

AGENDA

STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE MEETING



Date: Tuesday 11 October 2016

Time: 6.30 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors D Burton (Chairman), English,
Mrs Grigg (Vice-Chairman),
D Mortimer, Munford, Prendergast,
Springett, de Wiggondene and Wilby

Page No.

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

Continued Over/:

Issued on Monday 3 October 2016

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact Tessa Ware on 01622 602621**. To find out more about the work of the Committee, please visit www.maidstone.gov.uk

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

5.	Disclosures by Members and Officers	
6.	Disclosures of Lobbying	
7.	Minutes of the meeting held on 13 September 2016	1 - 7
8.	Presentation of Petitions (if any)	
9.	Notification of Statements from members of the public and Questions and answer session for members of the public	
10.	To consider whether any items should be taken in private because of the possible disclosure of exempt information	
11.	Strategic Planning, Sustainability and Transportation Committee Work Programme	8 - 12
12.	Reference from the Heritage, Culture and Leisure Committee - Air Quality Working Group	13
13.	Outside Bodies - Strategic Planning, Sustainability and Transport Committee - Members Verbal Updates	
14.	Report of the Head of Commercial and Economic Development - River Medway Cyclepath	14 - 20
15.	Report of the Head of Planning and Development - Regulation 18 Consultation on the Tonbridge and Malling Local Plan	21 - 24
16.	Report of the Head of Planning and Development - Kent County Council Local Transport Plan 4 - Delivering Growth Without Gridlock 2016-2031 - Consultation Response	25 - 116
17.	Report of the Head of Planning and Development - Response to M20 Lorry Park Consultation	117 - 123
18.	Report of the Head of Planning and development - Govia Thameslink 2018 Timetable Consultation Response	124 - 131
19.	Report of the Head of Transport and Development - Additional Transport Modelling - Motorway Junctions	132 - 138
20.	Report of the Head of Planning and Development - Community Infrastructure Levy: Draft Charging Schedule Submission	139 - 176

PUBLIC SPEAKING

In order to book a slot to speak at this meeting of the Strategic Planning, Sustainability and Transportation Committee, please contact Tessa Ware on 01622 602621 or by email on tessaware@maidstone.gov.uk by 5 pm one clear working day before the meeting. If asking a question, you will need to provide the full text in writing. If making a statement, you will need to tell us which agenda item you wish to speak on. Please note that slots will be allocated on a first come, first served basis.

MAIDSTONE BOROUGH COUNCIL

Strategic Planning, Sustainability and Transportation Committee

MINUTES OF THE MEETING HELD ON TUESDAY 13 SEPTEMBER 2016

Present: Councillor D Burton (Chairman), and English, Mrs Grigg, D Mortimer, Munford, Prendergast, Mrs Ring, Springett and Wilby

Also Present: Councillors Perry and Willis

54. **APOLOGIES FOR ABSENCE**

Apologies were received from Councillor de Wiggondene.

55. **NOTIFICATION OF SUBSTITUTE MEMBERS**

It was noted that Councillor Ring was in attendance as a substitute for Councillor de Wiggondene.

56. **URGENT ITEMS**

The Chairman stated that, in his opinion, the update report of the Head of Planning for item 17 – Authority Monitoring Report, should be taken as an urgent item as it contained further information relating to the report.

57. **NOTIFICATION OF VISITING MEMBERS**

Councillor Willis was in attendance to speak on Item 18 – Integrated Transport Strategy and Walking and Cycling Strategy.

Councillor Perry was in attendance to speak on Item 15 – Staplehurst Neighbourhood Plan Examination.

The Legal representative provided information on reserving rights to speak on all agenda items. Members were advised that the Constitution states they can talk on particular items on an agenda but it did imply they should specify which ones they would like to speak on at the beginning of the meeting.

58. **DISCLOSURES BY MEMBERS AND OFFICERS**

There were no disclosures by Members or Officers.

59. DISCLOSURES OF LOBBYING

It was noted that all Members present had been lobbied, over the time of its production, on matters relating to the Integrated Transport Strategy and the Walking and Cycling Strategy.

It was noted that Councillor Burton and Councillor English had been lobbied on the Staplehurst Neighbourhood Plan.

60. MINUTES OF THE MEETING HELD ON 6 JULY 2016

RESOLVED:

That the minutes of the meeting held on 6 July 2016 be approved as a correct record and signed by the Chairman.

61. MINUTES OF THE MEETING HELD ON 12 JULY 2016

RESOLVED:

That the minutes of the meeting held on 12 July 2016 be approved as a correct record and signed by the Chairman.

62. PRESENTATION OF PETITIONS (IF ANY)

There were no Petitions.

63. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

There were no questions from members of the public.

64. EXEMPT ITEMS

RESOLVED:

That items on the agenda be taken in public as proposed.

65. COMMITTEE WORK PROGRAMME

It was noted that a date should to be confirmed in February or March 2017 for the report on the Reformation of the Transport Operators Group.

It was noted that all Members of the Strategic Planning, Sustainability and Transport (SPST) Committee would be invited to attend the Planning Committee's workshop on Enforcement scheduled for 25 October 2016, 6:00pm at the Town Hall. A further, more detailed workshop, would be arranged for SPST Committee Members in January 2016. This workshop would focus on issues such as how many actions were taken and the details of the policy on retrospective planning permission and enforcement. This would enable Members to prepare their questions for a formal report to come to the Committee in 2017.

66. REPORT OF THE HEAD OF POLICY AND COMMUNICATIONS - STRATEGIC PLAN PERFORMANCE UPDATE Q1 FOR SPST

The Policy and Information Manager introduced the report and explained this particular report had already been to the Policy and Resources (P&R) Committee. However, future reports would come to this Committee prior to it being reported to the P&R Committee.

The Committee were informed that Housing performance figures, although managed by the Communities, Environment and Housing Committee, were included to provide context.

The Director of Regeneration and Place noted the comments regarding the lack of identification of cross cutting issues relating to, for example, Environmental/Sustainable Development and Equality Impact Needs Assessment on page 20 of the agenda. He would respond to the Committee at the next meeting.

RESOLVED:

- That the update report of the Head of Policy and Resources on the Strategic Plan Key Performance Indicators for Q1 2016/17 and corporate strategies and plans be noted.
- That it be noted where complete data was not available in respect of the Strategic Plan Key Performance Indicators for Q1 2016/17.

67. REPORT OF THE DIRECTOR OF FINANCE AND BUSINESS IMPROVEMENT - FIRST QUARTER BUDGET MONITORING 2016/17

The Director of Finance and Business Improvement presented the report and informed the Committee that the SPST Committee were within budget and within their remit.

It was pointed out that Parking Services were a projected surplus of £250k and other services were within budget.

It was noted that the budget for the Development Management Section would be overspent due to costs of agency staff, but there was funding available to support this.

It was noted that the low budget spend for Development Control Enforcement did not reflect a lack of work being carried out on Enforcement issues. This particular budget was for 'one off' costs. Costs for enforcement's day to day costs, including salaries and ongoing work, were provided by a separate budget.

RESOLVED:

That the revenue position at the end of the first quarter, and the actions being taken or proposed to improve the position where significant variances have been identified, be noted.

68. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - STAPLEHURST NEIGHBOURHOOD PLAN EXAMINATION

The Project Manager – Local Plan presented the report and explained the findings of the Examiner were set out within it.

It was reported that, since the publication of the agenda, Staplehurst Parish Council had accepted the Examiner's recommendations.

If the plan was agreed by the Committee a local referendum would take place on 3 November 2016. A report would come back to this Committee on 8 November 2016 with the results for the Committee to make a recommendation to Council to make the plan.

The Project Manager – Local Plan congratulated Staplehurst Parish Council on their hard work in getting their Neighbourhood Plan to this stage and confirmed the Council would continue to support them through the next steps and beyond, if necessary.

Councillor Perry addressed the Committee as a visiting Member and thanked officers for their assistance with the Neighbourhood Plan.

Thanks to Councillor Perry were also noted.

The Committee were informed that the Local Plan examination starts on 4 October 2016. The referendum for the Staplehurst Neighbourhood Plan would be on 3 November 2016, in the middle of the examination. If the Neighbourhood Plan passed the referendum, the Council would have to take account of the Examiner's recommendations, in the Local Plan, regarding the land at Lodge Road, Staplehurst and its development as a mixed use allocation.

RESOLVED:

1. That the findings of the Examiner in relation to the Neighbourhood Development Plan for Staplehurst, as set out in appendix 1 to the report of the Head of Planning and Development, be noted.
2. That the modifications as set out in the Examiner's report made to the Staplehurst Neighbourhood Plan as submitted for examination be agreed.
3. That it be agreed that the Staplehurst Neighbourhood Plan be taken forward, as amended, to a local referendum.

Voting: For – 9 Against – 0 Abstentions – 0

69. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - LOCAL PLAN EXAMINATION UPDATE

The Project Manager – Local Plan introduced the report and explained it was for information on the progress of the Local Plan Examination programme.

The Committee heard that the Hearings Programme had now been updated to Version F which was available on the Council's web site.

Matters, Issues and Questions from the Examiner were being dealt with by officers and would be finalised by 15 September 2016 and published on the Council's web site with public responses.

The Committee were informed there was a media campaign planned to provide positive messages throughout the process.

The Committee acknowledged the amount of work put in to getting the Local Plan to this stage and wished officers luck with the process.

RESOLVED:

That the update provided in relation to the forthcoming Local Plan examination hearings be noted.

70. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - AUTHORITY MONITORING REPORT

The Planning Officer, Spatial Planning presented the highlights of the report and Urgent Update.

The Committee heard this was the first Authority Monitoring Report for three years, which was different to previous reports because it had taken into account the gap of three years and the Local Plan work that had been undertaken.

The Committee discussed the need for the report to provide a more detailed level of analysis in order to gain value from it. It was felt the report was not capturing the latest issues in the borough. This was noted and would be taken into consideration for future reports.

Concern was raised regarding the impact of achieving the target for Gypsy and Traveller sites 10 years ahead of the plan. The concern was whether this would mean no sites would be provided for the remaining 7 years.

It was explained this may result in the Council having to allocate more sites. However, after three calls for sites, no more sites came forward.

It was agreed the report was useful and necessary and had identified a need to work with other areas in future to make the information more useful.

RESOLVED:

That the Authority Monitoring Report 2015/16, attached as appendix 1 to the report of the Head of Planning and Development, as amended by the urgent update report, be approved for publication on the Council's website.

Voting: For – 9 Against – 0 Abstentions – 0

71. **REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - INTEGRATED TRANSPORT STRATEGY AND WALKING & CYCLING STRATEGY**

The Head of Planning and Development presented the report and the amended Appendices on the Amended Agenda dated 7 September 2016.

The Committee heard the amended appendices contained the revisions decided by the Committee at their meeting on 6 July 2016 and the recommendations from the Maidstone Joint Transport Board at their meeting on 13 July 2016.

The amended Integrated Transport Strategy (ITS) and the Walking and Cycling Strategy (W&CS) were offered to the JTB at their meeting on 13 July 2016. However, the JTB did not take the documents, but did receive a joint report by Kent County Council's (KCC) Head of Transportation and the Council's Head of Planning and Development.

The Committee heard that KCC would not agree the documents as joint documents for reasons outlined in letters from KCC. KCC Highways broadly agreed with the contents of the documents up to 2022. After this date transport issues became more severe, particularly in South East Maidstone, where additional mitigation in the ITS and W&CS came in to play.

The Committee were asked to approve the ITS and W&CS with the amendments from the meeting on 6 July 2016 and the recommendation of the JTB from 13 July 2016, to form part of the evidence for the Local Plan Examination.

Councillor Willis addressed the Committee and asked for clarification and asked for his disappointment with KCC to be recorded.

RESOLVED:

1. That the recommendations of the Maidstone Joint Transport Board of 13 July 2016 relating to the Maidstone Integrated Transport Strategy be approved.

2. That the Integrated Transport Strategy attached to the Second Amended Agenda, dated 9 September 2016, be adopted.

3. That the Walking and Cycling Strategy attached to the Second Amended Agenda, dated 9 September 2016, be adopted.

Voting: For – 7 Against – 0 Abstentions – 2

72. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - THE HOUSING AND PLANNING ACT 2016

The Planning Policy Manager presented the report and explained the Housing and Planning Act 2016 had received Royal Assent on 12 May 2016.

The Committee's attention was drawn to the introduction of starter homes in 2017 which will make up the first 20% of the 35% of meeting Affordable Housing.

The Committee discussed their concerns and the implications of the Act but welcomed a workshop when the details of secondary legislation were available.

RESOLVED:

1. That the Assent of the Housing and Planning Act 2016, its provisions and the need for regulations and secondary legislation before it fully came into effect be noted.

2. That a workshop for Councillors be held when the details of the secondary legislation were available.

73. DURATION OF MEETING

6:30pm to 7:45pm



Strategic Planning, Sustainability and Transport Committee Work Programme

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Democratic Services Team
E: democraticservices@maidstone.gov.uk


30/09/16 08:14

INTRODUCTION

This document sets out the decisions to be taken by the Strategic Planning, Sustainability and Transport Committee of Maidstone Borough Council on a rolling basis. This document will be published as updated with new decisions required to be made.

DECISIONS WHICH COMMITTEES INTEND TO MAKE IN PRIVATE

The Committee hereby gives notice that it intends to meet in private after its public meeting to consider reports and/or appendices which contain exempt information under Part 1 of Schedule 12A to the Local Government Act 1972 (as amended). The private meeting of any Committee is open only to Committee Members, other Councillors and Council officers.

Reports and/or appendices to decisions which Committee will take at their private meetings are indicated in the list below, with the reasons for the decision being made in private. Any person is able to make representations to the Committee if he/she believes the decision should instead be made in the public part of that Committee meeting. If you want to make such representations, please email committeeservices@maidstone.gov.uk. You will then be sent a response in reply to your representations. Both your  representations and the Committee's response will be published on the Council's website at least 5 working days before the Committee meeting.

ACCESS TO COMMITTEE REPORTS

Reports to be considered at any of the Committee's public meetings will be available on the Council's website (www.maidstone.gov.uk) a minimum of 5 working days before the meeting.

HOW CAN I CONTRIBUTE TO THE DECISION-MAKING PROCESS?

The Council actively encourages people to express their views on decisions it plans to make. This can be done by writing directly to the appropriate Officer or to the relevant Chairman of a Committee.

Alternatively, you can submit a question or make a statement to the Committee by emailing tessaware@maidstone.gov.uk, provided it is relevant to their terms of reference. All questions or requests to make a statement at a Committee meeting must be received by 5pm one clear working day prior to the meeting.

Date of Meeting	Title of Report and Brief Summary:	Contact Officer:	Public or Private (if Private the reason why)	Content
11 October	Updated transport modelling of motorway junctions	Paul Goodenough	Public	
11 October	CIL Draft Charging Schedule and Reg 123 List	Andrew Thompson	Public	Responses to consultation; proposed changes; recommendation to Council re submission of CIL for examination
11 October	Consultation response to KCC Local Transport Plan		Public	
11 October	Response to Tonbridge and Malling Regulation 18 Consultation		Public	
11 October	Response to M20 Lorry Park Consultation	Cheryl Parks	Public	Reporting on the council's response to the M20 Lorry park proposals which was submitted on 23 September 2016
11 October	River Medway Cycle path	Fran Wallis	Public	
11 October	Govia Thameslink 2018 Timetable consultation response	Paul Goodenough	Public	
8 November	Headcorn Neighbourhood Plan Examiners Report	Cheryl Parks	Public	Subject to receipt of report from examiner
8 November	Staplehurst Neighbourhood Plan	Cheryl Parks	Public	
8 November	CIL Governance structure	Andrew Thompson	Public	Approval of a governance structure and management arrangements
8 November	Local Plan examination update	Mark Egerton	Public	Update on the examination
8 November	Q2 Strategic Plan Performance Update		Public	
8 November	Q2 Budget Monitoring Report		Public	
6 December	Finance and Resources	Tay Arnold	Public	Summary update report on the wider Planning Department finance and resource position (deferred from 15/16)
6 December	MTFS – Fees and Charges		Public	
6 December	Strategic Plan 2015-2020 Refresh		Public	

Date of Meeting	Title of Report and Brief Summary:	Contact Officer:	Public or Private (if Private the reason why)	Content
10 January	Examination of the Local Plan Inspectors modifications	Mark Egerton		Update on progress with the examination and approval for consultation on any modifications requested by the Inspector
10 January	Developing Master Plans for Key Local Sites		Public	
10 January	Strategic Plan 2015-2020 Refresh		Public	
10 January	MTFS – budget proposals 2017-18		Public	
7 February	Parking Services Annual Report		Public	
7 February	Q3 Budget Monitoring Report		Public	
7 February	Q3 Strategic Plan Performance Update		Public	
14 March				
11 April	Playing pitch and Indoor Built Facilities Strategy		Public	
11 April	5 Year housing Land Supply		Public	
June	Neighbourhood Planning update		Public	

Date of Meeting	Title of Report and Brief Summary:	Contact Officer:	Public or Private (if Private the reason why)	Content
TBA	Q4 Budget Monitoring Report		Public	
TBC	Local Development Updates			
TBC	Planning Service Review			
TBC	Planning Support Service options			
TBC	Brunswick Street update			
See notes	Retrospective planning applications and Enforcement			SPST invited to Planning Committee workshop on 25 October 2016 and further workshop planned for 24 January 2017

Date of Meeting	Title of Report and Brief Summary:	Contact Officer:	Public or Private (if Private the reason why)	Content
TBC	Reformation of the Transport Operators Group			This is the Operators group agreed at Committee on 8 March 2016
TBC	Development of Supplementary Planning documents for the Green and Blue Infrastructure			
TBC	Implementation of rewilding initiatives			
TBC	Development of Supplementary Planning Documents for 2016/17			
TBC	Update on Park and Ride post Sittingbourne Road site closure			
TBC	Report on Committee taking part in KCC Bus Transport Select Committee – Chairman invited			
TBA	Q4 Strategic Plan performance update			
TBA	Low Emissions Strategy		Public	
Ad hoc	Neighbourhood Plans	Cheryl Parks	Public	Consultation responses; examiner reports; referendum approvals; all as required.

Committee Workshops Planned

Date	Subject	Content
Early 2017	Housing and Planning Act - Changes to National Policy in relation to Plan making	Update of Policy and Legislative changes and the impact on Plan Making including Housing and Planning Act
Early 2017	Master Plan for Lenham and Invicta Barracks	
19 October 2016	Fastrack Bus Service visit	Pick up at Maidstone bus station at 10am – Members please contact Tessa Ware to book a place
25 October 2016 / 24 January 2017	Retrospective Planning Consent and Enforcement Workshop	

MAIDSTONE BOROUGH COUNCIL

11 OCTOBER 2016

STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE

REFERENCE FROM THE COMMUNITIES, HOUSING AND ENVIRONMENT COMMITTEE

AIR QUALITY WORKING GROUP

Issue for Decision

Following the Low Emissions Strategy Workshop on 18 July 2016, members expressed an interest in exploring the themes raised during the presentation by consultant Andrew Whittles in more detail. There was interest in how the themes raised within the workshop could be applied to Maidstone through the adoption of a strategy that considered realistic and achievable actions to improve air quality.

The main themes for development are public health, transport, procurement, planning controls, and carbon emissions.

While the themes to be covered within the working group are cross cutting the primary responsibility has been allocated by Council to this Committee. However, aspects are within the remit of the Strategic Planning, Sustainability and Transportation Committee. Due to the cross cutting nature of the subject matter it is proposed to ask the Communities, Housing and Environment Committee to approve the establishment of a working group composed of members from both committees.

At its meeting on the 20 September 2016, the Community Housing and Environment Committee agreed to:

- Establish a member working group of five members;
- Appoint three members to represent the committee on the working group, these being Councillors M Burton, Mortimer and Robertson;
- Invite Strategic Planning, Sustainability and Transportation Committee to nominate two members to represent that committee on the working group, and;
- That the terms of reference are agreed by the working group.

Recommendation Made

That Strategic Planning, Sustainability and Transportation Committee be recommended to nominate two Members to represent that committee on the working group.

Agenda Item 14

Strategic Planning, Sustainability and Transport Committee

11th Oct 2016

Is the final decision on the recommendations in this report to be made at this meeting?

Yes

River Medway Towpath – Maidstone Sustainable Access to Education and Employment LEP Scheme

Final Decision-Maker	Strategic Planning, Sustainability and Transport Committee
Lead Head of Service	Head of Commercial and Economic Development
Lead Officer and Report Author	Fran Wallis, Local Economy Projects Officer
Classification	Public
Wards affected	High Street, Boxley, North, South, Bridge, Fant, Allington, Barming

This report makes the following recommendations to this Committee:

1. That members support the officer's recommendation to proceed with physical works to improve the existing Public Footpath, prior to the completion of the Cycle Tracks Conversion Order process.

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all – promoting better use of the River Medway – one of the borough's key assets.
- Securing a successful economy for Maidstone Borough – encouraging commuters out of their cars and improving sustainable access to employment.

Timetable

Meeting	Date
S,P, S&T Committee	11th Oct 2016

River Medway Towpath – Maidstone Sustainable Access to Employment Project

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report provides an update on the scheme to create a cycle path along the River Medway from Aylesford to Barming Bridge.
 - 1.2 The report provides background information to allow Members to make an informed decision regarding the commencement of works and follows an earlier report to this committee provided in December 2015.
-

2. INTRODUCTION AND BACKGROUND

- 2.1 The Sustainable Access to Maidstone Employment Areas Project was submitted by Kent County Council to the South East Local Enterprise Partnership (SELEP) for Single Local Growth Funding in 2014 and received an allocation of £2m. The bid sought is set to create a riverside cycle path from Barming to Aylesford.
- 2.2 The project created a partnership between KCC, MBC and Tonbridge and Malling Borough Council. MBC have confirmed agreement to providing a contribution of up to £500K following a decision made at this committee in December 2015.
- 2.3 As previously informed the overall purpose of the investment is to encourage cycling and walking by providing attractive, direct routes for cyclists and pedestrians, to access employment, education and other facilities in Maidstone Town Centre, and along the River Medway corridor. This will be achieved through the construction of a new shared use towpath. The total length of the path is 10.5km, of which 8.8km is within Maidstone borough.
- 2.4 The project will support the objectives within the Kent Environment Strategy, including works to improve habitats and river bank protection. Improved river bank, areas for wildlife and relaxation will be created. The project also provides a carbon free transport option within the Maidstone Air Quality Management Area.
- 2.5 By enhancing the towpath, an attractive, sustainable alternative route will be provided to commuters and others, to benefit the health and wellbeing of everyone. The path will become a valuable resource in which daily exercise can be taken as part of a daily commute. Similar towpath schemes across the country have proved to add value to the quality of life, health and wellbeing of local residents. The opportunity the SELEP funding provides can realise the potential of the much underutilised asset of the River Medway.

- 2.6 The project is supported by the Joint Transportation Board.
- 2.7 Kent County Council have now confirmed that the construction tendering process has been completed and EOS Civil Engineering have been awarded the contract to construct the section between Barming and the M20 overbridge at Allington Lock.
- 2.8 Since commencing the project landowners along the route have been informed of the intention to convert the existing Public Footpath to a Cycle Track to clarify and safeguard the right of cyclists to use the path. A recently completed survey identified that 20% of all users of the Towpath were cyclists with 75 cyclists recorded in one 4 hour period.
- 2.9 Leisure plots have recently been established on land between Unicomes Lane and Barming Bridge. That development has included the establishment of fences, confining the public footpath to approximately 2.5 to 3 metres in width, sufficient to enable access to the leisure plots with vehicles; the construction of sheds and the mooring of boats. Although the width provided is also sufficient to accommodate the proposed shared use towpath, some owners of the leisure plots have suggested that they would not agree to works to improve the public footpath being completed prior to a cycle tracks order being made. Agreement only being possible if the path were diverted away from the river and alongside the railway line.
- 2.10 The responsible Kent County Council Public Rights of Way and Access officer engaged in consultation with the local County and Borough Ward members along with legal advice to conclude whether movement of the path would be agreeable. It became clear that the movement of the path away from the river and alongside the railway would not be supported by either authority and any such diversion attempt would be strongly opposed. The reasons given are loss of amenity, views and that any movement away from the river would be substantially less enjoyable and secure for the public.
- 2.11 Following further negotiations with some of the Leisure Plot Owners, KCC have agreed to look into the provision of speed humps along this section to alleviate a concern regarding cycle speed. The installation of a lockable gate with a combination lock to restrict vehicular access has also been agreed.
- 2.12 The path is already a Public Right of Way and as such the scheme falls within permitted development. Although cyclists already use the route unchallenged, a Cycle Tracks Conversion Order will be sought, for the avoidance of doubt of users, and enable official signage to be installed.
- 2.13 The existing path has no recorded width on the Definitive Map and Statement. However historic Ordnance Survey Mapping indicates that the public footpath is approximately 3 metres wide. The route was repaired and surfaced with stone to a width of 1.5 metres in 2011. The County Council have confirmed that the surfacing width completed in 2011 is only a reflection of the budget available at that time and does not reflect the full extent of the public rights.

3. AVAILABLE OPTIONS

- 3.1 Option 1 – Agree with landowners along the stretch identified, between Unicomes Lane and Barming Bridge, that the works in this area should not be completed prior to conversion to Cycle Track. This option runs a risk of this section extending beyond the project timescale and loss of the grant funding available. The opportunity to encourage people not to use their cars will be missed, and the knock on benefits of reduced congestion and air pollution will be reduced and improvements to health and fitness through cycling lost.
- 3.2 Option 2 – Support the Officers recommendations to proceed with works to improve the existing Public Footpath to a width of 2.5 metres in accordance with the Highway Authorities power to improve a public highway. This would ensure that the approved scheme can be delivered for the benefit of the wider public and in accordance with its existing use, prior to completion of the Cycle Tracks Order process.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 It is recommended that this committee agree to Option 2 – to progress with the scheme as previously proposed.
- 4.2 This project provides the opportunity to upgrade the existing tow path to a formal cycle path. Evidence is clear that the path is already being used by cyclists however MBC and KCC cannot promote it as such as it is below the required highways standard to be designated as a cycle path.
- 4.3 The development of Maidstone town centre for housing and jobs benefits from the provision of sustainable transport links.

5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 5.1 KCC have already carried out a great deal of consultation with various parties who have an interest in the project. These are outlined below:
- Maidstone Borough Council – has been involved from the start in discussing the project and its links to the economy.
 - Tonbridge and Malling Borough Council – as set out earlier part of this project lies within T&MBC.
 - Environment Agency (EA)– has been consulted due to the project's location along the river. The EA have offered 'in kind' contribution to the project through the use of their equipment and expertise.
 - Aylesford Parish Council (providing £10k investment), East Farleigh Parish Council, Barming Parish Council, North Loose Residents Association – are all supportive.
 - River Medway Users Association

- Ramblers Association
- Valley of Visions Partnership
- Peel Ports
- MP for Chatham and Aylesford
- Local Landowners
- Borough Council members –
- This Committee of December 2015

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 A public consultation in the Town Centre will provide opportunities to view and discuss the detail of the project.
- 6.2 KCC will progress construction of the scheme.
-

7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	By promoting better access to the River Medway and encouraging commuters to use sustainable transport options.	Head of Finance & Resources
Risk Management	Project risks will be managed by Kent County Council.	Head of Finance & Resources
Financial	Maidstone Borough's Council's contribution was approved by Council on 25th February 2015. Kent County Council is contributing £100,000. SELEP £2m.	Head of Finance & Resources
Staffing	Staff involvement limited to Economic Development and Planning Policy officers including liaison with Kent County Council and support with stakeholder engagement and communication	Head of Commercial and Economic Development
Legal	A deed of funding agreement between MBC and Kent County Council has been agreed and sealed	Team Leader (Contracts and Commissioning)
Equality Impact Needs Assessment	An EQIA has been completed by KCC's PROW & Access Service and is subject to	Head of Finance & Resources

	review.	
Environmental/Sustainable Development	Biodiversity will be enhanced along the river. Commuters will be encouraged to use a more sustainable route	Head of Commercial and Economic Development
Community Safety	None identified	
Human Rights Act	None identified	
Procurement	Kent County Council will be the procuring authority but will work closely with MBC in the procurement process.	Head of Finance & Resources
Asset Management	The cycle path will be highway and be maintained by Kent County Council	Head of Finance & Resources

8. REPORT APPENDICES

The following document is to be published with this report and form part of the report:

- Appendix I: Photos of the area in question

9. BACKGROUND PAPERS

None

Appendix 1 – River Medway Towpath – Maidstone Sustainable Access to Education and Employment LEP Scheme



Strategic Planning, Sustainability and Transportation Committee

11 October 2016

Is the final decision on the recommendations in this report to be made at this meeting?

Yes

Regulation 18 Consultation on the Tonbridge and Malling Local Plan

Final Decision-Maker	Strategic Planning, Sustainability and Transportation Committee
Lead Head of Service	Rob Jarman, Head of Planning and Development
Lead Officer and Report Author	Mark Egerton, Planning Policy Manager
Classification	Public
Wards affected	All

This report makes the following recommendations to this Committee:

1. That the Committee notes the commencement of the consultation and intention to bring a report to the 8th November meeting setting out a proposed response.

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all -
- Securing a successful economy for Maidstone Borough -

Timetable

Meeting	Date
Strategic Planning, Sustainability and Transportation Committee	11 th October 2016

Regulation 18 Consultation on the Tonbridge and Malling Local Plan

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This is an informative report designed to draw the committee's attention to the commencement of the Tonbridge and Malling Local Plan Regulation 18 consultation and the intention to bring a report to the 8th November 2016 meeting setting out a proposed response to that consultation.
-

2. INTRODUCTION AND BACKGROUND

- 2.1 The Committee will be aware that production of a Local Plan must meet various requirements set out in government legislation and the National Planning Policy Framework.
- 2.2 Tonbridge and Malling Borough Council have started the process of producing a new Local Plan, to replace their current suite of Local Plan documents. The new Local Plan will have a time horizon up to 2031
- 2.3 On the 30th September 2016, Tonbridge and Malling Borough Council published the first stage of the new Local Plan "The Way Forward" for public consultation.
- 2.4 This early stage public consultation sets out the issues that need to be addressed in the forthcoming Local Plan and a potential development strategy for the way forward, as well as associated technical assessments.
- 2.5 Written responses are invited by 5pm Friday 25th November 2016.
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3. AVAILABLE OPTIONS

- 3.1 This report is intended to draw the Committee's attention to the ongoing consultation and is not seeking any decision. Should Committee Members wish to provide feedback; this will be amalgamated into the proposed response. A report setting out the proposed response to the consultation will be taken to the 8th November 2016 committee.
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4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 As set out in paragraph 3.1 above, the Committee is asked to note the commencement of the consultation.
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5. NEXT STEPS

- 5.1 Officers will review the Local Plan consultation documents and report back to the 8th November 2016 Committee with a proposed response.

6. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	These will be considered in the report detailing the consultation response.	Rob Jarman, Head of Planning and Development
Risk Management	These will be considered in the report detailing the consultation response.	Rob Jarman, Head of Planning and Development
Financial	These will be considered in the report detailing the consultation response.	Mark Green, Section 151 Officer & Finance Team
Staffing	These will be considered in the report detailing the consultation response.	Rob Jarman, Head of Planning and Development
Legal	These will be considered in the report detailing the consultation response.	Kate Jardine, Team Leader (Planning), Mid-Kent Legal Services
Equality Impact Needs Assessment	These will be considered in the report detailing the consultation response.	Anna Collier, Policy & Information Manager
Environmental/Sustainable Development	These will be considered in the report detailing the consultation response.	Rob Jarman, Head of Planning and Development
Community Safety	These will be considered in the report detailing the consultation response.	Rob Jarman, Head of Planning and Development
Human Rights Act	These will be considered in the report detailing the consultation response.	Rob Jarman, Head of Planning and Development
Procurement	These will be considered in the report detailing the consultation	Rob Jarman, Head of

	response.	Planning and Development & Mark Green, Section 151 Officer
Asset Management	These will be considered in the report detailing the consultation response.	Rob Jarman, Head of Planning and Development

7. REPORT APPENDICES

There are none.

8. BACKGROUND PAPERS

There are none.

Strategic Planning, Sustainability & Transportation Committee

11 October 2016

Is the final decision on the recommendations in this report to be made at this meeting?

Yes

Consultation – KCC Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031

Final Decision-Maker	Strategic Planning, Sustainability and Transportation Committee
Lead Head of Service	Rob Jarman, Head of Planning & Development
Lead Officer and Report Author	Paul Goodenough, Transport Planner, Spatial Policy
Classification	Public
Wards affected	All Wards

This report makes the following recommendations to this Committee:

1. That Councillors agree the proposed response set out in section 4 of the report and that it is forwarded to Kent County Council as the Council's formal response to the Local Transport Plan 4 consultation by the deadline of 30 October 2016.

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all -
- Securing a successful economy for Maidstone Borough -

The Maidstone Borough Local Plan, and supporting Integrated Transport Strategy and Walking and Cycling Strategy, should have regard for the policies contained within a Local Transport Plan (LTP) in delivering a package of sustainable transport measures in support of the Local Plan allocations and the need to mitigate the transport impact of planned development and deliver modal shift away from reliance on the use of the private car with other potential benefits such as improved public transport networks and improved air quality. However, the consultation draft LTP4 does not pick up comprehensively the Council's early input to the LTP4.

Timetable

Meeting	Date
Strategic Planning, Sustainability and Transportation Committee	11 October 2016

Consultation – KCC Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 On 8 August 2016, Kent County Council (KCC) launched a public consultation on Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031. The consultation closes on 30 October 2016. This report considers the consultation and recommends that the proposed response set out in Section 4 of the report is forwarded to KCC as the Council's formal response.
- 1.2 Under the Local Transport Act 2008 it is a statutory duty for KCC to have a Local Transport Plan (LTP) in place, although the Act allows Local Transport Authorities (LTAs) the freedom to replace LTPs as and when they see fit rather than having a five year planning horizon as previously stipulated. The purpose of an LTP is to set out KCC's plans for local transport investment and is a critical tool to attract Government funding for these schemes.
- 1.3 KCC is in the process of replacing the current LTP3, which covers the period from January 2011 to December 2016. The emerging LTP4 is intended to be adopted in 2017 and replicates the transport schemes identified by the Kent and Medway Growth and Infrastructure Framework (GIF) as being required in the period up to 2031. It thus covers the same 15 year period, also aligning with the timescales for the Maidstone Borough Local Plan. KCC intends LTP4 to form a clear, evidenced basis from which to bid for funding and deliver infrastructure to support housing and economic growth.
- 1.4 Page 36 of the LTP4 consultation draft identifies priority transport schemes for Maidstone Borough. These are split into GIF schemes, schemes from the overarching Strategic Economic Plan (SEP) submitted by SELEP to central Government, and other future schemes. GIF priority schemes are:
 1. SEMSL (referred to as Leeds and Langley Relief Road);
 2. M20 J7 improvements;
 3. Thameslink extension to Maidstone East by 2018; and
 4. M20 Junction 3 to 5 "smart" motorway.
- 1.5 The LTP4 Consultation Draft is attached at Appendix One to this report. Attached at Appendix Two is the questionnaire prepared by KCC for the consultation. The full suite of technical documents is available at <http://consultations.kent.gov.uk/consult.ti/LTP4/consultationHome> .
- 1.6 Members are recommended to agree the proposed response set out in section 4 of the report and that it is forwarded to Kent County Council as the Council's formal response to the Local Transport Plan 4 consultation by the deadline of 30 October 2016.

