

AGENDA

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Monday 7 December 2015

Time: 5.00 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Ash, Bird, Brown, Carter, Chittenden,
Clark, Cooke, Cuming, Daley, English,
Fort, Hotson, T Sams, Mrs Stockell,
Vizzard, Mrs Whittle, Willis and
J.A. Wilson

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Notification of Visiting Members
4. Disclosures by Members and Officers

Continued Over/:

Issued on Friday 27 November 2015

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact Poppy Collier on 01622 602242**. To find out more about the work of the Committee, please visit www.maidstone.gov.uk

**Alison Broom, Chief Executive, Maidstone Borough Council,
Maidstone House, King Street, Maidstone Kent ME15 6JQ**

5. Disclosures of lobbying
6. Minutes of the Meeting Held on 4 November 2015 1 - 4
7. Petitions
Notice has been given pursuant to Council Procedure rule 11 of the intention to present a petition in the following terms:

We the undersigned residents and ratepayers of Maidstone Borough Council and Kent County Council petition these Councils against the closure of access to and from Cranbourne Avenue via the Wheatsheaf junction within the Borough of Maidstone.
8. Questions/Statements by members of the public
9. Further detail on the results of VISUM modelling on DS4 5 - 16

Registering for Public Speaking

In order to book a slot to speak at this meeting of the Joint Transportation Board please contact Poppy Brewer on 01622 602242 by 3.30pm on the day of the meeting. You will also need to inform us of the topic you wish to speak on. Please note that slots will be allocated on a first come, first served basis up to a maximum of ten speakers.

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON WEDNESDAY 4 NOVEMBER 2015

Present: Councillor Burton (Chairman), and
Councillors Ash, Bird, Carter, Chittenden, Clark,
Cooke, Cuming, English, Fort, Hotson, T Sams,
Vizzard, Mrs Whittle, Willis and J.A. Wilson

Also Present: Councillors Balfour, Grigg, and Sargeant

112. **APOLOGIES FOR ABSENCE**

It was noted that apologies for absence were received from Councillors Brown and Daley.

113. **NOTIFICATION OF SUBSTITUTE MEMBERS**

There were no substitute members.

114. **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 Balfour
Councillor Grigg
Councillor Sargeant

115. **DISCLOSURES BY MEMBERS AND OFFICERS**

There were no disclosures by members or officers.

116. **DISCLOSURES OF LOBBYING**

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

117. **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

118. **MINUTES OF THE MEETING HELD ON 14 OCTOBER 2015.**

Members of the Board had stated their support or raised concerns about items on the agenda of the previous meeting. The Chairman agreed that on this occasion these points would be noted but that minutes were a summary of the meeting with recommendations and not a verbatim record. The statements noted by the Board were as follows:

- Councillor Chittenden – Report of Parking Services Manager – Objections to Traffic Regulation Orders – Councillor Chittenden requested that Maidstone Borough Council and Kent County Council work together urgently to resolve the flooding and cleaning problems that exist along The Mallows.
- Councillor Hotson in relation to the REPORT OF KCC, PROW AND ACCESS SERVICE – Loose Greenway Scheme had no objection in principle to the scheme although he was aware of objections made by Loose residents.
- Councillor Bird in relation to the Report of KCC, PROW and ACCESS SERVICE – River Medway Towpath welcomed the scheme but expressed concern about encouraging the use of the towpath by cyclists in the winter months when obstacles may not be readily visible. He asked KCC officers whether consideration had been given to low level lighting and requested that a safety assessment be undertaken.
- Councillor Clarke in relation to the Report of KCC Head of Transportation – progress Report on Technical Work for the Integrated Transport Strategy expressed concern about the proposal to close Cranborne Avenue to exiting traffic and questioned whether Plains Avenue would be a suitable alternative exit, having worked on current problems of joining the A229 in peak times there (using his devolved budget to create a yellow box junction).

It was highlighted that the start time of the meeting had been minuted incorrectly as 6.30pm rather than 5.00pm.

NOTE: Councillor Whittle joined the meeting at 5.11pm.

RESOLVED: That the minutes of the meeting held on 14 October 2015 be approved as a correct record and signed subject to the following amendment: That the start time of the meeting be amended to 5.00pm.

119. PETITIONS (IF ANY)

There were no petitions.

120. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

There were no questions.

