

Hayley Bourner

From: theresa.warford@kent.gov.uk
Sent: 18 August 2015 15:54
To: Alison Broom
Cc: Rob Jarman
Subject: SPST Meeting - Transport Modelling Breifing Note for SPST 18 August Meeting
Attachments: SPST briefing note 18 08 15 v1.doc; CO04300370_TN01.docx; Printed minutes 22nd-Jul-2015 17.00 Maidstone Joint Transportation Board.pdf

**SENT ON BEHALF OF BARBARA COOPER, CORPORATE DIRECTOR, GROWTH,
ENVIRONMENT & TRANSPORT**

Dear Alison,

Further to your letter dated 17th August, I realise that members and officers may benefit from a clearer interpretation of the transport modelling that was outlined in the annex of my previous letter. To that end, please find attached a briefing note which hopefully brings real clarity to the figures .

Best wishes
Barbara

For: Members of the Maidstone Borough Council Strategic Planning, Sustainability and Transportation Committee
Date: 18 August 2015
Subject: Maidstone Borough Local Highway Network
Priority: HIGH

Introduction

This briefing note amplifies the position of Kent County Council (KCC) on matters of significant strategic importance for the emerging Maidstone Borough Local Plan¹. It recognises the progress made by the Joint Transportation Board (JTB) and for absolute clarity, provides a summary of the latest transport sensitivity tests prepared by consultants Amey and the implications for plan making and decision taking.

Local Highway Network

The County Council – as Local Highway Authority – fully acknowledges the widespread major concern expressed by local residents, businesses and Elected Members of all parties regarding the impact of the Local Plan development strategy on the local highway network.

The latest set of recommendations to the Maidstone Borough Council (MBC) Strategic Planning, Sustainability and Transportation (SPS&T) Committee are made in the absence of an agreed Integrated Transport Strategy.

At the last meeting of the JTB Members resolved²:

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

- *Additional North/South Park and Ride removed from DS2;*
- *All references to percentage targets removed from DS2;*
- *That it is specified that with reference to parking costs, it refers to long-term car parks; and*

¹ It should be read in conjunction with the letter from Barbara Cooper, KCC, to Alison Broom, MBC, dated 13 August 2015.

² Maidstone Joint Transportation Board: minutes of the meeting held on Wednesday 22 July 2015. A copy of the minutes is appended to this briefing note.

- *That frequent bus services are encouraged with appropriate junction improvements but at no detriment to existing traffic capacity."*

The resolution is clear in stating that agreement of the ITS will be dependent on the findings of further work to clarify its affordability and deliverability. This work is currently being undertaken by KCC and will be reported at the next JTB meeting in October.

Sensitivity tests (August 2015)

The traffic modelling work undertaken by consultants Amey on behalf of both KCC and MBC has already assessed the following scenarios:

1. 2031 Do Minimum (DM)

- Original housing and employment allocations (17,381 homes)
- Maidstone Gyratory scheme only

2. 2031 Do Something 1 (DS1)

- Original housing and employment allocations (17,381 homes)
- Package of transport improvements
 - Highway capacity improvements
 - Leeds - Langley Link Road

3. 2031 Do Something 2 (DS2)

- Original housing and employment allocations (17,381 homes)
- Package of transport improvements
 - Highway capacity improvements
 - Public transport improvements
 - Increased walking and cycling
 - Increased parking costs

4. 2031 Do Something 3 (DS3)

- Revised housing and employment allocations (16,247 homes)
- Package of transport improvements
 - Highway capacity improvements
 - Leeds-Langley Link Road
 - Public transport improvements
 - Increased parking costs

The quantitative outputs of the modelling are summarised in the table overleaf (blue). Following the progress made by the JTB and in view of the time constraints between Committee dates, two sensitivity tests have been undertaken by Amey using the DS3 scenario to provide an indicative weekday morning peak hour assessment of an additional 2,250 homes in south east Maidstone, with and without the Leeds/Langley Link Road³. For comparison purposes, the outputs of the sensitivity tests are shown in red.

³ For completeness the technical note is appended to this briefing note.

