams*	*Junior male teams*	*Junior female teams*	*Mini teams*
Invicta Panthers RLC	New Line Learning Academy	1	0	2	0	2

8.3.2 Demand trends

- ***National trends:*** Sport England's *'Active People'* survey national data for rugby union indicates that the percentage of adults (16+) who played rugby league in the four weeks prior to each survey has fallen in the period since 2005.

2005/06	*2013/14*	*2014/15*	*2015/16*	*% Change*
0.18%	0.09%	0.09%	0.12%	-0.06%

- ***Local trends:*** Invicta Panthers has been established for only three years and has 150 juniors and 40 adult members. Membership has increased steadily year-on-year.

8.3.3 Displaced demand

Almost all of the Invicta Panthers membership is drawn from within Maidstone borough and there is no evidence of exported demand to the Medway Dragons club.

8.3.4 Unmet demand

Unmet demand takes a number of forms:

- Teams may have access to a pitch for matches but nowhere to train or vice versa.

- Some pitches may be unavailable to the community.

- The poor quality and consequent limited capacity of pitches in the area and/or a lack of provision and ancillary facilities which meet a certain standard of play/league requirement.

The pitch used by Invicta Panthers at New Line Learning Academy is poor quality and the site lacks any ability to generate revenue through the sale of refreshments. The London Rugby League Foundation advocates the need for a training pitch to supplement match play and this is not available at the current site. These deficiencies have hampered the further expansion of the club and therefore there is some local unmet demand.

8.3.5 Latent demand

Whereas unmet demand is known to currently exist, latent demand is demand that evidence suggests may be generated from the current population should they have access to more or better provision. The current facility deficiencies outlined above suggest that there is an element of latent demand within the local population, that would be realised with more and better provision.

8.4 Rugby league pitch supply

8.4.1 Quantity

Provision of rugby league pitches in Maidstone is set out below:

- ***Available for community use:***

Site	*Address*	*Non-floodlit pitch*
New Line Learning Academy	Boughton Lane, Maidstone ME15 9QL	1

- ***Available for community use and not used:*** There are no rugby league pitches that are available for community use and not used.

- ***Not available for community use:*** There are no rugby league pitches that are not available for community use.

- ***Not available as disused:*** There are no rugby league pitches that are not available for community use because they are disused.

8.4.2 Pitch quality

The qualitative analysis involved visits to both rugby union sites with community use and used during the playing season, to undertake the sport-specific non-technical visual inspections produced by the RFL for Sport England's *'Playing Pitch Strategy Guidance'* (2013). The assessment generated 'scores' for each site by evaluating the condition of:

- ***Pitch drainage:*** Inadequately naturally drained (scores D0), adequately naturally drained (scores D1) pipe drained (scores (D2) and pipe and slit drained pitches (scores D3).

- ***Grounds maintenance:*** Frequency of aeration, sand-dressing, fertilising, weed killing and chain harrowing. This generates scores of 'Poor' (M0), 'Adequate' (M1) and 'Good' (M2).

The scores for the pitch at the New Line Learning Academy are as follows.

Site	*Drainage*	*Maintenance*
New Line Learning Academy	D0	M1

8.4.3 Pitch carrying capacity

The carrying capacity of grass pitches is related to their quality and is expressed as the number of 'match equivalent sessions' that can be accommodated each week. The *'Playing Pitch Strategy Guidance'* indicates the following weekly carrying capacities for rugby pitches:

Drainage	*Maintenance*		
	Poor	*Standard*	*Good*
Natural inadequate	0.5	1.0	2.0
Natural adequate	1.5	2.0	3.0
Pipe drained	1.75	2.5	3.25
Pipe and slit drained	2.0	3.0	3.5

The weekly carrying capacity of the pitch at the New Line Learning Academy is therefore 1.0 match equivalent session.

8.4.4 Changing quality

The quality of changing facilities the New Line Learning Academy was assessed terms of changing accommodation for players and officials, disability access and building layout and were rated as 'good' quality.

8.4.5 Pitch maintenance

The pitch is maintained by the New Line Learning Academy.

8.4.6 Pitch hire charges

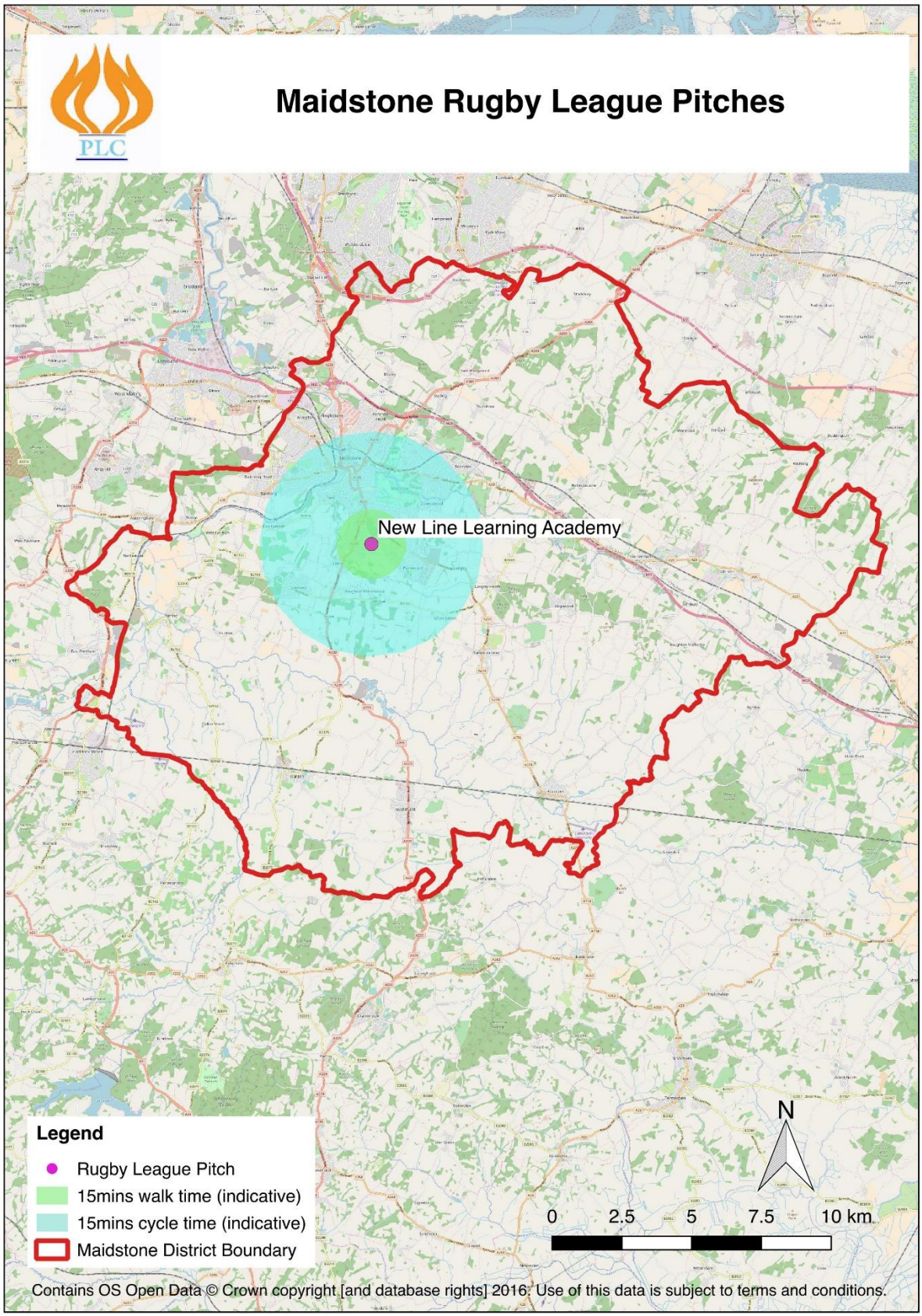
The Invicta Panthers pay £40 to hire the pitch for each 2.5 hour session.

8.4.7 Ownership, management and security of access

Site	*Ownership*	*Management*	*Security of access*
New Line Learning Academy	New Line Learning Academy	New Line Learning Academy	Unsecured

8.4.8 Geographical distribution

To location of the rugby league pitch in Maidstone is set out in the map below. The single site is located relatively centrally to the borough.


Maidstone Rugby League Pitches
PLC
New Line Learning Academy
Legend
Rugby League Pitch
15mins walk time (indicative)
15mins cycle time (indicative)
Maidstone District Boundary
N
0
2.5
5
7.5
10 km
Contains OS Open Data © Crown copyright [and database rights] 2016. Use of this data is subject to terms and conditions.

8.4.9 The views of stakeholders on pitch supply

Consultation with the London Rugby League Foundation's Director identified the following key issues in relation to Maidstone:

- ***Local demand:*** Invicta Panthers are a young, enthusiastic and ambitious club with a senior team supported by a strong youth programme. The playing season is March to July

- ***Facilities priorities:*** Current requirements are for secured access to a competition pitch and training pitch. This will allow the club to grow organically and in the long term look to acquire its own facilities

Consultation with Invicta Panthers RLC identified the following issues in relation to Maidstone:

- ***Current facilities:*** The club uses the New Line Learning Academy pitch for both training and matches. The pitch is uneven and rated by the club as poor. Plans by the Academy to develop an artificial grass pitch for rugby league and American football have been put on hold.

- ***Future facilities:*** The club would ideally like to secure a home site with a clubhouse to act as a base and to sell refreshments. It had found what it considered an ideal site at Boughton Monchelsea Recreation Ground, although this is opposed by the Parish Council which owns the site, on the grounds of inadequate car parking. The Club is also looking to establish a wheelchair rugby league team at a sports hall in the borough.

8.5 The implications for rugby league in Maidstone

Analysis of local supply of rugby league pitches in Maidstone indicates the following:

- The New Line Learning Academy pitch is inadequate to meet the current needs of the Invicta Panthers.

- Unmet and latent demand is equivalent to one more adult team, one junior team and one mini-rugby team.

- The quality of the pitch is poor and the site does not have secured community access.

8.6 Assessment of current needs

To assess whether the current supply of pitches is adequate to meet existing demand an understanding of the situation at all sites available to the community needs to be developed. This is achieved by providing a brief overview for each site, which comprises:

- A comparison between the carrying capacity of a site with how much demand currently takes place there. The carrying capacity of a site is defined as the amount of play it can regularly accommodate without adversely affecting its quality and use. Demand is defined in terms of the number of 'match equivalent' sessions at each site.

- An indication of the extent to which pitches are being used during their peak periods.

The site overviews identify the extent to which pitches are

- ***Being overplayed:*** Where use exceeds the carrying capacity (highlighted in red in the table below).
- ***Being played to the level the site can sustain:*** Where use matches the carrying capacity (highlighted in yellow in the table below).
- ***Potentially able to accommodate some additional play:*** Where use falls below the carrying capacity.

As per RFL guidance, rugby pitch capacity, demand and the resultant balance are expressed as 'match equivalent sessions', both weekly and at peak times.

Site	*Pitches*	*Users*	*Weekly capacity*	*Weekly demand*	*Weekly balance*	*Peak capacity*	*Peak demand*	*Peak balance*
New Line Learning Academy	1	Invicta Panthers RLC	1.0	3.0	-2.0	1.0	2.0	-1.0

8.7 Assessment of future needs

8.7.1 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

8.7.2 Potential changes in demand

Sport England's *'Active People'* survey national data for rugby league indicates that the percentage of adults who played rugby league in the four weeks prior to each survey has fallen in the period since 2005.

2005/06	*2013/14*	*2014/15*	*2015/16*	*% Change*
0.18%	0.09%	0.09%	0.12%	-0.06%

However, there is local evidence of both unmet and latent demand, equivalent to one adult, one junior and one mini-rugby team and this demand should be factored in to assessments of current and future needs.

8.7.3 Site-specific pressures

The overuse of the grass pitch at the New Line Learning Academy will prevent it from accommodating additional future demand without increases in capacity. This could be achieved through improved grass pitch quality (which would be unlikely to provide sufficient capacity), or the provision of an artificial turf pitch (which if floodlit and compliant with the relevant RFL performance specification, would meet all needs).

8.7.4 Potential changes in supply

There are no known potential changes to rugby league pitch supply, although the Academy's proposal for an artificial grass pitch would provide sufficient capacity for all the needs of the Invicta Panthers.

8.7.5 Existing spare capacity

There is no spare capacity at present.

8.7.6 Future pitch needs

Future rugby league pitch needs are modelled below using 'Team Generation Rates' (TGRs), which identify how many people in a specified age group in the borough are required to generate one team. These are then applied to projected changes in population to identify the likely number of teams in the future. The team numbers include an assessment of the additional teams that would be generated if identified unmet and latent demand were met, to give a more accurate representation of local demand levels:

Team type	*Age range*	*Current population*	*Current teams*	*TGR*	*Population 2031*	*Teams 2031*	*Extra teams*	*Extra pitches*
Adult males	19-45	26,660	2	1: 13,330	30,499	2	0	0
Adult females	19-45	27,467	0	-	31,422	0	0	0
Junior males	13-18	5,282	3	1: 1,321	6,043	5	2	1.0
Junior females	13-18	5,304	0	-	6,068	0	0	0
Mini-rugby (mixed)	7-12	11,200	3	1: 2,800	12,813	5	2	0.5

8.8 Key findings and issues

8.8.1 What are the main characteristics of current supply and demand?

The poor quality of the pitch at the New Line Learning Academy means that it is already being used to beyond its sustainable capacity to accommodate existing expressed demand. Latent and unmet demand collectively amounts to one further adult, one junior and one mini-rugby team.

8.8.2 Is there enough accessible and secured community use to meet current demand?

There is insufficient grass pitch capacity to meet current needs and community use of the pitch is also unsecured.

8.8.3 Is the accessible provision of suitable quality and appropriately maintained?

The grounds maintenance schedule at the New Line Learning Academy is not currently adequate to sustain current levels of rugby league usage.

8.8.4 What are the main characteristics of future supply and demand?

- ***Population growth:*** The population of the borough is projected to increase by 22,380 people by 2031. This represents an increase of 14.4% over the 2011 census figure.

- ***Changes in demand:*** The projected increase in population will generate one additional adult male team, two junior male teams and two mixed mini-rugby teams by 2031.

- ***Changes in supply:*** There are no known potential changes to rugby league pitch supply, although the Academy's proposal for an artificial grass pitch would provide sufficient capacity for all the needs of the Invicta Panthers.

- ***Existing spare capacity:*** There is no current spare pitch capacity.

- ***Future needs:*** Additional future needs equate to demand for an additional 1.5 rugby league pitches.

8.8.5 Is there enough accessible and secured provision to meet future demand?

There is insufficient accessible and secured provision to meet future demand at present, but additional capacity could be created in four ways:

- Converting one or two adult football pitches with spare capacity at a site elsewhere in the borough to rugby league pitches.

- Providing an artificial turf pitch at New Line Learning Academy, which if floodlit and compliant with the relevant RFL performance specification, would meet all needs.

- Providing an artificial turf pitch at another site also serving football, rugby union and American Football's needs for additional '3G' pitches, which if floodlit and compliant with the relevant RFL performance specification, would meet all needs.

8.9 Scenario Testing

8.9.1 Introduction

Based upon the key findings and issues identified above, a number of scenarios have been examined, to identify the optimum approach to addressing needs.

8.9.2 Scenario 1: Securing access to school rugby pitches

- ***Rationale:*** There are nine rugby pitches on school sites (collectively providing 18.0 weekly match equivalent sessions), several of which have community access for other pitch sport users. It would be sensible to investigate whether these pitches might offer an alternative means of expanding local pitch capacity.

- ***Advantages:*** The advantages of this scenario are as follows:

- The pitches are already there, so would require little or no investment to facilitate community use.

- Several of the schools already accommodate community use for other pitch sports.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - None of the schools in Maidstone currently has secured community access to their pitches so there would be no security of tenure for the Invicta Panthers.

  - Some schools only mark out rugby pitches for a single term during the winter months, so their availability does not correspond with the spring/summer rugby league season.

- ***Conclusions:*** The Rugby League summer playing season does not fit with the availability of school rugby pitches.

8.9.3 Scenario 2: Converting football pitches to rugby league

- ***Rationale:*** There is some spare capacity at adult football pitches at several community-accessible sites in Maidstone, so converting two pitches for rugby league would improve capacity.

- ***Advantages:*** The advantages of this scenario are as follows:

  - The conversion of football pitches to rugby league could be achieved relatively cheaply, without detriment to current football needs.

  - The conversion could be effected at a site with secured community use, thereby solving the lack of security of tenure at the club's current site.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - Although there is some current peak time spare capacity at adult football pitches in the borough, deficits of youth football and mini-soccer pitches mean that conversion for other local football needs is a higher priority.

  - All existing football pitches are likely to be needed to meet increasing demand for football in the future, unless alternative provision is made.

- ***Conclusions:*** Whilst this scenario offers a pragmatic and cost-effective solution to meeting some short-term rugby league needs, it is not the preferred longer-term solution.

8.9.4 Scenario 3: Providing an Artificial Grass Pitch suitable for rugby league at New Line Learning Academy

- ***Rationale:*** Enhancing pitch capacity at the existing site used for rugby league would avoid the disruption of a ground move and would also serve a range of needs for other sports.

- ***Advantages:*** The advantages of this scenario are as follows:

  - Whilst demand for rugby league alone would be insufficient to justify its provision, there is a deficit in artificial grass provision for football in the borough and a range of local needs for rugby union and American Football could also be met by a pitch with a specification acceptable to all the governing bodies of the sports concerned.

  - The pitch could meet a range of educational needs for the New Line Learning Academy.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - There is no secured community use of the site at present, although this could be rectified through conditions attached to planning consent and/or external funding.

  - The capital cost of provision is high - in the order of £850,000.

- ***Conclusions:*** Further feasibility work will need to be undertaken to establish whether this option is viable.

8.9.5 Scenario 4: Artificial grass pitch suitable for rugby league elsewhere in Maidstone

- ***Rationale:*** Providing an artificial grass pitch at an alternative site in Maidstone might better meet the needs of rugby league and other sports. For example, were Maidstone Rugby Club to provide an artificial turf pitch as part of their proposed ground move, rugby league's summer playing season would dovetail well with the rugby union winter season to facilitate shared usage.

- ***Advantages:*** The advantages of this scenario are as follows:

  - Whilst demand for rugby league alone would be insufficient to justify its provision, there is a deficit in artificial grass provision for football in the borough and a range of local needs for rugby union and American Football could also be met by a pitch with a specification acceptable to all the governing bodies of the sports concerned.

  - Meeting a range of pitch sport needs at a single site would create a critical mass of activity and improve the viability of the operation.

  - Locating an artificial turf pitch at a site with secured community access would overcome any security of tenure issues associated with school sites.

- ***Disadvantages:*** The disadvantage of this scenario is the capital cost of provision is high - in the order of £850,000.

- ***Conclusions:*** Further feasibility work will need to be undertaken to establish whether this option is viable, but subject to the outcome, this would appear to be the most advantageous longer-term option.

8.10 Policy recommendations

8.10.1 Introduction

The recommendations in relation to rugby league are made in the context of the National Planning Policy Framework (NPPF) which stipulates that existing open space including playing pitches, should not be built upon unless:

- An assessment has taken place which has clearly shown the open space to be surplus to requirements, or;
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality, in a suitable location, or;
- The development is for alternative sport and recreation provision, the needs for which clearly outweighs the loss.

The following recommendations are arranged under the three main headings of 'protect', 'enhance' and 'provide'.

8.10.2 Protect

Recommendation 1 - Safeguarding existing provision: The Maidstone Playing Pitch Strategy comprises a robust and evidence-based assessment of current and future needs for rugby league in the borough. The Strategy has identified a need to increase local rugby league pitch capacity and to this extent, it will be important for the current site at New Line Learning Academy to be retained. However, a number of alternative site options are being investigated because the current pitches do not meet all the Invicta Panthers needs. It is therefore recommended that existing planning policies continue to support the retention of all sites, based upon the evidence in the Playing Pitch Strategy. Given the general shortfall in rugby pitch provision in the borough, any loss of existing pitches will only be permissible they are replaced and meet policy exception E4 of Sport England's Playing Fields Policy. This states that 'the playing field or playing fields which would be lost as a result of the proposed development must be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development'.

Recommendation 2 - Security of tenure: Invicta Panthers have no security if tenure at New Line Learning Academy at present. Whilst the club is not committed to remaining at the site, doing so with facilities enhancements is one option under consideration. It is therefore recommended that efforts are made to achieve security of tenure at New Line Learning Academy.

8.10.3 Enhance

Recommendation 3 - Improving existing 'poor' quality provision: Pitch drainage is poor at New Line Learning Academy, which compromises usage capacity. Subject to resolving the security of tenure issues, it is recommended that the Academy should be supported to apply for external funding for pitch capacity enhancements, including the receipt of developer contributions (see below).

Recommendation 4 - Developer contributions (enhancements): Some of the additional demand for rugby arising from the proposed housing development in Maidstone to 2031, should be accommodated through enhancements to provision at the rugby club sites. It is recommended that the action plan in the Maidstone Playing Pitch Strategy be used as the basis for determining facility enhancements that demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under Section 106 or CIL arrangements, to cover the capital and revenue implications of the enhancements. To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123.

8.10.4 Provide

Recommendation 5 - New facilities: Given the lack of capacity at its current site, Invicta Panthers are seeking to secure access to new facilities, either at their current site or elsewhere. It is therefore recommended that the club be supported in their efforts.

Recommendation 6 - Developer contributions (new provision): All of the extra demand for rugby league arising from the proposed housing development in Maidstone to 2031, will need to be accommodated through the provision of new pitches and facilities. It is recommended that the action plan in the Maidstone Playing Pitch Strategy be used as the basis for determining which proposed new facilities demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under Section 106 or CIL arrangements, to cover their capital and revenue cost implications. To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123.

8.11 Action Plan

In the context of the high-level recommendations above, the table below sets out the rugby league action plan to guide the implementation of the strategy. The abbreviations stand for MBC - Maidstone Borough Council, LRLF - London Rugby League Foundation and RFL - Rugby Football League. The capital cost estimates are based upon Sport England's *'Facility Costs - Second Quarter of 2018'* (2018).

Issues	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
Securing developer contributions	Ensure that policy provision is made to secure developer contributions towards new and improved rugby league facilities.	MBC	Invicta Panthers RLC	-	High
Increasing short-term pitch capacity	Convert unused football pitches into two rugby league pitches.	MBC	Invicta Panthers RLC	£2,000 for two sets of rugby posts.	High
Increasing long-term pitch capacity	Commission a feasibility study to establish the options for expanding local pitch capacity, including an artificial grass pitch shared with other sports and provision at New Line Learning Academy. Subject to the outcome of the feasibility study, provide new community-secured facilities.	MBC	Invicta Panthers LRLF RFL (other governing bodies of sport)	£20,000 for feasibility study to cover all sports. £850,000 got new artificial grass pitch. £500,000 for changing facilities.	High

9 HOCKEY NEEDS IN MAIDSTONE

9.1 Organisational context

- ***England Hockey:*** England Hockey is the governing body of the sport and supports the development of the game in Maidstone.

- ***Affiliated Hockey Clubs:*** There are three England Hockey-affiliated clubs in Maidstone, Maidstone HC, Sutton Valance HC and Marden Russets HC.

9.2 Strategic context

9.2.1 National hockey strategy

England Hockey's strategic plan 2013 - 2017 *'A Nation Where Hockey Matters'* (2013) contains the following priorities of relevance to Maidstone:

Adults: The number playing regularly in the club network will be increased by:
- Working with universities, schools and colleges to deliver quality playing experiences and clear pathways to club hockey.
- Working with regional and local leagues and affiliated clubs, to deliver the highest quality playing experience and appropriate competition frameworks.
- Developing more opportunities for over 40s to play hockey.
- Delivering a quality programme of competitions that meet the needs of players and clubs.

Young people: The number playing hockey in schools and clubs will be increased by:
- Developing more relationships between clubs and primary and secondary schools.
- Working with clubs to increase the number of junior hockey sessions being provided.
- Delivering a quality programme of competitions that meet the needs of players, schools and clubs.
- Developing an ability-based pathway for children aged 5-12 for adoption in clubs, schools and youth organisations.

Informal hockey: The numbers of people playing informal hockey will be increased by:
- Setting up opportunities to play Quicksticks in community sites.
- Increasing the opportunities to play Rush Hockey at schools, colleges, universities, clubs and community sites.
- Increasing the opportunity for women to take part in Back to Hockey sessions at clubs and community sites.

9.2.2 Hockey facilities strategy

England Hockey's *'Facilities Strategy'* (2016) contains the following key elements:

- ***Protect - To conserve the existing hockey provision:*** There are currently over 800 pitches that are used by hockey clubs (club, school, universities.) The current provision must be retained where appropriate, to ensure that hockey is maintained across the country.

- ***Improve - To improve the existing facilities stock (physically and administratively):*** The current facilities stock is ageing and there needs to be strategic investment into refurbishing the pitches and ancillary facilities. There needs to more support for clubs to obtain better agreements with facilities providers and education around owning an asset.
- ***Develop - To strategically build new hockey facilities where there is an identified need and ability to deliver and maintain:*** The research has identified key areas across the country where there is a lack of suitable Hockey provision and there is a need for additional pitches. There is an identified demand for multi pitches in the right places to consolidate hockey and allow clubs to have all of their provision catered for at one site.

9.2.3 Neighbouring local authorities

Playing pitch strategies in neighbouring boroughs identify cross-boundary issues:

Ashford

The Council is in the final stages of producing a new playing pitch strategy. Draft findings include:

- All current hockey pitches in the borough should be protected.
- An additional artificial grass pitch for hockey should be provided at Ashford HC.
- There is no evidence of any imported hockey demand from Maidstone, nor any exported demand to Maidstone.

Medway

The council has an adopted strategy dating from 2012 which it plans to revise in 2018. The strategy identified:

- All current demand can be met from within existing provision.
- 0.5 additional pitches will be needed to meet extra demand by 2028.
- There is no evidence of any imported hockey demand from Maidstone, nor any exported demand to Maidstone.

Swale

The council has an adopted playing pitch strategy dating from 2015. It identifies:

- A small current and future shortage of artificial grass pitches for hockey, equivalent to 0.2 pitches.
- This can be met through transferring current football use of artificial grass pitches for hockey to proposed new '3G' football turf pitches.
- There is no evidence of any imported hockey demand from Maidstone, nor any exported demand to Maidstone.

Tonbridge and Malling

The council does not have a playing pitch strategy but plans to draft one in the near future. Its most recent assessment states that:

- Hockey is underdeveloped in the borough due in part to a shortage of pitches.
- There is some evidence of exported hockey demand to Maidstone, with use of the Sutton Valance School pitch by Cobdown HC from Aylesford.

Tunbridge Wells
The council is finalising a playing pitch strategy in 2018.However, there is no evidence of any imported hockey demand from Maidstone, nor any exported demand to Maidstone.

9.2.4 Implications of the strategic context

There is no significant spare capacity at artificial grass pitches for hockey in neighbouring areas that could accommodate additional users from Maidstone.

9.3 Hockey demand

9.3.1 England Hockey-affiliated clubs and teams

The following clubs affiliate to England Hockey:

Club	*Home ground*	*Adult male teams*	*Adult female teams*	*Adult mixed teams*	*Junior male teams*	*Junior female teams*	*Junior mixed teams*
Maidstone HC	South Park, Maidstone	6	4	0	3	2	1
Marden Russets HC	Marden Cricket and Hockey Club	4	3	1	5	5	0
Sutton Valance HC	Sydney Wooderson Sports Centre Sutton Valance Prep School	5	1	1	0	3	1
TOTALS	**-**	***15***	***8***	***2***	***8***	***10***	***2***

9.3.2 Demand trends

- ***National trends:*** Sport England's *'Active People'* survey national data indicates that the percentage of adults who played hockey in the four weeks prior to each survey has fallen in the period since 2005.

2005/6	*2007/8*	*2008/9*	*2009/10*	*2010/1*	*2011/2*	*2012/3*	*2013/4*	*2014/5*	*2015/6*	*% Change*
0.23%	0.23%	0.24%	0.23%	0.21%	0.19%	0.25%	0.20%	0.20%	0.20%	-0.03%

National affiliation data for hockey club members provided by England Hockey reveals a different picture compared with the 'Active People' survey, recording successive increases in the period since 2010 as follows:

Year	*No. players*	*Annual % increase*
2010/11	102,313	-
2011/12	106,665	4.3%
2012/13	114,642	7.5%
2013/14	113,575	-0.9%
2014/15	120,404	6.0%
2015/16	129,857	7.9%
2016/17	138,915	6.6%
2017/18	143,762	3.6%

- ***Local trends:*** All three local clubs report increased membership over the last two years particularly amongst junior members. Adult membership is stable or slightly increasing.

9.3.3 Displaced demand

Consultation with local clubs indicated that there is no evidence of any displaced demand for hockey currently being met by clubs and facilities outside the borough.

9.3.4 Unmet demand

Unmet demand takes a number of forms:

- Teams may have access to a pitch for matches but nowhere to train or vice versa.
- Some pitches may be unavailable to the community.
- The poor quality and consequent limited capacity of pitches in the area and/or a lack of provision and ancillary facilities which meet a certain standard of play/league requirement.

Consultation with England Hockey and the local clubs indicated that there is no evidence of any unmet demand in the borough at present, with some spare pitch capacity available to accommodate any extra demand that might arise.

9.3.5 Latent demand

Whereas unmet demand is known to currently exist latent demand is demand that evidence suggests may be generated from the current population should they have access to more or better provision. Consultation with England Hockey and the local clubs indicated that there is no evidence of any latent demand in the borough at present.

9.4 Hockey pitch supply in Maidstone

9.4.1 Quantity

Provision of artificial turf pitches for Hockey (sand-filled and sand-based surfaces) in Maidstone is below:

- ***Available for community use and used:***

Facility	*Address*	*Size*	*Surface*	*Year built*
Marden Cricket and Hockey Club	Maidstone Road, Marden TN12 9AE	100m x 60m 100m x 60m	Sand-dressed Sand-dressed	2017
South Park, Maidstone	Armstrong Rd., Maidstone ME15 6AZ	97m x 60m	Sand-dressed	2007
Sutton Valence Prep. School	Chart Rd., Sutton Valence ME17 3RF	98m x 61m	Sand-dressed	2004
Sydney Wooderson Sports Centre	North St., Sutton Valence ME17 3HN	100m x 60m	Sand-dressed	2005

- ***Available for community use and used:***

Facility	*Address*	*Size*	*Surface*	*Year built*
Invicta Grammar School	Huntsman Lane, Maidstone ME14 5DS	80m x 50m	Sand-filled	2015

9.4.2 Hockey pitch quality

The qualitative analysis of pitches in Maidstone involved visits to all hockey pitches, to undertake the sport-specific non-technical visual inspections produced by England Hockey for Sport England's *'Playing Pitch Strategy Guidance'* (2013).

The assessment generates an overall 'score' for each pitch by evaluating the condition of the playing surface, fencing, floodlighting, disability access and changing provision. The overall scores for each artificial grass pitch for hockey use with community use and used in Maidstone are as follows:

Site	*Pitch*	*Changing*
Marden Cricket and Hockey Club	Good	Good
South Park, Maidstone	Standard	Good
Sutton Valence Prep. School	Standard	None
Sydney Wooderson Sports Centre	Standard	Good

9.4.3 Pitch maintenance

The maintenance of pitches suitable for hockey use in the borough is organised by the managers of each facility.

9.4.4 Pitch hire charges

Marden Russets HC and Maidstone HC own their own facilities and so do not pay hire charges. Sutton Valence HC pay seasonal fees to Sutton Valence School of around £7,000.

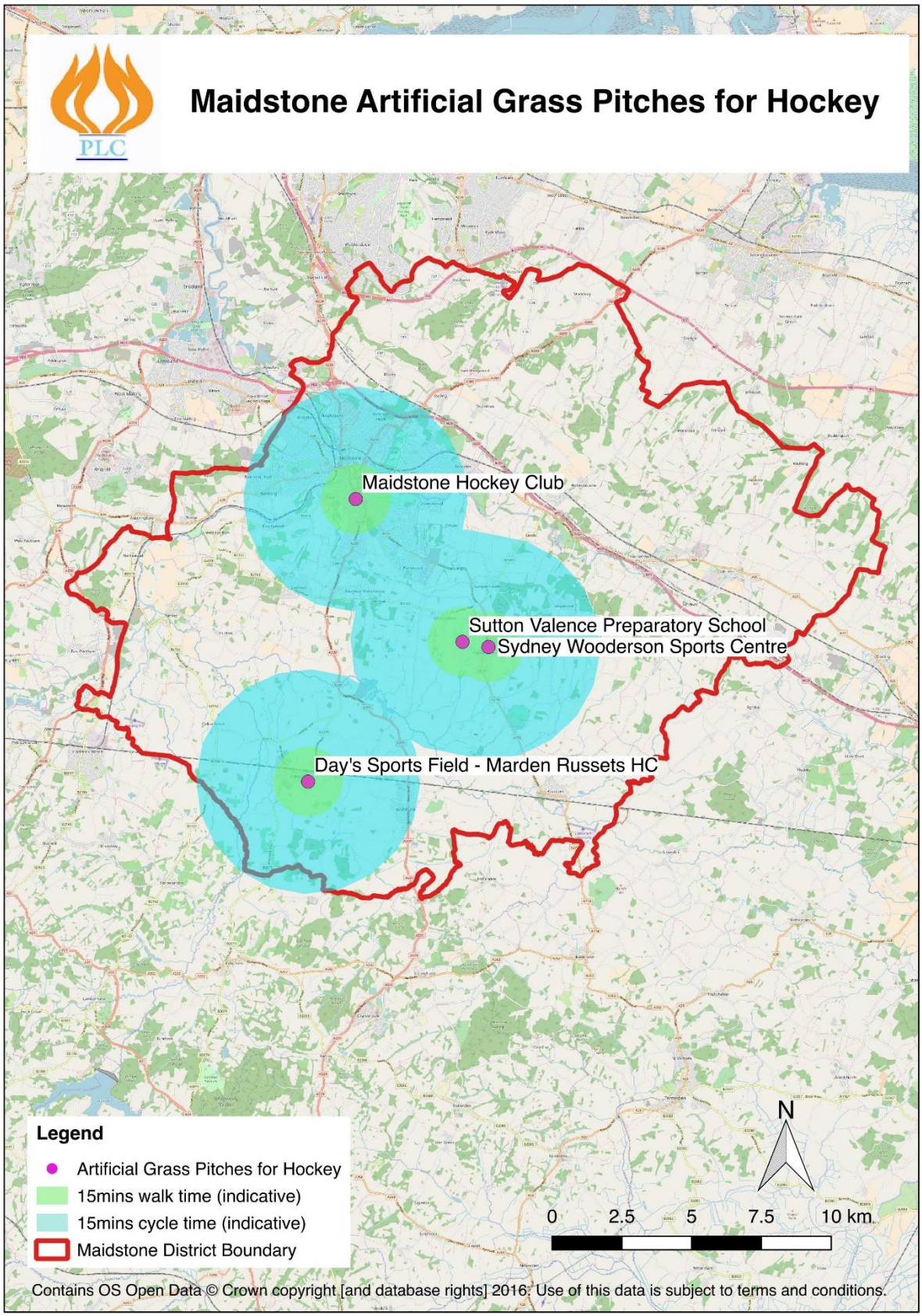
9.4.5 Ownership, management and security of access

Half the hockey pitches in the borough are on sites without secured community access.

Site	*Ownership*	*Management*	*Security of access*
Marden Cricket and Hockey Club	Marden Cricket & HC	Marden Cricket & HC	Secured
South Park, Maidstone	Maidstone BC	Maidstone Hockey Club	Secured
Sutton Valence Prep. School	Sutton Valence Prep. Sch.	Sutton Valence Prep. Sch.	Unsecured
Sydney Wooderson Sports Centre	Sutton Valance School	Sutton Valance School	Unsecured

9.4.6 Geographical distribution

The geographical spread of artificial turf pitches with surfaces suitable for hockey in Maidstone, is set out in the map below.


Maidstone Artificial Grass Pitches for Hockey
PLC
Maidstone Hockey Club
Sutton Valence Preparatory School
Sydney Wooderson Sports Centre
Day's Sports Field - Marden Russets HC
Legend
Artificial Grass Pitches for Hockey
15mins walk time (indicative)
15mins cycle time (indicative)
Maidstone District Boundary
N
0
2.5
5
7.5
10 km
Contains OS Open Data © Crown copyright [and database rights] 2016. Use of this data is subject to terms and conditions.

9.4.7 The views of stakeholders on pitch supply

Consultation with England Hockey's Relationship Manager for Kent identified the following key issues in relation to Maidstone:

- ***Key objective:*** England Hockey's key facilities objective in Maidstone is to protect and enhance the current facilities.

- ***Demand profile:*** Hockey participation is increasing in the borough.

- ***Imported demand:*** Cobdown HC from Aylesford in Tonbridge and Malling uses the pitch at Sutton Valence School for training.

- ***Informal demand:*** 'Back to Hockey' sessions are run by Marden Russets HC during the summer months and by Maidstone HC on a year-round basis, in both cases during midweek evenings. This supplements the demand by formal established teams.

- ***Maidstone HC:*** England Hockey is aware of some capacity issues at the club at weekends but understands that this is resolved with flexibility of match start times and occasional use of other local pitches with spare capacity, including Sutton Valance, Marden and some outside the borough.

- ***Overall capacity:*** England Hockey supports the aspiration for additional facilities in the Maidstone area once need and demand align.

- ***Participation trends:*** Since 2012, hockey has seen a 65% increase of U16 players taking up Hockey within the club environment. This is increase across all age groups expected to continue especially with the success of Rio Olympics. England Hockey is also hosting the Vitality Hockey Women's World Cup in July 2018 and it is hoped that the event will also create a springboard for the game across all ages, but especially amongst young females.

- ***Pitches suitable for hockey:*** Unlike some sports, hockey can only be played competitively on sand or water-based artificial grass pitches. Water-based pitches are not common and only found at elite sites, whereas as in Runnymede sand-based/sand dressed pitches can be found on school sites, leisure centres and higher education establishments.

- ***Pitch re-surfacing:*** The popularity of artificial grass pitches on school sites is due to the surface being able is used for a number of sports to be played and taught. However, many schools do not financially plan to replace the pitch surface, or carpet as it is called. A carpet has roughly a 10-year life span dependant on use.

- ***The impact of '3G' pitches:*** Since the introduction of the Third Generation ('3G') artificial grass pitches catering for football and rugby, some pitch providers have been attracted by the concept of replacing sand-based/filled carpets with a '3G' surface, to generate greater income levels from hire to football clubs/commercial football providers. Because hockey cannot be played on '3G' surfaces, it has had a detrimental effect on the game in some areas causing teams to be displaced to different areas or even to disband completely.

- ***Pitch surface conversion:*** Any providers proposing to change the type of surface on their artificial grass pitch should take advice from the appropriate sports' governing bodies or refer to Sport England's guidance. Due to the impact on hockey, it is important to ensure that sufficient sand-based pitches are retained for playing and developing hockey within each local authority area. To that end, any proposed change of an artificial grass pitch's surface or carpet should require a planning application and as part of the process, the applicants will need to show that there is sufficient alternative provision available for hockey in the locality if the surface is changed. Advice from Sport England and England Hockey should be sought prior to any planning application being submitted.

Consultation with affiliated hockey clubs identified the following issues in relation to Maidstone:

- ***Maidstone HC:*** The club has 265 members and has 25-year lease on its pitch (which has 14 years to run), with the site owned by the council. There is a lack of capacity at the peak time at weekends and consequently the club wishes to build a second pitch immediately adjacent to its clubhouse to the north of Armstrong Road on South Park. This will require support from the council as land owner and planning authority. The club is aware that the carpet on its current pitch is coming to the end of its design life and will need replacing in the next two seasons. The club is already making financial provision to achieve this. Part of the wear on the pitch surface is attributable to informal use of the pitch for football by young people and the club has even provided access points in the perimeter fence to allow entry without damage to the surrounds. There are significant community benefits from this use, although there are also cost implications for the club. England Hockey's Facilities Relationship Manager for Kent has suggested that dialogue with Maidstone Borough Council would be beneficial, to establish whether through positive intervention a better user relationship with the informal footballers could be arranged, to preserve the pitch surface and to prolong its usable life.

- ***Marden Russets HC:*** The club currently has 453 members and has relocated to a two-pitch complex on Maidstone Road in Marden at the start of the 2017/18 season, although the current clubhouse will continue to be used until the new one opens in 2018. The new facilities were funded by sale of the current ground for housing. It will own the freehold of the site through the Marden Cricket and Hockey Club.

- ***Sutton Valence HC:*** The club currently has 140 members and has no security of tenure on the Sutton Valence School sites but has a long-standing arrangement to hire facilities from the school. The club is content with the quality of maintenance of the playing surfaces but has had problems with some floodlights being out of action.

9.5 Assessment of current needs

To assess whether the current supply of pitches is adequate to meet existing demand an understanding of the situation at all sites available to the community needs to be developed. This is achieved by providing a brief overview for each site, which comprises:

- A comparison between the carrying capacity of a site and how much demand currently takes place there. The carrying capacity of a site is defined as the amount of play it can regularly accommodate without adversely affecting its quality and use. Demand is defined in terms of the number of 'match equivalent sessions' at each site.

- An indication of the extent to which pitches are being used during their peak periods.

The site overviews identify the extent to which pitches are:

- ***Being overplayed:*** Where use exceeds the carrying capacity.
- ***Being played to the level the site can sustain:*** Where use matches the carrying capacity.
- ***Potentially able to accommodate some additional play:*** Where use falls below the carrying capacity.

