

03 October 2016.

The Council continues to engage with Highways England with the purpose of reaching common ground on the matter of the need for more detailed consideration of the impacts of future housing and employment growth on the strategic road network, notably the local junctions for Maidstone of the M20 motorway.

The methodology and assumptions underpinning the junction modelling as set out in document TRA 037 have been discussed in detail between Maidstone Borough Council and Highways England (and Kent County Council) and their respective consultants. The “first principles” approach using existing turning count data and junction-specific TEMPro growth factors to reflect consented and non-consented development within the Local Plan objectively assessed need has been discussed between the parties. It was confirmed in an email from Stephen Whittaker (Amey) dated 8 July 2016 (Appendix A) that the alternative approach using VISUM model data for the junction modelling would be unlikely to be acceptable to Highways England. The “first principles” approach was confirmed as acceptable in an email from Nigel Walkden (Highways England) to Martina Olley (Mott MacDonald) dated 29 July 2016 (Appendix B).

Highways England’s acceptance was subject to agreement of the distribution of Local Plan development to the four motorway junctions and the approach taken to calculating junction specific TEMPro growth factors for 2016 to 2031. Emails from Nigel Walkden (Highways England) to Paul Goodenough (Maidstone Borough Council) dated 24 August 2016 (Appendix B) stated that the approach taken was considered reasonable and that further comments would be made following receipt of TRA 037. A draft report was submitted to Highways England on 5 September 2016 with further information provided on 12 September 2016. Detailed comments are now awaited by the Council.

Appendix A

From: Whittaker, Stephen <[REDACTED]>
Sent: 08 July 2016 14:33
To: Paul Goodenough; 'Brendan.Wright [REDACTED]'
Cc: Martina [REDACTED]; Paul.Goodenough [REDACTED]; David.Joyner [REDACTED]; Steve Clarke
Subject: RE: M20 Junctions modelling approach
Attachments: CO04300370_TN 01~02 (Draft).docx

All,

Please find attached an updated draft of a Technical Note setting out a comparison of the 2014 refreshed base model against observed data at the M20 junctions (J5-J8). The updated note includes comparisons with more up-to-date data at junctions 6 and 7.

Unfortunately the modelled flows at J7 and the northern section of J6 do not compare well with the observed data. The modelled turning proportions compare reasonably at J7 but less so at J6 north.

Given HE's previous concerns and the lack of a compelling argument within the attached note we would consider it unlikely that HE will change their view at this stage.

Regards,

Steve Whittaker

Principal Transport Planner | Consulting and Rail

Amey

t: [REDACTED] | e: [REDACTED]
Brenchley House | 123-135 Week Street | Maidstone | Kent | ME14 1RF



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From: Paul Goodenough [mailto:[REDACTED]]
Sent: 06 July 2016 09:22
To: 'Brendan.Wright [REDACTED]'; Whittaker, Stephen
Cc: Martina.Olley [REDACTED]; Paul.Goodenough [REDACTED]; David.Joyner [REDACTED]; Steve Clarke
Subject: RE: M20 Junctions modelling approach

Brendan, Steve,

I would be grateful for an update on where you are with the J6/J7 data comparison exercise. Obviously that affects the preferred approach as per Martina's note and we need to get something to HE/Nigel Walkden as soon as we can.

Acknowledge the slight delay to the updated forecasting report (and in turn the note on the 2022 runs), but again I'd be grateful if you could confirm when you will be able to circulate this.

I look forward to hearing from you.

Many thanks

Paul Goodenough

Senior Transport Planner

Maidstone Borough Council, Maidstone House, King Street, Maidstone, Kent, ME15 6JQ

t: [REDACTED] w: www.maidstone.gov.uk

From: Brendan.Wright@kent.gov.uk [REDACTED]

Sent: 01 July 2016 11:10

To: Steve Clarke; [REDACTED]

Cc: Martina.Olley@kent.gov.uk; Paul Goodenough; Paul.Goodenough@kent.gov.uk; David.Joyner@kent.gov.uk

Subject: RE: M20 Junctions modelling approach

Steve

I have asked Amey to assist Motts in undertaking the data comparison exercise for J6 and J7 (as requested by Martina in her e-mail of 29/06/16). This is clearly important in how it could inform the justification behind the preferred approach to HE.

Please be aware that this work may have a slight bearing on the progression of other ongoing tasks, namely the updating of the forecasting report to reflect the revised do minimum model run.

