MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Wednesday 16 October 2019
Time: 5.00 pm
Venue: Town Hall, High Street, Maidstone

Membership:

Councillors Bird, Brindle, Brown, D Burton (Chairman), Carter, Chittenden, Clark, Cooke, Cooper, Cuming, Daley, Hinder, Hotson, Kimmance, Powell, Prendergast, T Sams, Stockell, Wilby and Wilson

The Chairman will assume that all Members will read the reports before attending the meeting. Officers are asked to assume the same when introducing reports.

AGENDA Page No.

Issued on Tuesday 8 October 2019 **Continued Over/:**

Alison Broom

Alison Broom, Chief Executive

MAIDSTONE Borough Council

PUBLIC SPEAKING AND ALTERNATIVE FORMATS

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In order to speak at this meeting, please contact Democratic Services using the contact details above, by 5 p.m. one clear working day before the meeting (i.e. Monday 14 October 2019). If asking a question, you will need to provide the full text in writing. If making a statement, you will need to tell us which agenda item you wish to speak on. Please note that slots will be allocated on a first come, first served basis.

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MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON WEDNESDAY 10 JULY 2019

Present: **Councillors Bird, Brindle, Brown, D Burton (Chairman), Carter, Chittenden, Clark, Cooke, Cooper, Cuming, Daley, Mrs Gooch, Hinder, Hotson, Kimmance, Prendergast, Wilby and Wilson**

Also Present: **Councillors Adkinson and Harper**

107. AMENDMENT TO THE ORDER OF BUSINESS

RESOLVED: That:

1. Item 13. 20 MPH Policy Review be considered before Item 12. Reference from Maidstone Borough Council: Implementation of a 20 MPH Speed Limit in Fant.

2. Item 18. Objections to Traffic Regulation Orders be considered before Item 14. Verbal Update – Leeds Langley Relief Road.

108. APOLOGIES FOR ABSENCE

Apologies for absence were received from:

- Councillor T Sams
- Councillor Powell
- Councillor Stockell

Apologies for lateness were received from Councillor Carter.

109. NOTIFICATION OF SUBSTITUTE MEMBERS

It was noted that Councillor Gooch was substituting for Councillor T Sams.

110. URGENT ITEMS

The Chairman informed the Board that he had decided to accept a report on Objections to Traffic Regulation Orders as an urgent item. The Chairman explained that the reason for urgency was that a recommendation was required from the meeting in order to ensure that projects were not delayed.

The Chairman informed the Board that he had agreed to take an urgent update to Item 15. Maidstone Integrated Transport Package (MITP). The reason for urgency was that Appendix 7 was referenced in the covering report. Therefore, the appendix needed to be made publicly available to ensure transparency.

111. NOTIFICATION OF VISITING MEMBERS

It was noted that Councillors Harper and Adkinson were present as Visiting Members, and indicated that they wished to speak on:

- Item 12. Reference from Maidstone Borough Council: Implementation of a 20 MPH Speed Limit in Fant.
- Item 13. 20 MPH Policy Review.
- Item 15. Maidstone Integrated Transport Package (MITP).
- Item 16. B2246 Hermitage Lane/A26 Tonbridge Road Project.

112. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

113. DISCLOSURES OF LOBBYING

Councillor Prendergast stated that she had been lobbied on Item 11. Maidstone Joint Transportation Board Work Programme.

Councillors Bird and Hinder stated that they had been lobbied on Item 12. Reference from Maidstone Borough Council: Implementation of a 20 MPH Speed Limit in Fant.

All Councillors stated that they had been lobbied on Item 15. Maidstone Integrated Transport Package (MITP).

Councillors Gooch, Hotson, Bird, Kimmance and Daley stated that they had been lobbied on Item 16. B2246 Hermitage Lane/A26 Tonbridge Road Project.

Councillor Burton stated that he had been lobbied on Item 18. Objections to Traffic Regulation Orders.

114. 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.

115. MINUTES OF THE MEETING HELD ON 17 APRIL 2019

RESOLVED: That the minutes of the meeting held on 17 April 2019 be approved as a correct record and signed.

116. PRESENTATION OF PETITIONS (IF ANY)

There were no petitions.

117. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC (IF ANY)

There were no questions from members of the public.

118. MAIDSTONE JOINT TRANSPORTATION BOARD WORK PROGRAMME

The Democratic Services Officer explained that Item 18. Objections to Traffic Regulation Orders had been accepted as an urgent item. The item was therefore to be removed from the Work Programme.

The Board requested that Highways England be invited to attend the next meeting on 16 October 2019 to speak on:

- "M2 J5/A249"
- "Proposed Improvements to A229/A249 links between the M2/A2 and M20 Corridors"
- "M20 Safety Report"

RESOLVED: That the Committee Work Programme be noted, as amended.

119. 20 MPH POLICY REVIEW

The Planning Projects and Delivery Manager outlined that the report provided an executive summary of the Kent County Council (KCC) 20mph Policy Review. This had been undertaken in response to guidance issued by Central Government. KCC planned to conduct research pilots, at various sites within the County, to trial innovative approaches such as centre line removal, bus build-outs, on street parking bay modifications and gateway features. It was stated that once the pilot schemes had been operated for a period of twelve months, a report was to be submitted to the KCC Environment and Transport Cabinet Committee. An update could then be provided to the Maidstone Joint Transportation Board (MJTB).

