

KENT ASSOCIATION OF LOCAL COUNCILS

Maidstone Area Committee - Chairman Geraldine Brown
Lees Cottage, Lees Road, Yalding, Maidstone, Kent ME18 6HB
Telephone: 01622 814222 email: chairman@yaldingparishcouncil.gov.uk

To: Mr Robert Mellor, The Planning Inspectorate
Via email: Ms Louise St. John Howe / Programme Officer

26th January 2017

Dear Mr Mellor,

ED118 – additional employment matters

We thank you for accepting further comment, if received today.

In page 7 of the above recent submission there is a large table. Paragraph 1.21 in that page states:

Whilst this is clearly a simplification of the complex inter-relationships between population growth, employment and commuting it does give a sense of the scale of impact that forecast growth may have on residents commuting outside of the sub-region to work. Overall it would potentially see a further increase in out-commuting of c.1%.

We applaud reference to our “sub-region”; that should have played a major, pro-active and meaningful part in MBC’s exercise of the Duty to Cooperate. It is somewhat interesting that the sub-region perspective is adopted when convenient for the argument.

Our main point is that the increase in out-commuting is dismissed as “c.1%” (or 1,724) and that refers to the sub-region as a whole. Looking at the sub-region in total fails to enlighten the reader about what is happening within the sub-region. That is, it unintentionally misleads in terms of assessing the impact of housing / population / jobs growth on our roads infrastructure.

However, in the sub-region “Jobs growth taken by non- LA residents” is put at 32,137 (7,056 for Maidstone). Those persons have to get to work and the vast majority will use a car.

Further, within the sub-region, many of those living / working locally will also use a car to get to work given the geographic spread of each Authority; that is, many of the “Jobs available for Local Residents” will be filled by persons using a car to get to work – up to 40,181 in the sub-region (7,344 in Maidstone).

Therefore total new car movements (each weekday morning and evening) could be as many as 14,400 in Maidstone or 72,318 for the sub-region. Clearly rail commuting to London will have a secondary impact, but those rail passengers still need to get to a station. No doubt modal shift and car-sharing will have an impact, but again of secondary significance.

Rather than dismissing “out-commuting of c.1%” and, presumably in effect, “traffic” as an issue, the report should focus on additional traffic movements generated by the sub-region (and in our Borough specifically), with its consequential impact on travel times and air quality. Our Borough is already very stressed.

Yours sincerely



Geraldine Brown

For and on behalf of:

Kent Association of Local Councils Maidstone Area, Geraldine Brown Chairman
Maidstone Joint Parishes Group, John Horne Chairman
Campaign to Protect Rural England Maidstone Branch, Gareth Thomas Chairman
Bearsted & Thurnham Society, Roger Vidler Treasurer
Leeds Castle, Bill Lash, Estate and Project Director