As per England Hockey guidance, pitch capacity is expressed as weekly peak time hours of availability, demand as actual hours of use and the resultant balance is expressed as hours of availability at peak times. The actual used capacity of artificial turf pitches is based upon their hours of use in the peak period supplied by the pitch operators.

Site	*Users*	*Peak capacity*	*Peak demand*	*Peak balance*
Marden Cricket and Hockey Club	Marden Russets HC	50.0	27.0	+23.0
South Park, Maidstone	Maidstone HC	25.0	22.5	-5.5
	Football users		8.0	
Sutton Valence Prep. School	Sutton Valance HC	25.0	11.0	+14.0
Sydney Wooderson Sports Centre	Sutton Valance HC	25.0	8.5	+9.5
	Cobdown HC		5.0	
	Maidstone Lacrosse		2.0	

The assessment shows that the South Park pitch are overused in the peak period (particularly at weekends), which is managed by scheduling activity in timeslots immediately adjacent to the peak period. There is some spare capacity at the Marden and Sutton Valance pitches. The football use of the South Park pitch provides an important income stream to Maidstone HC and should be retained or expanded on those midweek evenings when the pitch is not required for hockey use.

9.6 Assessment of future needs

9.6.1 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

9.6.2 Potential changes in demand

Notwithstanding the data from the *'Active People'* survey, which shows a fall in adult participation in the game since 2005, England Hockey's national membership figures show an increase of 24% in the past four years and local club membership has increased in the same period. However, in the absence of any unmet or latent demand in Maidstone, it seems reasonable to project future needs based upon current demand levels.

9.6.3 Site-specific pressures

The pitch surfaces at South Park and both the Sutton Valence facilities are all ten years old or more, which exceeds the normal life expectancy of pitch carpets. Both facilities will need to be refurbished in the near future to ensure their continued availability.

9.6.4 Potential changes in supply

The only known potential change in pitch supply is Maidstone Hockey Club's aspiration to provide a second pitch in South Park.

9.6.5 Existing spare capacity

Existing collective spare capacity in the borough in the peak period amounts to 41 hours, which equates to 1.64 pitches.

9.6.6 Future hockey pitch needs

Future hockey pitch needs are modelled below using 'Team Generation Rates' (TGRs), which identify how many people in a specified age group in the borough are required to generate one team. These are then applied to projected changes in population to identify the likely number of teams in the future.

- Mixed teams have been apportioned between male and female teams.

- The extra pitch calculation is based upon each team requiring an average of 2.5 hours of peak time pitch use per week (1.5 hour match and 1 hour for training), based on a peak period of 25 hours per week.

Team type	*Age range*	*Current population*	*Current teams*	*TGR*	*Population 2031*	*Teams 2031*	*Extra teams*	*Extra pitches*
Adult male hockey	18-45	27,720	16	1: 1,733	31,712	18	2	0.2
Adult female hockey	18-45	28,270	9	1: 3,141	32,341	10	1	0.1
Boys junior hockey	8-17	8,623	9	1: 958	9,865	10	1	0.1
Girls junior hockey	8-17	8,687	11	1: 790	9,938	13	2	0.2

Projected future demand by 2031 amounts to the equivalent of 0.6 of an artificial grass pitch.

9.7 Key findings and issues

9.7.1 What are the main characteristics of current supply and demand?

- ***Overuse of one pitch:*** The Maidstone pitch is overused during the peak period at weekends, although this is mitigated by scheduling activity in timeslots immediately adjacent to the peak periods and occasional use of other local pitches with spare capacity.

- ***Spare capacity at two pitches:*** The pitches in Marden and Sutton Valance have spare capacity and when aggregated for the borough as a whole, there is collective peak time spare capacity equivalent to 1.64 pitches.

9.7.2 Is there enough accessible and secured community use to meet current demand?

The two pitches on school sites in Sutton Valance do not have secured community access and the capacity at the three pitches which do would be insufficient to meet all current demand.

9.7.3 Is the accessible provision of suitable quality and appropriately maintained?

All the pitches are well-maintained, but two have playing surfaces that are ten years older or more and which therefore require replacement in the near future. Maidstone HC has made financial provision to replace the carpet at the South Park pitch.

9.7.4 What are the main characteristics of future supply and demand?

- ***Population growth:*** The population of the borough is projected to increase by 22,380 people by 2031. This represents an increase of 14.4% over the 2011 census figure.
- ***Changes in demand:*** The projected increase in population will generate six additional teams by 2031.
- ***Changes in supply:*** The recent provision of two new artificial grass pitches at Maidstone Road, Marden has created a net gain of one pitch in the borough.
- ***Existing spare capacity:*** Current collective peak time spare capacity is equivalent to 1.64 pitches.
- ***Future needs:*** Additional future needs equate to demand equivalent to 0.6 artificial grass pitches for hockey.

9.7.5 Is there enough accessible and secured provision to meet future demand?

The position is as follows:

- The existing collective peak time spare capacity in the borough amounts to the equivalent of 1.64 pitches.
- Future demand from Maidstone will be equivalent to an additional 0.6 hockey pitches by 2031, all of which can be accommodated by identified spare capacity.
- Not all current provision has secured community access, however, and if the use of the two pitches on education sites was lost, there would be a current deficit of 0.32 pitches and a future shortfall of 1.32 pitches.

9.8 Scenario Testing

9.8.1 Introduction

Based upon the key findings and issues identified above, a number of scenarios have been examined, to identify the optimum approach to addressing needs.

9.8.2 Scenario 1: The impact of loss of access to the school pitches

- ***Rationale:*** It is possible that access to the pitches on school sites which do not have secured community access could be withdrawn, therefore it is advisable to examine the impact that this would have on available capacity.
- ***Advantages:*** There are no advantages to this option, but the effect of losing unsecured provision needs to be considered.
- ***Disadvantages:*** The disadvantages of this scenario are as follows:
  - The peak-time pitch capacity in the borough would reduce by a cumulative total of 50 hours per week.
  - Current weekly peak-time demand in the borough is for 84 hours of pitch time and supply is 75 hours, so there would be a resultant shortfall of 9 hours of current demand per week.
  - Additional future demand is projected to amount to an extra 15 hours of peak-time demand per week, which would increase the deficit to 24 hours per week.
- ***Conclusions:*** Efforts should be made to secure community access to the pitches at the Sydney Wooderson Sports Centre and Sutton Valance Prep School.

9.8.3 Scenario 2: Adding additional pitch capacity at South Park

- ***Rationale:*** There is a peak-time deficit of 5.5 hours per week at Maidstone Hockey Club's existing pitch in South Park. The club would like to install a second pitch to create additional capacity at the site.
- ***Advantages:*** The advantages of this scenario are as follows:
  - The club is struggling to accommodate its current matchday programme and the shortage of peak-time capacity at weekends causes problems.
  - Adding additional capacity at an established club site where all teams can play on a cohesive basis is preferable to providing an extra pitch at a separate location.
  - Whilst there is sufficient existing spare artificial grass pitch capacity in the borough to meet all hockey needs to 2031, the existing pitches are not in the optimum locations to serve this demand. The spare capacity is located in Marden and Sutton Valance, rather than Maidstone where 70% of the borough's population is based, so another Maidstone-based pitch would improve accessibility and provide Maidstone Hockey Club with a more coherent model for delivering its pitch requirements.
- ***Disadvantages:*** The disadvantages of this scenario are as follows:
  - There are a number of planning sensitivities in relation to providing an extra pitch adjacent to the existing clubhouse.

- South Park is public open space, so there may be objections to converting a part of it to a fenced-off artificial grass pitch.

- There is insufficient unmet hockey demand from Maidstone HC at present to fully utilise an additional pitch.

- ***Conclusions:*** Despite the difficulties in accommodating an additional pitch at South Park, coupled with the limited amounts of unmet demand and the potential to utilise available capacity at other local pitches pitches, the feasibility of pursuing this option should be investigated further.

9.8.4 Scenario 3: Meeting Maidstone Hockey Club's needs at a new site

- ***Rationale:*** Given the sensitivities in providing a second pitch in South Park and the imminent need to resurface the existing pitch, moving the club to a new location more suitable to accommodating two pitches, a clubhouse and ancillary facilities would represent an alternative way of meeting Maidstone Hockey Club's needs.

- ***Advantages:*** The advantages of this scenario are as follows:

  - The club is struggling to accommodate its current matchday programme and the shortage of peak-time capacity at weekends causes problems.

  - Adding additional capacity at an established club site where all teams can play on a cohesive basis is preferable to providing an extra pitch at a separate location.

  - Whilst there is sufficient existing spare artificial grass pitch capacity in the borough to meet all hockey needs to 2031, the existing pitches are not necessarily in the optimum locations to serve this demand. The spare capacity is located in Marden and Sutton Valance, rather than Maidstone where 70% of the borough's population is based, so another Maidstone-based pitch would improve accessibility.

  - The site sensitivities at South Park would be circumvented.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - There is insufficient unmet hockey demand from Maidstone HC at present to fully utilise an additional pitch.

  - This option would be costly, particularly if it involved land purchase.

  - There are no currently identified alternative sites and there may be competition for any that do become available, with other clubs like Maidstone Rugby Club also currently seeking to move.

  - The Club does not support this option and is not giving it active consideration.

- ***Conclusions:*** The difficulties in identifying and securing an alternative site, coupled with the limited amounts of unmet demand and the potential to utilise available capacity at the other local pitches, makes this option sub-optimal at present.

9.9 Policy recommendations

9.9.1 Introduction

The recommendations in relation to hockey are made in the context of the National Planning Policy Framework (NPPF), which stipulates that existing open space including playing pitches, should not be built upon unless:

- An assessment has taken place which has clearly shown the open space to be surplus to requirements, or;
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality, in a suitable location, or;
- The development is for alternative sport and recreation provision, the needs for which clearly outweighs the loss.

The following recommendations are arranged under the three main headings of 'protect', 'enhance' and 'provide'.

9.9.2 Protect

Recommendation 1 - Safeguarding existing provision: The Maidstone Playing Pitch Strategy comprises a robust and evidence-based assessment of current and future needs for hockey in the borough. The Strategy has identified a need to maintain local hockey pitch capacity and to this extent, it will be important for all current community-used pitches to be retained. It is therefore recommended that existing planning policies continue to support the retention of all sites, based upon the evidence in the Playing Pitch Strategy. If proposals to move hockey pitches, or to convert them into '3G' football turf pitches (or similar surfaces that are unsuitable for hockey use) come forward, this should be subject to planning consent and will only be permissible if:

- The applicant can demonstrate to the satisfaction of England Hockey that there is sufficient capacity at alternative pitches in the borough to meet all current and future needs, or
- The pitch is replaced and meets policy exception E4 of Sport England's Playing Fields Policy. This states that 'the playing field or playing fields which would be lost as a result of the proposed development must be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development'.

Recommendation 2 - Security of tenure: Two of the hockey pitch sites with community use in Maidstone do not have security of tenure. Whilst there are no known threats of eviction, the loss of access to the Sutton Valence pitches would create a local deficit in provision. It is therefore recommended that efforts be made to secure formal Community Use Agreements, to ensure that all current capacity can be assured.

9.9.3 Enhance

Recommendation 3 - Resurfacing existing pitches: The pitches in Maidstone and Sutton Valance will all need resurfacing in the near future. Whilst the pitch operators are believed to have made financial provision for this, it is recommended all should be encouraged to continue to ensure that the quality of pitch surfaces is maintained in the longer-term.

Recommendation 4 - Developer contributions (enhancements): Most of the additional demand for hockey arising from the proposed housing development in Maidstone to 2031, should be accommodated at existing pitches and enhancements to changing provision and access arrangements would facilitate this. It is therefore recommended that the action plan in the Maidstone Playing Pitch Strategy be used as the basis for determining facility enhancements that demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under Section 106 or CIL arrangements, to cover the capital and revenue implications of the enhancements. To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123.

9.9.4 Provide

Recommendation 5 - New facilities: Maidstone Hockey Club is seeking to develop a second pitch at its South Park site. There are a number of practical difficulties to overcome and by using one of the Marden pitches for occasional match play the club is able to meet all current demand. However, 70% of the population of the borough lives in Maidstone town and all of the spare pitch capacity is located elsewhere. It is therefore recommended that the feasibility of additional pitch provision at South Park be re-examined as demand from additional housing developments in the area emerges.

Recommendation 6 - Developer contributions (new provision): As indicated above, some of the extra demand for hockey arising from the proposed housing development in Maidstone to 2031, may need to be accommodated through the provision of new pitches and facilities. It is recommended that the action plan in the Maidstone Playing Pitch Strategy be used as the basis for determining which proposed new facilities demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under Section 106 or CIL arrangements, to cover their capital and revenue cost implications. To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123.

9.10 Action Plan

9.10.1 Introduction

In the context of the high-level recommendations above, the tables below set out the hockey action plan to guide the implementation of the strategy. The abbreviations stand for MBC - Maidstone Borough Council and EH - England Hockey. The capital cost estimates are based upon Sport England's *'Facility Costs - Second Quarter of 2018'* (2018).

9.10.2 Key strategic actions

Issues	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
Securing developer contributions	Ensure that policy provision is made to secure developer contributions towards new and improved hockey facilities.	MBC	Hockey Clubs Developers	-	High

9.10.3 Site specific actions

Site	*Issues*	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
Marden Cricket and Hockey Club	No current issues	No action required	-	-	-	-
South Park, Maidstone	• Site overused in the peak period • Pitch needs resurfacing • Informal football use is damaging the pitch surface and goals located on site	• Resurface pitch • Review options for making additional pitch provision • Dialogue with MBC on diverting informal football use	MBC	Maidstone HC EH	£100,000 for pitch resurfacing	High
Sutton Valence Prep. School	• No security of tenure • Pitch needs resurfacing	• Investigate security of tenure • Resurface pitch	Sutton Valence Prep. School	MBC	£100,000 for pitch resurfacing	Medium
Sydney Wooderson Sports Centre	• No security of tenure • Pitch needs resurfacing	• Investigate security of tenure • Resurface pitch	Sutton Valence School	MBC	£100,000 for pitch resurfacing	Medium

10 AMERICAN FOOTBALL NEEDS IN MAIDSTONE

10.1 Organisational context

- ***British American Football:*** British American Football is the governing body of the sport and supports the development of the game in Maidstone.

- ***Affiliated American Football clubs:*** There are two British American Football -affiliated clubs in Maidstone, Maidstone Pumas and Kent Phoenix.

10.2 Strategic context

10.2.1 National American Football strategy

British American Football's strategic plan *'From School Yard to Super Bowl'* (2013) contains the following priorities of relevance to Maidstone:

Vision: 'To develop an infrastructure which is capable of developing and sustaining the widest possible participation and interest in the game of football; facilitating the development of talent to the highest competitive levels; and is recognised both in Great Britain and internationally as being defined by endeavour and excellence in all areas'.

Priority: The priority is 'to grow participation and membership. Integrated interventions funded and delivered by the British American Football Association and key partners will provide greater access to, retention within, and enhanced development of, our participation pathway'.

The 'Football Pathway': This contains three elements:

- ***'Touchdown Football':*** This is the collective term for programmes designed to introduce people to the sport whether as players, coaches, officials or other. The programmes seek to deliver wider participation across both the community and education contexts.
- ***'In the Huddle':*** This involves a range of interventions involving clubs and a range of stakeholders which support the development of football within the community with a specific focus upon youth participation.
- ***'National Talent Programme':*** This involves the development of talent at national level.

Facilities Issues: These are identified as follows:

- There is a paucity of facilities at grassroots level, with athletes often having to play on community pitches adapted from other sports and often with inappropriate markings and changing facilities.
- There is often no stakeholder ownership in community facilities and their associated social facilities so no extra revenue can be raised through bar takings and other social events.

10.2.2 Neighbouring local authorities

There are no American Football teams based in neighbouring local authorities to Maidstone. The only other teams in Kent are based in Canterbury and Orpington.

10.2.3 Implications of the strategic context

American Football is still seeking to develop as a sport in the UK and Maidstone is one of the few places in Kent where the game can be played.

10.3 American Football demand

10.3.1 British American Football-affiliated clubs and teams

The following local clubs affiliate to British American Football:

Club	*Home ground*	*Adult teams*	*Junior teams*
Kent Phoenix AFC	Shepway Green	0	3
Maidstone Pumas AFC	New Line Learning Academy	1	0
TOTALS	***-***	***1***	***3***

10.3.2 The nature of American Football demand

The structure of American Football in the UK is different from many of the more established pitch sports and this impacts upon the patterns of demand and the related pitch requirements:

- The game is played all year round, but competitive matches are principally played between March and September.

- The two main versions of the game involve 'Contact Football', for age groups from Under 17 to adults and for males and females, which is played on a 120-yard x 60-yard pitch and 'Flag Football', played from Under 11 to adults and for males and females (which is non-contact but 'tackling' involves removing a detachable flag from an opponent), which is played on an 80-yard x 40-yard pitch.

- Because of the geographical isolation of many clubs, competitive fixtures tend to be played on a 'tournament' basis when teams gather to play several games on one day at a central venue. This involves the provision of formally marked out pitches, which are usually overmarked on grass football or rugby pitches on a temporary basis.

- Training takes place on a weekly basis, but this does not necessarily require formal pitch American Football pitch provision - all-weather pitches, grass pitches, multi-use games areas and sports halls are all used for this purpose.

10.3.3 Demand trends

- ***National trends:*** Sport England's *'Active People'* survey national data indicates that the number of adults who played American Football in the four weeks prior to each survey has fallen in the period since 2005.

2006/7	*2007/8*	*2008/9*	*2009/10*	*2010/1*	*2011/2*	*2012/3*	*2013/4*	*2014/5*	*2015/6*	*% Change*
45,500	37,800	30,600	38,500	19,500	24,500	38,300	35,200	25,000	28,600	-16,900

- ***Local trends:*** Maidstone Pumas have had a broadly stable adult membership since the club formed in 1997. Kent Phoenix have increased their junior membership to around 50 players and ten coaches.

10.3.4 Displaced demand

Consultation with the local clubs indicated that all members are drawn from within Maidstone borough.

10.3.5 Unmet demand

Unmet demand takes a number of forms:

- Teams may have access to a pitch for matches but nowhere to train or vice versa.
- Some pitches may be unavailable to the community.
- The poor quality and consequent limited capacity of pitches in the area and/or a lack of provision and ancillary facilities which meet a certain standard of play/league requirement.

Consultation with local clubs indicated that whilst Maidstone Pumas are happy with their facilities at New Line Learning Academy, Kent Invicta believe that they could expand further with additional facility capacity.

10.3.6 Latent demand

Whereas unmet demand is known to currently exist latent demand is demand that evidence suggests may be generated from the current population should they have access to more or better provision. Kent Invicta believe that there is some evidence of latent demand in the borough at present, although this is anecdotal.

10.4 American Football pitch supply in Maidstone

10.4.1 Quantity

Pitch provision used for American Football in Maidstone is as follows:

Facility	*Address*	*Pitch type*
New Line Learning Academy	Boughton Lane, Maidstone ME15 9QL	Adult rugby
Shepway Green	Cumberland Ave, Maidstone ME15 7JP	American Football

10.4.2 Quality

The qualitative analysis of the above pitches was conducted using the football and rugby sport-specific non-technical visual inspections produced by England Hockey for Sport England's *'Playing Pitch Strategy Guidance'* (2013). The assessment generated the following scores:

Site	*Drainage*	*Maintenance*
New Line Learning Academy	D0	M1

Site	Pitch	Changing	Comments
Shepway Green	Poor	Standard	'Poor' quality pitch with litter and dog fouling.

10.4.3 Pitch maintenance

The maintenance of the pitches used for American Football in the borough is organised by the managers of each facility.

10.4.4 Pitch hire charges

Maidstone Pumas AFC pay £50 per hour to hire the New Line Learning Academy rugby pitch and Kent Phoenix AFC pay £30 per hour to hire the football pitch at Shepway Green.

10.4.5 Ownership, management and security of access

Shepway Green has secured community access.

Site	Ownership	Management	Security of access
New Line Learning Academy	New Line Learning Academy	New Line Learning Academy	Unsecured
Shepway Green	Maidstone Borough Council	Maidstone Borough Council	Secured

10.4.6 Geographical distribution

Both the pitches used for American Football are in Maidstone town, but as such are relatively central to the borough.

10.4.7 The views of stakeholders on pitch supply

Consultation with Maidstone Pumas AFC established that the facilities they use at the New Line Learning Academy meet all their requirements.

Consultation with Kent Phoenix AFC identified the following key issues:

- ***Demand profile:*** The club trains and operates year-round (excluding December and August). Youth American Football is based upon playing a small number of Tournament events at which teams attend to play multiple games. The club is geographically well-located to create a Regional hub for American Football.

- ***Existing use:*** At present the club trains on Sunday mornings from 1000 - 1300, using a training area comparable to an adult football pitch. It has an average turnout of 30 players aged 8-18 each week. with capacity to double this number without requiring more space. The club would like to increase the training sessions to include mid-weeks.

- ***Future use:*** The club is based at Shepway Community Centre, adjacent to Shepway Green, to work with local Youth organisations through SALUS (the community enterprise that runs the centre) to recruit players, develop links and promote American Football. This provides indoor facilities for the club to access during training sessions, as well as opportunities to provide classroom training and development. It is working with SALUS and MBC to investigate opportunities to develop the outdoor multi-use games area, to bring it up to the specification for American Football.

- ***Facilities needs:*** The club uses an area the size of an adult football for its training. The area is not marked and it does not require any goalposts. With access to the community centre, the club does not require use of the changing rooms at Shepway Green. For events, the club requires a further similar sized area at Shepway Green (no goal posts required) and the club would mark the pitches.

10.5 Assessment of current needs

To assess whether the current supply of pitches is adequate to meet existing demand an understanding of the situation at all sites available to the community needs to be developed. This is achieved by providing a brief overview for each site, which comprises

- A comparison between the carrying capacity of a site and how much demand currently takes place there. The carrying capacity of a site is defined as the amount of play it can regularly accommodate without adversely affecting its quality and use. Demand is defined in terms of the number of 'match equivalent' sessions at each site.

- An indication of the extent to which pitches are being used during their peak periods.

The site overviews identify the extent to which pitches are

- ***Being overplayed:*** Where use exceeds the carrying capacity.

- ***Being played to the level the site can sustain:*** Where use matches the carrying capacity.

- ***Potentially able to accommodate some additional play:*** Where use falls below the carrying capacity.

Given the use of the pitches used for American Football by other sports, the assessment of used capacity includes consideration of other pitch users to establish their carrying capacity.

Site	*Pitches*	*Users*	*Weekly capacity*	*Weekly demand*	*Weekly balance*	*Peak capacity*	*Peak demand*	*Peak balance*
New Line Learning Academy	1	Academy use Kent Phoenix AFC Maidstone Pumas AFC	1.0	2.0	-1.0	1.0	1.0	Balanced
Shepway Green	1	Kent Phoenix AFC	1.0	1.5	-0.5	1.0	1.5	-0.5

The assessment shows that both pitches are overused on a weekly basis and that peak demand exceeds supply at Shepway Green. This is partly due to the poor quality and consequent limited carrying capacity of the pitch.

10.6 Assessment of future needs

10.6.1 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

10.6.2 Potential changes in demand

Notwithstanding the data from the *'Active People'* survey, which shows a fall of 37% in adult participation in the game since 2005, the emphasis on youth development in Maidstone makes it reasonable to project future needs based upon current demand levels (with any falling adult rates offset by increasing youth participation).

10.6.3 Site-specific pressures

Both the current pitches used for American Football in Maidstone are poor quality and over-used. In both cases, increased capacity is required to sustain existing activity levels.

10.6.4 Potential changes in supply

Proposals to provide additional '3G' pitch capacity to address football, rugby union and rugby league needs would also potentially benefit American Football. Improvements to the Multi-use games area at Shepway Green Community Centre would add training facility capacity at that site.

10.6.5 Existing spare capacity

There is no spare capacity at pitches used for American Football in Maidstone at present.

10.6.6 Future American Football pitch needs

Future American Football pitch needs are modelled below using 'Team Generation Rates' (TGRs), which identify how many people in a specified age group in the borough are required to generate one team. These are then applied to projected changes in population to identify the likely number of teams in the future.

Team type	*Age range*	*Current population*	*Current teams*	*TGR*	*Population 2031*	*Teams 2031*	*Extra teams*	*Extra pitches*
Adult male	18-45	27,720	1	1: 27,720	31,712	1	0	0
Adult female	18-45	28,270	0	-	32,341	0	0	0
Boys junior	8-17	8,623	3	1: 2,874	9,865	3	0	0
Girls junior	8-17	8,687	0	-	9,938	0	0	0

Projected future demand by 2031 does not involve any additional team formation.

10.7 Key findings and issues

10.7.1 What are the main characteristics of current supply and demand?

- ***Overuse of two pitches:*** Both pitches are overused on a weekly basis and that peak demand exceeds supply at Shepway Green. This is partly due to the poor quality and consequent limited carrying capacity of both pitches.

- ***Kent Phoenix AFC:*** The club would like to expand its current activities by developing partnerships at Shepway Community Centre and extending its use of the adjacent Shepway Green.

10.7.2 Is there enough accessible and secured community use to meet current demand?

The pitch at New Line Learning Academy does not have secured community access and there is already insufficient capacity at both pitches used for American Football to meet all current demand.

10.7.3 Is the accessible provision of suitable quality and appropriately maintained?

Both pitches are rated as 'poor' quality, which further limits their carrying capacity.

10.7.4 What are the main characteristics of future supply and demand?

- ***Population growth:*** The population of the borough is projected to increase by 22,380 people by 2031. This represents an increase of 14.4% over the 2011 census figure.

- ***Changes in demand:*** The projected increase in population will not generate any additional teams by 2031.

- ***Changes in supply:*** Proposals to provide additional '3G' pitch capacity to address football, rugby union and rugby league needs would also potentially benefit American Football. Improvements to the Multi-use games area at Shepway Green Community Centre would add training facility capacity at that site.

- ***Existing spare capacity:*** There is a current collective deficit of 0.5 pitches in the peak period.

- ***Future needs:*** There are no projected additional future needs.

10.7.5 Is there enough accessible and secured provision to meet future demand?

Once the existing deficit of 0.5 pitches in the peak period has been met, there will be no additional pitch needs by 2031.

10.8 Scenario Testing

10.8.1 Introduction

Based upon the key findings and issues identified above, a number of scenarios have been examined, to identify the optimum approach to addressing needs.

10.8.2 Scenario 1: Improving grass pitch capacity

- ***Rationale:*** Improving the quality of the two grass pitches currently used for American Football in Maidstone would improve their carrying capacity and eliminate the current deficit.

- ***Advantages:*** The advantages of this scenario are as follows:

  - Both clubs could continue to use their current sites, where the ancillary facilities already meet their respective needs.

  - The cost of improving the drainage of grass pitches is relatively inexpensive and both pitches could potentially accommodate three or four match equivalents per week if the highest quality and maintenance ratings are achieved.

- ***Disadvantages:*** The disadvantages of this scenario are that the peak-time pitch capacity would remain unaltered, so there would still be a deficit of 0.5 pitches at Shepway Green in the peak period.

- ***Conclusions:*** Grass pitch improvements would not increase peak-time capacity sufficiently to meet current and future needs.

10.8.3 Scenario 2: Adding additional '3G' pitch capacity

- ***Rationale:*** There is a shortage of pitch capacity in Maidstone for football, rugby league and rugby union, that could be addressed by '3G' pitch provision that, with a rugby-based construction specification, could also meet the needs of American Football.

- ***Advantages:*** The advantages of this scenario are as follows:

  - The additional capacity provided by an artificial, all-weather surface would provide 25 hours per week of peak-time use.

  - The summer competitive seasons of rugby league and American Football complement the winter playing seasons for football and rugby, to create opportunities for complementary programming.

  - Basing both American Football clubs at a single '3G' pitch site would have the benefit of encouraging closer pathways between the youth and adult versions of the game.

- ***Disadvantages:*** The disadvantages of this scenario are as follows:

  - Both American Football clubs would have to leave their current sites, where the ancillary facilities support their activity programmes.

  - The cost of '3G' pitch provision is relatively high - currently in the order of £850,000.

- ***Conclusions:*** Provision of a '3G' pitch to meet the needs of a range of sports offers an attractive option for enhancing local capacity.

10.9 Policy recommendations

10.9.1 Introduction

The recommendations in relation to American Football are made in the context of the National Planning Policy Framework (NPPF) which stipulates that existing open space including playing pitches, should not be built upon unless:

- An assessment has taken place which has clearly shown the open space to be surplus to requirements, or;
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality, in a suitable location, or;
- The development is for alternative sport and recreation provision, the needs for which clearly outweighs the loss.

The following recommendations are arranged under the three main headings of 'protect', 'enhance' and 'provide'.

10.9.2 Protect

Recommendation 1 - Safeguarding existing provision: The Maidstone Playing Pitch Strategy comprises a robust and evidence-based assessment of current and future needs for American Football in the borough. The Strategy has identified a need to maintain local pitch capacity and to this extent, it will be important for all current community-used pitches to be retained. It is therefore recommended that existing planning policies continue to support the retention of all sites, based upon the evidence in the Playing Pitch Strategy. In the event that proposals to move pitches used for American Football do come forward, this will only be permissible they are replaced and meet policy exception E4 of Sport England's Playing Fields Policy. This states that 'the playing field or playing fields which would be lost as a result of the proposed development must be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development'.

Recommendation 2 - Security of tenure: One of the sites used for American Football in Maidstone does not have security of tenure. Whilst there are no known threats of eviction, the loss of access to the New Line Learning Academy pitch would create a local deficit in provision. It is therefore recommended that efforts be made to secure a formal Community Use Agreement, to ensure that all current capacity can be assured.

10.9.3 Enhance

Recommendation 3 - Improving existing 'poor' quality provision: Pitch drainage is poor at Shepway Green and the New Line Learning Academy, which compromises usage capacity. Subject to resolving the security of tenure issues, it is recommended that the Academy should be supported to apply for external funding for pitch capacity enhancements, including the receipt of developer contributions (see below), subject to the resolution of the development of alternative options such as a '3G' pitch.

Recommendation 4 - Developer contributions (enhancements): The additional demand for American Football arising from the proposed housing development in Maidstone to 2031, will need be accommodated be enhancing current pitch capacity. It is therefore recommended that the action plan in the Maidstone Playing Pitch Strategy be used as the basis for determining facility enhancements that demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under Section 106 or CIL arrangements, to cover the capital and revenue implications of the enhancements. To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123.

10.9.4 Provide

Recommendation 5 - New facilities: Given the lack of capacity at the current sites, it is recommended that options for new provision should be investigated, either through providing additional '3G' pitch capacity or improved grass pitch carrying capacity at the current sites used.

Recommendation 6 - Developer contributions (new provision): As indicated above, some of the extra demand for American Football arising from the proposed housing development in Maidstone to 2031, will need to be accommodated through the provision of new pitches and facilities. It is recommended that the action plan in the Maidstone Playing Pitch Strategy be used as the basis for determining which proposed new facilities demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under Section 106 or CIL arrangements, to cover their capital and revenue cost implications. To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123.

10.10 Action Plan

10.10.1 Introduction

In the context of the high-level recommendations above, the tables below set out the hockey action plan to guide the implementation of the strategy. The abbreviations stand for MBC - Maidstone Borough Council and BAF - British American Football. The capital cost estimates are based upon Sport England's *'Facility Costs - Second Quarter of 2018'* (2018).

10.10.2 Key strategic actions

Issues	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
Increasing pitch capacity	Commission a feasibility study to establish the options for expanding local pitch capacity, including an artificial grass pitch shared with other sports. Subject to the outcome of the feasibility study, provide new community-secured facilities.	MBC	Maidstone Pumas Kent Phoenix BAF (other governing bodies of sport)	£20,000 for feasibility study to cover all sports. £850,000 got new artificial grass pitch. £500,000 for changing facilities.	High
Securing developer contributions	Ensure that policy provision is made to secure developer contributions towards new and improved American Football facilities.	MBC	American Football Clubs Developers	-	High

10.10.3 Site specific actions

Site	*Issues*	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
New Line Learning Academy	• Poor quality pitch • No security of tenure	• Improve pitch quality • Investigate security of tenure	New Line Learning Academy	Maidstone Pumas	£10,000 for pitch drainage	Medium
Shepway Green	• Poor quality pitch • MUGA needs resurfacing	• Improve pitch quality • Resurface MUGA	MBC	Kent Phoenix SALUS	£10,000 for pitch drainage £20,000 for MUGA	Medium

11 LACROSSE NEEDS IN MAIDSTONE

11.1 Organisational context

- ***English Lacrosse Association:*** The English Lacrosse Association is the governing body of the sport and supports the development of the game in Maidstone.

- ***Maidstone Lacrosse Club:*** The club affiliates to the English Lacrosse Association, is the premier lacrosse club in Kent and is based at the War Memorial Playing Field in Sutton Valance.

11.2 Strategic context

11.2.1 National Lacrosse strategy

The English Lacrosse Association's strategic plan *'National Lacrosse Strategy: Delivering More 2016 - 2020'* (2016) contains the following priorities of relevance to Maidstone:

Vision: 'For Lacrosse to be recognised as a major team sport in England'.

Market positioning: The English Lacrosse Association will focus on male and female participation in the age range 10 - 30. This will encompass:

- School lacrosse to age 18, including after-school INTO programmes.
- Community Club expansion, using the INTO programmes on a 12-month a year basis.

Key priorities:
- Raising the profile of lacrosse.
- Expanding the lacrosse community.
- Improving world-level competitive performance.
- Being an effective organisation.

Facilities Issues: There is an identified action to develop greater access to appropriate facilities.

11.2.2 Neighbouring local authorities

There are no community-based Lacrosse clubs in neighbouring local authorities to Maidstone, although the games is played at education sites at Kent University's Tonbridge Campus and schools in Sevenoaks and Cranbrook.

11.2.3 Implications of the strategic context

Lacrosse is still seeking to expand as a sport and Maidstone is the only community club in Kent where the game can be played.

11.3 Lacrosse demand

11.3.1 Maidstone Lacrosse Club

The club has the following teams and also runs a junior section:

Club	Home ground	Men's teams	Women's teams
Maidstone Lacrosse Club	War Memorial Playing Field Sydney Wooderson Sports Centre	2	1

11.3.2 Demand trends

- ***National trends:*** Sport England's *'Active People'* survey does not record adult participation levels in Lacrosse but the number of members nationally affiliating to the English Lacrosse Association increased from 8,000 in 2009 to 17,000 in 2017.

- ***Local trends:*** Maidstone Lacrosse Club was established as a single men's team in 2008, added a second men's team in 2013 and a women's team in 2014. A junior programme was launched in 2015., so local participation figures have matched national growth trends.

11.3.3 Displaced demand

Consultation with the club indicated that some members are drawn from outside Maidstone borough, in particular players from the University of Kent.

11.3.4 Unmet demand

Unmet demand takes a number of forms:

- Teams may have access to a pitch for matches but nowhere to train or vice versa.

- Some pitches may be unavailable to the community.

- The poor quality and consequent limited capacity of pitches in the area and/or a lack of provision and ancillary facilities which meet a certain standard of play/league requirement.

Consultation with the club indicated that it is happy with the current facilities that it uses and that pitch capacity and availability does not constrain membership levels.

11.3.5 Latent demand

Whereas unmet demand is known to currently exist latent demand is demand that evidence suggests may be generated from the current population should they have access to more or better provision. There is no evidence of latent demand in the borough at present.

11.4 Lacrosse pitch supply in Maidstone

11.4.1 Quantity

Pitch provision used for Lacrosse in Maidstone is as follows:

Facility	Address	Pitch type
War Memorial Playing Field	North Street, Sutton Valance ME17 3HT	Adult football pitch
Sydney Wooderson Sports Centre	North St., Sutton Valence ME17 3HN	Sand-dressed AGP

11.4.2 Quality

The qualitative analysis of the above pitches was conducted using the football and hockey sport-specific non-technical visual inspections produced by the FA and England Hockey for Sport England's *'Playing Pitch Strategy Guidance'* (2013). The assessment generated the following scores:

Site	*Pitch*	*Changing*
War Memorial Playing Field	Standard	Poor
Sydney Wooderson Sports Centre	Standard	Good

11.4.3 Pitch maintenance

The maintenance of the pitches used for lacrosse in the borough is organised by the managers of each facility.

11.4.4 Ownership, management and security of access

The War Memorial Playing Field has secured community access, but the Sydney Wooderson Sports Centre does not.

Site	*Ownership*	*Management*	*Security of access*
War Memorial Playing Field	Sutton Valance Parish Council	Sutton Valance Parish Council	Secured
Sydney Wooderson Sports Centre	Sutton Valance School	Sutton Valance School	Unsecured

11.4.5 Geographical distribution

Both the pitches used for lacrosse are in Sutton Valance which is relatively central to the borough.

11.4.6 The views of stakeholders on pitch supply

Consultation with the South-east Regional Co-ordinator for England Lacrosse confirmed that:

- Kent is a priority in terms of development for the South East.
- England Lacrosse will be launching a new junior development programme, which will identify facilities to form small hubs where junior players can play Lacrosse. This is in the early stages and the governing body is unsure where the Kent hubs will be located.
- Lacrosse is a 'lodger' sport and can use any of the playing fields available (football, rugby or hockey).
- The most significant barrier to participation is access to floodlit areas for midweek training.

Consultation with the Chair of Maidstone Lacrosse Club confirmed that:

- The club plays competitive fixtures on Saturdays during the winter playing season at the War Memorial Playing Field in Sutton Valance. This involves over-marking a lacrosse pitch on the adult football pitch at the site. The changing facilities at the War Memorial Playing Field are poor quality.

- The club trains on the artificial hockey pitch at the Sydney Wooderson Sports Centre, with junior training in the sports hall at the same site.

- Current facilities provision meets all the club's needs.

11.5 Assessment of current needs

To assess whether the current supply of pitches is adequate to meet existing demand an understanding of the situation at all sites available to the community needs to be developed. This is achieved by providing a brief overview for each site, which comprises

- A comparison between the carrying capacity of a site and how much demand currently takes place there. The carrying capacity of a site is defined as the amount of play it can regularly accommodate without adversely affecting its quality and use. Demand is defined in terms of the number of 'match equivalent' sessions at each site.

- An indication of the extent to which pitches are being used during their peak periods.

The site overviews identify the extent to which pitches are

- ***Being overplayed:*** Where use exceeds the carrying capacity.

- ***Being played to the level the site can sustain:*** Where use matches the carrying capacity.

- ***Potentially able to accommodate some additional play:*** Where use falls below the carrying capacity.

Given the use of the pitches used for lacrosse by other sports in addition, the assessment of used capacity includes consideration of other pitch users to establish their carrying capacity.

- ***War Memorial Playing Field adult football pitch:***

Site	*Pitches*	*Users*	*Weekly capacity*	*Weekly demand*	*Weekly balance*	*Peak capacity*	*Peak demand*	*Peak balance*
War Memorial Playing Field	1	Fisherman's Arms FC Mangravet FC Maidstone Lacrosse Club	2.0	2.0	Balanced	1.0	1.0	Balanced

- ***Sydney Wooderson Sports Centre artificial grass pitch:***

Site	*Users*	*Peak capacity*	*Peak demand*	*Peak balance*
Sydney Wooderson Sports Centre	Sutton Valance HC	25.0	8.5	+9.5
	Cobdown HC		5.0	
	Maidstone Lacrosse		2.0	

The assessment shows that the grass football pitch at the War Memorial Playing Field is currently used to capacity, but that there is some spare peak time capacity at the artificial grass pitch at the Sydney Wooderson Sports Centre.

11.6 Assessment of future needs

11.6.1 Population growth

MBC's *'Strategic Housing Market Assessment'* (2015) confirmed the objectively assessed housing need for the borough over the period 2011 to 2031 as 17,660 dwellings. Of these 8,335 have already been built or granted planning permission. This scale of development will increase the borough's population by 22,380 to 177,523 people by 2031. This will represent an increase of 14.4% over the 2011 census figure.

11.6.2 Potential changes in demand

The rapid increases in participation in lacrosse in the past decade suggest that demand for the sport is likely to continue to increase, albeit from a low base.

11.6.3 Site-specific pressures

There are no known site-specific pressures at either of the pitches currently used by Maidstone Lacrosse Club, although the War Memorial Playing Field has no spare capacity to accommodate additional use.

11.6.4 Potential changes in supply

There are no known proposed changes to the supply of pitches used by Maidstone Lacrosse Club, although there is no secured community use at the Sydney Wooderson Sports Centre pitch, which is also likely to need to be re-surfaced in the relatively near future.

11.6.5 Existing spare capacity

There is some limited spare capacity at pitches at the Sydney Wooderson Sports Centre pitch.

11.6.6 Future lacrosse pitch needs

Future lacrosse pitch needs are modelled below using 'Team Generation Rates' (TGRs), which identify how many people in a specified age group in the borough are required to generate one team. These are then applied to projected changes in population to identify the likely number of teams in the future.

Team type	*Age range*	*Current population*	*Current teams*	*TGR*	*Population 2031*	*Teams 2031*	*Extra teams*	*Extra pitches*
Adult male	18-45	27,720	2	1: 13,860	31,712	2	0	0
Adult female	18-45	28,270	1	1: 28,270	32,341	1	0	0
Juniors	8-17	17,310	1	1: 17,310	19,803	1	0	0

Projected future demand by 2031 does not involve any additional team formation.