Councillors Harper and Adkinson spoke on this item as Visiting Members.

The Board commented that it welcomed the use of less intrusive speed reduction approaches.

In response to questions from the Board, Officers explained that:

- Potential pilot schemes were to be submitted to KCC via email. The email address was to be circulated to all Members of the MJTB outside of the meeting.

- The final number of pilot schemes was dependent on the schemes that were suggested and the availability of match funding that could be provided, such as Member grants.

- The potential introduction of 20mph speed limits on new residential developments was to be considered during the Local Plan Review, as this required a policy change. This was being undertaken by MBC.

RESOLVED: That the Kent County Council's 20mph policy review be noted.

Note: Councillor Carter arrived at 5.34 p.m. during consideration of this item.

120. REFERENCE FROM MAIDSTONE BOROUGH COUNCIL: IMPLEMENTATION OF A 20 MPH SPEED LIMIT IN FANT

Councillor Harper introduced the item as a Visiting Member.

The Board commented that there had been a longstanding demand for 20mph speed limits in Fant. It was noted that all potential 20mph pilot schemes were to be submitted to KCC via email and that the selection process for pilot schemes did not require endorsement from the MJTB. Therefore, it was not prudent for the Board support the Fant pilot scheme as this had the potential to lead to further unnecessary endorsement requests.

RESOLVED: That the report be noted.

121. OBJECTIONS TO TRAFFIC REGULATION ORDERS

The Operations Engineer explained to the Board that the report identified proposed Traffic Regulation Orders (TROs) that had received objections during formal consultation.

Councillor Tippen (Marden Parish Council) made a statement on this item.

The Board commented that although the Pattenden Lane proposal had received a number of objections, failing to proceed with the proposal condoned the contravention of Highways Code Rule 243. This rule stated that vehicles must not stop opposite or within 10 metres of a junction, except in an authorised parking space or when forced to do so by stationary traffic.

RESOLVED: That the Joint Transportation Board recommends to the Strategic Planning and Infrastructure Committee and Kent County Council as the Highway Authority that the proposals for:

1. West End are not proceeded.

2. Pattenden Lane are proceeded.

3. Church Green are proceeded.

4. High Street are proceeded.

5. Sovereign Way are proceeded.

6. Sutton Forge are proceeded.

7. Albion Road are proceeded.

8. Chantry Road are proceeded.

Voting: Unanimous

122. VERBAL UPDATE - LEEDS LANGLEY RELIEF ROAD

The Senior Major Capital Programme Project Manager informed the Board that surveys had been completed in 2018. The data had been collected and validated, and a final report was to be submitted to the MJTB in October 2019.

RESOLVED: That the update be noted.

123. MAIDSTONE INTEGRATED TRANSPORT PACKAGE (MITP)

The Senior Major Capital Programme Project Manager described each of the schemes within the Maidstone Integrated Transport Package (MITP). The Board was informed that public consultation was to commence in September 2019. A single consultation page was to be used for the whole package of work, which aimed to give consultees a greater understanding of the wider context of the scheme. Following an anticipated contract award in early 2020, construction was planned to commence in April 2020.

Councillor Harper spoke on this item as a Visiting Member.

A20 Coldharbour Roundabout

The Board commented that it was positive that a large section of the A20 Coldharbour Roundabout was to be built offline, as this reduced the need for lengthy diversions.

In response to questions from the Board, the Senior Major Capital Programme Project Manager replied that:

- The potential to implement part-time signalisation at the roundabout was being explored as part of the detailed scheme design.

- The purchase of third-party land had significantly reduced the risk associated with the scheme.

A229 Loose Road Corridor

Following questions from the Board, the Senior Major Capital Programme Project Manager confirmed that:

- The implementation of a signalised lozenge roundabout at the A229 Loose Road/A274 Sutton Road scheme achieved a capacity benefit beyond the original target of 2031.

- The acquisition of the Wheatsheaf Pub was underway, which significantly reduced the risk associated with the scheme.

- The detailed scheme design allowed for planting and environmental screening to be introduced. This was to be included in the consultation process.

- Although Cranbourne Avenue was to be closed at the junction, plans to enhance the street environment for residents who used the road had been included.

- Traffic from Shepway had safe passage to another junction in the Loose Road Corridor, despite the closure of Cranbourne Avenue.

- A fibreoptic link between the signals in the Loose Road Corridor was to be established. This ensured that the phasing of lights allowed a better flow of traffic.

A20 Ashford Road/Willington Street

The Board commented that this was a vital infrastructure scheme. Although there was a risk of an objection to the planning application due to the removal of vegetation, the plans to reinstate the vegetation at an appropriate location were acknowledged.

The Senior Major Capital Programme Project Manager informed the Board that construction of this scheme was planned for between September and October 2020.

A274 Sutton Road/Willington Street & Wallis Avenue

The Board noted that the scheme only achieved capacity benefits until 2021.