Total Vehicle Trips			
AM Peak (vehicles)	2031 DS3	2031 DS3 Sensitivity Tests	
Vehicle Trips	38600	39800	
% diff from 2014	+9%	+12%	
Total Network Travel Time			
AM Peak (total travel time)	2031 DS3	2031 DS3 Sensitivity Tests	
		With LL link	Without LL link
Vehicle Hours	8800	9500	9800
% diff from 2014	+7%	+14%	+19%
Two Way Link Flows			
AM Peak (2 way vehicles)	2031 DS3	2031 DS3 Sensitivity Tests	
		With LL link	Without LL link
A274 Sutton Road	1200	1350	1400
% diff from 2014	15%	29%	33%
A229 Loose Rd	2000	2100	2200
% diff from 2014	18%	24%	30%
B2163 Heath Rd	700	800	820
% diff from 2014	33%	54%	60%
Willington St	1000	1100	1200
% diff from 2014	8%	17%	37%
Wheatsheaf Junction Operation			
AM Peak	2031 DS3	2031 DS3 Sensitivity Tests	
		With LL link	Without LL link
Total inflow	3200	3300	3500
% diff from 2014	12%	14%	23%
Delay (veh hours)	83	100	132
% diff from 2014	41%	69%	124%

A more detailed summary of the sensitivity tests is also provided overleaf:

1. Vehicle Trips

- The additional 2,250 homes would create an additional 1,250 vehicle trips
- The additional trips increase the impact by a further 3%
- This results in an overall cumulative change of 12% when compared against 2014 traffic levels

2. Network Travel Time

- Travel time provides an indication of network performance in how it quantifies vehicle hours on the network
- The additional 2,250 homes would increase network travel time by a further 12%, although this would be reduced to 7% if the Leeds/Langley Link Road is provided
- This results in an overall cumulative change of 19% when compared against 2014 network conditions, although this is reduced to 14% if the Leeds/Langley Link Road is provided.

3. Two-Way Link Flows

- Link flows provide an understanding of the change in traffic flows that could be expected to occur on individual roads, such as the A274 and Willington Street
- The additional 2,250 homes would increase traffic flows on the A274 by a further 18%, although this increase would be reduced to 14% if the Leeds/Langley Link Road is provided
- This results in an overall cumulative change of 33% when compared against 2014 traffic levels, although this is reduced to 29% if the Leeds/Langley Link Road is provided
- The additional 2,250 homes would increase traffic flows on Willington Street by a further 29%, although this increase would be reduced to 9% if the Leeds/Langley Link Road is provided
- This results in an overall cumulative change of 37% when compared against 2014 traffic levels, although this is reduced to 17% if the Leeds/Langley Link Road is provided

4. Wheatsheaf Junction

- The effects of the additional homes on traffic flow and delay at this junction were examined as it forms the point of convergence for the A229 and A274 routes in south east Maidstone
- The additional 2,250 homes would increase delays at the junction by 83%, although this increase would be reduced to 28% if the Leeds/Langley Link Road is provided
- This results in an overall cumulative change of 124% when compared against 2014 network conditions, although this reduced to 69% if the Leeds/Langley Link Road is provided

National Planning Policy Framework

The latest response from Maidstone Borough Council⁴ refers to the National Planning Policy Framework (NPPF). Paragraph 32 of the Framework states that plans and decisions should take account of whether:

⁴ See the letter from Alison Broom to Barbara Cooper dated 17 August 2015.

- *“the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people;*
- *and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

The response from the Borough Council states in relation to sustainable transport modes (i.e. paragraph 32, bullet point one):

“I think it is questionable that this has in fact yet been fully considered by KCC”.

This has actually been considered by the JTB at its latest meeting (22 July 2015) and the minutes⁵ reflect this:

“It was clarified that, with reference to sustainable transport and achieving a modal shift in rural areas, the focus would be on Rural Service Centres that had train stations where cycling to the station could be encouraged, and car parks made larger at stations to allow a bus service to come in and out. This would achieve a modal shift. It was explained that commercial opportunities for bus companies lay with services provided for school children and commuters.