121. REPORT OF KCC HEAD OF TRANSPORTATION - RESULTS OF VISUM TRANSPORT MODELLING

The Chairman agreed to receive an urgent update to the Report of KCC Head of Transportation – Results of VISUM Transport Modelling.

Brendon Wright, Strategic Transport and Development Planner introduced the report which summarised the results of the additional DS4 modelling scenario. The VISUM modelling work, undertaken by AMEY had tested a series of scenarios relating to the transport interventions that could be implemented alongside future housing and employment development. Each of these scenarios had been predicated on an individual set of assumptions regarding the package of transport interventions.

The Board received a presentation from Steve Whittikar, Principal Transport Planner (AMEY), which set out the forecast scenarios for the DS4a and DS4b which was the option created by the Board at its July meeting with and without a Leeds Langley Relief Road (LLRR).

During the course of the discussion the following points were made:

- The modelling results for DS4 (Do Something option 4) were presented as a comparison to DM option (Do Minimum transport modelling whereby only the Bridge Gyratory Scheme is implemented).
- The modelling did not reflect individual journey times; it looked at the network as a whole rather than sections of the network.
- It was confirmed that the VISUM modelling could be used as a tool for localised modelling but at present it was focused on the urban area at the busiest periods for travel in the am and pm.
- The LLRR was estimated to offer approximately 25% improvement to travel time.
- The impact of increased parking costs and bus frequencies was estimated to offer approximately 40% improvement to travel time.
- It was questioned whether the estimated impact of increased parking costs and bus frequencies was achievable; was there a commercial appetite from bus companies to deliver this?
- The impact on the A229 and A274 was considered but the Board also questioned whether detailed examination had taken place for other traffic 'pinch points' in the borough.

- The Board considered the phasing of new development over the emerging Local Plan period which ended 2031, and the way in which traffic mitigation would need to be delivered in line with this.
- The Board considered the application of constraint when considering a planning application for new development where impact on traffic and transport was deemed to be severe. MBC consulted with the highways authority on planning applications but until now KCC had been unable to object on the grounds of severity as it was unable to provide evidence that demonstrated this. In terms of planning guidance what constituted 'severity' was open to interpretation and had yet to be challenged. It was felt that the VISUM modelling undertaken could provide the evidence base required by the highways authority.

The Board agreed that a further, more detailed report was required on the proposed transport mitigation scenarios presented.

RESOLVED:

1. That the Board's support be given to KCC and MBC officers to work jointly to provide a report with further detail on the results of VISUM modelling on DS4. This should give consideration to the following:
 - Transport mitigation measures to support development. This should include consultation with bus and rail operator alongside methods to increase multi occupancy car use; and
 - The phasing of new development.
2. That the Board reconvene in approximately 4 weeks' time to consider the report.

NOTE: Councillor Carter joined the meeting at 5.25pm, Councillor Ash left the meeting at 5.46pm, Councillor J.A Wilson left the meeting at 6.12pm, Councillor Carter left the meeting at 6.49pm and Councillor Whittle left the meeting at 6.53pm.

122. DURATION OF MEETING

5.00pm to 7.11pm

Maidstone Joint Transportation Board: 7 December 2015

Is the final decision on the recommendations in this report to be made at this meeting?	Yes
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Further details on the results of VISUM modelling on DS4

Final Decision-Maker	Maidstone Joint Transportation Board
Lead Head of Service	Rob Jarman Head of Planning & Development MBC Tim Read Head of Highways & Transportation KCC
Lead Officer and Report Author	Chris Berry Interim Team Leader Spatial Policy MBC; Steve Clarke Principal Planning Officer Spatial Policy MBC; Brendan Wright Senior Development Engineer KCC
Classification	Public
Wards affected	All

This report makes the following recommendations to this Committee:

1. That the Board note the report and the progress made to-date

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all -
- Securing a successful economy for Maidstone Borough -

Timetable

Meeting	Date
Maidstone Joint Transportation Board	7 December 2015

Further details on the results of VISUM modelling on DS4

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report follows on from the resolution to Item 121 of JTB meeting held on 04 November 2015 as follows;

“That the Board’s support be given to KCC and MBC officers to work jointly to provide a report with further detail on the results of VISUM modelling on DS4. This should give consideration to the following:

- Transport mitigation measures to support development. This should include consultation with bus and rail operators alongside methods to increase multi occupancy car use and;
- The phasing of new development.”

