

Maidstone Borough Local Plan 2016 Examination

Statement of Common Ground

As agreed between

Maidstone Borough Council

and

Kent County Council Highways & Transportation

September 2016

1. Introduction

This Statement of Common Ground has been prepared jointly between Maidstone Borough Council and Kent County Council Highways and Transportation.

This Statement sets out confirmed points of agreement between Maidstone Borough Council (MBC) (the Council) and Kent County Council (KCC) Highways and Transportation with regard to the submitted Maidstone Borough Local Plan (the Local Plan) and supporting evidence base, with the aim of assisting the Inspector during the Examination of the Local Plan.

2. Background/Purpose

This Statement of Common Ground clarifies and amplifies matters of agreement between MBC and KCC Highways and Transportation with respect to the Local Plan and its supporting evidence base.

A separate Statement of Common Ground has been prepared to cover matters of agreement between MBC and Highways England.

3. Agreed Matters

1: The Maidstone VISUM transport model is an appropriate strategic traffic modelling and assessment tool to test the overall impact of Maidstone Borough Local Plan growth, background traffic growth and the package of transport interventions identified in the Integrated Transport Strategy and Local Plan on the local highway network.

2: The following highway improvement schemes/junction capacity improvements and transport interventions as set out in the submitted Maidstone Borough Local Plan and Integrated Transport Strategy were agreed as priorities at the Duty to Cooperate meeting with KCC Highways and Transportation on 12 May 2016 and build on the resolution of the Maidstone Joint Transportation Board (JTB) meetings on 7 December 2015 and 13 July 2016. They form the basis of

the Integrated Transport Strategy. Both KCC and MBC agree the principles and mitigation for the period up to 2022.

Transport Improvement Schemes
M20 Junction7 area and NE Maidstone
1. Traffic signalisation of the M20 Junction 7 roundabout, widening of the coast bound off-slip and creation of a new signal controlled pedestrian route through the junction.
2. Capacity improvements and signalisation of A249 Bearsted Road roundabout and capacity improvements at New Cut Road roundabout.
3. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts.
4. Upgrading of Bearsted Road to a dual carriageway between Bearsted Road roundabout and New Cut Road roundabout.
M20 Junction5 area and NW Maidstone
5. Interim improvement to M20 junction 5 roundabout including a white lining scheme.
6. Traffic signalisation of M20 junction 5 roundabout and localised widening of slip roads and circulatory carriageway.
7. Provision of an additional lane at the A20 Coldharbour roundabout.
8. A20 London Road/B2246 Hermitage Lane junction: Capacity improvements.
9. A26 Tonbridge Road/Fountain Lane junction: Capacity improvements.
SE Maidstone
10. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.
11. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
12. A229/A274 Wheatsheaf junction: Capacity improvements.
13. A229 Loose Road/Armstrong Road junction: Capacity improvements
14. A229 Loose Road/Boughton Lane/Cripple Street Junction: Capacity improvements.
15. A20 Ashford Rd/Willington Street Junction: capacity improvements
Rural Service Centres and Larger villages
16. A229/B2163 Linton Crossroads: Junction capacity improvements.
17. A20 Ashford Road, Harrietsham: Highway improvements to include carriageway narrowing, reduction of the speed limit and pedestrian crossing facilities.
18. A274 Mill Bank/Kings Road junction Headcorn: Junction signalisation.
19. A229 Station Road/Headcorn Road/Marden Road junction, Staplehurst: Capacity improvements.
20. B2015 Maidstone Road/B2162 Hampstead Lane junction, Yalding: Capacity improvements.

Public Transport Committed Improvements	
21.	Redevelopment of Maidstone East railway station to provide significant improvements in passenger access and facilities and improved interchange with public transport.
22.	Improvement/replacement of Maidstone Bus station.
23.	NW Maidstone Bus-loop serving Allington/new development on Hermitage Lane and Maidstone Hospital.
24.	Bus improvement measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction.
25.	An objective of a typical 10 minute bus frequency on main radial routes into Maidstone Town centre.
Car Parking	
26.	A 50% increase in long-stay parking charges.