A consensus was reached by the Board on the following which formed the basis of its recommendation to the appropriate bodies at MBC and KCC for the Integrated Transport Strategy:

- *The importance of adhering to the Local Plan timetable;*
- *That references to ‘town centre parking charges’ be amended specifically to ‘long stay town centre parking charges’;*
- *Key junction and road capacity improvements were needed;*
- *The East/West Park and Ride Service should continue;*
- *Sustainable transport and modal shift were permissible but the options should not tie in to specific percentage targets; and*
- *Frequent bus services were encouraged with appropriate junction improvements but at no detriment to existing traffic capacity.”*

Other Matters

As noted in Alison Brooms’ letter of 17 August 2015 on behalf of MBC, the sensitivity tests do not represent an additional model run. They complement the work previously completed on DS3 by identifying how network conditions could be further affected by the full amount of housing being contemplated by MBC.

⁵ A copy of the minutes is appended to this briefing note.

The level of detail within the model enables the effects of new development on key road corridors within the urban area to be quantified in terms of traffic volumes and network performance. Individual roads within south east Maidstone have been specifically reviewed as part of the sensitivity testing, given that the previously completed modelling work had shown them to experience a significant worsening in operating conditions. The absence of detailed junction assessments does not undermine the validity of this exercise, given that use of the model outputs provide a robust basis for testing.

The sensitivity tests are consistent with the modelling results already presented to Members in how they demonstrate a severe worsening of congestion delays on this part of the network. This is due to there being insufficient highway capacity to cope with the additional traffic movements resulting from the planned new development.

The mitigation measures identified to support recently consented developments along the A274 are specific to those schemes. They have no bearing on the modelling findings which substantiate the KCC position that further development in this area cannot be accommodated without a severe impact in the absence of further mitigation provision.

Conclusion

In light of the latest sensitivity tests, the absence of an agreed Integrated Transport Strategy and major concerns regarding the capacity of the existing local highway network to accommodate further housing growth, the County Council in its capacity as Local Highway Authority **strongly objects** to any further major development allocations (or speculative planning applications) on the southern approaches to Maidstone Town Centre (i.e. A229/ A274).

This is on the basis that the cumulative impact of recently completed (or consented) development would have an unacceptably severe impact on the local highway network, without there being sufficient certainty that mitigation can be provided and, most importantly, funded.

Any further development would therefore be wholly detrimental to local residents, the travelling public and the ability of Maidstone's economy to function effectively.

Appendix 1: Maidstone Local Plan Option Testing - Do Something 3 Sensitivity Tests Summary Technical Note

Appendix 2: Maidstone Joint Transportation Board: minutes of the meeting held on Wednesday 22 July 2015

Project:	Maidstone Local Plan Option Testing
Date:	11/08/15
Report By:	Originator: Margaret Nicholls Reviewed: S Whittaker Approved: S Whittaker
Reference:	CO04300370/TN01 Rev 00
Subject:	Do Something 3 Sensitivity Tests – Summary Technical Note

***It is important to note that the results of this assessment are indicative only, having been based on broad assumptions and not on a formal model run.**

2031 Do Something 3 Sensitivity Test (increased housing target of 18,500)

Previous model runs have been developed based upon alternative housing allocations and distributions with a range of different transport strategy options. The most recent modelled scenario 'Do Something 3' (DS3) includes 16,247 houses and a package of transport measures including a Leeds/Langley link road, increased bus service frequencies, and increased town centre long-term public parking costs.

The Local Plan housing target and allocations are under review and could potentially amount to approximately 18,500 new homes. Using the existing DS3 model scenario, two sensitivity tests have been carried out to provide an indicative basic assessment of the likely impact of an additional 2250 (approx.) homes in the south east of Maidstone, with and without the Leeds/Langley link road in place. It should be noted that the locations of the additional homes have had to be assumed for the purposes of this assessment, although they have been predominantly placed along the A229 and A274 corridors.

The assessment indicates that the increased housing target would be expected to generate approximately 1250 additional vehicle movements in a typical weekday AM peak. This additional vehicle demand would represent an increase of approximately 12% over 2014 levels and 3% more than the previous DS3 scenario, as shown in the table below.

Table 1: Total Vehicle Trips

AM Peak (vehicles)	2014	2031 DS1	2031 DS2	2031 DS3	2031 DS3 Sensitivity Tests
Vehicle Trips	35500	41600	37700	38600	39800
% diff from 2014		+17%	+6%	+9%	+12%

The impact of the additional vehicles would be expected to increase the overall network travel time by some 7% (630 vehicle hours) in the AM peak compared with DS3. Without the Leeds / Langley link in place the network travel time would increase by around 12% (1020 vehicle hours).