The Senior Major Capital Programme Project Manager said that:

- The proposal combined elements of schemes considered by the MJTB in 2015 and 2018.

- A dedicated right-turn into the petrol filling station to the East was included in the scheme.

- The proposal widened roads into the grass verge, however, the relocation of the southern bus stop allowed for the implementation of an improved planting scheme at the site.

- The acquisition of third-party land was required to widen Willington Street, in order to achieve improved capacity benefits.

- The cost of the scheme was increased by the number of utilities located in the grass meadow at Bell Meadow, which needed to be diverted.

RESOLVED: That the report be noted.

Note: Councillors Wilson, Brown and Gooch left during consideration of this item.

Note: The meeting was adjourned from 7.01 p.m. to 7.10 p.m.

124. B2246 HERMITAGE LANE/A26 TONBRIDGE ROAD PROJECT

The Senior Major Capital Programme Project Manager explained that the scheme had been removed from the MITP due to a lack of demonstrable benefits and value for money. It was stated that several scheme options had been considered, however, these only provided a capacity benefit of between three and five years. Therefore, the report recommended that the current options for the B2246 Hermitage Lane/A26 Tonbridge Road Project were not progressed.

Councillors Harper and Adkinson spoke on this item as Visiting Members.

The Board commented that there was pressure for residential development in the Local Plan. It was stated that planning applications benefitted from a joined-up response from KCC and MBC, which effectively explained how infrastructure mitigations were to be delivered. If mitigations were undeliverable, then a joined-up response to explain why a development was not viable was required.

In response to questions from the Board, the Senior Major Capital Programme Project Manager said that:

- A double roundabout at the A26 Tonbridge Road/Fountain Lane junction achieved an improved capacity benefit, however, this required the purchase of third-party land. It was possible to use a Compulsory Purchase Order (CPO), however, this was a lengthy process to undertake.

- The scheme was funded by S106 monies, however, there was a shortfall and further development was required in order to fully fund the scheme through S106 monies.

- A Working Group had been established to explore options for improving the junction. This consisted of Officers and Councillors Daley, Vizzard, Kimmance, Gooch and Bird.

RESOLVED: That the report be noted.

125. MAIDSTONE HIGHWAY WORKS PROGRAMME

RESOLVED: That the report be noted.

126. DURATION OF MEETING

5.02 p.m. to 8.32 p.m.

Maidstone Joint Transportation Board Work Programme

Ref	Date to MJTB	Report Title	Report Author	Lead Authority	Notes	Date of Request
1	TBC	Establishment of a Public Transport Forum	Phil Lightowler	KCC		Requested by Cllr Bird on: 03/06/19

Maidstone Joint Transportation Board	**16 October 2019**

A229 and A249 links between M2 and M20 with the proposed new Lower Thames Crossing

Decision Making Authority	Kent County Council
Lead Director	Simon Jones, Director of Highways, Transportation and Waste
Lead Head of Service	
Lead Officer and Report Author	Joseph Ratcliffe, Transport Strategy Manager
Wards and County Divisions affected	Wards affected: Boxley, Aylesford North and Walderslade, Burham and Wouldham, Detling and Thurnham, North Downs. County Divisions affected: Maidstone Rural North, Malling North East, Maidstone Rural East.
Which Member(s) requested this report?	Cllr Bird

This report makes the following recommendations:

That the report be noted.

Timetable	
Meeting	***Date***
Maidstone Joint Transportation Board	16 October 2019

A229 and A249 links between M2 and M20 with the proposed new Lower Thames Crossing

1. ORIGIN OF REPORT

1.1 Report requested by Cllr Bird.

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

2.1 Cllr Bird requested a report on the proposed improvements to the A229 and A249 links between the M2/A2 and M20 corridors taking into account the additional traffic expected as a result of the proposed new Lower Thames Crossing.

2.2 This report summarises the work of Kent County Council (KCC) to address the issue and presents three options to continue to make the case for improvements to the A229 and A249 as a result of the increase in traffic from the proposed new Lower Thames Crossing. These options involve continuing to make the case to the Department for Transport (DfT) and Highways England for inclusion of improvements to these links between the two motorway corridors as part of the Lower Thames Crossing project, or to be delivered through the next Road Investment Strategy (RIS2) in the period 2020 to 2025. A third options requires KCC to continue to fund, at risk of no certainty of further development funding or funding for delivery, the development of a Strategic Outline Business Case (SOBC) which will increase the chance of success in bidding for funding in future rounds of the Large Local Major (LLM) scheme programme, i.e. for the post 2025 period. This option does, however, also require 15% local contribution to total capital scheme costs.

2.3 KCC continues to progress all three options, while recognising the limitations of each. KCC acknowledges that the option of developing an SOBC has the greatest chance of securing funding in the future.

2.4 The Committee is asked to note the report on the work being done.

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3. INTRODUCTION AND BACKGROUND

3.1 Cllr Bird requested a report on the proposed improvements to the A229 and A249 links between the M2/A2 and M20 corridors taking into account the additional traffic expected as a result of the proposed new Lower Thames Crossing. This report summarises the work of Kent County Council (KCC) to address this issue.