Regards

Brendan

Brendan Wright | Strategic Transport and Development Planner | KCC Highways and Transportation | Ashford Depot | Javelin Way | Henwood Industrial Estate | Ashford | TN24 8AD | Internal: [REDACTED] External: [REDACTED]

From: Steve Clarke [[mailto:\[REDACTED\]](mailto:[REDACTED])]

Sent: 30 June 2016 17:25

To: Wright, Brendan - GT HTW; 'Stephen.Whittaker@kent.gov.uk'

Cc: 'Olley, Martina E'; Paul Goodenough; Goodenough, Paul R

Subject: M20 Junctions modelling approach

Brendan and Steve

Please find attached a note prepared by Martina regarding the modelling approach.

I would be grateful if you could review the note and if you have any comments it would be appreciated if they could be sent either by close of play tomorrow or 1st thing Monday (4th) so I can then forward them to HE/Nigel Walkden for their comments.

I look forward to hearing from you.

Regards

Steve

Steve Clarke MRTPI

Principal Planning Officer

Spatial Policy

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Appendix B

From: WALKDEN, NIGEL <[REDACTED]>
Sent: 24 August 2016 17:03
To: Paul Goodenough; 'Olley, Martina E'
Cc: Rapa, Pia
Subject: RE: M20 Junctions - modelling

Paul,

Again, this sounds reasonable, my main query relates to the differences in the TEMPRO 2016-31 factors for J5-J8 you have sent. The difference between the consented/non-consented housing (7574 and 8126) is roughly similar but the implied growth rates shown for the non-consented element in Scenario 2 is much lower:

Scenario 1 - Consented Development				
TEMPRO Factors 2016-2031				
	J5	J6	J7	J8
AM	1.098	1.100	1.133	1.092
PM	1.098	1.101	1.131	1.091

Scenario 2 - Consented + Non-consented Development				
TEMPRO Factors 2016-2031				
	J5	J6	J7	J8
AM	1.138	1.132	1.155	1.109
PM	1.141	1.135	1.154	1.109

Happy to wait for the report.

Regards,

Nigel

From: Paul Goodenough [mailto:PaulGoodenough@[REDACTED]]
Sent: 24 August 2016 16:10
To: WALKDEN, NIGEL; 'Olley, Martina E'
Cc: Rapa, Pia
Subject: RE: M20 Junctions - modelling

Nigel,

Many thanks for your reply.

Scenario 2 assumes 15,700 households (7,574 consented + 8,126 non-consented) on top of the 2,860 completions to 31st March 2016 (which are assumed to be included in the 2016 baseline). That makes a total of 18,560 households as per the objectively assessed need.

In terms of TEMPRO7, we took the 2016 household/job numbers and then calculated junction-specific 2016-2031 TEMPRO AM and PM peak growth factors by adding to background traffic growth the consented Local Plan households/jobs for each junction (for Scenario 1) and consented + non-consented Local Plan households/jobs for each junction (for Scenario 2) as per the distributions. The overall household/job totals take into account not just the Maidstone Borough Local Plan but allocations in Swale BC and Tonbridge & Malling BC also, as per the information in Martina's email of 11 August.

I trust that this approach is acceptable to you. Certainly the report will clearly set out how the methodology has been applied to calculate the junction-specific growth factors.

Kind regards

Paul Goodenough

Senior Transport Planner

Maidstone Borough Council, Maidstone House, King Street, Maidstone, Kent, ME15 6JQ

t: [REDACTED] w: www.maidstone.gov.uk

From: WALKDEN, NIGEL [REDACTED]
Sent: 24 August 2016 15:17
To: Paul Goodenough; 'Olley, Martina E'
Cc: Rapa, Pia
Subject: RE: M20 Junctions - modelling

Paul,

The distributions from Martina's two emails on 11 and 12 August look reasonable. I would double check the TEMPRO7 figures as they may already be superseded by the Local Plan household and employment numbers. If I have interpreted correctly your 18521 households in Scenario 2 equates well with the 18560 objectively assessed need totals.

Will you be providing methodology on how these figures will be converted into morning and evening peak hour trips?

Regards,

Nigel

Nigel Walkden BA MSc MBA CMILT
Managing Consultant, Transportation

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From: Paul Goodenough [REDACTED]
Sent: 24 August 2016 14:31
To: 'Olley, Martina E'; WALKDEN, NIGEL
Cc: Rapa, Pia
Subject: RE: M20 Junctions - modelling

Nigel,

I was wondering if you had yet had an opportunity to consider the distributions that Martina sent you the week before last? Do these provide the further clarification you were seeking? Apologies again for the roughness of the sketches - as Martina said they will be tidied up for the draft report which, as I advised yourself and Kevin, will be issued by Monday 5 September.