Table 2: Total Network Travel Time

AM Peak (total travel time)	2014	2031 DS1	2031 DS2	2031 DS3	2031 DS3 Sensitivity Tests	
					With LL link	Without LL link
Vehicle Hours	8300	10800	8500	8800	9500	9800
% diff from 2014		+30%	+3%	+7%	+14%	+19%

The additional housing in the vicinity of the A274 and A229 for the sensitivity test has the effect of increasing traffic movements on the A274, A229, B2163 and Willington Street. Two way traffic flows on the A274 would increase by around 140 vehicles (+14%) and on the B2163 Heath Road by around 100 vehicles (+21%) in the AM peak compared to DS3.

Without the Leeds / Langley link in place two way flows on Willington Street would increase by around 260 vehicles per hour (+29%). Flows on the A274, A229 and B2163 would increase by 17%, 13% and 27% respectively, compared to DS3.

Table 3: Two Way Link Flows

AM Peak (2 way vehicles)	2014	2031 DS1	2031 DS2	2031 DS3	2031 DS3 Sensitivity Tests	
					With LL link	Without LL link
A274 Sutton Road	1100	2000	1300	1200	1350	1400
% diff from 2014		87%	22%	15%	29%	33%
A229 Loose Rd	1700	2200	2000	2000	2100	2200
% diff from 2014		31%	17%	18%	24%	30%
B2163 Heath Rd	500	760	750	700	800	820
% diff from 2014		48%	44%	33%	54%	60%
Willington St	900	1000	1000	1000	1100	1200
% diff from 2014		12%	11%	8%	17%	37%

The A229 and A274 routes converge at the Wheatsheaf junction, where the total traffic inflow in 2014 was approximately 2900 vehicles in the AM peak hour. With the Leeds /Langley link in place, the DS3 Sensitivity Test indicates a 2% increase in traffic through the junction compared with DS3, with the effect of increasing delay through the junction by an extra 28%.

Without the Leeds/Langley link in place, the traffic through the junction would increase by a further 11% (to 3500 vehicle per hour). The increase in delay would be of the order of 83% more than that for the DS3 scenario.

Table 4: Wheatsheaf Junction Operation

AM Peak	2014	2031 DS1	2031 DS2	2031 DS3	2031 DS3 Sensitivity Tests	
					With LL link	Without LL link
Total inflow	2900	3500	3200	3200	3300	3500
% diff from 2014		22%	13%	12%	14%	23%
Delay (veh hours)	59	114	89	83	100	132
% diff from 2014		93%	51%	41%	69%	124%

Summary

The additional 2250 houses included in the sensitivity tests are represented by an increase of 1250 trips on the network during the AM peak, 3% more than for DS3.

The impact of the additional trips on the network is reflected by an increase in total network travel time of 7% (with Leeds/Langley link road) and 12% (without Leeds/Langley link road) compared with DS3.

The surrounding links most affected by the additional trips on the network are the A274, A229, B2163 and Willington Street. In particular, the A274 would observe an increase in two-way traffic flows of 14% (with Leeds/Langley link road) and 18% (without Leeds/Langley link road) compared with DS3. Willington Street would also observe significant increases in traffic flows of 9% (with Leeds/Langley link road) and 29% (without Leeds/Langley link road).

At the critical Wheatsheaf junction, which currently suffers from severe congestion, the sensitivity test indicates that the junction would observe an increase in delay in the AM peak of 28% (with Leeds/Langley link road) and 83% (without Leeds/Langley link road) compared with the DS3 scenario.

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

**MINUTES OF THE MEETING HELD ON WEDNESDAY 22 JULY
2015**

Present: Councillor Burton (Chairman), and
Councillors Mrs Blackmore, Burton, Carter, Clark,
Cooke, Cuming, Daley, English, Fort, Hotson,
Mrs Robertson, T Sams, Springett, Mrs Stockell,
Vizzard, Mrs Whittle, Willis and Mrs Wilson

Also Present: Councillors English, Mrs Gooch, Newton,
Mrs Ring, Mrs Robertson, and Sargent.