2. INTRODUCTION AND BACKGROUND

- 2.1 Under the Local Transport Act 2008 it is a statutory duty for KCC to have a Local Transport Plan (LTP) in place, although the Act allows Local Transport Authorities (LTAs) the freedom to replace LTPs as and when they see fit rather than having a five year planning horizon as stipulated in the previous legislation (Transport Act 2000). The purpose of an LTP is to set out KCC's plans for local transport investment and is a critical tool by which to attract Government funding for these schemes. Currently, the most significant funding source is from the Local Growth Fund (LGF), awarded competitively via the South East Local Enterprise Partnership (SELEP), with smaller sums available directly from the Department for Transport and from developer contributions (s106/CIL).
- 2.2 KCC is in the process of replacing the current LTP3, which covers the period from January 2011 to December 2016. The emerging LTP4 replicates the transport schemes identified by the Kent and Medway Growth and Infrastructure Framework (GIF) as being required in the period up to 2031. The GIF is considered by KCC to form the evidence base for LTP4 (Appendix One, page 8). LTP4 thus covers the same 15 year period, also aligning with the timescales for the Maidstone Borough Local Plan. KCC intends LTP4 to form a clear, evidenced basis from which to bid for funding and deliver infrastructure to support housing and economic growth, in other words to deliver KCC's transport delivery plan "Growth without Gridlock", which is being refreshed as part of LTP4.
- 2.3 Local Plans and their supporting Transport Strategies should have regard for the policies contained within an LTP. The preparation of the Local Plan and the now adopted Integrated Transport Strategy (ITS) and Walking and Cycling Strategy (WCS) was undertaken with regard to the current LTP3. The support for sustainable transport in Maidstone is clearly set out in paragraph 8.48 on page 91 of that document. Furthermore, paragraph 8.51 (page 92) is of interest in relation to the South East Maidstone Strategic Link (SEMSL), in particular the last sentence "*Maidstone Borough Council has now adopted a more widely distributed development strategy, therefore the SEMSL proposal is unlikely to be pursued further*".
- 2.4 The LTP4 consultation draft sets out the following ambition for Kent (page 10, Appendix One):
- "To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported".*
- 2.5 This ambition is intended to be realised through five overarching policies that are targeted at delivering specific outcomes as shown in the table below.

Draft LTP4 Outcome		Draft LTP4 Policy
1	Economic growth and minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.
2	Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.
3	Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.
4	Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.
5	Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.

2.6 National, countywide and local (i.e. Maidstone Borough) priority schemes to deliver the above outcomes have been identified on page 36 of Appendix One and these are set out in the table below. No commentary is provided in the draft LTP4 as to whether there will be an opportunity to review these priorities during the period to 2031.

National Priorities	Countywide Priorities	Local (i.e. District) Priorities
<ul style="list-style-type: none"> Enabling Growth in the Thames Gateway New Lower Thames Crossing Port Expansion (Dover) A Solution to Operation Stack (NB: Highways England's consultation on proposals for a HGV parking area at Stanford West closed on 23 September 2016) 	<ul style="list-style-type: none"> Bifurcation of Port Traffic between M20/A20 and M2/A2 routes Provision for Overnight Lorry Parking Ashford International Station Signalling (Ashford Spurs) Rail Journey Time Improvements and Thanet Parkway Railway Station Rail and Bus Improvements 	<p>GIF Schemes</p> <ul style="list-style-type: none"> Leeds and Langley Relief Road M20 J3-5 'smart' motorway Thameslink extension to Maidstone East by 2018 M20 J7 improvements <p>Strategic Economic Plan Schemes</p> <ul style="list-style-type: none"> Sustainable access to employment areas Integrated Transport Package Bridges improvement scheme <p>Other Future Schemes</p> <ul style="list-style-type: none"> Maidstone Bus Station, East Rail Station

		<ul style="list-style-type: none"> • Bus infrastructure improvements • Bearsted Road capacity improvements • Rural Service Centre improvements • A229/A274 corridor capacity improvements
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- 2.7 Some pre-consultation engagement between Economic Development officers and KCC officers took place during May 2016 to communicate the Council's priorities for LTP4, and suggested amendments to the covering text for page 35 of the consultation draft were sent to KCC on 24 May 2016. However, several of MBC's stated priorities have been referenced in a vague fashion in the consultation draft, for example "improvements to radial (public transport) routes into Maidstone" is instead referenced as "bus infrastructure improvements" and capacity improvements at named junctions in South East Maidstone have been referred to as "corridor capacity improvements". Other stated priorities have been omitted altogether, including "M20 Junction 5 and North West Maidstone improvements" and "walking and cycling infrastructure improvements". None of MBC's suggested amendments to the covering text have been included. The Council should reinforce its view that the measures included in both the Integrated Transport Strategy and the Walking and Cycling Strategy should be supported in the LTP4 as a way to use more efficiently the existing highway infrastructure.
- 2.8 It can be seen from the above table that the draft LTP4 reintroduces SEMSL (referred to as the Leeds and Langley Relief Road) as a priority scheme despite the Council's consultation response to the GIF in July 2015 setting out that SEMSL should not be included in that document, and despite the development strategy set out in the Maidstone Borough Local Plan remaining similar to that referenced in LTP3. SEMSL is nevertheless identified as a future scheme in the ITS for consideration at the first review of the Local Plan in 2022, with construction post 2031 (Local Plan paras. 17.125 and 17.126). KCC are the lead authority which will need to deliver SEMSL, but MBC will work with KCC to develop the detailed case.
- 2.9 None of the stated LTP4 priorities therefore conflict with the Local Plan and supporting ITS and WCS. These documents also align fully with the five LTP4 outcomes and policies. However, the focus of LTP4 is on the achievement of Outcome 1 (economic growth and minimised congestion) through LGF funded schemes. It is not clear how LGF funded schemes will contribute towards achieving the four other LTP4 outcomes (affordable and accessible door-to-door journeys, safer travel, enhanced environment and better health and wellbeing).
- 2.10 The link to the five outcomes is, however, clear for smaller schemes seeking DfT Integrated Transport Block funding. The assessment process is detailed in Annexe 1 of Appendix One. Annexe 2 of Appendix One will list the

schemes to be delivered as part of the Integrated Transport Programme (ITP), and Annexe 3 will list the safety critical schemes (namely those prioritising Outcome 3 (safer travel)) funded using 50% of the ITP budget. These programmes will be updated annually. However, only £6.8m per annum of Integrated Transport Block funding is available until 2017/18 for these schemes, covering the whole of Kent.

- 2.11 £8.9m of LGF funding has already been secured from SELEP for the delivery of the Maidstone Integrated Transport Package (MITP) between 2016/17 and 2019/20, with £1.3m allocated for 2016/17. The priority schemes for delivery in 2016/17 are highway improvement works at the A274/Willington Street/Wallis Avenue junction and, if budget allows, the A20/Willington Street junction. Detailed designs are currently being developed by KCC/Amey. Alongside these schemes, feasibility studies and design work for the A229/A274 Wheatsheaf junction are currently in progress.
- 2.12 A draft Strategic Environmental Assessment (SEA) and Equality Impact Assessment (EqIA) have been produced for LTP4, but these documents are not referenced in the consultation draft. Section 4.2, page 68 of the draft SEA presents details of the four alternative options for LTP4 which have been assessed against the SEA objectives. Each of the four options affords different weightings (and funding allocations) to each of the five LTP4 outcomes. KCC's preferred Option 3 allocates 40% of funding to Outcome 1 with the remaining 60% split equally between the other four outcomes (page 57, Appendix One). Although not the best performing option environmentally, section 4.4 page 71 of the draft SEA accepts that KCC's preferred Option 3 – which delivers greater funding for Outcome 1 while not causing significant negative impacts on the SEA Objectives – is an appropriate choice for the funding allocation.
- 2.13 It is acknowledged that the private car will continue to be the primary mode of transport within Kent. Nevertheless, developing and promoting sustainable and active travel networks to counteract, to some extent, vehicle traffic growth is an essential element of delivering "Growth without Gridlock" whilst mitigating environmental impacts. This is recognised in the Health Impact Assessment reported on pages 78 and 79 of the draft SEA. Kent's Active Travel Strategy is referenced on page 23 of the draft LTP4.
- 2.14 The findings of the EqIA are summarised in Table 24, page 80 of the SEA. This concludes that LTP4 is not expected to have a significant negative impact on any of the protected characteristics of age, disability, race and gender. Positive LTP4 impacts will depend on the delivery of schemes which improve all types of transport – the EqIA notes that older generations, families with younger children and the disabled will benefit from more affordable and accessible bus and rail services. The EqIA also identifies the promotion of active travel choices for Kent residents as proving beneficial for all, promoting improved health and well-being as well as contributing towards reduced congestion and pollution. Despite this, walking and cycling improvements are not identified in the draft LTP4 as one of Maidstone's transport priorities.
- 2.15 The adopted ITS and WCS seek to take forward a balanced package of transport interventions to support growth but consider the needs of all

users, a strategy which will encourage sustainable travel choices whilst still delivering necessary highway infrastructure improvements. As such both strategies are fully consistent with the findings of the draft SEA and EqIA. However, the content of the draft LTP4 indicates that it may lack symmetry with these strategies.

3. AVAILABLE OPTIONS

- 3.1 There are two options available to Members. Firstly, the Council could send KCC a formal response to the LTP4 consultation. Secondly, Members could choose not to make a formal response to the LTP4 consultation.
 - 3.2 Choosing to make a representation will afford KCC the opportunity to take the Council's views into account in compiling their consultation report and producing the final version of LTP4 for adoption in 2017.
 - 3.3 If no formal representation is made, this would result in a missed opportunity for the Council to set out its position in respect to a document which sets KCC's transport strategy for Maidstone Borough and the wider county for the next 15 years, i.e. the entire duration of the Local Plan.
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4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 The preferred option is for the Council to submit a formal representation to KCC before the consultation end date of 30 October 2016. This will make the Council's views known prior to the adoption of LTP4 in 2017.
- 4.2 The consultation questionnaire seeks views on the following main questions:
 - 3. To what extent do you agree or disagree with the overall Ambition set for the Local Transport Plan?
 - 4. This Ambition will be realised through five overarching Outcomes and Supporting Policies. To what extent do you agree or disagree with each of the Outcomes and Policies?
 - 5. To what extent do you agree or disagree with the Strategic Priorities for the Local Transport Plan?
 - 6. To what extent do you agree or disagree with the Kent-Wide Priorities for the Local Transport Plan?
 - 7. To what extent do you agree or disagree with the District Priorities for the Local Transport Plan?
 - 8. Comments on the initial Equality Impact Assessment (EqIA)
 - 9. Comments on the draft Strategic Environmental Assessment (SEA)
- 4.3 The suggested responses are as follows:
- 4.4 Question 3: To what extent do you agree or disagree with the overall Ambition set for the Local Transport Plan?

- 4.5 A: The Council strongly agrees with the overall Ambition. It is, however, important that the priorities for transport investment set out in the final LTP4 are consistent with this ambition, namely that as well as supporting economic growth they benefit all communities and businesses and contribute towards reducing the environmental footprint of transport.
- 4.6 Question 4: To what extent do you agree or disagree with each of the five overarching Outcomes and Supporting Policies?
- 4.7 A: The Council strongly agrees with all five overarching Outcomes and Supporting Policies. The adopted Maidstone Integrated Transport Strategy and Walking and Cycling Strategy identify a balanced package of transport interventions that will directly contribute to the realisation of these Outcomes. However, the focus of the draft LTP4 is on the achievement of Outcome 1 (economic growth and minimised congestion). The document would benefit from clarification as to how the four other LTP4 outcomes (affordable and accessible door-to-door journeys, safer travel, enhanced environment and better health and wellbeing) are intended to be achieved by the identified draft LTP4 priorities.
- 4.8 Question 5: To what extent do you agree or disagree with the Strategic Priorities for the Local Transport Plan?
- 4.9 A: The Council strongly agrees with the nine Strategic Priorities. With respect to the New Lower Thames Crossing, upgrading of the A229 between M2 Junction 3 and M20 Junction 6 is strongly supported, along with improvements to the A249 and M20 Junction 7 improvements as identified to enable the bifurcation of port traffic and release capacity on the M20. The Council welcomes Highways England's proposals for a lorry park at Stanford West to reduce the need to deploy Operation Stack. In our recent response to that consultation we also welcomed the proposals for overnight lorry parking as part of that scheme and cited the need, highlighted in the draft LTP4, to integrate the lorry park with an overall strategy to deliver a network of small lorry parks across Kent and effective enforcement to reduce inappropriate lorry parking.
- 4.10 With respect to rail and bus improvements the document would benefit from clarification as to how KCC will work to influence the new Southeastern franchise from 2018. It is a priority of the Council to lobby for improved rail services to the Maidstone urban area, as set out in Action PT9 of the adopted ITS. KCC's active support for Quality Bus Partnerships and Punctuality Improvement Partnerships is welcomed, as is the citing of Fastrack as an exemplar high quality bus service. The document would benefit from clarification as to how KCC intends to deliver similarly frequent and reliable services elsewhere in the county, encouraging bus use and achieving modal shift from the private car which will contribute towards reducing congestion and benefit motorists and bus users alike.
- 4.11 Question 6: To what extent do you agree or disagree with the Kent-Wide Priorities for the Local Transport Plan?
- 4.12 The Council strongly agrees with the five Kent-Wide priorities. A key barrier to the use of active travel modes are concerns about road safety, and

reducing the number of KSI casualties is essential to achieving the objectives set out in our adopted Walking and Cycling Strategy. We welcome the reference to KCC's Active Travel Strategy and the plan to "establish Kent as a pioneering county for active travel". It would be helpful for the final LTP4 to provide a link to this document to enable the reader to gain an understanding of how KCC intend that plan to be achieved.

4.13 Question 7: To what extent do you agree or disagree with the District Priorities for the Local Transport Plan?

- 4.14 The Council is concerned that its LTP4 priorities for Maidstone Borough, communicated to KCC in May 2016, have not been comprehensively picked up in the consultation draft. Given KCC's apparent keenness to promote active travel, we are disappointed that the delivery of improved walking and cycling infrastructure has not been identified as a priority in the draft LTP4. Furthermore, no mention is made of M20 Junction 5 and North West Maidstone improvements, nor of public transport improvements on radial routes into the town.
- 4.15 The final LTP4 should align with the Action Plans set out in the Integrated Transport Strategy and Walking and Cycling Strategy, which is adopted Council policy to 2031. The balanced package of transport interventions set out in these strategies is intended to not only addresses the transport challenges posed by Local Plan growth, but also to remedy existing transport issues. These include congestion on parts of the road network, poor air quality, road safety hotspots, low levels of walking and cycling and a lack of bus priority measures to enable fast and reliable bus journey times. An explanation is required as to why the draft LTP4 lacks a commitment from KCC to the delivery of specified highway improvements, including the A20/Willington Street, A274 Sutton Road/Wallis Avenue/Willington Street, A274/A229 Wheatsheaf, A229/Boughton Lane/Cripple Street and A229/B2163 Linton Crossroads junctions. The draft LTP4 also provides no details of proposed integrated transport/casualty reduction schemes.
- 4.16 In general, the draft LTP4 lacks detail. It is essential that the final LTP4 contains a detailed action plan setting out the specific interventions, timescale for delivery, organisations responsible for delivery and funding sources. Pages 51 and 52 of the document refer to available sources of funding, but do not cite potential DfT funding for sustainable travel. Current/recent examples include the Access Fund, Better Bus Areas and funding for low emission buses. Similar funding opportunities are likely to arise during the lifetime of LTP4 and it is essential that KCC works collaboratively with public and private sector partners to submit competitive applications.
- 4.17 With respect to the Leeds and Langley Relief Road, the Council identifies this in the Integrated Transport Strategy as a future scheme for consideration at the first review of the Maidstone Borough Local Plan in 2022, with construction post 2031 (Local Plan paras. 17.125 and 17.126). KCC are the lead authority which will need to deliver SEMSL, but the Council will work with KCC to develop the detailed case. We do not consider the scheme as a priority for the LTP4 period. The development strategy set out

within the Submission Local Plan remains very similar to that referenced in paragraph 8.51 of the current LTP3, which identified as a result that the Leeds and Langley Relief Road (referred to as SEMSL) was unlikely to be pursued further. The scheme is not required to mitigate the impact of Local Plan growth to the year 2031. The results of strategic and localised transport modelling demonstrate that, with a balanced package of junction capacity improvements, public transport improvements and walking and cycling improvements, the residual transport impacts of Local Plan development to the year 2031 will be less than severe in the context of the National Planning Policy Framework.

4.18 As such the final LTP4 should clearly indicate that the Leeds and Langley Relief Road is not a priority for the LTP4 period, but rather that it is a future scheme for delivery beyond 2031, for which both authorities will work together during the LTP4 period to develop the detailed case. In conclusion, the draft LTP4 is not aligned to either the Local Plan, nor the Integrated Transport Strategy.

4.19 Question 8: Comments on the initial Equality Impact Assessment (EqIA)

4.20 In respect of the transport priorities for Maidstone identified in the draft LTP4, we disagree with the findings of the EqIA as summarised in Table 24 of the SEA, namely that LTP4 is not expected to have a significant negative impact on any of the protected characteristics of age, disability, race and gender. We do, however, strongly agree that positive LTP4 impacts will depend on the delivery of schemes which improve all types of transport.

4.21 As such there needs to be a clear commitment in LTP4 to the delivery of more affordable and accessible bus services, and the improvement and promotion of active travel modes. It is therefore disappointing that public transport improvements on radial corridors and walking and cycling improvements are not identified in the draft LTP4 as priorities in Maidstone despite our previous submission, as these would contribute towards realising these positive equality impacts and achieve full consistency with our adopted ITS and WCS.

4.22 Furthermore, it would be helpful if the final LTP4 directly referenced the EqIA and its conclusions, to demonstrate how equality impact needs have been considered in identifying the transport schemes necessary in the period to 2031.

4.23 Question 9: Comments on the draft Strategic Environmental Assessment (SEA)

4.24 It would be helpful for the final LTP4 to briefly summarise the conclusions of the draft SEA, as the draft LTP4 does not make reference to this document. This would help to clarify how all five LTP4 outcomes (not just Outcome 1) have been considered in developing the four LTP4 options; how these options perform against the SEA objectives; how preferred Option 3 was arrived at and how the schemes it includes contributes towards realising the LTP4 outcomes.

5. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 5.2 The consultation closes on 30 October 2016. If agreed, the proposed response set out in this report will be forwarded to KCC to meet that deadline.
- 5.3 KCC will then compile all responses received into a consultation report, which will help produce the final LTP4. KCC intends to adopt LTP4 in 2017.

6. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The LTP4 will be critical in delivering a package of transport measures which will support growth over the period to 2031, aligning with that of the Maidstone Borough Local Plan. If the Council's priorities are fully reflected in the final adopted document, LTP4 has the potential to deliver the package of sustainable transport measures identified in the adopted ITS and WCS which support the allocations set out in the Maidstone Borough Local Plan, mitigate the transport impact of planned development and deliver modal shift away from reliance on the use of the private car with other potential benefits such as improved public transport networks and improved air quality.	Rob Jarman: Head of Planning & Development
Risk Management	There is a risk that if the Council's priorities are not fully reflected in the final adopted LTP4 document, there will not be an opportunity to incorporate these into KCC's transport delivery programme for another 15 years.	Rob Jarman: Head of Planning & Development
Financial	No specific financial implications arise from the	Head of Finance and

	consideration of this report.	Resources & Finance Team
Staffing	No specific financial implications arise from the consideration of this report.	Rob Jarman: Head of Planning & Development
Legal	No specific implications arise from the consideration of this report.	Kate Jardine Team Leader Planning Mid Kent Legal Services
Equality Impact Needs Assessment	It is important that LTP4 aligns with the adopted ITS and WCS in tackling transport challenges through a combination of modes, to take into account the needs of all groups including those without access to a car. An LTP4 reliant on highway improvements with a lack of commitment to sustainable and active travel will not promote equal access to employment, services and social opportunities and is likely to lead to increased social exclusion amongst lower income groups in particular.	Anna Collier Policy & Information Manager
Environmental/Sustainable Development	An LTP4 reliant on highway interventions with a lack of commitment to sustainable and active travel is likely to generate more traffic than the additional capacity provided increasing carbon and congestion.	Rob Jarman: Head of Planning & Development
Community Safety	No specific implications arise from the consideration of this report.	Rob Jarman: Head of Planning & Development
Human Rights Act	No specific implications arise from the consideration of this report.	Rob Jarman: Head of Planning & Development
Procurement	Consultants are used to prepare specialist or technical evidence to support the Local Plan and are appointed in accordance with the Council's procurement procedures.	Rob Jarman: Head of Planning & Development & Head of Finance and

		Resources
Asset Management	No specific implications arise from the consideration of this report.	Rob Jarman: Head of Planning & Development

7. REPORT APPENDICES

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

- Appendix 1: Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031
- Appendix 2: Local Transport Plan 4 Consultation Questionnaire

Local Transport Plan 4: Delivering Growth without Gridlock 2016–2031

Consultation draft

38

Have your say

Find out how we are planning to deliver the transport priorities for Kent, which will contribute to a safe and efficient transport system.

Visit kent.gov.uk/localtransportplan to download a copy of the Local Transport Plan draft and fill in the online questionnaire.

Consultation closes 30 October 2016

Kent
County
Council
kent.gov.uk



Have your say

This is a consultation draft of Local Transport Plan 4.

Visit www.kent.gov.uk/localtransportplan before the consultation end date, to download a draft copy of Local Transport Plan 4 and fill in the online questionnaire.

To request a hard copy of the draft Local Transport Plan 4 and the questionnaire, or for any alternative formats, please email alternativeformats@kent.gov.uk or telephone 03000 421553 (text relay service number: 18001 03000 421553). This number goes to an answer machine which is monitored during office hours.

Your responses will be compiled into a consultation report, which will help produce the final version of Local Transport Plan 4. Kent County Council intends to adopt Local Transport Plan 4 in 2017.

The consultation will close on October 30th.

Contents

Foreword.....	4
Transport in Kent	5
Improved Transport to Enable Growth.....	5
What is the Local Transport Plan?	8
Outcomes for Transport.....	10
Strategic Priorities.....	11
Enabling Growth in the Thames Gateway	13
New Lower Thames Crossing	14
Bifurcation of Port Traffic	15
Port Expansion	16
A Solution to Operation Stack.....	17
Provision for Overnight Lorry Parking.....	18
Ashford International Station Signalling (Ashford Spurs)	19
Journey Time Improvements and Thanet Parkway Rail Station	20
Rail and Bus Improvements	21
Kent-wide Priorities	22
District Priorities	24
West Kent.....	25
North Kent.....	31
East Kent	41
Our Funding Sources.....	51
In Conclusion.....	54

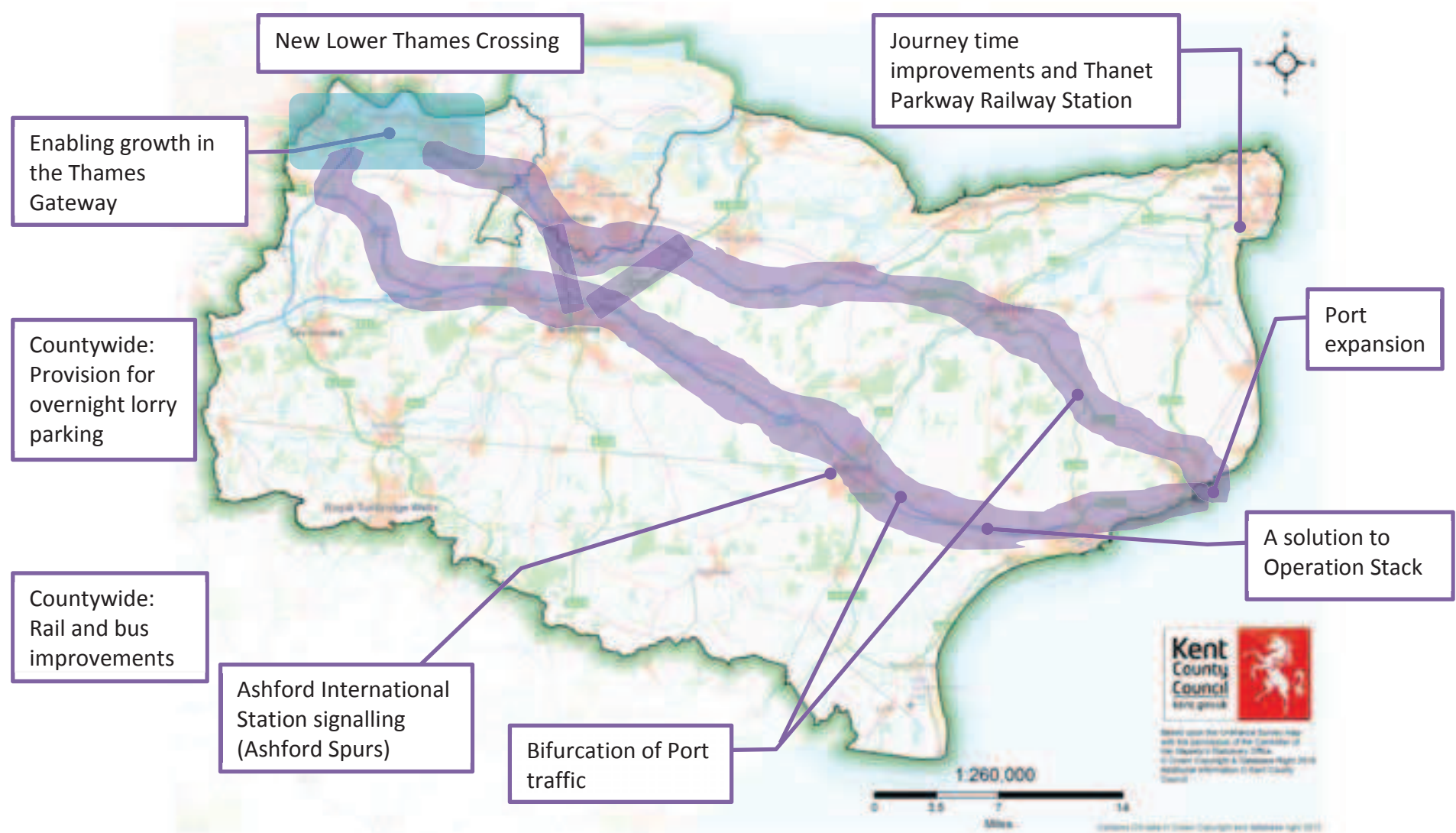
Annexe 1 – Prioritisation for the Integrated Transport Programme 55

Annexe 2 – Implementation Plan for the Integrated Transport Programme 62

Annexe 3 – Implementation Plan for the Crash Remedial Measure Programme 63

Strategic Transport Priorities

42



Foreword

Kent has ambitious targets for growth. Our role is to enable planned, sustainable growth and ensure the necessary infrastructure is in place, which will stimulate regeneration and encourage people and businesses to come to Kent. To be able to travel easily, safely and quickly to our destinations we need a transport network that can cater for current demand, enables economic growth, and supports a growing population.

The Kent and Medway Growth and Infrastructure Framework (GIF) has been developed in conjunction with the twelve districts (Local Planning Authorities) and Medway Council to identify infrastructure requirements up to 2031. By identifying where growth will occur, the GIF sets out the transport schemes necessary to address current and future capacity issues. These schemes are replicated in this Local Transport Plan to reinforce our commitment to securing sustainable growth in Kent.

The GIF has forecast a population increase of 293,300 in Kent between 2011 and 2031. These people will require jobs and new homes, of which 158,500 are needed over the same period. Such growth is unachievable without substantial improvements to Kent's transport infrastructure. We will take every opportunity in this changing world to be creative and bold in our approach to deliver what Kent needs to boost its economy and deliver real growth and real jobs.

Investment in Kent's infrastructure is important both nationally and locally. This Plan brings together our strategic ambitions for the county as well as the local schemes that are vital for supporting economic growth. We want to ensure that these schemes are

Our strategic transport priorities are:

- A new Lower Thames Crossing;
- Bifurcation of port traffic;
- Transport infrastructure to support growth in the Thames Gateway including Crossrail 2 extension;
- A solution to Operation Stack;
- Provision for overnight lorry parking;
- Thanet Parkway Railway Station;
- Ashford International Station signalling.

delivered at pace. We are also committed to maintaining our existing network.

We are part of the Kent and Medway Economic Partnership (KMEP), itself a part of the South East Local Enterprise Partnership (SELEP). We work collaboratively to deliver transport projects identified in SELEP's Strategic Economic Plan (SEP) with funding from the Local Growth Fund (LGF). A number of our key transport priorities fall under the remit of Highways England, Network Rail, or other organisations. We are therefore committed to working closely with these agencies to ensure schemes supporting growth in Kent are given the highest priority for delivery.

With potential opportunities for devolution from government, now is the time for us to set out our plans and our asks. This Plan articulates what we will do to make sure transport is playing its part in making Kent a great place to live, work and do business.



Matthew Balfour

Cabinet Member for Environment and Transport

Transport in Kent

Improved Transport to Enable Growth

Our close proximity to London, our nationally important port, and road and rail connections to the rest of the UK and continental Europe provide real opportunities for continued growth. But, we are currently facing increased congestion, on both road and rail. Major routes such as the M20/A20, M2/A2 and A21 form important local and strategic links but when they are congested it results in delay on the local network, and can have an impact on the wider strategic network also. With increasing congestion in the major town centres such as Ashford, Canterbury, Maidstone and Royal Tunbridge Wells, growth across the county will be constrained unless we invest in increasing capacity or can reduce demand on the network.

44

Kent's rail network is divided between the High Speed line that runs from London to continental Europe via Ebbsfleet and Ashford, and the mainline. Recent investment such as the High Speed rail service has improved access along its corridor to London but further investment is required on the whole network to increase service capacity. There is also an extensive bus network delivered on a largely commercial basis by a combination of national operators and local companies. Growth across the county, particularly from commuting trips, will place additional pressure on these alternative modes of transport and improvements are required to accommodate growth.

Over the coming years, it is forecast that most residents will work in the area where they live. However, particularly in the west of the county, 17% of all new commuting trips will be destined for

What we've already delivered

- A commitment from Government to deliver a new Lower Thames Crossing and identified significant private sector interest in its financing.
- A solution to Operation Stack as a result of our lobbying with £250m of Government funding for a Lorry Area.
- Successfully influencing Government to introduce an HGV Levy and getting the A21 Tonbridge to Pembury Dualling back on Highways England's delivery programme.
- Securing almost £120m of Local Growth Funding from central Government.
- East Kent Access Road, M20 Junction 9 and A20 Drivers roundabout upgrading, A2 slip road at Canterbury and Rushenden Relief Road.
- Presenting a realistic solution to UK aviation capacity opposing a hub airport in the Thames Estuary.
- Securing £19.7m for a new partial Junction 10a on the M20 in Ashford which will now form a contribution towards the full J10a scheme to be delivered by Highways England. £4.2m towards improvements on the A226 London Road in Dartford. £11.8m for rail journey time improvements between Ashford and Ramsgate. £5.3m for schemes at Westwood Cross and North Farm to reduce congestion.
- Delivery of high speed rail services to Deal and Sandwich, along with a Maidstone West to St Pancras service.

London, a large proportion of which will be by rail¹, and therefore additional rail capacity is needed.

It is vital that national government looks at strategic transport issues in Kent and the wider UK holistically and seeks alternative solutions, such as increasing the proportion of freight carried by rail. Freight trains can reduce pressure on the road network, and produce far fewer carbon emissions and air pollutants per tonne of haulage. We support the growth of rail freight on HS1 and mainline wherever possible, although we acknowledge that there is limited scope for freight transport by rail, partly due to capacity limitations on the rail network for additional paths for freight trains.

Our county is the Gateway to continental Europe and a reliable and connected transport network is needed to maintain this status so Kent, as a vital part of the greater South East, can compete on an international stage and complement London as a growth corridor.

Efficient transport that reliably connects places is vital for economic **Growth without Gridlock.**



¹ Kent and Medway Growth and Infrastructure Framework, 2015

Roles and Responsibilities

We are responsible for the management and maintenance of all of Kent's local roads and public rights of way (excluding motorways and trunk roads that are managed by Highways England). We have an obligation to promote and improve the economic, social and environmental wellbeing of the county, and to do this we implement local transport schemes that support these long term objectives. We also articulate the county's needs for major transport infrastructure, such as a new Lower Thames Crossing, an alternative to Operation Stack, a solution for inappropriate overnight lorry parking, and improvements to bus and rail services.

We have a strong record of delivery since 2011 when the previous Local Transport Plan (LTP) and the strategic transport delivery plan 'Growth without Gridlock' were published; and we will continue to work through this latest LTP to get greater investment in transport infrastructure for the benefit of the residents and business of Kent. To date, we has successfully secured almost £120m of Local Growth Funding from central Government and we will continue to put the case forward for further investment.



Housing and employment growth to 2031 as identified in the Kent and Medway Growth and Infrastructure Framework.



FIGURE - HOUSING AND EMPLOYMENT GROWTH

What is the Local Transport Plan?

We have a statutory duty under the Transport Act 2000, as amended by the Local Transport Act 2008, to produce a LTP for the administrative county of Kent. This strategy clearly identifies our transport priorities for the county, as well as emphasising to national Government and the South East Local Enterprise Partnership² (SELEP) the investment required to support growth. The LTP is informed by national and local policies and strategies, and is delivered through supporting strategies, policies and action plans, as summarised in Figure 1.

The SELEP is a business-led, public/private body set up to drive economic growth in the South East. In partnership with business groups, Kent County Council, Medway Council and the district councils form the Kent and Medway Economic Partnership (KMEP). As part of a federated SELEP, KMEP has been integral in producing the Strategic Economic Plan (SEP), which includes the transport schemes required to support growth. The SEP forms the basis of bids for Government funding through the SELEP, including the Local Growth Fund (LGF).