- 1.2 The report sets out progress to-date and identifies the next steps.
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2. INTRODUCTION AND BACKGROUND

- 2.1 This report follows from JTB consideration of the results of VISUM modelling which were presented by Amey on 4th November 2015. VISUM modelling has been undertaken to support the preparation of the Maidstone ITS which identifies the transport infrastructure necessary to support the development proposed by the emerging Maidstone Borough Local Plan.
- 2.2 VISUM is a strategic highways model which tests alternative transport scenarios and their impacts in terms of travel time and distance. Increases in walking and cycling are reflected in an estimation of the number of car trips which may be removed from the road network due to changes in modal shift across the area.
- 2.3 This report notes the present status of the VISUM modelling undertaken so far, and presents the progress which has been made in several areas regarding mitigation of the impacts of the additional road trips that will be generated by development proposed in the emerging Local Plan. Transport mitigation may be categorised as; cycling and walking increases; public transport improvements, and highway junction improvements and each of these topics is discussed below.
- 2.4 A wide range of transport mitigation measures are being pursued simultaneously by MBC, KCC, transport providers and developers, in line with the ITS objectives of reducing transport demand, changing behaviours and promoting sustainable transport solutions to support Maidstone’s growth to 2031. Significant progress has been made in agreeing joint

initiatives for transport improvements in several modes and these are highlighted.

3. DS4 Modelling

- 3.1 VISUM modelling was first commissioned in 2012 to inform the preparation of the Local Plan at that stage, and the most recent run of the VISUM model, testing a scenario known as DS4, tested the latest 'objectively assessed need' for 18,560 houses throughout the Borough area. The allocation of the total number of new houses in the emerging Local Plan was supplied to consultants Amey between 1st and 9th October 2015.
- 3.2 A series of assumptions was proposed for the DS4 scenario, as follows:
- 18,560 new houses distributed as currently proposed by MBC
 - Agreed programme of highways improvements (see para. 6.1 below for further detail)
 - Typical 10 minute bus frequency
 - Discounting of walk/cycle trips to be based on a distance threshold of 5 km within the town centre
 - 50% increases in long stay parking charges
 - Removal of Park and Ride sites at Linton and M20 Jct 7.
- 3.3 The DS4 modelling work has focused on the AM peak period as this has enabled the busiest conditions on the highway network to be tested. Further, the DS4 scenario was tested with a Leeds Langley Relief Road (LLRR) (DS4a) and without (DS4b) and the results were presented at JTB on 4th November.
- 3.4 No further analysis has been presented on DS4 since the presentation of the results on 4th November and comparisons with the Do Minimum scenario previously modelled should be viewed in the context of the differential in assumed housing numbers.
- 3.5 A further run of VISUM could be undertaken to reflect the Do Minimum (DM) scenario with the full objectively assessed need figure of 18,560 houses and the new commercial and retail space planned. Although this would enable the results to be compared and contrasted on an equivalent basis, it is not expected to have any significant bearing on the previously reported DS4 findings. The timescales for undertaking a further model run and reporting to a future JTB would need to be agreed between MBC and KCC.
- 3.6 It should be noted that VISUM does not model the impacts of local junction mitigation and the list of highways improvements submitted, as noted in 3.2

above, provides inputs for the strategic analysis. It provides a strategic overview of movement patterns on the road network and the context for more detailed modelling at a local level and, in any case, detailed modelling for Headcorn, Lenham and Staplehurst is outside the VISUM cordon.

- 3.7 In addition to VISUM modelling, work has continued on individual junction capacity modelling to assess the impacts on affected junctions through developers' Transport Assessments. These are carefully checked and analysed to ensure that they provide a robust representation of the potential cumulative impacts of development and can enable appropriate mitigation measures to be identified where appropriate. Additional junction capacity assessment studies have also been commissioned by MBC for Linton Crossroads, Headcorn, Lenham and Staplehurst, which will be the subject of further dialogue with KCC to identify the scope of required improvements.
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4 Walking and Cycling

- 4.1 The Maidstone ITS includes a Walking and Cycling Strategy for the extensive improvement of walkways and cycleways throughout the Borough. MBC and KCC are continuing to work collaboratively to ensure the measures identified can form the basis for negotiations with developers and providers of facilities. The Walking and Cycling Strategy will be reported to a future JTB for approval.
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5 Public Transport