70. **APOLOGIES FOR ABSENCE**

It was noted that apologies for absence had been received from
Councillors Ash, Bird, Harwood and J.A. Wilson.

71. **NOTIFICATION OF SUBSTITUTE MEMBERS**

The following Substitute Members were noted:

Councillor Mrs Blackmore for Councillor JA Wilson
Councillor Mrs Springett for Councillor Ash
Councillor Mrs Wilson for Councillor Harwood

Councillor English informed the Chairman of his intention to substitute for
Councillor Willis at a later stage in the meeting.

72. **URGENT ITEMS**

The Chairman stated, that in his opinion, the following late enquiries
should be taken as Urgent Items, and verbal updates provided, due to the
length of time until the next meeting:

- An update on the Worcester Road Petition;
- The Bridge Gyrotory Widening Scheme;
- A letter from the residents of Shepway North Ward in relation to a
17 tonne HGV limit; and
- Urgent update report to item 10, Report of Head of Planning and
Development - Results of the VISUM Transport Modelling.

It was stated that verbal updates would be taken following Item 9,
Questions/Statements by members of the public.

73. NOTIFICATION OF VISITING MEMBERS

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

Councillor English,
Councillor Mrs Gooch,
Councillor Newton,
Councillor Mrs Ring,
Councillor Mrs Robertson, and
Councillor Sargent.

74. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by members or officers.

75. DISCLOSURES OF LOBBYING

It was noted that all members of the Board had been lobbied on item 10, Report of Head of Planning and Development - Results of the VISUM Transport Modelling.

76. TO CONSIDER WHETHER ANY ITEMS SHOULD BE TAKEN IN PRIVATE BECAUSE OF THE POSSIBLE DISCLOSURE OF EXEMPT INFORMATION

RESOLVED: That all items be taken in public as proposed.

77. MINUTES OF THE MEETING HELD ON 15 APRIL 2015

RESOLVED: That the minutes of the meeting held on 15 April 2015 be approved as a correct record and signed.

78. PETITIONS

Mrs Claire Brown presented the petition in the following terms:

We, the undersigned petitioners, and parents/governors of St Margaret's Collier Street School do hereby petition Kent County Council (KCC) to install adequate signage and road traffic calming measures to warn drivers of the presence of children crossing during school hours.

Parents, staff and governors are concerned about the number of speeding vehicles along Collier Street (B2612) and the junction with Green Lane, where the school is situated. There have been several near misses involving young children crossing the road to and from the car park during school hours. Adequate signage, reducing the speed limit, a zebra crossing and other appropriate traffic calming measures will help to address these issues and prevent a serious road traffic accident involving young children.

It was clarified during the course of the discussion that there had been no fatalities but a number of near misses had been recorded. Further funding

was sought in order to implement the measures suggested. The petition was given the full support of the Board.

RESOLVED: That the petition be accepted with the full support of the Board.

79. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

Ms Lizzie Hare asked the following question of the Committee:

I am aware of a disabled person with breathing difficulties affected by pollution in Hermitage Lane. The pollution is measured from the Wateringbury side of the Tonbridge Road and not Hermitage Lane where the problem is, why is this?

Steve Clarke, Principal Planning Officer, provided an initial response stating that Maidstone Borough Council (MBC) monitored pollution at the junction of Fountain Lane on Tonbridge Road as there was significant residential development near the highway, whereas Hermitage Lane currently had less residential development. As residential development came forward on Hermitage Lane monitoring points could be reassessed.

RESOLVED: That a report be brought to the Committee's next meeting by the Environmental Health Shared Services.

80. VERBAL UPDATES

Jeff Kitson, Parking Services Manager at MBC, provided the Board with an update on the Worcester Road petition. He informed the Board that all residents had been written to, and could confirm that there had been forty five replies. He reported a mixed response but the consensus was to keep verge parking in place. He confirmed that a formal response would be made to the petitioners.

Richard Emmett, the District Manager (Maidstone) KCC Highways, Transportation & Waste responded to an enquiry made on the Bridge Gyratory Widening Scheme, making the following points:

- The Maidstone Bridges Gyratory scheme formed part of the South East Local Partnership (SELEP) programme of works;
- KCC has been successful in securing funding to deliver the scheme in early 2016 combined with a sizeable investment from MBC;
- Engagement with local groups had commenced with a communications plan being developed with MBC;
- MBC were fully involved with the project and contributed to the scheme on a regular basis; and
- Further engagement would continue with the local community in the near future.