The Kent and Medway Growth and Infrastructure Framework³ (GIF) provides the evidence base for LTP4. It has identified the scale of growth expected in Kent in the coming years and therefore what infrastructure investment is required to support it and to help grow the Kent economy. We will work closely with all Local Authorities both within and neighbouring Kent to plan our future transport

needs, and work with the districts to identify better ways of working.

LTP4 sets out our policies to deliver strategic outcomes for transport and is accompanied by a series of implementation plans for our funding streams and a methodology for prioritising funding. It details our key transport priorities and our longer term transport objectives. **With this plan we have a clear, evidenced basis from which to bid for funding and deliver infrastructure to support housing and economic growth. LTP4 is designed to deliver 'Growth without Gridlock'.**

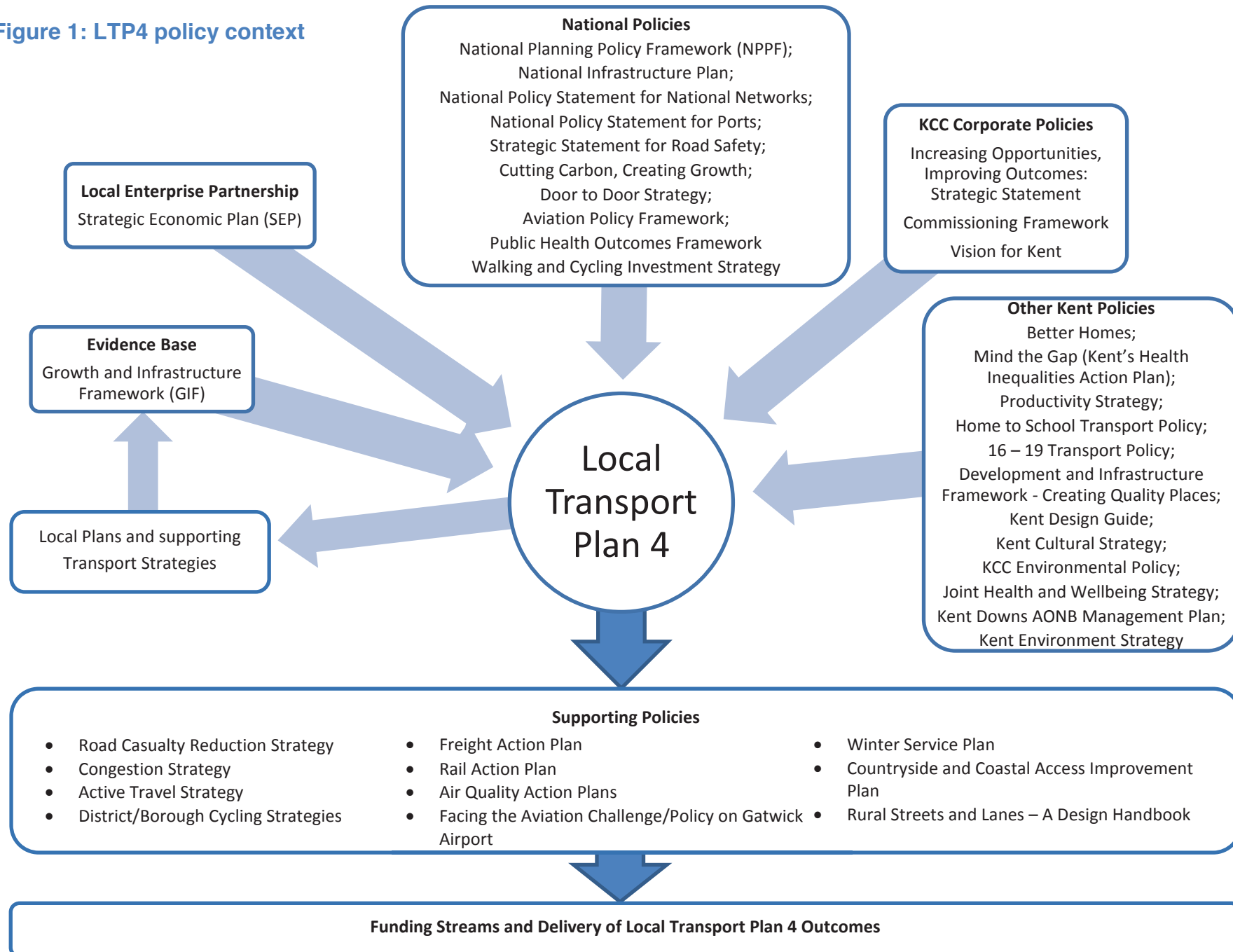


² The SELEP has been established to drive economic growth in Kent, East Sussex, Essex, Medway, Southend and Thurrock. See:

<http://www.southeastlep.com/>

³ Kent and Medway Growth and Infrastructure Framework, September 2015. Available at: www.kent.gov.uk/gif

Figure 1: LTP4 policy context



Outcomes for Transport

We have the following ambition for Kent:

To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported.

This ambition will be realised through five overarching policies that are targeted at delivering specific outcomes. All of these policies align with the vision in *Increasing Opportunities, Improving Outcomes: KCC's Strategic Statement 2015 – 2020*⁴.

Investment in transport networks is essential for unlocking development sites, relieving congestion, improving safety and enabling a shift to more sustainable modes of travel. KCC's ambition for transport in Kent reflects the aim of KMEP and the SELEP, namely to drive economic growth across the South East.



⁴ Available at: <http://www.kent.gov.uk/about-the-council/strategies-and-policies/corporate-policies/increasing-opportunities-improving-outcomes>

Outcome 1: Economic growth and minimised congestion

Policy: Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.

Outcome 2: Affordable and accessible door-to-door journeys

Policy: Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.

Outcome 3: Safer travel

Policy: Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.

Outcome 4: Enhanced environment

Policy: Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.

Outcome 5: Better health and wellbeing

Policy: Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.

Strategic Priorities

These are the schemes that are required to deliver **Growth without Gridlock**. They are strategic infrastructure projects that the County Council may not directly deliver or operate and are likely to affect a number of districts.

The schemes listed here will be subjected to all required environmental and equalities impact assessments as they are developed and designed for delivery. This includes where there are impacts on designated sites, such as the Kent Downs Area of Outstanding Natural Beauty (AONB). We will also work to ensure that all the schemes proposed deliver beneficial outcomes for all users, especially the most vulnerable.

Many of the schemes are linked in some way, for example a new Lower Thames Crossing will enable KCC's policy of bifurcation (splitting traffic between the two motorway corridors) to be enacted. Therefore, the schemes have been set out in that order. Each has also been labelled with its importance to either the national, regional or local economy, as set out in the diagram below.

50



National

- Enabling Growth in the Thames Gateway
- New Lower Thames Crossing
- Port Expansion
- A Solution to Operation Stack



Countywide

- Bifurcation of Port Traffic
- Provision for Overnight Lorry Parking
- Ashford International Station Signalling (Ashford Spurs)
- Journey Time Improvements and Thanet Parkway Railway Station
- Rail and Bus Improvements

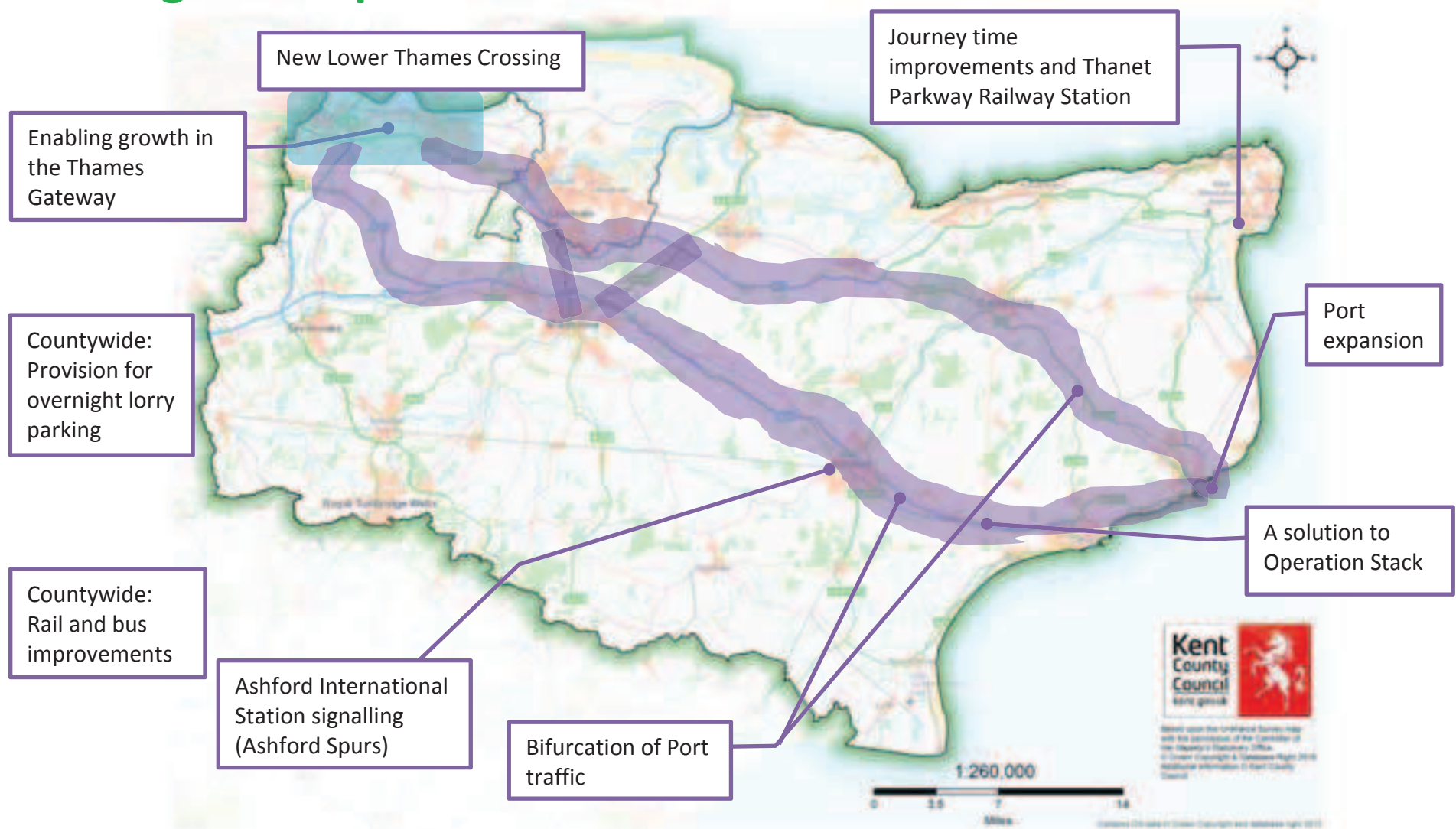


Local

- District Priorities

Strategic Transport Priorities

51



Enabling Growth in the Thames Gateway

Issue	The Thames Gateway is the South East's most important location for housing and commercial growth yet unlocking its potential depends on bringing forward significant new infrastructure.
Action	Prioritise the transport investments that are required to deliver the major commercial and residential developments planned over the next 10 – 15 years.
Outcome	15,000 new homes and up to 20,000 new jobs at Ebbsfleet Garden City and up to 27,000 new jobs at London Paramount Entertainment Resort. LTP4 Outcomes: 1 Economic growth and minimised congestion, 2 Affordable and accessible door-to-door journeys, 4 Enhanced environment
Cost	To be confirmed.

*National
priority*

52

The Thames Gateway covers most of the districts of Dartford, Gravesham and Swale; and this area is essential to the growth of London and the South East. Government has acknowledged the importance of this growth area with the establishment of the Ebbsfleet Development Corporation (tasked with the delivery of a 21st Century Garden City at Ebbsfleet), and the Budget 2016 announcement that Lord Heseltine is to chair a review into the area's regeneration, extended to Canterbury and Thanet in a 'Thames Estuary' area. London Resort Company Holdings (LRCH) has also chosen this area in North Kent for the development of the UK's largest entertainment resort, London Paramount.

Much has been achieved in transforming the Gateway over the past three decades and yet there is much more to be done. The transport investments that are required to deliver planned

development and the measures that need to be taken to bring them forward will be prioritised. Transport schemes include enhancements to the road network along the A2 corridor and public transport improvements including extending Crossrail into Kent. These measures require strategic Government decisions, public sector funding and efforts to secure private investment.

Transport improvements needed to deliver growth in the Thames Gateway Kent:

- A2 Bean junction upgrade.
- A2 Ebbsfleet junction upgrade.
- Increased high speed rail services to Ebbsfleet.
- Crossrail extension from Abbey Wood to Dartford, Ebbsfleet and Gravesend.

New Lower Thames Crossing

Issue	The Dartford Crossing carries over 50 million vehicles a year and congestion costs the UK economy by constraining growth, impacting on north Kent, south Essex and southeast London. It has one of the highest incident rates on the major road network and there is no real alternative route.
Action	Provision of a new Lower Thames Crossing to the east of Gravesend.
Outcome	Over 50,000 new homes and 26,000 jobs across North Kent. Significant cost savings to UK businesses by improving journey time reliability and network resilience. LTP4 Outcomes: 1 Economic growth and minimised congestion, 2 Affordable and accessible door-to-door journeys, 3 Safer travel, 5 Better health and wellbeing
Cost	Highways England estimates the cost to be in the range £4.1bn to £5.7bn (if Route 3 with Western Southern Link is chosen).

*National
priority*

The existing Dartford Crossing is the shortest freight route between Kent and the major distribution centres in the Midlands and the North. However, the capacity is overloaded for large periods of the day and it is extremely vulnerable to incidents - over 300 times a year the Crossing is fully or partially closed. Due to congestion and delays, it affects productivity and constrains economic growth.

We are clear that a new Lower Thames Crossing, to the east of Gravesend, is required to unlock growth, improve journey time reliability, improve network resilience, and enable opportunities for regeneration. In the 2016 consultation, our response was adamant that the Western Southern Link should be chosen and that with careful route alignment and tunnelling, the environmental and

heritage impacts could be substantially minimised. As part of the project to deliver the new Lower Thames Crossing the A229 between M2 Junction 3 and M20 Junction 6 should be upgraded (what has previously been called Option C 'variant') along with improvements to the A249 as another link between the two motorways and the upgrades identified for 'bifurcation of port traffic' set out in the next section.



Bifurcation of Port Traffic

Issue	Inefficient motorway network along the Channel Corridor as all traffic is routed along the M20/A20.
Action	Bifurcate (split traffic) between the M20/A20 and M2/A2 routes.
Outcome	A resilient transport network and major regeneration of Dover. LTP4 Outcomes: 1 Economic growth and minimised congestion, 3 Safer travel, 5 Better health and wellbeing
Cost	Approximately £393m at 2016 prices (to be confirmed).

*Countywide
priority*

54

It is vital to the UK economy that the Channel Corridor operates efficiently at all times and is resilient to incidents on the network. Port traffic is currently routed along the M20/A20, which results in severance between Dover town centre and the harbour. With the construction of a new Lower Thames Crossing, a second strategic route will be available between Dover and the Midlands and North. The project to revive the Dover Western Docks plus expansion of the existing Port would naturally split traffic so that for the Western Docks and Channel Tunnel would use the M20/A20, and traffic for the Eastern Docks would be encouraged to use the M2/A2. Bifurcation will also facilitate growth of Whitfield, Folkestone, Ashford and Maidstone by releasing capacity on the M20.

To deliver bifurcation, the following upgrades are required:

- M2 Junction 7 (Brenley Corner) improvements to improve capacity and provide free-flow between the M2 and A2.
- Dualling sections of single carriageway on the A2 north of Dover along Jubilee Way to Whitfield and near Lydden.
- M20 Junction 7 improvements to provide ease of access between the A249 and M20.
- M2 Junction 5 Stockbury improvements to provide free-flow between the M2 and A249.

Port Expansion

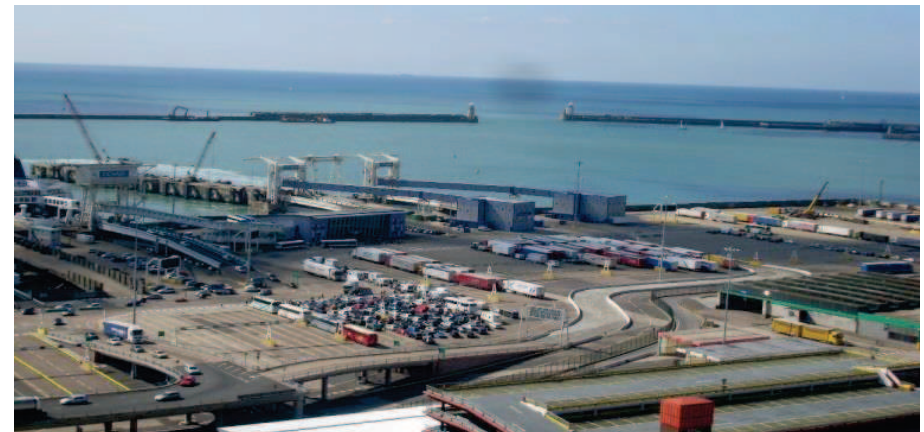
Issue	Annual forecast for growth at the Port of Dover is between 2% and 4% so capacity is needed to support increasing freight movements and the resilience of the Port.
Action	Work with Dover Harbour Board to support development of the Western Docks.
Outcome	Job creation and the regeneration of Dover Port and town. LTP4 Outcomes: 1 Economic growth and minimised congestion
Cost	TBC – LGF contribution of £5m.

**National
priority**

The Government's Port Policy Review Interim Report forecast a 101% increase in roll on – roll off ferry traffic by 2030 (HGVs and LGVs driving on and off ferries). To accommodate this growth, constraints in the south east's capacity for short-sea routes to the Continent have to be overcome. Dover Harbour Board's master planning has shown that the existing Eastern Docks would not provide sufficient capacity and therefore the Port plan to redevelop the Western Docks.

The Western Docks will provide a cargo terminal with a port-centric distribution centre, allowing the existing cargo operations to move out of the Eastern Docks so that capacity within the existing dedicated ferry terminal can be increased. The redevelopment would also kick-start the regeneration of Dover town, attracting investment, creating jobs and improving the appearance of the

Waterfront. The scheme will remodel the Prince of Wales and York Street roundabouts on the A20.



A Solution to Operation Stack

Issue	Significant and prolonged disruption to the county when Operation Stack closes sections of the M20.
Action	Highways England to deliver an Operation Stack Lorry Area for 3,600 HGVs.
Outcome	Fewer instances of disruption, ultimately improving the image of Kent as a place to do business. LTP4 Outcomes: 1 Economic growth and minimised congestion
Cost	£250 million allocated in 2015 Autumn Statement.

*National
priority*

56

When there is disruption at the Port of Dover or Eurotunnel, Operation Stack may be implemented and sections of the M20 closed to hold lorries. The impacts are estimated to cost the Kent and Medway economy over £1.5m per day, with the wider costs to the UK economy being much greater. When the motorway traffic is rerouted onto M2, A20 and the local road network it has detrimental impacts on the communities along these routes. The use of Operation Stack creates a negative perception of Kent as a place to do business.

We are working with Highways England who is leading on the delivery of a Lorry Area that will reduce the need to use the M20 to queue freight vehicles during times of disruption to cross-Channel services. In addition to this work, we will lobby for more freight to be transported by rail although we acknowledge that limited train

paths for rail freight and the economics of transporting goods by roads limits the scope for significant modal shift.



Provision for Overnight Lorry Parking

Issue	There is a significant amount of unofficial and often inappropriate overnight lorry parking that causes distress for the communities affected and potential safety issues on Kent's roads.
Action	Identify a network of smaller overnight lorry parks and work with Kent Police to enforce against offenders.
Outcome	Relocation of overnight lorry parking away from communities and reduced antisocial behaviour. LTP4 Outcomes: 3 Safer travel, 4 Enhanced environment
Cost	To be confirmed. Lorry parks to be commercially operated.

*Countywide
priority*

Kent has a high demand for lorry parking spaces because of its connectivity to continental Europe attracting high volumes of cross-Channel freight. We are developing a strategy for a network of small lorry parks at suitable locations across Kent and a partnership approach with the Districts and the Police to address enforcement. The proposed Operation Stack Lorry Area adjacent to the M20 at Stanford should be integrated with this overall strategy. This strategy should also include improved management of freight traffic through Kent utilising technology to direct HGVs to parking sites and available cross Channel services, i.e. 'ticketing' flexibility between Eurotunnel and ferry operators to ensure optimum fluidity of freight movement.

Combined with a multi-agency approach to enforcement, the provision of additional lorry parking capacity will reduce antisocial

behaviour on the public highway, including littering. This will also reduce unsafe lorry parking, such as vehicles overhanging laybys, and so improve road safety.



Ashford International Station Signalling (Ashford Spurs)

Issue	The signalling on the Ashford Spurs needs upgrading to retain international services to Ashford International Station.
Action	KCC is working in partnership with Ashford Borough Council, Network Rail, Eurostar and High Speed 1 to secure the delivery of the signalling upgrade at Ashford International, for which funding is being sought through the Local Enterprise Partnership.
Outcome	Ashford will continue to operate as an international station and be served by the new trains as well as any future international rail operators. LTP4 Outcomes: 1 Economic growth and minimised congestion, 2 Affordable and accessible door-to-door journeys
Cost	£10.5 million

*Countywide
priority*



Ashford International Station is linked to High Speed 1 by two sections of railway known as the Ashford Spurs. The signalling on these spurs needs to be upgraded to permit the operation of the new Eurostar Class e320 trains into Ashford International Station. We, working in partnership with Ashford Borough Council, have led a working group with all concerned stakeholders to fund, procure and deliver an upgrade to the signalling system. The delivery of the upgraded signalling system by Network Rail will enable Ashford to continue to operate as an international station, serving the new fleet of Class e320 Eurostar trains, as well as any future international rail operators such as Deutsche Bahn.

Journey Time Improvements and Thanet Parkway Rail Station

Issue	East Kent has real opportunity for growth but currently is beyond the 'magic hour' time from London, which discourages employers from locating in the area. Regeneration in East Kent is dependent on improving accessibility.
Action	Delivery of Thanet Parkway railway station.
Outcome	Improved rail connectivity between East Kent, London and the wider Kent area, and increased attractiveness of East Kent to employers. LTP4 Outcomes: 1 Economic growth and minimised, 2 Affordable and accessible door-to-door journeys
Cost	Thanet Parkway cost of £16 million (at 2020 prices)

*Countywide
priority*

The districts of Canterbury, Dover, Shepway and Thanet together form East Kent. The area suffers from increased deprivation when compared with West Kent, and the wider South East. Poor accessibility has discouraged major employers from locating in the area, and prevents regeneration. We are seeking to deliver a new railway station to significantly improve rail connectivity to the area.

The station will provide access to greater employment opportunities for local residents, increase the attractiveness for investment in Discovery Park Enterprise Zone and numerous surrounding business parks in Thanet, and support local housing growth including Stone Hill Park on the former Manston Airport site if this is granted planning permission. The estimated journey time from Thanet Parkway to London St Pancras will be just over 20 minutes shorter than that from Deal to London St Pancras,

therefore a new station enhances the accessibility of the wider area of East Kent.

Rail connectivity between London, Ashford and Thanet will be improved by delivery of the Journey Time Improvement (JTI) scheme. This aims to reduce the journey time between Ashford and Ramsgate. The first phase, between Ashford and Canterbury West, is due for completion by May 2017; the second phase, between Canterbury West and Ramsgate, is due for completion by 2019/20.



Rail and Bus Improvements

Issue	Growth in housing and jobs will increase traffic congestion reducing opportunities for those without access to a car. Cost of commuting by rail to access employment is a major barrier for many people.
Action	Create an integrated public transport network and promote initiatives to encourage greater use of public transport. Liaise with partners to identify options for reducing the 'rail price penalty'.
Outcome	Increased access to jobs, education and health by public transport, providing opportunities to Kent's residents without the need for a private car and therefore reducing road congestion. LTP4 Outcomes: 1 Economic growth and minimised congestion, 2 Affordable and accessible door-to-door journeys, 3 Safer travel, 4 Enhanced environment
Cost	TBC.

Countywide
priority

We need a public transport system that is integrated, affordable, and therefore an attractive option for our residents. One barrier for many people is the cost of commuting by train, which can prevent people from being able to access employment, particularly in London. This is known as the 'rail price penalty' and we will work with Government and the rail franchisee to identify options to reduce this. We have made good progress on promoting improvements to rail passenger services through the Rail Action Plan for Kent, and this has led to KCC being recognised as a voice of authority on rail matters for the South East. We will now work to influence the new South Eastern rail franchise (2018) as well as continuing to run annual Rail Summits to stand up for Kent's passengers. We support the proposal for an extension of Crossrail 1 from Abbey Wood to Dartford, Ebbsfleet and Gravesend ensuring the delivery of additional rail capacity for the planned Ebbsfleet Garden City, London Paramount and Thames Gateway area.

We actively support seven Quality Bus Partnerships⁵ (QBP) and Punctuality Improvement Partnerships⁶ (PIP), and we are progressing with the roll-out of smart ticketing to provide seamless travel between operators. The successful Fastrack bus service in Kent Thameside will be developed as growth occurs, and it is exemplary of a high quality bus service. We have to take a pragmatic approach to funding commercially unviable bus services and will seek to support other means of provision that can achieve the same aims, such as community bus services. However, we welcome the potential for KCC to have bus franchising powers to enhance services and create an integrated public transport network.

⁵ A voluntary partnership between local authorities and bus companies to encourage the use of buses by developing high quality and reliable services.

⁶ Similar to QBPs but with the aim to reduce congestion and improve time keeping on bus routes.

Kent-wide Priorities

Road Safety

Under the Road Traffic Act 1989, KCC has a duty to promote road safety and act to reduce the likelihood of road casualties occurring. We also have a moral and financial imperative to do this. Our target is to reduce the number of killed and seriously injured (KSI) by 33% and child KSI by 40% (2014 to 2020). One means of addressing this is through the Crash Remedial Measures (CRM) Programme which targets safety critical schemes. These are locations where there is a statistically higher than expected number of KSI casualties. At least



50% of the Integrated Transport block funding is top sliced for CRM schemes, for which the programme can be found in annexe 3 to this LTP4. Therefore, at least 50% of transport scheme funding is prioritised for Outcome 3: Safer travel.

In addition to this, we carry out a number of educational and enforcement activities, including working with partners in the Safer Roads Partnership. More information on this can be found in the Road

Casualty Reduction Strategy. Further, through the highway maintenance programme every road and footway in the county is inspected and repairs carried out where necessary.

Highway Maintenance and Asset Management

One of KCC's primary roles is to maintain the structural integrity of the public highway, which includes targeting potholes for repair, both to ensure safe travel and prolong the life of assets. The Department for Transport (DfT) allocates Highway Maintenance Block funding based on the size of our roads, bridges, and street lighting assets as a proportion of the total asset size in England. From 2018/19 the cycleway and footway network will also be included in the calculation. To make the best use of this, and to support bids for additional central Government funding, we will implement the asset management approach advocated by the Highway Maintenance Efficiency Programme (HMEP)⁷.

Home to School Transport

High quality education is a priority, and where transport to school is a barrier we aim to get pupils to school safely and on time. This can take the form of advice or the provision of free or subsidised transport where the child is eligible under Section 509 of the Education Act 1996. The criteria for free transport can be found in the Home to School Transport Policy. We also offer the Young Person's Travel Pass and this has been instrumental in encouraging school journeys to be made by bus.

⁷ HMEP is a DfT funded programme to produce savings and efficiencies in the highways sector. Available at: <http://www.highwaysefficiency.org.uk/>

Active Travel

We aim to make active travel an attractive and realistic choice for short journeys in Kent. Active travel means walking or cycling as a means of transport rather than for leisure purposes, and it can benefit health and wellbeing by incorporating physical activity into everyday routine as well as reduce the number of vehicles on the road and improve air quality. By integrating active travel into planning, providing and maintaining appropriate routes for walking and cycling, and supporting people through training and building skills, we plan to establish Kent as a pioneering county for active travel. More information can be found in the Active Travel Strategy.



Aviation

‘Facing the Aviation Challenge’ clearly sets out our position on aviation. This centres on maximising use of existing regional airport capacity, along with some expansion of existing airports and improved rail connections. At the present time, no viable business proposition for aviation at Manston Airport has come forward but Lydd Airport plans to extend its runway and expand its terminal.

We are clear that processes are needed to properly measure, minimise and mitigate the noise impacts of existing airport operations and airport expansion. We, along with Medway Council, are robustly opposed to the proposals for a new hub airport in the Thames Estuary. We are also opposed to a second runway at Gatwick; one of the reasons for this is the doubling of the already unacceptable noise impacts. There needs to be an immediate reduction in overflight and noise in West Kent and so we oppose proposed airspace changes that would not share the burden of overflight equitably between communities. Multiple arrival and departure routes should be used to provide periods of respite. Additionally, the level of night flights should be reduced at Gatwick to a level comparable with Heathrow.

As part of our view on long-term aviation capacity issues, we are pressing Government for immediate action to keep UK airports competitive with European airports in terms of Air Passenger Duty (APD). This currently has a negative impact on the UK’s global connectivity and is therefore damaging UK business and tourism. Differential charging of APD at uncongested airports could also help to stimulate growth at regional airports and free up capacity at congested airports.

District Priorities

These are the infrastructure requirements in each district to support growth sustainably. These priorities have been highlighted

in the GIF and will be updated as the evidence in the GIF is updated.

**Local
Priorities**

Cross-District Transport Priorities

Awarded £4.5m LGF Funding

Kent Thameside Local Sustainable Transport Fund – making sustainable travel easier for Kent's residents

Awarded £4.9m LGF Funding

West Kent Local Sustainable Transport Fund– making sustainable travel easier for Kent's residents

Awarded £4.8m LGF Funding

Kent Strategic Congestion Management programme – to target congestion hotspots

Awarded £1m LGF Funding

Sustainable access to education and employment (Kent Rights of Way Improvement Plan)

Awarded £3m LGF Funding

Kent Sustainable Interventions supporting growth programme

Kent Connected journey planning and Smart Ticketing for public transport

SEP Schemes

East Kent Local Sustainable Transport Fund – making sustainable travel easier for Kent's residents.



West Kent

Sevenoaks

Congestion in Sevenoaks district is concentrated around Sevenoaks town and Swanley. However, when there is congestion on the M25 and/or M26 it can lead to inappropriate use of local roads, such as the A25 leading to the villages along the route experiencing congestion with associated air pollution concerns. The District is heavily dependent on rail for commuting into London and there is a need to maintain and improve services to satisfy growing demand.

Owing to the frequent and fast rail services, there are also issues with “park and rail” use of stations in the District, and possible parking concerns. Sevenoaks is an affluent rural district with high reliance on the private car and as such, in common with much of the county, providing frequent and commercially viable bus services is challenging.



Sevenoaks' Transport Priorities

65

Future Schemes

Alleviate congestion in Swanley with traffic management control.

Future Schemes

New railway station and guided busway for Swanley.

Future Schemes

New pedestrian footbridge over the railway line at Swanley to connect the town centre.

Future Schemes

Junction improvements outside Sevenoaks station and on the High Street/Pembroke Road junction.

Future Schemes

Bat and Ball Railway Station improvements.

GIF Schemes

M26 capacity improvements through the use of 'smart' or managed motorway system.

GIF Schemes

Heavy Goods Vehicle monitoring system on A25.

GIF Schemes

Sevenoaks traffic signal optimisation.



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Tonbridge and Malling

Tonbridge town is closely linked to Royal Tunbridge Wells in the neighbouring district. Tonbridge is a significant transport interchange, with good road and rail connections, whereas Royal Tunbridge Wells is a substantial economic and service centre, meaning that there are many movements between the complementary centres. The fast and frequent London Cannon Street services from Tonbridge attract a lot of rail commuters from outside the town and can overcrowd trains.

Tonbridge town has a lot of through traffic, and positive signing and the public realm enhancements to the High Street are aiming to reduce this. In the north of the district, capacity issues on the road network are closely tied to issues in Maidstone district such as around M20 Junction 5. There is also congestion on the M20, A26 (particularly around Watlingbury) and the A20 and A228 corridors.



Tonbridge and Malling's Transport Priorities

GIF Schemes

M25/M26 east facing slips to alleviate movement restrictions.

GIF Schemes

M20 Junctions 3 – 5 'smart' (managed) motorway system.

GIF Schemes

Potential for Urban Traffic Control (traffic signal coordination) in Tonbridge to help alleviate congestion and improve air quality.

Future Schemes

Tackling congestion in Tonbridge town.

SEP Schemes

Tonbridge town centre regeneration.

Future Schemes

Study into traffic flows on A229 Bluebell Hill.

SEP Schemes

M20 Junction 4 eastern overbridge.

GIF Schemes

A20 corridor improvements between A228 and M20 Junction 5

Future Schemes

Watlingbury A26/B2015 junction improvements.



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Tunbridge Wells

The district faces severe congestion problems, especially at peak times, with four major A roads converging in Royal Tunbridge Wells (A26, A264, A267 and A228) and the A21 on its borders. There is substantial congestion on the A26 between Royal Tunbridge Wells and Tonbridge, particularly in Southborough, and on the A264 Pembury Road leading into the town. The district borders East Sussex to the west and consequently there are traffic movements across the border, such as from Crowborough and Uckfield.

Routes that are of a high priority to find a solution are the A264 Pembury Road, A26 London Road/St John's Road, A228 Colt's Hill, and A21 dualling from Kippings Cross to Lamberhurst.

68



Tunbridge Wells' Transport Priorities

SEP Schemes

A26 London Road/
Speldhurst Road/ Yew
Tree Road junction.

GIF Schemes

A26 corridor capacity
improvements.

SEP Schemes

North Farm Relief Strategy.

SEP Schemes

Pembury Road phase 1.

Future Schemes

Paddock Wood junction improvements:
Badsell Road/Mascalls Court Road and
Colts Hill roundabout.

GIF Schemes

A228 Colts Hill scheme.

Future Schemes

Tunbridge Wells town
centre package: Carrs
Corner Gateway, Monson
Road/Camden Road, public
realm phase 3 (Mount
Pleasant to Station).

GIF Schemes

Dualling the A21
between Kippings
Cross and Lamberhurst.

Future Schemes

Tunbridge Wells Cycling Strategy
priority schemes (including A26
and A264 cycle routes).

Future Schemes

20mph zones in
residential areas, towns
and village centres.