3.2 Highways England is progressing the development of a new Lower Thames Crossing (tunnel) to the east of Gravesend linking to the A2 near the existing 'Gravesend East' junction. The scheme also includes the widening of the A2 between the 'Gravesend East' junction and Junction 1 of the M2. Highways England plan to submit a Development Consent Order (DCO) to the Planning Inspectorate in summer 2020. If the DCO is granted, and

subject to funding, the scheme would be open to traffic in 2027. Further information on Highways England's scheme can be found at https://highwaysengland.co.uk/lower-thames-crossing-home/

3.3 Highways England's Lower Thames Crossing project does not include any wider network improvements to the Strategic Road Network (SRN) in Kent beyond the widening of the A2 between the 'Gravesend East' junction and Junction 1 of the M2. The project is also not delivering any local road network improvements in Kent beyond those that are directly required for scheme, i.e. there are proposed new link roads around the 'Gravesend East' junction with the A2 due to the reconfiguration of this junction to accommodate the new junction of the Lower Thames Crossing and the A2.

3.4 Highways England has stated that any wider SRN improvements will need to be delivered through the Road Investment Strategy (RIS), the second of which (RIS2) will be set by the Department for Transport (DfT) this autumn for the period 2020 to 2025. Highways England has also stated that any local road network improvements will need to be delivered by the Local Highway Authority, i.e. KCC.

3.5 KCC has therefore made numerous representations to the DfT and Highways England through consultations on the development of the priorities for RIS2. Several letters to Ministers and the Secretary of State have also been sent by KCC's Leader and the responsible Cabinet Member. Several Kent MPs have also written letters. In summary, KCC's position on the wider network improvements that are essential alongside the proposed new Lower Thames Crossing, include the following:

- Improvements to the A229 and its junctions with the M2 (Junction 3) and the M20 (Junction 6) as the shortest link between the two motorway corridors. An earlier proposal by the DfT included upgrades to this link as one of the options for the Lower Thames Crossing project (the Option C variant) but it was dropped from the project when the east of Gravesend route (Option C) was announced as the preferred route option. KCC supported the Option C variant and has continued to make the case for its inclusion in the project.
- Improvements to the A249 and its junctions with the M2 (Junction 5 – improvements for which are being delivered through RIS1) and the M20 (Junction 7) as another vital link between the two motorway corridors to provide additional resilience.
- Improvements to the M2/A2 corridor from the new Lower Thames Crossing to Dover, including additional capacity on the M2 between junctions 4 and 7, improvements to the interchange between the M2 and A2 at M2 Junction 7 (Brenley Corner) and the completion of the dualling of the A2 from Lydden to Dover.

3.6 All of the above are stated as strategic priorities in KCC's *Local Transport Plan 4: Delivering Growth without Gridlock (2016-31)* https://www.kent.gov.uk/__data/assets/pdf_file/0011/72668/Local-transport-plan-4.pdf . They are also stated as priorities for RIS2 for the newly emerging Sub-National Transport Body (STB) – Transport for the South East (TfSE) and were submitted to the DfT as part of the evidence gathering process for the development of RIS2.

3.7 As well as submissions to Highways England and DfT to inform priorities for RIS2, KCC has also continued to make the case for the Lower Thames Crossing project to deliver the required wider network improvements. In KCC's response to the statutory consultation on the proposed Lower Thames Crossing in December 2018, as part of its review of the traffic model, it stated that:

For the A229:

- *"In 2026, the introduction of the LTC is forecast to increase traffic flows on this corridor during both peak hours, particularly between Maidstone and the M2. In 2041, the Lower Thames Crossing is forecast to generally increase traffic flows on the A229, again between Maidstone and the M2 in the AM peak, but a combination of increases and decreases in the PM peak.*

- *As would be expected, because the A229 is the most direct link between the M20 and M2, Heavy Goods Vehicle (HGV) flows are substantially increased in the AM and PM peaks. On Blue Bell Hill this is an increase of 118 HGVs in the AM peak and 139 in the PM peak in 2026, growing to 179 in the AM peak in 2041. This increase in traffic places more pressure on the capacity of the A229 at Blue Bell Hill.*

- *However, the data hides the problems with the junctions at either end (M20 Junction 6 and M2 Junction 3) that cause delays and blockages on the network, causing queues and congestion."*

For the A249:

- *"As with the A229 corridor, being a key route between the two motorway corridors means that two-way traffic flows are expected to increase on the A249 in both peaks in both 2026 and 2041.*

- *However, HGV flows are expected to generally decrease on the A249, albeit in very small absolute numbers (up to 3 HGVs in the AM peak and 6 in the PM peak by 2041). This is surprising and suggests that HGVs are either re-routing completely to the M2/A2 corridor further east or using the A229 and A228 as shorter routes between the motorways."*

3.8 Further analysis is currently underway with a cordon of the Lower Thames Crossing Area Model (LTAM) made available by Highways England to KCC, which will help to inform KCC's further submissions as part of the DCO planning process. This work will also help to inform scheme development for the local road network to enable KCC to make the case for mitigation measures needed as a result the new Lower Thames Crossing.