The following formed the progress update:

Outline Design	Completed May 2015
Detailed Design	On-going until September 2015
Tender process	October 2015 – December 2015
Contract award	January 2016
Vegetation Clearance	January 2016 – March 2016
Utility Pre-contract works	January 2016 – March 2016
Main contract works	May 2016 – September 2016

The following points were made during the course of the discussion

- MBC officers were consulted throughout the design process;
- The scheme sign off would be a joint process with MBC and KCC; and
- A report should be brought back to the Committee which made provisions for facilities for pedestrians and cyclists, planting to combat pollution and other associated improvements as part of the scheme.

The Chairman accepted a letter from the residents of Shepway North Ward in relation to Willington Street on behalf of the Board.

RESOLVED: That the updates be noted and a report on the Bridge Gyrotory Scheme be brought to the next available meeting.

81. AMENDMENT TO ORDER OF BUSINESS

RESOLVED: That item 10, Report of Head of Planning and Development - Results of the VISUM Transport Modelling, be taken as the last item on the agenda.

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

Michael Heath, KCC Traffic Engineer provided an overview of the Highway Works Programme 2015/16 report.

The report provided an update and summarised the following schemes that had been programmed for delivery in 2015/16:

Footway and Carriageway Improvement Schemes

- Drainage Repairs and Improvement; and
- Street Lighting.

Transport and Safety Schemes

- Casualty Reduction Measures; and

- Integrated Transport Schemes.

Developer Funder Works

- Bridge Works;
- Traffic Systems; and
- Combined Member Fund.

RESOLVED: That the report be noted.

83. REPORT OF KCC HEAD OF TRANSPORTATION - MARDEN PRIMARY SCHOOL

Michael Heath, KCC Traffic Engineer, provided an overview of the report into the recent incident at Marden Primary School which had been requested at the last meeting, including a progress report on Highways activities undertaken with regard to Marden Primary School.

It was highlighted during the course of the discussion that the timing of the crash, at approximately 7.36am, may have prevented a much more serious incident occurring. The proposed 20 mph speed limit was deemed sensible and its implementation supported by members.

RESOLVED: That the report be noted.

84. REPORT OF KCC HEAD OF TRANSPORTATION - PETITIONS REPORT - HEADCORN ROAD WEIGHT RESTRICTION

Michael Heath, KCC Traffic Engineer, provided an overview of the report which was to update the Board on the progress on a petition to introduce a 7.5t Weight Restriction on Headcorn Road. The report recommended that a Weight Restriction was not implemented given the good safety record and fact that HGV vehicles observed were legitimately accessing premises in the area.

It was highlighted by members during the course of the discussion that Headcorn Road was being used as a shortcut to the station as rail improvements were being made.

It was noted that there was an increase in traffic road users trying to avoid Operation Stack.

It was requested that a verbal update report on the lessons learned from the recent effect of Operation Stack be given at the next meeting.

RESOLVED: That

1. The report be noted; and
2. A verbal update be given at the next meeting on the lessons learned from Operation Stack.

85. REPORT OF KCC HEAD OF TRANSPORTATION - PETITIONS REPORT -
HERMITAGE LANE JUNCTION WITH FOUNTAIN LANE

Michael Heath, KCC Traffic Engineer, provided an overview of the report which was to update the Board on the progress of a petition in relation to increased development along the Hermitage Lane Corridor. The petition contained a number of elements relating to planning matters. The report presented dealt solely with the request for improved pedestrian crossing facilities at Hermitage Lane junction with Fountain Lane.

The report concluded that the safety of pedestrians at this busy junction had been raised many times; however solutions had not been possible within the existing infrastructure. An upgrade would be costly in terms of civil engineering and modelling.

It was confirmed that a bid for funding had been made through the Local Transport Plan to upgrade the crossing, replace the controller and improve pedestrian facilities.

The availability of S106 monies was considered during the course of the discussion and possible uses for it. It was confirmed by the Head of Planning and Development at MBC that a S106 officer and assistant had been appointed and Board members were welcome to access the information available via this means.