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North Kent

Dartford

The major interchange of two strategic traffic routes, the M25 and the A2(T) is located within Dartford. Both these routes, but particularly the A282 (Dartford Crossing), suffer from congestion at peak times and when there are traffic incidents. This results in congestion spreading out into the town and reducing the performance of the local road network over a very wide area. Incidents at the Dartford Crossing and its approach are frequent and severe. These important parts of the strategic road network provide a route from Dover to the Midlands and beyond but also cater for local journeys. Bluewater shopping centre attracts many vehicles to the district, particularly at prime shopping times, placing further strain on the A2(T) and its junction at Bean.

Parts of the local road network are reaching capacity, as a result of the high levels of development taking place. A significant modal shift is needed to accommodate the projected growth.

Rail capacity on the North Kent line is stretched and likely to be overcapacity in the near future with continued growth in demand, particularly for commuting into London. Stone Crossing and Swanscombe stations have significant access and safety issues and do not have capacity to cater for projected levels of growth. There are poor bus interchange facilities at all stations other than Greenhithe. Train services at Ebbsfleet International provide 17 minute journey times into London but the station has limited connectivity via public transport corridors or walking or cycling and is instead reliant on being accessible by private car.

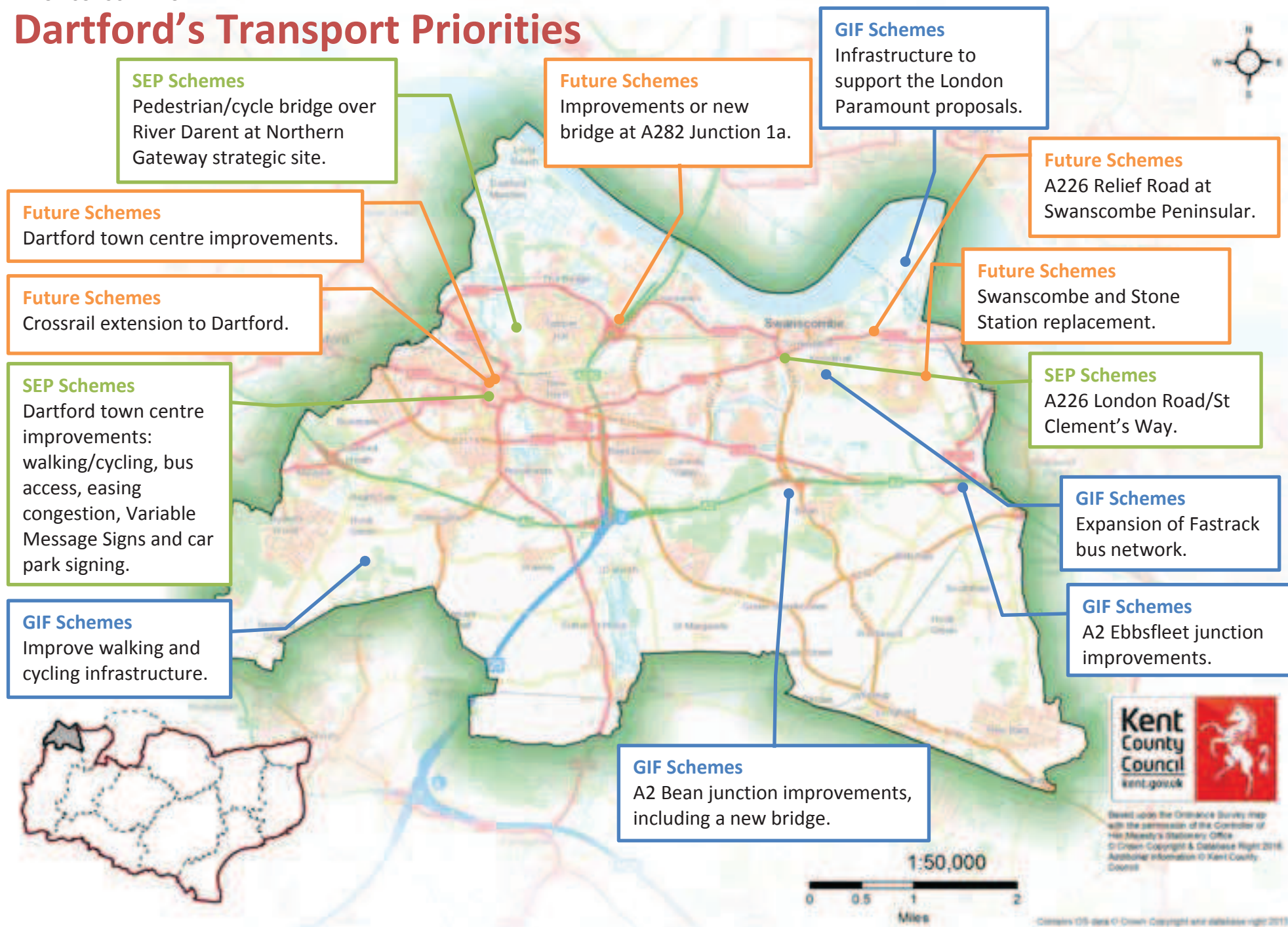
There is a relatively good network of bus services in the urban northern part of the Borough. This has been supplemented by the introduction of Fastrack in 2006. However, the frequent severe congestion on the road network results in unreliable journey times. Whilst Fastrack runs on a segregated route, this is incomplete and it is likewise impacted by congestion. Bus services in the rural southern part of the Borough are poor.

Dartford Town Centre suffers from congestion as a result of rat-running when incidents at the Dartford Crossing occur. The ring road acts as a barrier for walking/cycling into the town centre and access on foot, bicycle and bus into the heart of the town centre is poor.



Dartford's Transport Priorities

71



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Gravesham

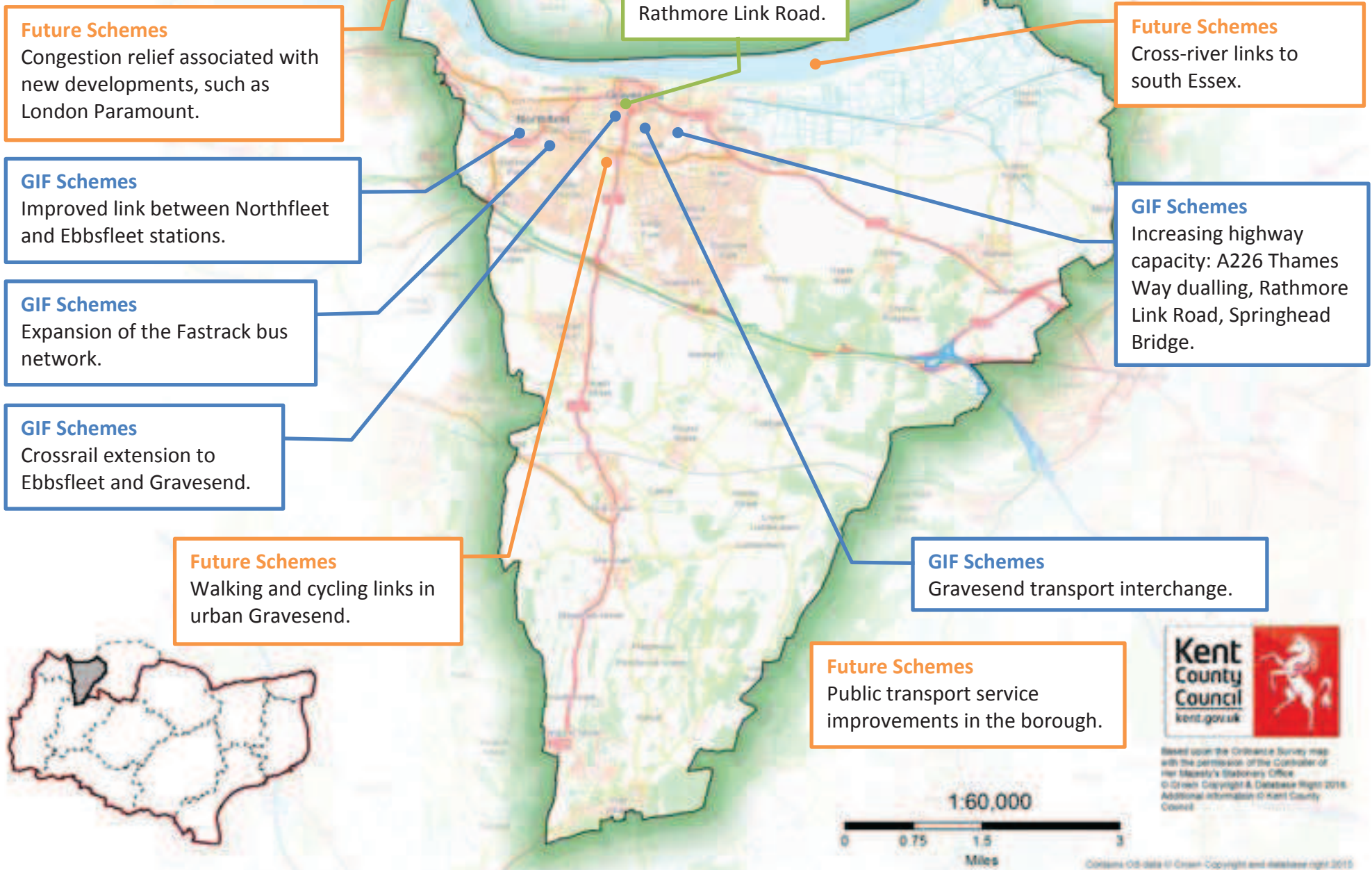
Gravesham's highway network is dominated by the M2/A2 to the south of urban Gravesend. The A226 runs parallel from Dartford to Strood through the town centre. Rural parts of the district are served by the A227, which runs to Tonbridge in the south. There is particular concern with the increasing congestion on the A2 affecting the operation of the local road network. There is significant out-commuting, particularly to Dartford and central London, causing congestion and poor air quality.

High Speed train services from Gravesend now give a journey time of just 23 minutes into St Pancras, and Ebbsfleet International in neighbouring Dartford provides connections to continental Europe. The bus network (including Fastrack) is focused on Gravesend, with high frequency links to Dartford town centre, Bluewater and Darent Valley Hospital. The Tilbury Ferry also connects Gravesend to Tilbury in Thurrock.



Gravesham's Transport Priorities

73



Maidstone

Maidstone is the County Town of Kent and has a road and rail network that is based on the historic development of the town. The town centre is at the point where several A roads (A26, A20, A229 and A249) converge and provide onward connectivity to four nearby junctions with the M20.

The constrained nature of the town centre has contributed to peak period congestion and the designation of the wider urban area as an Air Quality Management Area. A scheme to relieve congestion at the Bridges Gyratory is currently being implemented, although continued traffic growth on other parts of the network is expected to result in worsening delays for road users. These pressures are most evident on the congested A229 and A274 corridors in south and south eastern Maidstone and on the A20 corridor in north western Maidstone.

Rail links across the district are comparatively poor, with Maidstone currently having no direct service to the City of London (although proposed Thameslink extension from 2018) and a slow journey into Victoria. In the south of the district, Headcorn, Staplehurst and Marden have access to direct train services to the City via Tonbridge and Sevenoaks, making them attractive locations for commuters.

Bus services within the urban area are largely focused around serving the town centre and hospital. Many outlying suburban and rural communities are afforded a more limited level of service that does not provide a convenient travel option for many potential users.

At times when Operation Stack is initiated Maidstone has no direct access to the M20 coastbound. This results in extensive congestion as motorway traffic diverts onto the A20.



Maidstone's Transport Priorities

GIF Schemes

M20 Junctions 3 – 5 'smart' (managed) motorway system.

SEP Schemes

Maidstone Integrated Transport Package.

GIF Schemes

M20 Junction 7 improvements.

Future Schemes

Public transport improvements (redevelop Maidstone East, refurbish Maidstone bus station, and bus infrastructure improvements).

Future Schemes

Bearsted Road corridor capacity improvements.

Future Schemes

Junction improvements and traffic management schemes in the Rural Service Centres.

GIF Schemes

Leeds and Langley Relief Road.

SEP Schemes

Maidstone sustainable access to employment areas.

SEP Schemes

Maidstone bridges improvement scheme.

Future Schemes

A229/A274 corridor capacity improvements.

GIF Schemes

Thameslink extension to Maidstone East by 2018 giving direct services to the City of London.



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Swale

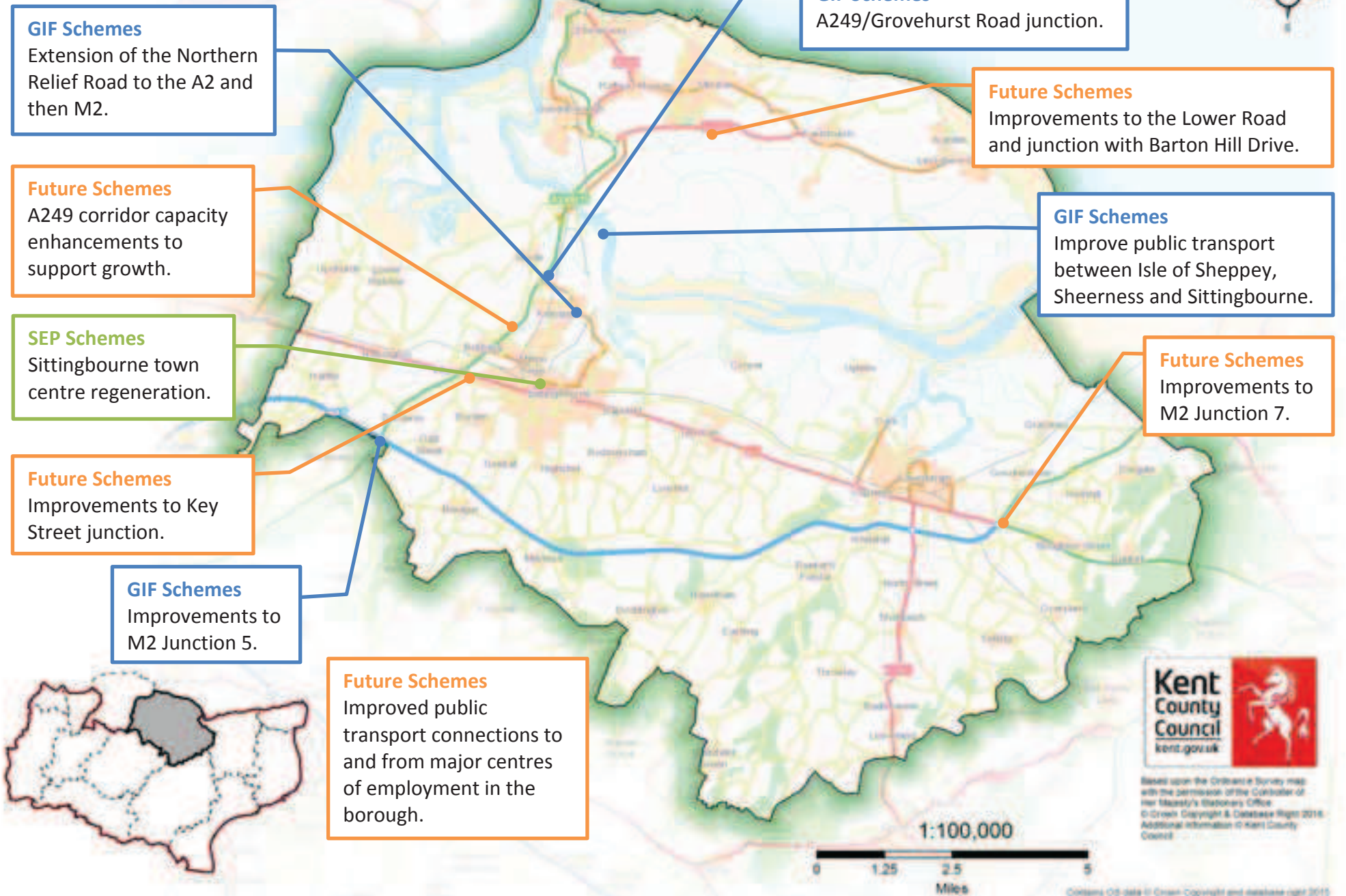
The M2/A2 corridor runs through Swale and the A249 provides a primary north-south route for Kent. Capacity issues at M2 Junction 5, where the two meet, is acting as a major barrier to growth in the Borough. Highways England is currently evaluating options to improve the M2 J5 and consultation with the wider public on final proposed options is proposed for early 2017. Further east, J7 of the M2 is key for development across East Kent, with growth loading traffic on to a junction already operating over capacity.

A corridor study of the A249 is needed to define what improvements to the principal junctions (Grovehurst, Key Street and Bobbing) will be required to support the new allocations in the Local Plan, with the A249/Grovehurst Road Junction already identified in the GIF. On the Isle of Sheppey, serious congestion on the A2500 is also a barrier to growth, and the local highway authority is working to progress a scheme to upgrade the junction of Lower Road/Barton Hill Drive to improve traffic flow, with the potential for further improvements back towards the A249.

In common with much of Kent, the extensive rural communities in Swale tend to be less well served by public transport and therefore can be isolated from the main centres. This is very evident on the Isle of Sheppey, where east-west travel is challenging and links to the mainland are largely dependent upon the Sheerness-Sittingbourne branch line. This vital link must be maintained whilst securing improved options to access services, including cycling.



Swale's Transport Priorities



Medway

Medway Council is the Highway Authority, Local Transport Authority and Local Planning Authority for the Medway unitary area, which is part of the Thames Gateway North Kent area. Medway is part of the Thames Gateway and so will see demands for growth and increased travel like Kent's districts in the area, such as Dartford and Gravesham. KCC has a duty to cooperate with neighbouring authorities and works with Medway on cross-border issues and where the two Councils might be able to jointly bid for funding for transport infrastructure that affect both areas.

Medway Council has its own Local Transport Plan and has set out five priorities, which are:

Priority 1 - To support Medway's regeneration, economic competitiveness and growth by securing a reliable and efficient local transport network.

Priority 2 - To support a healthier natural environment by contributing to tackling climate change and improving air quality.

Priority 3 - To ensure Medway has good quality transport connections to key markets and major conurbations in Kent and London.



Priority 4 - To support equality of opportunity to access employment, education, goods and services for all residents in Medway.

Priority 5 - To support a safer, healthier and more secure community in Medway by promoting active lifestyles and by reducing the risk of death, injury or ill health or being the victim of crime.

Transport infrastructure requirements to support growth in Medway are also explored in the GIF, with key schemes being:

- A289 Four Elms to Medway Tunnel improvements,
- Improvements to the A229 corridor between Maidstone and Medway,
- Strood and Chatham Town Centre Improvements,
- Public Transport Improvements through the Medway Integrated Transport Project,
- Rail improvements at Strood and Chatham Stations,
- Tackling congestion hotspots along the A2 corridor through Medway,
- Improved cycling facilities throughout Medway.

More information on transport priorities and schemes in Medway can be found in the Medway Local Transport Plan 2011 – 2026.

Medway Council's Transport Priorities

Public Transport Improvements through the Medway Integrated Transport Project.

Improved cycling facilities throughout Medway.

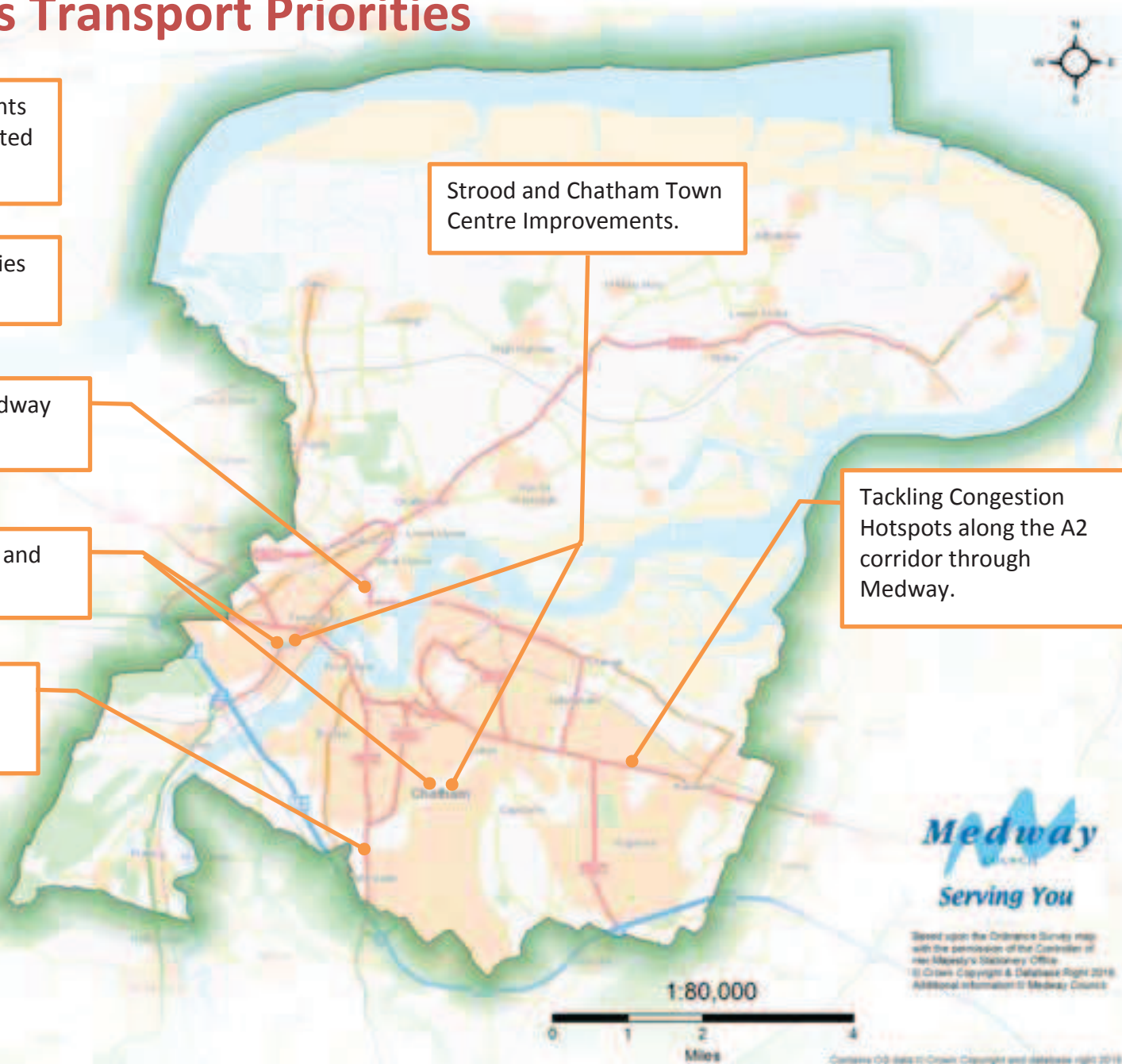
A289 Four Elms to Medway Tunnel Improvements

Rail Improvements at Strood and Chatham Stations.

Improvements to the A229 corridor between Maidstone Medway.

Strood and Chatham Town Centre Improvements.

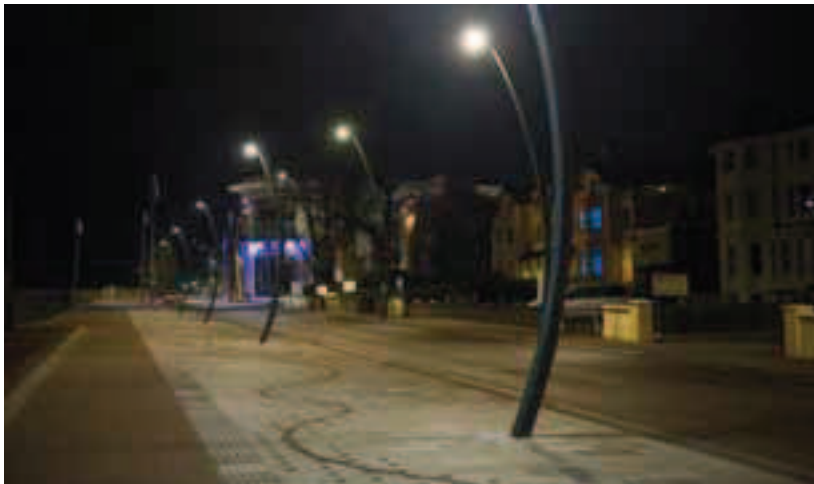
Tackling Congestion Hotspots along the A2 corridor through Medway.



East Kent

Ashford

Travel in Ashford is currently dominated by the private car, but the area is largely flat which makes travel on foot or by bicycle easy and feasible. The M20 runs through the district and bisects the town, connecting the area with the Channel Ports to the south and Maidstone and London to the north. Generally, the M20 operates with spare capacity but when Operation Stack is called the town is heavily congested as all motorway traffic is diverted via Junction 9 through the town. Further, the capacity of Junction 10 is restricting development to the south of the Ashford urban area, as both strategic and local traffic place high demand on this junction. A preferred route for a new motorway Junction 10a has been identified and Highways England is currently progressing towards the submission of a Development Consent Order (the approvals process for major infrastructure) to Government in 2016. Ashford is a growing town and development pressures on the transport network must be considered.



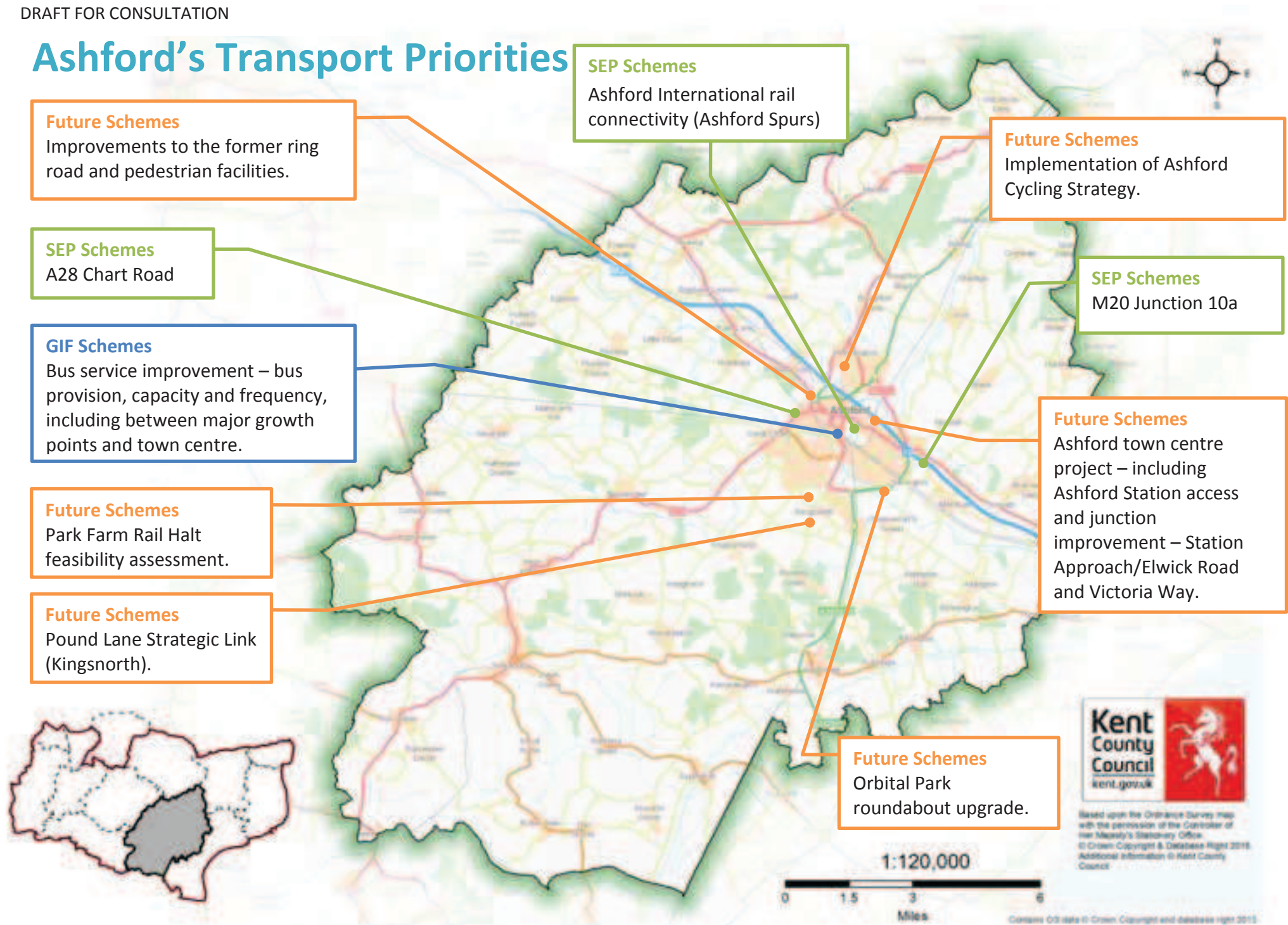
Ashford is historically a railway town and consequently it has rail connections to Maidstone, Canterbury, Tonbridge, Folkestone and Hastings, as well as internationally via the Channel Tunnel. The bus network includes urban, inter-urban and rural services; and Stagecoach is the main bus operator in East Kent.

The A28 Chart Road improvement scheme is critical to the delivery of 5,750 homes at Chilmington Green and the reduction in congestion along this route is a priority scheme for both Ashford Borough Council (ABC) and KCC. ABC also plans to promote Ashford as a Cycling Town. The delivery of an improving cycle network and the doubling of cycle parking at Ashford International Station in 2015 (as well as its 2010 Station of the Year award in the National Cycle Rail Awards) provide opportunities to capitalise on the use of this mode of transport.



Ashford's Transport Priorities

81



Canterbury

Canterbury is a medieval city with a historic and constrained road network so congestion in the peaks is a regular occurrence and the four level crossings cause further delays. The district also contains the coastal towns of Whitstable and Herne Bay and many villages in the rural areas. The A2 trunk road runs through the district north-south and gives good access from Canterbury to the Port of Dover and to the rest of the UK, and the A28 runs east-west connecting the area to Ashford and into Thanet.

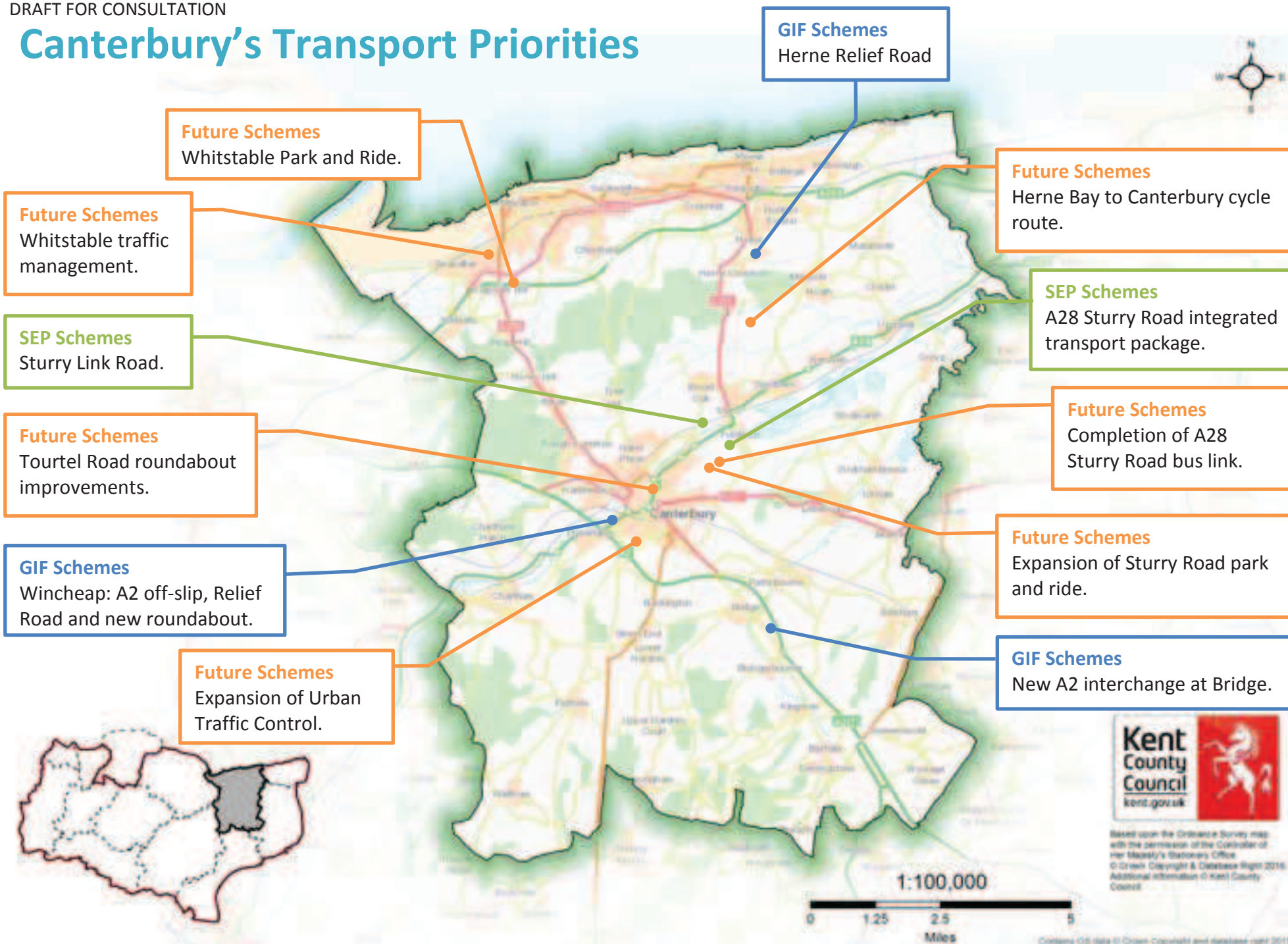
High Speed rail services in the city have cut journey times to London St Pancras to under an hour. The popular Canterbury Triangle bus route links the three urban areas in the district with a 10 minute frequency during the daytime. Stagecoach is the main operator in the area. Canterbury City Council operates three park and ride sites on the edges of the city, which saves many vehicle trips into the city centre each day. There are well established cycle and walking routes in the district, such as the Crab and Winkle Way and the Great Stour Way.

The city is a popular tourist destination and has two universities, so a seasonal increase in population associated with term times. The city is a local attractor of traffic and 90% of journeys on the A28 have an origin, destination or both in the city. Whitstable has its own traffic problems as it too is a popular visitor destination, particularly along the High Street as this is the main route to the harbour but is narrow with conflicts between parking, buses, zebra crossings and deliveries.



Canterbury's Transport Priorities

83



Dover

Bus services in Dover serve the town and connect to surrounding towns including Canterbury, Deal, Sandwich and Folkestone. The High Speed rail services from Dover to St Pancras have significantly reduced journey times to London, making the journey more attractive to commuters. Dover District Council will press for additional capacity on the High Speed route and investigate a new Whitfield Station. It will continue to support Thanet Parkway to reduce the journey time to London from the district and Thanet to within an hour.