If you have any queries please could you let us know – I am on leave after today until the 31st but Pia is available tomorrow (25th) to assist if necessary.

Kind regards

Paul Goodenough

Senior Transport Planner

Maidstone Borough Council, Maidstone House, King Street, Maidstone, Kent, ME15 6JQ

t: [REDACTED] w: www.maidstone.gov.uk

From: Olley, Martina E [REDACTED]

Sent: 12 August 2016 15:57

To: WALKDEN, NIGEL

Cc: Paul Goodenough; Rapa, Pia

Subject: RE: M20 Junctions - modelling

Hi Nigel

I understand you spoke to my colleague Paul yesterday – apologies I wasn't available at the time.

Attached some sketches showing how we distributed the Maidstone sites onto the four junctions. Please note, these are very rough sketches. We intend to "make them pretty" for inclusion in our final report, but this task just hasn't been done yet.

I will now be on leave until 31 August – please contact either Pia or Paul if you have any queries regarding the attached.

Best regards,
Martina

From: Olley, Martina E

Sent: 11 August 2016 12:01

To: 'WALKDEN, NIGEL' <[REDACTED]>

Cc: paulgoodenough@maidstone.gov.uk [REDACTED]; Rapa, Pia <Pia.Rapa@maidstone.gov.uk>

Subject: RE: M20 Junctions - modelling

Hi Nigel

Apologies for the slight delay in passing the attached information to you. We got some further information from Tonbridge&Malling on Tuesday and didn't quite manage to finalise the spreadsheet yesterday.

The attached shows the household and job numbers from Maidstone, Tonbridge&Malling and Swale we assume would impact this stretch of the motorway. We then considered the location of these (consented and non-consented) developments and which junction they would affect. The numbers are outlined in the spreadsheet.

These numbers were then entered into TEMPro7 to obtain the growth factors which are also contained in the spreadsheet.

I suggest I contact you this afternoon once you have had the opportunity to consider the attached. Presumably it is best to contact you on your mobile (0 [REDACTED])?

Best regards,
Martina

From: WALKDEN, NIGEL [REDACTED]
Sent: 29 July 2016 11:41
To: Olley, Martina E [REDACTED] >
Subject: RE: M20 Junctions - modelling

Martina,

Your second “first principles” approach is acceptable subject to agreement on the robustness of the numbers involved. Your text doesn’t go into detail as to how you would apply the growth at each of the junctions. Additionally, for your benefit we are only interested in those developments that currently do not have planning consent, so you will need to compare two scenarios with/without Local Plan consented development for the Local Plan horizon year.

As you may know, TEMPro7 was released yesterday and will provide more up to date growth forecasts, however from an initial view of the underlying assumptions for other (planning authority areas) the figures may need revising based upon a) current Local Plan development totals and b) consented developments.

Please let me know if you require further clarification.

Regards,
Nigel

Nigel Walkden BA MSc MBA CMILT
Managing Consultant, Transportation

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From: Olley, Martina E [[m \[REDACTED\]](#)]
Sent: 29 July 2016 11:20
To: WALKDEN, NIGEL
Cc: [paulgoodenough \[REDACTED\]](#)
Subject: FW: M20 Junctions - modelling

Nigel

Further to my email below and the voicemail I left last Monday, I would be grateful for your comments on the attached.

I will be on leave next week but will contact you w/c 8 August to discuss.

Many thanks,
Martina

From: Olley, Martina E
Sent: 18 July 2016 12:15
To: 'Elizabeth.Cleaver [REDACTED] <[REDACTED]>;
[nigel.walkden \[REDACTED\]](#)
Cc: [Brendan.Wright \[REDACTED\]](#) 'Whittaker, Stephen' <[REDACTED]>;
[Kevin.Bowen \[REDACTED\]](#); 'Steve Clarke' <[steveclarke \[REDACTED\]](#)>;
[paulgoodenough \[REDACTED\]](#); Goodenough, Paul R <[Paul.Goodenough \[REDACTED\]](#)>
Subject: M20 Junctions - modelling

Elizabeth / Nigel

Further to our meeting with Kevin on 18 May 2016, please find attached a note setting out our intended modelling approach.

I would be grateful if you could please review, and provide comments or acceptance of this approach at your earliest opportunity to enable us to progress with this work as soon as possible.

Please contact me if you have any queries.

Best regards,
Martina

Ref: 344395/MEO

Martina Olley
Projects Director

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