11.7 Key findings and issues

11.7.1 What are the main characteristics of current supply and demand?

The grass pitch at War Memorial Playing Field is currently used to capacity, but there is some spare capacity at the artificial grass pitch at the Sydney Wooderson Sports Centre.

11.7.2 Is there enough accessible and secured community use to meet current demand?

The pitch at the Sydney Wooderson Sports Centre does not have secured community access, so in the event that access was withdrawn, there would be insufficient provision to meet the needs of Lacrosse.

11.7.3 Is the accessible provision of suitable quality and appropriately maintained?

The changing facilities at the War Memorial Playing Field are rated as 'poor' quality, which detracts from the overall user experience. The pitch carpet at the Sydney Wooderson Sports Centre is rated as 'average' but is likely to need to be replaced in the relatively near future.

11.7.4 What are the main characteristics of future supply and demand?

- ***Population growth:*** The population of the borough is projected to increase by 22,380 people by 2031. This represents an increase of 14.4% over the 2011 census figure.
- ***Changes in demand:*** The projected increase in population will generate one additional team by 2031.
- ***Changes in supply:*** There are no proposed changes in pitch supply that will directly impact upon the needs of Maidstone Lacrosse Club, although since pitch usage is shared with football and hockey respectively, the needs of lacrosse will need to be overlaid with the other sports.
- ***Existing spare capacity:*** There is current spare capacity equivalent to 0.38 artificial grass pitches in the peak period at the Sydney Wooderson Sports Centre.
- ***Future needs:*** Additional future needs equate to demand equivalent to 0.5 grass pitches and 0.1 artificial grass pitches.

11.7.5 Is there enough accessible and secured provision to meet future demand?

With supply and demand of the grass pitch at War Memorial Playing Field balanced, there will be a deficit of 0.5 grass pitches for Lacrosse by 2031.

11.8 Scenario Testing

11.8.1 Introduction

Based upon the key findings and issues identified above, a scenario has been examined, to identify the optimum approach to addressing needs.

11.8.2 Scenario 1: Improving grass pitch capacity

- ***Rationale:*** Improving the quality of the grass pitch currently used for Lacrosse would improve its carrying capacity and eliminate the current deficit.

- ***Advantages:*** The advantages of this scenario are as follows:

  - The club could remain at its exiting site.

  - The cost of improving the drainage of grass pitches is relatively inexpensive and the pitch could potentially accommodate two additional match equivalents per week if the highest quality and maintenance ratings are achieved.

- ***Disadvantages:*** The disadvantages are that the changing facilities at War Memorial Playing Field are rated as 'poor' so will also need to be improved to optimise site usage.

- ***Conclusions:*** Grass pitch improvements and new or refurbished changing facilities at War Memorial Playing Fields would meet current and future needs.

11.9 Policy recommendations

11.9.1 Introduction

The recommendations in relation to Lacrosse are made in the context of the National Planning Policy Framework (NPPF) which stipulates that existing open space including playing pitches, should not be built upon unless:

- An assessment has taken place which has clearly shown the open space to be surplus to requirements, or;

- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality, in a suitable location, or;

- The development is for alternative sport and recreation provision, the needs for which clearly outweighs the loss.

The following recommendations are arranged under the three main headings of 'protect', 'enhance' and 'provide'.

11.9.2 Protect

Recommendation 1 - Safeguarding existing provision: The Maidstone PPS comprises a robust, evidence-based assessment of current and future needs for lacrosse in the borough. The Strategy identifies a need to maintain local pitch capacity so it will be important for all current community-used pitches to be retained. It is therefore recommended that existing planning policies continue to support the retention of all sites, based upon the evidence in the Playing Pitch Strategy. In the event that proposals to replace pitches used for lacrosse do come forward, this will only be permissible they are replaced and meet policy exception E4 of Sport England's Playing Fields Policy. This states that 'the playing field or playing fields which would be lost as a result of the proposed development must be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development'.

Recommendation 2 - Security of tenure: One of the sites used for lacrosse in Maidstone does not have security of tenure. Whilst there are no known threats of eviction, the loss of access to the Sydney Wooderson Sports Centre pitch would create a local deficit in provision. It is therefore recommended that efforts be made to secure a formal Community Use Agreement, to ensure that all current capacity can be assured.

11.9.3 Enhance

Recommendation 3 - Improving existing 'poor' quality provision: The changing facilities at War Memorial Playing Fields are rated as 'poor', which compromises the user experience. Subject to resolving the security of tenure issues, it is recommended that Sutton Valance Parish Council should be supported to apply for external funding for pitch capacity enhancements, including the receipt of developer contributions (see below).

Recommendation 4 - Developer contributions (enhancements): The additional demand for lacrosse arising from the proposed housing development in Maidstone to 2031, will need be accommodated be enhancing current pitch capacity. It is therefore recommended that the action plan in the Maidstone Playing Pitch Strategy be used as the basis for determining facility enhancements that demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under Section 106 or CIL arrangements, to cover the capital and revenue implications of the enhancements. To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123.

11.9.4 Provide

Recommendation 5 - New facilities: Whilst improvements to the existing sites used for Lacrosse in the borough should meet all needs, if these cannot be implemented for any reason, it is recommended that options for new provision should be investigated.

Recommendation 6 - Developer contributions (new provision): As indicated above, if the extra demand for lacrosse arising from the proposed housing development in Maidstone to 2031, needs to be accommodated through the provision of new pitches and facilities, it is recommended that the action plan in the Maidstone Playing Pitch Strategy be used as the basis for determining which proposed new facilities demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under Section 106 or CIL arrangements, to cover their capital and revenue cost implications. To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123.

11.10 Action Plan

11.10.1 Introduction

In the context of the high-level recommendations above, the tables below set out the hockey action plan to guide the implementation of the strategy. The abbreviations stand for MBC - Maidstone Borough Council and MLC - Maidstone Lacrosse Club. The capital cost estimates are based upon Sport England's *'Facility Costs - Second Quarter of 2018'* (2018).

11.10.2 Key strategic actions

Issues	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
Securing developer contributions	Ensure that policy provision is made to secure developer contributions towards new and improved lacrosse facilities.	MBC	MLC Developers	-	High

11.10.3 Site specific actions

Site	*Issues*	*Action*	*Lead*	*Partners*	*Cost estimates*	*Priority*
War Memorial Playing Field	Poor quality changing facilities	Provide new changing facilities	Sutton Valance Parish Council	MLC Football Foundation	£200,000	High
Sydney Wooderson Sports Centre	• No security of tenure • Pitch needs resurfacing	• Secure Community Use Agreement • Resurface pitch	Sutton Valence School	MBC	£100,000 for pitch resurfacing	Medium

12 APPLYING AND REVIEWING THE STRATEGY

12.1 Introduction

This section identifies the applications of the Maidstone Playing Pitch Strategy (PPS) and the mechanisms for reviewing it to ensure that it remains robust and up-to-date.

12.2 Strategy applications

The success of the PPS will be determined by how it is used. While the use of the PPS should be led by the Maidstone Borough Council, its application and delivery should be the responsibility of the project steering group involving other key local stakeholders including Sport England and the governing bodies of the pitch sports. The PPS has a number of applications:

12.2.1 Sports development planning

The PPS can be applied to help:

- Highlight, justify and make the case for sports development activities with particular sports, groups and clubs and in particular areas.
- Identify current and future trends and changes in the demand for individual sports and how they are played.
- Inform the work, strategies and plans of sporting organisations active in the area.
- Advocate the need to work with specific educational establishments to secure community use of their site(s).
- Develop and/or enhance school club links by making the best use of school sites where they have spare capacity and are well located to meet demand.

12.2.2 Planning policy

The PPS can be applied to help:

- Develop new, and review the effectiveness of existing, local planning policy (e.g. Local and Neighbourhood Plans) in line with paragraph 73 of the National Planning Policy Framework (NPPF).
- The implementation of local planning policy to meet the needs of the community in line with paragraph 74 of the NPPF.

12.2.3 Planning applications

The PPS can be applied to help:

- Inform the development of planning applications which affect existing and/or proposed new sports facilities provision.

- Inform pre-application discussions to ensure any subsequent planning applications maximise their benefit to sport and are developed in line with national (e.g. NPPF paragraph 74) and local planning policy.

- Sports clubs and other organisations provide the strategic need for development proposals thereby potentially adding support to their application(s) and saving them resources in developing such evidence.

- Maidstone Borough Council to assess planning applications affecting existing and/or proposed new playing pitch provision in line with national (e.g. NPPF paragraph 74) and local planning policy.

- Sport England and other parties respond to relevant planning application consultations.

The PPS can also be applied to help Maidstone Borough Council to meet other relevant requirements of the NPPF including:

- Taking account of and supporting local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs (NPPF paragraph 17 - Core Planning Principles).

- Delivering the social, recreational, cultural facilities and services the community needs (NPPF paragraph 70).

- Planning positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the framework (NPPF paragraph 157).

- Working with public health leads and health organisations to understand and take account of the health status and needs of the local population, including expected future changes, and any information about relevant barriers to improving health and well-being (NPPF paragraph 171).

12.2.4 Community Infrastructure Levy (CIL)

The PPS can be applied to help:

- Advocate the need for playing pitch provision to be taken into account when the local authority is developing and/or reviewing an approach to the CIL (Charging Schedule including the Regulation 123 list and Infrastructure Delivery Plan) and the wider benefits of doing so (e.g. improving health and wellbeing).

- Provide prioritised infrastructure requirements for sports facilities provision including deliverable sport, area and site-specific projects with costings (where known).

12.2.5 Funding bids

The PPS can be applied to help:

- Provide the evidence base and strategic need to support funding bids by a range of parties to a variety of potential funding sources.

- Inform potential bidders of the likely strategic need for their project.

12.2.6 Facility and asset management

The PPS can be applied to help:

- Ensure a strategic approach is taken to the provision and management of playing pitches.

- Inform the current management, strategies and plans of playing pitch providers e.g. local authorities (within the study area and neighbouring areas), leisure trusts and educational establishments.

- Share knowledge of how sites are managed and maintained, the lessons learnt and good practice.

- Highlight the potential of asset transfers and ensure any proposed are beneficial to all parties.

- Provide additional protection for particular sites over and above planning policy, for example through deeds of dedication.

- Resolve issues around security of tenure.

12.2.7 Public health

The PPS can be applied to help:

- Understand how the community currently participates in sport, the need for playing pitches and how this may evolve.

- Raise awareness of and tackle any barriers to people maintaining and increasing their participation.

- Highlight and address any inequalities of access to provision within the study area.

- Provide evidence to help support wider health and well-being initiatives.

12.2.8 Co-ordinating resources and investment

The PPS can be applied to help:

- Raise awareness of the current resources and investment (revenue and capital) going into the management, maintenance and improvement of playing pitch provision.

- Co-ordinate the current and any future resources and investment to ensure the maximum benefit to sport and that value for money is secured.

- Ensure the current and any future resources and investment are complimentary and do not result in their inefficient use.

12.2.9 Capital programmes

The PPS can be applied to help:

- Provide the evidence base to justify the protection and investment in playing pitch provision.

- Influence the development and implementation of relevant capital programmes (e.g. school refurbishment and new build programmes).

12.3 Monitoring delivery

A process should be put in place to ensure regular monitoring of how the recommendations and action plan are being delivered. This monitoring should be led by Maidstone Borough Council and supported by all members of, and reported back to, the steering group. Understanding and learning lessons from how the PPS has been applied should also form a key component of monitoring its delivery.

12.4 Keeping the strategy robust and up-to-date

Along with ensuring that the PPS is used and applied, a process should be put in place to keep it robust and up to date. This will expand the life of the PPS, providing people with the confidence to continue to both use it and attach significant value and weight to its key findings and issues, along with its recommendations and actions.

Sport England advocates that the PPS should be reviewed regularly from the date it is formally signed off by the steering group. This will help to maintain the momentum and commitment built up when developing the PPS. Taking into account the time to develop the PPS this should also help to ensure that the original supply and demand information is no more than two years old without being reviewed.

Sport England guidance advocates that the reviews should highlight:

- How the delivery of the recommendations and action plan has progressed and any changes required to the priority afforded to each action (e.g. the priority of some may increase following the delivery of others).

- How the PPS has been applied and the lessons learnt.

- Any changes to particularly important facilities and/or sites in the area (e.g. the most used or high-quality sites for a particular sport) and other supply and demand information, what this may mean for the overall assessment work and the key findings and issues.

- Any development of a specific sport or particular format of a sport.

- Any new or emerging issues and opportunities.

Appendix 3

Sports Facilities and Playing Pitch Strategies

Stage 1: Equality Impact Assessment

1. What are the main aims purpose and outcomes of the policy change and how do these fit with the wider aims of the organization?

In accordance with the requirements of the National Planning Policy Framework, the Sports Facilities Strategy and the Playing Pitch Strategy identify current supply and demand for sports facilities/pitches throughout the borough, and forecast future demand to 2031 based on the population growth set out in the Maidstone Borough Local Plan (adopted 2017). Using a base date of 2016, the balance between supply and demand for each type of facility is assessed, in terms of the quantity, quality, accessibility and availability of the borough's indoor and outdoor sports facilities and playing pitches. The strategies ascertain the need for new facilities and upgrades to existing facilities, and include a number of alternative options/ recommendations as to how future demand may be met.

The strategies have been prepared by consultants PLC, using Sport England guidance, and have been developed in consultation with Sport England, Maidstone Leisure Trust, local sports facilities providers, neighbouring local authorities, Kent Sport, the governing bodies of sport, local sports clubs, parish councils, schools, and MBC's Strategic Planning and Leisure teams.

The objectives of the strategies are to:

- Provide an evidence base for use in planning, investment and sports development decisions.
- Refer to, and be in general accordance with, relevant national (including the National Planning Policy Framework), regional, sub-regional and local policies and priorities.
- Provide a clear picture of existing supply, surpluses, deficit and anticipated future demand for pitches by sport and age bracket.
- Assess the current supply of playing pitches including private facilities, with insight into the quality of these facilities and services, identifying possible future supply, including broad location and opportunities for opening up private sites for community use.
- Make reference to provision of facilities immediately adjacent to the Borough to ensure a full picture of local provision is available.
- Identify ways to increase opportunities for participation in sport and physical activity.
- Consult with key established user groups such as local teams, the local Sport and Physical Activity Alliance, the governing bodies of the pitch sports (NGB's), schools and education establishments and local key partners to apply local feedback to contextualise the results.

The strategies form part of the evidence base for the review of the adopted Maidstone Borough Local Plan 2017, but also inform the Council's future work streams and bids for external grant funding.

2. How do these aims affect our duty to:

- **Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the act.**
- **Advance equality of opportunity between people who share a protected characteristic and those who do not.**
- **Foster good relations between people who share a protected characteristic and those who do not.**

During the preparation of the strategies statistical data was collected from a variety of sources, including Kent County Council, Maidstone Borough Council, Sport England, parish councils, and the sports providers and club users of facilities who have assisted in developing the strategies.

- Age: Data was collected on age, i.e. adult and youth club users.
- Sex (gender): Data was collected on sex, i.e. male and female users.
- Disability: Data was collected on access by disabled users.

The strategies concluded that, in some cases, the capacity of existing facilities could be extended by improvements to playing surfaces to increase carrying capacity, provision of floodlights for some outdoor facilities, and extended and reconfigured changing facilities to cater for simultaneous adult/junior and male/female usage. Further, poor quality or a lack of changing facilities reduces the quality of the playing experience, and may present child protection issues in relation to simultaneous male and female and adult and junior use of changing provision, deterring some potential participants. The extent of full disabled access to each facility, including the provision of access ramps, dedicated changing, toilets and car parking was considered as part of the overall qualitative assessment of facilities.

There is no evidence to support the following characteristics:

- Race
- Religion or belief
- Gender reassignment
- Marital and civil partnership status
- Pregnancy and maternity
- Sexual orientation

3. What aspects of the service change including how it is delivered or accessed could contribute to inequality?

The strategies will be published on the website as part of the Council's technical evidence base. The findings and recommendations of the strategies will be given consideration through the review of the Maidstone Borough

Local Plan and as part of the work programme for HCL Committee. Their implementation could have implications for three of the nine protected characteristics: age, sex and disability.

The potential for inequality during the preparation of the Local Plan review is mitigated by (a) a minimum of two rounds of mandatory public consultation in accordance with national planning regulations, and (b) the Council's Statement of Community Involvement which sets out how the Council will undertake consultation on its plans. HCL Committee will introduce appropriate measures for any recommendations implemented through its work programme.

The equality impact will therefore be considered in more detail at a later stage as part of the democratic decision making processes. Public consultation will support and inform consideration of equalities impact so any necessary mitigations can be identified.

4. Will the policy have an impact (positive or negative) upon the lives of people, including particular communities and groups who have protected characteristics? What evidence do you have for this?

The implementation of the strategies through the Local Plan review and the HCL Committee work programme should have a positive impact for all residents, including those with protected characteristics, because the provision of new and improved sports facilities and pitches will be of benefit to all sectors of the community.

Local priorities as outlined in Kent Sport's 'Toward an Active Framework 2017' 9 key themes focus on Age, Sex and Disability and Diversity in general. Alignment with these local equalities priorities going forward and an ongoing commitment through consultation to build on our equalities evidence base should help ensure a positive impact.

This impact assessment will remain a live document that is revisited and updated going forward on this basis.

If the answer to the second question has identified potential impacts and you have answered yes to any of the remaining questions then you should carry out a full EQIA set out as stage 2 below.

Stage 2: Equality Impact Assessment

Name of Policy/Service/Function
Purpose
What are you trying to achieve with the policy / service / function?
Who defines and manages it?
Who do you intend to benefit from it and how?
What could prevent people from getting the most out of the policy / service / function?

How will you get your customers involved in the analysis and how will you tell people about it?
Evidence
How will you know if the policy delivers its intended outcome / benefits?
How satisfied are your customers and how do you know?
What existing data do you have on the people that use the service and the wider population?
What other information would it be useful to have? How could you get this?
Are you breaking down data by equality groups where relevant (such as by

gender, age, disability, ethnicity, sexual orientation, marital status, religion and belief, pregnancy and maternity)?
Are you using partners, stakeholders, and councillors to get information and feedback?
Impact
Are some people benefiting more – or less - than others? If so, why might this be?
Actions
If the evidence suggests that the policy / service / function benefits a particular group – or disadvantages another - is there a justifiable reason for this and if so, what is it?
Is it discriminatory in any way?

Is there a possible impact in relationships or perceptions between different parts of the community?
What measures can you put in place to reduce disadvantages?
Do you need to consult further?
Have you identified any potential improvements to customer service?
Who should you tell about the outcomes of this analysis?

Have you built the actions into your Service Plan or Policy Implementation Plan with a clear timescale?
When will this assessment need to be repeated?

STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE **9 July 2019**

Marden Neighbourhood Plan Regulation 16

Final Decision-Maker	Strategic Planning and Infrastructure Committee
Lead Head of Service	Rob Jarman, Head of Planning and Development
Lead Officer and Report Author	Mark Egerton, Strategic Planning Manager and Sue Whiteside, Principal Planning Officer
Classification	Public
Wards affected	The report particularly affects the wards of Marden & Yalding, Coxheath & Hunton, Boughton Monchelsea & Chart Sutton, and Staplehurst

Executive Summary

The Marden Neighbourhood Plan (Background Document 1) has been published for a second round of public consultation. It is the role of the Council to ensure that certain conditions have been satisfied, and it is confirmed that:

- Regulatory requirements have been met during the preparation of the plan;
- The plan's policies are in general conformity with the strategic policies of the Maidstone Development Plan; and
- There is no requirement for a Strategic Environmental Assessment and/or Habitats Regulation Assessment.

At this stage, the Council is also a statutory consultee for the purpose of making representations on the Marden Neighbourhood Plan. In summary, the plan is an inclusive and well-written document that contains a cross-section of local policies. These policies not only conform to strategic Maidstone Development Plan policies, but also assist in delivering the priorities and cross-cutting objectives of the Maidstone Strategic Plan. Nevertheless, certain paragraphs in the neighbourhood plan require correction and/or greater clarification, and these points are raised in this report and in the Council's response to the Marden Neighbourhood Plan consultation attached at Appendix 1.

The Committee is to consider the Council's formal response to the consultation on the Marden Neighbourhood Plan (Appendix 1), in accordance with Regulation 16 of the Neighbourhood Planning Regulations 2012 (as amended). Following the close of consultation, the submission documents and all representations received will be passed to the independent Examiner for examination into the plan.

The Neighbourhood Planning Protocol was approved by the Strategic Planning, Sustainability and Transportation Committee on 10 July 2018 (Background Document 2). The protocol sets out the various tasks to be undertaken at each neighbourhood plan making stage, identifies who is responsible for completing the tasks, and delegates authority to the Head of Planning and Development for decision

making at certain regulatory stages. For the most part, decision making responsibilities set out in the protocol align with the Council's Constitution. However, the Constitution gives the Head of Planning and Development delegated authority to approve the Council's response to a Regulation 16 consultation on a neighbourhood plan, and to make the decision to move (or otherwise) a neighbourhood plan to referendum (Regulation 17A). In both cases the protocol seeks a Committee decision. The Head of Planning and Development has considered the agreed protocol in the context of the Constitution, and he has elected not to use his delegated authority at Regulations 16/17A because it is important that the Committee has the opportunity to have input into a document that becomes part of the Maidstone Development Plan.

Purpose of Report

Decision

This report makes the following recommendations to this Committee:

That:

1. The Marden Neighbourhood Plan be supported.

2. The Council's representation on the Marden Neighbourhood Plan, attached at Appendix 1, be approved.

Timetable	
Meeting	***Date***
Strategic Planning and Infrastructure Committee	9 July 2019

Marden Neighbourhood Plan Regulation 16

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	It is not expected that the recommendations will by themselves materially affect achievement of corporate priorities but, when the Marden Neighbourhood Plan is made (adopted), it will form part of the Maidstone Development Plan, which will assist in the delivery of the Council's four strategic objectives.	Rob Jarman, Head of Planning and Development
Cross Cutting Objectives	The report recommendations support the achievement of the four cross-cutting objectives through the Marden Neighbourhood Plan, which will eventually become part of the Maidstone Development Plan. (See paragraph 2.11 of this report).	Rob Jarman, Head of Planning and Development
Risk Management	Risks are set out in Section 5 of the report. This consultation (Regulation 16) is being run to ensure that the plan maintains the requirements of national legislation.	Rob Jarman, Head of Planning and Development
Financial	The proposals set out in the recommendations are all within already approved budgetary headings and so need no new funding for implementation. The costs for consultation (Regulation 16), examination, Referendum and adoption of the Marden Neighbourhood Plan are borne by the Borough Council. There is a dedicated budget for this purpose, funded by HCLG neighbourhood planning grants.	Section 151 Officer & Finance Team
Staffing	The recommendations can be delivered within current staffing levels.	Rob Jarman, Head of Planning and Development
Legal	Accepting the recommendations will fulfil the Council's duties under the Town and Country Planning Act 1990, as amended by the Localism Act 2011, the Housing and Planning Act 2016, and the Neighbourhood Planning Act 2017. The recommendations also comply with the Neighbourhood Planning (General) Regulations 2012 (as amended).	Cheryl Parks Mid Kent Legal Services (Planning)
Privacy and Data Protection	Accepting the recommendations will increase the volume of data held by the Council. The data will be held in line with the Council's data protection policies and the GDPR.	Policy and Information Team

Equalities	The Council has a responsibility to support communities in developing a Neighbourhood Plan. The Neighbourhood Planning process provides an opportunity for communities to develop a plan that meets the housing need of its population.	Equalities and Corporate Policy Officer
Public Health	It is recognised that the recommendations will have a positive impact on population health or that of individuals through the policies of the Marden Neighbourhood Plan.	Senior Public Health Officer
Crime and Disorder	There are no implications for Crime and Disorder.	Rob Jarman, Head of Planning and Development
Procurement	The appointment of an independent Examiner from IPE has been made under the procurement waiver signed by the Director of Finance and Business Improvement.	Rob Jarman, Head of Planning and Development [& Section 151 Officer]

2. INTRODUCTION AND BACKGROUND

The neighbourhood planning process

2.1 Parish Councils and designated neighbourhood forums can prepare neighbourhood development plans, also known as neighbourhood plans, for their designated neighbourhood areas. Neighbourhood plans are required to have regard to national policy and be in general conformity with the strategic policies of the development plan for the area. Neighbourhood plans go through two rounds of mandatory public consultation before independent examination, local Referendum and being 'made' (adopted) by Maidstone Borough Council. The procedures for designating neighbourhood areas and preparing neighbourhood development plans are set out in The Neighbourhood Planning (General) Regulations 2012 (as amended).

2.2 Marden parish was designated a neighbourhood area on 14 January 2013. Contact with the parish council has been maintained during the preparation of the Marden Neighbourhood Plan, and officers have offered advice and support to the parish council on a range of issues. The parish council has afforded officers the opportunity to informally comment on draft iterations of the plan, and it has responded positively to the advice given.

2.3 The parish council undertook a 6-week public consultation on the pre-submission version of the Marden Neighbourhood Plan (Regulation 14) between 9 June and 21 July 2018. In accordance with the agreed neighbourhood planning protocol, the Council submitted a representation on the plan under the delegated authority of the Head of Planning and Development. Following consultation, the parish council has amended the plan, as appropriate, in response to all consultation representations.

2.4 When a parish council submits a neighbourhood plan to the Borough Council, the Council has a responsibility to ensure that regulatory requirements have been met: that public consultation on the pre-submission draft plan was carried out in accordance with Regulation 14, and that the submission plan and supporting documentation meet Regulation 15 obligations. These requirements have been met.

2.5 The next stage is a further public consultation on the submission plan (Regulation 16), prior to the plan's submission for independent examination. The Borough Council is responsible for facilitating this consultation and has agreed the consultation dates with the parish council: 14 June to 26 July 2019. The consultation is being undertaken in accordance with neighbourhood planning regulations, the Council's Statement of Community Involvement 2018, and the neighbourhood planning protocol.

2.6 The full set of consultation documents for the Marden Neighbourhood Plan can be viewed on the neighbourhood plans webpage at https://www.maidstone.gov.uk/neighbourhoodconsultations Documents comprise:

- Submission letter;
- Marden Neighbourhood Plan;
- Consultation Statement;
- Basic Conditions Statement;
- Basic Conditions Checklist; and
- Environmental Statement with SEA/Screening Report.

2.7 The Borough Council has a duty to screen the neighbourhood plan in respect of the need for a Strategic Environmental Assessment and/or Habitats Regulation Assessment, and to consult the statutory consultees set out in legislation (Natural England, Historic England and the Environment Agency). This exercise has been completed, and an SEA/HRA is not required for the plan.

2.8 The Borough Council is responsible for appointing an independent Examiner (in agreement with the parish council) and for arranging the examination following the close of consultation. The Marden Neighbourhood Plan and accompanying submission documents will be forwarded to the Examiner, together with all representations received, for the Examiner's consideration. A neighbourhood plan examination is usually dealt with by written representations, although an Examiner can move to a hearing for more complex plans or issues.

2.9 The Examiner's role is limited to testing the submitted plan against the 'Basic Conditions' tests for neighbourhood plans set out in legislation, rather than considering its 'soundness' or examining other material considerations. It is the role of the local planning authority to be satisfied that a basic condition statement has been submitted, but it is only after the independent examination has taken place and after the examiner's report has been received that the local planning authority comes to its formal view on whether the draft neighbourhood plan meets the basic conditions. The basic conditions are met if:

- Having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the neighbourhood plan;
- The making of the neighbourhood plan contributes to the achievement of sustainable development;
- The making of the neighbourhood plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area);
- The making of the neighbourhood plan does not breach, and is otherwise compatible with, EU obligations[1];
- Prescribed conditions are met in relation to the neighbourhood plan and prescribed matters have been complied with in connection with the proposal for the neighbourhood plan[2]; and
- The making of the neighbourhood plan does not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017[3].

The Marden Neighbourhood Plan - Representation

2.10 At this stage of the development of the Marden Neighbourhood Plan 2017-2031 (Draft for Regulation 16), the Borough Council is also a statutory consultee and can submit comments on the plan for consideration by the Examiner.

2.11 The Marden Neighbourhood Plan does not make site allocations for development, but relies on the allocations of the adopted Maidstone Borough Local Plan 2017. The neighbourhood plan contains policies that conserve and enhance the natural and built environments, which respect the parish's heritage, biodiversity and environmental sustainability. The plan includes policies for the conversion of rural buildings, the provision of new farm buildings and accommodation for seasonal workers. It seeks the retention of community and retail facilities and open space, and encourages the creation of new facilities. Policies support the expansion of education and healthcare facilities, and sustainable transport links are endorsed. Support is given to maximising employment opportunities within the parish, and to the development of small-scale Gypsy and Traveller sites. Policies provide for affordable housing on rural exceptions sites to meet identified local needs, and housing for older people

2.12 The Marden Neighbourhood Plan is inclusive and well-written, and its policies are considered to be in general conformity with the strategic policies of the Maidstone Development Plan. However, the text of the plan requires correction and/or greater clarification in some areas:

[1] For example, the need for a Strategic Environmental Assessment and/or Habitats Regulation Assessment

[2] This applies to the need for an Environmental Impact Assessment for certain development proposals, and is not applicable to the Marden Neighbourhood Plan

[3] This new Basic Condition came into force on 28 December 2018 through the Conservation of Habitats and Species and Planning (Various Amendments) (England and Wales) Regulations 2018

Page no.	Paragraph/Policy no.	Representations
	General: References to 'visual continuity'	Amendment: The Marden Neighbourhood Plan makes several references to 'visual continuity'. Replace with 'landscape and visual effects.' Reason: For clarity. The impacts of development are often more than just visual, so impacts on the landscape, and therefore landscape effects, may also need to be considered.
9	Paragraph 3, Aim 7: Priority habitats and species	Amendment: Add **emboldened** text. 'Promoting **the conservation, restoration and enhancement of** priority habitats and species.' Reason: For clarity.
13	Paragraph 1: Historic hedgerows	Amendment: Replace 'heritage' hedgerows with 'historic' hedgerows. Reason: Correction.
16	Paragraph 1: Retention of existing shrubs and trees	Amendment: Add **emboldened** text and delete ~~strikethrough~~ text. '… all existing shrubs and trees **of appropriate condition** not on historic hedgerow alignments … If established habitats and **natural** ~~visual~~ features are …' Reason: For clarity.
17	Paragraph 1 and Policy NE5: Landscape planting	Amendment paragraph 1: Add **emboldened** text and delete ~~strikethrough~~ text. 'As noted above all new planting **where appropriate** on boundaries should be **characteristic** ~~traditional,~~ native species of local provenance.' Reason: For clarity. Species optimising wildlife benefits are not necessarily native and, because of their habit, natives are too robust for many restricted locations. Amendment Policy NE5: Add **emboldened** text and delete ~~strikethrough~~ text. 'New landscape planting in Marden must be selected from **predominantly** native species of local provenance for **landscape and** visual **effects** ~~continuity~~ …' Reason: For clarity.
24	Paragraph 2: Conversion of rural buildings	Amendment: Add sentence to explain that planning policies should avoid isolated dwellings in the countryside. Exceptions to this are set out in NPPF paragraph 79. Reason: For clarity.
37	Paragraph 3: Affordable Housing	Amendment: Add "to meet a borough-wide need" at the end of paragraph 3, to distinguish this paragraph

Page no.	Paragraph/Policy no.	Representations
		from preceding and following paragraphs that refer to affordable housing delivered on rural exception sites that meet a local need. Reason: For clarity.
38	Paragraph 3: Housing for Gypsies and Travellers	Amendment: Delete references to "established links with the parish" in paragraph 3 and elsewhere in the neighbourhood plan. Reason: The accommodation needs for Gypsies and Travellers is an established borough-wide need and cannot be restricted to persons with links to the parish. 'Planning policy for traveller sites', DCLG 2015, does not sanction the inclusion of a local connection criterion.
41-42, 47, 47a, and 49	Page 41 final paragraph and elsewhere in the plan, and Annex 1 and Map: References to Claygate distribution warehouse	Amendments: Delete references to modifying the adopted Local Plan 2017 at its next review in respect of the Claygate distribution warehouse site. The adopted Local Plan already includes this site within the Marden settlement boundary and within the designated Economic Development Area (policy SP22(vii)). Amend Annex 1 and Map (FA3 & FA4) to reflect the Local Plan Policies Map. Reason: Correction.
47a	Annex 1 Map	Amendments: Adjust Marden settlement boundary to reflect the adopted Local Plan at FA3 & FA4 (see above), and to the north-west where EMP1(3) adjoins the MBC Economic Development Area. Reference on the Map to policy I4 (Station) should be In4. Reason: Correction.
44	Paragraph 1: Developer contributions	Amendment: Delete "The contributions can also be sought through the Community Infrastructure Levy (CIL), which is a financial contribution charged at a standard rate. MBC approved the Community Infrastructure Levy charging schedule effective from October 2018"; and replace with "MBC approved the Community Infrastructure Levy charging schedule effective from October 2018. CIL is a non-negotiable levy on new floor space (which meets the specific criteria set out in legislation and the Council's adopted CIL charging schedule)." Reason: To clarify that CIL is a non-negotiable charge.
48-49	Further Actions	Observation: There are several 'further actions' for the Borough Council identified in the table and elsewhere in the plan. Whilst these recommended actions can be considered by the Borough Council

Page no.	Paragraph/Policy no.	Representations
		during the review of the adopted Local Plan, a commitment to amend the Local Plan cannot be made at this point. It would be preferable if the neighbourhood plan referred instead to a parish council action to submit representations seeking amendments during public consultations on the Local Plan review.

2.13 The Committee's approval of the Council's representation on the Marden Neighbourhood Plan, attached at Appendix 1, is sought.

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3. AVAILABLE OPTIONS

3.1 Option A: To not make representation on the Marden Neighbourhood Plan. The consultation is being run in accordance with the requirements of national legislation, but there is no requirement for the Council to submit a representation on the neighbourhood plan. However, to follow this option means that the Council's overall view as the local planning authority is not asserted. This approach would compromise the Council's opportunity to inform the Examiner of its position on the plan.

3.2 Option B: To approve the Borough Council's representation on the Marden Neighbourhood Plan, attached at Appendix 1.

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4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

4.1 Option B is recommended. Once a neighbourhood plan is made, it becomes part of the Maidstone Development Plan and is used for development management decisions. This option affords an opportunity to inform the Examiner of the Council's position in respect of the Marden Neighbourhood Plan.

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5. RISK

5.1 The risks associated with this proposal, including the risks if the Council does not act as recommended, have been considered in line with the Council's Risk Management Framework. That consideration is shown in this report at paragraph 3.1.

5.2 There are some risks to the examination of the Marden Neighbourhood Plan if statutory requirements are not met. These risks have been mitigated by the parish council's positive response to the constructive advice offered by officers on draft iterations of the plan, by ensuring compliance with regulatory requirements and the strategic policies of the Maidstone Development Plan, and by undertaking consultation (regulation 16) in

accordance with the Statement of Community Involvement.

5.3 The risks associated are within the Council's risk appetite and will be managed as per the Council's policy.

6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

6.1 The Marden Neighbourhood Plan is subject to two rounds of public consultation. The first (Regulation 14) was undertaken by the parish council in 2018, and the Council's representation on the plan was submitted under delegated authority to the Head of Planning and Development. The comments received during consultation, together with the parish council's responses to the issues raised, are summarised in the Consultation Statement, and the plan has been amended as a result.

6.2 The current consultation (Regulation 16) is facilitated by the Borough Council, and all representations will be collated by the Borough Council and forwarded to the independent Examiner of the plan, together with the submission documents, for his consideration.

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7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

7.1 Examination of the Marden Neighbourhood Plan is expected to be dealt with by written representations, rather than a hearing, and Maidstone Borough Council is required to pay for the costs of the examination. Following the examination, the Examiner will issue his report and recommendations. A report will be presented to this Committee, outlining the Examiner's recommendations and seeking a decision on whether to move the plan to Referendum. If more than half of those voting in the Referendum have voted in favour of the plan being used to inform planning applications in the area, the plan will move forward to being made (adopted) by full Council.

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8. REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

- Appendix 1: Response to Marden Neighbourhood Plan R16 Consultation

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9. BACKGROUND PAPERS

1. Marden Neighbourhood Plan and Submission Documents
   https://www.maidstone.gov.uk/neighbourhoodconsultations

2. Neighbourhood Planning Protocol
   https://meetings.maidstone.gov.uk/documents/s61500/Appendix1%20Neighbourhood%20Planning%20Protocol.pdf

Maidstone Borough Council
Maidstone House,
King Street,
Maidstone, Kent ME15 6JQ

maidstone.gov.uk
maidstonebc
maidstoneboroughcouncil

Neighbourhood Planning Team
Maidstone Borough Council

Date: XXX

By email only

Dear Sir/Madam

MARDEN NEIGHBOURHOOD PLAN 2017-2031

Consultation pursuant to Regulation 16 of The Neighbourhood Planning (General) Regulations 2012 (as amended)

Consultation period 14 June 2019 to 26 July 2019

Marden parish was designated a neighbourhood area on 14 January 2013. During the preparation of the plan, the Borough Council has offered advice and support to the parish council on matters such as the neighbourhood planning process, the evidence base, the plan's regard to national policy, and general conformity with the strategic policies of the Maidstone Development Plan. Contact with the parish council has been maintained throughout the plan's preparation. The parish council has afforded the Council opportunities to informally comment on draft iterations of the plan, and has responded positively to the advice given.

The parish council undertook public consultation on the pre-submission version of the Marden Neighbourhood Plan (Regulation 14) between 9 June 2018 and 21 July 2018. The Borough Council submitted representations on the plan and, in response to all representations received, the parish council amended the neighbourhood plan as appropriate.

The Borough Council is satisfied that public consultation on the pre-submission draft neighbourhood plan was carried out in accordance with Regulation 14 of the Neighbourhood Planning (General) Regulations 2012 (as amended), and the submission plan and supporting documents meet the requirements of Regulation 15. Natural England, Historic England and the Environment Agency have confirmed that a Strategic Environmental Assessment and/or Habitats Regulation Assessment is not required for the plan.

Public consultation (Regulation 16) on the Marden Neighbourhood Plan, facilitated by Maidstone Borough Council, commenced on 14 June 2019 and closes on 26 July 2019.

The Marden Neighbourhood Plan was considered by the Council's Strategic Planning and Infrastructure Committee on 9 July 2019, when support for the plan was confirmed. The plan is inclusive and well-written, and its policies are considered to be in general conformity with the strategic policies of the Maidstone Development Plan. However, the text of the neighbourhood plan requires some corrections and/or amending to achieve greater clarity in certain areas, as set out below.

Page no.	**Paragraph/Policy no.**	**Representations**
	General: References to 'visual continuity'	Amendment: The Marden Neighbourhood Plan makes several references to 'visual continuity'. Replace with 'landscape and visual effects.' Reason: For clarity. The impacts of development are often more than just visual, so impacts on the landscape, and therefore landscape effects, may also need to be considered.
9	Paragraph 3, Aim 7: Priority habitats and species	Amendment: Add **emboldened** text. 'Promoting **the conservation, restoration and enhancement of** priority habitats and species.' Reason: For clarity.
13	Paragraph 1: Historic hedgerows	Amendment: Replace 'heritage' hedgerows with 'historic' hedgerows. Reason: Correction.
16	Paragraph 1: Retention of existing shrubs and trees	Amendment: Add **emboldened** text and delete ~~strikethrough~~ text. '… all existing shrubs and trees **of appropriate condition** not on historic hedgerow alignments … If established habitats and **natural** ~~visual~~ features are …' Reason: For clarity.
17	Paragraph 1 and Policy NE5: Landscape planting	Amendment paragraph 1: Add **emboldened** text and delete ~~strikethrough~~ text. 'As noted above all new planting **where appropriate** on boundaries should be **characteristic** ~~traditional,~~ native species of local provenance.' Reason: For clarity. Species optimising wildlife benefits are not necessarily native and, because of their habit, natives are too robust for many restricted locations. Amendment Policy NE5: Add **emboldened** text and delete ~~strikethrough~~ text. 'New landscape planting in Marden must be selected from **predominantly** native species of local provenance for **landscape and** visual **effects** ~~continuity~~ …' Reason: For clarity.

Page no.	Paragraph/Policy no.	Representations
24	Paragraph 2: Conversion of rural buildings	Amendment: Add sentence to explain that planning policies should avoid isolated dwellings in the countryside. Exceptions to this are set out in NPPF paragraph 79. Reason: For clarity.
37	Paragraph 3: Affordable Housing	Amendment: Add "to meet a borough-wide need" at the end of paragraph 3, to distinguish this paragraph from preceding and following paragraphs that refer to affordable housing delivered on rural exception sites that meet a local need. Reason: For clarity.
38	Paragraph 3: Housing for Gypsies and Travellers	Amendment: Delete references to "established links with the parish" in paragraph 3 and elsewhere in the neighbourhood plan. Reason: The accommodation needs for Gypsies and Travellers is an established borough-wide need and cannot be restricted to persons with links to the parish. 'Planning policy for traveller sites', DCLG 2015, does not sanction the inclusion of a local connection criterion.
41-42, 47, 47a, and 49	Page 41 final paragraph and elsewhere in the plan, and Annex 1 and Map: References to Claygate distribution warehouse	Amendments: Delete references to modifying the adopted Local Plan 2017 at its next review in respect of the Claygate distribution warehouse site. The adopted Local Plan already includes this site within the Marden settlement boundary and within the designated Economic Development Area (policy SP22(vii)). Amend Annex 1 and Map (FA3 & FA4) to reflect the Local Plan Policies Map. Reason: Correction.
47a	Annex 1 Map	Amendments: Adjust Marden settlement boundary to reflect the adopted Local Plan at FA3 & FA4 (see above), and to the north-west where EMP1(3) adjoins the MBC Economic Development Area. Reference on the Map to policy I4 (Station) should be In4. Reason: Correction.
44	Paragraph 1: Developer contributions	Amendment: Delete "The contributions can also be sought through the Community Infrastructure Levy (CIL), which is a financial contribution charged at a standard rate. MBC approved the Community Infrastructure Levy charging schedule effective from October 2018"; and replace with "MBC approved the Community Infrastructure Levy charging schedule effective from October 2018. CIL is a non-negotiable levy on new floor space (which meets the specific criteria set out in legislation and the Council's adopted CIL charging schedule)."