The A2 and A20 trunk roads terminate in the town at the entrance to the Port. These become the M2 and M20 motorways and

connect the Port to the M25, London, and further north via the rest of the strategic road network. However, the A20 causes severance in the town and is associated with air quality concerns owing to its use by heavy goods vehicles before and after their Channel crossing. The A2 approaching the town is of an inferior quality to the rest of the route with sections of single carriageway.



Dover's Transport Priorities

GIF Schemes

Whitfield Bus Rapid Transit (including improvements to York Street, Dover BRT hub, and Dover Priory Station)

Future Schemes

A257 route study review.

GIF Schemes

Projects to facilitate Whitfield development (including a Park and Ride).

GIF Schemes

A2/A258 Duke of York roundabout improvements.

SEP Schemes

A2 Lydden to Dover improvement.

SEP Schemes

Dover Western Docks Revival.

SEP Schemes

Dover waterfront link to town centre.

SEP Schemes

A260 upgrade.

Future Schemes

Dover Priory Car Park

Future Schemes

Sandwich coach and car park.

Future Schemes

Improvement of Sandwich Station.

Future Schemes

North Deal A258 Eastern Connecting Road.

SEP Schemes

North Deal transport improvements.

Future Schemes

Deal improvements and alternative access routes to compliment the A258 corridor.

Future Schemes

Improved strategic road network to manage port traffic.

Future Schemes

A258 route study review.



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Shepway

The district experiences seasonal fluctuations in traffic flows, having higher levels during the summer months (especially August) due to tourism as well as higher levels at Christmas. The Channel Tunnel terminal is situated within the district, accessed from the M20, and being close to the Port of Dover means the area has a lot of foreign motorists on the network. Therefore appropriate signing and routing for tourist traffic is important for the district. Most of the freight traffic is via the M20, whilst the A259 picks up most seasonal holiday traffic. Small and historic villages or towns, like New Romney, are situated on main routes through the district and can suffer from congestion and conflict between through-traffic, tourist traffic, loading/unloading and parking. Folkestone is the largest town and main shopping destination within Shepway, and it too can suffer from congestion at peak times. The redevelopment of the harbour and seafront area of Folkestone is currently underway, which will introduce new transport routes and accessibility.

The district has a well-connected bus network with services to Ashford, Canterbury, Dover, and along the coast towards Hastings. High Speed rail services have reduced journey times to London to 55 minutes.



Shepway's Transport Priorities

Future Schemes

South of Hawkinge A20/A260
Junction Improvements.

SEP Schemes

Cheriton High Street/A20.

GIF Schemes

Shorncliffe Garrison: Horn Street bridge
improvements and links to Cheriton
High Street and Seabrook Valley.

GIF Schemes

Upgrades to M20 Junction 11.

SEP Schemes

Newingreen junction
improvements.

GIF Schemes

Highway improvements
to support Lydd Airport.

SEP Schemes

Folkestone
Seafront.

GIF Schemes

Seafront schemes:
Grace Hill system
and Tontine Street
junction.

Future Schemes

Tram Road link
walkway and cycleway.



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Thanet

The perceived isolation of Thanet, and remoteness from London, has been a disincentive for investors and business but transport infrastructure has done much to change that, such as the dualling the A299 Thanet Way, the East Kent Access scheme and the introduction of High Speed rail services. In common with Shepway, Thanet has a seasonal pattern to traffic flow with more tourists in the summer months and the popularity of Westwood Cross shopping area at Christmas. Investment in the road network at

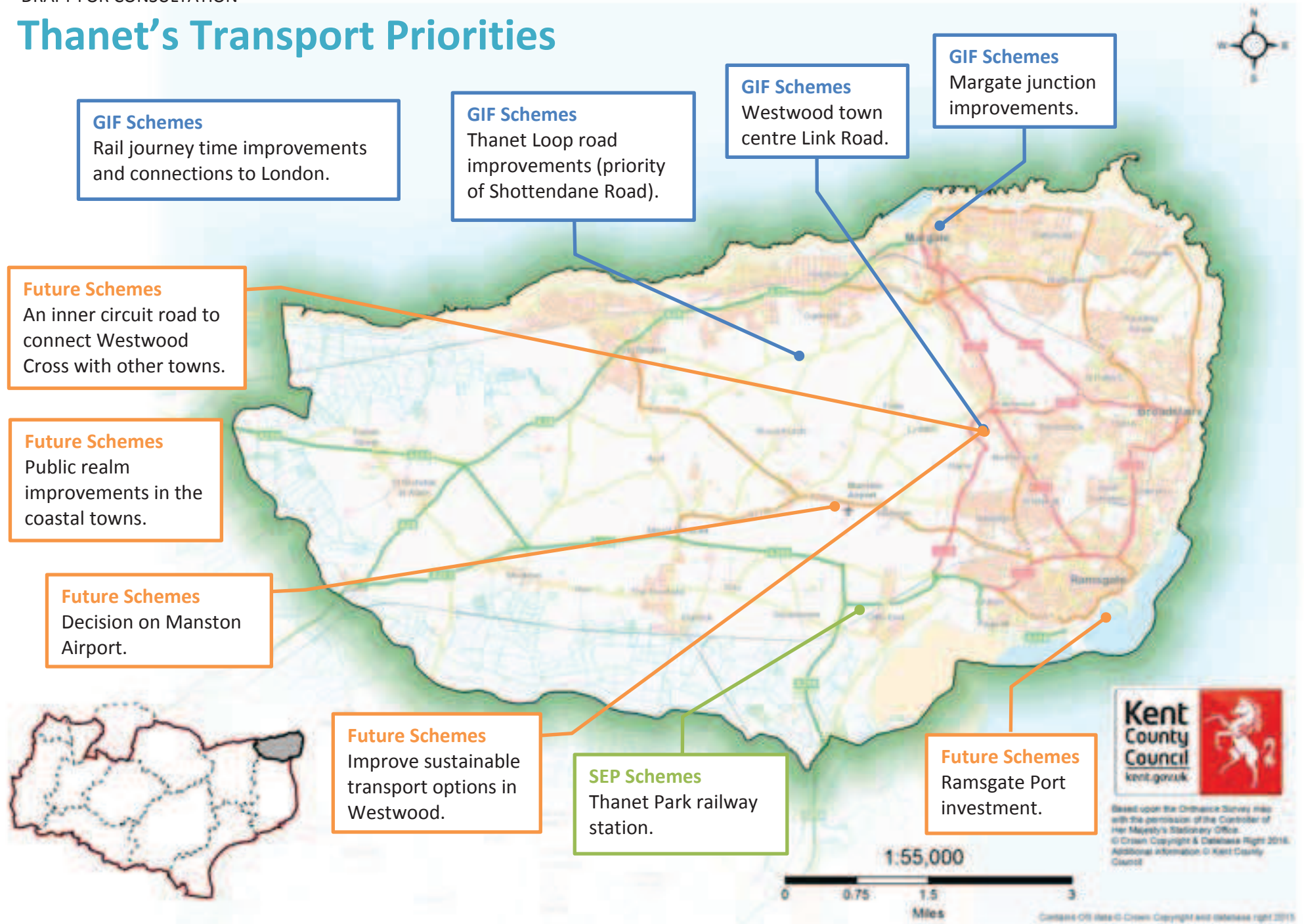
Westwood Cross is alleviating traffic problems and unlocking development sites.

The other towns in the district are relatively uncongested, except for peak times such as school rush hour. However, there are a number of junctions that need addressing. The bus network in Thanet is well utilised, with the Thanet Loop being a particularly successful service. However, there is scope for greater use of public transport and faster rail times to London.



Thanet's Transport Priorities

68



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Our Funding Sources

We have access to a range of funding streams, including Department for Transport funding direct to KCC for highway maintenance, competitive funding through the SELEP, and financial contributions from developers through the planning process.

The GIF describes the transport infrastructure (both strategic and local) required to support growth and enhance the lives of existing residents. It reports a significant funding gap, which highlights the need to lobby and explore other sources of funding. The policies and schemes set out in LTP4 form a basis for such bids, and a means of prioritising transport infrastructure.

This section sets out how we will make the best use of these existing funds as well as access new sources of funding to maintain and improve the assets we have and deliver new infrastructure to support growth.

National Funding Sources and Local Growth Fund

At present, the most significant funding source for transport infrastructure is the Local Growth Fund (LGF), which focuses on unlocking barriers to economic growth. This is administered through the SELEP and it is therefore essential that our transport priorities are prominent in the SELEP's SEP. We will continue to put forward a robust case to Government for LGF investment to support our economic growth objectives. To date, we have successfully secured nearly £120m from the LGF.

As LGF is a limited pot of funding and distributed across England we must prioritise using a list of key criteria to determine which projects should be put forward for funding. The SELEP has provided

a Common Assessment Matrix which is then used to score each scheme with the aim that Government can make an informed decision when allocating funding. LTP4 Outcome 1 is targeted by the LGF as it only considers schemes that drive economic growth and cut congestion.



Innovative Funding Sources

We will also continue to lobby for other, more innovative, sources of funding. This includes Kent receiving a fair portion of the income from the HGV Road User Levy, fuel loyalty discounts and port landing charges related to the impact of these activities in the county.

Local Plans and Supporting Transport Strategies

District and borough councils have a statutory responsibility for making Local Plans. Thus, individual transport strategies that support Local Plans should have regard for this strategic countywide LTP. By setting out our vision for transport in LTP4, KCC has a platform from which to engage these councils and help shape their Local Plans when identifying areas for potential development.

Through the planning process developer contributions are sought towards infrastructure. Under Section 106 (s106) of the Town and Country Planning Act 1990, Local Planning Authorities can enter into a legally binding agreement with the landowner to pay a contribution towards infrastructure or services required to make their development acceptable in planning terms. KCC and the Local Planning Authority receive this funding to deliver infrastructure projects tied to development, for instance it may be used to support a public transport service.

The Community Infrastructure Levy (CIL) is similar in that a fixed charge is applied to specific types of development for infrastructure projects that have been defined during the establishment of the CIL Charging Scheme. Developer contributions can still be secured through s106 Agreements where a CIL Charge also applies but the two mechanisms cannot be used to fund the same infrastructure project. A Section 278 agreement (of the Highways Act 1980) is a means for a developer to make modifications to the existing highway network, typically what is required to mitigate the impact of the development.

Integrated Transport Programme

For small scale transport schemes (typically under £1 million) to be allocated funding from the Integrated Transport Block (Department for Transport funding) there must be a robust system of appraisal to prioritise investment where it will have the greatest value for money. The methodology for achieving this is detailed in Annexe 1.

A cost-benefit analysis is undertaken by scoring individual schemes on their total impacts compared with the total cost. The cost includes a whole life approach to maintenance and factors in any external funding. The highest scoring schemes are then scrutinised to provide assurances that they will meet their objectives to achieve the LTP outcome(s), and that they can be feasibly constructed within budget and timescales.

The funding is top sliced for safety critical schemes (see Road Safety). The remaining budget is then allocated amongst the five outcomes (40% to economic growth and minimised congestion, 15% to affordable and accessible door-to-door journeys, 15% to safer travel, 15% to enhanced environment, and 15% to better health and wellbeing). This option for funding allocation is being environmentally assessed to ensure that it achieves a balanced Integrated Transport Programme (ITP).

Highway Maintenance and Asset Management

We receive income from a series of Government Support Grants for specific duties we undertake, such as highway maintenance. However, Government funding allocated to KCC directly for transport has decreased and is likely to continue to do so.



Kent's Motorways, trunk roads, primary and secondary routes, and Kent's mainline and High Speed rail network



Conclusion

This fourth Local Transport Plan explains our main transport infrastructure priorities to deliver **Growth without Gridlock** in Kent. Our other funding streams, such as the Integrated Transport Programme (used to deliver small scale transport schemes) and the Crash Remedial Measures Programme (for safety-critical schemes), are a major part of our annual work to improve the highway network. Annexes 2 and 3 to this LTP are the delivery programmes for these budgets and detail the individual schemes that will receive funding. These annexes will be updated annually. However, these budgets are increasingly constrained and so we must carefully prioritise how we spend them. The methodology for prioritising is available in Annexe 1.

Not all interventions vital for growth fall within the remit of KCC as the Local Transport and Highway Authority. A number of key projects fall under the responsibility of Highways England or Network Rail. We are therefore committed to working closely with both of these agencies to influence their future delivery programmes, and to ensure these schemes are given the highest priority for delivery.

As a Council, what we want to achieve from transport for our residents, businesses and visitors is clearly set out in the outcomes described in this LTP4. These are:

Outcome 1: Economic growth and minimised congestion

Outcome 2: Affordable and accessible door-to-door journeys

Outcome 3: Safer travel

Outcome 4: Enhanced environment

Outcome 5: Better health and wellbeing

From our own work, and from liaising closely with our district council partners in supporting the development of their Local Plans and, more specifically, the transport strategies needed to deliver that growth, we have built up a detailed knowledge of transport needs across the county. We will continue to build on this relationship to ensure that our transport priorities use the latest forecasts for housing and population growth. Above all, we are committed to delivering **Growth without Gridlock**.



Annexe 1 – Prioritisation for the Integrated Transport Programme

Background and overview

A robust method of appraising and prioritising local transport schemes is required to ensure that those delivered help to achieve the outcomes specified by this fourth Local Transport Plan (LTP4). The previous prioritisation methodology, developed as a result of the third Local Transport Plan (LTP3), has been updated and modified to enable Kent County Council (KCC) to generate a score for every proposed scheme, with the highest scoring schemes representing the highest possible value for money and contributing towards the LTP4 outcomes.

This methodology applies to schemes seeking Integrated Transport Block funding and used to form the Integrated Transport Programme (ITP). In addition to the ITP, KCC implements a Crash Remedial Measure (CRM) programme, which identifies locations where statistical data shows that an unexpectedly high number of crashes occur. If suitable, schemes are then designed and implemented aiming to prevent future crashes from following the

same pattern. More information can be found in the KCC Road Casualty Reduction Strategy. The funding for these schemes is top-sliced from the ITP budget representing the importance with which KCC views safety. CRM funding is allocated on a needs basis but KCC will endeavour to ensure a minimum of 50% of the total budget is allocated to these schemes (achieving Outcome 3: safer travel).

For the remainder of the funding forming the ITP, each proposed scheme will be assessed for the impact it achieves compared to the cost to implement and maintain it. As illustrated in Figure A4.1, at the beginning of the financial year 1 proposed schemes should be assessed and prioritised. The top schemes selected should form approximately 120% of the anticipated budget and then for the remainder of that year should be worked up to be deliverable in financial year 2, when the budget is formally allocated.

Pre-assessment criteria

Schemes should be put forward from valid sources, such as Transport Strategies that support district/borough Local Plans, approvals at Joint Transportation Boards (JTB) or similar bodies, or from Member and Parish Council suggestions. This requires that some public consultation must have been carried out. They should

also be at a stage where minimal additional design work is required so that a reasonable estimation of cost is available. For a scheme to be put forward for the ITP it must demonstrably achieve one or more of the outcomes from LTP4, these are:

Outcome 1: Economic growth and minimised congestion

Outcome 2: Affordable and accessible door-to-door journeys

Outcome 3: Safer travel

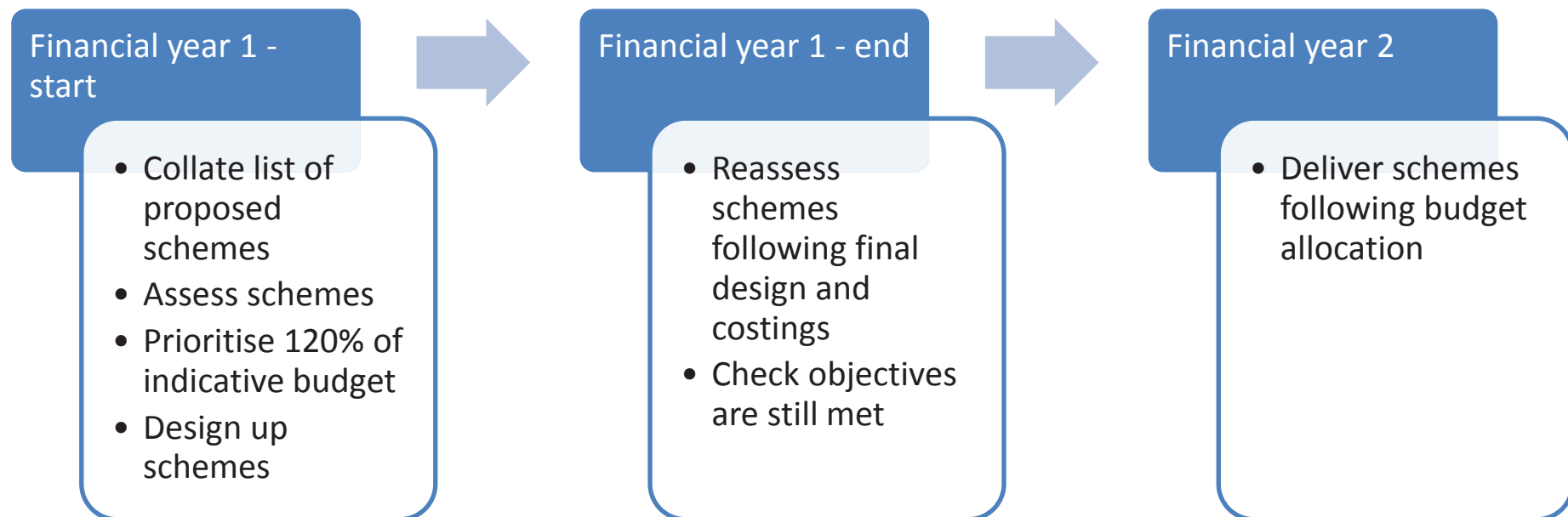
Outcome 4: Enhanced environment

Outcome 5: Better health and wellbeing

However, where a request has been investigated in the last three years and rejected, and the situation has not changed significantly enough to justify reconsidering, it will not be assessed.

Figure A4.1: ITP scheme prioritisation, design and delivery process.

95



Funding allocation

Consistent with LTP3, available funding will be allocated to the LTP4 outcomes so that the ITP is a rounded programme that targets all of KCC's outcomes. Funding will be allocated as follows:

Outcome	ITP budget allocation (once CRM budget has been top sliced)
Economic growth and minimised congestion	40%
Affordable and accessible door-to-door journeys	15%
Safer travel	15% (in addition to top slicing for safety critical schemes)
Enhanced environment	15%
Better health and wellbeing	15%

Value for money assessment

The value for money assessment considers both the positive and negative effects of a scheme to produce an overall score. However, it has no mechanism to cease the progression of a scheme in the case that the scheme has some strong positive impacts (resulting in a high score) and a wide range of weakly negative impacts (reducing that score slightly). In these cases, the Officers need to ensure that sufficient consultation has been conducted and, where possible, alter the scheme to mitigate negative impacts.

The first part of the process is an impact assessment, producing an impact score for the scheme. These have broadly been grouped into the five LTP4 outcomes, although it is recognised that there is some crossover. When assessing the scale of the impact consideration should be given to the size of the scheme, for example it would be expected that large schemes should have stronger impacts than the smaller schemes and therefore a highly significant positive impact would be required for a small scheme to be awarded 6 points.

	-6	-3	0	3	6
<u>Outcome 1: Economic growth and minimised congestion</u>					
Is the scheme directly connected with delivering development?	N/A		No	Yes	Yes – with developer funding contribution
Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	N/A		No direct impacts in one or more of Kent’s 60% most deprived LSOAs	Direct impacts in one or more of Kent’s 20% – 60% most deprived LSOAs	Direct impacts in one or more of Kent’s 20% most deprived LSOAs
Congestion – what impact will the scheme have on congestion and journey time?	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
<u>Outcome 2: Affordable and accessible door-to-door journeys</u>					
Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
<u>Outcome 3: Safer travel</u>					
Safety – are there any secondary benefits to safety (road, cycleway, footway)?	N/A – scheme should not be progressed if it has a negative impact on safety		Neutral	Positive impact	Strong positive impact
<u>Outcome 4: Enhanced environment</u>					
Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
Townscape and heritage – what	Strong negative	Negative impact	Neutral	Positive impact	Strong positive

impacts will the scheme have on the historic and built environment (including severance)?	impact				impact
Environment – what impact will the scheme have on the natural environment?	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
<u>Outcome 5: Better health and wellbeing</u>					
Air quality – what impact will the scheme have on air quality?	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
Active travel – what impact will the scheme have on promoting active travel?	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
<u>Scale of impact</u>					
How wide an impact will the scheme have?	N/A		Localised impact – few people benefit	Wider impact – a substantial number of people benefit	Very wide impact – many people benefit

DRAFT FOR CONSULTATION

The second part of the assessment deals with scheme deliverability, producing a deliverability score.

	-1	1	3	6
Scheme endorsement	N/A – scheme should not be assessed if it does not have a legitimate source	Derived from a recognised body, such as a Quality Bus Partnership, from Members or parish councils	Scheme has been to JTB and is approved	Scheme derived from an adopted strategy (including district/borough transport strategies) or has been approved by Cabinet Committee or at a similar level
Scheme readiness	Substantial further design and feasibility work required	Minimal additional design work required some consultation necessary.	Minimal additional design work required, no further consultation necessary	Scheme is ready to construct
Is the scheme dependent on the completion of any other projects?	Yes	No	N/A	

This then produces a total combined score out of a maximum of 85 points.

Next the cost of the scheme is considered. This has three elements to it: the construction costs, the whole life maintenance costs, and any external funding contribution.

Cost element	Cost
Construction cost	£
Maintenance cost (commuted sum or selection of indicative costs supplied)	£
External funding contribution (funding from budgets other than the ITP, e.g. S106 money or Combined Member Grant fund)	-£
Total scheme cost	£

A cost-benefit analysis can now be made by taking the total points scored by the scheme and dividing it by the scheme cost, producing

a simplistic “points per pound” score that demonstrates the value for money a scheme achieves. Schemes targeting each LTP4

outcome can then be sorted by the cost-benefit analysis score and the best performing schemes prioritised for delivery the coming

Compiling the Integrated Transport Programme

The cost-benefit analysis does not determine the Integrated Transport Programme; rather it is a tool to guide officers. After the proposed schemes have been subjected to cost-benefit analysis they will be validated and scrutinised to ensure that a consistent

financial year.

approach to scoring has been used and that a balanced and deliverable programme is provided, for example so that schemes are not concentrated in one area. The final list will then be approved at senior management level using delegated powers.

Annexe 2 – Implementation Plan for the Integrated Transport Programme

This Annexe lists the schemes that will be delivered as part of the Integrated Transport Programme (ITP) and will be updated annually when the programme is agreed.

2017/18 programme to be confirmed.

Annexe 3 – Implementation Plan for the Crash Remedial Measure Programme

This Annexe lists the safety critical schemes that are funded using at least 50% of the Integrated Transport Programme (ITP) budget to achieve Outcome 3 (safer travel) and will be updated annually when the programme is agreed.

2017/18 programme to be confirmed.

To request a hard copy of the draft Local Transport Plan and the questionnaire, or for any alternative formats, please email **alternativeformats@kent.gov.uk** or telephone on **03000 421553** (text relay service 18001 03000 421553). This number goes to an answer machine which is monitored during office hours.

Local Transport Plan 4 Consultation Questionnaire

To be able to travel easily, safely and quickly to our destinations we need a transport network that can cater for current demand and that enables and supports future growth. By providing real transport choices and a resilient network, journeys will be reliable, which will stimulate regeneration and encourage people and businesses to come to Kent.

Kent County Council's (KCC) Local Transport Plan 4 (LTP4) articulates what we will do to make sure transport is part of making Kent a great place to live, work and do business, by helping deliver on our very real growth potential.

The LTP is available online at kent.gov.uk/localtransportplan. Hard copies are available via the Alternative Format contact details below.

We will be consulting on the draft LTP4 for a 12 week period from August 8th to October 30th. Your responses will help us to develop our policy and subsequently will be presented as a final draft at KCC's Environment and Transport Cabinet Committee in early 2017, as part of the document approval process.

This questionnaire can be completed online at kent.gov.uk/localtransportplan. Alternatively, fill in this paper form and return it to: Transport Strategy Team, Kent County Council, Invicta House, County Hall, Maidstone, Kent ME14 1XX

Please ensure your response reaches us by the 30th of October.

Privacy: Kent County Council collects and processes personal information in order to provide a range of public services. Kent County Council respects the privacy of individuals and endeavours to ensure personal information is collected fairly, lawfully, and in compliance with the Data Protection Act 1998.

Alternative Formats and Hard Copies

To request hard copies of any of the consultation documents, including the draft LTP, or for any other formats, please email: alternativeformats@kent.gov.uk or call: 03000 421553 (text relay service number: 18001 03000 421553). This number goes to an answering machine, which is monitored during office hours.

Q1. Are you completing this questionnaire on behalf of:

Please select the option from the list below that most closely represents how you will be responding to this consultation.

<input type="checkbox"/>	Yourself as an individual
<input type="checkbox"/>	Yourself as a member of KCC Staff
<input type="checkbox"/>	A District/Town/Parish Council
<input type="checkbox"/>	A Charity, Voluntary or Community Sector Organisation (VCS)
<input type="checkbox"/>	A Business
<input type="checkbox"/>	Other, please specify: <input type="text"/>

Q1a. If you are responding on behalf of a Council/Business/VCS Organisation, please tell us the name of the organisation:

Q2. Please tell us your postcode: _____

We use this to help us to analyse our data. It will not be used to identify who you are.

The draft Local Transport Plan sets out the following Ambition for Kent:

To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported.

Q3. To what extent do you agree or disagree with the overall Ambition set for the Local Transport Plan?

*Please select **one** box.*

Strongly
agree

☐

Agree

☐

Neither
agree nor
disagree

☐

Disagree

☐

Strongly
disagree

☐

Don't
know

☐

Q3a. Please add any comments on the overall Ambition set for the Local Transport Plan below:

Q4. This Ambition will be realised through five overarching Outcomes and Supporting Policies. To what extent do you agree or disagree with each of the Outcomes and Policies? *Please select **one** box per outcome.*

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Outcome 1. Economic growth and minimised congestion. Policy: Deliver resilient transport infrastructure and schemes to reduce congestion and improve journey time reliability, to enable economic growth and appropriate development.						
Outcome 2. Affordable and accessible door to door journeys. Policy: Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.						
Outcome 3. Safer travel. Policy: Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.						
Outcome 4. Enhanced environment. Policy: Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.						
Outcome 5. Better health and wellbeing. Policy: Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.						

Q4a. Please add any comments on the five overarching Outcomes and Supporting Policies below:

Q5. To what extent do you agree or disagree with the Strategic Priorities for the Local Transport Plan? (Pages 11 to 21 in the LTP)

*Please select **one** box.*

Strongly
agree

☐

Agree

☐

Neither
agree nor
disagree

☐

Disagree

☐

Strongly
disagree

☐

Don't
know

☐

Q5a. Please add any comments on the Strategic Priorities for the Local Transport Plan below:

*Please indicate which **Strategic Priorities** you are commenting on.*

Q6. To what extent do you agree or disagree with the Kent-Wide Priorities for the Local Transport Plan? (Pages 22 to 23 in the LTP)

*Please select **one** box.*

Strongly
agree

☐

Agree

☐

Neither
agree nor
disagree

☐

Disagree

☐

Strongly
disagree

☐

Don't
know

☐

Q6a. Please add any comments on the Kent-Wide Priorities for the Local Transport Plan below:

*Please specify which **Kent-Wide priorities** you are commenting on.*

Q7. To what extent do you agree or disagree with the District Priorities for the Local Transport Plan? (Pages 24 to 50 in the LTP)

*Please select **one** box.*

Strongly
agree

☐

Agree

☐

Neither
agree nor
disagree

☐

Disagree

☐

Strongly
disagree

☐

Don't
know

☐

Q7a. Please add any comments on the District Priorities for the Local Transport Plan below:

*Please specify which **district** you are commenting on.*

Q8. We have completed an initial Equality Impact Assessment (EqIA) for the draft Local Transport Plan 4. An EqIA is a tool to assess the impact any policies or strategies would have on the following protected characteristics: race, age, disability, gender, gender reassignment, sexual orientation, religion or belief and carer's responsibilities. The EqIA is available at kent.gov.uk/localtransportplan or in hard copy on request.

We welcome your views, please add any comments below:

Q9. We have completed a draft Strategic Environmental Assessment (SEA). A SEA is a process to ensure that significant environmental affects arising from policies, plans and programmes are identified, assessed, mitigated, communicated to decision makers and monitored. The SEA is available at kent.gov.uk/localtransportplan or in hard copy on request.

We welcome your views, please add any comments below:

Q10. Please add any final comments you have on the Local Transport Plan below:

You only need to answer these questions if you have responded as an individual. It is not necessary to answer these questions if you are responding on behalf of an organisation.

About You

We want to make sure that everyone is treated fairly and equally, and that no one gets left out. That's why we're asking you these questions. We won't share the information you give us with anyone else. We'll use it only to help us make decisions, and improve our services. If you would rather not answer any of these questions, you don't have to.

Q11. Are you.....? *Please select **one** box.*

<input type="checkbox"/>	Male
<input type="checkbox"/>	Female
<input type="checkbox"/>	I prefer not to say

Q12. Which of these age groups applies to you? *Please select **one** box.*

<input type="checkbox"/>	0-15	<input type="checkbox"/>	25-34	<input type="checkbox"/>	50-59	<input type="checkbox"/>	65-74	<input type="checkbox"/>	85 + over
<input type="checkbox"/>	16-24	<input type="checkbox"/>	35-49	<input type="checkbox"/>	60-64	<input type="checkbox"/>	75-84	<input type="checkbox"/>	I prefer not to say

The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

Q13. Do you consider yourself to be disabled as set out in the Equality Act 2010?

Please select **one** box.

☐

Yes

☐

No

☐

I prefer not to say

Q13a. If you answered 'Yes' to Q12, please tell us the type of impairment that applies to you. You may have more than one type of impairment, so please select **all** that apply. If none of these applies to you, please select 'Other', and give brief details of the impairment you have.

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Physical impairment

Sensory impairment (hearing, sight or both)

Longstanding illness or health condition, or epilepsy

Mental health condition

Learning disability

I prefer not to say

Other (please specify)

Q14. To which of these ethnic groups do you feel you belong? (Source: 2011 census)

Please select one box.

- | | |
|--|---|
| <input type="checkbox"/> White English | <input type="checkbox"/> Asian or Asian British Indian |
| <input type="checkbox"/> White Scottish | <input type="checkbox"/> Asian or Asian British Pakistani |
| <input type="checkbox"/> White Welsh | <input type="checkbox"/> Asian or Asian British Bangladeshi |
| <input type="checkbox"/> White Northern Irish | <input type="checkbox"/> Asian or Asian British other* |
| <input type="checkbox"/> White Irish | <input type="checkbox"/> Black or Black British Caribbean |
| <input type="checkbox"/> White Gypsy/Roma | <input type="checkbox"/> Black or Black British African |
| <input type="checkbox"/> White Irish Traveller | <input type="checkbox"/> Black or Black British other* |
| <input type="checkbox"/> White other* | <input type="checkbox"/> Arab |
| <input type="checkbox"/> Mixed White and Black Caribbean | <input type="checkbox"/> Chinese |
| <input type="checkbox"/> Mixed White and Black African | <input type="checkbox"/> I prefer not to say |
| <input type="checkbox"/> Mixed White and Asian | |
| <input type="checkbox"/> Mixed Other* | |
| <input type="checkbox"/> Other ethnic group* | |

*If your ethnic group is not specified in the list, please describe it here:

Thank you for taking the time to complete this questionnaire.

Strategic Planning, Sustainability and Transportation Committee

11 October 2016

Is the final decision on the recommendations in this report to be made at this meeting?

Yes

M20 Lorry Park Proposals Consultation Response

Final Decision-Maker	Strategic Planning, Sustainability and Transportation Committee
Lead Head of Service	Rob Jarman, Head of Planning and Development
Lead Officer and Report Author	Paul Goodenough, Transport Planner, Spatial Policy; Cheryl parks, Project Manager, Local Plan
Classification	Public
Wards affected	All Wards

This report makes the following recommendations to this Committee:

1. The Committee is asked to note the report and the response to the consultation which was completed and submitted by officers under delegated authority on 23 September 2016.

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all -
- Securing a successful economy for Maidstone Borough –

The delays and issues attributable to the introduction of Operation Stack and to inappropriate HGV parking have a clear effect on the local environment, population and businesses.

Timetable

Meeting	Date
Strategic Planning, Sustainability and Transportation Committee	11 October 2016

M20 Lorry Park Proposals Consultation Response

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The report provides the Committee with the Council's response to the recent consultation on proposals for a lorry park on the M20 to alleviate congestion and other issues associated with the introduction of Operation Stack to manage volumes of freight traffic en route to both the Channel Ports and the Channel Tunnel and other problems associated with inappropriate HGV parking on and near the strategic road network.
-

2. INTRODUCTION AND BACKGROUND

- 2.1 Highways England held a consultation earlier in 2016 relating to site options for a significant lorry park to accommodate both freight traffic queuing to cross the English Channel during periods of adverse weather and/or industrial action, and also as a solution to alleviate the problems of inappropriate parking by HGVs and other freight vehicles on and near the strategic road network.
- 2.2 Historically, when there are problems at the Channel Ports, Operation Stack has often been introduced on the M20 motorway. Commentary on the Highways England website included below gives a clear and concise picture of the problem:
- 2.3 *"Over recent decades, the number of lorries crossing the English Channel has increased seven fold. Nearly 90% of all UK roll-on, roll-off international freight goes through the Strait of Dover and that puts 11,000 lorries per day on Kent's roads. There are projections that by 2025 the number of these lorries could double.*
- 2.4 *Usually the road network copes well. But unexpected events cause problems, as there is little slack in the system.*
- 2.5 *Extra parking has recently been provided at the Port of Dover and Eurotunnel, but we expect that severe weather, security threats or industrial action will still mean that queues of lorries have to be held on the M20 using a procedure known as Operation Stack. This happened on 32 days in 2015.*
- 2.6 *Operation Stack can cause significant problems as it shuts the M20. Kent residents struggle to get to work or school, to medical appointments or to carry out everyday tasks. People from further afield get held up or delayed and businesses are affected."*
- 2.7 During the highlighted days in 2015 the problems became acute, with large sections of the motorway closed in both directions for several days, leading to significant problems on alternative routes for cars, issues with lorry drivers trying to avoid the queues by using local roads, and an inability for local people to go about their lives in a normal way.