It was agreed that Ward Members should pursue individual matters outside the meeting.

RESOLVED: That the report be noted.

86. REPORT OF KCC HEAD OF TRANSPORTATION - PETITIONS REPORT -
LEAFY LANE

Michael Heath, KCC Traffic Engineer, provided an overview of the progress report on a petition to introduce a formal Zebra crossing at Leafy Lane.

Members heard that Leafy Lane was the sole means of access to Brunswick House Primary School. Problems occurred when parents parked on double yellow lines or the School's keep clear markings.

The School had taken steps to engage with parents, promoting safer parking practices and had a system in place to combat the issues.

The report concluded that a Zebra crossing was likely to be more respected than the existing yellow lines and a bid for funding from the Local Transport Plan budget had been submitted.

RESOLVED: That the report be noted.

87. REPORT OF KCC HEAD OF TRANSPORTATION, PETITIONS REPORT -
B2010 AND B2163 EAST AND WEST FARLEIGH

Michael Heath, KCC Traffic Engineer provided an overview of the progress report on a petition to reduce the existing speed limits on the B2010 and B2163 through East Farleigh and West Farleigh.

The Board had recommended that KCC implemented a 30mph speed limit for the B2010 and B2163 between the existing 30mph limit in East Farleigh and the start of the existing 30mph limit at Yalding.

It was reported that a pragmatic approach had been taken in moving this forward, with the lead petitioner contacting the Local Member for the area who had previously agreed to part fund the scheme from her combined Members Grant. The Cabinet Member for Highways had been consulted and agreed that statutory consultation should proceed. The speed limit would be advertised for consultation in line with the previously submitted report to the April meeting of the Board.

RESOLVED: That the report be noted.

88. ADJOURNMENT

The meeting was adjourned from 6.20pm to 6.32pm.

89. REPORT OF HEAD OF PLANNING AND DEVELOPMENT - RESULTS OF THE VISUM TRANSPORT MODELLING

Officers from MBC and KCC provided an overview of the results of the VISUM transport modelling report. The Board then considered a presentation from AMEY which set out three options that would form the basis of Maidstone's Integrated Transport Strategy. They considered Do Something 1, Do Something 2 and Do Something 3 (DS1, DS2 and DS3) and the correlation between housing targets against the three options

Councillor Mrs Ring, Visiting Member, addressed the Committee. She advocated the need for a relief road, citing traffic issues on Willington Street and Parkwood Estate roads. She voiced her reticence at encouraging a modal shift with elderly residents, explaining how walking and cycling presented a challenge for the aging population.

The Head of Planning and Development at MBC explained the emphasis placed on sustainable transport in National Planning Policy Framework (NPPF) guidance and how this would be taken into account when transport policies were considered by an Inspector.

Affordability and funding opportunities were considered as part of the discussion, particularly in relation to key junction and road capacity improvements and the inclusion of a new relief road subject to cost/benefit analysis and an environmental impact assessment.

Consideration was given to the following during the course of the discussion:

- A modal shift within urban areas. This was thought to be less achievable in rural areas; and
- The sustainability of the Park and Ride was considered in terms of the subsidy paid by the council, and conversely the option of replacement bus services that would be based on a commercial need, otherwise this too would incur a subsidy.

It was clarified that, with reference to sustainable transport and achieving a modal shift in rural areas, the focus would be on Rural Service Centres that had train stations where cycling to the station could be encouraged, and car parks made larger at stations to allow a bus service to come in and out. This would achieve a modal shift. It was explained that commercial opportunities for bus companies lay with services provided for school children and commuters.

A consensus was reached by the Board on the following which formed the basis of its recommendation to the appropriate bodies at MBC and KCC for the Integrated Transport Strategy:

- The importance of adhering to the Local Plan timetable;
- That references to 'town centre parking charges' be amended specifically to 'long stay town centre parking charges';
- Key junction and road capacity improvements were needed;
- The East/West Park and Ride Service should continue;
- Sustainable transport and modal shift were permissible but the options should not tie in to specific percentage targets; and
- Frequent bus services were encouraged with appropriate junction improvements but at no detriment to existing traffic capacity.

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

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

90. DURATION OF MEETING

5.03pm to 8.55pm