3: Kent County Council and Maidstone Borough Council have agreed and prioritised a programme for delivery of the identified junction improvements detailed above (SE Maidstone) for delivery by 2022. Feasibility, outline design and detailed design commissions continue to ensure the SELEP funding is both achievable and deliverable. It is anticipated that project delivery will commence in 2016/17 with a programme up to 2020 for the completion of all identified projects.

4: The resolution of the Maidstone JTB meeting of 13 July 2016 with respect to the Integrated Transport Strategy has been approved by MBC's SPS&T Committee on 13 September 2016. The Integrated Transport Strategy (and separate Walking and Cycling Strategy), adjusted to reflect the JTB resolution, has been adopted by the Borough Council. It is agreed that the principles of an Integrated Transport Strategy covering the period up to 2022 will be referred to KCC's Cabinet Member for Transport for his approval.

5: The Integrated Transport Strategy is a dynamic document and in accordance with the JTB resolution, MBC and KCC will continue to work together as the Strategy is reappraised in the future as part of the first review of the Local Plan with work to commence by 2022. The primary purpose of this exercise will be to identify the strategy beyond 2022 including additional transport interventions and modifications to existing interventions, to further support the Local Plan. The approach will be

to establish whether additional transport mitigation is required, to establish what the options for mitigation are and to undertake a full appraisal of the options. Any options assessment would require, amongst other things, a technical evaluation including Sustainability Appraisal(s) and Strategic Environmental Assessment(s).

6: Further explanation and amplifications of the intentions regarding a potential South East Maidstone Strategic Link (Leeds-Langley Relief Road) scheme will be provided by Kent County Council. This will highlight how:

- Kent County Council has begun work to establish the justification for and delivery of such a project;
- Traffic Modelling has shown a link between the A20 and A274 would have a beneficial impact upon traffic levels in the congested south and south-east sector of the urban area; and;
- The Borough and County Councils will work together to explore the detailed case, including full traffic and environmental impact studies, a preferred route and funding methods. This is reflected in paragraph 17.125 of the submitted Local Plan.

4. Matters not agreed

1: Whilst both the Borough and County Councils have agreed the principles of the Integrated Transport Strategy covering the period up to 2022, agreement has not been reached on the transport strategy for the period from 2022 to 2031. This will require additional work including modelling, design and Strategic Environmental Assessment and Sustainability Appraisal. Both authorities have made a firm formal commitment to undertake this and work together to achieve this and an agreed transport strategy to 2031 as set out at paragraphs 5 and 6 of the Matters Agreed section of this Statement.

2: MBC considers that the Local Plan and accompanying Infrastructure Delivery Plan¹ set out an appropriate package of transport mitigation over the period 2011 – 2031. In the absence of an agreed Integrated Transport Strategy for the period from 2022 to 2031 however, the Borough and County Councils have not agreed the full schedule of transport mitigation schemes to be included within the Infrastructure Delivery Plan.

3: The analysis and conclusions presented within the Transport Topic Paper² are not agreed by the County Council.

Agreement

Signed On behalf of Maidstone Borough Council		
Name & position	Signature	Date
Rob Jarman, Head of Planning & Development	<i>R. LL. Jarman</i>	14/9/16

Signed On behalf of Kent County Council		
Name & position	Signature	Date
Barbara Cooper, Corporate Director – Growth, Environment and Transport	<i>B. Cooper</i>	14/09/16

¹ http://www.maidstone.gov.uk/data/assets/pdf_file/0016/121129/SUB-011-Infrastructure-Delivery-Plan-May-2016.pdf

² http://www.maidstone.gov.uk/data/assets/pdf_file/0007/121120/SUB-006-Transport-Topic-Paper-May-2016.pdf