- 2.8 The people of Maidstone, as well as surrounding villages and towns, experienced difficulties in commuting to and from work, getting children to and from school, or even simply travelling around the borough in the affected areas.
- 2.9 On 6 July 2016, following analysis of the previous consultation, the Secretary of State for Transport announced that a single lorry area would be provided at Stanford West off the M20 near Folkestone. The new lorry park will have space for around 3,600 HGVs, and will include 500 overnight parking spaces alongside welfare facilities. These would be supplemented when the site is in use as a holding area for cross-channel disruption to provide an alternative to the use of Operation Stack.
- 2.10 A further consultation was subsequently held, focussing on that decision and on finer details relating to the site itself, including access to and from the motorway. The consultation closed on 23 September 2016, and officers responded under delegated authority. The response is included for the Committee's information at Appendix A to this report.
-

3. AVAILABLE OPTIONS

- 3.1 The Committee is asked to note the response provided.
-

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 As set out in 3.1 above, the Committee is asked to note the consultation response provided at Appendix A.
-

5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 5.1 In advance of finalising the consultation response, the views of officers from other departments were sought to ensure as full a response as possible.
-

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 Officers will continue to monitor developments in regard to the proposed lorry park and will act, where appropriate, in response to any further consultations, keeping the Committee updated as part of the process.
-

7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The introduction of an alternative to Operation Stack will have a positive impact on Maidstone Borough. Keeping both the M20 and local roads free-flowing will have a beneficial impact on local residents and businesses allowing them to operate as normal. There may also be benefits in terms of a reduction in littering and other associated behaviours that could result from freight traffic being held in one place for long lengths of time, although this is perhaps only anecdotal.	Rob Jarman, Head of Planning and Development
Risk Management	There are no risks associated with the proposals for Maidstone. The proposed area is outside the borough and its introduction will benefit the local area. Care will be needed to ensure that high overnight parking fees do not lead to avoidance by parking in other areas such as local roads and verges – an issue the lorry park is designed to alleviate.	Rob Jarman, Head of Planning and Development
Financial	There are no direct financial implications for Maidstone at this stage. An alternative to Operation Stack is likely to have an overall beneficial effect on the economic development of the Borough.	Mark Green, Section 151 Officer & Finance Team
Staffing	There are no staffing impacts in relation to the proposals. Officers will keep a watching brief on progress as part of their daily work.	Rob Jarman, Head of Planning and Development
Legal	There are no direct legal implications as a result of the consideration of this report	Kate Jardine, Team Leader (Planning), Mid-Kent Legal Services
Equality Impact Needs	The proposed lorry area if	Anna Collier,

Assessment	effective will alleviate the both the problems of Operation Stack and also issues with inappropriate HGV parking for all those living and working in Maidstone, as well as those commuting through the borough.	Policy & Information Manager
Environmental/Sustainable Development	The proposed site is located in close proximity to the AONB and so careful design will be imperative. It will be important to ensure a balance between the clear benefits of the scheme and the protection of valued landscapes.	Rob Jarman, Head of Planning and Development
Community Safety	There is potential for a reduction in some of the anti-social behaviour issues relating to excessive littering and lack of toilet facilities when freight traffic is parked on local roads and verges.	Rob Jarman, Head of Planning and Development
Human Rights Act	There are no implications for the Human Rights Act.	Rob Jarman, Head of Planning and Development
Procurement	There are no procurement implications.	Rob Jarman, Head of Planning and Development & Mark Green, Section 151 Officer
Asset Management	There are no asset management implications.	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 A: M20 Lorry Area Consultation Response – Maidstone Borough Council.

9. BACKGROUND PAPERS

There are none.

M20 Lorry Area
Highways England
Bridge House
1 Walnut Tree Close
Guildford
Surrey
GU1 4LZ

22nd September 2016

Dear Sir/Madam,

M20 Lorry Area Stanford West Consultation

I am writing to you on behalf of Maidstone Borough Council in response to the above mentioned consultation. In common with the rest of the M20 corridor, the deployment of Operation Stack can cause significant problems for the local road network in Maidstone, affecting the ability of residents to go about their daily activities and adding extra costs to local businesses. We very much welcome Highways England's proposals to build a dedicated holding area at Stanford West for approximately 3,600 HGVs. We also welcome the plans to provide overnight parking facilities for 500 HGVs when the holding area is not required to alleviate Operation Stack.

With regard to the specific consultation questions, the Borough Council would respond as follows:

Question 1

We have no specific comments with regard to the layout but it is clear that HGV parking will need to be clearly demarcated and carefully managed by site staff so as to avoid indiscriminate parking and the potential overrun of the verges, trees and shrubs within and around the site.

Question 2

Given the proximity of the site to the Kent Downs AONB we welcome the proposals to provide planting around the site and green corridors within, to screen the facility from nearby homes and the surrounding countryside. The issue of public rights of way, their implications for site security and the potential for conflict between non-motorised users and moving HGVs is clearly something which will require careful consideration as the detailed design proceeds.

Question 3

Lighting will be an important element in ensuring a safe and secure facility but the consultation document does not specifically comment on how light spill to the surrounding rural area will be controlled under the proposals.

Question 4

The exact internal circulation and signing and lining proposals are not clear from the visualisations produced but it is recognised that these will be worked up as part of the design process.

If public rights of way remain open except when Operation Stack is being alleviated this could pose challenges for site security.

The consultation document expects that overnight parking will be chargeable at a level which does not compete unfairly with commercial lorry parks such as the adjacent Stop 24 services. However, charges would limit the ability of the proposed facility to tackle inappropriate HGV parking in the rest of Kent. It is understood from the Freight Transport Association and Road Haulage Association that wages for many international HGV drivers are low, and in some cases they receive "running money" in the form of cash to pay for costs such as overnight stays. If they do not spend all of this cash, they may get to keep all or part of it at the end of their trip, and so there is a natural incentive to avoid overnight parking charges.

This highlights the need for the Stanford West proposals to be integrated with an overall strategy for a network of small lorry parks at suitable locations across Kent and a partnership approach with Districts and Kent Police to address enforcement, as identified in Kent County Council's Local Transport 4: Delivering Growth without Gridlock 2016 – 2031 (Consultation Draft). In so doing this will reduce the problems caused by inappropriate HGV parking, including unsafe parking, littering and damage to highway verges, which is a particular problem near the strategic road network around Maidstone as it is across Kent.

Question 5

We support the provision of welfare facilities as proposed in the consultation document. It is assumed that the overnight parking spaces will be located within walking distance of the Stop 24 services, so that drivers can benefit from the food outlets there. Otherwise the facilities appear inadequate for a charged facility. They will need to be appropriately located and regularly maintained to encourage drivers to use the lorry park when not required to alleviate Operation Stack.

Question 6

Regular reviews of lorry park operation are essential and they should include occupancy surveys to ensure that it functions as an attractive overnight parking facility for drivers and that it effectively addresses the problem of inappropriate HGV parking in the surrounding area.

Question 7

We fully support the consideration of equality and diversity issues within the design process for the lorry park.

Question 8

We are broadly supportive of the proposals. They will clearly alleviate the significant problems caused when Operation Stack is deployed, and so benefit residents and businesses in Maidstone and further afield. However, the proposals in respect of overnight parking require refinement to ensure that the facility is well used and so contributes effectively to addressing the problems caused by inappropriate HGV parking, which is a major problem near the strategic highway network around Maidstone as it is across Kent. The proposals must be taken forward alongside with a firm commitment to work with Kent County Council, Districts and Kent Police to deliver a network of small lorry parks across the county as well as effective HGV parking enforcement.

Yours faithfully



Rob Jarman
Head of Planning & Development

t: 01622 602214

e: robjarman@maidstone.gov.uk

Agenda Item 18

Strategic Planning, Sustainability & Transportation Committee

11 October 2016

Is the final decision on the recommendations in this report to be made at this meeting?

Yes

Consultation – Govia Thameslink 2018 Timetable

Final Decision-Maker	Strategic Planning, Sustainability and Transportation Committee
Lead Head of Service	Rob Jarman, Head of Planning & Development
Lead Officer and Report Author	Paul Goodenough, Transport Planner, Spatial Policy
Classification	Public
Wards affected	All Wards

This report makes the following recommendations to this Committee:

1. That Councillors note the proposed 2018 Govia Thameslink timetable consultation and agree that a response is provided by officers under delegated authority to the consultation questions set out in section 4 of the report. This will then be sent to Govia Thameslink as the Council's formal response to the 2018 timetable consultation by the deadline of 8 December 2016.

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all -
- Securing a successful economy for Maidstone Borough –

Delivering an improved public transport network is an essential element of the adopted Integrated Transport Strategy, mitigating the impact of the growth in demand for travel and helping to deliver a shift away from reliance on the private car.

Timetable

Meeting	Date
Strategic Planning, Sustainability and Transportation Committee	11 October 2016

Consultation – Govia Thameslink 2018 Timetable

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report updates the Committee on the Govia Thameslink Railway (GTR) consultation which sets out proposed changes to the timetable which will be operated by GTR in 2018 following completion of the Thameslink Programme. The consultation launched on 15 September 2016 and will close on 8 December 2016. As part of this exercise an event is scheduled at Maidstone East station between 6:30am and 9:00am on Tuesday 29 November.
 - 1.2 The consultation webpage can be found at <http://www.thameslinkrailway.com/your-journey/timetable-consultation/>. Attached at Appendix One is the information sheet summarising the proposed timetable changes for Kent Thameslink. The key change affecting Maidstone from 2018 is the proposed introduction of a half-hourly Cambridge – Stevenage – Central London (via London Bridge) – Swanley – Maidstone East service.
 - 1.3 Members are recommended to agree the proposed response set out in Section 4 of the report and that it is forwarded to GTR as the Council's formal response to the consultation by the deadline of 8 December 2016.
-

2. INTRODUCTION AND BACKGROUND

- 2.1 Govia Thameslink Railway (GTR) has launched a Consultation which sets out proposed changes to the timetable which will be operated by GTR in 2018 following completion of the Thameslink Programme. When the Programme completes in 2018, it will transform north-south travel through London; journeys will be improved with trains every two to three minutes through central London at peak times, improved connections, modern track and new trains will provide additional passenger capacity. This will be the biggest timetable change on the routes affected in a generation.
- 2.2 The consultation launched on 15 September 2016 and will close on 8 December 2016. As part of this exercise an event is scheduled at Maidstone East station between 6:30am and 9:00am on Tuesday 29 November. The consultation webpage can be found at <http://www.thameslinkrailway.com/your-journey/timetable-consultation/>.
- 2.3 Information sheet 7 which details the proposed changes for Kent Thameslink is attached as Appendix One. The following new Thameslink services are proposed to be introduced in 2018:
 - Cambridge – Stevenage – Central London (via London Bridge) – Swanley – Maidstone East
 - Luton – St Albans City – West Hampstead Thameslink – Central London (via Elephant & Castle) – Catford – Bromley South – Orpington

- Luton – St Albans City – West Hampstead Thameslink – central London (via London Bridge) – Greenwich – Abbey Wood – Dartford – Medway towns

2.4 The Cambridge to Maidstone East service is proposed to operate half-hourly Monday to Saturday. To improve journey times between Maidstone East and Central London, and to re-instate journey opportunities previously removed in 2009, these trains will run via London Bridge (instead of Elephant & Castle). Previously the Maidstone East services were intended to be predominately peak only. It is now proposed for this service to operate all day Mondays to Fridays and Saturdays. Some services will also be extended to or from Ashford International.

2.5 Specific details of the proposed service are presented below (source: GTR 2018 Timetable Consultation, page 20)

Thameslink Mainline Route TL7:

Cambridge (stopping) – Stevenage – Central London (via London Bridge) – Swanley – Maidstone East – (Ashford International)

Serving: Cambridge, Foxton, Shepreth, Meldreth, Royston, Ashwell & Morden, Baldock, Letchworth Garden City, Hitchin, Stevenage, Knebworth, Welwyn North, Welwyn Garden City, Hatfield, Potters Bar, Finsbury Park, London St Pancras International, Farringdon, City Thameslink, London Blackfriars, London Bridge, (St Mary Cray or Swanley – see below), Otford, Borough Green & Wrotham, West Malling and Maidstone East. A limited number of trains will be extended between Maidstone East and Ashford International serving Bearsted only.

Proposed Frequency (trains per hour / intervals in minutes)					
	Mon-Fri Peak	Mon-Fri High Peak	Mon-Sat Daytimes	Mon-Sat Evenings	Sundays
Cambridge to and from Maidstone East	2tph	2tph	2tph	1tph	1tph (See Note 1)
	Every 30 minutes	Every 30 minutes	Every 30 minutes	Every 60 minutes	Every 60 minutes
Cambridge to and from Ashford Int	2 trains AM Peak 1 train PM Peak (See Note 2)	2 trains AM Peak 1 train PM Peak (See Note 2)	No Service	3 trains (See Note 3)	No Service
	Limited Service	Limited Service		Limited Service	

Note 1: On Sundays Route TL7 will operate between Cambridge and London Kings Cross only.

Note 2: Four trains will operate between Ashford International and Cambridge. In the morning peak, a total of four trains are proposed, two of which will arrive Central London in the high peak period. In the evening peak, two peak trains will operate, one of which will depart Central London in the high peak period.

Note 3: Three trains will operate from Cambridge to Ashford International on Monday to Friday evenings only. There will be no Saturday evening service.

Thameslink Mainline Routes TL6 and TL7 combine to provide four trains per hour (Mondays to Saturdays) between Cambridge, Stevenage and Central London.
Route GN1 will also provide additional fast services between Cambridge and London Kings Cross with a combined frequency of six trains per hour

2.6 This consultation represents Phase 1. A second consultation phase will take place during spring and summer 2017 regarding the detailed timetable before it is finalised formally with Network Rail. Changes to train services will happen throughout 2018 to deliver the final service in December. The

vast majority of changes will commence from the timetable change on Sunday 13 May 2018.

3. AVAILABLE OPTIONS

- 3.1 There are two options available to Members. Firstly, the Council could send GTR a formal response to the 2018 timetable consultation. Secondly, Members could choose not to make a formal response to the 2018 timetable consultation.
 - 3.2 Choosing to make a representation will enable the Council to communicate to GTR its strong support for the proposed restoration of direct services to London Bridge, as well as the new journey opportunities provided by the service to Cambridge. It will also enable the Council's views to be taken into account regarding the proposed service stopping pattern, namely that the service is only able to stop at St Mary Cray or Swanley and not both due to turnaround times at Maidstone East.
 - 3.3 If no formal representation is made, this would result in a missed opportunity to the Council to make its views known in respect to the proposed timetable, as per Action PT9 in the adopted Integrated Transport Strategy (ITS). The timetable is likely to be in effect for the entire duration of the Local Plan and ITS, i.e. to 2031.
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4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 The preferred option is for the Council to submit a formal representation to GTR before the consultation end date of 8 December 2016. This will enable the Council's views to influence the detailed timetable which will largely become effective from 13 May 2018.
- 4.2 The consultation questionnaire is very detailed as it also covers GTR's other brands, namely Southern, Gatwick Express and Great Northern. The main questions affecting Maidstone are:
 - Question 18: Do you support the proposal for Thameslink Maidstone East services to operate via London Bridge instead of Elephant & Castle restoring train services previously withdrawn in 2009?
 - Question 23: Comments on the Thameslink Mainline Route TL7.
 - Question 28: The proposed Thameslink service between Cambridge and Maidstone East is only able to serve either St. Mary Cray or Swanley due to insufficient time to enable the train to arrive in time to start its return journey from Maidstone East. Please select which station you would prefer the train to call at.
- 4.3 It is recommended that a consultation response is submitted by officers under delegated authority, referencing the above mentioned questions and confirming the Council's strong support for the proposals. The response will also reflect the view of the Committee regarding the preference for services to stop at St. Mary Cray or Swanley.

4. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 4.2 The consultation closes on 8 December 2016. If agreed, a consultation response will be sent to GTR by officers under delegated authority to meet that deadline.
- 4.3 GTR will then review all Phase 1 consultation responses and refine the 2018 timetable into an all-day version for further consultation during spring/summer 2017. The bulk of the timetable changes are scheduled to take place in May 2018.

5. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The proposed new half hourly service from Maidstone East to Cambridge via London Bridge is a key element in delivering the package of sustainable transport measures identified in the adopted ITS. It will help to mitigate the transport impacts of planned development and reduce reliance on the private car.	Rob Jarman: Head of Planning & Development
Risk Management	No significant risks are identified as the proposals are positive news for Maidstone. However, as comprehensive rail timetable revisions usually occur extremely infrequently (c. every 25 years) it is important that the Council's strong support is made clear during the consultation.	Rob Jarman: Head of Planning & Development
Financial	No specific financial implications arise from the consideration of this report.	Head of Finance and Resources & Finance Team
Staffing	No specific financial implications arise from the consideration of this report.	Rob Jarman: Head of Planning & Development
Legal	No specific implications arise	Kate Jardine

	from the consideration of this report.	Team Leader Planning Mid Kent Legal Services
Equality Impact Needs Assessment	There is evidence that rail use is skewed towards higher income groups. However, the proposed service will benefit those without access to a car for a variety of journeys, not just to London. It is therefore considered that the proposals will have a neutral or positive equality impact.	Anna Collier Policy & Information Manager
Environmental/Sustainable Development	The proposals will encourage sustainable travel behaviour and reduced car dependence, therefore having positive carbon and congestion impacts.	Rob Jarman: Head of Planning & Development
Community Safety	No specific implications arise from the consideration of this report.	Rob Jarman: Head of Planning & Development
Human Rights Act	No specific implications arise from the consideration of this report.	Rob Jarman: Head of Planning & Development
Procurement	No specific implications arise from the consideration of this report.	Rob Jarman: Head of Planning & Development & Head of Finance and Resources
Asset Management	No specific implications arise from the consideration of this report.	Rob Jarman: Head of Planning & Development

6. REPORT APPENDICES

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

- Appendix 1: Information Sheet 7 – Kent Thameslink

Information sheet 7 – Kent Thameslink

SERVICES AND FACILITIES

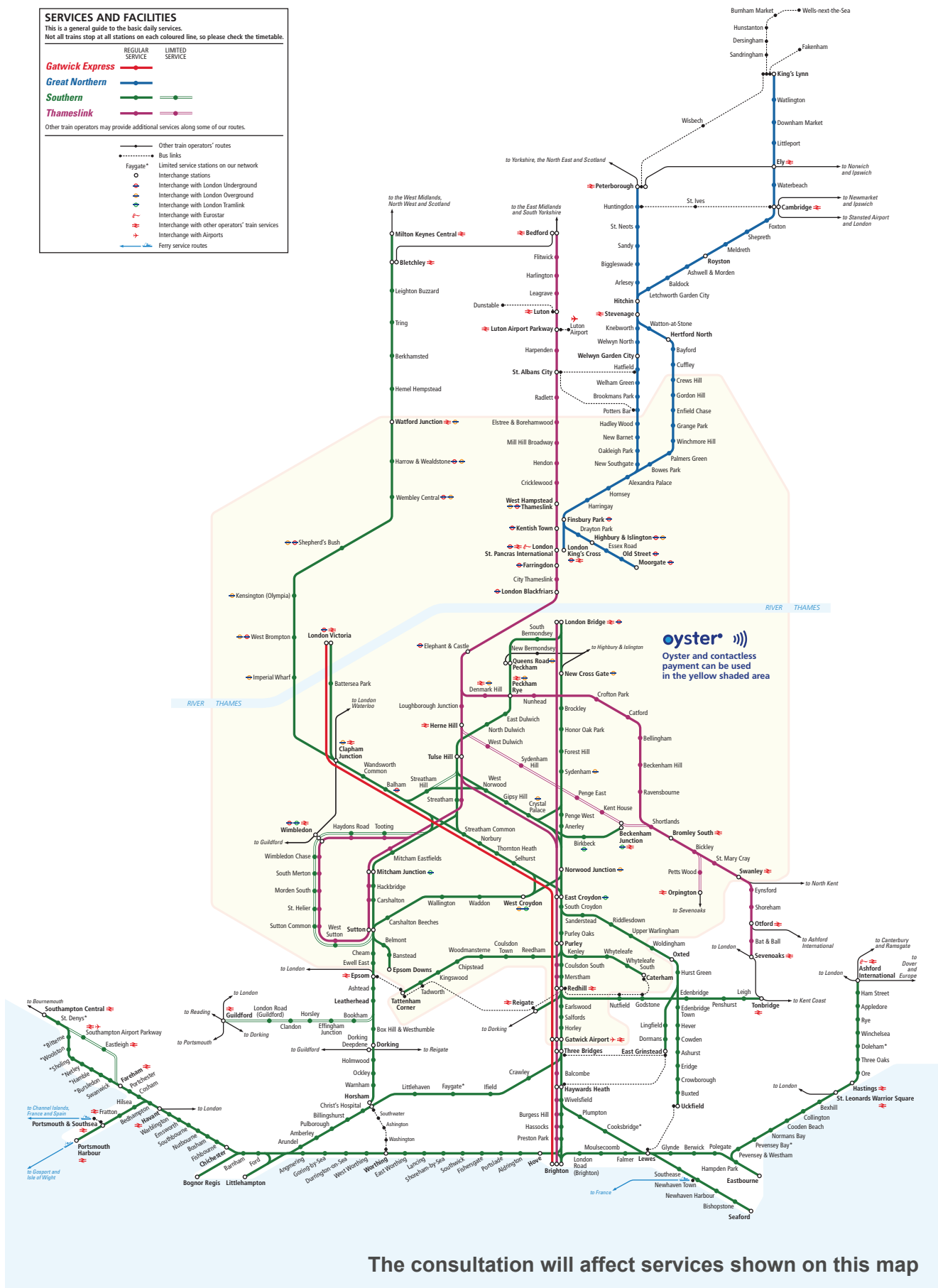
This is a general guide to the basic daily services.

Not all trains stop at all stations on each coloured line, so please check the timetable.

	REGULAR SERVICE	LIMITED SERVICE
Gatwick Express		
Great Northern		
Southern		
Thameslink		

Other train operators may provide additional services along some of our routes.

- Other train operators' routes
- Bus links
- Faygate* Limited service stations on our network
- Interchange stations
- Interchange with London Underground
- Interchange with London Tramlink
- Interchange with Eurostar
- Interchange with other operators' train services
- Interchange with Airports
- Ferry service routes



The consultation will affect services shown on this map

Information sheet 7 – Kent Thameslink

Govia Thameslink Railway (GTR) has launched an extensive Consultation which sets out proposed changes to the timetable which will be operated by GTR in 2018 following completion of the Thameslink Programme.

When the Programme completes in 2018, it will transform north-south travel through London; journeys will be improved with trains every two to three minutes through central London at peak times. Improved connections will give you better travel options to more destinations than ever before, modern track will make your journeys more reliable and new trains will provide additional capacity. This will be

the biggest timetable change on the routes affected in a generation. We are therefore seeking feedback from any interested parties who may be affected by the proposed changes to help shape the new patterns of service.

This consultation will be the earliest a train operator has released proposals in advance of the planned changes allowing sufficient time for meaningful and on-going engagement.

For further information and how to respond please visit our website: thameslinkrailway.com

Kent Thameslink services

Proposed service changes

Proposed new all-day Monday to Friday, Saturday and Sunday Thameslink service on the North Kent line via Greenwich, Dartford and Medway Towns

Proposed new all-day Monday to Friday and Saturday Thameslink service between Maidstone East and Cambridge

Proposals to double the frequency of Thameslink services on the Catford Loop

The following new Thameslink services are proposed to be introduced in 2018:

- Luton – St Albans City – West Hampstead Thameslink – Central London (via Elephant & Castle) – Catford – Bromley South – Orpington
- Cambridge – Stevenage – Central London (via London Bridge) – Swanley – Maidstone East
- Luton – St Albans City – West Hampstead Thameslink – central London (via London Bridge) – Greenwich – Abbey Wood – Dartford – Medway towns

A summary of the proposed changes are:

- Improved off peak services for Luton, Luton Airport Parkway, Harpenden, St Albans City, Radlett, Elstree & Borehamwood, Mill Hill Broadway and West Hampstead Thameslink with services increased from four to six trains per hour during Monday to Fridays, Saturdays and Sundays. These additional train services will run semi fast between Luton and Central London and continue to Greenwich, Dartford and Rainham.
- New cross-London journey opportunities providing multiple connectivity opportunities will be created between Luton – St Albans City – West Hampstead Thameslink – Central London (via London Bridge) – Greenwich – Abbey Wood – Dartford – Rochester – Rainham. This new route will provide multiple new connections with the new east to west Elizabeth Line (formally Crossrail) at Abbey Wood. The route can also be operated by 8 or 12 car trains.
- New all day train services are proposed to be introduced between Kentish Town – Central London (via Elephant & Castle) – Catford – Bromley South – Orpington. During Monday to Friday peak periods these trains will



be extended to and from Luton. This is in addition to the current train services between London Blackfriars – Elephant & Castle – Catford – Bromley South – Swanley – Sevenoaks. During peak periods these trains will be extended to and from Welwyn Garden City. The two routes combine between London Blackfriars and Bickley to provide 4tph on the Catford Loop route at all times of the day, doubling the frequency of Thameslink train services.

- To provide increased frequency the stopping Cambridge services will be linked to Maidstone East. This will provide double the stopping train frequency between Cambridge and Central London. To improve journey times between Maidstone East and Central London, and to re-instate journey opportunities previously removed in 2009, these trains will run via London Bridge (instead of Elephant & Castle). Previously the Maidstone East services were intended to be a predominately peak only. It is now proposed for this service to operate all day Mondays to Fridays and Saturdays. Some services will also be extended to or from Ashford International.

Agenda Item 19

Strategic Planning, Sustainability & Transportation Committee

11 October 2016

Is the final decision on the recommendations in this report to be made at this meeting?

Yes

M20 Junction Assessments

Final Decision-Maker	Strategic Planning, Sustainability and Transportation Committee
Lead Head of Service	Rob Jarman, Head of Planning & Development
Lead Officer and Report Author	Paul Goodenough, Transport Planner, Spatial Policy
Classification	Public
Wards affected	All Wards

This report makes the following recommendations to this Committee:

1. The Committee is asked to note the report updating Members on the progress of modelling work being undertaken for M20 Junctions 5 to 8.

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all
- Securing a successful economy for Maidstone Borough

Timetable

Meeting	Date
Strategic Planning, Sustainability and Transportation Committee	11 October 2016

M20 Junction Assessments

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report updates the Committee on the progress of work undertaken by Mott MacDonald to model the impact of the submitted Maidstone Borough Local Plan on M20 junctions 5 to 8. This work was commissioned by the Borough Council due to Highways England's (HE) holding objection expressed in its Regulation 19 representation to the submitted Local Plan dated 18 March 2016. In their representation HE commented that:

We have a concern that the approach to the assessment of transport impacts may underestimate the full impacts of the Local Plan. We are interested in the full impact of the Local Plan on the SRN, however the approach that you are proposing will see the impacts of particular individual developments only. This may underestimate the impacts of the full Local Plan on the SRN, as smaller developments may individually show little or no impact whereas cumulatively they may have an incremental impact.

- 1.2 In the same representation HE also objected to the draft Integrated Transport Strategy. Their position was reiterated in the following comments:

HE remains supportive of the principles of this document which are consistent with the NPPF. The document seeks to promote sustainable modes of transport, achieving reliable vehicle journey times and supporting sustainable development. We do however need to see evidence that the approach to the transport strategy is sound. The approach should assess the impacts of the full element of the Local Plan that to date has not received planning consent.

- 1.3 A draft technical report (Local Plan Evidence Library document TRA 037) has been submitted to HE, providing evidence that the impact of non-consented Local Plan development (i.e. proposed development on allocated sites but without planning permission) on the strategic highway network can be satisfactorily mitigated. At the time of writing, feedback is awaited from HE on this report before considering whether there is the possibility of progressing towards an agreed Statement of Common Ground for the Local Plan Examination.

2. INTRODUCTION AND BACKGROUND

- 2.1 In its Regulation 19 representation to the submitted draft Maidstone Borough Local Plan dated 18 March 2016, Highways England (HE) expressed a holding objection. HE commented that:

We have a concern that the approach to the assessment of transport impacts may underestimate the full impacts of the Local Plan. We are interested in the full impact of the Local Plan on the SRN, however the

approach that you are proposing will see the impacts of particular individual developments only. This may underestimate the impacts of the full Local Plan on the SRN, as smaller developments may individually show little or no impact whereas cumulatively they may have an incremental impact.

- 2.2 In the same representation HE also objected to the draft Integrated Transport Strategy. Their position was reiterated in the following comments:

HE remains supportive of the principles of this document which are consistent with the NPPF. The document seeks to promote sustainable modes of transport, achieving reliable vehicle journey times and supporting sustainable development. We do however need to see evidence that the approach to the transport strategy is sound. The approach should assess the impacts of the full element of the Local Plan that to date has not received planning consent.

- 2.3 These matters were clarified in a meeting attended by the Borough Council, HE, Kent County Council (KCC), Amey and Mott MacDonald on 12 April 2016. It was confirmed by KCC that the Maidstone VISUM model covers the county road network in detail but not the M20 motorway itself. It was also confirmed that the data underlying the VISUM model is of varying ages, some of it 15 years old. HE therefore recommended that an alternative approach to modelling the impact of Local Plan development on the strategic highway network be pursued without VISUM, with localised junction modelling undertaken at M20 Junctions 5 to 8 to assess likely future conditions and to demonstrate that the impacts of non-consented Local Plan development can be satisfactorily mitigated. HE also requested that merge and diverge assessments were undertaken for the slip roads and main carriageway. These will provide information on the suitability of slip roads and the main carriageway where traffic joins and leaves a motorway to accommodate future traffic flows with Local Plan development.
- 2.4 Mott MacDonald was commissioned by the Borough Council to undertake this work. A meeting attended by the Borough Council, HE, KCC, Amey (KCC's consultants which hold the Maidstone VISUM model) and Mott MacDonald was held on 18 May 2016 which discussed two potential modelling approaches:
- Use of the Maidstone VISUM model data for the localised junction modelling; or
 - A "first principles" approach, manually assigning the traffic associated with Local Plan development (split into consented and non-consented) to each of the four junctions and adding background traffic growth from TEMPro to identify future traffic flow scenarios.
- 2.5 Amey compared junction flows from the 2014 base VISUM model with recent observed traffic count data. This revealed an insufficiently good match between modelled and observed data and all parties agreed that HE would be unlikely to accept the use of future traffic flows forecast by VISUM for the detailed junction assessments. However, it is agreed with KCC that the Maidstone VISUM model is an appropriate traffic modelling and

assessment tool to test the overall impact of the Local Plan on the local (i.e. non-strategic) highway network.

2.6 Hence the “first principles” approach was pursued. This took into account development numbers from Tonbridge & Malling (namely the sites to be included in their Regulation 18 Local Plan consultation) and Swale as well as Maidstone.

2.7 At each junction, the following scenarios were tested for the AM and PM peak hours:

- 2016 Existing Situation
- 2031 Future Situation including TEMPro background traffic growth only
- 2031 With Consented Development (Scenario 1)
- 2031 With Consented and Non-Consented (ALL) Development (Scenario 2)

2.8 Initially, the existing junction layouts were tested against the above scenarios using the ARCADY transport modelling software. The modelling results demonstrated that all of the motorway junctions were at or approaching theoretical junction capacity in 2031 with their existing layouts. Mitigation measures were therefore tested for all four junctions, using the LinSig transport modelling software where junction signalisation has been considered. The mitigation measures comprise:

- J5 –road markings on the circulatory carriageway and signalisation of the M20 West, M20 East and Coldharbour Lane south arms.
- J6 Cobtree Roundabout – changes to road markings/lane allocations and signalisation of the A229 South arm.
- J6 Running Horse Roundabout – changes to road markings/lane allocations on the M20 West off-slip and A229 North arm.
- J7 – changes to road markings/lane allocations and signalisation of the A249 South, A249 Detling Hill and M20 West arms.
- J8 – road markings and signalisation of the A20 Link Road South arm.

2.9 The model outputs provide evidence to indicate that the above measures sufficiently mitigate any impacts that non-consented developments contained in the Local Plan may have on the four motorway junctions, as sought by HE. Within the scope of the localised junction modelling work, HE did not seek measures to further mitigate the impact of Local Plan development which has already been consented.

2.10 Merge and diverge assessments were also undertaken as requested by HE. These determined the suitability of slip roads and the main carriageway where traffic joins and leaves a motorway to accommodate future traffic flows with Local Plan development. The results of the merge and diverge assessments indicate that, although in most circumstances a different layout would be required in future years, this would be required because of background traffic growth and already consented Local Plan development, and not because of the non-consented Local Plan development tested in Scenario 2. The one exception is the Junction 8 westbound merge where a different layout would be required in the AM peak with the addition of non-consented development traffic. This is, however, marginal and flows will

need to be monitored in the future to ascertain whether a change in layout would be required.

- 2.11 The impact of the South East Maidstone Strategic Link (SEMSL) has been considered using modelled flow changes obtained from Amey for the Maidstone VISUM model. With SEMSL in place, Junctions 5, 6 and 7 showed a difference in traffic flows in Scenario 2 of less than 1% during both the AM and PM peak periods, whereas Junction 8 showed an increase of 7.4% in the AM peak and 10.4% in the PM peak. Hence only Junction 8 was subject to detailed capacity assessment for the “with SEMSL” scenario. Without SEMSL, the junction operates within desirable capacity in both the AM and PM peak periods, following mitigation. With SEMSL, the A20 Link Road South arm slightly exceeds desirable capacity in the AM peak.
- 2.12 In conclusion, the junction improvement measures identified in the Mott MacDonald study mitigate any impacts of non-consented development at M20 Junctions 5 to 8.
- 2.13 The full technical report was submitted to HE in early September; detailed feedback is currently awaited on the report although correspondence between Mott MacDonald and HE’s technical advisors regarding the detailed methodology has been ongoing over the summer as the work has progressed. The approach taken has been confirmed by HE’s technical advisors as reasonable.
- 2.14 The next steps will be to review any queries raised by HE, provide any necessary clarification, and work towards an agreed Statement of Common Ground for the Local Plan Examination at the earliest opportunity, with the objective of lifting HE’s objection to the Local Plan and in turn the ITS. Evidence from the M20 modelling work was presented to the Examination Inspector at Session 3A (Transport Modelling Seminar) on 6 October 2016.

3. AVAILABLE OPTIONS

- 3.1 The Committee is asked to note this report updating Members on the progress of modelling work being undertaken for M20 Junctions 5 to 8.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 As set out in 3.1 above, the Committee is asked to note this report.

4. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 4.2 Officers will continue to engage with HE in seeking their feedback on the evidence provided, with consultants providing further technical clarification if required, in order to proceed towards an agreed Statement of Common

Ground for the Local Plan Examination at the earliest opportunity. The Committee will be kept updated as part of this process.

5. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The package of mitigation measures for M20 Junctions 5 to 8 will support Local Plan growth over the period to 2031. By mitigating the impact of planned development on the strategic highway network this will benefit car users, business users (including freight operators) and public transport users alike, contributing to economic growth and improved road safety.	Rob Jarman: Head of Planning & Development
Risk Management	There is a risk that HE will not accept the evidence provided as demonstrating that the impacts of non-consented Local Plan development can be mitigated to a level where congestion is lower than if the development was not built and the mitigation was not implemented. HE's objection to the Local Plan would therefore be maintained.	Rob Jarman: Head of Planning & Development
Financial	No specific financial implications arise from the consideration of this report.	Head of Finance and Resources & Finance Team
Staffing	No specific financial implications arise from the consideration of this report.	Rob Jarman: Head of Planning & Development
Legal	The Borough Council is required to consider its evidence base which supports the progress of the Local Plan.	Kate Jardine Team Leader (Planning), Mid Kent Legal Services
Equality Impact Needs Assessment	The highway improvements necessary to mitigate the impacts of non-consented Local	Anna Collier Policy & Information

	Plan development have been identified in the modelling report. As an element of an overall package of transport improvements for Maidstone Borough the improvements will not have negative equality impacts, and indeed may benefit those without access to a car that use bus services traversing the four junctions.	Manager
Environmental/Sustainable Development	Highway capacity improvements may generate additional traffic. However, if their implementation is aligned with the phasing of development, and forms part of a balanced package of transport improvements, negative impacts on congestion and carbon emissions will be minimised.	Rob Jarman: Head of Planning & Development
Community Safety	No specific implications arise from the consideration of this report.	Rob Jarman: Head of Planning & Development
Human Rights Act	No specific implications arise from the consideration of this report.	Rob Jarman: Head of Planning & Development
Procurement	Consultants are used to prepare specialist or technical evidence to support the Local Plan and are appointed in accordance with the Council's procurement procedures.	Rob Jarman: Head of Planning & Development & Head of Finance and Resources
Asset Management	No specific implications arise from the consideration of this report.	Rob Jarman: Head of Planning & Development

6. REPORT APPENDICES

The draft technical report is not appended due to its length. However, it can be accessed at the Local Plan Evidence Library (document TRA 037).

Strategic Planning, Sustainability & Transportation Committee

11 October 2016

Is the final decision on the recommendations in this report to be made at this meeting? **No**

Community Infrastructure Levy: Draft Charging Schedule

Final Decision-Maker	Council
Lead Director or Head of Service	Rob Jarman: Head of Planning and Development
Lead Officer and Report Author	Andrew Thompson: Principal Planning Officer
Classification	Public
Wards affected	All

This report makes the following recommendations:

A. That the Strategic Planning, Sustainability and Transportation Committee:

1. Approves the revised Draft Regulation 123 List (Appendix B);
2. Note the officer responses to the representations received on the Draft Charging Schedule (Appendix C);

B. That the Strategic Planning, Sustainability and Transportation Committee recommends that Council:

3. Approves the Community Infrastructure Levy: Draft Charging Schedule (Appendix A), Schedule of Modifications (Appendix B) and Draft Regulation 123 List (Appendix C) for submission to the Planning Inspectorate in accordance with Regulation 19 of the Community Infrastructure Levy Regulations 2010 (as amended).

This report relates to the following corporate priorities:

Keeping Maidstone Borough an attractive place for all and Securing a successful economy for Maidstone Borough

- Securing provision of and improvements to infrastructure in our Borough

Timetable	
<i>Meeting</i>	<i>Date</i>
Corporate Leadership Team	26 September 2016
Strategic Planning, Sustainability and Transportation Committee	11 October 2016
Council	7 December 2016

Community Infrastructure Levy: Draft Charging Schedule

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Committee resolved to publish the Draft Charging Schedule, Draft Regulation 123 List and Draft Instalments Policy for consultation at the meeting on 12 July and consultation took place between 5 August and 16 September.
 - 1.2 The principal purpose of the consultation was to seek views on the proposed Community Infrastructure Levy (CIL) charging rates and the viability evidence which underpins these rates. In setting CIL rates, Charging Authorities must strike an appropriate balance between the desirability of funding infrastructure and the viability of development and this will be the key test when the Draft Charging Schedule is examined.
 - 1.3 The Draft Regulation 123 List and Draft Instalments Policy were also published for consultation, however it is not the purpose of the CIL examination to test or scrutinise these documents, which relate more to implementation than the setting of rates.
 - 1.4 Responses to the consultation have been considered by officers and it is not considered that substantive changes are required to any of the documents before the Draft Charging Schedule is submitted for examination.
 - 1.5 This report seeks Committee's approval for minor changes to the Draft Regulation 123 List and Committee is recommended to note the officer responses to the consultation.
 - 1.6 The report also seeks Committee's recommendation to Council to submit the Draft Charging Schedule for examination.
-

2. INTRODUCTION AND BACKGROUND

- 2.1 A total of 21 representations were made during the consultation period which, although not particularly high, is not unexpected given the technical nature of the Community Infrastructure Levy (CIL). For comparison, some 34 responses were received during consultation on the Preliminary Draft Charging Schedule.
- 2.2 Some of the comments relate to the Draft Charging Schedule and supporting viability evidence, however many are more concerned with the implementation of the CIL. A full summary of the representations and officer responses are attached at Appendix C however the key points raised include:
 - That the CIL rate should be higher within the AONB and that comparison retail in the town centre should also carry a CIL charge;
 - Queries regarding the robustness of the Council's viability evidence;

- That the Draft Charging Schedule is premature, given that the Local Plan examination is not yet concluded;
- That the Council has not assessed how potential CIL receipts would compare to the alternative continuation of the existing section 106 regime;
- That the Regulation 123 List should be subject to various suggested amendments; and
- Clarification should be provided on the mechanics of the neighbourhood portion.

Draft Charging Schedule and evidence base

2.3 The Draft Charging Schedule identifies the proposed rates that would be charged for different types of development. Very few respondents comment that the rates are either too high or too low, and no evidence is presented to justify a change to the proposed rates.

2.4 The AONB Unit suggest higher rates should be applied for residential development within the AONB in order to provide greater funding for green infrastructure. The proposed CIL rates must however be rooted in the viability evidence and the Draft Charging Schedule reflects the outcomes of the Maidstone Plan and CIL Viability Study July 2015 and the affordable housing policies in the Local Plan.

2.5 Similarly, although Mr Gardiner suggests that all retail development should carry a CIL charge within the town centre, the Viability Study shows that comparison retail cannot sustain a CIL charge within the town centre boundary. On the other hand, convenience retail can sustain a CIL charge across the borough and therefore the proposal to apply a borough-wide CIL rate for convenience retail is considered justified.

2.6 In respect of the Viability Study itself, only GL Hearn (on behalf of Redrow Homes) make any specific criticisms regarding its methodology or conclusions. Whilst it is acknowledged that the work predates the submission version of the Local Plan, the Study takes a flexible approach to assess a range of development “typologies” and, in proposing CIL charging rates, applies a significant buffer to ensure there is sufficient “headroom” for additional section 106 contributions and variability in site specific circumstances. Relevant factors affecting viability have been tested through the Study and it is considered that the work remains robust for the purposes of the CIL examination.

2.7 Aside from these key examination tests, some representors make more general comments about the principle and timing of pursuing the CIL approach.

2.8 Representations from KCC and Montagu Evans point to the fact that the Local Plan examination is not yet concluded, and comment that there are a number of unresolved objections to the Local Plan. It is asserted therefore, that consultation on a Draft Charging Schedule which is based on the submission Local Plan is premature.

2.9 The National Planning Policy Framework (NPPF) states at paragraph 175 that “where practical, Community Infrastructure Levy charges should be worked up and tested alongside the Local Plan”. The CIL rates are inextricably linked to

policies in the Local Plan, including site allocations and affordable housing policies. Indeed, the supporting viability evidence considers both the Local Plan and the CIL to inform decision making on the appropriate balance between affordable housing requirements and CIL rates. Similarly, the infrastructure evidence developed for the Local Plan supports both the Plan and the CIL.

- 2.10 Whilst the Local Plan is yet to be tested at examination, the Council has followed best practice in developing the Draft Charging Schedule alongside the Plan and it is appropriate that consultation took place to enable its submission and subsequent adoption. The Council has submitted what it considers to be a sound Local Plan and this is an appropriate basis on which to progress the Draft Charging Schedule.
- 2.11 The Draft Charging Schedule will not be examined before the Local Plan examination is sufficiently progressed and, in the event that changes to the Local Plan through its examination necessitate the need for modifications to the Draft Charging Schedule, this can be dealt with through the CIL examination process.
- 2.12 KCC has commented that the Council has not presented an analysis to show how income from CIL would compare with the alternative of continuation under the existing section 106 regime. KCC asserts that implementation of the CIL may actually reduce the total level of infrastructure funding available however no evidence is provided to support this conclusion.
- 2.13 The Council is expected to submit evidence regarding the amount of money collected in recent years through section 106 agreements, and in respect of affordable housing delivery, as part of the evidence base required for submission of the Draft Charging Schedule to the Planning Inspectorate. The Funding Gap Analysis (June 2015) paper will require updating at the point of submission, and it is intended to include this additional analysis within that updated document.
- 2.14 Analysis of the monies secured through section 106 agreements associated with residential planning consents granted between the period April 2011 – March 2016 (the first five years of the Local Plan period) shows that the average per dwelling section 106 contribution over this period was around £6,245. This figure would of course be significantly lower if consents granted without section 106 agreements were included in the calculations.
- 2.15 With the implementation of the CIL, a single dwelling with 90 sqm floorspace in the urban area would incur a liability of around £8,400, whilst the same dwelling in the rural areas would incur a liability of around £8,900. For larger sites which also provide affordable housing the average per dwelling figures (calculated over both market and affordable units) would reduce to around £5,900 in the urban areas and £6,240 in the rural areas. Larger sites however are likely to incur additional contributions for site specific mitigation through section 106 or 278 agreements, or through planning conditions, in addition to their CIL liabilities and affordable housing provision. Overall contributions therefore may be significantly higher.
- 2.16 Whilst it is accepted that some of the larger sites recently gaining consent have made significant contributions through the existing section 106 regime, the above analysis indicates broad alignment between the average per dwelling

figures before and after introduction of the CIL. Larger sites will continue to fund site specific mitigation through other routes, and therefore the overall average per dwelling contribution is likely to increase, not reduce.

- 2.17 Further, the introduction of the CIL brings other significant advantages as sites of ten or less dwellings would be making contributions towards infrastructure through the CIL but are exempt from making contributions under the existing section 106 regime. The introduction of the CIL also provides Parish Councils and communities with funding for local infrastructure, where development takes place within their areas and, importantly, the CIL will also allow the Council, as Charging Authority, to direct CIL receipts towards key strategic infrastructure projects which do not meet the strict tests for the use of section 106 planning obligations.

Draft Regulation 123 List

- 2.18 The Draft Regulation 123 List sets out the types of infrastructure which may be funded wholly or partly through the CIL, and identifies any exclusions to this approach; where developer contributions will continue to be sought through section 106 planning obligations, section 278 agreements or planning conditions. The approach is in line with Policy ID1 of the Local Plan which sets out that the CIL will be used for strategic infrastructure projects, which relate to multiple sites and/or cumulative impacts, whilst section 106/278 agreements will be used for site specific infrastructure mitigation.
- 2.19 Representations from KCC, Highways England (HE), Staplehurst Parish Council, the Environment Agency (EA) and Woodland Trust seek amendments to the Draft Regulation 123 List. The EA and Woodland Trust seek specific references to Water Framework Directive schemes and woodland planting schemes respectively, however it is considered that such schemes are already encapsulated within the List.
- 2.20 KCC are generally supportive of the List but seek amendments to the education section to create more flexibility in the description of the primary education mitigation for site H1 (8) West of Church Road, Otham and to move the new primary school at the Lenham Broad Location from a CIL scheme to a section 106 scheme. KCC also seek a flexible approach to the funding of the potential South East Maidstone Strategic Link (SEMSL) through the CIL and/or section 106 planning obligations.
- 2.21 Once in place, the List can usually be updated without creating the need for a full review of the CIL Charging Schedule, and the need to keep the List under review is recognised. Should new evidence be made available, or circumstances change, later in the Local Plan period, there is scope to consider amending the List if necessary. KCC's proposed modification regarding H1 (8) is considered to be a reasonable change to make at this stage however, and the revised Draft Regulation 123 List (Appendix B) now reflects the need for flexibility at site H1 (8).
- 2.22 In regard to the Lenham Broad Location however, the delivery of a new primary school is not directly comparable to the school at the Invicta Barracks Broad Location, as asserted by KCC. The Lenham Broad Location is comprised of multiple sites and landownerships, and therefore the new primary school is a

strategic infrastructure response to support the Broad Location, not site specific mitigation as is the case at Invicta Barracks. Local Plan Policy ID1 establishes that the Council will use CIL in these circumstances, not section 106 agreements, and therefore it is not proposed to modify the List in respect of this project.

2.23 HE has sought clarification on the use of section 278 agreements to fund works to the Strategic Road Network and therefore the revised Draft Regulation 123 List (Appendix B) reflects this more specifically in the list of exclusions.

2.24 Staplehurst Parish Council seek amendments to the List to include foul and surface drainage. Where appropriate, drainage infrastructure will continue to be funded through section 106 agreements or through planning conditions and this is already set out in the List. Separately, Southern Water's representations confirm again that the CIL is not an appropriate method of funding waste water or sewerage infrastructure.

Draft Instalments Policy

2.25 Representations from KCC and Gladman support the principle of introducing the Draft Instalments Policy and no objections have been received to the approach from the development industry. Staplehurst Parish Council has commented that all CIL liabilities should be paid within 24 months of commencement. However, the later trigger point at 36 months only applies to the remaining 30% of sums over £1m and the approach is considered to be reasonable.

Governance and administration

2.26 A number of representors, including Parish Councils, have made a variety of comments on the application and mechanics of the neighbourhood portion. It is important to note that the criteria governing the circumstances where the neighbourhood portion increases from 15% to 25% are set nationally, and the Draft Charging Schedule reflects these national requirements.

2.27 The Council has committed to working with Parish Councils and communities to develop the administrative and governance framework to implement the CIL. Early work in this area is now beginning and the Council will ensure that necessary arrangements are in place in a timely manner to support the implementation of the CIL.

2.28 KCC also seek constructive engagement with the Council in the development and implementation of appropriate governance arrangements. This position is welcomed and it is considered that the role of KCC, and other infrastructure providers, in these processes will be essential to ensure effective implementation of the CIL regime.

Conclusions

- 2.29 In summary therefore, it is not considered that any substantive amendments are required to the Draft Charging Schedule and the document should be submitted for examination together with a revised Draft Regulation 123 List (Appendix B). The Funding Gap Analysis paper will be updated for submission to demonstrate the up-to-date position on the aggregate funding gap, and will include up-to-date analysis of funds secured through section 106 agreements in recent years.

3. AVAILABLE OPTIONS

Option 1a: Approve the Schedule of Modifications to the Draft Charging Schedule (Appendix B) and the revised Draft Regulation 123 List (Appendix C). This option should be selected if the modifications and revisions outlined are considered to be necessary.

Option 1b: Reject the Schedule of Modifications to the Draft Charging Schedule (Appendix B) and the revised Draft Regulation 123 List (Appendix C). This option should be selected if the modifications are not considered to be necessary.

Option 3a: Recommend that Council approves the Community Infrastructure Levy: Draft Charging Schedule (Appendix A), Schedule of Modifications (Appendix B) and Draft Regulation 123 List (Appendix C) for submission to the Planning Inspectorate in accordance with Regulation 19 of the Community Infrastructure Levy Regulations 2010 (as amended). This option should be selected if it is considered that the documents meet the specific assessment criteria available to the Independent Examiner.

Option 3b: Reject the Community Infrastructure Levy: Draft Charging Schedule (Appendix A), Schedule of Modifications (Appendix B) and Draft Regulation 123 List (Appendix C) for submission to the Planning Inspectorate in accordance with Regulation 19 of the Community Infrastructure Levy Regulations 2010 (as amended). This option should be selected if it is considered that the documents do not meet the specific assessment criteria available to the Independent Examiner.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 Option 1a is recommended. The representations submitted in response to the consultation have been considered and the proposed changes to the Draft Charging Schedule and Draft Regulation 123 List are considered necessary for clarity and to reflect some of the comments received.
- 4.2 Option 3a is recommended. The assessment criteria available to the Independent Examiner are set out below. The Draft Charging Schedule should:

- Comply with the legislative requirements set out in the Planning Act 2008 and the Community Infrastructure Levy Regulations 2010 (as amended);
- Be supported by background documents containing appropriate available evidence;
- Propose rates which are informed by and consistent with the evidence on economic viability across Maidstone Borough; and
- Evidence that the proposed rates would not threaten delivery of the Maidstone Borough Local Plan 2011 – 2031 as a whole.

4.3 The representations submitted in response to the consultation have been considered and minor changes are proposed, in accordance with Option 1a. It is considered that the Draft Charging Schedule, together with the Schedule of Modifications and Draft Regulation 123 List, meets these four tests and can therefore be submitted for independent examination.

5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

5.1 Responses to the Preliminary Draft Charging Schedule consultation in 2014 and Committee and Cabinet decisions have helped to shape the Draft Charging Schedule. Responses to the Draft Charging Schedule consultation have informed the Schedule of Modifications and revised Draft Regulation 123 List.

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

6.1 Following submission of the Draft Charging Schedule to the Planning Inspectorate the Draft Charging Schedule will be subject to independent examination. Examination can be undertaken either through written representations or through hearing sessions, however this is the decision of the appointed examiner.

7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The CIL Charging Schedule will support the delivery of the Local Plan and will assist in the delivery of the Council's corporate priorities.	Head of Planning and Development
Risk Management	The CIL will help to overcome some of the existing challenges in securing the delivery of necessary strategic infrastructure. Any delay in the introduction of CIL could exacerbate these issues.	Head of Planning and Development
Financial	The CIL will provide a significant source of funding towards delivery of the infrastructure needed to support	Head of Finance & Resources

	development in the borough. Up to 5% of annual CIL receipts can be retained by the Council for use towards the cost of CIL administration.	
Staffing	Management, monitoring and administration of the CIL may require a dedicated resource to ensure its effective implementation. Separately, more detailed infrastructure planning work is likely to be required to inform decision making on the allocation of CIL monies.	Head of Planning and Development
Legal	The Draft Charging Schedule and accompanying evidence base is required to facilitate its progression through Examination in Public, to adoption.	Team Leader (Planning), Mid Kent Legal Services
Equality Impact Needs Assessment	The IDP identifies the infrastructure necessary to support development in a sustainable manner, and therefore seeks to minimise the potential equality impacts of new development in the borough. The CIL will play a key role in delivering key strategic and community infrastructure which should benefit those equality groups most in need.	Policy & Information Manager
Environmental/Sustainable Development	The CIL will play a key role in delivering the infrastructure required to support planned development in order to mitigate the environmental and social impacts of new development, promote sustainable communities and facilitate economic development and growth within the borough.	Head of Planning and Development
Community Safety	The CIL will play a key role in the delivery of infrastructure schemes required to mitigate the safety impacts of new development such as transport schemes and potentially policing infrastructure.	Head of Planning and Development
Human Rights Act	N/A	Head of Planning and Development
Procurement	Consultants are used to prepare specialist or technical evidence to support the CIL and the Local Plan and are appointed in accordance with the Council's procurement procedures.	Head of Planning and Development Section 151 Officer
Asset Management	N/A	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 A: Community Infrastructure Levy: Draft Charging Schedule.
 - Appendix B: Draft Regulation 123 List.
 - Appendix C: Summary of representations and officer responses.
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9. BACKGROUND PAPERS

- Background Paper A: Infrastructure Delivery Plan (May 2016)
http://www.maidstone.gov.uk/_data/assets/pdf_file/0016/121129/SUB-011-Infrastructure-Delivery-Plan-May-2016.pdf
- Background Paper B: Revised Plan and CIL Viability Study (July 2015)
http://www.maidstone.gov.uk/_data/assets/pdf_file/0011/94736/Revised-Plan-and-Community-Infrastructure-Levy-CIL-Viability-Study-2015.pdf
- Background Paper C: Draft Instalments Policy (July 2016)
<http://maidstone-consult.limehouse.co.uk/file/4100566>
- Background Paper D: Funding Gap Analysis (June 2016)
<http://maidstone-consult.limehouse.co.uk/file/4100567>

Community Infrastructure Levy Draft Charging Schedule



This document is produced by
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1 Consultation	1
2 Introduction	2
3 Infrastructure Delivery	4
4 Local Plan Viability Testing	6
Residential	6
Non-residential	7
5 Implementation	8
6 Duty to pass CIL to local councils	10
Duty to pass CIL to local councils	10

Appendices

A CIL charging zones	11
B Calculation of the CIL charge	13

1.1 The Community Infrastructure Levy (CIL) Draft Charging Schedule consultation commences on Friday 5 August 2016 and closes at 5pm on Friday 16 September 2016.

1.2 Comments on the Draft Charging Schedule can be submitted to the Council's online consultation web page at: maidstone-consult.limehouse.co.uk/portal.

1.3 Comments can also be submitted using the CIL consultation form, which is available from the council web page, or in hard copy from the Spatial Policy team. CIL consultation forms or other written comments can be submitted either electronically or by post.

Introduction

2.1 Consultation on the Preliminary Draft CIL Charging Schedule was undertaken between 21 March and 7 May 2014, alongside consultation on the draft Maidstone Borough Local Plan (2011 - 2031). Planning, Transport and Development Overview and Scrutiny Committee subsequently considered responses to the consultation on 16 September 2014.

2.2 This document produces the Draft CIL Charging Schedule for consultation which is the next stage in the process in introducing the CIL for Maidstone Borough.

2.3 The Council will seek to implement the CIL in a timely manner following adoption of the Maidstone Borough Local Plan (2011 - 2031). The table below outlines the key stages and timetable for adoption of CIL.

Stage	Date
Preliminary Draft CIL Charging Schedule	March - May 2014
Draft Charging Schedule	August - September 2016
Submission of CIL Draft Schedule to Planning Inspectorate	December 2016
CIL Examination	March 2017 ⁽¹⁾
Adoption and implementation of CIL	Autumn 2017 ⁽²⁾

Table 1: CIL Timetable

1. Dependent upon outcome of Local Plan EiP
2. Dependent upon outcome of Local Plan EiP

2.4 The Government considers that the CIL should provide a faster, fairer, more certain and transparent means of collecting developer contributions towards infrastructure, compared to individually negotiated section 106 agreements. The CIL is a per square metre charge payable on almost all new development which creates net additional floorspace (calculated on gross internal area). The charge can be differentiated by geographical area, and by development type, and must be based on viability evidence.

2.5 The purpose of the charge is to provide a funding source which will help to deliver necessary infrastructure to accommodate new development across the borough. This necessary infrastructure is identified within the Maidstone Borough Local Plan and the accompanying Infrastructure Delivery Plan.

2.6 Some types of development, notably affordable housing, self-build housing and charitable uses, are exempt from being charged the CIL. A size threshold of 100m² also applies to non-residential developments. Where exemptions do not apply, the council must set a CIL charge, even if it is £0 per m². The proposed CIL charging rates are set out in part five of this document.

2.7 In light of the viability evidence, and given the very rare circumstances in which relevant criteria would be satisfied, the council has decided not to introduce exceptional circumstances relief policy.

Infrastructure Delivery

Maidstone Borough Local Plan

3.1 The Maidstone Borough Local Plan (2011 - 2031) will replace the existing Maidstone Borough-Wide Local Plan 2000. The new Local Plan sets out a strategy to meet identified development needs for housing through the provision of at least 18,560 homes, in addition to new employment, retail and open space and gypsy and traveller accommodation.

3.2 The Infrastructure Delivery Plan (IDP) sets out the infrastructure schemes which have been identified as necessary to support the delivery of development proposed in the Maidstone Borough Local Plan. The IDP is published separately to the Local Plan and is updated as necessary. The infrastructure identified in the IDP is not intended to deal with existing deficits, rather it is to accommodate new development. However, in practice these two outcomes are often delivered together.

3.3 The council has produced the IDP in consultation with a range of local service providers and partners, including but not limited to Southern Water, South East Water, Kent County Council, West Kent Clinical Commissioning Group and the Environment Agency. The IDP takes account of the latest available evidence including documents such as the Integrated Transport Strategy and the County Council's School Commissioning Plan for Kent, and identifies broadly how and when the schemes will be delivered.

Relationship between the CIL and Section 106 planning obligations

3.4 The Community Infrastructure Levy Regulations (2010) (as amended) set into statute the tests for using section 106 planning obligations. This represents a tightening of the rules and has meant that local planning authorities and developers are both being more careful with regard to what potential planning obligations can be considered legitimate.

Tests for a section 106 planning obligation

A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is -

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

3.5 In addition, the CIL Regulations now restrict the pooling of section 106 agreements where five or more obligations for that project or type of infrastructure have already been entered into since 6 April 2010. The introduction of the CIL will therefore provide greater flexibility for the council and infrastructure providers in delivering strategic infrastructure, as receipts can be pooled and spent without such restrictions.

3.6 Following the introduction of the CIL, the use of section 106 agreements will be scaled back and limited to site specific infrastructure necessary to make development acceptable in planning terms. The CIL will therefore become the primary mechanism by which developers make contributions towards the delivery of strategic infrastructure. The list of relevant infrastructure (Regulation 123 List) sets out how the CIL and section 106 agreements will be used following the introduction of the CIL.

3.7 Where the council provides funding for infrastructure from CIL receipts, it will require an agreement, similar to a deed of obligation [used with section 106 obligations], that specifies how the infrastructure provider will use the funding for its intended purpose.

List of relevant infrastructure (Regulation 123 List)

3.8 The Local Plan and IDP support the development of the CIL Regulation 123 List which identifies the infrastructure types and/or projects intended to be funded wholly or partly by the CIL. The council must demonstrate that developers will not be charged twice for the same infrastructure projects, and therefore the Regulation 123 List also identifies the exclusions where section 106 agreements will continue to be used to fund infrastructure.

3.9 It should be noted that the inclusion of a project or type of infrastructure in this 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.

3.10 The list of relevant infrastructure will be reviewed each year as part of the council's CIL monitoring process. This review will determine, as the Local Plan period progresses, whether the list remains appropriate to be able to deliver infrastructure in support of the Local Plan. This will take into account the ongoing performance of infrastructure delivery and will determine if for any reason the list needs to be amended. The council must consult on amendments to the list of relevant infrastructure, however, the specific process for doing this is within the council's discretion. Amendments to the list that adversely affect plan viability will prompt a necessary review of the charging schedule.

Local Plan and CIL Viability Testing

4.1 In July 2015, the council published a Revised Plan and CIL Viability Study⁽¹⁾ undertaken by Peter Brett Associates to inform updated Maidstone Borough Local Plan policies and the continued development of the CIL. The Viability Study considered the viability and deliverability of the Local Plan as a whole and assessed the viability of development allocations to inform the setting of CIL charging rates.

4.2 The Viability Study provides a high level analysis, undertaken in accordance with the Royal Institute for Chartered Surveyors (RICS) valuation guidance, and tested a number of hypothetical and named schemes that represent the proposed allocation of development land, as identified in the Local Plan. The approach involves a comparison of the "residual value" with a benchmark land value to determine the balance that could be available to support policy costs, such as affordable housing and infrastructure.

4.3 The viability testing was split between residential and non-residential uses.

Residential

4.4 To provide comprehensive coverage of the variety sites and schemes proposed in the Local Plan, some 24 different typologies of residential development were tested. The factors considered included small/large sites, brownfield/greenfield development and urban/rural locations, in addition to more specialist types of residential development including care homes, extra care facilities and retirement homes. Site specific assessments were undertaken for two urban brownfield development sites, including Springfield, Royal Engineers Road, Maidstone (Policy H1 (11) in the Local Plan).

4.5 The assessment indicated that all typologies tested were viable without policy requirements, and proceeded to test a number of alternative scenarios to establish potential viability at a range of affordable housing rates. The assessment was used to inform the setting of affordable housing rates in the Local Plan, as set out in Policy DM13. A summary of the rates is provided below.

Development Type/Location	Affordable Housing Rate (%)
Residential (Urban)	30
Residential (Rural)	40
Residential (Springfield H1 (11))	20
Retirement housing / extra care	20
Residential care homes / nursing homes	0

Table 2: Local Plan Affordable Housing Rates (Policy DM13)

1 <http://www.maidstone.gov.uk/residents/planning/local-plan/evidence>

4.6 Taking these rates into account, CIL charges are calculated using the residual "headroom" and allowing for a buffer to account for potential section 106/278 costs and changes in site specific circumstances.

Non-residential

4.7 Viability testing of non-residential uses adopted a similarly high level approach and considered the viability of 10 different typologies including a variety of retail, commercial and business uses to reflect the types of uses likely to come forward during the period of the Local Plan. The assessment specifically considered the viability of retail and office uses within the town centre.

4.8 The development types tested do not need to coincide with those defined in the Use Classes Order (as updated in 2013). In practice this means that for viability and CIL purposes, a degree of sensitivity can be applied to uses that in traditional terms might be considered to be part of the same use class. The principal example of such differentiation within the same use class having been applied is in the case of retail. Charging Authorities have sought to justify a differentiation between convenience and comparison retail, based on varying characteristics and, importantly, significant differences in development viability. In Maidstone, it is clear that town centre comparison retail cannot sustain a CIL charge, whereas comparison retail located outside of the town centre can. The assessment suggests however that convenience retailing can sustain a CIL charge both within and outside of the town centre.

4.9 Although a variety of other non-residential uses were tested for viability, the assessment indicates that none of the other uses would be able to sustain a CIL charge.

Implementation

Setting the CIL Rates

5.1 The rates are informed by the viability evidence base at a level that does not put the overall quantum of development proposed in the Local Plan at risk. CIL charges should not be set near the margins of viability and therefore the proposed rates accommodate an adequate buffer to allow for potential section 106/278 costs and changes in site specific circumstances. In accordance with the CIL Regulations, for any types of uses that are unable to sustain a CIL charge a £0 CIL rate has been applied.

5.2 Charges for residential development vary depending on the location of development. Development located outside of the Urban Boundary will attract the higher rate whereas development located within the Urban Boundary will attract the lower rate. Land at Springfield, Royal Engineers Road, Maidstone (Policy H1 (11)) attracts a significantly lower rate, based on the viability evidence. Figure 1 at Appendix A shows the boundaries applicable to residential development.

5.3 Charges for comparison retail also vary depending on the location of development. Development located outside of the Town Centre Boundary will attract a charge, whilst development within the Town Centre Boundary will not. Figure 2 at Appendix A shows the boundaries applicable to comparison retail development.

5.4 All other charges apply at the same rate across the borough.

5.5 The proposed charging schedule is set out below.

Development Type / Location	CIL Charge (£ per sqm)
Residential (Within the Urban Boundary)	£93
Residential (Outside the Urban Boundary)	£99
Site H1 (11) Springfield, Royal Engineers Road, Maidstone	£77
Retirement and extra care housing	£45
Retail - wholly or mainly convenience	£150
Retail - wholly or mainly comparison (Outside the Town Centre Boundary)	£75
All other forms of CIL liable floorspace	£0

Table 3: Proposed CIL Charging Rates

Payment in Kind

5.6 In accordance with Regulation 73 of the CIL Regulations, the Council may support the payment of part of a CIL liability in the form of one or more land payments. This will be subject to the following conditions:

- The Council must be satisfied that the land to be transferred would be appropriate for the provision of necessary infrastructure to support growth in the Borough. It is entirely at the Council's discretion as to whether to accept a land transfer in lieu of CIL.
- Transfers of land as payment in kind in lieu of CIL will only take place in exceptional circumstances and is in addition to any transfer of land which may be required via section 106 agreements.
- The chargeable development must not have commenced before a written agreement with the Council to pay part of the CIL amount in land has been made. This agreement must state the value of the land to be transferred.
- The person transferring the land to the charging authority as payment must have assumed liability to pay CIL and completed the relevant CIL forms.
- The land to be transferred must be valued by a suitably qualified and experienced independent person as agreed with the Council. The valuation must represent a fair market price for the land on the day that it is valued and reflect the relevant purposes for which the land will be utilised.
- The land, subject to the transfer, must be free from any interest in land and encumbrance to the land, buildings or structures.
- The land, subject to the transfer, must be fit for a relevant purpose being the provision of necessary infrastructure to support growth in the Borough.
- The Council may transfer the land, at no cost, to a third party for the provision of infrastructure.