- 5.1 Recent positive meetings with Arriva and KCC have explored opportunities for the enhancement of bus services throughout the Borough, principally through the upgrade of longer distance radial routes, including Maidstone to Sittingbourne/Sheerness services which may be coordinated with a potential stop at M20 junction 7. Frequency and service quality improvements are being considered on the main radial routes into Maidstone (A26 Tonbridge Road, A249 Sittingbourne Road, A274 Sutton Road and A229 Loose Road). These will, where feasible, seek to achieve a 10 minute frequency on individual routes as this level of service offers scope to markedly increase bus usage.
- 5.2 Whereas it is recognised that individual bus ticket prices may seem relatively high for services in and around Maidstone, Arriva and MBC will work together to promote a range of group ticket pricing options to businesses and organisations to increase bus usage. Specific information

packs will be provided on bus travel and service improvements for new housing developments with the aim of raising the image of bus use and encouraging patronage, including for journeys to work.

- 5.3 Arriva will also promote, with MBC and KCC support, a mobile phone app for its services and investigate the potential of new technology to increase the availability of information on bus services. Enhancements of bus facilities such as free Wi-Fi are being introduced, with possible MBC and KCC support, which will also have beneficial impacts on the image of bus travel.
- 5.4 For the medium term, the Maidstone ITS promotes the improvement of terminal facilities in Maidstone town centre and at the town's railway stations to enable improved interchange for radial routes. A project team will be formed with Arriva to progress the specification, delivery and funding for an improved bus station at the Mall Chequers Shopping Centre where conditions for bus passengers are presently substandard.
- 5.5 The next stage of work to be undertaken in this area is to factor in the mitigation effects of these improvements on the transport network. Specific work will analyse the benefits of the increased services and initiatives and assess how these are likely to affect traffic levels and network conditions throughout the borough.

6 Highway Network Improvements

- 6.1 Key to the mitigation of transport impacts as envisaged by the ITS is the improvement of those parts of the highway network most affected by increases in travel demand. The identified package of highway improvements have been included in the assumptions for the VISUM modelling as noted above, and may be listed as follows:
 - A229/A20/A26 Bridges Gyratory
 - A20 junction improvements
 - A26 Fountain Lane/Hermitage Lane
 - A249 Bearsted Road roundabout
 - Bearsted Road/New Cut junction
 - A249 to New Cut dual carriageway
 - A20 Ashford Road/Willington Street junction
 - A229/A274 Wheatsheaf junction
 - A274 junction improvements
- 6.2 Funding towards many of the above improvements has already been secured through various sources, including contributions secured via Section 106 Agreements as part of planning approvals.

- 6.3 The schedule attached as Appendix A provides an updated breakdown of the monies that have been secured to date towards a range of schemes across the Borough, with substantive funding already in place to help secure the provision of many of the key highway improvements. MBC and KCC will continue to work together to ensure that any shortfalls in available funding are met in order to safeguard the deliverability of the ITS package and further work will be undertaken to identify how this should be prioritised.
- 6.4 Further detailed modelling work in support of planning applications for new development will also ensure that all locally important mitigation measures are accounted for in any assessment of impact.
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7. Phasing new development

- 7.1 JTB requested an indication of the phasing of new development and how it may affect transport mitigation measures. The principal quantum of development is the provision of 18,560 new houses in the period between 2011 and 2031, and a significant proportion of this figure has already been constructed, granted planning permission, or is the subject of a resolution to grant permission subject to S106 agreement.
- 7.2 As at October 2015, a total of 8874 units have been constructed or consented since 2011 which leaves approximately 9700 houses to be provided within the emerging Local Plan period. The phasing of development is subject to a wide range of external influences which are beyond the influence of the regulatory authority.
- 7.3 The progress of development will be subject to review as part of the Local Plan process.
- 7.4 The first review of the Local Plan will also provide the opportunity to consider the need for further strategic highway provision. By this time the necessary feasibility and business case work in support of the Leeds Langley Relief Road will have been completed, thus enabling MBC and KCC to identify the potential timescales and specifications of such provision and determine whether specific projects should move forward as a specific Local Plan policy.
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8. Next Steps: Communication and Implementation of the Decision

- 8.1 Further work by KCC and MBC will be undertaken to refine the proposals and establish the priorities for intervention and actions as follows, to be reported to this Board in January 2016
- Assess the impact of increased bus service quality and frequency on the transport network.
 - Report of the project team on the proposed improvements to the town centre bus station.