Page no.	Paragraph/Policy no.	Representations
		Reason: To clarify that CIL is a non-negotiable charge.
48-49	Further Actions	Observation: There are several 'further actions' for the Borough Council identified in the table and elsewhere in the plan. Whilst these recommended actions can be considered by the Borough Council during the review of the adopted Local Plan, a commitment to amend the Local Plan cannot be made at this point. It would be preferable if the neighbourhood plan referred instead to a parish council action to submit representations seeking amendments during public consultations on the Local Plan review.

In summary, regulatory requirements have been met, the neighbourhood plan is in general conformity with the strategic policies of the Maidstone Development Plan, and a Strategic Environmental Assessment and/or Habitats Regulations Assessment is not required. The Marden Neighbourhood Plan is supported by Maidstone Borough Council.

Yours faithfully,

Rob Jarman
Head of Planning and Development
Maidstone Borough Council, King Street, Maidstone, Kent ME15 6JQ
t 01622 602214 **w** www.maidstone.gov.uk

Strategic Planning & Infrastructure Committee	**9 July 2019**

Infrastructure Delivery Plan (IDP) and Regulation 123 List Annual Review

Final Decision-Maker	Strategic Planning & Infrastructure Committee
Lead Head of Service/Lead Director	Rob Jarman, Head of Planning
Lead Officer and Report Author	Helen Smith, Principal Planning Officer Tay Arnold, Planning Projects and Delivery Manager
Classification	Public
Wards affected	All

Executive Summary

At the examination of the Community Infrastructure Levy MBC committed to an annual review of both the Infrastructure Delivery Plan and the Regulation 123 list. This report sets out the process by which the current Maidstone Infrastructure Delivery Plan (IDP), May 2016, has been reviewed and updated, and the reasons for doing so. In total, 27 schemes have been completed since publication of the 2016 IDP. The 129 short and medium term schemes contained in the 2019 IDP have been rated either red, amber or green, based on their considered risk of delivery. In total only 10% of schemes are categorised as 'red' or high risk; with 50% at 'amber' or moderate risk; and 40% at 'green' or low risk of delivery. The report also details the proposed revisions to the Council's current Regulation 123 List, explaining why such revisions are considered to be needed and seeks this committee's agreement to undertake a statutory six week public consultation on the revised draft Regulation 123 List. Both documents will then be brought back to this committee for final decisions.

This report makes the following recommendations to Strategic Planning & Infrastructure Committee

1. That the proposed revision to the Regulation 123 List to include 1FE expansion of Lenham Primary School within the exclusions list (Option A, as per Appendix 3) be agreed for a statutory six week public consultation exercise.

Timetable	
Meeting	***Date***
Strategic Planning & Infrastructure	9 July 2019

Infrastructure Delivery Plan (IDP) and Regulation 123 List Annual Review

1. INTRODUCTION AND BACKGROUND

Regulation 123 List

1.1 The Council adopted its Community Infrastructure Levy (CIL) Charging Schedule in October 2017, with effect from 1 October 2018. The CIL Charging Schedule was approved by the Full Council, alongside a list of the types of infrastructure to be funded in whole or part by CIL. This is known as the Regulation 123 List (Regulation 123 of the Community Infrastructure Levy Regulations 2010, as amended). It does not limit the types of infrastructure on which CIL funds can be spent; the Council can decide to spend CIL on types of infrastructure that have not been identified in the list. However, it does prevent the Council from entering into new Section 106 (S106) planning obligations to secure contributions for any infrastructure that is included in the list.

1.2 Maidstone's current Regulation 123 (R123) List (drawn up to support the examination of the CIL charging schedule) is published on the Council's website and can be found on the following link: https://maidstone.gov.uk/__data/assets/pdf_file/0005/158036/Approved-Regulation-123-List-October-2017.pdf

1.3 The R123 List sets out those types of infrastructure projects that the Council intends will be, or may be, wholly or part funded by CIL. These are currently:

- **Highways and transportation** (excluding on or off site infrastructure and improvements required to make the development acceptable in planning terms; and improvements to the Strategic Road Network)
- **Education provision** (excluding on or off site primary and secondary school facilities required specifically to serve a new development including the following schemes identified in the IDP: Provision of a new primary school onsite H1 (10) Land South of Sutton Road; Expansion of an existing school within South East Maidstone to accommodate site H1 (8); and Provision of a new 2FE primary school within Broad Location H2 (2) Invicta Barracks, Maidstone.)
- **Health provision** (excluding on or off site health infrastructure facilities required to make the development acceptable in planning terms)
- **Social and community infrastructure** (excluding on or off site community facilities required to make the development acceptable in planning terms)
- **Public services infrastructure** (excluding on or off site waste management infrastructure required to make the development acceptable in planning terms)

- **Green and blue infrastructure** (excluding on or off site infrastructure, including open space, improvements and mitigation required to make the development acceptable in planning terms)
- **Flood prevention and mitigation** (excluding on or off infrastructure, improvements and mitigation, including drainage infrastructure, required to make the development acceptable in planning terms)

1.4 The R123 List does not prioritise infrastructure funding. The final decision on allocation of the CIL strategic funds pot sits with this committee. The full governance procedures were approved in January 2019 by this committee and the related constitutional changes were approved by Council in February 2019. The Council is empowered to provide any item of physical infrastructure that is not on the list. In setting this list, the Council is stating that it will not be seeking S106 planning obligations for any infrastructure or types of infrastructure included in the list subject to the specified exceptions. Regulation 123(2) prevents a S106 agreement being a reason for granting planning permission to the extent that it provides for something on the R123 List.

1.5 Maidstone's R123 List must be considered in the context of the Council's Infrastructure Delivery Plan (IDP) which was submitted in April 2017 for the Public Examination of Maidstone's Draft CIL Charging Schedule. The projects listed in the IDP require the provision of types of infrastructure included in the R123 List. The IDP was updated in conjunction with the preparation of MBLP, which itself was adopted in October 2017.

1.6 The Maidstone IDP clearly sets out that income from Maidstone's CIL is earmarked for strategic infrastructure while developer contributions through S106 agreements would provide for site-specific mitigation. This is explicitly set out in the MBLP policy ID1, which states as follows:

"2… Dedicated Planning Agreements (S106 of the Town and Country Planning Act, 1990) will be used to provide a range of site-specific mitigation, in accordance with the S106 tests, which will normally be provided on-site but may where appropriate be provided in an off-site location or via an in-lieu financial contribution.

5… The Community Infrastructure Levy will be used to secure contributions to help fund the strategic infrastructure needed to support the sustainable growth proposed in Maidstone Borough set out in the Infrastructure Delivery Plan."

1.7 Given that officers are now reviewing and updating the IDP, it is prudent to review the R123 List alongside this to determine whether it requires amending in light of the revisions to the IDP. The Council can revise Maidstone's R123 List at any time subject to public consultation. The intent is to achieve a good balance between CIL and other forms of developer contributions, such as S106 agreements. A good balance means CIL is able to fund the infrastructure that is necessary to support development while S106/planning obligations continue to provide site-specific mitigation.

1.8 All S106 planning obligations are required to meet the three tests set out in Regulation 122 of the CIL Regulations 2010 as amended. All planning obligations must be:

(a) necessary to make the development acceptable in planning terms;
(b) directly related to the development; and
(c) fairly and reasonably related in scale and kind to the development.

1.9 Currently, S106 pooling restrictions also apply in accordance with Regulation 123(3) of the CIL Regulations 2010 as amended. The pooling restrictions state that there can be no more than five separate S106 agreements dated on or after 6 April 2010 that provide funding for the same infrastructure project or the same type of infrastructure. However, draft regulations[1] currently laid before parliament will come into force on 1 September 2019, bringing about a series of changes to the way in which the Council charges, collects and reports on developer contributions raised through S106 and CIL. One of these changes is the removal of the current S106 pooling restrictions, thereby allowing the Council to pool any number of developer contributions to fund a single piece of infrastructure. At the time of writing, there is no published guidance as to the transitional arrangements from the current system to the new, therefore officers are not in a position to provide further detail as to exactly how and when the changes will be implemented locally.

1.10 S106 and CIL both continue to be an important resource to enable the council to achieve its priorities as set out in the latest Strategic Plan 2019-2045. These priorities are: Embracing growth and enabling infrastructure; Safe, clean and green; Homes and communities; and A thriving place.

Infrastructure Delivery Plan

1.11 The Maidstone Infrastructure Delivery Plan (IDP) May 2016 accompanied the submission Maidstone Borough Local Plan (MBLP). The primary purpose of the IDP is to identify the infrastructure schemes considered necessary to support the development proposed in the adopted MBLP and to outline how and when these will be delivered. The IDP therefore plays a key role in demonstrating that planned growth can be accommodated in a sustainable manner, through the timely and coordinated delivery of critical and strategic infrastructure.

1.12 The IDP is also an infrastructure planning tool, which can be used as a framework to guide decision making on infrastructure delivery, including the future allocations of monies received from the Community Infrastructure Levy (CIL). It is also an important enabling tool to help the Council achieve its priorities as set out in the latest Strategic Plan 2019-2045. These priorities are: Embracing growth and enabling infrastructure; Safe, clean and green; Homes and communities; and A thriving place.

1.13 However, the limitation of producing an IDP is that it can only provide a snapshot in time of the infrastructure requirements as they are known at the time of production. In order to ensure the IDP continues to reflect the

[1] The Community Infrastructure Levy (Amendment) (England) (No.2) Regulations 2019

correct infrastructure requirements throughout the lifetime of the Local Plan, regular review is necessary. At the examination of the CIL charging schedule the Council committed to an annual review of the IDP. It was agreed this committee on 11th September 2018 that the first annual review of the current IDP and Regulation 123 List would be undertaken by October 2019.

1.14 There is little national guidance as to how to undertake a review nor with what frequency. However, what is clear is that regular review is essential in order to update current scheme progress, remove completed schemes, and to add new schemes where they are needed to support the sustainable delivery of the MBLP. The National Planning Practice Guidance (NPPG), Paragraph 018 Reference ID: 12-018-20140306, states that councils should pay careful attention to "identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time." It also states that this information can be set out in a supporting document [to the Local Plan] such as an infrastructure delivery programme (or plan) that can be updated regularly. As such, officers have undertaken a review of the May 2016 IDP, with the intention that it will continue to be reviewed on an annual basis moving forwards. At this point it should be noted that as part of the current Local Plan Review (LPR), the intention is – in collaboration with infrastructure providers – to produce an entirely new IDP to accompany the LPR submission in 2021. Formal work on this is expected to begin once the preferred spatial approach is known.

1.15 In undertaking this current review, known infrastructure providers – both with and without projects currently listed in the IDP – were initially contacted by email in December 2018 and asked to provide updates on their schemes and to suggest new schemes for consideration where appropriate. The full list of those contacted and those who responded is provided in Appendix 1 of this report.

1.16 Given that this IDP continues to be based on the adopted MBLP, it was not expected that many new schemes would be identified as part of the review. However, it was recognised that organisational business plans and ways of working/delivering services change over time, and that schemes may come forwards where they were previously not identified as necessary to support planned development.

1.17 Based on the responses received, plus further clarifying discussions with infrastructure providers where required, a revised and updated IDP has been produced and is shown in Appendix 2 of this report. The overall content remains very similar to the 2016 IDP, however the new format layout and use of colour-coding is intended to improve the user-friendly navigation of the document, by clearly distinguishing between different infrastructure types and, where appropriate, different geographic areas.

1.18 In summary, the key revisions to the IDP include:

- Removal of all completed schemes;
- Amendment of existing schemes where the output, cost, funding arrangements or scheme status have evolved since 2016;

- Updates to the evidence/justification, for example, references made to planning applications which now have permission; and to the production of more recent evidence by infrastructure providers e.g. The CCG GP Estates Strategy 2018;
- Addition of new schemes where they are justified and required to sustainably deliver the adopted MBLP; and
- Correction of typographical errors such as site allocation references where they were revised subsequent to the production of the 2016 IDP, during the MBLP examination.

1.19 In total: 27 schemes (representing 18% of the total short and medium term infrastructure schemes from the 2016 IDP) have been completed and have therefore been removed from the IDP as part of this review (see Appendix 5); and 7 new schemes were identified for inclusion into the revised IDP. The new schemes are located at the end of each relevant table in the 2019 IDP (Appendix 2) and are shaded grey to make them easily identifiable.

1.20 All 129 short and medium term schemes contained in the 2019 IDP have been reviewed and rated either red, amber or green, based on their considered risk of delivery. An explanation as to how the schemes are categorised is provided within the introductory text of the IDP (see Appendix 2). In total only 10% of schemes are categorised as 'red' or high risk; with 50% at 'amber' or moderate risk; and 40% at 'green' or low risk of delivery. The below table summarises the risk of delivery of the 2019 IDP schemes identified to be delivered in the short and medium term, shown as a percentage and grouped by infrastructure type. By rating the risk to delivery of the schemes this way it enables officers to focus their efforts on collaborating with the key infrastructure providers to ensure that these schemes are delivered in a timely fashion. The long term schemes have not been rated as they relate to infrastructure associated with the later stages of the Local Plan.

	Risk to delivery (short and medium term schemes)			
Infrastructure type	**Red – High Risk**	**Amber – Moderate Risk**	**Green – Low Risk**	**Total no. of schemes**
Highways and transportation	12%	30%	58%	60
Education	0%	82%	18%	11
Health	5%	95%	0%	21
Social and community	0%	0%	100%	2
Public services	0%	100%	0%	8
Utilities	0%	100%	0%	8
Green and blue	24%	0%	76%	17
Flood prevention	50%	50%	0%	2
TOTAL (%)	**10%**	**50%**	**40%**	**129**

1.21 Where a response was not received from an infrastructure provider with schemes currently listed in the IDP, the schemes have been rolled forward and will be reviewed again as part of next year's update following further engagement.

1.22 Revisions to the IDP do not require any form of public consultation. As explained in paragraph 1.14, there is little guidance in terms of the IDP review process. It is therefore down to individual local authorities to determine. The draft revised 2019 IDP (Appendix 2) presented as part of this report is an update of the previous IDP and is based predominantly on publicly available and agreed evidence/strategies, such as the Kent Commissioning Plan for Education Provision. The draft revised IDP is provided as background evidence to the proposed changes to the Regulation 123 List and will be brought back to this committee for final agreement and approval to publish alongside the results from the Regulation 123 List consultation.

Proposed revisions

1.23 The Regulation 123 List may be reviewed and updated at any time by the Council, subject to public consultation. At the examination of the CIL charging schedule the Examiner commented that "Whilst the list is not part of my examination, I make the observation that it is relatively broad-brush with some scope for ambiguity." As a result of this the Council committed to an annual review of the R123 List alongside the IDP.

1.24 Since implementing CIL in October 2018 it has been identified that there is some confusion over the meaning of certain wording within the existing R123 List. Specifically, under the title of education provision where the word 'including' is used with regards to schemes excluded from CIL funding. Using the Oxford English Dictionary definition as a basis for clarification, the Council is of the opinion that the word 'including' is to be construed in the sense that additional unspecified infrastructure schemes within the IDP may also fall under the list. The list is not exhaustive and there may be additional education provision that legitimately falls within the exclusions from CIL and as such would be funded through S106 agreements. However, this ambiguity is not helpful for applicants or the Council and potentially leaves us open to challenge.

1.25 Two options on revised wording to the Regulation 123 List are therefore presented to this committee, Option A (Appendix 3) and Option B (Appendix 4). Both options provide greater clarity and transparency over which schemes are intended to be funded through CIL and which are excluded i.e. to be funded through other means, such as S106.

1.26 In reviewing the R123 List, the Council must consider the evidence that was before the Inspector when the MBLP and the CIL Charging Schedule were subject to examination and whether the exclusion of specific infrastructure from the R123 List (in order to be funded through S106/planning obligations) is likely to have a 'very significant impact' on the viability evidence that supported the Charging Schedule as this would trigger a wholescale review of the Charging Schedule.

1.27 The evidence presented included the IDP, which clearly indicated that schools may continue to be funded through S106 agreements where appropriate and meeting the three tests as explained in paragraph 1.8 above.

1.28 The final viability study that was presented to the Inspector during the examination entitled 'Maidstone Borough Council Revised Plan and CIL Viability Study' dated July 2015, sets out in paragraph 5.4.42 that "in determining a suitable level of CIL, sufficient headroom needs to be available to fund likely S106 requirements."

1.29 This fact that sufficient headroom was allowed in the charging schedule for future S106 obligations to be taken for certain infrastructure requirements reaffirms the approach that the word 'including' in the R123 List does not preclude additional school place provision from being funded through S106 simply because it is not specifically listed. Therefore, the proposed changes to the R123 List presented in option A (Appendix 3) do not undermine the viability evidence that supported the examination of Maidstone's CIL Charging Schedule.

1.30 The two options for the revised draft Regulation 123 List, showing the proposed amendments to the existing R123 List through tracked changes, are set out in Appendices 3 and 4. The chosen version will be subject to six weeks of statutory public consultation. The responses to the consultation will be considered and a recommendation made to this committee for a decision alongside the agreement on the updated IDP.

1.31 The six week public consultation will be held in accordance with the Council's published Statement of Community Involvement, 2018. In addition, National Planning Practice Guidance (NPPG) contains advice set out in Paragraph 098, Reference ID: 25-098-20140612 in relation to amending the R123 List. Subject to this committee's agreement, it is proposed to commence the six week public consultation before the end of this month.

Justification for proposed revisions

1.32 Option A (Appendix 3) shows the proposed addition of the following specific infrastructure project under the 'Exclusions' column for education provision: "1FE expansion of Lenham Primary School for Broad Location H2 (3) Lenham, Maidstone." The reason for this proposed amendment is that at the time of drafting the R123 List the locations for the housing site allocations associated with the broad location were not known. Local Plan policy H2(3) states that the associated infrastructure requirements will be made through the Lenham Neighbourhood Plan and/or the local plan review. Work has commenced on developing the Lenham Neighbourhood Plan and through this it has become clear that a 'block' of at least 3 large sites provides sufficient evidence to combine infrastructure need and its associated funding mechanisms for at least part of the broad location. Linked to this infrastructure planning, clarity regarding primary school provision has also now been obtained and therefore it is deemed to be an appropriate time to update the R123 List to ensure full clarity and transparency regarding funding arrangements for education provision.

1.33 The 1FE expansion of Lenham Primary School represents an amendment to the existing scheme (EDR6) listed in the May 2016 IDP, which was for the "provision of a new 2FE primary school within Broad Location H2(3) Lenham". The reason for the amendment to the scheme output is as a

direct result of confirmation from KCC, as the education authority, that based on their most up to date evidence, a one form expansion of the existing primary school in Lenham will provide sufficient capacity for the anticipated increase in pupil numbers.

1.34 Subsequent to the above scheme amendment, the proposed more fundamental change between the 2016 and 2019 scheme EDR6 is to amend the funding mechanism from 'CIL' to 'S106'. This amendment brings the proposed funding for the expansion of the primary school in Lenham broad location H2(3) into alignment with the proposed funding for the new primary school within the Maidstone Barracks broad location H2(2). Maidstone Barracks broad location was able to be included in the initial exclusions list as the exact site for development was known at that stage, whereas Lenham broad location was not. This change to the IDP will only be made if this committee selects to consult on option A (Appendix 3) to add the scheme to the exclusions listed on the Reg 123 List and following the results of the consultation being brought back to this committee. If this committee choses option B (Appendix 4) the funding mechanism will remain as CIL.

1.35 Nationally, planning guidance regarding the funding of education through developer contributions has recently been revised. It states that whilst central government provides funding to local authorities for the provision of new school places, this funding is reduced to take account of developer contributions, to avoid double funding of new school places (NPPG Paragraph: 007, Reference ID: 23b-007-20190315). In addition, the Department for Education has published non-statutory guidance on 'Securing developer contributions for education', April 2019, which is a further source of information aimed at helping local education authorities (in this case, KCC) to secure developer contributions for education provision. This further supports the Council's proposed change in position on funding arrangements for scheme EDR6.

1.36 It is essential that Maidstone Borough Council facilitate collaborative working with KCC to agree the most appropriate developer funding mechanisms for education, to ensure that school places are provided for concurrent to the delivery of new homes. In this context, the amendment to the IDP and the subsequently proposed revisions to the R123 List outlined in Option A (Appendix 3) are justified.

1.37 Alternatively, if this committee feels the above reasons do not justify the changes then Option B (Appendix 4) will be consulted upon. This removes the word 'including' thereby making the current list of education schemes excluded from CIL funding exhaustive. Funding arrangements for Lenham Primary School scheme EDR6 would remain as CIL, and the IDP would reflect as such. This option also provides clarity regarding the interpretation of the Regulation 123 List but cannot guarantee that strategic CIL funds will be put towards education provision in Lenham.

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2. AVAILABLE OPTIONS

2.1 **Option 1:** Agree for officers to undertake a six week statutory public consultation on the revised draft Regulation 123 List – Option A (appendix 3); the results of which are to be bought back to this committee seeking decisions to publish the final revised Regulation 123 List along with the finalised 2019 IDP.

2.2 By agreeing to publish the revised R123 List for public consultation, the Council has the opportunity to provide a greater level of certainty and clarity to all stakeholders regarding the sources of funding for education provision. The wording of Option A (Appendix 3) seeks to ensure that funding is secured specifically for the provision of new primary school places in Lenham that are anticipated as a direct result of the future development within the broad location. This approach aligns with recent DfE guidance on securing developer contributions for schools and ensures necessary and timely provision of school places concurrent with housing development.

2.3 **Option 2:** Agree for officers to undertake a six week statutory public consultation on the revised draft Regulation 123 List – Option B (appendix 4); the results of which are to be bought back to this committee seeking decisions to publish the final revised Regulation 123 List along with the finalised 2019 IDP.

2.4 By agreeing to publish the revised R123 List for public consultation, the Council has the opportunity to provide a greater level of certainty and clarity to all stakeholders regarding the sources of funding for education provision. The wording of Option B (Appendix 4) makes clear that no other schemes beyond those listed on the current R123 List could be considered to be 'exclusions' from CIL funding i.e. S106 contributions could only be sought on the education schemes as currently listed in the 'exclusions' column of the R123 List. As such, S106 developer contributions could not be explicitly sought for the 1FE expansion at Lenham Primary School and KCC, as the education authority, would need to bid for strategic CIL funds. However, CIL funding cannot be guaranteed, therefore placing the necessary and timely provision of school places in Lenham at risk of non-delivery.

2.5 **Option 3:** Agree to make no changes to the current Regulation 123 List, leaving it in its current format; and agree for publication the 2019 IDP as presented at this committee – making a decision as to whether the main funding mechanism for scheme EDR6 is to be CIL or S106.

2.6 The risk with this option is that it leaves a degree of uncertainty and ambiguity around the interpretation of Regulation 123 List, particularly with regards to the provision of education and may result in potential S106 funding not being secured to deliver clearly identified educational requirements. It may also result in costly appeals against the Council's decisions. By only updating the IDP without removing the ambiguity of the S106 could leave the Council open to challenge when securing funding for infrastructure provision.

2.7 **Option 4:** Agree to make no changes to the current Regulation 123 List, leaving it in its current format; and agree to make no changes to the IDP, instead retaining the May 2016 version IDP.

2.8 The risk with this option is that it leaves a degree of uncertainty and ambiguity around the interpretation of Regulation 123 List, particularly with regards to the provision of education and may result in potential S106 funding not being secured to deliver clearly identified educational requirements. It may also result in costly appeals against the Council's decisions. In addition, it would leave the Council with an IDP that is not reflective of the current infrastructure requirements needed to sustainably deliver the development as outlined in the adopted MBLP.

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3. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

3.1 It is recommended for this committee to choose option 1: To agree for officers to undertake a six week statutory public consultation on the revised draft Regulation 123 List – Option A (Appendix 3); the results of which are to be bought back to this committee seeking decisions to publish the final revised Regulation 123 List along with the finalised 2019 IDP.

3.2 In agreeing to publish the revised Regulation 123 List for public consultation, this committee acknowledges that the increase in transparency and clarity of infrastructure funding arrangements is beneficial to – and in the interest of – all stakeholders. It is of particular importance for applicants and officers to understand exactly which schemes are to be excluded from CIL and funded through alternative mechanisms e.g. S106 agreements, to ensure that monies are collected through the correct mechanisms and that there is no perceived or actual 'double dipping' in order to fund infrastructure. The wording of Option A (Appendix 3) would ensure that funding is secured specifically for the provision of new primary school places in Lenham that are anticipated as a direct result of the future development within the broad location. This approach aligns with recent DfE guidance on securing developer contributions for schools and ensures necessary and timely provision of school places concurrent with housing development.

3.3 It should be reiterated that the proposed revision to the Regulation 123 List is for the purposes of clarity and transparency, and not for reasons of necessity.

3.4 With regard to the 2019 IDP, the final version reflecting the latest infrastructure requirements needed to sustainably deliver the development as outlined in the adopted MBLP is to be bought back to this committee along with the recommendations for the R123 List post-consultation. All stakeholders will clearly be able to see the full list of infrastructure schemes required, along with all relevant information pertaining to each scheme such as the lead delivery body, likely delivery timescales and proposed funding arrangements. It also fulfils national guidance on undertaking regular updates of the IDP.

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4. RISK

4.1 The risks associated with this proposal, including the risks if the Council does not act as recommended, have been considered in line with the Council's Risk Management Framework. That consideration is shown in this report in Section 2. We are satisfied that the risks associated are within the Council's risk appetite and will be managed as per the Policy.

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5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

5.1 As explained in Section 1, the current 2016 IDP has been updated for 2019 through consultation and engagement with all known infrastructure providers operating in the borough. The feedback from this engagement process has led to the revised draft 2019 IDP and the proposed revisions to the Regulation 123 List.

5.2 Subject to this committee's agreement of the proposed recommendation as set out in this report, a six week public consultation on the revised Regulation 123 List will be undertaken. Further details are given under Section 6 of this report.

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6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

6.1 If agreed by this committee, officers will run a six week public consultation on the proposed revised Regulation 123 List (Option A, Appendix 3). The consultation will be undertaken in accordance with the Council's 2018 Statement of Community Involvement. Responses to the consultation along with the final proposed Regulation 123 List (having taken account of the comments received), will then be bought back to this committee for approval and agreement to publish on the Council's website. Alongside this, the final 2019 IDP will also be bought back to this committee for agreement to publish on the Council's website.

6.2 In publishing a post-consultation revised Regulation 123 List and updated 2019 IDP, the Council will produce explanatory website text as well as informing all key stakeholders of the revisions to both the R123 List and IDP, including colleagues in KCC and our own Development Management team. This will ensure that applicants are aware of the changes as early as possible in planning application process.

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7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	Accepting the recommendations will materially improve the Council's ability to achieve its corporate priorities, in particular, "embracing growth and enabling infrastructure". The reasons other choices will be less effective is set out in section 2 of the report.	Rob Jarman, Head of Planning and Development
Risk Management	Refer to paragraph 4.1 of the report.	Rob Jarman, Head of Planning and Development
Financial	The proposals set out in the recommendation are all within already approved budgetary headings and so need no new funding for implementation.	Finance Trainee
Staffing	Recommendations will be delivered with our current staffing.	Rob Jarman, Head of Planning and Development
Legal	Accepting the recommendations will fulfil the Council's duties under Planning Act (2008) and the Community Infrastructure Levy Regulations (2010, as amended). Whilst there is no prescribed procedure for amending a Regulation 123 List, the government's Planning Practice Guidance makes it clear that local planning authorities are able to amend the List so long as they consult the public. In undertaking this public consultation, the Council will fulfil its duties under the adopted Statement of Community Involvement (2018).	Cheryl Parks, Mid Kent Legal Services (Planning)
Privacy and Data	Accepting the recommendations	Cheryl Parks,

Protection	to publicly consult on the revised Regulation 123 List may increase the volume of data held by the Council. We will hold that data in line with GDPR.	Mid Kent Legal Services (Planning)
Equalities	The preferred option for public consultation on the revised R123 List allows for important engagement with the local community and other interested parties. In line with the Statement of Community Involvement, this should be accessible to all residents, inclusive of seldom heard groups. Separate Equalities Impact Assessments are completed as part of individual schemes, as appropriate.	Equalities and Corporate Policy Officer
Public Health	The recommendations may have a positive impact on population health or that of individuals, through the identification of healthcare infrastructure and schemes which support healthy lifestyles e.g. improvements to footpaths and provision of open space.	Rob Jarman, Head of Planning and Development
Crime and Disorder	No implications identified as a result of the recommendations in this report.	Rob Jarman, Head of Planning and Development
Procurement	No implications identified as a result of the recommendations in this report.	Rob Jarman, Head of Planning and Development

8. REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

- Appendix 1: List of infrastructure providers contacted
- Appendix 2: Maidstone Infrastructure Delivery Plan (IDP) 2019
- Appendix 3: Draft Regulation 123 List (tracked changes) – Option A

- Appendix 4: Draft Regulation 123 List (tracked changes) – Option B
- Appendix 5: Completed infrastructure schemes from May 2016 IDP

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9. BACKGROUND PAPERS

Maidstone Infrastructure Delivery Plan (IDP), May 2016:
https://www.maidstone.gov.uk/__data/assets/pdf_file/0016/121129/SUB-011-Infrastructure-Delivery-Plan-May-2016.pdf

CIL Regulation 123 List, October 2017:
https://maidstone.gov.uk/__data/assets/pdf_file/0005/158036/Approved-Regulation-123-List-October-2017.pdf

Securing developer contributions for education, April 2019, Department for Education:
http://offlinehbpl.hbpl.co.uk/NewsAttachments/RLP/Securing_developer_contributions_for_education.pdf

Appendix 1: List of infrastructure providers contacted as part of the Infrastructure Delivery Plan update

Infrastructure provider	Schemes in current IDP?	Response received?
Arriva	✓	
Beult Catchment Improvement Group	✓	×
Environment Agency	✓	✓
Highways England	✓	✓
Historic England	×	✓
Homes England (HCA)	×	×
KCC Education	✓	✓
KCC Highways	✓	✓
KCC Public Transport	×	×
KCC Strategic Planning & Waste	✓	×
Kent Fire & Rescue	×	×
Kent Police	×	×
Maidstone & Tunbridge Wells NHS Trust	×	✓
MBC Economic Development	✓	✓
MBC Environmental Health	×	×
MBC Leisure	×	×
MBC Parks & Open Spaces	✓	×
Medway Valley Countryside Partnership	✓	×
Mobile Operators Association	×	×
Natural England	×	×
Network Rail	✓	✓
NHS England	×	×
Nuventure	×	×
South East Coast Ambulance	✓	✓
South East LEP	×	×
South East Rivers Trust	✓	×
South East Water	✓	×
South Eastern Rail	✓	×
Southern Gas	×	×
Southern Water	✓	✓
Sport England	×	✓
Stagecoach	×	✓
Teise Catchment Improvement Group	✓	✓
Tonbridge & Malling Borough Council	✓	×
UK Power Networks	×	×
University of the Creative Arts	×	×
VIAT and DfE	✓	×
West Kent NHS Clinical Commissioning Group	✓	✓

Maidstone Borough Infrastructure Delivery Plan

2019-2020

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What is the Infrastructure Delivery Plan?
The Infrastructure Delivery Plan (IDP) identifies the borough's infrastructure requirements considered necessary to support the development proposed in the Maidstone Borough Local Plan (MBLP) and outlines how and when these will be delivered. The IDP therefore plays a key role in demonstrating that planned growth can be accommodated in a sustainable manner, through the timely and coordinated delivery of critical and strategic infrastructure. It is a vital tool in helping to deliver the priorities identified in the Council's Strategic Plan 2019-2045. Whilst it contributes to the delivery of all four priorities, it is particularly relevant to 'embracing growth and enabling infrastructure'.

The IDP will also be used by the Council's CIL Steering Group in prioritising and determining bids for Community Infrastructure Levy (CIL) income.

The National Planning Policy Framework (NPPF) requires local planning authorities, through their strategic planning policies, to make sufficient provision for infrastructure including: transport, telecommunications, security, waste management, water supply, wastewater, flood risk, minerals and energy (including heat); community facilities such as health, education and cultural infrastructure; and green infrastructure.

In identifying infrastructure requirements, the Council works alongside infrastructure providers to assess the quality and capacity of all infrastructure, and its ability to meet forecast demands. The Council will also take account of the need for strategic infrastructure, including any nationally significant infrastructure, within the area.

Infrastructure requirements in the IDP reflect the growth and site allocations in the MBLP, adopted in 2017. Over time, strategic infrastructure contained in any 'made' Neighbourhood Plans may also be added to the IDP. The Council is now in the early stages of undertaking a Local Plan Review, with an anticipated adoption date of 2022. As the Local Plan Review progresses towards the final stages, the IDP will begin to incorporate infrastructure requirements based on the future Local Plan.

How has the Infrastructure Delivery Plan been produced?
The original IDP was produced in consultation with internal stakeholders including officers in Economic Development & Regeneration, Environmental Health, Parks and Leisure. Consultation also took place with Kent County Council regarding provision of education, highways, waste, adult and youth services, libraries and community learning; as well as other external stakeholders including utility providers, Valley Invicta Academy Trust, Network Rail, Arriva, Highways England, Sport England, the NHS, the CGG, Environment Agency, South East Coast Ambulance Service, Kent Police and Kent Fire & Rescue.

In updating the IDP for 2019/20, all infrastructure providers with projects listed in the IDP were contacted in order to provide progress updates on their schemes and to submit new schemes for consideration of inclusion into this updated IDP. Other key infrastructure providers known to be operating in the borough but without schemes in the 2016 IDP were also contacted and given the opportunity to submit new schemes for consideration of inclusion into this updated IDP.

What does the Infrastructure Delivery Plan contain?
The IDP groups infrastructure schemes by broad location and into eight broad infrastructure types as follows:

Schedule A: Highways and transportation
Schedule B: Education
Schedule C: Health
Schedule D: Social and community infrastructure
Schedule E: Public services
Schedule F: Utilities
Schedule G: Green and blue infrastructure
Schedule H: Flood prevention and mitigation

For each infrastructure type and broad location, the IDP sets out the borough's requirements, where and when it is required, why it is needed and an update on the delivery of the infrastructure to date. It also sets out what key progress is expected over the next year. Each infrastructure type is accompanied by an Infrastructure Delivery Schedule table which provides further detail on who will be delivering the required infrastructure, funding sources and estimated total costs, as well as prioritising the projects and identifying the risk associated with the delivery of each project.

Where new schemes are included within the 2019 IDP, they are at the end of the relevant table and are shaded grey.

How are infrastructure projects prioritised?
The projects contained in the IDP are prioritised as follows:

Critical: infrastructure that must be provided to enable physical development to occur. Failure to provide these pieces of infrastructure could result in significant delays in the delivery of development.

Essential: infrastructure in this category is unlikely to prevent physical development in the short term, however failure to invest in it could result in delays in development in the medium to long term.

Desirable: infrastructure that is required to deliver the overall spatial strategy objectives but is unlikely to prevent development in the short or medium term. Whilst not designated as critical or essential, the importance of this infrastructure to the delivery of sustainable development should not be underestimated.

How are infrastructure delivery risks categorised?
Each project listed in the IDP is also categorised in terms of its risk of delivery. For clarity, this is not a classification of risk to the overall delivery of the Local Plan, only a risk associated with the delivery of each specific infrastructure project or scheme. Each risk category is as follows:

High: Fundamental constraints attached to the delivery of the scheme e.g. no clear funding, no site identified, land assembly issues.

Moderate: Some constraints or uncertainty attached to the delivery of the scheme.

Low: Strong certainty of scheme delivery e.g. costs identified, funding in place, political and community support.

Implementation and Review of the Infrastructure Delivery Plan
The Infrastructure Delivery Plan (IDP) is reviewed and updated on at least an annual basis to support the sustainable delivery of Maidstone Borough Local Plan (MBLP).

The comprehensive infrastructure package set out in the 2016 IDP was based on a detailed evidence base that accompanied the MBLP. Whilst additional schemes may come forward for inclusion into future revisions of the IDP, perhaps because of changing organisational structures or priorities, or as a result of unanticipated demographic changes; these are not expected to be essential or critical infrastructure items.

Schemes identified in the IDP will be kept under review as new planning permissions are granted; as developer contributions are secured and subsequently paid towards infrastructure delivery; and as strategic CIL funds are allocated to infrastructure schemes. The monitoring of schemes will also indicate where progression is not in line with anticipated delivery timescales and should help identify if non-delivery of infrastructure threatens to become a constraint to development.

SCHEDULE A: Highways and Transportation

Where?
Maidstone Town Centre

What?
- Maidstone Bus Station improvements
- Bus lane provision
- Cycle parking improvements
- Public realm improvements and enhancements
- Improved pedestrian linkages, accessibility and legibility
- Provision of new and improvement of existing towpath
- New footbridge provision
- Maidstone East Rail Station improvements and provision of commuter car parking

When?
Predominantly short to medium term

Why?
The ITS seeks to ensure that pedestrian access becomes the primary mode of movement within the town centre, recognising that improvements to the pedestrian environment and public realm can help achieve this.

Evidence prepared to support MBLP policies on the town centre, including the Maidstone Town Centre Assessment (2013) and the Town Centre Study (2010) identify the positive impact these essential improvements for the town centre more generally.

Transport modal shift reduces traffic congestion within the town centre, and has cross-cutting health benefits in terms of improved air quality and increased physical activity.

Key supporting evidence
1) Local Plan policy DM24 Sustainable Transport
2) Integrated Transport Strategy 2011-2031
3) KCC Local Transport Plan
4) Maidstone Town Centre Assessment 2013
5) Town Centre Study 2010
6) Maidstone Economic Development Strategy 2015-2031

Next steps for 2019/20
Imminent completion of the public realm improvements to Gabriel's Hill and Week Street (HTTC5 & HTTC8).

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTTC3	**Public transport improvements** Works to improve the functionality of the public transport network	Improvements to the Maidstone Bus Station	Policy DM24 ITS 2011-31 Town Centre Study 2010	Maidstone town Centre SP4	MBC Arriva	£2m	MBC – Capital programme Arriva CIL	Feasibility design work currently underway	Short / Medium term	Essential	Moderate
HTTC5	**Pedestrian environment** Measures to improve accessibility and appearance	Package of measures to improve the pedestrian environment and public realm along Week Street	ITS 2011-31 Maidstone Economic Development Strategy 2015 - 2031 Maidstone Town Centre Assessment 2013 Town Centre Study 2010	Maidstone Town Centre SP4	MBC	Combined cost of HTTC5 & HTTC8 estimated at £3.1m	MBC Capital Programme	Underway and will be completed by May 2019	Short term	Essential	Low
HTTC6	**Pedestrian environment** Measures to improve accessibility and appearance	Package of measures to improve pedestrian linkages from the Town Centre to the riverside, including the pedestrianisation of Earl Street, from Pudding Lane to Week Street	Policy DM24 ITS 2011-31 Maidstone Economic Development Strategy 2015 – 2031 Maidstone Town Centre Assessment 2013 Town Centre Study 2010	Maidstone Town Centre SP4	MBC	£972k	CIL	Outline scheme and costings developed	Medium term	Essential	Moderate
HTTC7	**Pedestrian environment and cycle provision** Measures to improve accessibility and permeability	Provision of a shared use pedestrian/ cycle footbridge linking St Peter's Street and Earl Street	Policy DM24 ITS 2011-31 Town Centre Study 2010 Maidstone Town Centre Assessment 2013	Maidstone Town Centre SP4	MBC KCC	Unknown	CIL	Study completed but further work required	Long term	Desirable	High
HTTC8	**Pedestrian environment and public realm** Measures to improve accessibility, safety and appearance	Footpath improvements and improved public realm on Gabriel's Hill	Maidstone Economic Development Strategy 2015 - 2031	Maidstone Town Centre SP4	MBC	Combined cost of HTTC5 & HTTC8 estimated at £3.1m	MBC Capital Programme	Underway and will be completed by May 2019.	Short term	Essential	Low

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
			ITS 2011-31								
HTTC9	**Pedestrian environment** Measures to improve access and safety for pedestrians	New section of riverside towpath and improvements to existing riverside towpath from Scotney Garden to Whatman Park.	Policy DM24 ITS 2011-31 Town Centre Study 2010 Planning permissions: MA/13/0297 MA/02/0820	Maidstone Town Centre SP4	MBC KCC	Unknown	S278 S106	Committed through planning permissions MA/02/0820 and MA/13/0297 Work to facilitate this tow path has been completed.	Short term	Essential	Low
HTTC11	**Public transport and pedestrian environment** Measures to improve accessibility and appearance	Improvements to Maidstone East Rail Station forecourt and ticket office, together with improvements to the public realm at the northern end of Week Street.	SELEP Business Case - Maidstone East Maidstone Town Centre Assessment 2013 Town Centre Study 2010 SHEDLAA 2014	Maidstone Town Centre SP4	South Eastern Rail Network Rail MBC KCC	£2.0m	SELEP and Network Rail	Funding secured and scheme expected to be completed by 2020	Short term	Essential	Low
HTTC12	**Pedestrian environment and public realm** Measures to improve accessibility and appearance	Improvements at Sessions House Square and Week Street to provide an enhanced public open space and public realm	Maidstone Town Centre Assessment 2013 Town Centre Study 2010 SHEDLAA 2014	Maidstone Town Centre SP4 RMX1 (2) Maidstone East and Maidstone Sorting Office	MBC KCC	Unknown	Future S106	Outline design developed	Medium term	Essential	Moderate
HTTC13A	**Public transport** Measures to improve accessibility, safety and appearance	Provision of a multi-storey commuter car park to serve Maidstone East Rail Station	Policy DM24 RMX1(2) Maidstone East and Maidstone Sorting Office	RMX1(2) Maidstone East and Maidstone Sorting Office	South Eastern Rail Network Rail KCC	£9.0m	CIL	Network Rail has confirmed that a minimum of 550 spaces will be required	Short / Medium term	Essential	Moderate
HTTC13B	**Pedestrian environment and public realm** Measures to improve accessibility, safety and appearance	Package of measures to improve linkages, accessibility and the quality of the public realm on Rose Yard, Pudding Lane and Market Buildings.	Maidstone Economic Development Strategy 2015 - 2031 ITS 2011-31 Town Centre Study 2010	Maidstone Town Centre SP4	MBC KCC	£1.52m	CIL	Initial costings estimate developed	Medium term	Desirable	High

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTTC14	**Pedestrian environment** Measures to improve town centre legibility	Package of measures to introduce themed trails and quarters in the town centre to improve legibility	Destination Management Plan 2015 Town Centre Study 2010	Maidstone Town Centre SP4	MBC KCC	Unknown	CIL	Partially complete. Further interpretation and wayfinding signage needed.	Short/ Medium term	Desirable	Moderate
HTTC15	**Pedestrian environment and cycle provision**	Footpath and public realm improvements on King Street between the junction of Wyke Manor Road and site RMX1 (3)	Sustainable Transport DM24 Town Centre Study 2010	Maidstone Town Centre SP4 RMX1 (3) King Street	MBC KCC	Unknown	Future S106	Further work required to establish outline scheme	Short term	Essential	Low
HTTC16	**Pedestrian environment** Measures to improve accessibility and safety	Provision of pedestrian crossing facilities on Upper Stone Street and Mote Road (slip road)	KCC correspondence, 2019	Maidstone Town Centre SP4	KCC MBC	Unknown	CIL	Further design work needed to identify suitable scheme	Short/ Medium term	Desirable	High

Where?

