

Maidstone Integrated Transport Strategy 2011-2031

Addendum September 2021

This Addendum (September 2021) amends the Maidstone Integrated Transport Strategy (ITS) 2011 – 2031 to reflect:

- the proposed pattern and level of growth in the Regulation 19 pre-submission Local Plan Review;
- updates in the national and local policy context;
- The insertion of new actions to reflect the changed spatial strategy and inclusion of two new garden communities at Lidsing and Heathlands;
- updated evidence; and
- the extension of the ITS timeframe to cover the Local Plan Review plan period up to 2037.

The ITS 2011-2031 and this accompanying Addendum 2021 will be submitted to an independent examiner as part of the evidence materials supporting the Local Plan Review.

Proposed amendments are as follows:

- References to Maidstone Borough Local Plan should be replaced with Local Plan Review.
- References to the Kent County Council Local Transport Plan 3 (LTP3) 2011-2016 should be replaced with Kent County Council Local Transport Plan 4 (LTP4) 2016-2031.
- Paragraph 1.2 – insert reference to comments and suggestions from the additional stakeholder workshops held in February 2020.
- References to the Maidstone VISUM strategic highway network model should be replaced with Maidstone Local Transport Model (an adapted version of the Kent Countywide VISUM Model (base year 2019)).
- Update all references to the spatial strategy to include two new Garden Settlements at Heathlands and Lidsing.
- Update population of Maidstone borough from 155,143 to 171,800.
- Update objectively assessed need from 18,560 to 17,355 dwellings to 2037; and from 14,500 to 11,200 jobs over the plan period 2022 to 2037.
- Update National Policy context to reflect the Department for Transport's (DfT) 2020 priority outcomes¹ as follows:
 - Improve connectivity across the UK and grow the economy by enhancing the transport network, on time and on budget.
 - Build confidence in the transport network as the country recovers from COVID-19 and improve transport users' experience, ensuring that the network is safe, reliable, and inclusive.
 - Tackle climate change and improve air quality by decarbonising transport (this outcome reflects DfT's contribution to the BEIS-led [cross-cutting net zero outcome](#)).

The DfT is also supporting the delivery of the following priority outcomes led by other departments:

- Reduce UK greenhouse gas emissions to net zero by 2050;
 - Increase economic growth and productivity through improved digital technology;
 - Improve the environment through cleaner air and water, minimised waste, and thriving plants and terrestrial and marine wildlife; and
 - Raise productivity and empower places so that everyone across the country can benefit from levelling up.
- Reference to NPPF updated to 2021 version (original version 2012, previously updated in 2018 and 2019).

¹ [DfT Outcome Delivery Plan: 2021 to 2022 - GOV.UK \(www.gov.uk\)](#) (last accessed 22/09/2021)

- Reference to NPPG updated to 2021 version.
- Delete references to Maidstone Borough-wide Local Plan 2000.
- References to Maidstone Strategic Plan 2015-2020 should be replaced with Maidstone Strategic Plan 2019-2045.
- Section on Neighbourhood Plans should now reference the following 'made' plans:
 - North Loose Neighbourhood Plan 2015 – 2031 (2016)
 - Staplehurst Neighbourhood Plan 2016 – 2031 (2016 and amended 2020)
 - Loose Neighbourhood Plan 2018 – 2031 (2019)
 - Marden Neighbourhood Plan 2017 – 2031 (2020)
 - Lenham Neighbourhood Plan 2017 – 2031 (2021)
 - Boughton Monchelsea Neighbourhood Plan (2021)

There are is a further plan which has passed referendum and forms part of the Maidstone Development Plan:

- Otham Neighbourhood Plan 2020 – 2035 (2021)
- Section 8 – after 'cycling actions', insertion of new action as follows:

Garden Communities

Action GC1: Work with KCC, Highways England, neighbouring authorities, bus/rail operators and user groups (including the Kent Community Rail Partnership) to implement an integrated, cohesive approach to the provision transport solutions to deliver sustainable new Garden Communities.

Heathlands Garden Community

The following transport solutions are proposed for Heathlands Garden Community:

- Provision of a continuous shared use footway & cycleway along the A20 between Charing and Lenham.
- Provision of improvement of offsite Public Rights of Way. Heathlands Garden Community
- Provision of regular shuttle bus services running through the site to Lenham centre, Lenham Rail Station and Charing Rail Station.
- Provision of dedicated school buses to / from The Lenham School Heathlands Garden Community
- Extension of existing 10X service (Ashford – Maidstone) through the site and increase in frequency to every 20 minutes during the peak hours and every 30-60 minutes during off-peak times.
- Formation of a Transport Review Group (TRG) who will be responsible for monitoring the suitability of the public transport service provision for the site.

- Provision of a primary mobility hub in the district centre of the site. To include access to a range of sustainable travel modes, including the shuttle buses, 10X bus service, electric bikes, standard bikes, car club vehicles etc. Facilities such as a bicycle repair shop, café, co-working space, food retail etc. will also be provided in order to maximise activity.
- Provision of secondary mobility hubs throughout the site, enabling interchange between shuttle bus/ regular bus services, car club vehicles and bikes.
- Provision of two new roundabout junctions on the A20 to provide access to the site.
- Provision of off-site highway capacity improvements as demonstrated necessary through capacity assessments along A20 corridor

Lidsing Garden Community

The following transport solutions are proposed for Lidsing Garden Community:

- Creation of a fourth arm on the M2 junction 4 and access roundabout, linking to Maidstone Road, and a new bridge over the M2 with connections to the primary site access .
 - Extension and enhancement of existing Arriva Route 132, to provide access to regular orbital bus services through the site and connecting to both Lordwood & Hempstead .
 - Provision of new, half-hourly bus services between the site and Chatham via North Dane Way .
 - Provision of cycling & walking links throughout the site, and strategically north-south along the Capstone Valley and into the wider Medway area
 - Provision of off-site highway capacity improvements as demonstrated necessary through capacity assessments surrounding (Lidsing Garden Community).
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- Section 9 – Targets to be reviewed and updated to reflect 2037 LPR timeframe.
 - Section 10 – reference to modelling scenarios, results and findings should be based on updated Local Plan Review transport modelling work.