Duty to pass CIL to local councils

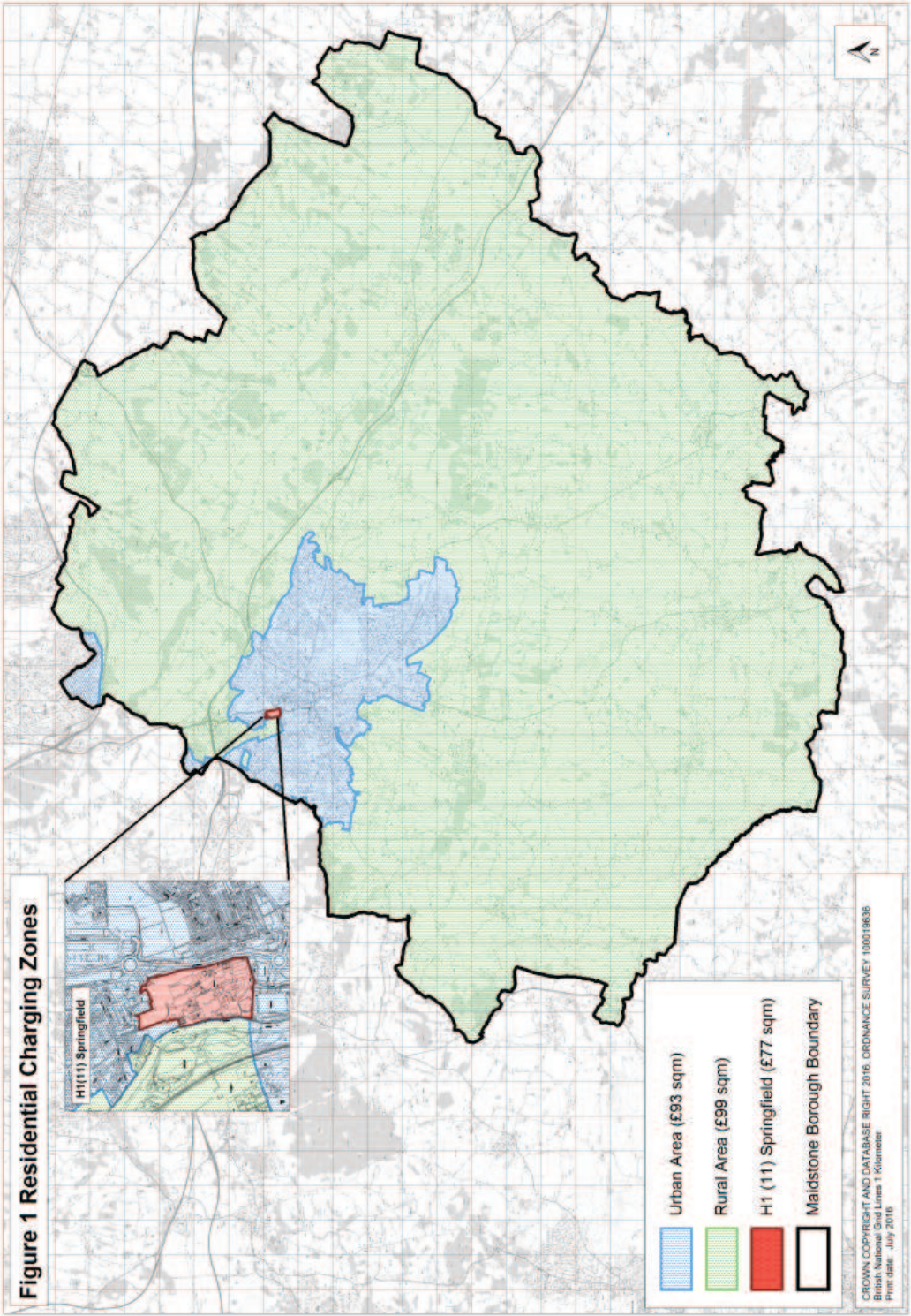
6.1 The Community Infrastructure Levy (Amendment) Regulations 2013 make provision for a proportion of CIL receipts - known as the neighbourhood portion - to be passed to Parish Councils, or be spent on behalf of communities where there is no Parish Council. The proportion passed to the Parish Council, or spent on behalf of the neighbourhood, is dependent on whether or not a neighbourhood plan has been "made" within the relevant area.

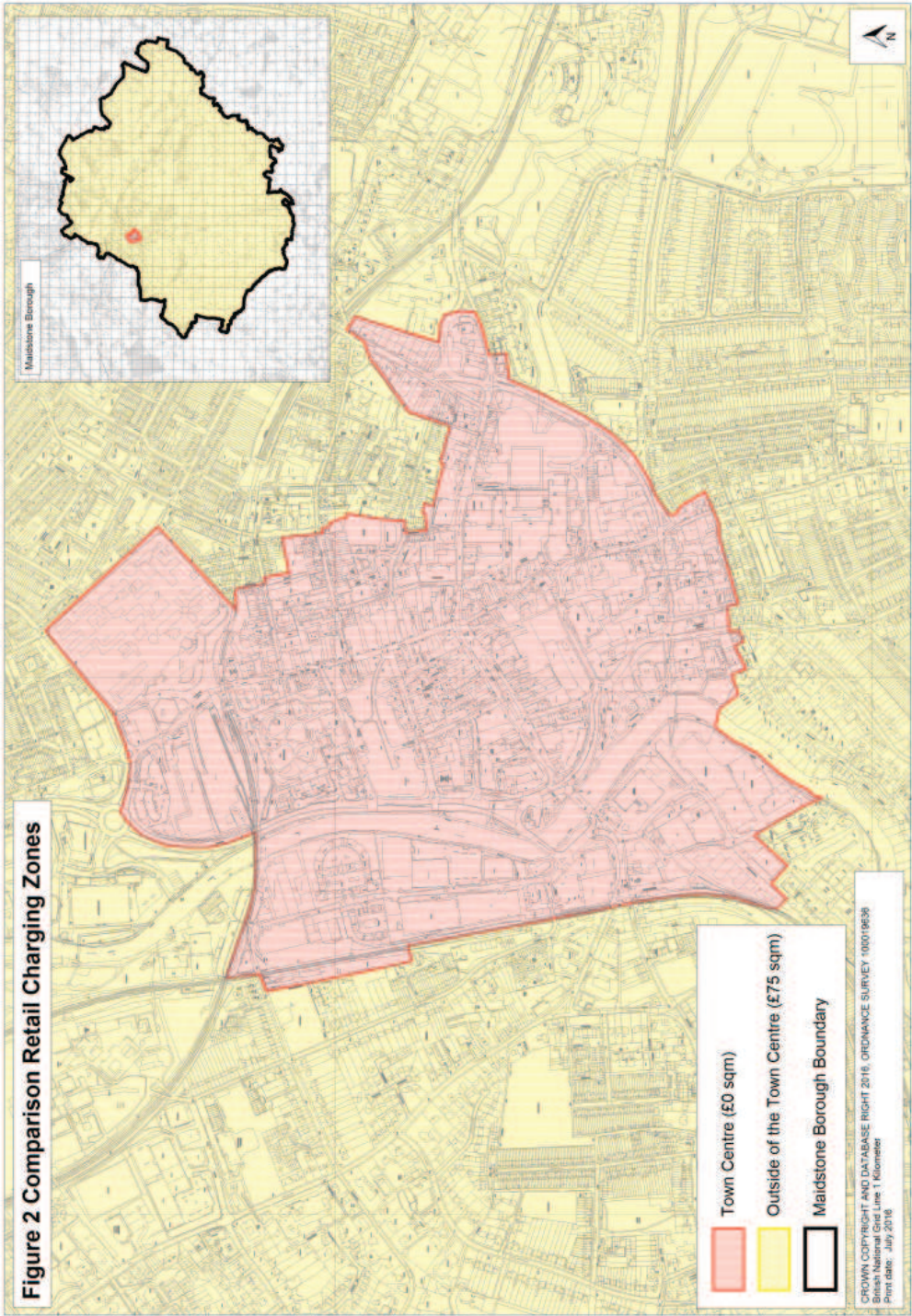
6.2 In areas where no neighbourhood plan is in place, 15% of the receipts associated with a development in that area (capped at £100 per existing council tax dwelling) will be paid to the Parish Council or will be spent on behalf of the community. Where a neighbourhood plan has been "made" 25% of CIL receipts (with no cap) will be passed to the Parish Council or will be spent on behalf of the community.

6.3 Much of Maidstone Town lies outside of established Parish boundaries and a significant level of development is expected within this area. CIL receipts collected in this area will be retained by the council as Charging Authority, however the council will engage with the communities where development has taken place and agree with them how best to spend the neighbourhood funding. Where development takes place within an area with a neighbourhood plan, the council and communities will consider how the neighbourhood portion can be used to deliver the infrastructure identified in the neighbourhood plan as required to address the demands of development.

6.4 The neighbourhood portion of the levy funding is subject to a much wider definition in regards to how the monies can be spent. The monies must be spent on supporting the development of the area however this can be achieved through:

- The provision, improvement, replacement, operations or maintenance of infrastructure; or
- Anything else that is concerned with addressing the demands that development places on an area.





Calculation of the CIL Charge

The method of calculation of the CIL charge is set out in Regulation 40 in the CIL Regulations 2010 as amended by the 2014 Regulations:

“Calculation of chargeable amount

40.-(1) The collecting authority must calculate the amount of CIL payable (“chargeable amount”) in respect of a chargeable development in accordance with this regulation.

(2) The chargeable amount is an amount equal to the aggregate of the amounts of CIL chargeable at each of the relevant rates.

(3) But where that amount is less than £50 the chargeable amount is deemed to be zero.

(4) The relevant rates are the rates, taken from the relevant charging schedules, at which CIL is chargeable in respect of the chargeable development.

(5) The amount of CIL chargeable at a given relevant rate (R) must be calculated by applying the following formula-

$$\frac{R \times A \times I_p}{I_c}$$

Where-

A = the deemed net area chargeable at Rate R, calculated in accordance with paragraph (7);

I_p = the index figure for the year in which planning permission was granted; and

I_c = the index figure for the year in which the charging schedule containing rate R took effect.

(6) In this regulation the index figure for a given year is-

(a) the figure for 1st November for the preceding year in the national All-in Tender Price Index published from time to time by the Building Cost Information Service of the Royal Institution of Chartered Surveyors(1); or

(b) if the All-in Tender Price Index ceases to be published, the figure for 1st November for the preceding year in the retail prices index.

(7) The value of A must be calculated by applying the following formula-

$$\frac{G_R - K_R - (G_R \times E)}{G}$$

Where –

G = the gross internal area of the chargeable development;

G_R = the gross internal area of the part of the chargeable development chargeable at rate R ;

K_R = the aggregate of the gross internal areas of the following-

- i. retained parts of in-use buildings, and
- ii. for other relevant buildings, retained parts where the intended use following completion of the chargeable development is a use that is able to be carried on lawfully and permanently without further planning permission in that part on the day before planning permission first permits the chargeable development;

E = the aggregate of the following-

- i. the gross internal areas of parts of in-use buildings that are to be demolished before completion of the chargeable development, and
- ii. for the second and subsequent phases of a phased planning permission, the value E_x (as determined under paragraph (8)), unless E_x is negative,

provided that no part of any building may be taken into account under both of paragraphs (i) and (ii) above.

(8) The value E_x must be calculated by applying the following formula-

$$E_P - (G_P - K_{PR})$$

Where-

E_P = the value of E for the previously commenced phase of the planning permission;

G_P = the value of G for the previously commenced phase of the planning permission; and

K_{PR} = the total of the values of K_R for the previously commenced phase of the planning permission.

(9) Where a collecting authority does not have sufficient information, or information of sufficient quality, to enable it to establish that a relevant building is an in-use building, it may deem it not to be an in-use building.

(10) Where a collecting authority does not have sufficient information, or information of sufficient quality, to enable it to establish-

- a. whether part of a building falls within a description in the definitions of K_R and E in paragraph (7); or
- b. the gross internal area of any part of a building falling within such a description,

It may deem the gross internal area of the part in question to be zero.

(11) In this regulation-

“building” does not include-

- i. a building into which people do not normally go,
- ii. a building into which people go intermittently for the purpose of maintaining or inspecting machinery, or
- iii. a building for which planning permission was granted for a limited period;

“in-use building” means a building which-

- i. is a relevant building, and
- ii. contains a part that been in lawful use for continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development;

“new build” means that part of the chargeable development which will comprise new buildings and enlargements to existing buildings;

“relevant building” means a building which is situated on the relevant land on the day planning permission first permits the chargeable development;

“relevant charging schedules” means the charging schedules which are in effect-

- i. at the time planning permission first permits the chargeable development, and
- ii. in the area in which the chargeable development will be situated;

“retained part” means part of a building which will be-

- i. on the relevant land on completion of the chargeable development (excluding new build),
- ii. part of the chargeable development on completion, and
- iii. chargeable at rate R.

1. Registered in England and Wales RC00487.”

Community Infrastructure Levy: Draft Charging Schedule – Draft Regulation 123 List (October 2016)

Community Infrastructure Levy: Draft Charging Schedule

Draft 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
<p>Highways and transportation</p> <p>Transport infrastructure including highway improvement schemes, walking and cycling (including public realm) and public transport infrastructure and improvements.</p>	<p>On or off site infrastructure and improvements required to make the development acceptable in planning terms.</p> <p>Improvements or works to the Strategic Road Network.</p>
<p>Education provision</p> <p>Education infrastructure including primary and secondary education infrastructure and improvements.</p>	<p>On or off site primary and secondary school facilities required specifically to serve a new development including the following schemes identified in the Infrastructure Delivery Plan:</p> <ul style="list-style-type: none"> - 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.
<p>Health provision</p> <p>Health infrastructure including primary healthcare infrastructure and improvements.</p>	<p>On or off site health infrastructure facilities required to make the development acceptable in planning terms.</p>

Community Infrastructure Levy: Draft Charging Schedule – Draft Regulation 123 List (October 2016)

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.

Maidstone Borough Council - Community Infrastructure Levy: Draft Charging Schedule consultation 5 August to 16 September 2016

Summary of Representations and Officer Responses

Rep No	ID	Name	Representing on behalf of	Organisation Type/	Summary of Representation	Council's response
1	1013008	Robert Gardiner			Re 5.3 - I see no reason why retail within the town centre area should be excluded. MBC should set a chargeable rate with the option to suspend the charge for particular schemes which meet MBCs other objectives for the town centre.	The Council's viability evidence supports the introduction of the Levy for convenience retail both within and outside of the Town Centre. For comparison retail however, the evidence demonstrates that the Levy can only be sustained outside of the Town Centre boundary. The proposed rates therefore reflect the Council's viability evidence.
2	1013008	Robert Gardiner			6.3 There is no evidence that engagement with a parish would lead to any resolution with the parish. I recommend that MBC engage with the parish and in the absence of resolution that not less than 30% of the receipts be delivered to the parish for appropriate local spending. I also recommend that this be required within 26 weeks of the receipts being received from the developer.	The Council recognises its duty to pass CIL receipts to local councils, as set out in the CIL Regulations and Planning Practice Guidance. The Council has committed to engage with local councils through the development of the administrative and governance arrangements required to support the effective implementation of the CIL.
3	932530	Catherine Tonge	Natural England	Statutory body	The matters of the scales and mechanisms for CIL charging falls beyond the Natural England's remit and have no comments to offer at this stage.	The comments are noted.
4	557593	Trevor Hall	Kent Police	Infrastructure Provider	Having reviewed the document Kent Police is content it satisfies all necessary legislative and NPPF requirements and supports the proposals.	The comments are noted.
5	668511	Kevin Brown	Highways England	Infrastructure Provider	Any and all works to the SRN these days, in accordance with DCLG guidance, (http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/other-developer-contributions/) are likely to be dealt with via a S278 agreement. Therefore we would suggest that it might be helpful to include clarifying text on this matter in your CIL documentation and your IDP.	For clarity, the Draft Regulation 123 List will be updated to confirm that works to the Strategic Road Network would not be funded through the CIL. This will also be reflected when the Infrastructure Delivery Plan is next updated.
6	1021064	Bernard Cresswell			6.2 I see no evidence or reason why a Parish council that has not supplied a neighbourhood plan should receive less CIL percentage to one that has. By way of example Linton is governed by a conservation area plan.	The Council recognises its duty to pass CIL receipts to local councils, as set out in the CIL Regulations and Planning Practice Guidance. Where all or part of a chargeable development is not in an area that has a neighbourhood development plan in place the Council must pass 15% of the CIL receipts to the Parish Council for that area.
7	3848	Terry Ketley	Coxheath Parish Council	Parish Council	<p>2.5 Although the CIL is a funding source for infrastructure, there have to be major infrastructure plans, and hence finance in place, before development occurs. Coxheath Parish Council feels, therefore, that the emphasis is skewed. The Local Plan cannot rely on CIL to deliver infrastructure on the scale required.</p> <p>3.2 There are very substantial infrastructure deficits (particularly in highways, health and public open space) which must be improved/ addressed at same time as new initiatives.</p> <p>3.4 Coxheath Parish Council understands this is a large unused fund of Section 106 monies. A similar situation must not be allowed with CIL funds.</p> <p>4.5 It seems nonsensical to apply 40% affordable housing allocations to</p>	<p>The CIL will make a significant contribution towards the delivery of infrastructure necessary to support growth, but it is not expected to pay for all infrastructure. Other mechanisms, such as section 106 legal agreements, will also help to support delivery of infrastructure schemes.</p> <p>In passing CIL receipts to local councils, there will be an established mechanism by which a significant proportion of CIL receipts are available for spend within the local area. Although CIL receipts can be pooled and spent with more flexibility than the existing arrangements under section 106 planning obligations, infrastructure schemes are identified at all key settlements to support growth and the CIL can be used to support delivery of relevant schemes.</p>

					<p>rural areas of the borough, where employment opportunities are more limited, road/transport infrastructure is inadequate and other infrastructure (health, education, public open space, high speed broadband etc) is already under extreme pressure.</p> <p>6.3 It is essential that CIL from developments in rural Maidstone is used for the direct benefit of the communities affected by these developments.</p> <p>6.4 The definitions seem vague. They need to be clarified and explained.</p>	
8	10214 32	Liz McLaren	Loose Parish Council	Parish Council	<p>Loose Parish Council considers that there is no provision for funding for the loss of wildlife habitat, etc. Much of this will be lost due to the development and construction disturbance.</p> <p>Section 4.4 – The thinking of conversion of office buildings to residential is not clearly described. More incentives are needed here</p> <p>Section 5.5 - There should be a greater levy imposed on development outside urban areas and a reduction on the levy imposed on development inside urban areas. This will encourage urban development and make use of urban areas.</p> <p>Section 6.3 – In line 7 the text “council” should be replaced with “parish council”</p> <p>Section 6 in general – Is there provision for 25% of the CIL going to a parish council if a Neighbourhood Plan is “made” within the year that the CIL is levied/collected? That is, what is the cut off date to prevent the 25% going to a parish council who may come along on the heels of a CIL being levied with their Neighbourhood Plan?</p>	<p>In respect of wildlife habitats, the Draft Regulation 123 List provides for site specific mitigation to be funded through section 106 agreements or through planning condition. More strategic green and blue infrastructure improvements are however identified for funding through the CIL.</p> <p>The Planning Practice Guidance is clear that CIL rates should be based on viability evidence rather than policy aspirations. Accordingly, it would not be appropriate to amend the rates for the reasons proposed.</p> <p>In respect of the neighbourhood portion, the higher level will apply where the neighbourhood plan has been made before a relevant planning permission first permits development.</p>
9	10215 28	Paul Burley - Montagu Evans	Quinn Estates	Developer	<p>The IDP and therefore the draft CIL Charging Schedule are predicated on a draft Local Plan which is subject of a number of substantial unresolved objections, including in relation to the draft plan’s spatial strategy and locations for housing growth. Progressing a CIL schedule at this time and on the basis of the current draft Local Plan is pre-judging the outcome of the Local Plan Examination which is not due to commence until after consultation on the draft Charging Schedule has closed.</p> <p>The lead agency for many of the IDP’s transportation projects is Kent County Council. That is despite KCC having made a fundamental objection to the draft local plan’s spatial strategy and the proposed strategic growth locations. That objection was on the basis that alternative locations could deliver growth without exacerbating Maidstone’s acute transportation problems to the same extent. It is also despite there still being no transport strategy that has been agreed by both Maidstone Borough Council and Kent County Council, even though the May 2016 <i>Infrastructure Delivery Plan</i> implies that there is consensus between the Borough and County councils in relation to the <i>Integrated Transport Strategy</i> (there is not any such consensus at this time).</p>	<p>The Maidstone Borough Local Plan was submitted for examination on 20 May 2016 and hearings are due to commence in October 2016. The CIL DCS has been developed alongside the emerging Local Plan and strategic documents such as the IDP and ITS. The Council has submitted what it considers to be a sound local plan, and this is an appropriate basis on which to progress the Draft Charging Schedule.</p> <p>The Maidstone Integrated Transport Strategy (ITS) was agreed to be adopted at Strategic Planning Sustainability & Transportation Committee on 13 September 2016. The ITS sets out a package of sustainable transport interventions which provide appropriate mitigation in support and as part of the evidence base for allocations in the emerging Maidstone Borough Local Plan up to 2031.</p> <p>As set out in the Statement of Common Ground between the Council and KCC prepared as part of the Local Plan examination (document reference SUB 019) there is agreement on the principles and mitigation to 2022.</p>
10	83512 6	Malcolm Butler			<p>Unclear where all the relevant documents are viewable on the Maidstone Borough Council website.</p> <p>The affordable homes percentages are not in accordance with the needs</p>	<p>The comments are noted and the Council can confirm that the Draft Charging Schedule reflects government requirements regarding the neighbourhood portion. All relevant documents were made available on the Council's website, and in hard copy at a number of locations,</p>

					<p>of residents who will be using them. Most young couples and families trying to get on the housing ladder are those most in need of these properties. The cost of living in a rural area is far greater and affordable homes should be built where there are excellent bus services. Please revise the affordable housing allocations.</p> <p>Concerned with the provision 6.2 and the use of the word “or” and with the wording of 6.4 as all 100% of the 25% should be passed on to the relevant Parish Council.</p>	<p>throughout the consultation.</p> <p>The Council recognises its duty to pass CIL receipts to local councils, as set out in the CIL Regulations and Planning Practice Guidance. The Council has committed to engage with local councils through the development of the administrative and governance arrangements required to support the effective implementation of the CIL.</p>
11	956007	Kirsten Williamson	Southern Water	Infrastructure Provider	<p>CIL is not designed to include utility infrastructure, such as local sewers and associated facilities. Would be useful if this document recognised that developer contributions towards local infrastructure maybe required which are additional to CIL and S106 planning obligations.</p>	<p>Waste water infrastructure is not included within the Regulation 123 List of infrastructure to be funded through the CIL. The Infrastructure Delivery Plan sets out the relevant information regarding how such improvements will be funded.</p> <p>The Council recognises that it would be helpful to add clarification that contributions towards local infrastructure may be required which are additional to CIL and S106 planning obligations. The Council intends to produce a FAQs document which will be published on the website and this document can address points of clarification such as this.</p>
12	1022304	Ellie Henderson	The Woodland Trust		<p>We would wish to see tree planting and woodland creation specifically mentioned. Woodland creation can deliver across a wide range of benefits.</p>	<p>The Draft Regulation 123 List provides for site specific mitigation to be funded through section 106 agreements or through planning condition. More strategic green and blue infrastructure improvements are however identified for funding through the CIL.</p>
13	558620	Katie Miller	Kent Downs AONB		<p>A higher levy should be charged for residential development within or adjacent to the Kent Downs AONB which should be used to support Green Infrastructure requirements. This would relate to higher development land values within the AONB.</p> <p>The Kent and Medway Growth and Infrastructure Framework (GIF) identifies that investment will be needed at a strategic level to enhance existing green spaces and improving green infrastructure. A funding gap of £46,830,000 million has been identified in the GIF for the Maidstone area towards Green Infrastructure. Should a higher CIL not be imposed then we would like to see S106 Agreements for contributions.</p>	<p>The Council's viability evidence does not support variable CIL rates for housing rates within the rural areas and the approach reflects the Local Plan affordable housing Policy DM12.</p> <p>The Draft Regulation 123 List provides for site specific mitigation to be funded through section 106 agreements or through planning condition. More strategic green and blue infrastructure improvements are however identified for funding through the CIL.</p>
14	934473	Mat Evans	Gladman		<p>Funding Gap / evidence base - When establishing a funding gap that CIL receipts are intended to contribute towards filling, it is vital that the Council take account of all income streams including New Homes Bonus, council tax and business rates.</p> <p>The Council need to have an up to date, robust evidence base that fully justifies the infrastructure needs. If the authority's infrastructure planning is weak or out of date then the Council should undertake an exercise to refresh this.</p> <p>The Council is required to strike an appropriate balance between the desirability of funding from CIL and the potential effects of the imposition of CIL on the economic viability of development across the local authority area.</p>	<p>In order to justify the introduction of CIL it is necessary to demonstrate that there is an aggregate funding gap between the cost of providing infrastructure required to support planned growth and the amount of funding available to deliver that infrastructure. Funding Gap Analysis undertaken in June demonstrated this gap and this work will be updated for submission of the Draft Charging Schedule.</p> <p>The CIL rates have been set at levels which support the economic viability of development. In July 2015, the Council published a Revised Plan and CIL Viability Study which considered the viability and deliverability of the Local Plan as a whole and assessed the viability of development allocations to inform the setting of CIL charging rates.</p> <p>The support for introduction of an Instalments Policy is noted.</p> <p>It is accepted that the economic climate can change, therefore, the</p>

					<p>Important that in calculating the level of infrastructure the authority needs as a result of development the Council distinguishes between new and existing demands.</p> <p>GDL would urge the Council to adopt an instalments policy for CIL payments as this will give developers the flexibility to pay contributions in line with development phasing schemes and will facilitate cash flow and therefore development viability.</p> <p>GDL remind the Council of the need to review CIL tariffs once these have been set. The economic climate will inevitably change over the course of the plan period and as such the levy rates that can be set whilst ensuring development remains viable will also change.</p> <p>GDL note the proposed charge rates set in Table 3 and are supported of the Council taking a flexible approach to the level of CIL which can be achieved depending on viability evidence.</p>	<p>Council will monitor CIL and if there are unintended effects, it will be reviewed. There is already a significant buffer built into the CIL rates to allow for changes in site specific circumstances or more short term issues.</p> <p>The Council notes your support in regards to a flexible approach depending on the viability evidence.</p>
15	984970	Sherrie Babington	Linton Parish Council	Parish Council	Linton Parish Council believes that smaller Parish Councils will be disadvantaged by the Community Infrastructure Levy by not having a Neighbourhood Plan.	The Council recognises its duty to pass CIL receipts to local councils, as set out in the CIL Regulations and Planning Practice Guidance. The Council has committed to engage with local councils through the development of the administrative and governance arrangements required to support the effective implementation of the CIL.
16	1022613	Rory Silkin	Staplehurst Parish Council	Parish Council	<p>Draft Regulation 123 List: It is incomplete. It contains no heading and details for payments for drainage, both foul and surface. In the case of several villages, there is already a problem requiring remediation.</p> <p>Draft Instalments Policy: There is no reason why <u>all</u> payments should not be made within 24 months. The larger the CIL due, the larger the project, the greater the capacity the developer to fund it, and the easier it will be to pay.</p> <p>General: This has taken far too long to be published, allowing developers to gain planning permissions at the expense of MBC and the Parishes. It is as if someone on the inside was to gain advantage.</p>	<p>Drainage infrastructure is included within the list of exceptions, for ongoing funding through section 106 planning obligations. Waste water infrastructure is not included within the Regulation 123 List of infrastructure to be funded through the CIL. The Infrastructure Delivery Plan sets out the relevant information regarding how such improvements will be funded.</p> <p>The Council is proposing to introduce an Instalments Policy, in part due to responses to consultation on the Preliminary Draft Charging Schedule. Only developments which incur a CIL liability of over £1m would benefit from a timescale longer than 24 months, and in these cases 70% of the liability would be paid within this timescale. It is considered that this is a reasonable approach in such instances.</p>
17	984344	Flora Macleod (GL Hearn)	Redrow Homes South East	Developer	<p>Consultations and timescales – The findings of the PBA Viability Study July 2016 assessment are now approximately 15 months old. During this time the residential sales market has been rocked by changes to SDLT, changes to buy to let and mortgage rules as well as the EU referendum and result. PBA assumptions are based on previous iterations of the Local Plan that have now been superseded. The IDP has been objected to by Kent County Council. This does suggest that the housing figures, infrastructure requirements, evidence base and assumptions which have informed the draft charging schedule are now significantly out of date and will need to be considered.</p> <p>Overview and Methodology – PBA have set out the general scope of the study, an explanation of the proposed methodology and the planning policy context. Appraisals are undertaken on a variety of differing location and typological assumptions which follow accepted development viability practice as the appraisals are based on the residual valuation method.</p>	<p>The Council is progressing the Draft Charging Schedule in tandem with the Local Plan. This approach is encouraged by the CIL guidance and the NPPF.</p> <p>In April 2013 the Council published an Economic Viability Study which was updated in July 2015 by the Revised Plan and CIL Viability Study. These studies considered the viability and deliverability of the Local Plan as a whole and assessed the viability of development allocations to inform the setting of CIL charging rates and affordable housing requirements. Key factors affecting viability have been properly tested through this process.</p> <p>It is considered that these documents provide a robust evidence base and the CIL charge rate has been set at a level which supports the economic viability of development.</p> <p>Information on monies secured through section 106 planning obligations</p>

					<p>An analysis of Local Plan policies and their impact on viability testing is included. However, as stated above this analysis was based on a now redundant version. Furthermore a number of policies have evolved such that they will have an impact on the viability of the proposed CIL schedule. For example, SS1 now incorporates an increased housing target, which could have implications on future development delivery.</p> <p>Residential Market Overview - A value analysis of postcodes is used to test the appropriateness of having various CIL zones. PBA conclude that outside the urban boundary it <i>'is difficult to discern a clear pattern in values'</i> and that only urban and rural zones are required. However, the postcode value map provided for houses, though somewhat blurred, illustrates a different picture as the highest value areas (dark red) are, on average, nearly three times more valuable than the lowest (white). Admittedly these areas do not make up a significant proportion of the Borough. However, the next highest (red) and lowest (beige) postcode areas do and differ in value, on average, by 40%. This is itself a significant variance which should not be ignored. Separate CIL zones should, therefore, be tested.</p> <p>Viability Assumptions - PBA have assumed gross and net floor areas for flats at 62 sqm and 59 sqm respectively, suggesting an efficiency of 95%. This is well beyond market norms where an 85% net to gross ratio is considered efficient and the average often 80% or lower. The scheme appraisals should be amended to reflect this error.</p> <p>Benchmark/Threshold Land Values - Various benchmark land values have been adopted on a £ per acre basis. These have been derived from comparable land transactions in accordance with planning policy and viability guidance. However, the evidence that supports these numbers has not been included in PBA's report. It is, therefore, difficult to assess whether the values adopted are reasonable.</p> <p>PBA have deducted 25% from the headline values on the basis that these may be inflated as they do not take into account policy costs such as CIL. This approach is, however, predicated on the assumption that CIL is an entirely new requirement. However, CIL has been designed to replace the majority of S106 contributions, the cost of which is reflected in land values. Accordingly no deduction should be made.</p> <p>Build Costs derived from BCIS is useful for benchmarking but is not particular useful and true costs are higher. PBA has adopted cost based on a 15 year date set which do not reflect sustainability requirements and other aspects of developments such as design.</p> <p>External Works – 10% assumed for flatted developments. However; housing schemes require an allowance in the region of 20%.</p> <p>S106 Costs – no reason why a suitable analysis cannot be made of past S106 agreements.</p>	in recent years will be submitted to the Planning Inspectorate as part of the updated Funding Gap Analysis.
18	101876	Vanessa Evans	Kent Wildlife Trust		<p>paragraph 6.3 It would be helpful to provide more information regarding how consultation would take place with communities in order to effectively consult on how funding will be spent.</p>	The Council recognises its duty to pass CIL receipts to local councils, as set out in the CIL Regulations and Planning Practice Guidance. The Council has committed to engage with local councils through the development of the administrative and governance arrangements

						<p>required to support the effective implementation of the CIL.</p> <p>The outcome of this work will be included in the FAQ's document to provide clarity on these issues.</p>
19	229059	Jennifer Wilson	Environment Agency		<p>Welcome the contents of schedule H of the Maidstone IDP.</p> <p>Pleased to see section 3.91 of the IDP that our river restoration schemes will be included within the key strategic policies and objectives of the IDP.</p> <p>Please to note that all WFD projects have been identified in the Blue/Green Infrastructure Plan.</p> <p>Community Infrastructure Levy: Draft Charging Schedule – Draft Regulation 123 List (July 2016), Please add the text in red.</p> <p>Green and blue infrastructure On or off site infrastructure, including open space, improvements and mitigation required to make the development acceptable in planning terms. Specific reference should be made to the Water Framework Directive and consideration for implementing the requirements of the River Basin Management Plan https://www.gov.uk/government/publications/thames-river-basin-district-river-basin-management-plan</p> <p>Strategic green and blue infrastructure measures and improvements.</p>	<p>The comments are noted.</p> <p>In respect of the WFD, the Draft Regulation 123 List provides for site specific mitigation to be funded through section 106 agreements or through planning condition. More strategic green and blue infrastructure improvements are however identified for funding through the CIL.</p>
20	591899	Jonathan Buckwell (DHA Planning)	Kent Medical Campus LTD	Developer	<p>In order to bring clarity, the CIL charging schedule should state explicitly that residential institutions such as care homes, nursing homes and similar facilities are to be nil rated. The DCS should be amended to state that the proposed £45/sqm CII rate is applicable only to Class C3. Additional clarity would be gained by listing Class C2 and C2A residential institutions as a separate line with a nil rating listed in the CIL charge column.</p>	<p>The rate for residential and extra care housing relates exclusively to housing and reflects the approach taken in the Local Plan Affordable Housing Policy DM12. It is not considered that the CIL rate or the Policy could be construed so as to apply to C2 uses.</p> <p>In producing a FAQs document the Council can however add further clarity on this point without requiring further changes to the Draft Charging Schedule.</p>
21	980557	Barbara Cooper	Kent County Council	Infrastructure Provider	<p>In view of the current Examination in Pubic and the range of unresolved objections to the Local Plan including from statutory consultees, consulting on a CIL DCS is a wholly premature.</p> <p>The IDP is not in accordance with the agreed principles of an Integrated Transport Strategy for the period to 2022 and it is therefore inappropriate to predetermine transport infrastructure requirements in the period to 2031.</p> <p>The Funding Gap Analysis has failed to adequately demonstrate the benefits of introducing a CIL when S106 has historically contributed significantly to the investment in infrastructure across the Maidstone Borough.</p> <p>Regulation 123 List - Generally supportive of the List but seeks amendments to add more flexibility for education mitigation at site H1 (8)</p>	<p>The Maidstone Borough Local Plan was submitted for examination on 20 May 2016 and hearings are due to commence in October 2016. The CIL DCS has been developed alongside the emerging Local Plan and strategic documents such as the IDP and ITS. The Council has submitted what it considers to be a sound local plan, and this is an appropriate basis on which to progress the Draft Charging Schedule.</p> <p>The Maidstone Integrated Transport Strategy (ITS) was agreed to be adopted at Strategic Planning Sustainability & Transportation Committee on 13 September 2016. The ITS sets out a package of sustainable transport interventions which provide appropriate mitigation in support and as part of the evidence base for allocations in the emerging Maidstone Borough Local Plan up to 2031.</p> <p>Information regarding the amount of money raised in recent years</p>

					<p>and to move the Lenham Broad Location Primary Education mitigation from a CIL scheme to a S106 scheme.</p> <p>Draft Instalments Policy – Welcome the approach based on days commencement rather than completions.</p> <p>Governance – KCC seeks to work with MBC to develop a mutually agreeable governance framework.</p>	<p>through section 106 planning obligations will be included in the Funding Gap Analysis update for submission. Comparative analysis between the existing s106 regime and the proposed CIL regime indicates broad alignment between the two, and suggests average per dwelling infrastructure funding is likely to increase under the CIL regime.</p> <p>The need for flexibility at H1 (8) is understood and the revised Draft Regulation 123 List has been updated to reflect this. It is considered however that the inclusion of the Lenham primary school as a CIL scheme remains appropriate, and in accordance with the approach set out at Local Plan Policy ID1.</p> <p>Comments regarding the Draft Instalments Policy and governance are noted, and the Council will continue to work with KCC in this area.</p>
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