3.9 The announcement by DfT of the Major Road Network (MRN), i.e. the busiest local authority 'A' roads, which includes the A229 and A249, also presents an opportunity for KCC to bid for funding to deliver improvements if they are prioritised in a top 10 list for the whole South East by TfSE. The scale of any improvement works needed on the A229 or A249 exceeds the

£50 million threshold for MRN scheme funding, therefore they would need to be funded through the Large Local Major (LLM) scheme fund. TfSE have been instructed by DfT to prioritise two or three schemes from the whole of the South East for LLM funding in the period 2020 to 2025. KCC submitted a bid for LLM scheme funding for the A229 and is currently working to develop a Strategic Outline Business Case (SOBC). However, due to the scheme being at an early stage of its business case development, it was not prioritised by TfSE in its top three for delivery in the 2020-25 period, therefore it is likely that it will only be considered for funding in a later programme, i.e. post 2025.

3.10 KCC are therefore pursuing the following options:

3.11 Option 1: KCC continues to make the case to the DfT and Highways England that improvements to the A229 and A249 are included as part of the Lower Thames Crossing project. This is likely to be rejected by the DfT and Highways England as it has been so far.

3.12 Option 2: KCC continues to make the case to the DfT and Highways England that improvements to the A229 and the A249 are included in the next Road Investment Strategy (RIS2) for the period 2020-25. Although works to the associated motorway junctions (M2 Junction 3 and M20 Junction 6 for the A229 and M2 Junction 5 [already committed in RIS1] and M20 Junction 7 for the A249) may be part of RIS2, which is due to be announced by DfT this autumn, the A229 and A249 are part of the local road network and are the responsibility of KCC. In response to a consultation on the future of the Strategic Road Network (SRN), KCC did make the case for these roads to be trunked and added to Highways England's network due to the strategic function that they perform in connecting motorways. However, trunking the A229 and A249 was rejected by DfT as they are not seeking to expand the SRN at this time.

3.13 Option 3: KCC continues to develop potential schemes to improve the A249 and A229 at risk, as there is no funding stream for scheme development or any funding for scheme delivery. The Strategic Outline Business Case (SOBC) for an A229 scheme requires revenue funding to further its development and it has not been prioritised as a top three scheme in the South East by Transport for the South East (TfSE) (largely as a result of its early stage of scheme development), therefore it is unlikely to be funded in the 2020 to 2025 period. It is however being developed as a pipeline project for post 2025. LLM schemes also require 15% local contribution (local authority and/or developer) as match funding, therefore contributions from development need to be secured before any improvement project could proceed.

3.14 All three options will continue to be progressed, noting their limitations. Option 3 represents the greatest chance of success, as by developing a Strategic Outline Business Case (SOBC), the chances of being prioritised for the next programme of Large Local Major (LLM) scheme funding, post 2025, are increased if the scheme is developed to SOBC stage. Funding for delivery however, would depend on it being developed to Outline Business Case (OBC) with release of funding only guaranteed on competition of Full Business Case (FBC) and 15% local contribution.

4. AVAILABLE OPTIONS

4.11 This report is for information only.

5. PREFERRED OTION AND REASONS FOR RECOMMENDATION

5.1 The Committee is asked to note this report on the work to progress improvements to the A229 and A249 links between the M2/A2 and M20 corridors taking into account the additional traffic expected as a result of the proposed new Lower Thames Crossing.

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6. REPORT APPENDICES

6.1 N/A

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7. BACKGROUND PAPERS

7.1 Lower Thames Crossing position statement (2018 statutory consultation) https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/lower-thames-crossing-position-statement

7.2 Lower Thames Crossing Development Consent Order Consultation 2018 Response from Kent County Council *https://www.kent.gov.uk/__data/assets/pdf_file/0010/89785/Kent-County-Council-Response-to-Lower-Thames-Crossing-Consultation-2018-FINAL.pdf*

7.3 KCC response to the Department for Transport's 'Shaping the Future of England's Strategic Roads' consultation on Highways England's 'Strategic Road Network Initial Report' – Item 8 - Environment and Transport Cabinet Committee – 31 January 2018 https://democracy.kent.gov.uk/documents/g7548/Public%20reports%20pack%2031st-Jan-2018%2010.00%20Environment%20Transport%20Cabinet%20Committee.pdf?T=10

Maidstone Joint Transportation Board	**16 October 2019**

Thameslink Rail Service Delay

Decision Making Authority	Kent County Council
Lead Director	Katie Stewart
Lead Head of Service	Tom Marchant
Lead Officer and Report Author	Stephen Gasche
Wards and County Divisions affected	All Maidstone Wards and County Divisions
Which Member(s) requested this report?	Mr Ian Chittenden

This report makes the following recommendation:

That the report be noted.

Timetable	
Meeting	***Date***
Maidstone Joint Transportation Board	16 October 2019

Thameslink Rail Service Delay

1. ORIGIN OF REPORT

1.1 This original report was requested by Mr Ian Chittenden on 24 August 2019 in response to concerns of a further delay to the new Thameslink service between Maidstone East, London and Cambridge, and was taken to the Maidstone Business Forum prior to being updated to this report for the Maidstone Joint Transportation Board.