- Prioritisation of the delivery of junction improvements

9. Cross cutting issues and implementation of the decision

Issue	Implications	Sign-off
Impact on Corporate Priorities	The adoption of the ITS will assist in the delivery of the Council's corporate priorities	Head of Planning & Development
Risk Management	A key risk to the Local Plan programme relates to the Council's ability to provide a package of sustainable transport measures	Head of Planning & Development
Financial	The cost of VISUM modelling to date has been funded jointly by MBC and KCC The cost has been met from the existing budget	Section 151 Officer & Head of Finance & Resources
Staffing	N/A	Head of Planning & Development
Legal	The draft ITS is being produced as part of the robust evidence base for the emerging Local Plan	Team Leader (Planning) Mid Kent Legal
Equality Impact Needs Assessment	An integrated transport strategy that tackles transport challenges through a combination of modes will take into account the needs of all groups including those without access to a car. An alternative strategy reliant on highway improvements will not promote equal access to employment, services and social opportunities and is likely to lead to increased social exclusion amongst lower income groups in particular	Policy & Information Manager
Environmental/Sustainable Development	The implementation of an integrated transport strategy to promote sustainable travel where possible will encourage a reduction in single occupancy car travel and in turn a reduction in congestion and carbon emissions relative to a 'do minimum' situation. An	Head of Planning & Development

	alternative strategy reliant on highway improvements is likely to generate more traffic than the additional capacity provided, increasing congestion and carbon emissions.	
Community Safety	N/A	Head of Planning & Development
Human Rights Act	N/A	Head of Planning & Development
Procurement	Consultants are used to prepare specialist or technical evidence to support the local plan and are appointed in accordance with the Council's procurement procedures	Head of Planning & Development & Section 151 Officer
Asset Management	N/A	Head of Planning & Development

10. Appendices

Appendix 1: Highway improvements table

MBC KEY JUNCTION/HIGHWAY	PROPOSAL	ESTIMATED COSTS*	HOW FUNDED (POOLED OR NOT)	SECURED FUNDING (SIGNED S106) + APP REF	RESOLUTION TO GRANT FUNDING + APP REF	TOTAL SECURED/RESOLVED	SHORTFALL AGAINST MONIES SECURED/RESOLVED**	MODELLING
MAIDSTONE TOWN CENTRE								
A229/A20/A26 Bridges Gyratory Maidstone TC	New northbound link to bypass the gyratory	£5.47million	N/A	LEP Local Growth Fund and MBC Contribution (New Homes Bonus)	N/A	N/A	N/A	KCC - VISUM MBC- MOTTS DEVELOPER TA's
MAIDSTONE URBAN AREA - M20 JUNCTION 7 STRATEGIC AREA								
A249 Bearsted Road roundabout & Bearsted Road/New Cut Junction	Capacity improvements and signalisation of Bearsted roundabout; Capacity improvements at New Cut roundabout; Provision of a new signal pedestrian crossing and combined foot/cycle way between New Cut & Bearsted roundabouts	£809-1.09m	N/A	Provided under 13/1163	N/A	Provided under 13/1163	None	13/1163 - TA KCC - VISUM
Dual carriageway between A249 and New Cut Junctions	Increased capacity and junction arrangement	£2.7million-£3.304 million	Would be provided in connection with development of Newnham Ct	Would be provided in connection with development of Newnham Ct	N/A		Would be provided in connection with development of Newnham Ct	Newnham Ct TA
M20/Junction7	Signalisation of roundabout, widening of coast bound off-slip and creation of new signal controlled pedestrian route through junction	£200k		Provided under 13/1163		Provided under 13/1163	None	13/1163 - TA KCC - VISUM
M2 Junction 5 Improvement	Capacity improvements	£44.7K (MBC Element)	N/A - SWALE SCHEME	13/1163 - £44.7k	N/A	Secured - £44.7k	None from MBC perspective	KCC - VISUM SWALE DEVELOPMENT'S
MAIDSTONE URBAN AREA - SOUTH EAST MAIDSTONE STRATEGIC AREA								
A229/A274 Wheatsheaf junction	Close exit to Cranbourne Avenue and potential widening to two lanes of northbound approach on A229 Loose Road	£483k plus statutory undertakings and potential land acquisition	Pooled S106 Sutton Road corridor applications	14/503167 - Proportion of £108k also split between Loose Rd/Boughton Lane & approaches to TC.	12/0986 - £336k towards junction & approaches to TC. 12/0987 - £270k towards junction & approached to TC.	Secured - Proportion of £108k Resolved - £606k	None	12/0986 - TA 12/0987 - TA MBC- MOTTS (TBC) KCC - AMEY/VISUM
A274 Willington Street junction	Junction capacity improvements	£267k plus statutory undertakings and potential land acquisition	Pooled	13/1149 - £180k 13/1523 - £30k 13/0951 - £55.8k		Secured - £265.8k	£1.2k	12/0986 - TA 12/0987 - TA 13/1149 - TA 13/1523 - TA 13/0951 - TA MBC- MOTTS (TBC) KCC - AMEY/VISUM
A274 Wallis Avenue junction	Junction capacity improvements		Pooled					