Maidstone Urban Area – M20 Junction 7 Strategic Development Area

What?

- Roundabout capacity improvements and signalisation
- New signal pedestrian crossing provision
- M2 Junction 5 capacity improvements
- Dualling of carriageway between Bearsted and New Cut roundabouts
- Bus priority measures and increased frequency of routes

When?

Short to medium term

Why?

To support significant mixed use development adjacent to the M20 J7 (MBLP Policy RMX1 (1)), the ITS identifies the need for signalisation of the motorway junction and the widening of the coast bound off-slip. Capacity enhancements at the New Cut and Bearsted Roundabouts, and the dualling of the Bearsted Road between these roundabouts, are also essential to the delivery of this important development site. Of these schemes, all but the dualling have already been secured through the planning process, as key requirements of the section 106 planning obligation attached to the grant of outline planning permission (MA/13/1163) for the development of a medical campus on the substantive part of site RMX1 (1).
The dualling scheme is yet to be secured as planning permission for the redevelopment of the retail element of the site has not been granted. The transport evidence submitted in support of the refused planning application (MA/13/1931) supports the need for the scheme, and it is anticipated that the improvement will be secured as part of that development when it comes forward.

The improvement of bus services to connect RMX1 (1) with Maidstone Town Centre is another key objective of the ITS. Contributions towards the scheme have also been secured through planning permission MA/13/1163, and MBC will work closely with KCC and Arriva to ensure a suitable scheme is developed and delivered in a timely manner to support growth in this area of Maidstone.

Key supporting evidence

1) Local Plan policy DM24 Sustainable Transport
2) Local Plan policy RMX1(1) Newnham Park, Maidstone
3) Integrated Transport Strategy 2011-2031

Next steps for 2019/20

Commencement of scheme HTJ71.

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTJ71	**Highway improvements** Works to provide additional capacity	Capacity improvements and signalisation of Bearstead roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts.	Policy DM24 ITS 2011-31 Planning permissions: 16/507292/OUT MA/13/1163	RMX1 (1) Newnham Park, Maidstone	KCC	£11.399m	S106 MBC DfT	Construction due to commence Summer 2019	Short term	Critical	Low
HTJ72	**Highway improvements** Works to improve the functionality of the strategic road network	Traffic signalisation of the M20 J7 roundabout, widening of the coast bound off-slip and creation of a new signal controlled pedestrian route through the junction.	Policy DM24 Planning permissions: 16/507292/OUT MA/13/1163	RMX1 (1) Newnham Park, Maidstone H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road H1 (10) South of Sutton Road	Highways England KCC	£4.667m	S106	Committed scheme under MA/13/1163. Detailed design completed.	Short / Medium term	Critical	Low
HTJ73	**Highway improvements** Works to improve the functionality of the strategic road network	Capacity improvements at M2 J5 (located in Swale Borough)	Policy DM24 Planning permissions: 16/507292/OUT MA/13/1163	RMX1 (1) Newnham Park, Maidstone	Highways England	TBC	DfT S106	Scheduled start of works 2020	Short term	Critical	Low
HTJ74	**Highway improvements** Works to provide additional capacity	Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout.	Policy DM24 ITS 2011-31 Planning application: MA/13/1931	RMX1 (1) Newnham Park	KCC	£2.7-£3.3m	S106	Included as part of HTJ71	Medium term	Critical	Low
HTJ75	**Public transport and highways improvements** Works to improve the functionality of the public transport network	Increased frequency of 333 / 334 route to provide a bus service with 15 minute intervals between site RMX1 (1) and the town centre.	Policy DM24 ITS 2011-31 Planning application: MA/13/1931	RMX1 (1) Newnham Park	KCC Arriva	£2.7m	S106 CIL	Bus extension scheme options considered under planning applications at site RMX1 (1).	Short / Medium term	Essential	Moderate

Where?

Maidstone Urban Area – South East Maidstone Strategic Development Area

What?

- A274 Sutton Road capacity improvements and bus prioritisation measures
- A229/A274 Wheatsheaf junction improvements
- Bus service frequency improvements along the A274
- New footway, cycle route and toucan crossing provision

When?

Short to medium term

Why?

Through the planning consents at sites H1(5) and H1(6) significant financial contributions have been secured towards the delivery of bus priority measures along the A274 corridor. The IDP also identifies the need for investment to support the increased frequency of bus services along the A274 corridor, and these measures together reflect the ITS objective of improving the quality and accessibility of public transport networks, in particular along key radial routes into the town.

Since the 2016 IDP, a new roundabout providing access to site H1(5) (scheme HTSE3) and a new road between Gore Court Road and Sutton Road, through site H1(6) (scheme HTSE5) have been completed.

As part of the Maidstone Integrated Transport Package (MITP), Local Growth Fund money has been reallocated towards the junction scheme at A274/Willington Street, as well as S106 monies being secured from surrounding developments. The provisional scheme design, as reported to the Maidstone Joint Transport Board in January 2018, was not endorsed. Therefore an amended scheme which still delivers the necessary benefits is required.

For the longer term the MBLP and ITS confirm the intention to investigate and assess the justification for a Leeds-Langley Relief Road, as part of the Local Plan Review. KCC have advised that strategic traffic modelling indicates that a link between the A20 and A274 could have a significant beneficial impact upon traffic levels in the south and south east sectors of the urban area. A significant amount of work is required however to develop the detailed case, including full traffic and environmental impact studies, strategic alternatives, a preferred route and funding methods, and progress will be taken into account as the IDP is reviewed in the future.

Key supporting evidence

1) Local Plan policy DM24 Sustainable Transport
2) Integrated Transport Strategy 2011-2031
3) SHEDLAA 2014
4) Walking and Cycling Strategy 2011-2031

Next steps for 2019/20

Pending the outcome of the business case review, progress schemes HTSE6 and HTSE7 beyond detailed design stage.

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTSE1	**Highway improvements** Works to provide additional capacity	Capacity improvements on the A274 Sutton Road between the junctions of Wallis Avenue and Loose Road, incorporating bus prioritisation measures from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.	Policy DM24 ITS 2011-31 SHEDLAA 2014 Mott McDonald A274 Corridor Study April 2016 Planning permissions: MA/13/1149 MA/13/0951 MA/13/1523 MA/12/0986 MA/12/0987	H1 (5) Langley Park H1 (6) North of Sutton Road H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road H1 (9) Bicknor Farm H1 (10) South of Sutton Road H1 (27) Kent Police HQ H1 (28) Kent Police Training School	KCC	£3.2-£3.8m	Existing S106 CIL	Outline design work completed	Short term	Essential	High
HTSE2	**Highway improvements** Works to provide additional capacity	Improvements to capacity at the junctions of Willington Road and Wallis Avenue with Sutton Road	Policy DM24 ITS 2011-31 SHEDLAA 2014 Planning permissions: MA/13/1149 MA/13/0951 MA/13/1523	H1 (5) Langley Park H1 (6) North of Sutton Road H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road H1 (9) Bicknor Farm H1 (10) South of Sutton Road H1 (27) Kent Police HQ H1 (28) Kent Police Training School	KCC	£1.8m	Existing S106 Local Growth Fund (LGF)	No currently approved design	Short term	Critical	Moderate
HTSE4	**Highway improvements** Works to provide additional capacity	Widening of Gore Court Road between the new road and White Horse Lane	Policy DM24 SHEDLAA 2014	H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road	KCC	Unknown	S106	Outline design included as part of the Land north of Bicknor Wood H1 (7)	Short term	Critical	Moderate

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
								planning permission			
HTSE6 HTSE7	**Highway improvements** Works to provide additional capacity	Improvements to capacity at the A229/A274 Wheatsheaf junction and improvements to the approaches to the Bridge Gyratory signal junctions from the Wheatsheaf junction	Policy DM24 ITS 2011-31 Planning permissions: MA/12/0986 MA/12/0987 MA/14/503167	H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road H1 (9) Bicknor Farm H1 (10) South of Sutton Road H1 (27) Kent Police HQ H1 (28) Kent Police Training School H1 (29) New Line Learning	KCC	Unknown	Existing S106 Local Growth Fund (LGF) CIL	Business case submitted. Detailed designs expected by mid-2019.	Short term	Critical	Moderate
HTSE8	**Public transport** Measures to improve opportunities for access to the public transport network and improve network functionality	Extension and/or improvements to the frequency of bus services along the A274 Sutton Road to connect the allocated sites with the Town Centre	Policy DM24 ITS 2011-31 Arriva Consultation 2015	H1 (5) Langley Park H1 (6) North of Sutton Road H1 (7) Land north of Bicknor Wood H1 (8) West of Church Road H1 (9) Bicknor Farm H1 (10) South of Sutton Road H1 (27) Kent Police HQ H1 (28) Kent Police Training School	Arriva KCC	c£2.7m	S106 CIL	Discussions ongoing with Arriva to determine the most appropriate scheme	Short / Medium term	Essential	Moderate
HTSE9	**Pedestrian environment** Works to improve safety and accessibility	Provision of a new footway on the northern side of Sutton Road.	Policy DM24 Planning permission: 15/509015/OUT	H1 (10) South of Sutton Road, Maidstone	KCC	£550k	S106	Outline design developed	Short term	Critical	Low
HTSE11	**Cycle provision**	Provision of a cycle route	Policy DM24	H1 (5) Langley Park, Maidstone	KCC	Unknown	S106	Outline design developed	Short term	Critical	Low

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
	Works to improve safety and accessibility	through sites H1 (5) and H1 (10) from the A274 in the vicinity of Langley Church to Brishling Lane.	ITS 2011-31 Walking and Cycling Strategy 2011-2031 Planning permission: 15/509015/OUT	H1 (10) South of Sutton Road, Maidstone	Developer		S278				
HTSE12	**Cycle provision** Works to improve safety and accessibility	Connections to the existing cycle network from Park Wood to the town centre	Policy DM24 ITS 2011-31 Walking and Cycling Strategy 2011-2031 Planning permission: 13/1149/OUT 15/509015/OUT 16/503775/FULL	H1 (5) Langley Park, Maidstone H1 (9) Bicknor Farm, Maidstone H1 (10) South of Sutton Road, Maidstone	KCC	Unknown	S106 S278	Outline design developed	Short term	Critical	Low

Where?

Maidstone Urban Area – North West Maidstone Strategic Development Area

What?

- Coldharbour roundabout capacity improvements
- Fountain Lane and A26/Tonbridge Road junction capacity improvements
- Hermitage Lane and A20/London Road junction capacity improvements
- North west Maidstone circular bus route provision
- New pedestrian crossing and cycle lane provision on Hermitage Lane

When?

Short to medium term

Why?

In the north west of Maidstone, the ITS identifies a series of schemes required to support the delivery of development across the strategic development area. Key schemes include capacity improvements at key junctions including the Coldharbour roundabout and the junction of the A26 and Fountain Lane, and the provision of a circular bus loop to connect the strategic development area to the town centre. Together with complementary sustainable transport schemes, including a new cycle lane along Hermitage Lane, this package of measures has been shown to provide adequate mitigation through the determination of planning applications of 3 of the 4 development sites which comprise the strategic development area. Significant contributions have already been secured towards delivery of the schemes, and it is anticipated that the infrastructure can be delivered in a coordinated manner to support growth.

The output for scheme HTNW3 has been revised since the 2016 IDP publication to reflect the latest scheme design – the repositioning and enlargement of the Coldharbour roundabout result in the removal of the existing traffic signals. Similarly, the additional lane proposed under scheme HTNW4 in 2016 is no longer required and has been removed from the scheme output. Funding sources for HTNW3 have been updated to include Local Growth Fund, as this scheme is part of the Maidstone Integrated Transport Package.

At this time, it is uncertain whether the proposed capacity improvements at the junction of Hermitage Lane and London Road (HTNW5) are required, due to the proposed provision of a new link road as part of a development in the neighbouring borough of Tonbridge and Malling. It is prudent, therefore, to keep the scheme within the IDP and review it again next year.

Key supporting evidence

1) Local Plan policy DM24 Sustainable Transport
2) Integrated Transport Strategy 2011-2031
3) Walking and Cycling Strategy 2011-2031

Next steps for 2019/20

Detailed design for scheme HTNW3 are expected to be complete by May 2019, with commencement of work on site by autumn 2019 and completion in 2020.

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTNW1	**Highway improvements** Works to improve the functionality of the Strategic Road Network	Interim improvements to M20 J5 roundabout including white lining scheme (located in Tonbridge & Malling)	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Walking and Cycling Strategy 2011-2031 Planning permissions: MA/13/1749 MA/13/1702 MA/14/501209	H1 (1) Bridge Nurseries, Maidstone H1 (2) East of Hermitage Lane, Maidstone H1 (3) West of Hermitage Lane, Maidstone H1 (4) Oakapple Lane, Maidstone	Highways England KCC	£43k	Existing S106	Scheme committed through MA/13/1749	Short term	Critical	Low
HTNW3	**Highway improvements** Works to provide additional capacity	Enlargement of existing roundabout and removal of traffic signals	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permissions: MA/13/1749 MA/13/1702 MA/14/501209 Planning applications: MA/14/503735 MA/14/503786	H1 (1) Bridge Nurseries, Maidstone H1 (2) East of Hermitage Lane, Maidstone H1 (3) West of Hermitage Lane, Maidstone H1 (4) Oakapple Lane, Maidstone	KCC	£3.5m	Existing S106 Local Growth Fund	Outline design completed	Short term	Critical	Moderate
HTNW4	**Highway improvements** Works to provide additional capacity	Capacity improvements at the junction of Fountain Lane and the A26/Tonbridge Road	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permissions: MA/13/1702 Planning applications: MA/14/503735 MA/14/503786 MA/13/2079	H1 (1) Bridge Nurseries, Maidstone H1 (2) East of Hermitage Lane, Maidstone H1 (3) West of Hermitage Lane, Maidstone H1 (4) Oakapple Lane, Maidstone	KCC	Unknown	Existing S106 CIL	Revisiting scheme options	Short term	Critical	Moderate

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTNW5	**Highway improvements** Works to provide additional capacity	Capacity improvements at the junction of Hermitage Lane and London Road, and widening of the A20 between the Hermitage Lane and Mills Road junctions (located in Tonbridge and Malling Borough)	Sustainable Transport DM24 Maidstone Joint Transport Board Report – October 2015	Development in north western Maidstone will place additional pressure on this junction	KCC	£499k plus statutory undertakings and potential land acquisition	CIL LGF	Outline design developed.	Short / Medium term	Essential	Moderate
HTNW6	**Highway improvements** Works to provide additional capacity	Capacity improvements at the 20/20 roundabout	Sustainable Transport DM24	Development in north western Maidstone will place additional pressure on this junction	KCC	Unknown	CIL	Further work required to develop scheme	Medium term	Desirable	High
HTNW7	**Public transport** Works to provide additional capacity	Provision of a circular bus route to serve the north west Maidstone strategic development area.	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permissions: MA/13/1702 Arriva consultation 2015	H1 (2) East of Hermitage Lane, Maidstone	KCC Arriva	£455k	S106	Scheme committed through MA/13/1749	Short term	Critical	Low
HTNW9	**Pedestrian environment** Works to improve safety and accessibility	Provision of pedestrian crossing facilities on Hermitage Lane to the north of site H1 (2)	Sustainable Transport DM24 Planning permission: MA/13/1749	H1 (2) East of Hermitage Lane	KCC	£16.5k	S106	Scheme committed through MA/13/1749	Short term	Essential	Low
HTNW10	**Cycle provision**	Provision of a new cycle lane along B2246 Hermitage Lane	Sustainable Transport DM24 Walking and Cycling Strategy 2011-2031 Integrated Transport Strategy 2011-31 Planning permission: MA/13/1749	H1 (2) East of Hermitage Lane	KCC	£22k	S106	Scheme committed through MA/13/1749	Short term	Essential	Low

Where?

Maidstone Urban Area – Other

What?

- A20/ Willington Street junction capacity improvements
- Pedestrian and public transport improvements on the northern side of the A20 Ashford Road
- Part signalisation of the A229 Royal Engineers roundabout
- Cycle parking improvements and additional car parking provision at Bearsted railway station

When?

Short term, with one long term

Why?

Elsewhere within the Maidstone Urban Area, transport schemes are more limited in nature, and are often site-specific rather than strategic. A key scheme at the junction of the A20 and Willington Street is identified in the ITS, supported also by evidence considered through the planning application (MA/15/503288), and it is anticipated that the improvement can be delivered in conjunction with the development of site EMP1(5).

There is an established need for improvements at Boughton Lane, and at its junction with the A229 (including with Cripple Street) to accommodate growth in this part of Maidstone and this is recognised within the IDP and MBLP. Technical work has recently been completed to identify an appropriate scheme and this is included in the IDP to demonstrate that the proposed allocations can be delivered within the MBLP plan period.

Work has been undertaken to assess the need for transport infrastructure improvements to support delivery of the broad location at Invicta Barracks. The study concludes that part signalisation of the A229 Royal Engineers Roundabout could not only mitigate the impacts of the development but also improve conditions for background growth. This scheme is therefore reflected in the IDP although it is acknowledged that further work will be required to support delivery of the broad location in the longer term.

Key supporting evidence

1) Local Plan policy DM24 Sustainable Transport
2) Integrated Transport Strategy 2011-2031
3) Walking and Cycling Strategy 2011-2031

Next steps for 2019/20

Continue to work with KCC on delivery of the schemes within the Maidstone Integrated Transport Package (MITP).

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTUA1	**Highway improvements** Works to provide additional capacity	Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.	Sustainable Transport DM24 Mott McDonald A229 / Boughton Lane – Junction Review April 2016 SHEDLAA 2014 Planning applications: MA/13/2197 MA/14/503167 Planning permission: MA/14/503167	H1 (29) New Line Learning, Loose H1 (53) Land at Boughton Lane, Loose H1 (54) Land at Boughton Mount	KCC	C£1m	Existing S106 LGF	Included in MITP. Design work ongoing.	Short term	Critical	Moderate
HTUA2	**Highway improvements** Works to provide additional capacity	Improvements to capacity at the A20/Willington Street junction	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning application MA/15/503288	EMP1 (5) Woodcut Farm, Bearsted	KCC	C£1.5m	LGF	Included in MITP. Design work ongoing.	Short term	Critical	Low
HTUA3	**Pedestrian and public transport improvements**	Package of measures to provide bus stops, pedestrian refuges and improvements to the footway on the northern side of the A20 Ashford Road	Sustainable Transport DM24 Planning application MA/15/503288	EMP1 (5) Woodcut Farm, Bearsted	KCC	Unknown	S106 S278	Outline design developed	Short term	Critical	Low
HTUA4	**Highway improvements** Works to improve accessibility and provide additional capacity	Highway and footway improvements to North Street, Barming	Sustainable Transport DM24 SHEDLAA 2014 Planning application: MA/14/506419	H1 (23) North Street, Barming	KCC	Unknown	S106 S278	Committed scheme under planning application MA/14/506419	Short term	Critical	Low
HTUA6	**Public transport** Works to provide additional capacity	Provision of additional car parking spaces	Sustainable Transport DM24 Integrated Transport	H1 (30) Bearsted Station Goods Yard, Bearsted	Developer	Unknown	Developer	Scheme for min. 10 spaces required under Policy H1 (30)	Short term	Essential	Low

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		Bearsted Railway Station.	Strategy 2011-31		South Eastern Trains						
HTUA7	**Public transport** Works to provide additional capacity	Part signalisation of the A229 Royal Engineers roundabout, Maidstone	Sustainable Transport DM24 Mott McDonald Invicta, Maidstone: Junction Review May 2016	H2 (2) Invicta Barracks Broad Location	KCC	Unknown	S106	Concept scheme developed	Long term	Critical	Low
HTUA8	**Highways and transportation** Works to reduce traffic congestion and improve pedestrian safety	Widening of Burial Ground Lane to enable right turn facility to be provided from B2010 into Tovil Household Waste and Recycling Centre and the provision of footway and parking restrictions	KCC advise that growth in population is increasing demand for this facility, the only such one in the borough.	Borough-wide developments	KCC	Unknown	CIL	Concept scheme	Short / Medium term	Essential	High

Where?

Maidstone Rural Areas – Coxheath

What?

- Linton crossroads junction improvements
- B2163/Heath Road and Stockett Lane junction improvements
- Footway extensions
- New footways, pedestrian crossings and bus stop improvements on Heath Road
- Bus frequency increases

When?

Short to medium term

Why?

A number of development sites in Coxheath have already received planning consent, and significant developer contributions have been secured towards delivery of the key highways scheme: improvements to the junction of the Linton Crossroads. An outline design has been developed and the scheme can be delivered in the short/medium term. In addition to a range of site specific measures, the scheme to increase the frequency of bus services through Coxheath will support the delivery of objectives in the ITS, however it is recognised that delivery of the bus scheme may not take place until the medium term, with no section 106 planning obligations secured to date towards its delivery.

Key supporting evidence

1) Local Plan policy DM24 Sustainable Transport
2) Integrated Transport Strategy 2011-2031
3) SHEDLAA 2014

Next steps for 2019/20

Progress the Linton Crossroads junction improvements.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTC1	**Highway improvements** Works to provide additional capacity and improve safety	Linton Crossroads junction improvements	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Mott McDonald Technical Note: Linton Crossroads Junction Capacity Assessment Results May 2016	H1 (57) Heathfield, Heath Road, Coxheath H1 (68) Forstal Lane, Coxheath H1 (53) Junction of Church Street and Heath Road, Boughton Monchelsea H1 (59) North of Heath Road, Coxheath	KCC	£927,500	S106	Outline design completed	Short / Medium term	Critical	Moderate

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
			Mott McDonald Linton Crossroads Study June 2015 SHEDLAA 2014	H1 (60) Clockhouse Farm, Coxheath Other development sites in Coxheath and Loose/Boughton Monchelsea are likely to have an impact on the junction.							
HTC2	**Highway improvements** Works to provide additional capacity and improve safety	Improvements at the junction of B2163 Heath Road and Stockett Lane	Sustainable Transport DM24 SHEDLAA 2014	H1 (56) Linden Farm, Coxheath H1 (58) Forstal Lane, Coxheath	KCC	Unknown	CIL	SHEDLAA identifies potential need for the scheme	Short / Medium term	Desirable	High
HTC3	**Public transport** Measures to improve opportunities for sustainable transport and improve network functionality	Increased frequency of the No. 89 route	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Arriva consultation 2015	Improvements will benefit new and existing users in and around the Coxheath area.	KCC Arriva	C£900k	CIL	Discussions ongoing with Arriva	Short / Medium term	Essential	Moderate
HTC4	**Highway improvements** Works to improve accessibility and provide additional capacity	Provision of a formal footway link between site H1 (58) and Mill Lane.	Sustainable Transport DM24 SHEDLAA 2014	H1 (58) Forstal Lane, Coxheath	KCC	Unknown	S106	SHEDLAA identifies the need for the footway	Short term	Critical	Low
HTC5	**Pedestrian environment and public transport** Measures to improve safety and accessibility	Package of measures including bus stop improvements on Heath Road, new footways and pedestrian crossings	Sustainable Transport DM24 Planning permission MA/14/0566	H1 (60) Clockhouse Farm, Coxheath	KCC	Unknown	S278	Scheme committed through MA/14/0566	Short term	Critical	Low
HTC6	**Pedestrian environment** Measures to improve safety and accessibility	Extension of the footway on the western side of Stockett Lane to the access of site H1 (56)	Sustainable Transport DM24 SHEDLAA 2014	H1 (56) Linden Farm, Coxheath	KCC	Unknown	S278	Need for the scheme identified in the SHEDLAA	Short term	Critical	Low
HTC7	**Public transport** Works to provide additional capacity	Extension of the footway on the northern side of Heath Road to site H1 (59)	Sustainable Transport DM24 SHEDLAA 2014	H1 (59) North of Heath Road, Coxheath	KCC	Unknown	S278	Need for the scheme identified in the SHEDLAA	Short term	Critical	Low

SCHEDULE A: Highways and Transportation

Where?
Maidstone Rural Areas – Harrietsham

What?
- A20 Ashford Road highways improvements

When?
Short term

Why?
The key highways scheme for Harrietsham is the improvement to the section of the A20 Ashford Road running through the village, to reduce the speed of through traffic and improve pedestrian crossings. All three development sites in Harrietsham received planning consent, and contributions were secured towards the scheme. The works are now under construction and are due for completion in the short term.

Key supporting evidence
1) Local Plan policy DM24 Sustainable Transport
2) Integrated Transport Strategy 2011-2031

Next steps for 2019/20
Complete highways improvements to improve safety along the A20 Ashford Road.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTHA1	**Highway improvements** Works to improve safety	A20 Ashford Road highways improvements to include carriageway narrowing, reduction of the speed limit and pedestrian crossing facilities	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permission: MA/14/0828 MA/13/1823 MA/14/0095 JMP A20 Stage 2 Report April 2014	H1 (32) South of Ashford Road, Harrietsham H1 (33) Mayfield Nursery, Harrietsham H1 (34) Church Road, Harrietsham	KCC	£1.1m	S106	Under construction	Short term	Critical	Low

SCHEDULE A: Highways and Transportation

Where?

Maidstone Rural Areas – Headcorn

What?

- Signalisation of Kings Road/ Mill bank junction
- New footway provision along the A274
- Cycle parking improvements at Headcorn railway station

When?

Short term

Why?

In Headcorn the majority of development sites have already received planning consent. Technical evidence prepared to support planning applications for the housing sites has identified the need for the signalisation of the Kings Road/Mill Bank junction, and improvements at the junction of Oak Lane and Wheeler Street. These key schemes are already secured through the planning consents and therefore there is some confidence that the improvements can be delivered in a timely manner to support growth.

Key supporting evidence

1) Local Plan policy DM24 Sustainable Transport
2) Integrated Transport Strategy 2011-2031
3) SHEDLAA 2014

Next steps for 2019/20

Work with KCC to ensure schemes delivered in a timely manner.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTHE2	**Highway improvements** Works to improve safety	Signalisation of the Kings Road / Mill Bank junction, Headcorn	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permissions: 15/503325/HYBRID 14/505162/FULL	H1 (36) Ulcombe Road and Millbank, Headcorn H1 (40) North of Lenham Road, Headcorn	KCC	Unknown	S106 S278	Scheme committed under planning permission 15/503325/HYBRID	Short term	Critical	Low
HTHE3	**Highway improvements** Works to improve safety	Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn	Sustainable Transport DM24 Planning permission: 15/503325/HYBRID	H1 (36) Ulcombe Road and Millbank, Headcorn	KCC	Unknown	S278	Scheme committed under planning permission 15/503325/HYBRID	Short term	Critical	Low
HTHE5	**Pedestrian environment**	Provision of a footway along the A274 from	Sustainable Transport DM24	EMP1 (1) West of Barradale Farm, Headcorn	KCC	Unknown	S106	Need for the scheme identified in the SHEDLAA	Short term	Critical	Low

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
	Measures to improve accessibility and safety	the access to site EMP1 (1) to connect with the existing footway to the south, and provide pedestrian access to existing bus stops	SHEDLAA 2014								

SCHEDULE A: Highways and Transportation

Where?
Maidstone Rural Areas – Lenham

What?
- Package of junction improvements

When?
Long term

Why?
Traffic modelling for Lenham confirms that the proposed housing allocations can be accommodated without the need for significant improvements to highway capacity. Additional modelling undertaken to assess the implications of the Lenham Broad Location however indicates that capacity improvements will be required at key junctions to ensure that the significant scale of growth proposed can be accommodated in highway terms.

The need for transport infrastructure improvements is reflected in the IDP although it is acknowledged that as the Lenham Neighbourhood Plan progresses and further transport modelling work is produced, more precise transport infrastructure schemes may be suitable for inclusion within future iterations of the IDP.

Key supporting evidence
1) Local Plan policy DM24 Sustainable Transport
2) Mott Macdonald Lenham – Transport Mitigation Study, April 2016
3) Mott Macdonald Lenham – Technical note: junction capacity assessment and addendum, 2015

Next steps for 2019/20
Continue to support Lenham Parish Council in progressing the Lenham Neighbourhood Plan.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTL2	**Highway improvements** Works to provide additional capacity and improve accessibility	Package of junction improvements in Lenham to accommodate the broad location	Sustainable Transport DM24 Mott McDonald Lenham – Transport Mitigation Study April 2016 Mott McDonald Lenham Technical Note: Junction capacity assessment results July 2015 & Addendum August 2015	H2 (3) Lenham Broad Location	KCC Developers	Unknown	CIL S106 S38 S278	Study identifies need for junction improvements and identifies concept solutions	Long term	Critical	Low

SCHEDULE A: Highways and Transportation

Where?
Maidstone Rural Areas – Marden

What?
- Improvements to pedestrian safety
- Bus infrastructure improvements
- Improvements to Marden Rail Station

When?
Short term

Why?
All four of the housing allocations in Marden have already received planning consent. Developer contributions have been secured towards improvements at Marden Rail Station, with works to provide improvements to sustainable transport infrastructure including improved crossings and bus stop infrastructure having been secured through section 278 agreements. Delivery of these improvements is therefore anticipated within the short term.

Key supporting evidence
1) Local Plan policy DM24 Sustainable Transport
2) Integrated Transport Strategy 2011-2031

Next steps for 2019/20
Completion of schemes HTM2 and HTM3.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTM1	**Public transport** Measures to improve functionality	Package of improvements to Marden Rail Station including provision of a new shelter, additional seats, CCTV and lighting as part of one scheme, and provision of a cycle park as part of another scheme	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permissions: MA/13/1291 MA/13/1585 MA/13/0693 Planning application: MA/13/1928	H1 (43) Howland Road, Marden H1 (44) Stanley Farm, Marden H1 (45) The Parsonage, Marden H1 (46) Marden Cricket and Hockey Club	South Eastern Rail	Unknown	S106	Outline design work completed	Short term	Essential	Low
HTM2	**Pedestrian environment and public transport** Measures to improve functionality, safety and accessibility	Package of measures including the upgrading of the zebra crossing on Goudhurst Road to a pelican crossing, the provision of a	Sustainable Transport DM24 Planning permissions: MA/13/1585 MA/13/0693	H1 (44) Stanley Farm, Marden H1 (45) The Parsonage, Marden	KCC	Unknown	S278	Scheme part completed	Short term	Critical	Low

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		pedestrian crossing on Church Green, traffic calming measures and improvements to bus infrastructure	Planning application: MA/13/1928	H1 (46) Marden Cricket and Hockey Club							
HTM3	**Pedestrian environment** Measures to improve accessibility and safety	Footpath widening and traffic calming on Howland Road, Marden	Sustainable Transport DM24 Planning permission: MA/13/1291		KCC	Unknown	S278	Scheme part completed	Short term	Critical	Low

Where?

Maidstone Rural Areas – Staplehurst

What?

- A229, Headcorn Road, Station Road and Marden Road junction capacity improvements
- Pedestrian and cycle crossing provision
- Bus infrastructure improvements and service frequency increase
- Staplehurst Rail Station facilities improvements

When?

Short term

Why?

Given the scale and location of growth identified in Staplehurst, there is a need to improve the key junction of the A229, Headcorn Road, Station Road and Marden Road. Land assembly issues have presented challenges to the design of the scheme, however an outline design has been developed to maximise the capacity of the junction within these constraints. Complementary measures to improve passenger facilities at the Staplehurst Rail Station, and to increase the frequency of bus services along the A229 corridor, are identified in order to promote take up of sustainable transport modes and reduce pressure on the highway network, reflecting objectives in the ITS. Permission has been granted for development at sites H1 (49) and H1 (50) and it is anticipated these improvements can be delivered in the short term to support growth.

Key supporting evidence

1) Local Plan policy DM24 Sustainable Transport
2) Integrated Transport Strategy 2011-2031

Next steps for 2019/20

Continue to work with KCC to secure the timely delivery of the short term, critical infrastructure schemes HTS1, HTS2 and HTS3.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTS1	**Highway improvements** Works to provide additional capacity	Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road, Staplehurst	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 SHEDLAA 2014 Planning permissions: 14/502010/OUT 14/505432/FULL Mott Macdonald KCC Staplehurst Study 2015	H1 (48) Hen and Duckhurst Farm, Staplehurst H1 (49) Fishers Farm, Staplehurst	KCC	£172 plus statutory undertakings	S106 CIL	Outline design stage	Short term	Critical	High

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTS2	**Pedestrian environment, public transport, highway safety and cycle provision** Measures to improve safety and accessibility	Package of measures in north eastern Staplehurst including the provision of a pedestrian and cycle crossing on Headcorn Road, bus infrastructure improvements, extension of the 30 mph speed limit on Headcorn Road	Sustainable Transport DM24 Planning permission: 14/505432/FULL	H1 (49) Fishers Farm, Staplehurst	KCC	Unknown	S278	Scheme to be committed through planning permission 14/505432/FULL	Short term	Critical	Low
HTS3	**Pedestrian environment, public transport and highway safety** Measures to improve functionality, safety and accessibility	Package of measures in north western Staplehurst including the provision of pedestrian and cycle links to the railway station, provision of a pedestrian and cycle crossing on Marden Road. bus infrastructure improvements, traffic calming and the extension of the 30 mph limit on Marden Road	Sustainable Transport DM24 Planning permission: 14/502010/OUT	H1 (48) Hen and Duckhurst Farm, Staplehurst	KCC	Unknown	S278	Scheme to be committed through planning application 14/502010/OUT	Short term	Critical	Low
HTS4	**Public transport** Measures to improve functionality and provide additional capacity	Improvements to public and passenger facilities at Staplehurst Rail Station	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Planning permission: 14/502010/OUT 14/505432/FULL	H1 (48) Hen and Duckhurst Farm, Staplehurst H1 (49) Fishers Farm, Staplehurst H1 (50) North of Henhurst Farm, Staplehurst	Network Rail South Eastern Rail	£1.1m	S106 CIL	Outline design developed	Short term	Essential	Moderate
HTS5	**Public transport** Measures to improve functionality and provide additional capacity	Increased frequency of the No. 5 route to provide a half hourly service	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 Arriva Consultation 2015 Planning permissions: 14/502010/OUT 14/505432/FULL	Improvements will benefit new and existing users in and around the Staplehurst area	KCC Arriva	£439k	S106	Discussions ongoing with Arriva	Short / Medium term	Essential	Moderate

SCHEDULE A: Highways and Transportation

Where?

Maidstone Rural Areas – Yalding

What?

- Footway extension along vicarage Road
- Safety improvements to Hampstead Lane level crossing
- Highways improvements at the junction of Hampstead Lane and Maidstone Road

When?

Short to medium term

Why?

Development sites in Yalding are yet to come forward, however schemes to provide a right turn lane at the junction of Hampstead Lane and Maidstone Road, and safety improvements at the level crossing are identified to support the delivery of the large mixed use development at site RMX1 (4). Given the position of the site, relative to the village centre, proposed Policy RMX1 (4) recognises the need to maximise opportunities for use of sustainable transport modes, and it may be the case that evidence prepared to support a planning application for development of the site could identify additional measures to achieve this objective.

Key supporting evidence

1) Local Plan policy DM24 Sustainable Transport
2) Integrated Transport Strategy 2011-2031
3) SHEDLAA 2014

Next steps for 2019/20

Continue to await schemes to come forwards in order for the associated provision of infrastructure to be progressed further.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTY1	**Pedestrian environment** Measures to improve safety and accessibility	Extension of the footway along Vicarage Road to site H1 (65)	Sustainable Transport DM24 SHEDLAA 2014	H1 (65) Vicarage Road, Yalding	KCC	Unknown	S106	Further work required to develop outline scheme.	Short term	Critical	Low
HTY2	**Highway improvements** Works to improve safety	Safety improvements to level crossing at Hampstead Lane, Yalding	Sustainable Transport DM24 SHEDLAA 2014	RMX1 (4) Former Syngenta Works, Yalding	Network Rail South Eastern Rail	Unknown	S106	Further work required to develop outline scheme.	Short / Medium term	Essential	Moderate

SCHEDULE A: Highways and Transportation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTY3	**Highways improvements** Measures to improve accessibility and safety	Provision of a right turn lane on Hampstead Lane at its junction with Maidstone Road	Sustainable Transport DM24 Integrated Transport Strategy 2011-31 SHEDLAA 2014	RMX1 (4) Former Syngenta Works, Yalding	KCC	Unknown	S106	Further work required to develop outline scheme.	Short / Medium term	Critical	Low

SCHEDULE A: Highways and Transportation

Where?
Maidstone Borough Wide

What?
- Measures to improve sustainable transport infrastructure across the borough

When?
Varies

Why?
Improving sustainable transport infrastructure is a key priority in order to deliver the strategic objectives of the MBLP, the Integrated Transport Strategy and the associated Walking and Cycling strategy.

Key supporting evidence
1) Local Plan policy DM24 Sustainable Transport

Next steps for 2019/20
Continue to work collaboratively with KCC and other key stakeholders to improve sustainable infrastructure across the borough, prioritising schemes to best deliver the objectives of the Local Plan, the ITS and the Walking and Cycling strategy.

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HTB1	**Pedestrian environment, cycle provision and public transport**	Measures to improve sustainable transport infrastructure across the borough to deliver strategic objectives of the Local Plan, the Integrated Transport Strategy and the Walking and Cycling Strategy. Further work is required to determine and/or prioritise individual schemes	Sustainable Transport DM24	Improvements will benefit new and existing users and encourage further use of sustainable transport options	KCC MBC Parish Councils South Eastern Rail Voluntary and community bodies	Unknown	S106	Various schemes at different stages of development	Varies	Essential / Desirable	Moderate

Where?

Maidstone Urban Area

What?

- Existing schools expansion
- Provision of new schools

When?

Predominantly short to medium term. One long term scheme identified.

Why?

The birth rate in Maidstone has increased each year from 2013 before dropping slightly in 2017. However, this is still 3-4 points above the County average. The number of recorded births in the Borough has followed a similar pattern and was down by 25 in 2017 compared to the previous year.

KCC's 2019 Schools Commissioning Plan suggests that if new housing is delivered in line with MBLP expectations, and no action were taken to provide more school places:

- For primary education, there would be a 4.8% surplus of Year R places in 2019-20, reducing to a deficit of -1.9% by 2022-23. For years R to 6 the surplus would be 1.8% in 2019-20, reducing to a deficit of -2.6% in 2022-23.
- For secondary education, there would be a -6.8% deficit of Year 7 places in 2019-20, increasing to -24.4% by 2024-25. For Years 7-11 the surplus would be 3.0% for 2019-20 reducing to a deficit of -24.1% in 2024-25.

It is therefore essential that both primary and secondary schools are expanded or new schools are provided in order to ensure sufficient school places for the forecast child population.

Key supporting evidence

1) KCC Schools Commissioning Plan 2019 – 2023

Next steps for 2019/20

Completion of scheme EDM1.

