

Maidstone Borough Council

Strategic Planning, Sustainability & Transportation Committee

Monday 14 December 2014

Urgent Update Report

Item 12: Integrated Transport Strategy

Officer comment

Since the current report was drafted and published, I would advise Councillors that a meeting of the Maidstone Joint Transportation Board took place on 7 December 2015.

Following the discussion and subsequent resolution agreed by the Board at its meeting on 7 December, I wish to amend the recommendations set out on the papers for tonight's meeting to reflect that resolution.

Amendments to Recommendation

Amend recommendations to read;

- 1: That Members agree the highway improvements set out on pages 320, 321 and 322 of the Draft ITS attached at Appendix One.
- 2: That Members agree to progress the provision of the North-west Maidstone Bus-Loop.
- 3: That Members agree to progress with the appropriate bus operator the improvement of a frequent bus service from Maidstone Town Centre via M20 junction 7 and Faversham/Sittingbourne/Sheerness.
- 4: That Members agree to progress improvements to bus facilities at identified railway stations.
- 5: That Members agree to pursue with the relevant owners and operators the refurbishment and possible re-provision of a central Maidstone Bus-station.
- 6: That Members agree to pursue the use of LEP Growth-Fund monies to enable the early provision of the highway improvement measures in advance of development.
- 7: That Members indicate their agreement with the following resolution of the Maidstone Joint Transportation Board made at its meeting on 7 December 2015.

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

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

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

And in addition

8: That Members note the amended draft Integrated Transport Strategy attached at Appendix One and that a further amended draft will be reported to this Committee on 13 January 2016.