

## Appendix A: Maidstone Transport Model - Option Testing Summary

Model Scenario	Transport Intervention Assumptions	Model Results: Network Performance	
		Travel Distance (Veh km)	Travel Time (Veh hours)
		AM	AM
<b>2014 Base</b>	None	122,000	8,300
<b>2022 Do Minimum</b>	Adjusted housing allocation (14,034 homes) and unchanged employment allocation (200,100m <sup>2</sup> ) Maidstone Gyratory scheme only	141,400 (+16%)	10,700 (+29%)
<b>2022 Do Something</b>	Adjusted housing allocations (14,034 homes) and unchanged employment allocation (200,100m <sup>2</sup> ) Package of transport improvements: <ul style="list-style-type: none"> <li>• Highway capacity improvements</li> <li>• Public transport improvements (10 min bus frequency)</li> <li>• Discounting of walk/cycle trips up to 5km</li> <li>• Increase in long-stay parking charges (by 50%)</li> <li>• Removal of P&amp;R at Linton and M20 J7</li> </ul>	132,000 (+8%)	9,100 (+10%)
<b>2031 Do Something 4b</b>	Revised housing and employment allocations (18,560 homes) Package of transport improvements: <ul style="list-style-type: none"> <li>• Highway capacity improvements</li> <li>• Public transport improvements (10 min bus frequency)</li> <li>• Discounting of walk/cycle trips up to 5km</li> <li>• Increase in long-stay parking charges (by 50%)</li> <li>• Removal of P&amp;R at Linton and M20 J7</li> </ul>	141,800 (+16%)	9,800 (+19%)