SCHEDULE B: Education Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
EDM1	**Secondary education** Measures to provide additional capacity	Provision of a 6FE secondary school – Maidstone School of Science and Technology	KCC School Commissioning Plan 2018 – 2022 Planning permission: 17/501471	Housing development across the borough will generate the need for additional secondary school places	VIAT DfE	Unknown	DfE	Planning permission granted 2018 – opening September 2020	Short term	Essential	Low
EDM2	**Secondary education** Measures to provide additional capacity	2FE expansion of The Maplesden Noakes School, Maidstone	KCC School Commissioning Plan 2019 – 2023 Planning permissions: MA/14/501209 MA/13/1749 MA/14/504795	Housing development across the borough will generate the need for additional secondary school places	KCC	£6.2m	Existing S106 Basic Need (government grant to KCC)	Need for the scheme established through the planning permissions – opening September 2021	Short term	Essential	Low
EDM4	**Primary education** Measures to provide additional capacity	Provision of a new 2FE primary school on site H1 (2) Land East of Hermitage Lane, Maidstone	KCC School Commissioning Plan 2019 – 2023 Planning permission: MA/14/501209 MA/13/1749 MA/14/503735	Housing development in north western Maidstone, in particular, will generate the need for additional primary school places in this area	KCC	£6.8m	Existing S106 CIL	Identified in the Commissioning Plan for delivery between 2021 and 2022	Short term	Critical	Moderate
EDM6	**Primary education** Measures to provide additional capacity	Provision of a new 1FE primary school on site H1 (10) South of Sutton Road, Maidstone	KCC School Commissioning Plan 2016 – 2020 Planning permission: 15/509015/OUT KCC R19 Representation on MBLP	Development at site H1 (10) will generate the need for a new primary school.	KCC	£6m	Future S106	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020	Medium term	Critical	Moderate
EDM7	**Primary education** Measures to provide additional capacity	Up to 1FE expansion of Greenfields Community Primary School, Maidstone	KCC School Commissioning Plan 2016 – 2020 KCC R19 Representation on MBLP	Development at site H1 (8) will generate the need for additional primary school places	KCC	£2.5m	Future S106	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020	Medium term	Essential	Moderate
EDM9	**Primary education** Measures to provide additional capacity	Provision of a new 2FE primary school within Broad Location H2 (2) Invicta	KCC School Commissioning Plan 2016 – 2020	Development at site H2 (2) will generate the need for a new primary school	KCC	£6m	Future S106	Need for additional primary school capacity identified in the Commissioning	Long term	Critical	Moderate

SCHEDULE B: Education Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		Barracks, Maidstone	KCC R19 Representation on MBLP					Plan 2016 – 2020			
EDM10	**Primary education** Measures to provide additional capacity	Provision of a new 2FE primary school, Maidstone North Primary Free School	KCC School Commissioning Plan 2019-2023	Housing development across the borough will generate the need for additional school places	Leigh Academies Trust and Education and Funding Agency	Unknown	Government Free School Programme	Planning application submitted. Expected opening 2021	Short term	Essential	Moderate

Where?

Maidstone Rural Areas

What?

- Existing schools expansion
- Provision of new schools

When?

Short to medium term

Why?

The birth rate in Maidstone has increased each year from 2013 before dropping slightly in 2017. However, this is still 3-4 points above the County average. The number of recorded births in the Borough has followed a similar pattern and was down by 25 in 2017 compared to the previous year.

KCC's 2019 Schools Commissioning Plan suggests that if new housing is delivered in line with MBLP expectations, and no action were taken to provide more school places:

- For primary education, there would be a 4.8% surplus of Year R places in 2019-20, reducing to a deficit of -1.9% by 2022-23. For years R to 6 the surplus would be 1.8% in 2019-20, reducing to a deficit of -2.6% in 2022-23.
- For secondary education, there would be a -6.8% deficit of Year 7 places in 2019-20, increasing to -24.4% by 2024-25. For Years 7-11 the surplus would be 3.0% for 2019-20 reducing to a deficit of -24.1% in 2024-25.

It is therefore essential that both primary and secondary schools are expanded or new schools are provided in order to ensure sufficient school places for the forecast child population.

What is the key supporting evidence?

1) KCC Schools Commissioning Plan 2019 – 2023

What are the next steps for 2019/20?

Completion of scheme EDR2.

SCHEDULE B: Education Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
EDR1	**Secondary education** Measures to provide additional capacity	1FE expansion of Cornwallis Academy, Loose, Maidstone	KCC School Commissioning Plan 2018 – 2022 Planning permissions: MA/14/502010 MA/14/0566 MA/13/1149 MA/13/0951 MA/13/1523	Housing development across the borough will generate the need for additional secondary school places	KCC	£3m	Existing S106 CIL	Identified in the Commissioning Plan for delivery by 2021-2022	Short term	Essential	Moderate
EDR2	**Primary education** Measures to provide additional capacity	1FE expansion of Harrietsham Primary School	KCC School Commissioning Plan 2016 – 2020 Planning permissions: MA/14/0828 MA/13/1823 MA/14/0095 MA/14/0475	Housing development in Harrietsham and Lenham, in particular, will generate the need for additional primary school places in this area	KCC	£3.6m	Existing S106 CIL	Additional 30 Year R pupils accepted from September 2019. Full building to provide ongoing capacity – September 2020	Short / Medium term	Essential	Moderate
EDR3	**Primary education** Measures to provide additional capacity	0.6FE expansion of Marden Primary School	KCC School Commissioning Plan 2016 – 2020 Planning permissions: MA/13/1291 MA/13/1585 MA/13/0693 MA/13/1928	Housing development in Marden, in particular, will generate the need for additional primary school places in this area	KCC	£2.6m	Existing S106 CIL	Identified in the Commissioning Plan for delivery by 2021	Short term	Essential	Moderate
EDR5	**Primary education** Measures to provide additional capacity	0.5FE expansion of Staplehurst Primary School	KCC School Commissioning Plan 2016 – 2020	Housing development in Staplehurst, in particular, will generate the need for additional primary school places in this area	KCC	£885k	CIL	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020	Medium term	Essential	Moderate
EDR6	**Primary education** Measures to provide additional capacity	1FE expansion of Lenham Primary School for Broad Location H2 (3) Lenham	KCC School Commissioning Plan 2016 – 2020 KCC R19 Representation on MBLP KCC update note 2019	Development at site H2 (3) will generate the need additional primary school places in this area	KCC	£3.6m	Future S106 OR CIL (tbc by SPI committee)	Need for additional primary school capacity identified in the Commissioning Plan 2016 – 2020	Medium term	Critical	Moderate

Where?

Maidstone Urban Area

What?

- Improve quality and/or increase capacity at existing GP surgeries
- Requirement for new building to deliver general practice services (in addition to existing premises)
- Identify options for development of a Local Care Hub in the Maidstone area
- Identify options for a Local Care mini-hub in the Aylesford area

When?

Short to medium term

Why?

There are a number of agencies and organisations responsible for the delivery of health infrastructure in the borough, and the commissioning of health services is split across three main organisations: NHS England, the Clinical Commissioning Group (West Kent CCG), and Public Health (Kent County Council). Some of the most direct impacts on health infrastructure are likely to be felt in local GP surgeries and urgent and emergency care services; although increased demand on all healthcare services exists and adequate capacity through infrastructure is needed to support service delivery.

Since the May 2016 iteration of the IDP, the West Kent CCG has taken on delegated commissioning responsibility for primary medical services and also has responsibility for strategic estates planning. In November 2018, the CCG produced their GP Estates Strategy which clearly sets out a set of priorities relating to GP infrastructure linked directly to population growth as set out in the adopted MBLP. This has therefore been used as the basis for identifying the 2019 IDP projects relating to GP infrastructure. It should however be noted that general practice premises plans are kept under regular review by the CCG and priorities are subject to change, in order to ensure appropriate general medical service capacity is available.

Discussions have also been held with the Maidstone and Tunbridge Wells NHS Trust to establish their position with regards to existing capacity and plans for future development of the hospital site at Hermitage Lane, Maidstone. Extensive works to refurbish existing wards will significantly improve the hospital environment and ensure compliance with updated guidance. The Trust is also considering options to improve both road and air access and provide additional car parking. Having been designated as one of the Kent wide Hyper Acute Stroke Units (HASU), the Trust is planning on developing a new AMU facility at the Maidstone site, although the scheme is at too early a stage to be included in this iteration of the IDP.

What is the key supporting evidence?

1) West Kent CCG GP Estates Strategy (2018)
2) West Kent CCG Local Care Plan (2017)
3) Strategic Case - Local Care Hubs in West Kent (2018)

What are the next steps for 2019/20?

To improve quality and provide additional capacity at GP surgeries across the borough, in accordance with the priorities identified in the GP Estates Strategy

SCHEDULE C: Health Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HPU1	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Brewer Street Surgery, Maidstone Works including refurbishment and reconfiguration of existing premises assessed as part of ongoing review.	CCG GP Estates Strategy 2018 Planning permissions: MA/13/1749 16/507471	Development within central and northern Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPU2	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Bower Mount Medical Centre, Maidstone Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum utilisation of existing premises.	CCG GP Estates Strategy 2018 Planning permission: 12/0825 14/503755	Development within central Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPU3	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Vine Medical Centre, Maidstone Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum utilisation of existing premises	CCG GP Estates Strategy 2018 Planning permission: 11/078 and 120774 DOV	Development within central Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPU4	**GP Surgeries** Measures to improve quality and/or provide additional capacity	College Practice, Maidstone including Barming Medical Centre and Allington Clinic (branch sites) College Road and Allington premises are not considered suitable for the longer term. Premises development plan required to provide	CCG GP Estates Strategy 2018 Planning permissions: MA/13/1702 MA/13/2079	Development within central Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate

SCHEDULE C: Health Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		sustainable and resilient capacity.									
HPU5	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Blackthorn Medical Centre, Maidstone Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum utilisation of existing premises	CCG GP Estates Strategy 2018 Planning permissions: MA/13/1749 MA/13/1702	Development within north western Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPU6	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Aylesford Medical Centre (located in Tonbridge & Malling) Premises Development Plan required to understand option for Local Care mini-hub in Aylesford area.	CCG GP Estates Strategy 2018 Planning permissions: MA/14/501209 MA/13/1749 MA/13/1702	Development within north western Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy. No Development Plan at this stage	Short / Medium term	Essential	Moderate
HPU8	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Mote Medical Practice – main site St Saviours Road and branch at Loose Road Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum utilisation of existing premises	CCG GP Estates Strategy 2018 Planning permission: MA/13/1523	Development within north western Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPU9	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Orchard Medical Centre, Langley Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum	CCG GP Estates Strategy 2018 Planning permissions: MA/13/1523 MA/13/0951 MA/13/1149 MA/14/0475	Development within the Langley area generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate

SCHEDULE C: Health Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		utilisation of existing premises									
HPU10	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Wallis Avenue Surgery Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum utilisation of existing premises	CCG GP Estates Strategy 2018 Planning permissions: MA/13/1523 MA/13/0951 MA/13/1149	Development within the Langley area generates the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPU12	**GP Surgeries** Measures to improve quality and/or provide additional capacity	The Medical Centre – Northumberland Court and Grove Green (branch) Premises plan (new site) for branch surgery requirement for branch surgery. (Northumberland Court) - Works including refurbishment and reconfiguration as part of ongoing review to support maximum utilisation of existing premises	CCG GP Estates Strategy 2018	Development within eastern Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	CIL	Priority in CCG GP Estates Strategy. No Development Plan at this stage for branch surgery.	Short / Medium term	Essential	Moderate
HPU13	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Bearsted Medical Practice Works including refurbishment and reconfiguration to support maximum utilisation of existing premises	CCG GP Estates Strategy 2018 Planning permissions: MA/14/504795 MA/14/0475	Development within eastern Maidstone will generate the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPU14	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Sutton Valence Group Practice – main site South Lane and branch site at North Street	CCG GP Estates Strategy 2018 Planning permission: MA/14/504556	Development in and around Langley, Sutton Road and Sutton Valence will generate the need for additional GP	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy. Stage 1 business case supported by CCG to progress to Stage 2 (OBC).	Short / Medium term	Essential	Moderate

SCHEDULE C: Health Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		New Premises Development plan (replacing two existing premises) proposed to respond to growth in Langley/Sutton Road/ Sutton Valence area.		capacity in the area							
HPU17	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Albion Medical Centre Works including refurbishment and reconfiguration assessed as part of ongoing review to support maximum utilisation of existing premises	CCG GP Estates Strategy 2018	Development within central Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPU18	**Local Care/ out of hospital services** Measures to improve quality and provide out of hospital capacity	Consideration of options for development of a Local Care Hub in the Maidstone area	CCG Strategic Case for Local Care Hubs (2018)	Borough-wide developments	CCG	Unknown	CIL	Strategic Case supported by CCG. Potential site identification in 2019	Short / Medium term	Essential	High
HPU19	**GP Surgeries** Measures to improve quality and/or provide additional capacity	New building to deliver GP services in Maidstone central area (over and above existing premises). This may be delivered through the commissioning of a new provider or an extension of an existing provider of GP services.	CCG GP Estates Strategy 2018	Development within central Maidstone generates the need for additional GP capacity in the area	CCG	Unknown	CIL	Requirement identified in GP Estates Strategy. No development plan at this stage.	Short / Medium term	Essential	Moderate

Where?

Maidstone Rural Area

What?

- Improve quality and/or increase capacity at existing GP surgeries
- New GP premises provision in Coxheath, replacing two existing premises

When?

Short to medium term

Why?

There are a number of agencies and organisations responsible for the delivery of health infrastructure in the borough, and the commissioning of health services is split across three main organisations: NHS England, the Clinical Commissioning Group (West Kent CCG), and Public Health (Kent County Council). Some of the most direct impacts on health infrastructure are likely to be felt in local GP surgeries and urgent and emergency care services; although increased demand on all healthcare services exists and adequate capacity through infrastructure is needed to support service delivery.

Since the May 2016 iteration of the IDP, the West Kent CCG has taken on delegated commissioning responsibility for primary medical services and also has responsibility for strategic estates planning. In November 2018, the CCG produced their GP Estates Strategy which clearly sets out a set of priorities relating to GP infrastructure linked directly to population growth as set out in the adopted MBLP. This has therefore been used as the basis for identifying the 2019 IDP projects relating to GP infrastructure. It should however be noted that general practice premises plans are kept under regular review by the CCG and priorities are subject to change, in order to ensure appropriate general medical service capacity is available.

A key change since the 2016 IDP is the new premises proposal from Greensands Health Centre to serve Coxheath and the surrounding area. The proposal is for a new surgery to replace two existing premises: Stockett Lane Surgery and the branch surgery on Heath Road. Greensands Health Centre are developing the detailed business case and plans that will continue to be assessed through the through the CCG governance framework.

What is the key supporting evidence?

1) West Kent CCG GP Estates Strategy 2018
2) West Kent CCG Local Care Plan (2017)
3) Strategic Case - Local Care Hubs in West Kent (2018)

What are the next steps for 2019/20?

To improve quality and provide additional capacity at GP surgeries across the borough, in accordance with the priorities identified in the GP Estates Strategy.

SCHEDULE C: Health Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
HPR1	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Marden Medical Centre Measures to provide additional capacity in line with future Premises Development Plan (potential extension of existing premises).	CCG GP Estates Strategy 2018 Planning permissions: MA/13/1585 MA/13/1928 MA/13/1291 MA/13/0693	Development in and around Marden will generate the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy. Plans being developed.	Short / Medium term	Essential	Moderate
HPR2	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Len Valley Practice – Glebe Medical Centre branch Measures to provide additional capacity in line with future Premises Development Plan (potential extension of existing premises)	CCG GP Estates Strategy 2018 Planning permissions: MA/14/0828 MA/13/1823 MA/14/0095 MA/14/0475	Development in and around Harrietsham will generate the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy. No Development Plan at this stage.	Short / Medium term	Essential	Moderate
HPR3	**GP Surgeries** Measures to improve quality and/or provide additional capacity	The Len Valley Practice Measures to provide additional capacity in line with future Premises Development Plan.	CCG GP Estates Strategy 2018 Planning permission: MA/14/0095	Development in and around Lenham will generate the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy. No Development Plan at this stage.	Short / Medium term	Essential	Moderate
HPR4	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Headcorn Surgery Works including reconfiguration of existing space to ensure optimal use.	CCG GP Estates Strategy 2018 Planning permissions: MA/12/1949 MA/13/1943	Development in and around Headcorn will generate the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPR5	**GP Surgeries** Measures to improve quality and/or provide additional capacity	Staplehurst Health Centre Works including refurbishment and reconfiguration as part of ongoing assessments to support maximum utilisation of existing premises.	CCG GP Estates Strategy 2018 Planning permissions: 12/2106 MA/13/0693 MA/14/502010	Development in and around Staplehurst will generate the need for additional GP capacity in the area	CCG	Unknown	Existing S106 CIL	Priority in CCG GP Estates Strategy.	Short / Medium term	Essential	Moderate
HPR9	**GP Surgeries** Measures to improve	Greensands Health Centre	CCG GP Estates Strategy 2018	Development in and around Coxheath will generate the	CCG	Unknown	Existing S106	Priority in CCG GP Estates Strategy. Premises	Short term	Essential	Moderate

SCHEDULE C: Health Provision

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
	quality and provide out of hospital capacity	New premises provision in Coxheath proposed to replace existing two premises, as per Premises Development Plan	Planning permissions: MA/13/2008 MA/14/0836 MA/13/1979 MA/14/0566	need for additional GP capacity in the area			CIL	Development Plan progressing through to Stage 2 CCG governance.			

519

Where?

Borough wide

What?

- Small scale improvements to existing infrastructure and/or provision of additional equipment
- New community use buildings

When?

Varies

Why?

New development will place increased pressure on community infrastructure including community learning, social care services and library provision. Kent County Council is responsible for many of these services and ongoing dialogue remains key to understanding how proposed development may affect delivery of these services, with a view to establishing a coordinated and strategic response. It is acknowledged that service delivery models are evolving and will continue to do so over the lifetime of the MBLP, making it a challenge to plan for service delivery over the medium to long term.

Notwithstanding this, KCC does not currently anticipate the need for large new pieces of tangible infrastructure, such as new buildings. Instead, a more flexible approach is required in order to provide additional capacity and/or improvements to existing facilities, where the need is generated by new development.

For adult social care, community learning and youth services, the County Council outlines an intention to seek small scale improvements, for instance through improved accessibility or additional equipment, as a means to cope with additional demand.

Twelve libraries across the borough are identified as suitable for capacity improvements, together with the mobile service; however no specific schemes have been put forward by KCC at this time. A similarly flexible approach is therefore proposed to provide additional capacity in response to increased demand, which may include physical works to buildings, or through provision of additional equipment or book stock.

Developer contributions towards community infrastructure have already been secured through applications granted planning consent prior to the introduction of CIL in October 2018, where such requests were compliant with the S106 tests. It is therefore expected that the small-scale schemes can be delivered as developer contributions are paid, and in a timely manner to support growth.

What is the key supporting evidence?

1) Discussions with Kent County Council
2) Libraries, Registration and Archives Strategy 2019-2022

What are the next steps for 2019/20?

Continue to work with KCC to ensure the timely delivery of social and community infrastructure as schemes are developed to support growth and development across the borough.

SCHEDULE D: Social and Community Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
SC1	**Community facilities** Measures to provide additional facilities	Provision of a new community facility within site H1(2) East of Hermitage Lane	Planning permission: 13/1749	H1(2) East of Hermitage Lane	Developer	Unknown	Future S106	Scheme committed through planning permission 13/1749	Short term	Critical	Low
SC2	**Community facilities** Measures to provide additional facilities	Provision of a new community facility within site H1(5) Langley Park	Planning permission: 13/1149	H1(5) Langley Park	Developer	Unknown	Future S106	Scheme committed through planning permission 13/1149	Short term	Critical	Low
SC3	**Adult social care** Measures to improve accessibility and provide additional capacity	Small scale improvements to existing infrastructure may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the borough may place increased pressure on delivery of this service	KCC	Unknown	Existing S106 contributions CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate
SC4	**Community learning** Measures to improve accessibility and provide additional capacity	Small scale improvements to existing infrastructure may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the borough may place increased pressure on delivery of this service	KCC	Unknown	Existing S106 contributions CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate
SC5	**Youth services** Measures to improve accessibility and provide additional capacity	Small scale improvements to existing infrastructure and/or additional equipment may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP	KCC has confirmed that planned growth will place increased pressure on delivery of this service.	Development across the borough may place increased pressure on delivery of this service	KCC	Unknown	Existing S106 contributions CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate

SCHEDULE D: Social and Community Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
SC6	**Library provision** Measures to provide additional capacity	Small scale improvements to existing infrastructure and/or additional equipment may be required to support the delivery of new development and specific schemes will be developed through the lifetime of the MBLP	KCC has confirmed that planned growth will place increased pressure on delivery of this service. Libraries, Registration and Archives Strategy 2019-2022	Development across the borough may place increased pressure on delivery of this service	KCC	Unknown	Existing S106 contributions CIL	Schemes to be developed through the lifetime of the MBLP	Varies	Essential	Moderate

Where?

Borough wide

What?

- Provision of new Community First Responder (CFR) schemes

When?

Short to medium term

Why?

Kent Police have a significant infrastructure presence within Maidstone, including its Headquarters on Sutton Road. However, no requirements for future police infrastructure are currently identified in this IDP although this will be kept under review and may be updated in future iterations to take account of emerging infrastructure requirements.

Similarly, the Kent Fire and Rescue Service confirmed that the development proposed in the MBLP did not generate the need for any additional infrastructure. This too will be kept under review.

The South East Coast Ambulance Service (SECAmb) identified that a number of proposed development sites would not be covered by their Community First Responder (CFR) scheme. As a result, several schemes are identified, predominantly in the Rural Service Centres and it is anticipated that these schemes can be delivered in the short to medium term, pending the successful allocation of CIL funds. These schemes are rolled forward unchanged into this iteration of the IDP.

In addition, a change in SECAmb's service delivery model has bought about a potential need for a new Make Ready Centre (MRC), to be located in north Maidstone to serve the mid-Kent Weald catchment. A MRC is a dedicated centre enabling the cleaning, restocking and checking of equipment on ambulances prior and subsequent to every shift. At this early stage, the scheme is not developed enough for inclusion into the IDP, however it will be kept under review and included in future iterations of the IDP should the scheme progress to a suitable level.

As both waste planning authority and waste disposal authority, Kent County Council plays a key role in assessing the need for new and improved waste management facilities and delivering waste management infrastructure. In 2017 KCC undertook a reassessment of future waste capacity requirements in Kent which indicated that a Waste Sites Plan was no longer required, thereby negating the need to identify sites for waste infrastructure.

What is the key supporting evidence?

1) Mapping and analysis undertaken by SECAmb, October 2015

What are the next steps for 2019/20?

Ensure SECAmb are informed of how to bid for strategic CIL funds to support the timely delivery of the CFR schemes in line with development.

SCHEDULE E: Public Services

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
PS1	**Ambulance service** Measures to increase coverage	Creation of a new Community Frist Responder (CFR) Scheme required in the Bearsted area	Mapping and analysis undertaken by SECAmb – Oct, 2015	The scheme will benefit new and existing residents in the area	SECAmb	37k	CIL	Scheme ready to implement pending funding	Short / Medium term	Essential	Moderate
PS2	**Ambulance service** Measures to increase coverage	Creation of a new Community Frist Responder (CFR) Scheme required in the Harrietsham area	Mapping and analysis undertaken by SECAmb – Oct, 2015	The scheme will benefit new and existing residents in the area	SECAmb	£14k	CIL	Scheme ready to implement pending funding	Short / Medium term	Essential	Moderate
PS3	**Ambulance service** Measures to increase coverage	Creation of a new Community Frist Responder (CFR) Scheme required in the Lenham area	Mapping and analysis undertaken by SECAmb – Oct, 2015	The scheme will benefit new and existing residents in the area	SECAmb	£7k	CIL	Scheme ready to implement pending funding	Short / Medium term	Essential	Moderate
PS4	**Ambulance service** Measures to increase coverage	Creation of a new Community Frist Responder (CFR) Scheme required in the Marden area	Mapping and analysis undertaken by SECAmb – Oct, 2015	The scheme will benefit new and existing residents in the area	SECAmb	£17.5k	CIL	Scheme ready to implement pending funding	Short / Medium term	Essential	Moderate
PS5	**Ambulance service** Measures to increase coverage	Creation of a new Community Frist Responder (CFR) Scheme required in the Staplehurst area	Mapping and analysis undertaken by SECAmb – Oct, 2015	The scheme will benefit new and existing residents in the area	SECAmb	328k	CIL	Scheme ready to implement pending funding	Short / Medium term	Essential	Moderate
PS6	**Ambulance service** Measures to increase coverage	Creation of a new Community Frist Responder (CFR) Scheme required in the Headcorn area	Mapping and analysis undertaken by SECAmb – Oct, 2015	The scheme will benefit new and existing residents in the area	SECAmb	£17.5k	CIL	Scheme ready to implement pending funding	Short / Medium term	Essential	Moderate
PS7	**Ambulance service** Measures to increase coverage	Creation of a new Community Frist Responder (CFR) Scheme required in the Yalding area	Mapping and analysis undertaken by SECAmb – Oct, 2015	The scheme will benefit new and existing residents in the area	SECAmb	£10.5k	CIL	Scheme ready to implement pending funding	Short / Medium term	Essential	Moderate
PS8	**Ambulance service** Measures to increase coverage	Creation of a new Community Frist Responder (CFR) Scheme required in the Hollingbourne area	Mapping and analysis undertaken by SECAmb – Oct, 2015	The scheme will benefit new and existing residents in the area	SECAmb	£7k	CIL	Scheme ready to implement pending funding	Short / Medium term	Essential	Moderate

Where?

Borough wide

What?

- Upgrade of Lenham Wastewater Treatment Works
- Measures to increase water supply capacity
- Sewerage network reinforcement

When?

Varies

Why?

Drainage and surface water management issues create flooding and local sewerage network problems for existing residents in a number of Rural Service Centres. Details regarding the Surface Water Management Plans are summarised under schedule H. Catchment wide Drainage Area Plans have been developed for the Headcorn and Staplehurst catchments in order to inform investment decisions over the coming years.

In terms of accommodating new development, Southern Water's position remains that the proposed growth can be sufficiently accommodated provided the current situation is not exacerbated. The planning system, through the use of planning conditions, can ensure that development does not occur until the requisite infrastructure is in place. Unlike many other forms of infrastructure, developers are not expected to make contributions through S106 agreements or CIL. Instead, developers enter into specific agreements with Southern Water to deliver necessary water infrastructure after planning permission is secured.

There is, however, an established need for capacity upgrades of the Lenham Wastewater Treatment Works (WWTW) to support future development at the broad location H2(3). Southern Water's 2020-2025 Business Plan includes this upgrade as part of its programme of works.

South East Water is responsible for supplying fresh water within Maidstone and had regular input into the MBLP process. They identified the need for new mains from Charing to Headcorn, and from Loose to Linton; both of which are for delivery over the medium term. A series of transfer mains are also identified to support development within the Maidstone urban Area, and these are likely to be required over the short term.

Southern Gas Networks (SGN) has undertaken a high level review of the development proposed in the MBLP and has indicated that a series of reinforcement works are likely to be required to support development. However, the precise details of each scheme are usually determined once individual sites have received planning permission, when expected loads can be more accurately calculated. Specific schemes are therefore not identified in the IDP.

UK Power Networks has been made aware of the scale and distribution of growth proposed in the MBLP and has not identified any specific schemes required to accommodate new development. This position has not changed in this iteration of the IDP. It is anticipated that any connections and associated infrastructure improvements will be identified and delivered alongside development, without the need for section 106 planning obligations or the CIL.

KCC continues to work with the Government's broadband agency, Broadband Delivery UK to improve access to superfast broadband services across Maidstone and the wider Kent region. 95% of properties across Kent and Medway can now access superfast broadband service of at least 24mbps.

The MBLP supports the provision of broadband infrastructure within Maidstone and, where appropriate, conditions are secured through planning permissions to ensure that provision is made within development sites to enable unproblematic installation of broadband infrastructure by commercial providers.

What is the key supporting evidence?

1) Water Resource Management Plan (WRMP)
2) Southern Water 2020-2025 Business Plan
3) South East Water 2020-2025 Business Plan

What are the next steps for 2019/20?

Continue to engage with utilities providers to ensure the timely delivery of infrastructure to support development.

SCHEDULE F: Utilities

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
UT1	**Water Supply** Measures to increase capacity	8km of 300mm dia main from Charing to Headcorn area	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Marden, Staplehurst and Headcorn	SEW and contractors	£4.7m	Developer contributions off set by revenue and business plan funding	Developer contributions off set by revenue and business plan funding.	Medium term	Critical	Moderate
UT2	**Water Supply** Measures to increase capacity	4km of 400mm dia main from Loose to Linton	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Coxheath	SEW and contractors	£2.5m	Developer contributions off set by revenue and business plan funding	Concept	Medium term	Critical	Moderate
UT3	**Water Supply** Measures to increase capacity	Transfer main Kingshill to Allington	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Boughton Monchelsea, Chart Sutton, Downwood, Otham, Harrietsham, and Lenham	SEW and contractors	£1.6m	Developer contributions off set by revenue and business plan funding	Concept	Short term	Critical	Moderate
UT4	**Water Supply** Measures to increase capacity	Transfer main Maidstone to Boughton	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Boughton Monchelsea, Chart Sutton, Downwood, Otham, Parkwood and Maidstone	SEW and contractors	£1.9m	Developer contributions off set by revenue and business plan funding	Concept	Short term	Critical	Moderate
UT5	**Water Supply** Measures to increase capacity	Transfer main at Penenden Heath	Hydraulic modelling using demand projections and resource availability from WRMP	EMP1 (5) Woodcut Farm, Maidstone	SEW and contractors	£1.4m	Developer contributions off set by revenue and business plan funding	Concept	Short term	Critical	Moderate
UT6	**Water Supply** Measures to increase capacity	Local reinforcement at Yalding	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Yalding	SEW and contractors	£120k	Developer contributions off set by revenue	Awaiting application from developer	Short term	Essential	Moderate
UT7	**Water Supply** Measures to increase capacity	Local reinforcement at Ulcombe Road, Headcorn	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Ulcombe Road, Headcorn.	SEW and contractors	£10k	Developer contributions off set by revenue	Awaiting application from developer	Medium term	Essential	Moderate
UT8	**Water Supply** Measures to provide additional capacity	Provision of additional waste water treatment	Southern Water has advised that additional waste water treatment	All development must be adequately serviced by	Southern Water	Unknown	Southern Water through Periodic	Schemes will be developed through the Southern	Varies	Critical	Low

SCHEDULE F: Utilities

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		capacity to serve development	capacity may be required to accommodate development proposed in the MBLP but that this requirement should not be a constraint to development. Development in Harrietsham may require additional infrastructure however, other than capacity enhancements at Lenham (UT9) no further specific requirements have been identified.	waste water treatment infrastructure			Review process	Water through Periodic Review process and in response to approaches from developers			
UT9	**Water Supply** Measures to provide additional capacity	Provision of additional waste water treatment capacity to serve Lenham broad location development	Southern Water has advised that additional waste water treatment capacity will be required to serve the overall development of 1500 homes in Lenham. A new or amended environmental permit will be required from the Environment Agency in order to accommodate the capacity enhancements at Lenham WTW.	Policy H2 (3) Lenham broad location.	Southern Water	TBC	Southern Water through Periodic Review process	Scheme included in Southern Water's Business Plan, 2020-2025.	Short term	Critical	Moderate
UT10	**Water Supply** Measures to provide connectivity and additional capacity where required	Each development site will generate the need for connectivity to the existing sewerage infrastructure network. Many of these connections will require off	Southern Water has advised that connectivity and capacity enhancements to the sewerage infrastructure network will be required for many of the	Development across the Borough will generate the need for connectivity to the sewerage network which may also require capacity	Southern Water	Unknown	Developers through Southern Water's New Infrastructure Charge to developers Southern Water's	Schemes to provide connectivity and potentially capacity enhancements will usually be developed either during or following the	Varies	Critical	Low

SCHEDULE F: Utilities

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		site works. Where there is insufficient capacity in the network to accommodate new development, new or improved sewerage infrastructure will also be required.	sites identified in the Local Plan. Although in some cases adequate capacity may exist at this time, it is not possible to guarantee future reservation of this capacity.	enhancements to accommodate the new development. Significant new or improved sewerage infrastructure will be required for H1 (10) South of Sutton Road, H1 (11) Springfield, H2 (2) Invicta Barracks and H2 (3) Lenham.			Capital Works Programme	development management process.			
UT11	**Sewerage infrastructure** Sewerage network reinforcement	Southern Water has identified the following sites will require reinforcement of the sewerage network in advance of occupation of development capacity: H1 (1), H1 (2), H1 (3), H1 (4), H1 (5), H1 (6), H1 (7), H1 (8), H1 (9), H1 (10), H1 (11), H1 (17), H1 (21), H1 (27), H1 (29), H1 (32), H1 (35), H1 (37), H1 (38), H1 (39), H1 (41), H1 (42), H1 (44), H1 (45), H1 (46, H1 (47), H1 (48), H1 (49), H1 (50), H1 (51), H1 (53), H1 (54), H1 (55), H1 (56), H1 (58), H1 (59), H1 (60), H1 (61), H1 (62), H1 (67), RMX1 (4)	The delivery of development proposed in the MBLP is dependent upon sewerage network reinforcements	Development across the Borough will generate the need for connectivity to the sewerage network.	Southern Water	Unknown	Developers through Southern Water's New Infrastructure Charge to developers Southern Water's Capital Works Programme	Schemes to provide connectivity will usually be developed either during or following the development management process.	Varies	Critical	Low

Where?

Borough wide

What?

- Provision of open space in line with open space allocations and policy DM19

When?

Varies

Why?

Maidstone's Green and Blue Infrastructure (GBI) Strategy was produced in 2016. It establishes a series of high level objectives for GBI within the borough, and guides policy and investment decisions.

One of the key outputs of the GBI Strategy is the accompanying Action Plan, which sets out a number of specific schemes and interventions to support delivery of the overall strategy. Some of these schemes are relevant to the delivery of development sites identified in the MBLP and/or more strategic elements of the Local Plan.

Policy DM19 of the current MBLP sets out the open space standards expected from new residential or missed use development sites, in terms of quantity, quality, accessibility and type. It also provides the basis for the open space allocations as set out in policy OS1. It is anticipated that OS1 allocations will be provided through S106 contributions and therefore delivery will occur as development is built out.

For sites which do not have an OS1 allocation identified, open space provision will be determined in accordance with policy DM19, which may result in either on or off-site provision and/or specific financial contributions towards quality improvements. The total quantum of open space provision will therefore be in excess of the total identified through policy OS1, and this is reflected in the IDP.

Significant new open space provision is expected as part of the broad locations for growth although this is not quantified in the MBLP. Further work on indicative open space provision will be developed through the masterplanning of the broad locations.

A draft Playing Pitch Strategy has also been prepared as part of the evidence base to support the MBLP. This is expected to be completed later in 2019 and may be used to help inform future reviews of the IDP.

The Environment Agency has identified a number of strategic schemes for river restoration and biodiversity improvements, including schemes to remove barriers to fish passages along the River Medway. Although not required to support development in the MBLP, these improvements will support delivery of the overall MBLP strategy, including key strategic policies and objectives.

What is the key supporting evidence?

1) Maidstone Green and Blue Infrastructure Strategy 2016
2) Water Framework Directive and Eel Regulations
3) Qualitative Open Space Study 2014
4) Quantitative Open Space Study 2015

What are the next steps for 2019/20?

Continue to ensure provision of open space in line with OS1 allocations and policy DM19.

SCHEDULE G: Green and Blue Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
GB1	**Blue infrastructure improvements** Works to improve fish passages	Yalding fish pass - This structure the one remaining obstruction to fish migration on the main stem of the river Medway. Yalding autosluice is a complete barrier to fish movement. 8.8 km of main river will be connected.	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development. Will support Local Plan strategy incl. Policy SS1	Environment Agency	£300k	CIL Some match funding from DEFRA may be possible	Outline designs have been completed by EA awaiting funding to continue to project development	Short / Medium Term	Desirable	High
GB4	**Blue/green infrastructure improvements** Works to improve riparian habitats	Sherway Stream Restoration Plan - From Headcorn North TQ8375143498 to Sherway Bridge TQ 8675944688 Design and deliver river restoration features which can improve the quality, quantity and connectivity of riparian habitats across key sites in this tributary of the Beult. Deliver workshops, landowner advice, site plans, community engagement, wetland creation, morphological improvements, increase the riparian buffer zone. 4.5 km of the Sherway Stream will be improved.	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development. Will support Local Plan strategy incl. Policy SS1	Environment Agency Beult Catchment Improvement Group Medway Valley Countryside Partnership South East river Trust	£150k	CIL Some match funding from DEFRA may be possible	Outline proposals and projects agreed. Funding required to further develop the project.	Short / Medium Term	Desirable	High
GB5	**Blue/green infrastructure improvements** Works to improve riparian habitats	Upper Loose Restoration Plan - From Langley TQ8050851552 to	This work is high priority to meet the requirements of Water	Not directly related to development. Will support Local Plan	Environment Agency Beult Catchment	£150k	CIL Some match funding from	Outline proposals and projects agreed. Funding	Short / Medium Term	Desirable	High

SCHEDULE G: Green and Blue Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		Loose TQ7565852214 Design and deliver river restoration features which can improve the quality, quantity and connectivity of riparian habitats across key sites in this tributary of the Medway. Deliver workshops, landowner advice, site plans, community engagement, wetland creation, morphological improvements and eradication of invasive plant species. 5.2 km of the Loose Stream will be improved.	Framework Directive and Eel Regulations.	strategy incl. Policy SS1	Improvement Group Medway Valley Countryside Partnership South East river Trust		DEFRA may be possible	required to further develop the project.			
GB6	**Blue/green infrastructure improvements** Fish monitoring	Introduction of a sustainable fish monitoring programme on the River Medway and its tributaries	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to development. Will support Local Plan strategy incl. Policy SS1	Environment Agency	£30k	CIL	Outline designs have been completed by EA awaiting funding to continue to project development	Short / Medium Term	Desirable	High
GB7	**Provision of open space** Measures to improve accessibility and quantity of open space	Provision of 1.5ha of natural/semi-natural open space at Oakapple Lane, Barming	Policy DM19 Policy OS1(1) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (4) Oakapple Lane, Barming	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
GB8	**Provision of open space** Measures to improve accessibility and quantity of open space	Provision of 7.65ha of informal open space (nature conservation	Open Space DM11	H1 (5) Langley Park, Sutton Road, Maidstone	Developer	Unknown	S106	Scheme under construction	Short term	Essential	Low

SCHEDULE G: Green and Blue Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		area) on site H1 (5) Langley Park, Maidstone	Open Space Allocations OS1 (2) Planning permission MA/13/1149 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015								
GB9	**Provision of open space** Measures to improve accessibility and quantity of open space	Provision 14ha of natural/semi-natural open space at South of Sutton Road, Langley	Open Space DM11 Open Space Allocations OS1 (2) Planning permission MA/15/509015 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (10) South of Sutton Road, Langley	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
GB10	**Provision of open space** Measures to improve accessibility and quantity of open space	Provision of 1.37ha of natural/semi-natural open space and 0.5ha allotments at South of Ashford Road	Open Space DM11 Open Space Allocations OS1 (6) Planning permission MA/14/0828 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (32) South of Ashford Road, Harrietsham	Developer	Unknown	S106	Scheme under construction	Short / Medium Term	Essential	Low
GB11	**Provision of open space** Measures to improve accessibility and quantity of open space	Provision of 0.91ha of natural/semi natural open	Open Space DM11	H1 (34) Church Road, Harrietsham	Developer	Unknown	S106	Scheme under construction	Short term	Essential	Low

SCHEDULE G: Green and Blue Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		space at Church Road, Harrietsham	Open Space Allocations OS1 (7) Planning permission MA/14/0095 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015								
GB12	**Provision of open space** Measures to improve accessibility and quantity of open space	Provision of 1.6ha of outdoor sports provision (3-5 sports pitches) at Kent Police HQ, Maidstone	Open Space DM11 Open Space Allocations OS1 (4) Planning permissions: MA/12/0986 MA/12/0987 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (27) Kent Police HQ, Maidstone H1 (28) Kent Police training school, Maidstone	Developer	Unknown	S106	Committed through planning permission MA/12/0986	Short / Medium Term	Essential	Low
GB13	**Provision of open space** Measures to improve accessibility and quantity of open space	Provision of 2.16ha of natural/semi natural open space at The Parsonage, Goudhurst Road, Marden	Open Space DM11 Open Space Allocations OS1 (8) Planning permission: MA/13/0693 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (45) The Parsonage, Goudhurst Road, Marden	Developer	Unknown	S106	Scheme under construction	Short term	Essential	Low
GB15	**Provision of open space**	Provision of 2.4ha of natural/semi-natural open	Open Space DM11	H1 (31) Cross Keys, Bearsted	Developer	Unknown	S106	Scheme under construction	Short term	Essential	Low

SCHEDULE G: Green and Blue Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
	Measures to improve accessibility and quantity of open space	space at Cross Keys, Bearsted	Open Space Allocations OS1 (5) Planning permission: MA/14/504795 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015								
GB16	**Provision of open space** Measures to improve accessibility and quantity of open space	Provision of 1.22ha of natural/semi natural open space at North of Henhurst Farm, Staplehurst	Open Space DM11 Open Space Allocations OS1 (9) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (50) North of Henhurst Farm, Staplehurst	Developer	Unknown	S106	OS1 allocation	Short / Medium term	Essential	Low
GB18	**Provision of open space** Measures to improve accessibility and quantity of open space	Provision of 1.18ha Natural/semi natural open space at South of Grigg Lane, Headcorn	Open Space DM11 Open Space Allocations OS1 (11) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (38) South of Grigg Lane, Headcorn	Developer	Unknown	S106	OS1 allocation	Short / Medium term	Essential	Low
GB19	**Provision of open space** Measures to improve accessibility and quantity of open space	Provision of 1.12ha natural/ semi natural open space at North of Heath Road, Coxheath	Open Space DM11 Open Space Allocations OS1 (12) Planning permission: MA/13/1979	H1 (59) North of Heath Road, Coxheath	Developer	Unknown	S106	Scheme under construction	Short term	Essential	Low

SCHEDULE G: Green and Blue Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
			Qualitative Open Space Study 2014 Quantitative Open Space Study 2015								
GB22	**Provision of open space** Measures to improve accessibility and quantity of open space	Provision of 0.15ha of natural/semi natural open space.	Open Space DM11 Open Space Allocations OS1 (14) Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (52) Boughton Mount, Boughton Lane, Boughton Monchelsea	Developer	Unknown	S106	OS1 allocation	Short / Medium term	Essential	Low
GB23	**Provision of open space** Measures to improve accessibility and quantity of open space	Provision of 0.15ha of natural/semi natural at Lyewood Farm, Boughton Monchelsea	Open Space DM11 Open Space Allocations OS1 (15) Planning permission: 18/502683/FULL Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	H1 (54) Lyewood Farm, Green Lane, Boughton Monchelsea	Developer	Unknown	S106	Scheme under construction	Short term	Essential	Low
GB24	**Provision of open space** Measures to improve accessibility and quantity of open space	In addition to open space secured through OS1 allocations, on site open space will be sought through residential developments where this can be accommodated within the site. Where the full needs cannot be accommodated on site, financial	Open Space DM11 Qualitative Open Space Study 2014 Quantitative Open Space Study 2015	Residential allocations in the Local Plan	Developers MBC Parish Councils	Unknown	S106	The need for open space provision is established through the Quantitative Open Space Study 2015	Varies	Essential	Low

SCHEDULE G: Green and Blue Infrastructure

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
		contributions towards improvements at existing facilities will be sought for any residual deficit in provision.									
GB25	**Provision of open space** Measures to improve accessibility and quantity of open space	Where development sites are unable to fully mitigate their quantitative impact on open space provision through provision of on-site open space, this may exacerbate existing deficiencies for certain open space typologies in some areas. Though the implementation of the GBI Strategy the Council will look for opportunities to address these deficiencies.	Open Space DM11 Green and Blue Infrastructure Strategy 2016 Qualitative Open Space Study 2014 and 2015	Residential allocations in the Local Plan Will support Local Plan strategy incl. Policy SS1 and implementation of the GBI Strategy 2016	MBC Parish Councils	Unknown	CIL	Further work required through implementation of the GBI Strategy	Varies	Essential	Moderate
GB26	**Green and blue infrastructure improvements** Measures to improve accessibility, connectivity, biodiversity and quality of green and blue infrastructure in the borough.	The Green and Blue Infrastructure Strategy 2016 identifies a series of measures in its Action Plan. Through the implementation of the GBI Strategy the Council will look for opportunities to deliver these actions, including through the use of developer contributions where appropriate.	Green and Blue Infrastructure Strategy, 2016	Not necessarily directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1 and implementation of the GBI Strategy 2016.	MBC Parish Councils Community and voluntary groups	Unknowm	Various potential sources including CIL	Actions identified through the GBI Strategy 2016	Varies	Desirable	Moderate

Where?