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

2.1 This report sets out the latest developments relating to the further deferral of the introduction of the new Thameslink service between Maidstone East, London and Cambridge.

3. INTRODUCTION AND BACKGROUND

3.1 There have been persistent delays to the introduction of this service since the Department for Transport (DfT) agreed to Kent County Council's (KCC) request in 2014 to have the Kent terminus for this branch of the new Thameslink network transferred from its original terminus of Tunbridge Wells to Maidstone East.

3.2 The original date proposed for its introduction was January 2018, although this was initially to have been a peak-only service. This date was then deferred to May 2018, but with the benefit of an all-day service on Monday to Saturday, and so was widely welcomed. We then had a further deferral to December 2018, and then last year the latest deferral to December 2019 as part of a scaling back of the delivery schedule for the whole Thameslink programme following the debacle of the introduction of the May 2018 timetable across the wider Thameslink network.

3.3 Kent County Council wrote to Mr Jo Johnson MP, who was then the Minister of State responsible for rail services at the DfT, urging him to consider the adverse impact on Kent's rail passengers and the local economy of any further deferral of the Thameslink programme in Kent.

3.4 While Mr Johnson's reply was non-committal, County Councillor Mr Rob Bird subsequently received a more positive response to his letter to the then Transport Secretary, Mr Chris Grayling, which confirmed that:

> "… from December 2019, new Thameslink services between Maidstone East and Cambridge will also provide an extra two trains per hour in each direction all day".

3.5 Despite this reassurance from the former Transport Secretary last year, however, there have been persistent fears within the rail industry of a further delay to the Maidstone East service. These fears have arisen from the overall delay to the introduction of each branch of the wider Thameslink network across south-east England.

3.6 These fears have now proved to be well founded, as a joint letter from Govia Thameslink Railway (GTR) and Network Rail (NR) to affected MPs and local authorities dated 19 September 2019 stated:

> "…Guaranteeing the stability and reliability of services is now at the heart of all major improvement projects. We are united in our belief that we can never subject passengers to the same level of disruption ever again, and this has had a considerable effect on all subsequent timetable changes. Despite all our efforts, this means that we have had to take the regrettable decision that the Maidstone East Thameslink services cannot start operation in December 2019 as previously advised without seriously compromising reliability".

3.7 While recognising the "immense disappointment" that this decision will cause to rail passengers throughout the route to be served, the letter remains non-committal in respect of any definite start date for the new service:

> "…We want to state our full commitment to finding a reliable and sustainable solution that will work for the people of Kent and this work has been and will continue to be given our highest priority. We want to thank you for your continued understanding and want to keep working with you, and the rest of the industry, to find a way through this.
>
> We will keep you updated on any further developments and would be happy to explain the situation in more detail, so please don't hesitate to contact us if it would be helpful to have a wider discussion about this".

3.8 In response, Mr Mike Whiting, KCC Cabinet Member for Planning, Highways, Transport & Waste, wrote on behalf of all affected County Members to Mr Chris Heaton-Harris, the Minister of State at the DfT with responsibility for rail policy. This letter expressed the grave concern felt by local partners and communities at the further deferral of the new Thameslink service to Maidstone East and reminded the Minister that this was actually the fourth such deferral and was completely unacceptable. An urgent meeting with the Minister has therefore been requested, to which other members and representatives from GTR and NR would also be invited. We await an early reply.

3.9 Both Kent County Council and Maidstone Borough Council have continuously reiterated the fact that any further delay to the delivery of the promised Thameslink service to Maidstone East beyond December 2019 would be completely unacceptable, as many residents and businesses have made location decisions based on earlier information about the planned date of the Thameslink service on this route. It is to be hoped that the new rail minister will realise this and act accordingly.

4. AVAILABLE OPTIONS

4.1 The Cabinet Member for Planning, Highways, Transport & Waste has requested to meet with the new Minister of State responsible for rail policy, and to invite other members, together with representatives from the appropriate rail industry organisations.

5. PREFERRED OTION AND REASONS FOR RECOMMENDATION

5.1 This is the only viable option at present and is recommended as the next course of action so as to resolve the current impasse.

6. REPORT APPENDICES

6.1 Appendix 1 – Letter from GTR and NR to MPs and Members dated 19 September 2019.

6.2 Appendix 2 – Letter from Mr Mike Whiting (KCC) to Mr Chris Heaton-Harris (Minister of State at DfT) dated 27 September 2019.

7. BACKGROUND PAPERS

7.1 None.

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19 September 2019

Dear Tom,

We wanted to provide you with an update regarding the Maidstone East Thameslink service.

As you will know, following the introduction of the May 2018 timetable and the serious disruption experienced by passengers, a decision was taken to ensure that any new introduction of services would need to go through more rigorous scrutiny than in the past.

Guaranteeing the stability and reliability of services is now at the heart of all major improvement projects. We are united in our belief that we can never subject passengers to the same level of disruption ever again, and this has had a considerable effect on all subsequent timetable changes. Despite all our efforts, this means that we have had to take the regrettable decision that the Maidstone East Thameslink services cannot start operation in December 2019 as previously advised without seriously compromising reliability.