A274 Corridor	Bus priority measures: Widening of the inbound carriageway of the A274 Sutton Road between the junctions of Wallis Avenue and Loose Road, incorporating bus prioritisation measures from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements	TA's Estimated £2.5million. Motts work ongoing to confirm/update costs	Pooled S106 Sutton Road corridor applications	13/1149 - £1.8m 13/1523 - £300k 13/0951 - £558k		Secured - £2.65m	TBC following Mott's corridor work.	13/1149 - TA 13/1523 - TA 13/0951 - TA MBC- MOTTS (TBC) KCC - VISUM
MAIDSTONE URBAN AREA - NORTH WEST STRATEGIC AREA								
A20/Coldharbour Lane junction	Junction capacity and signals/left hand turn lane off A20 to M20 junction 5 link road.	£2.6m (Motts Scheme) Lesser scheme accepted at Land East Inquiry - Costs not confirmed	Pooled	13/1702 - £338K split between A20/Coldharbour & A26/Fountain Lane. 13/1749 - £676K. 14/501209 - £189k 14/500412 - £29.4k split between A26/Fountain Lane & Coldharbour	14/503735 - Excluded as superseded by 13/1749 (Land East of Hermitage)	Secured - Depends how 13/1702 & 14/500412 are split + £865k	Based on 71.8k making up shortfall on A26/Fountain Lane - Approx. 1.47m shortfall against £2.6m but lesser accepted at Inquiry	MBC - Motts KCC - VISUM DEVELOPERS'S TA's
A20/M20 Junction 5	Junction capacity and signals	£383k - Unclear where cost has come from?	Pooled	14/501209 £12k (Towards J5 improvements on the M20)	14/503735 - Excluded as superseded by 13/1749 (Land East of Hermitage) 13/2079 - £6.8k	Secured - £12k	£371 shortfall	KCC - VISUM
A20/M20 Junction 5	Interim improvement to M20 J5 roundabout including white lining scheme	£42.7k	Pooled	13/1702 - £21.5k 13/1749 - £43K		Secured - £64.5k	None	KCC - VISUM
A20/B2246 Hermitage Lane junction	Junction capacity improvements	£499k plus stat undertakings and potential land acquisition	No MBC Pooling	None	None	None	£499k	KCC - VISUM
A26/Fountain Lane /Hermitage Lane junctions	Changes to accommodate right turn vehicles within the junction introduction of MOVA and pedestrian sensing	£400K	Pooled	13/1702 - £338K split between A20/Coldharbour & A26/Fountain Lane. 13/1702 - £96.2k 13/1749 - £200k 14/500412 - £29.4k split between A26/Fountain Lane & Coldharbour	14/503735 - Excluded as superseded by 13/1749 (Land East of Hermitage). 13/2079 - £32k.	Secured - Depends how 13/1702 is split + £296.2k Resolved - £32k	If 13/1702 & 14/500412 provide £71.8k - None	KCC - AMEY/VISUM
Public Transport (Buses)	Provision of a circular bus route to serve the north west Maidstone strategic development area.	Unknown	Pooled	13/1749 - £455k Towards support for first 5 years	None	13/1749 - £455k Towards support for first 5 years	Unknown	N/A
MAIDSTONE URBAN AREA - OTHER								
A20 Ashford Road/Willington Street junction	Junction capacity and signals arrangement	£86k plus statutory undertakings and potential land acquisition	Provided under Woodcut Farm if approved - 15/503288	Provided under Woodcut Farm if approved - 15/503288	N/A	Provided under Woodcut Farm if approved - 15/503288	Provided under Woodcut Farm if approved - 15/503288	KCC - AMEY/VISUM 15/503288 - TA
A229/Boughton Lane	Junction Capacity Improvements	Unknown - KCC Proposal	Pooled	14/503167 - Proportion of £108k also split between Wheatsheaf & approaches to TC.		Secured - Proportion of £108k	Unknown	KCC - VISUM