Collier Street and communities from Yalding to Maidstone, and Headcorn.

What?

- Property Flood Resistance (PFR) and Community Level Resilience (CLR) measures.

When?

Short to medium term.

Why?

A Strategic Flood Risk Assessment (SFRA) was prepared in 2008, as part of early work on the emerging MBLP. In 2016, a level one SFRA refresh was completed on account of recalibrated flood modelling map data from the Environment Agency and revised Planning Practice Guidance.

No site specific flood mitigation measures are currently identified in the MBLP or IDP. Instead MBLP Policy H1 requires the undertaking of individual flood risk assessments where appropriate, and for the implementation of any necessary mitigation measures to enable development to proceed.

In 2017, the Medway Flood Partnership was established, bringing key stakeholders (including MBC) together to reduce flood risk within the Medway catchment through actions contained in the Medway Flood Action Plan. The Middle Medway Flood Resilience Scheme is the main action covering Yalding, Collier Street, Hunton, Marden, West Farleigh, East Farleigh, Wateringbury and Nettlestead. As reported in the November 2018 Action Plan year 1 report, 28 properties had flood resilience measures installed by December 2017 under phase 1a, with a further 256 properties having been surveyed for phase 1b. Measures are expected to be installed in summer 2019. As part of phase 2, the Environment Agency have completed initial assessments to consider options for community level resistance and resilience for the 47 properties identified as not suitable for PFR e.g. properties constructed from timber frame.

As referenced under Schedule F, drainage and surface water management issues have been a key theme through the development of the MBLP and, in addition to the DAPs prepared by Southern Water, KCC has led on the development of Surface Water Management Plans (SWMPs) for Headcorn, Maidstone, Maidstone & Malling, Marden and Staplehurst, with input from key stakeholders including the EA, MBC and Parish Councils. SWMPs are available on KCC's website.

For Headcorn, Marden and Staplehurst, none of the options considered through the SWMP were found to be cost beneficial. The SWMP Action Plans therefore focus on low cost measures to manage risk, for example, regular cleaning of existing drainage features and PFR measures.

What is the key supporting evidence?

1) Maidstone Level One Strategic Flood Risk Assessment, 2016
2) Medway Flood Action Plan, November 2017
3) Surface Water Management Plans

What are the next steps for 2019/20?

Through the Medway Flood Partnership, continue to ensure flood protection and mitigation measures are delivered in a timely manner.

SCHEDULE H: Flood prevention and mitigation

Item Reference	Service and Issue	Output	Justification/ supporting evidence	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Estimated cost (if known)	Funding sources	Scheme status	Delivery timescale	Prioritisation	Risk to delivery
FP1	**Flood management improvements** Measures to improve accessibility, connectivity, biodiversity and quality of green and blue infrastructure in the borough	Construction of a scheme of defences to reduce the risk of flooding in Collier Street and communities from Yalding to Maidstone	R Medway CFMP 2008 Middle Medway Strategy 2007 (revised 2010)	The scheme will benefit new and existing properties (constructed after 2012) located on this part of the River Medway flood zone. The risk of flooding to 3202 properties will be reduced	Environment Agency MBC TMBC KCC	Phase 1b: £1.5m Total: £25m	CIL Phase 1b: majority Defra FDGIA Phase 2: Anticipated funding by KCC and MBC	Phase 1b: Business case approved 2018. Construction due to commence summer 2019.	Short/ Medium Term	Essential	Moderate
FP2	**Flood management improvements** Works to reduce the potential impacts of flooding	Property level protection for 30 houses and the school which are at risk of flooding from the moat stream in Headcorn. The properties are in Oak Farm Gardens, Kings Road, Moat Road and The Uptons also Headcorn primary school	River Medway Flood Mapping and Modelling 2008 and 2014 The impact of flooding to 30 properties will be reduced	The scheme will benefit existing properties in Headcorn	Environment Agency MBC	£170k	Defra FDGIA The EA can provide matched funding for 50% total cost. CIL	Proposed means to reduce risk would be property level protection.	Short/ Medium Term	Desirable	High

Community Infrastructure Levy: Charging Schedule

Regulation 123 List

Regulation 123 of the CIL Regulations (as amended) requires a council to identify the infrastructure types and/or projects which it intends will be, or may be, wholly or partly funded through the CIL. The inclusion of a project or type of infrastructure in the Regulation 123 List does not represent a commitment from the council to fund it, either in whole or in part. The order of the table does not imply any order of preference for the use of CIL receipts.

Infrastructure projects/types that may be funded wholly or partly through the CIL	Exclusions – To be funded through s106 planning obligations, s278 of the Highway Act; other legislation or through planning condition
Highways and transportation Transport infrastructure including highway improvement schemes, walking and cycling (including public realm) and public transport infrastructure and improvements.	On or off site infrastructure and improvements required to make the development acceptable in planning terms. Improvements or works to the Strategic Road Network.
Education provision Education infrastructure including primary and secondary education infrastructure and improvements.	On or off site primary and secondary school facilities required specifically to serve a new development including (but not limited to) the following schemes identified in the Infrastructure Delivery Plan: - Provision of a new primary school on site H1 (10) Land South of Sutton Road; - Expansion of an existing school within South East Maidstone to accommodate site H1 (8); ~~and~~ - Provision of a new 2FE primary school within Broad Location H2 (2) Invicta Barracks, Maidstone; and - 1FE expansion of Lenham Primary School for Broad Location H2 (3) Lenham, Maidstone.
Health provision Health infrastructure including primary healthcare infrastructure and improvements.	On or off site health infrastructure facilities required to make the development acceptable in planning terms.

Infrastructure projects/types that may be funded wholly or partly through the CIL	Exclusions – To be funded through s106 planning obligations, s278 of the Highway Act; other legislation or through planning condition
Social and community infrastructure Social and community infrastructure including social care infrastructure, libraries and community facilities.	On or off site community facilities required to make the development acceptable in planning terms.
Public services infrastructure Public services infrastructure including police, fire and ambulance service infrastructure and strategic waste management infrastructure.	On or off site waste management infrastructure required to make the development acceptable in planning terms.
Green and blue infrastructure Strategic green and blue infrastructure measures and improvements.	On or off site infrastructure, including open space, improvements and mitigation required to make the development acceptable in planning terms.
Flood prevention and mitigation Strategic flood prevention and mitigation infrastructure measures and improvements.	On or off site infrastructure, improvements and mitigation, including drainage infrastructure, required to make the development acceptable in planning terms.

Community Infrastructure Levy: Charging Schedule

Regulation 123 List

Regulation 123 of the CIL Regulations (as amended) requires a council to identify the infrastructure types and/or projects which it intends will be, or may be, wholly or partly funded through the CIL. The inclusion of a project or type of infrastructure in the Regulation 123 List does not represent a commitment from the council to fund it, either in whole or in part. The order of the table does not imply any order of preference for the use of CIL receipts.

Infrastructure projects/types that may be funded wholly or partly through the CIL	**Exclusions – To be funded through s106 planning obligations, s278 of the Highway Act; other legislation or through planning condition**
Highways and transportation Transport infrastructure including highway improvement schemes, walking and cycling (including public realm) and public transport infrastructure and improvements.	On or off site infrastructure and improvements required to make the development acceptable in planning terms. Improvements or works to the Strategic Road Network.
Education provision Education infrastructure including primary and secondary education infrastructure and improvements.	On or off site primary and secondary school facilities required ~~specifically~~ to serve a new development, ~~-~~ specifically ~~including~~ the following schemes identified in the Infrastructure Delivery Plan: - Provision of a new primary school on site H1 (10) Land South of Sutton Road; - Expansion of an existing school within South East Maidstone to accommodate site H1 (8); and - Provision of a new 2FE primary school within Broad Location H2 (2) Invicta Barracks, Maidstone.
Health provision Health infrastructure including primary healthcare infrastructure and improvements.	On or off site health infrastructure facilities required to make the development acceptable in planning terms.

Infrastructure projects/types that may be funded wholly or partly through the CIL	Exclusions – To be funded through s106 planning obligations, s278 of the Highway Act; other legislation or through planning condition
Social and community infrastructure Social and community infrastructure including social care infrastructure, libraries and community facilities.	On or off site community facilities required to make the development acceptable in planning terms.
Public services infrastructure Public services infrastructure including police, fire and ambulance service infrastructure and strategic waste management infrastructure.	On or off site waste management infrastructure required to make the development acceptable in planning terms.
Green and blue infrastructure Strategic green and blue infrastructure measures and improvements.	On or off site infrastructure, including open space, improvements and mitigation required to make the development acceptable in planning terms.
Flood prevention and mitigation Strategic flood prevention and mitigation infrastructure measures and improvements.	On or off site infrastructure, improvements and mitigation, including drainage infrastructure, required to make the development acceptable in planning terms.

APPENDIX 5: List of completed infrastructure schemes from the May 2016 Infrastructure Delivery Plan (IDP).

Item Reference	Service and Issue	Output	Comments
HTTC1	**Highways improvements** Works to reduce traffic congestion	Provision of a bridge gyratory bypass through Fairmeadow to reduce congestion in the town centre	Complete
HTTC2	**Public transport and highway improvements** Works to improve the functionality of the public transport network	Provision of a bus lane on Romney Place	Complete
HTTC4	**Public transport** Works to provide additional capacity	Improvements to secure cycle parking at Maidstone West Railway station	Complete
HTTC5	**Pedestrian environment** Measures to improve accessibility and appearance	Package of measures to improve the pedestrian environment and public realm along Week Street	Complete
HTTC8	**Pedestrian environment and public realm** Measures to improve accessibility, safety and appearance.	Footpath improvements and improved public realm on Gabriel's Hill	Complete
HTTC10	**Pedestrian and cycle environment** Measures to improve access and safety for pedestrians and cyclists	Improvements to the existing towpath on the eastern and western banks of the River Medway	Complete
HTSE3	**Highways improvements** Works to provide additional capacity	Provision of a new road between gore court road and Sutton Road through site H1(6)	Complete
HTSE5	**Highways improvements** Works to provide additional capacity	Provision of a new roundabout to provide access to site H1(5)	Complete
HTSE10	**Pedestrian and cycle environment** Works to improve safety and accessibility	Provision of a toucan crossing on the A274 to connect site H1(6) to H1(5)	Complete
HTNW8	**Pedestrian environment** Works to improve safety and accessibility	Provision of a footway on the western side of Hermitage Lane and pedestrian crossing facilities, together with a footway to link to the existing pedestrian island on Hermitage Lane	Complete
HTUA5	**Public transport** Works to provide additional capacity	Improvements to secure cycle parking at Bearsted Railway station	Complete
HTHA2	**Pedestrian environment** Measures to improve safety and accessibility	Package of measures including the upgrading and realignment of part of Church Road, localised repositioning of white lining on the A20 and provision of a ghost island right turn lane; provision of new and improved footways and improvements to the existing	Complete

Item Reference	Service and Issue	Output	Comments
		"splitter island" to provide a pedestrian crossing point	
HTHE1	**Highway improvements and pedestrian environment** Works to improve safety and accessibility	Package of measures at Grigg Lane and Oak Lane, Headcorn, including the provision of footways on Oak Lane, footway works on Grigg Lane and improvements at the junction of Oak Lane /Wheeler Street (A274)	Complete
HTHE4	**Highway improvements and pedestrian environment** Works to improve safety	Package of measures on Lenham Road, Headcorn including extension of the 30 mph limit, construction of appropriate visibility sightlines and new dropped kerb crossings	Complete
HTHE6	**Public transport** Works to provide additional capacity	Improvements to secure cycle parking at Headcorn Railway station	Complete
HTL1	**Highway improvements and pedestrian environment** Works to improve safety and accessibility	Extension of the 30mph limit on the Old Ashford Road to site H1 (42) and extension of the footway on the northern side of the road	Complete
HTM2	**Pedestrian environment and public transport** Measures to improve functionality, safety and accessibility	Package of measures including the upgrading of the zebra crossing on Goudhurst Road to a pelican crossing, the provision of a pedestrian crossing on Church Green, traffic calming measures and improvements to bus infrastructure	Part complete
HTM3	**Pedestrian environment** Measures to improve safety and accessibility	Footpath widening and traffic calming on Howland Road, Marden	Part complete
HTR1	**Public transport** Works to provide additional capacity	Improvements to secure cycle parking and installation of CCTV at Hollingbourne Railway station	Complete
EDM3	**Secondary education** Measures to provide additional capacity	1FE expansion of The Maidstone Grammar School, Maidstone	Complete
EDM5	**Primary education** Measures to provide additional capacity	Provision of a new 2FE primary school on site H1 (5) Langley Park, Maidstone	Complete
EDM8	**Primary education** Measures to provide additional capacity	1FE expansion of South Borough Primary School, Maidstone	Complete
EDR4	**Primary education** Measures to provide additional capacity	1FE expansion of Headcorn Primary School	Complete
GB2	**Blue infrastructure improvements** Works to improve fish passages	East Farleigh fish pass - This structure is 1 of 2 remaining obstructions to fish migration on the main stem of the river Medway. East Farleigh lock is a complete barrier to fish movement. 10.5 km of main river will be connected. East Farleigh - TQ 7353 5356	Complete
GB3	**Blue infrastructure improvements**	3 weir project – Gatehouse Farm (TQ7310746083), New Lodge Farm (TQ7287046873)	Complete

Item Reference	Service and Issue	Output	Comments
	Works to improve fish passages and river habitat	and Dairy House Farm (TQ7248047065) weirs are located on the Lesser Teise near Chainhurst. The weirs represent a total barrier to fish passage. Moreover, the weir contributes to a lack of habitat diversity in the section of river upstream due to its impounding effect. 3.5 km of main river will be connected.	
GB14	**Provision of open space** Measures to improve accessibility and quantity of open space	Provision of 0.5ha amenity green space at Heathfield, Coxheath	Complete
GB17	**Provision of open space** Measures to improve accessibility and quantity of open space	Provision of 0.1ha amenity green space at Land at Lenham Road, Headcorn	Complete

Strategic Planning and Infrastructure Committee	**9 JULY 2019**

The Operation of Planning Performance Agreements

Final Decision-Maker	Strategic Planning and Infrastructure Committee
Lead Head of Service/Lead Director	Rob Jarman
Lead Officer and Report Author	Rob Jarman
Classification	Public
Wards affected	All

Executive Summary

Following a second review of the operation of Planning Performance Agreements (PPAs) it is recommended that in accordance with the NPPF which encourages the use of PPA the operation of PPA's be continued given there being no major problems with their use or the provision of the service.

This report makes the following recommendations to Strategic Planning and Infrastructure Committee :-

1) That PPAs continue to be used.

Timetable	
Meeting	***Date***
Strategic Planning and Infrastructure Committee	9 July 2019

The Operation of Planning Performance Agreements

1. INTRODUCTION AND BACKGROUND

1.1 There was a trial of the operation of Planning Performance Agreements (**PPAs**) in 2016 and 2017. This was reported to this Committee on 7 November 2017 where it was resolved: -

a) That the introduction of PPAs and the associated proposed fees in the report be approved.

b) That a report be presented to this Committee within a year in order to review PPAs

1.2 However, the operation of PPAs then became part of the Planning Services Implementation Project (**PSIP**) and this effectively lengthened it so that this terminated in May 2018. Therefore, this latest report is one year after PSIP.

1.3 The vast majority of PPAs involve :-

a) An initial pre-application discussion with officers where a draft project plan is submitted for consideration on behalf of the applicant.

b) The project plan is scoped and agreed between the local planning authority and the applicant and this then becomes the core of the PPA. The project plan contains dates (including Planning Committee), the scope of the meetings and information as to how the applicant will be updated together with contingencies.

c) Most project plans include at least one meeting with members of Planning Committee (plus substitutes), Local Ward Members and occasionally representatives of the local parish council.

1.4 PPAs have been used for the discharge of conditions and potentially Local Plan Review allocations as well as planning applications.

1.5 Generally, there has been positive feedback from both developers and Councillors with the former welcoming project plan working and 'front loading' and councillors welcoming the chance to engage early in the process.

1.6 My view is that there can be further improvements with regard to :-

a) the speed and detail of project plans;

b) involving statutory consultees more consistently in PPAs;

c) involving the preferred Registered Provider in PPAs in relation to the provision of affordable housing; and

d) draft s106 agreements being agreed prior to Planning Committee with the draft forming an appendix to the report.

1.7 All of the PPAs in the business year 2018/19 have been dealt with by the Majors Team. Most major planning applications are the subject of a PPA. This has generated £121,352 (including an estimate of £30,000 from pre-application discussions which subsequently have directly related to PPAs) of income. This funds an additional planning officer and specialist staff. A detailed financial breakdown is presented below.

Cost Centre Description	Account Description	Further Objective Description	Budget 18/19	Spend 18/19	Variance (- Adverse/ Favourable) -
Development Control Advice	Fees & Charges	Pre Planning Application Discussions	-73,330	-105,220	31,890
Development Control Advice	Fees & Charges	Planning Receipts in Advance	0	4,000	-4,000
Development Control Advice	Fees & Charges	Planning Performance Agreement (PPA's)	-46,770	-121,352	74,582
Development Control Advice			**-120,100**	**-222,572**	**102,472**
Grant Total of Planning Income including Application Fees			**-1,718,450**	**-1,541,671**	**-176,779**

Note:
The Planning Performance Agreement (PPA) figure of £121,352 includes an estimated £30,000 Pre-Application Advice income which relates directly to PPAs.

1.8 I am not aware of any significant operational problems.

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2. AVAILABLE OPTIONS

2.1 Given that there have now been two reviews of PPAs I consider that there are two options, firstly, abandon PPAs or secondly, continue with PPAs.

2.2 Given that PPAs

a) are commonly entered into across England mainly in relation to major applications

b) allow for both the early identification of potential problems

c) allow for early engagement with both applicants and Councillors in a meaningful way

d) are a project management tool which we use to agree timescales, actions and resources for handling applications, particularly major planning applications, the benefits outweigh any potential harm in continuing to offer the service. I would also reiterate that I am not aware of any significant criticism or problems in relation to the operation of PPAs. Any income generated from this service is being re-

invested in the planning service offered by the Council as the Local Planning Authority.

3. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

3.1 The preferred option is to continue with the operation of Planning Performance Agreements because after two trials/reviews there have been no significant issues rather there has been positive feedback from both developers and councillors and PPA monies are being reinvested back into Development Management.

4. RISK

4.1 Failing to provide the PPA service would delay processing major applications. PPAs are a useful tool to focus pre-application discussions on the issues that will need to be addressed throughout the course of preparing and determining a planning application, and the timescales and resources that are likely to be required. It allows for early member engagement.

4.2 The risk if the Council does not act as recommended, has been considered in line with the Council's Risk Management Framework and it is considered to be 'high'.

5. CONSULTATION

5.1 There has been no formal consultation.

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

6.1 The PPA service would continue and the fee structure will need to be reviewed.

7. CROSS-CUTTING ISSUES AND IMPLICATIONS

7.1 This is clearly an operational matter and so these are limited.

Issue	Implications	Sign-off
Impact on Corporate Priorities	We do not expect the recommendations will by themselves materially affect achievement of corporate priorities. However, they will support the Council's overall achievement of its aims in relation to the priority of 'embracing growth and enabling infrastructure'	Rob Jarman
Risk Management	Already covered in the risk section.	Rob Jarman
Financial	Planning Performance Agreements allow planning service costs to be recovered directly and therefore make a positive financial contribution. Agreed budgets assume that an additional £30,000 income will be received from PPAs in 2019/20 and a further £15,000 in 2020/21. Actual performance in 2018/19 was even better than this, which helped to offset the budget shortfall from the drop in planning application fee income on major developments.	Section 151 Officer & Finance Team
Staffing	We will deliver the recommendations with our current staffing.	Rob Jarman
Legal	Para. 46 of the National Planning Policy Framework encourages applicants and local planning authorities to consider the potential for voluntary planning performance agreements where this might achieve a faster and more effective planning application process.	Russell Fitzpatrick, MKLS (Planning)

Privacy and Data Protection	No privacy and data protection arise out of this report.	Russell Fitzpatrick, MKLS (Planning)
Equalities	The recommendations do not propose a change in service therefore will not require an equalities impact assessment	Equalities and Corporate Policy Officer
Public Health	We recognise that the recommendations will not negatively impact on population health or that of individuals.	Rob Jarman

8. REPORT APPENDICES

None

Strategic Planning and Infrastructure Committee	**9 July 2019**

Section 106 Legal Agreements – Monitoring Report

Final Decision-Maker	Strategic Planning and Infrastructure Committee
Lead Head of Service	William Cornall
Lead Officer and Report Author	Rob Jarman
Classification	Public
Wards affected	All

Executive Summary

This is a monitoring report on s106 legal agreements and the appendix is organised into infrastructure themes (e.g open space) and geographic areas (ward and parish)

Purpose of Report

Noting

This report makes the following recommendations to this Committee:

1. That the report be noted.

Timetable	
Meeting	***Date***
Strategic Planning and Infrastructure Committee	9 July 2019

Section 106 Legal Agreements, Monitoring Report

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The four Strategic Plan objectives are: • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place We do not expect the recommendations will by themselves materially affect achievement of corporate priorities. However, they will support the Council's overall achievement of its aims as set out in section 3.	Rob Jarman
Cross Cutting Objectives	The four cross-cutting objectives are: • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected The report recommendation(s) supports the achievement(s) of the four cross cutting objectives by the collection of monies and the physical provision of infrastructure via s106 legal agreements to support these objectives	Rob Jarman
Risk Management	Given the sums of (in effect) public money involved it is important to regularly inform councillors of how the infrastructure involved in s106 legal agreements is being delivered	Rob Jarman
Financial	The proposals set out in the recommendation are all within already approved budgetary headings and so need no new funding for implementation.	Senior Finance Manager (Client)
Staffing	We will deliver the recommendations with our current staffing.	Rob Jarman
Legal	The reporting of information to committee is legal and proper	Benedict King

Privacy and Data Protection	No impact identified.	Policy and Information Team
Equalities	The recommendations do not propose a change in service therefore will not require an equalities impact assessment	Equalities and Corporate Policy Officer
Public Health	We recognise that the recommendations will not negatively impact on population health or that of individuals.	Public Health Officer Paul Clarke
Crime and Disorder	Not applicable	Rob Jarman
Procurement	Not applicable	Rob Jarman

2. INTRODUCTION AND BACKGROUND

2.1 When Planning Committee resolves to grant conditional planning permission for residential developments of 10 homes and above, these are normally the subject of a s106 legal agreement whereby monies for and the physical provision of infrastructure to make an otherwise unacceptable planning application acceptable because of the impact developments can have on physical and social infrastructure. Planning obligations must only be sought where they meet all of the following tests (Regulation 122(2) of the Community Infrastructure Levy Regulations 2010): -

a) Necessary to make the development acceptable in planning terms;
b) Directly related to the development; and
c) Fairly and reasonably related in scale and kind to the development.

2.2 Planning obligations are normally secured via s106 legal agreements and is this report's locus. Since the introduction of the Community Infrastructure Levy on 1 October 2018, s106 agreements tend now to cover on site infrastructure, in particular, affordable housing and open space. Normally the applicant / developer covenants to either directly provide or make a financial contribution toward the provision of infrastructure at certain 'trigger' points (for example, once 50% of a development has been occupied). Therefore, most s106 agreements are bilateral between the applicant / developer and Maidstone Borough Council as local planning authority. However, much of the monies are for infrastructure providers such as Kent County Council so the developer, at the appropriate point, would pay monies over to Maidstone Borough Council for, as an example, improving primary school capacity in a particular area and this Council effectively acts as a collecting authority in that once the monies are paid there is a check with KCC Education that they are still intended for the purpose set out in the s106 and (subject to evidence) is transferred to KCC Education and then they have to spend it on the prescribed works.

2.3 The appendix outlines s106 monies by both infrastructure theme (for example, primary school education) and also by ward. This clearly shows

that for certain infrastructure such as education, highways and transportation, health care, the amounts are very significant. Secondly, those wards that have experienced the most development (where no significant viability problems exist) experience the highest amounts of s106 monies (for example, Downswood and Otham). However, not all of the spend information is up to date. For example, we have established a good relationship with the NHS and they are regularly spending s106 money on improving the capacity of primary healthcare facilities, but the greatest monitoring lag is with respect to spend. This said, the main concern is the lack of progress in terms of using s106 monies to improve junction capacity on the main roads into Maidstone such as the A274 and on improving the frequency and efficiency of bus transport. With regard to primary school education, in particular, there is a need to ensure that KCC Education's Commissioning Plan and our Infrastructure Delivery Plan are aligned so that monies collected through s106 agreements are committed and spent on the relevant projects. However, I thought it was important to provide an update to councillors given the sums of money involved and, secondly, due to no previous updates for over 12 months. Members can, of course, contact me if they require detailed information.

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3. AVAILABLE OPTIONS

3.1 The options are to either regularly provide monitoring information on a regular basis or not to.

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4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

4.1 There have been numerous audits of s106 monitoring and all have recommended regular updates for councillors given the sums of money involved and the importance of delivering infrastructure in relation to new residential developments. Whilst resource intensive this is the preferred option compared to the 'do nothing' option whereby, in effect, public monies are put at risk from a lack of public monitoring and the related scrutiny.

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5. RISK

5.1 One of the primary purposes of this report is to reduce risk by reporting the latest information reasonably available.

Option 1 (report purely for information): This report is presented for information only and has no risk management implications.

6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

6.1 Not applicable

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7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

7.1 Monitoring reports will be produced on a bi-annual basis.

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8. REPORT APPENDICES

- Appendix 1: s106 financial contributions by infrastructure type and ward

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Section 106 Monitoring

ALL BOROUGH

	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
TOTALS	46,640,831.81	650,349.52	20,835,963.53	0.00	3,863,892.26	1,636,949.65	19,199,013.88
Public Open Space	800,986.25	15,659.13	550,892.84	0.00	229,179.32	9,736.00	541,156.84
Accessibility to Healthcare Facilities	80,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Additional Enhanced Open Space Contribution	667.20	0.00	0.00	0.00	0.00	0.00	0.00
Additional Healthcare Contribution	360.00	0.00	0.00	0.00	0.00	0.00	0.00
Additional Highways Contribution	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Additional Libraries Contribution	48.02	0.00	0.00	0.00	0.00	0.00	0.00
Additional Open Space	0.00	0.00	57,060.46	0.00	0.00	0.00	57,060.46
Additional Primary Education	590.24	0.00	0.00	0.00	0.00	0.00	0.00
Additional Public Rights of Way	200.00	0.00	0.00	0.00	0.00	0.00	0.00
Additional Youth Services	8.44	0.00	0.00	0.00	0.00	0.00	0.00
Adult Social Services	89,305.01	0.00	87,309.78	0.00	19,506.04	12,514.44	74,795.34
Affordable Housing	1,815,921.01	0.00	634,194.35	0.00	565,177.00	0.00	634,194.35
Bus Service	1,640,177.50	0.00	0.00	0.00	0.00	0.00	0.00
Bus Stop Relocation Contribution	100,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Children Play Area	0.00	22,509.78	0.00	0.00	0.00	0.00	0.00
Community Facility	55,370.99	0.00	172,911.46	0.00	51,378.45	0.00	172,911.46
Community Improvements Contribution	50,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Community Learning	122,377.47	2,171.84	84,014.10	0.00	10,179.01	6,802.38	77,211.72
Community Learning - Full Element	1,483.26	0.00	0.00	0.00	0.00	0.00	0.00
Community Learning - Outline Element	3,151.94	0.00	0.00	0.00	0.00	0.00	0.00
Community Needs Study	12,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Community Tree Planting Contribution	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Cycle Park Contribution	0.00	0.00	20,716.24	0.00	0.00	0.00	20,716.24
Cycle Store	0.00	0.00	15,095.60	0.00	15,095.60	0.00	15,095.60
Development Monitoring Committee	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Development Monitoring Committee Contribution	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Education Contribution	1,262,004.74	0.00	121,624.11	0.00	11,412.43	0.00	121,624.11
Education Provision	21,425.25	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Primary	9,683,710.10	190,956.05	5,345,655.99	0.00	793,628.57	521,818.32	4,823,837.67
Education Sum Secondary	5,946,202.31	159,211.51	3,016,341.07	0.00	645,394.37	408,234.47	2,608,106.60

Enhanced Open Space	75,393.60	0.00	0.00	0.00	0.00	0.00	0.00
Footpath Contribution	0.00	36.90	5,803.23	0.00	0.00	0.00	5,803.23
General Provisions	0.00	0.00	15,850.03	0.00	0.00	0.00	15,850.03
Healthcare	3,050,652.66	57,361.16	1,836,939.98	0.00	359,126.23	0.00	1,836,939.98
Healthcare - Full Element	46,224.00	0.00	0.00	0.00	0.00	0.00	0.00
Healthcare - Outline Element	96,336.00	0.00	0.00	0.00	0.00	0.00	0.00
Healthcare Contribution	47,128.00	0.00	0.00	0.00	0.00	0.00	0.00
Highways Agency Contribution	21,500.00	0.00	0.00	0.00	0.00	0.00	0.00
Highways and Transport	2,889,479.98	0.00	1,418,827.97	0.00	516,197.34	345,249.06	1,073,578.91
Highways Contribution	2,088,984.82	0.00	4,317,787.16	0.00	0.00	0.00	4,317,787.16
Indexation	0.00	0.00	37,678.47	0.00	37,678.47	0.00	37,678.47
Junction 7 Highways Contribution	2,534,327.00	0.00	0.00	0.00	0.00	0.00	0.00
Junction Improvement	3,200.00	15,055.90	217,846.51	0.00	0.00	0.00	217,846.51
Landscape Management Contribution	20,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Late Payment Interest	0.00	0.00	508.87	0.00	0.00	0.00	508.87
Libraries	355,218.36	9,898.22	183,864.98	0.00	34,219.55	26,064.99	157,799.99
Libraries - Full Element	6,990.11	0.00	0.00	0.00	0.00	0.00	0.00
Libraries - Outline Element	14,852.99	0.00	0.00	0.00	0.00	0.00	0.00
Linton Crossroads Design Contribution	0.00	0.00	161,412.60	0.00	0.00	0.00	161,412.60
Local Amenity Contribution	0.00	0.00	55,171.82	0.00	55,171.82	0.00	55,171.82
Management Fund	500,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Monitoring Committee	1,000.00	0.00	4,876.54	0.00	0.00	0.00	4,876.54
Monitoring Fee	5,000.00	0.00	1,500.00	0.00	0.00	0.00	1,500.00
Notice of Implementation	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Site Affordable Housing Contribution	509,166.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Site Open Space	319,868.35	0.00	265,674.30	0.00	23,602.82	0.00	265,674.30
Open Space - Full Element	52,512.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Space - Outline Element	111,588.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Space Contribution	849,735.51	0.00	218,522.18	0.00	190,884.08	71,873.00	146,649.18
Open Space Facilities	409,905.00	0.00	21,255.58	0.00	0.00	0.00	21,255.58
Open Spaces Provision	636,624.16	50,582.89	536,719.26	0.00	41,102.76	0.00	536,719.26
Outdoor Sports Facilities & Recreation	70,850.00	0.00	82,127.20	0.00	0.00	0.00	82,127.20
Parking Controls	20,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Parks and Leisure	0.00	0.00	40,040.70	0.00	0.00	0.00	40,040.70
Parks and Open Space Contribution	20,475.00	0.00	0.00	0.00	0.00	0.00	0.00
PCT Contribution	0.00	0.00	37,568.75	0.00	0.00	0.00	37,568.75
Pedestrian Improvement Contribution	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Planning Contribution	350,000.00	0.00	101,465.20	0.00	0.00	0.00	101,465.20
Primary Education - Full Element	132,960.00	0.30	97,008.00	0.00	0.00	0.00	97,008.00

Primary Education - Outline Element	284,202.00	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education Contribution- Fifth	1,084,692.00	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education Contribution- First	433,876.80	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education Contribution- Fourth	1,084,692.00	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education Contribution- Second	650,815.20	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education Contribution- Third	1,084,692.00	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education Land	1,974,887.29	0.00	716,123.14	0.00	187,087.83	187,087.83	529,035.31
Primary School Expansion	0.00	0.00	33,997.76	0.00	0.00	0.00	33,997.76
Public Arts Contribution	23,400.00	0.00	0.00	0.00	0.00	0.00	0.00
Public Rights of Way	140,693.30	0.00	23,867.29	0.00	0.00	0.00	23,867.29
Public Transport Contribution	140,280.00	0.00	0.00	0.00	0.00	0.00	0.00
Second Healthcare Contribution	0.00	88,170.96	0.00	0.00	0.00	0.00	0.00
Shopping Centre Mitigation Contribution	100,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Skate Park Contribution	320,000.00	0.00	20,000.00	0.00	0.00	0.00	20,000.00
Social Care	34,001.04	4,496.49	4,206.58	0.00	0.00	0.00	4,206.58
Social Care - Full Element	3,071.22	0.00	0.00	0.00	0.00	0.00	0.00
Social Care - Outline Element	6,526.34	0.00	0.00	0.00	0.00	0.00	0.00
Social Housing	516,892.35	0.00	0.00	0.00	0.00	0.00	0.00
Social Services	30,701.10	0.00	0.00	0.00	0.00	0.00	0.00
Station Improvement Works Contribution	636,615.00	0.00	0.00	0.00	0.00	0.00	0.00
Steering Committee Contribution	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Survey Appraisal Contribution	0.00	0.00	1,008.83	0.00	0.00	0.00	1,008.83
Toucan Crossing	30,621.71	0.00	0.00	0.00	0.00	0.00	0.00
Toucan Crossing Sum	0.00	0.00	16,917.37	0.00	16,917.37	16,917.37	0.00
Town Centre Contribution	300,000.00	0.00	165,213.67	0.00	0.00	0.00	165,213.67
Town Centre Transport Links Contribution	60,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Traffic Displacement Contribution	197,873.85	0.00	0.00	0.00	0.00	0.00	0.00
Train Station Improvements	238,642.98	0.00	0.00	0.00	0.00	0.00	0.00
Transport Contribution	25,956.92	0.00	0.00	0.00	0.00	0.00	0.00
Travel Plan	10,000.00	0.00	14,412.96	0.00	0.00	0.00	14,412.96
Travel Plan Monitoring Fee	45,649.13	0.00	0.00	0.00	0.00	0.00	0.00
Vinters Valley Nature Reserve Contribution	0.00	0.00	29,368.03	0.00	29,368.03	0.00	29,368.03
Woodland and Ecology Contribution	25,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Woodland Commuted Sum	50,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Youth and Community	92,481.63	0.00	33,573.04	0.00	30,577.96	29,644.58	3,928.46
Youth and Recreation	0.00	33,341.62	0.00	0.00	0.00	0.00	0.00
Youth Contribution	5,823.70	0.00	117.88	0.00	117.88	117.88	0.00
Youth Services	36,501.69	896.77	12,891.65	0.00	889.33	889.33	12,002.32

Youth Services - Full Element	410.01	0.00	0.00	0.00	0.00	0.00	0.00
Youth Services - Outline Element	871.27	0.00	0.00	0.00	0.00	0.00	0.00

ALLINGTON

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Additional Open Space	0.00	0.00	56,112.00	0.00	0.00	0.00	56,112.00
Adult Social Services	0.00	0.00	7,543.20	0.00	0.00	0.00	7,543.20
Community Learning	0.00	0.00	42,998.00	0.00	0.00	0.00	42,998.00
Education Sum Primary	0.00	0.00	521,000.00	0.00	0.00	0.00	521,000.00
Education Sum Secondary	0.00	0.00	307,363.95	0.00	0.00	0.00	307,363.95
Healthcare	0.00	0.00	113,650.80	0.00	0.00	0.00	113,650.80
Highways Contribution	0.00	0.00	201,040.00	0.00	0.00	0.00	201,040.00
Libraries	0.00	0.00	6,722.80	0.00	0.00	0.00	6,722.80
Open Spaces Provision	0.00	0.00	57,245.45	0.00	0.00	0.00	57,245.45
Youth Services	0.00	0.00	1,181.60	0.00	0.00	0.00	1,181.60
	0.00	0.00	1,314,857.80	0.00	0.00	0.00	1,314,857.80

BARMING AND TESTON

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Education Sum Primary	0.00	82,354.69	0.00	0.00	0.00	0.00	0.00
Education Sum Secondary	0.00	82,314.23	0.00	0.00	0.00	0.00	0.00
Healthcare	13,608.00	14,418.06	0.00	0.00	0.00	0.00	0.00
Junction Improvement	0.00	15,055.90	0.00	0.00	0.00	0.00	0.00
Libraries	0.00	1,684.36	0.00	0.00	0.00	0.00	0.00
Open Spaces Provision	27,562.50	29,203.25	0.00	0.00	0.00	0.00	0.00
Youth Services	0.00	296.15	0.00	0.00	0.00	0.00	0.00
	41,170.50	225,326.64	0.00	0.00	0.00	0.00	0.00

BEARSTED

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Education Contribution	1,080.00	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Primary	118,048.00	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Secondary	117,990.00	0.00	0.00	0.00	0.00	0.00	0.00
General Provisions	0.00	0.00	5,850.03	0.00	0.00	0.00	5,850.03
Healthcare	54,432.00	0.00	0.00	0.00	0.00	0.00	0.00
Libraries	3,762.80	0.00	0.00	0.00	0.00	0.00	0.00

Open Space Contribution	31,500.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Spaces Provision	1,400.00	0.00	0.00	0.00	0.00	0.00	0.00
Social Services	7,206.00	0.00	0.00	0.00	0.00	0.00	0.00
Woodland and Ecology Contribution	25,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Youth Contribution	1,589.00	0.00	0.00	0.00	0.00	0.00	0.00
Youth Services	827.00	0.00	0.00	0.00	0.00	0.00	0.00
	362,834.80	0.00	5,850.03	0.00	0.00	0.00	5,850.03

BOUGHTON MONCHELSEA AND CHART SUTTON

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Accessibility to Healthcare Facilities	80,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Community Learning	2,609.20	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Primary	265,089.00	0.00	0.00	0.00	0.00	0.00	0.00
Healthcare	130,330.20	0.00	0.00	0.00	0.00	0.00	0.00
Libraries	6,049.34	0.00	0.00	0.00	0.00	0.00	0.00
Open Space Facilities	38,950.00	0.00	0.00	0.00	0.00	0.00	0.00
Social Services	5,402.60	0.00	0.00	0.00	0.00	0.00	0.00
Youth Services	721.00	0.00	0.00	0.00	0.00	0.00	0.00
	529,151.34	0.00	0.00	0.00	0.00	0.00	0.00