Adding these services onto an already busy and complex railway network presents a real risk of delay and disruption to the thousands of passengers that rely on our existing train services, and we hope you can understand why we cannot allow this to happen. The entire rail network in the South East is integrated, which means that every change we make can have multiple knock-on effects to other services, all of which need to be worked through and mitigated.

When the commitment to bring the Maidstone East service to London Bridge was made for this December, it was assessed to be achievable. Since then, a number of issues have been highlighted that do not support an introduction at this time. We have been working hard on these requirements and reviewing all other options to introduce the Maidstone East services. We need to be realistic, however, about what we are able to provide, and when. We continue to work together as an industry, in close collaboration with Southeastern and the Department for Transport, to allow for the introduction of these services as soon as practicably possible.

We fully appreciate the immense disappointment that will be felt by you and passengers at this news and that there is a great deal of expectation surrounding the Maidstone East service. We have worked tirelessly to try and find a solution, right up until the last minute.

We want to state our full commitment to finding a reliable and sustainable solution that will work for the people of Kent and this work has been and will continue to be given our highest priority. We want to thank you for your continued understanding and want to keep working with you, and the rest of the industry, to find a way through this.

We will keep you updated on any further developments and would be happy to explain the situation in more detail, so please don't hesitate to contact us if it would be helpful to have a wider discussion about this.

Yours sincerely,

John Halsall
Route Managing Director
(South East), Network Rail

Patrick Verwer
Chief Executive Officer
Govia Thameslink

The Rt Hon Chris Heaton-Harris MP
Minister of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Sent by email

Members' Desk
Sessions House
County Hall
Maidstone
Kent
ME14 1XQ

Tel: 03000 421645
E-mail: members.desk@kent.gov.uk

Your Ref:
Our Ref:

Date: 27 September 2019

Dear Minister

Request for Meeting: Effect of December 2019 Timetable Deferral of New Thameslink Service to Maidstone East

I am writing to express my grave concern at the further deferral of the new Thameslink service to Maidstone East. I and many other colleagues have received assurances on several occasions that the already delayed service would commence in December 2019, yet once again the residents of Maidstone, Bearsted, West Malling, Borough Green and Otford have been let down.

It is perhaps necessary to remind you that this new Thameslink service was originally due to commence in January 2018. It was then deferred to May 2018, then to December 2018, then to December 2019, and now to an unknown date in the future. I am sure you will agree that this continual deferral of a much-needed rail service and the additional capacity and connectivity it will deliver is completely unacceptable.

I am therefore writing to request an urgent meeting with yourself and the Kent County Council Members whose divisions are directly affected by this latest set-back. Could you please advise me of your availability for a meeting to understand the reasons for this further delay and to receive some assurance as to when this new service will actually commence.

I look forward to your early reply.

Yours sincerely

MIKE WHITING
Member serving Swale West
Cabinet Member for Planning, Highways, Transport and Waste

Maidstone Joint Transportation Board	**16 October 2019**

A20 Harrietsham Highway Improvements – S106 funded scheme

Decision Making Authority	Kent County Council
Lead Director	Simon Jones
Lead Head of Service	Tim Read
Lead Officer and Report Author	Jamie Watson, Project Manager (KCC report author)
Wards and County Divisions affected	Maidstone Rural East
Which Member(s) requested this report?	Shellina Prendergast

This report makes the following recommendations:

That the actions taken by KCC to progress to Phase 2 of the A20 Harrietsham Highway Improvements scheme be noted.

Timetable	
Meeting	***Date***
Maidstone Joint Transportation Board	16 October 2019

A20 Harrietsham Highway Improvements – S106 funded scheme

1. ORIGIN OF REPORT

1.1 Councillor Shellina Prendergast has requested an update on the progress of this S106 funded scheme.

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

2.1 This report provides an executive summary of Kent County Council's progress on implementing the proposals to reduce the speed limit, through the main part of Harrietsham, from 40 miles per hour (mph) to 30mph on the A20, construct new pedestrian refuge islands, upgrade the pelican crossing point to a toucan crossing point and widen the footway along the A20 through Harrietsham to provide a shared footway/cycleway.

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3. INTRODUCTION AND BACKGROUND

3.1 In the adopted Maidstone Borough Local Plan (October 2017), Harrietsham is designated as a rural service centre capable of accommodating growth. A total of approximately 242 new homes are due to be delivered across three allocated sites over the plan period to 2031. The local plan can be viewed at: www.maidstone.gov.uk/residents/planning/local-plan

3.2 The Local Plan requires that the new housing developments are supported by improvements to transport infrastructure. These include modifications to the A20 Ashford Road corridor in order to facilitate safe and convenient pedestrian movement between the new housing and existing village facilities.

3.3 KCC will be designing and delivering the improvements using up to £926,660 of developer funding secured via planning obligations.