RURAL AREAS - COXHEATH (AREA MODELLED BY MOTTS)								
A229 Linton Crossroads	Junction Capacity improvements	£520.7K - £638.4K	Pooled	14/0566 - £108k	14/0836 - £165k	Secured - £108k Resolved - £165k	£247.7k - £365.4k	MBC - MOTTS - VISUM DEVELOPERS'S TA's
RURAL AREAS - HARRIETSHAM								
A20 Harrietsham	Works to improve safety and pedestrian/cycle access	£1.1million	Pooled	14/0828 - £399k	13/1823 - £171.5k 14/0095 - £280k	Secured - £399K Resolved - £451.5	£249.5k	MBC - JMP
RURAL AREAS - HEADCORN (AREA MODELLED BY MOTTS)								
A274 North Street/Kings Road Headcorn	Signalisation	Unknown	Pooled or through condition on 15/503325	S278 under 15/503325	14/505162 - £31.2k	S278 under 15/503325 Resolved - £31.2k	None - Secured under 15/503325	MBC - MOTTS 15/503325 - TA
Junction of Oak Lane and Wheeler Street Headcorn	Junction Safety Improvements	Unknown	Provided under 13/1943	S278 under 13/1943		Secured under 13/1943	None	MBC - MOTTS
RURAL AREAS - LENHAM (AREA MODELLED BY MOTTS)								
Highway schemes assoicated with Broad Location	TBC	TBC	TBC				TBC	MBC - MOTTS
RURAL AREAS - MARDEN								
Public Transport - Marden Train Station	Package of improvements to Marden Rail Station including provision of a new shelter, additional seats, CCTV and lighting upgrades, and cycle parking.	Improvements: £52.3k Cycle Parking: £34.6k	Pooled	Improvements: 13/1291 - £9.2k 13/1585 - £17.7k Cycle Parking: 13/0693 - £19.6k 13/0115 - £15k	13/1928 - £25.9k (station improvements)	Improvements: £26.9k Secured - £25.9k Cycle Parking: Secured - £34.6k	Improvements: None Cycle Parking: None	N/A
RURAL AREAS - STAPLEHURST (AREA MODELLED BY MOTTS)								
A229 Station Road/High St/Headcorn Rd and Marden Rd Staplehurst	Junction Capacity improvements	TBC	Pooled		14/502010 - TBC		TBC	MBC - MOTTS
Public Transport - Staplehurst Train Station	New Forecourt & Transport Interchange (dedicated drop off, waiting and turning zone for cars, taxis and buses); improved pedestrian access to station; new surfacing and landscaping.	TBC	Pooled		14/502010 - TBC towards vehicle and cycle parking provision	Resolved 14/502010 - TBC	TBC	N/A
RURAL AREAS - YALDING								
Hampstead Lane/Maidstone Rd Junction	Provision of right turn lane on Hampstead Lane	Unknown	From RMX1(5) - Syngenta Works					None
OTHERS?								

Works to provide highway capacity improvements on the approaches to the Town Centre between the Wheatsheaf junction and the bridge gyratory traffic signal junctions.				14/503167 - Proportion of £108k also split between Wheatsheaf & Loose Rd/Boughton Lane junctions.	12/0986 - Proportion of £336k. (see Wheatsheaf) 12/0987 - Proportion of £270k. (see Wheatsheaf)			
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*Excludes statutory undertakings and potential land acquisition

**Shortfall excludes statutory undertakings and potential land acquisition

Many apps are outline so monies based on nos. where stated