BOXLEY

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Education Contribution	0.00	0.00	11,412.43	0.00	11,412.43	0.00	11,412.43
Healthcare	44,647.20	0.00	87,244.19	0.00	87,244.19	0.00	87,244.19
Public Arts Contribution	23,400.00	0.00	0.00	0.00	0.00	0.00	0.00
Shopping Centre Mitigation Contribution	100,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Town Centre Contribution	300,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Town Centre Transport Links Contribution	60,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Travel Plan Monitoring Fee	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Vinters Valley Nature Reserve Contribution	0.00	0.00	29,368.03	0.00	29,368.03	0.00	29,368.03
	538,047.20	0.00	128,024.65	0.00	128,024.65	0.00	128,024.65

BRIDGE

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Adult Social Services	6,277.47	0.00	0.00	0.00	0.00	0.00	0.00
Community Learning	2,454.85	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Secondary	27,137.70	0.00	0.00	0.00	0.00	0.00	0.00
Healthcare	49,348.00	0.00	0.00	0.00	0.00	0.00	0.00
Healthcare Contribution	23,760.00	0.00	0.00	0.00	0.00	0.00	0.00

Libraries	11,331.64	0.00	0.00	0.00	0.00	0.00	0.00
Off-Site Open Space	18,900.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Space Contribution	163,800.00	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education - Full Element	0.00	0.30	97,008.00	0.00	0.00	0.00	97,008.00
Youth and Community	398.44	0.00	0.00	0.00	0.00	0.00	0.00
Youth Contribution	723.35	0.00	0.00	0.00	0.00	0.00	0.00
Youth Services	2,687.75	0.00	0.00	0.00	0.00	0.00	0.00
	306,819.20	0.30	97,008.00	0.00	0.00	0.00	97,008.00

COXHEATH AND HUNTON

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Adult Social Services	0.00	0.00	6,991.60	0.00	6,991.60	0.00	6,991.60
Affordable Housing	999,532.00	0.00	0.00	0.00	0.00	0.00	0.00
Bus Service	100,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Bus Stop Relocation Contribution	100,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Community Learning	8,135.32	0.00	3,376.63	0.00	3,376.63	0.00	3,376.63
Education Sum Primary	701,774.62	0.00	529,297.13	0.00	237,276.48	0.00	529,297.13
Education Sum Secondary	525,645.47	0.00	479,011.68	0.00	237,159.90	0.00	479,011.68
Healthcare	57,168.01	0.00	288,186.74	0.00	79,543.93	0.00	288,186.74
Highways and Transport	172,500.00	0.00	170,948.28	0.00	170,948.28	0.00	170,948.28
Highways Contribution	82,500.00	0.00	431,826.58	0.00	0.00	0.00	431,826.58
Libraries	14,521.44	0.00	5,923.10	0.00	5,923.10	641.36	5,281.74
Linton Crossroads Design Contribution	0.00	0.00	161,412.60	0.00	0.00	0.00	161,412.60
Notice of Implementation	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Open Space Contribution	184,800.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Spaces Provision	196,875.00	0.00	0.00	0.00	0.00	0.00	0.00
Public Open Space	66,150.00	0.00	121,277.96	0.00	121,277.96	0.00	121,277.96
Social Care	3,495.80	0.00	0.00	0.00	0.00	0.00	0.00
Steering Committee Contribution	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Survey Appraisal Contribution	0.00	0.00	1,008.83	0.00	0.00	0.00	1,008.83
Traffic Displacement Contribution	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Travel Plan	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Travel Plan Monitoring Fee	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Youth and Community	607.68	0.00	1,554.14	0.00	1,554.14	620.76	933.38
Youth Services	2,249.59	0.00	0.00	0.00	0.00	0.00	0.00
	3,245,954.94	0.00	2,200,815.27	0.00	864,052.02	1,262.12	2,199,553.15

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Adult Social Services	16,565.50	0.00	0.00	0.00	0.00	0.00	0.00
Bus Service	166,490.00	0.00	0.00	0.00	0.00	0.00	0.00
Community Facility	5,388.00	0.00	0.00	0.00	0.00	0.00	0.00

Community Learning	13,920.00	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Primary	586,393.50	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Secondary	516,206.25	0.00	0.00	0.00	0.00	0.00	0.00
Healthcare	80,820.00	0.00	0.00	0.00	0.00	0.00	0.00
Highways and Transport	0.00	0.00	59,177.73	0.00	0.00	0.00	59,177.73
Libraries	29,514.54	0.00	0.00	0.00	0.00	0.00	0.00
Monitoring Committee	1,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Space Contribution	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Parking Controls	20,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Public Rights of Way	12,330.30	0.00	0.00	0.00	0.00	0.00	0.00
Station Improvement Works Contribution	15,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Travel Plan	0.00	0.00	14,412.96	0.00	0.00	0.00	14,412.96
Youth Services	6,132.00	0.00	0.00	0.00	0.00	0.00	0.00
	1,469,760.10	0.00	73,590.69	0.00	0.00	0.00	73,590.69

DOWNSWOOD AND OTHAM

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Bus Service	814,287.50	0.00	0.00	0.00	0.00	0.00	0.00
Community Facility	37,313.99	0.00	0.00	0.00	0.00	0.00	0.00
Community Learning	7,675.00	0.00	0.00	0.00	0.00	0.00	0.00
Community Needs Study	12,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Development Monitoring Committee	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Primary	1,964,192.00	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Secondary	1,054,918.20	0.00	0.00	0.00	0.00	0.00	0.00
Healthcare	427,284.00	0.00	0.00	0.00	0.00	0.00	0.00
Highways and Transport	798,095.00	0.00	0.00	0.00	0.00	0.00	0.00
Highways Contribution	1,073,750.00	0.00	0.00	0.00	0.00	0.00	0.00
Libraries	25,018.42	0.00	0.00	0.00	0.00	0.00	0.00
Monitoring Fee	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Space Facilities	56,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education Land	1,242,074.44	0.00	0.00	0.00	0.00	0.00	0.00
Public Open Space	108,400.00	0.00	0.00	0.00	0.00	0.00	0.00
Public Rights of Way	31,680.00	0.00	0.00	0.00	0.00	0.00	0.00
Social Care	13,470.00	0.00	0.00	0.00	0.00	0.00	0.00
Traffic Displacement Contribution	28,363.00	0.00	0.00	0.00	0.00	0.00	0.00
Youth Services	2,122.50	0.00	0.00	0.00	0.00	0.00	0.00
	7,706,644.05	0.00	0.00	0.00	0.00	0.00	0.00

EAST

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Education Contribution	1,980.00	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Primary	118,002.00	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Secondary	83,772.00	0.00	0.00	0.00	0.00	0.00	0.00
Healthcare	44,568.00	0.00	0.00	0.00	0.00	0.00	0.00
Libraries	4,897.79	0.00	0.00	0.00	0.00	0.00	0.00
Open Space Contribution	47,500.00	0.00	0.00	0.00	0.00	0.00	0.00
Public Open Space	17,325.00	0.00	0.00	0.00	0.00	0.00	0.00
Social Services	13,211.00	0.00	0.00	0.00	0.00	0.00	0.00
Town Centre Contribution	0.00	0.00	165,213.67	0.00	0.00	0.00	165,213.67
Travel Plan Monitoring Fee	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Youth and Community	9,097.00	0.00	0.00	0.00	0.00	0.00	0.00
	345,352.79	0.00	165,213.67	0.00	0.00	0.00	165,213.67

FANT

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Adult Social Services	732.58	0.00	652.58	0.00	652.58	652.58	0.00
Community Learning	1,812.62	0.00	517.30	0.00	426.38	426.38	90.92
Education Sum Primary	156,683.38	0.00	48,308.72	0.00	0.00	0.00	48,308.72
Education Sum Secondary	95,866.88	0.00	48,284.99	0.00	0.00	0.00	48,284.99
Healthcare	30,196.00	10,021.85	35,057.72	0.00	12,078.00	0.00	35,057.72
Highways Contribution	0.00	0.00	55,892.63	0.00	0.00	0.00	55,892.63
Libraries	5,434.78	0.00	2,230.85	0.00	1,032.28	1,032.28	1,198.57
Off-Site Affordable Housing Contribution	30,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Site Open Space	0.00	0.00	36,208.76	0.00	0.00	0.00	36,208.76
Open Space Contribution	22,050.00	0.00	22,050.00	0.00	22,050.00	0.00	22,050.00
Public Open Space	76,781.25	15,659.13	3,198.46	0.00	0.00	0.00	3,198.46
Youth and Community	413.89	0.00	25.15	0.00	0.00	0.00	25.15
Youth Contribution	118.19	0.00	117.88	0.00	117.88	117.88	0.00
	420,089.57	25,680.98	252,545.04	0.00	36,357.12	2,229.12	250,315.92

HARRIETSHAM AND LENHAM

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Additional Enhanced Open Space Contribution	667.20	0.00	0.00	0.00	0.00	0.00	0.00
Additional Highways Contribution	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Additional Libraries Contribution	48.02	0.00	0.00	0.00	0.00	0.00	0.00
Additional Open Space	0.00	0.00	948.46	0.00	0.00	0.00	948.46
Additional Primary Education	590.24	0.00	0.00	0.00	0.00	0.00	0.00
Additional Public Rights of Way	200.00	0.00	0.00	0.00	0.00	0.00	0.00

Additional Youth Services	8.44	0.00	0.00	0.00	0.00	0.00	0.00
Adult Social Services	4,131.40	0.00	0.00	0.00	0.00	0.00	0.00
Community Learning	1,995.50	0.00	0.00	0.00	0.00	0.00	0.00
Community Learning - Full Element	1,483.26	0.00	0.00	0.00	0.00	0.00	0.00
Community Learning - Outline Element	3,151.94	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Primary	425,936.48	0.00	259,313.25	0.00	34,533.77	0.00	259,313.25
Enhanced Open Space	75,393.60	0.00	0.00	0.00	0.00	0.00	0.00
Healthcare	56,439.95	0.00	174,189.56	0.00	16,493.93	0.00	174,189.56
Healthcare - Full Element	46,224.00	0.00	0.00	0.00	0.00	0.00	0.00
Healthcare - Outline Element	96,336.00	0.00	0.00	0.00	0.00	0.00	0.00
Highways and Transport	0.00	0.00	403,680.19	0.00	0.00	0.00	403,680.19
Highways Contribution	171,500.00	0.00	349,607.48	0.00	0.00	0.00	349,607.48
Libraries	12,340.75	0.00	7,234.01	0.00	1,502.90	0.00	7,234.01
Libraries - Full Element	6,990.11	0.00	0.00	0.00	0.00	0.00	0.00
Libraries - Outline Element	14,852.99	0.00	0.00	0.00	0.00	0.00	0.00
Off-Site Open Space	102,375.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Space - Full Element	52,512.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Space - Outline Element	111,588.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Spaces Provision	0.00	0.00	107,175.56	0.00	0.00	0.00	107,175.56
Outdoor Sports Facilities & Recreation	0.00	0.00	23,770.22	0.00	0.00	0.00	23,770.22
Primary Education - Full Element	132,960.00	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education - Outline Element	284,202.00	0.00	0.00	0.00	0.00	0.00	0.00
Public Open Space	0.00	0.00	80,839.33	0.00	0.00	0.00	80,839.33
Public Rights of Way	0.00	0.00	23,867.29	0.00	0.00	0.00	23,867.29
Social Care - Full Element	3,071.22	0.00	0.00	0.00	0.00	0.00	0.00
Social Care - Outline Element	6,526.34	0.00	0.00	0.00	0.00	0.00	0.00
Youth and Community	751.22	0.00	0.00	0.00	0.00	0.00	0.00
Youth Services	815.04	0.00	1,007.30	0.00	0.00	0.00	1,007.30
Youth Services - Full Element	410.01	0.00	0.00	0.00	0.00	0.00	0.00
Youth Services - Outline Element	871.27	0.00	0.00	0.00	0.00	0.00	0.00
	1,614,371.98	0.00	1,431,632.65	0.00	52,530.60	0.00	1,431,632.65

HEADCORN

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Adult Social Services	1,227.89	0.00	0.00	0.00	0.00	0.00	0.00
Affordable Housing	240,000.01	0.00	0.00	0.00	0.00	0.00	0.00
Children Play Area	0.00	22,509.78	0.00	0.00	0.00	0.00	0.00
Community Facility	0.00	0.00	4,331.25	0.00	0.00	0.00	4,331.25
Community Learning	17,645.19	0.00	639.59	0.00	0.00	0.00	639.59
Education Contribution	89,272.34	0.00	110,211.68	0.00	0.00	0.00	110,211.68
Education Provision	21,425.25	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Primary	696,201.29	0.00	318,950.54	0.00	0.00	0.00	318,950.54
Education Sum Secondary	294,975.00	0.00	80,292.93	0.00	0.00	0.00	80,292.93

Healthcare	82,392.00	6,976.33	28,411.23	0.00	0.00	0.00	28,411.23
Highways and Transport	0.00	0.00	33,006.58	0.00	0.00	0.00	33,006.58
Highways Contribution	35,750.00	0.00	0.00	0.00	0.00	0.00	0.00
Libraries	29,188.43	0.00	8,305.41	0.00	0.00	0.00	8,305.41
Off-Site Open Space	7,875.00	0.00	62,839.10	0.00	0.00	0.00	62,839.10
Open Space Contribution	548.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Space Facilities	0.00	0.00	21,255.58	0.00	0.00	0.00	21,255.58
Open Spaces Provision	0.00	0.00	8,357.41	0.00	0.00	0.00	8,357.41
Primary Education Land	130,118.41	0.00	0.00	0.00	0.00	0.00	0.00
Primary School Expansion	0.00	0.00	33,997.76	0.00	0.00	0.00	33,997.76
Public Open Space	164,660.00	0.00	0.00	0.00	0.00	0.00	0.00
Public Rights of Way	22,683.00	0.00	0.00	0.00	0.00	0.00	0.00
Youth and Community	0.00	0.00	320.26	0.00	0.00	0.00	320.26
Youth and Recreation	0.00	33,341.62	0.00	0.00	0.00	0.00	0.00
Youth Contribution	1,857.00	0.00	0.00	0.00	0.00	0.00	0.00
Youth Services	2,380.28	0.00	175.83	0.00	0.00	0.00	175.83
	1,838,199.09	62,827.73	711,095.15	0.00	0.00	0.00	711,095.15

HEATH

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Adult Social Services	11,860.00	0.00	6,711.66	0.00	0.00	0.00	6,711.66
Community Learning	23,658.31	0.00	5,863.04	0.00	0.00	0.00	5,863.04
Education Contribution	1,137,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Primary	5,669.00	0.00	781,624.57	0.00	0.00	0.00	781,624.57
Education Sum Secondary	2,949.75	0.00	291,746.82	0.00	0.00	0.00	291,746.82
Healthcare	489,913.20	0.00	189,449.37	0.00	0.00	0.00	189,449.37
Highways Agency Contribution	21,500.00	0.00	0.00	0.00	0.00	0.00	0.00
Highways and Transport	1,659,622.50	0.00	282,060.26	0.00	0.00	0.00	282,060.26
Highways Contribution	0.00	0.00	40,229.58	0.00	0.00	0.00	40,229.58
Junction Improvement	3,200.00	0.00	0.00	0.00	0.00	0.00	0.00
Libraries	60,120.87	0.00	23,109.74	0.00	0.00	0.00	23,109.74
Off-Site Open Space	74,249.60	0.00	0.00	0.00	0.00	0.00	0.00
Open Space Contribution	0.00	0.00	10,867.50	0.00	0.00	0.00	10,867.50
Open Space Facilities	22,440.00	0.00	0.00	0.00	0.00	0.00	0.00
Outdoor Sports Facilities & Recreation	60,850.00	0.00	10,017.21	0.00	0.00	0.00	10,017.21
Primary Education Land	602,694.44	0.00	0.00	0.00	0.00	0.00	0.00
Public Open Space	110,000.00	0.00	64,449.20	0.00	0.00	0.00	64,449.20
Public Rights of Way	71,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Social Care	16,981.36	0.00	4,206.58	0.00	0.00	0.00	4,206.58
Youth and Community	0.00	0.00	1,710.78	0.00	0.00	0.00	1,710.78
Youth Services	6,503.98	0.00	1,440.46	0.00	0.00	0.00	1,440.46
	4,380,213.01	0.00	1,713,486.77	0.00	0.00	0.00	1,713,486.77

HIGH STREET

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Adult Social Services	973.03	0.00	0.00	0.00	0.00	0.00	0.00
Affordable Housing	0.00	0.00	598,383.83	0.00	565,177.00	0.00	598,383.83
Community Learning	556.00	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Primary	145,425.00	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Secondary	161,974.94	0.00	0.00	0.00	0.00	0.00	0.00
Healthcare	19,440.00	0.00	56,200.89	0.00	0.00	0.00	56,200.89
Indexation	0.00	0.00	37,678.47	0.00	37,678.47	0.00	37,678.47
Libraries	8,858.95	0.00	5,366.88	0.00	1,512.31	714.09	4,652.79
Off-Site Affordable Housing Contribution	479,166.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Site Open Space	81,900.00	0.00	166,626.44	0.00	23,602.82	0.00	166,626.44
Open Space Contribution	50,400.00	0.00	0.00	0.00	0.00	0.00	0.00
Public Open Space	0.00	0.00	60,329.58	0.00	0.00	0.00	60,329.58
Social Housing	35,706.35	0.00	0.00	0.00	0.00	0.00	0.00
Youth Services	202.14	0.00	0.00	0.00	0.00	0.00	0.00
	984,602.41	0.00	924,586.09	0.00	627,970.60	714.09	923,872.00

LEEDS

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Healthcare	49,320.00	0.00	0.00	0.00	0.00	0.00	0.00

LOOSE

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Healthcare	0.00	0.00	10,029.17	0.00	10,029.17	0.00	10,029.17
Libraries	0.00	0.00	571.70	0.00	571.70	0.00	571.70
Public Open Space	0.00	0.00	18,751.13	0.00	18,751.13	0.00	18,751.13
	0.00	0.00	29,352.00	0.00	29,352.00	0.00	29,352.00

MARDEN AND YALDING

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Adult Social Services	1,148.11	0.00	3,802.17	0.00	1,754.50	1,754.50	2,047.67
Affordable Housing	141,488.00	0.00	0.00	0.00	0.00	0.00	0.00
Community Learning	1,995.30	2,171.84	6,765.63	0.00	3,158.10	3,158.10	3,607.53
Cycle Park Contribution	0.00	0.00	20,716.24	0.00	0.00	0.00	20,716.24
Cycle Store	0.00	0.00	15,095.60	0.00	15,095.60	0.00	15,095.60
Education Sum Primary	963,815.32	108,317.04	429,094.17	0.00	244,818.32	244,818.32	184,275.85
Education Sum Secondary	1,138,842.55	76,897.28	429,003.63	0.00	244,818.32	244,818.32	184,185.31

Healthcare	201,902.70	25,944.92	146,570.79	0.00	27,321.58	0.00	146,570.79
Highways and Transport	51,512.48	0.00	9,968.35	0.00	0.00	0.00	9,968.35
Highways Contribution	7,763.00	0.00	0.00	0.00	0.00	0.00	0.00
Libraries	23,667.82	8,202.05	11,947.19	0.00	2,126.30	2,126.30	9,820.89
Open Space Contribution	78,120.00	0.00	16,770.60	0.00	0.00	0.00	16,770.60
Open Space Facilities	49,140.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Spaces Provision	0.00	21,379.64	140,882.41	0.00	0.00	0.00	140,882.41
Public Open Space	78,120.00	0.00	89,150.51	0.00	89,150.23	9,736.00	79,414.51
Second Healthcare Contribution	0.00	88,170.96	0.00	0.00	0.00	0.00	0.00
Social Care	0.00	4,496.49	0.00	0.00	0.00	0.00	0.00
Transport Contribution	25,956.92	0.00	0.00	0.00	0.00	0.00	0.00
Youth and Community	1,046.56	0.00	371.46	0.00	0.00	0.00	371.46
Youth Contribution	776.56	0.00	0.00	0.00	0.00	0.00	0.00
Youth Services	551.54	600.62	807.93	0.00	0.00	0.00	807.93
	2,765,846.86	336,180.84	1,320,946.68	0.00	628,242.95	506,411.54	814,535.14

NORTH

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Adult Social Services	5,279.37	0.00	754.32	0.00	0.00	0.00	754.32
Community Facility	361,919.00	0.00	107,133.48	0.00	0.00	0.00	107,133.48
Community Learning	18,876.30	0.00	3,543.52	0.00	0.00	0.00	3,543.52
Education Sum Primary	750,846.96	0.00	135,274.78	0.00	0.00	0.00	135,274.78
Education Sum Secondary	478,776.20	0.00	33,037.20	0.00	0.00	0.00	33,037.20
Healthcare	363,456.00	0.00	105,504.39	0.00	0.00	0.00	105,504.39
Highways and Transport	4,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Libraries	36,353.92	0.00	5,080.75	0.00	0.00	0.00	5,080.75
Monitoring Committee	0.00	0.00	4,876.54	0.00	0.00	0.00	4,876.54
Open Space Contribution	28,350.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Space Facilities	243,375.00	0.00	0.00	0.00	0.00	0.00	0.00
Public Open Space	179,550.00	0.00	23,197.36	0.00	0.00	0.00	23,197.36
Public Rights of Way	3,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Travel Plan Monitoring Fee	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Youth and Community	0.00	0.00	118.16	0.00	0.00	0.00	118.16
Youth Services	4,316.62	0.00	858.09	0.00	0.00	0.00	858.09
	2,483,099.37	0.00	419,378.59	0.00	0.00	0.00	419,378.59

NORTH DOWNS

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Adult Social Services	0.00	0.00	231.16	0.00	0.00	0.00	231.16
Affordable Housing	248,595.00	0.00	0.00	0.00	0.00	0.00	0.00

Bus Service	180,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Community Learning	0.00	0.00	429.80	0.00	0.00	0.00	429.80
Community Tree Planting Contribution	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Development Monitoring Committee	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Primary	61,571.52	0.00	33,053.44	0.00	0.00	0.00	33,053.44
Healthcare	15,300.00	0.00	20,880.00	0.00	0.00	0.00	20,880.00
Libraries	480.16	0.00	2,227.60	0.00	0.00	0.00	2,227.60
Open Spaces Provision	18,900.00	0.00	0.00	0.00	0.00	0.00	0.00
Public Open Space	0.00	0.00	22,050.00	0.00	0.00	0.00	22,050.00
Social Housing	481,186.00	0.00	0.00	0.00	0.00	0.00	0.00
Travel Plan Monitoring Fee	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Woodland Commuted Sum	50,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Youth and Community	0.00	0.00	118.16	0.00	0.00	0.00	118.16
	1,076,032.68	0.00	78,990.16	0.00	0.00	0.00	78,990.16

PARKWOOD

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Additional Healthcare Contribution	360.00	0.00	0.00	0.00	0.00	0.00	0.00
Adult Social Services	4,849.20	0.00	28,027.91	0.00	9,726.00	9,726.00	18,301.91
Bus Service	219,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Community Facility	750.00	0.00	77,395.44	0.00	51,378.45	0.00	77,395.44
Community Learning	2,824.60	0.00	8,742.99	0.00	3,033.76	3,033.76	5,709.23
Development Monitoring Committee Contribution	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Primary	518,832.06	0.00	924,745.25	0.00	277,000.00	277,000.00	647,745.25
Education Sum Secondary	191,143.82	0.00	545,553.46	0.00	163,416.15	163,416.15	382,137.31
General Provisions	0.00	0.00	10,000.00	0.00	0.00	0.00	10,000.00
Healthcare	45,489.00	0.00	209,606.59	0.00	75,686.62	0.00	209,606.59
Healthcare Contribution	5,260.00	0.00	0.00	0.00	0.00	0.00	0.00
Highways and Transport	0.00	0.00	345,249.06	0.00	345,249.06	345,249.06	0.00
Highways Contribution	271,721.82	0.00	1,235,369.62	0.00	0.00	0.00	1,235,369.62
Junction 7 Highways Contribution	2,534,327.00	0.00	0.00	0.00	0.00	0.00	0.00
Libraries	4,369.82	0.00	37,013.35	0.00	12,844.14	12,844.14	24,169.21
Open Space Contribution	141,750.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Spaces Provision	0.00	0.00	175,647.95	0.00	41,102.76	0.00	175,647.95
Outdoor Sports Facilities & Recreation	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education Contribution- Fifth	1,084,692.00	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education Contribution- First	433,876.80	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education Contribution- Fourth	1,084,692.00	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education Contribution- Second	650,815.20	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education Contribution- Third	1,084,692.00	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education Land	0.00	0.00	614,153.97	0.00	187,087.83	187,087.83	427,066.14
Skate Park Contribution	320,000.00	0.00	20,000.00	0.00	0.00	0.00	20,000.00
Social Care	53.88	0.00	0.00	0.00	0.00	0.00	0.00

Toucan Crossing	30,621.71	0.00	0.00	0.00	0.00	0.00	0.00
Toucan Crossing Sum	0.00	0.00	16,917.37	0.00	16,917.37	16,917.37	0.00
Traffic Displacement Contribution	339.02	0.00	0.00	0.00	0.00	0.00	0.00
Travel Plan	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Youth Contribution	759.60	0.00	0.00	0.00	0.00	0.00	0.00
Youth Services	8.49	0.00	2,417.48	0.00	838.69	838.69	1,578.79
	8,651,228.02	0.00	4,250,840.44	0.00	1,184,280.83	1,016,113.00	3,234,727.44

SHEPWAY

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Healthcare	0.00	0.00	38,110.96	0.00	0.00	0.00	38,110.96

SHEPWAY SOUTH

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Adult Social Services	6,034.56	0.00	0.00	0.00	0.00	0.00	0.00
Community Learning	3,438.40	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Primary	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Secondary	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Healthcare	56,440.00	0.00	0.00	0.00	0.00	0.00	0.00
Highways Contribution	336,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Libraries	5,378.24	0.00	0.00	0.00	0.00	0.00	0.00
Open Spaces Provision	176,400.00	0.00	0.00	0.00	0.00	0.00	0.00
Youth Services	945.28	0.00	0.00	0.00	0.00	0.00	0.00
	584,636.48	0.00	0.00	0.00	0.00	0.00	0.00

SOUTH

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Adult Social Services	1,047.90	0.00	0.00	0.00	0.00	0.00	0.00
Affordable Housing	186,306.00	0.00	35,810.25	0.00	0.00	0.00	35,810.52
Education Contribution	32,672.40	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Primary	193,467.00	284.32	90,555.84	0.00	0.00	0.00	90,555.84
Footpath Contribution	0.00	36.90	5,803.23	0.00	0.00	0.00	5,803.23
Healthcare	327,556.80	0.00	50,728.81	0.00	50,728.81	0.00	50,728.81
Healthcare Contribution	7,920.00	0.00	0.00	0.00	0.00	0.00	0.00
Highways and Transport	198,750.00	0.00	114,737.52	0.00	0.00	0.00	114,737.52
Libraries	11,834.27	11.81	9,631.89	0.00	7,774.24	7,774.24	1,857.65
Local Amenity Contribution	0.00	0.00	55,171.82	0.00	55,171.82	0.00	55,171.82
Management Fund	500,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Site Open Space	20,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Space Contribution	78,867.50	0.00	168,834.08	0.00	168,834.08	71,873.00	96,961.08

Open Spaces Provision	66,410.00	0.00	47,410.48	0.00	0.00	0.00	47,410.48
Public Open Space	0.00	0.00	1,657.40	0.00	0.00	0.00	1,657.40
Youth and Community	77,776.21	0.00	29,023.82	0.00	29,023.82	29,023.82	0.00
Youth Services	514.84	0.00	0.00	0.00	0.00	0.00	0.00
	1,703,122.92	333.03	609,365.41	0.00	311,532.77	108,671.06	500,694.35

STAPLEHURST

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available
Adult Social Services	0.00	0.00	1,201.13	0.00	381.36	381.36	819.77
Bus Service	160,400.00	0.00	0.00	0.00	0.00	0.00	0.00
Community Improvements Contribution	50,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Community Learning	5,678.88	0.00	1,344.31	0.00	184.14	184.14	1,160.17
Education Sum Primary	2,011,762.97	0.00	0.00	0.00	0.00	0.00	0.00
Education Sum Secondary	1,256,003.55	0.00	0.00	0.00	0.00	0.00	0.00
Healthcare	410,601.60	0.00	0.00	0.00	0.00	0.00	0.00
Healthcare Contribution	10,188.00	0.00	0.00	0.00	0.00	0.00	0.00
Highways and Transport	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Highways Contribution	110,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscape Management Contribution	20,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Libraries	23,562.38	0.00	15,168.61	0.00	932.58	932.58	14,236.03
Monitoring Fee	0.00	0.00	1,500.00	0.00	0.00	0.00	1,500.00
Off-Site Open Space	14,568.75	0.00	0.00	0.00	0.00	0.00	0.00
Open Space Contribution	22,050.00	0.00	0.00	0.00	0.00	0.00	0.00
Open Spaces Provision	149,076.66	0.00	0.00	0.00	0.00	0.00	0.00
Parks and Leisure	0.00	0.00	40,040.70	0.00	0.00	0.00	40,040.70
Parks and Open Space Contribution	20,475.00	0.00	0.00	0.00	0.00	0.00	0.00
PCT Contribution	0.00	0.00	37,568.75	0.00	0.00	0.00	37,568.75
Pedestrian Improvement Contribution	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00
Primary Education Land	0.00	0.00	101,969.17	0.00	0.00	0.00	101,969.17
Public Transport Contribution	140,280.00	0.00	0.00	0.00	0.00	0.00	0.00
Social Services	4,881.50	0.00	0.00	0.00	0.00	0.00	0.00
Station Improvement Works Contribution	621,615.00	0.00	0.00	0.00	0.00	0.00	0.00
Traffic Displacement Contribution	159,171.83	0.00	0.00	0.00	0.00	0.00	0.00
Train Station Improvements	238,642.98	0.00	0.00	0.00	0.00	0.00	0.00
Travel Plan Monitoring Fee	15,649.13	0.00	0.00	0.00	0.00	0.00	0.00
Youth and Community	2,390.63	0.00	0.00	0.00	0.00	0.00	0.00
Youth Services	3,006.64	0.00	2,294.80	0.00	50.64	50.64	2,244.16
	5,465,005.50	0.00	201,087.47	0.00	1,548.72	1,548.72	199,538.75

SUTTON VALENCE AND LANGLEY

Allocation	Potential	Due	Collected	Bank Interest	Allocated	Spent	Available

Adult Social Services	29,178.00	0.00	31,394.05	0.00	0.00	0.00	31,394.05
Community Facility	0.00	0.00	85,516.49	0.00	0.00	0.00	85,516.49
Community Learning	9,102.00	0.00	9,793.29	0.00	0.00	0.00	9,793.29
Education Sum Primary	0.00	0.00	1,274,438.30	0.00	0.00	0.00	1,274,438.30
Education Sum Secondary	0.00	0.00	802,046.41	0.00	0.00	0.00	802,046.41
Healthcare	0.00	0.00	283,118.77	0.00	0.00	0.00	283,118.77
Highways Contribution	0.00	0.00	2,003,821.27	0.00	0.00	0.00	2,003,821.27
Junction Improvement	0.00	0.00	217,846.51	0.00	0.00	0.00	217,846.51
Late Payment Interest	0.00	0.00	508.87	0.00	0.00	0.00	508.87
Libraries	38,532.00	0.00	43,331.10	0.00	0.00	0.00	43,331.10
Outdoor Sports Facilities & Recreation	0.00	0.00	48,339.77	0.00	0.00	0.00	48,339.77
Public Open Space	0.00	0.00	65,991.91	0.00	0.00	0.00	65,991.91
Youth and Community	0.00	0.00	331.11	0.00	0.00	0.00	331.11
Youth Services	2,517.00	0.00	2,708.16	0.00	0.00	0.00	2,708.16
	79,329.00	0.00	4,869,186.01	0.00	0.00	0.00	4,869,186.01

STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE **9 JULY 2019**

Outside Body Report 2019/20

Final Decision-Maker	Strategic Planning and Infrastructure Committee
Lead Head of Service	Angela Woodhouse, Head of Policy, Communications and Governance
Lead Officer and Report Author	Caroline Matthews, Principal Democratic Services Officer Mike Nash, Democratic Services Officer
Classification	Public
Wards affected	All

Executive Summary

This report outlines the arrangements for Outside Bodies relevant to this committee for the 2019/20 municipal year. The report summarises:

1. The positions that are currently filled.
2. The automatic appointments that have been made.
3. The nominations that have been received for vacant positions.
4. Any outstanding vacancies.

Purpose of Report

Decision

This report makes the following recommendations to this Committee:

That:

1. The current Council Representatives be noted.
2. The Committee considers the nominations received for positions on the Kent Downs AONB Joint Advisory Committee and Maidstone Cycling Forum and makes an appointment if appropriate.
3. The Committee identifies a suitable course of action to fill any outstanding vacancies.

Timetable	
Meeting	***Date***
Strategic Planning and Infrastructure Committee	9 July 2019

Outside Body Report 2019/20

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	We do not expect the recommendations will by themselves materially affect achievement of corporate priorities.	Democratic Services Officer
Cross Cutting Objectives	Each organisation performs different functions and will contribute to the cross-cutting objectives in various ways.	Democratic Services Officer
Risk Management	There are no significant risks associated with the appointment of Council Representatives.	Democratic Services Officer
Financial	The proposals set out in the recommendation are all within already approved budgetary headings and so need no new funding for implementation.	Senior Finance Manager (Client)
Staffing	We will deliver the recommendations with our current staffing.	Democratic Services Officer
Legal	There are no legal implications as the recommendations are in accordance with the procedure in the Constitution,	Estelle Culligan, Principal Solicitor
Privacy and Data Protection	No implications.	Democratic Services Officer
Equalities	The recommendations do not propose a change in service and therefore will not require an equalities impact assessment.	Equalities and Corporate Policy Officer
Public Health	No implications.	Democratic Services Officer
Crime and Disorder	No implications.	Democratic Services Officer
Procurement	No implications.	Democratic Services Officer

2. INTRODUCTION AND BACKGROUND

2.1 At its meeting on 28 February 2018, Council recommended that some of the Council's Outside Bodies be appointed by an appropriate Committee. The Outside Bodies attributable to this Committee are:

- Kent Community Railway Partnership
- Kent Downs AONB Joint Advisory Committee
- Maidstone Cycling Forum
- Maidstone Quality Bus Partnership
- Medway Valley Line Steering Group
- PATROLAJC
- South East Rail Passenger Group*

* Democratic Services have been notified that the South East Rail Passenger Group has been superseded by the South Eastern Rail Stakeholder Forum, which is not an Outside Body and does not require specific Council Representatives to be appointed. All Members of the Strategic Planning and Infrastructure Committee will receive invitations to attend the South Eastern Rail Stakeholder Forum. Any Councillor who attends this meeting will be present as a general stakeholder rather than as an appointed Council Representative.

2.2 Some Councillors have previously been appointed as Council Representatives and have time remaining on their term of office, while others have been automatically appointed for the 2019/20 municipal year.

2.3 Despite the previous appointments and the automatic appointments for 2019/20, some positions remained vacant. These vacancies were advertised to all Councillors, who were invited to nominate themselves as a Council Representative.

2.4 There were three vacancies in total for Outside Bodies attributable to this Committee, one of which has received a nomination. Additionally, Councillor Clive English has re-nominated himself for a second term of office on the Maidstone Cycling Forum, as his current term of office is due to expire shortly. Therefore, there remains vacancies on the Maidstone Cycling Forum and Medway Valley Line Steering Group.

2.5 The current Council Representatives, automatic appointments, nominations received and outstanding vacancies are summarised in Appendix 1.

2.6 The Committee are asked to consider the nominations that were received and make an appointment if appropriate. The Committee are also asked to consider a suitable course of action to fill the outstanding vacancies.

REVIEWING OUTSIDE BODIES

2.7 There is currently no formalised process for reviewing Outside Bodies that have had vacant positions for a significant amount of time. In order to promote consistency and transparency, a report to the Democracy and General Purposes Committee on 3 July 2019 suggested the following

principles for reviewing Outside Bodies where there has been a prolonged vacancy:

a) Democratic Services advertise all Outside Body vacancies to all MBC Councillors at least once per municipal year.

b) If a position remains vacant for two full municipal years, this is to be submitted to the relevant Committee for consideration.

c) The Committee must then make a recommendation to Full Council. Unless the Committee recommends that Council retain the Outside Body position and identifies an appropriate course of action to fill the vacancy, Council will be recommended to remove the position.

2.8 It is likely that there will be instances where an Outside Body has more than one position. If, for example, an Outside Body has multiple Council Representative positions and only some of these are consistently filled, the recommendation to Council would be to reduce the number of positions rather than to remove the Outside Body entirely from the Constitution.

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3. AVAILABLE OPTIONS

3.1 The Committee could do nothing. This is not recommended as it would mean that no additional Council Representatives are appointed to Outside Bodies. This could damage the relationships that the Council fosters with these organisations.

3.2 The Committee could appoint to the various Outside Bodies as appropriate and note the positions that are currently filled by Council Representatives.

3.3 The Committee could identify a suitable course of action to fill any outstanding vacancies.

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4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

4.1 Option 3.2 and 3.3 are recommended as there is a need to ensure that these vacancies are filled as soon as possible.

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5. RISK

5.1 There are no significant risks associated with the appointment of Council Representatives.

6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

6.1 In response to feedback from Councillors, Democratic Services are currently reviewing the information that is held for all Outside Bodies. Throughout the course of this work, each Outside Body will be engaged to request updated contact information and Job Descriptions. This will ensure that there is greater clarity regarding the role of both the Outside Body and

Council Representative, and the expectations of the relationship between the two parties. It will also benefit Councillors who are considering nominating themselves to a position in the future, as they will have a fuller understanding of the role that they are applying to. This work is expected to be completed by the end of July 2019.

6.2 All Councillors have been emailed to advertise the vacancies on Outside Bodies.

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7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

7.1 Relevant Outside Bodies will be contacted to inform them of any automatic appointments or appointments made by the committee.

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8. REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

- Appendix 1: SPI Outside Body Summary Table
- Appendix 2: Nomination Form - Cllr Garten - Kent Downs AONB Joint Advisory Committee
- Appendix 3: Nomination Form - Cllr English - Maidstone Cycling Forum

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9. BACKGROUND PAPERS

None.

Appendix 1: Outside Body Summary Table – Strategic Planning and Infrastructure Committee 2019/20

Outside Body	Representative/ Vacancy	Nominations Received	Term of Office	Outstanding Vacancies
Kent Community Railway Partnership	Councillor Clive English	N/A	Ongoing	**0**
Kent Downs AONB Joint Advisory Committee	**VACANCY**	Councillor Patrik Garten	10 July 2019 to 9 July 2020	**0**
Maidstone Cycling Forum	Councillor Clive English *(Until 13 August 2019)*	Councillor Clive English	14 August 2019 to 13 August 2023	**1**
	VACANCY	**NO NOMINATION RECEIVED**	N/A	
Maidstone Quality Bus Partnership	Councillor David Burton *(SPI Chairman automatically appointed)*	N/A	21 May 2019 to 20 May 2020	**0**
Medway Valley Line Steering Group	Councillor Clive English	N/A	Ongoing	**1**
	VACANCY	**NO NOMINATION RECEIVED**	N/A	

PATROLAJC	Councillor Clive English	N/A	Until 2 November 2019	**0**
South East Rail Passenger Group	*Democratic Services have been notified that this Outside Body has been superseded by the South Eastern Rail Stakeholder Forum, which is not an Outside Body and does not require a specific Council Representative to be appointed.*			**N/A**

NOMINATION FORM TO OUTSIDE BODY

Date 04/06/19

NAME:	Patrik Garten
ADDRESS:	Kingswood House Pitt Road Maidstone ME17 3NR
TELEPHONE NO:	01622-807907
NAME OF ORGANISATION APPLYING FOR:	Kent Downs AONB Joint Advisory Committee
REASON FOR APPLYING:	I am the current ANOB JAC representative My ward is one of the three largest wards by area. Over 80% (approx) of my ward falls with the AONB. The majority of MBC's area within an AONB falls within the North Downs.
WHAT BENEFITS COULD YOU BRING TO THE ORGANISATION?:	I am the current ANOB representative and also a full member of the SPI committee. Over the past three years, I took an active role in the current review of the Kent Downs ANOB Management Plan. I try to raise awareness of ANOB issues amongst members and feed back wherever possible. Due to my ward work I am also in contact with other organisations who interact with the ANOB Unit, such as KWES. I also have a good working relationship with the ANOB Unit's Planning Officer and exchange regularly information on sensitive planning issues within the ANOB. I am familiar with the body's remit as well as MBC's needs with regards to our AONB

NOMINATION FORM TO OUTSIDE BODY

Date 5th June 2019……

NAME:	Clive English
ADDRESS:	107 Sutton Road Maidstone. Kent.
TELEPHONE NO:	07922616858
NAME OF ORGANISATION APPLYING FOR:	Maidstone Cycle Forum
ROLE APPLYING FOR:	Committee Member
REASON FOR APPLYING:	Currently performing that role, ad keen supporter of opportunities for cycling.
WHAT SKILLS AND EXPERIENCE COULD YOU BRING TO THE ORGANISATION?:	I have been involved in the Cycle Forum for some tie and have assisted with 2 of the 3 Cyclefests and in liaising between the Forum and the Council on particular projects and on policy development. I would like to continue to assist with building a close relationship between the Forum and MBC and with encouraging the growth of Maidstone's cycling community