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4. PROGRESS TO DATE

4.1 The project has been split into 2 phases as not all of the S106 developer contributions have been received. To date £755,160 has been collected leaving £171,500 to collect from Bellway Homes. Bellway Homes have stated they could provide the S106 funding earlier than their agreement states if the usual indexation 'fee' is waived. This fee was calculated at £12,209 in June 2019. KCC is to request early payment to allow Phase 2 to be progressed without further delay and a contribution of £55,000 from KCC's Local Transport Plan fund will allow all of phase 1 and 2 to be completed.

Phase 1

4.2 Phase 1 is now substantially complete. This phase consisted of narrowing of the carriageway, lowering the speed limit from 40mph to 30mph, the provision of new sections of footway and pedestrian crossing facilities and providing a shared footway/cycleway.

4.3 There are a few outstanding issues to resolve following substantial completion and due to the delay between completing phase 1 and starting phase 2.

There has been a request by Shellina Prendergast to:

- install temporary 30mph posts and signs in the locations where the street lighting has not been extended (Phase 2).
- Progress post-completion speed survey loops to understand average speeds.
- Remove the recently installed 30mph gateway buildouts as there is evidence of them being hit by drivers. A recent visit by a road safety auditor to investigate these 2 locations suggested that the buildouts should be replaced with a centre island similar to the other islands recently installed. Due to the safety critical nature of this works this has now been done.
- Alter the centre white lining by the islands to highlight the edge of the centre islands.
- Additional clearance, top soiling and seeding to areas where stones remain in the grass verges.

These works will be programmed in the coming weeks.

Phase 2

4.4 Phase 2 consists of extending the street lighting to cover the full extent of the new 30mph limit and micro surfacing the areas where the existing white lining has been blacked out. The design work is underway for the street lighting alterations and investigations are taking place to locate the electrical feeds required for this.

4.5 It was hoped that the micro surfacing could take place in October but due to Southern Gas Network's requirements to upgrade their service near the nursery site, the decision has been taken to delay this until SGN have completed their work. The timing of the micro surfacing is also weather dependant and from 1 November there is an embargo on any work taking place on this road until further notice due to potential Brexit issues. Potential methods include centre line removal, bus buildouts, on-street parking bay modifications and gateway features. In addition to being lower in cost, such measures are more psychological in nature and therefore encourage a reduction in vehicle speed through changing driver's perception of the road environment.

5. RECOMMENDATION

5.1 That the actions taken by KCC to progress to Phase 2 of the A20 Harrietsham Highway Improvements scheme be noted.

Maidstone Joint Transportation Board	**16 October 2019**

Maidstone Bridges Gyratory – Post Scheme Monitoring

Decision Making Authority	Kent County Council/Maidstone Borough Council
Lead Director	Simon Jones
Lead Head of Service	Tim Read
Lead Officer and Report Author	Russell Boorman/Lee Burchill
Wards and County Divisions affected	Wards: Maidstone Central/High Street/Bridge/Fant
Which Member(s) requested this report?	Committee

This report makes the following recommendations:

That the report be noted.

Timetable	
Meeting	***Date***
Maidstone Joint Transportation Board	16 October 2019

Maidstone Bridges Gyratory – Post Scheme Monitoring

1. INTRODUCTION AND BACKGROUND

1.1 This paper provides a further update in relation to the 'One Year After Opening Report' for the Maidstone Bridges Gyratory scheme submitted to the South East Local Enterprise Partnership (SELEP) which is still being reviewed by an independent evaluator.

2. Pedestrians:

2.1 During the survey of traffic data, pedestrian usage was observed following the closure of the existing subways and removal of an 'at grade' controlled pedestrian crossing.

2.2 Non-Motorised User (NMU) surveys were carried out during the scheme design to ascertain the requirements for the new 'at grade' crossing positioned at the lower High Street. The design calculated the number of pedestrians predicted to utilise the new crossing.

2.3 The central 'pen' area was increased accordingly to a size in excess of 33sqm. This is sufficient to accommodate the number of pedestrians utilising this crossing in peak periods and also includes spare capacity for future growth.

2.4 Observations from the survey have identified that **99%** of pedestrians use this facility as it is meant. There is, unfortunately, still 1% of pedestrians who try and cross in an unsafe manner, in contravention of the highway code.

2.5 This unsafe practice has not resulted in any incidents involving motorists and is predominately pedestrians crossing the Broadway bridge having ascended the steps from the tow path, where there is clear signage identifying no crossing point.

3. Cyclists:

3.1 During the scheme design, assessments were carried out to identify any potential for including cycling provision in, on and around the gyratory system.

3.2 Due to safety concerns and practicalities of altering existing structures, an agreement was reached with MBC to retain the existing cycling route using the Medway Street subway which remained open as part of the scheme.

3.3 Signage has been improved at the lower High Street to identify the official cycling route.

3.4 It was observed that the more experienced cyclists do not use the official cycling provision and remain on the carriageway. It must be noted that if cyclists wish to continue to use the 'on road' option, this scheme was not

designed to detract from this function but to enhance the overall cycling experience for all levels of cyclist.

3.5 To date there have been no recorded incidents involving motorists and cyclists.

4. Traffic Data:

4.1 As previously reported weekday traffic surveys were carried out on Wednesday 13th March 2019. Weekend surveys were carried out on Saturday and Sunday 16th-17th March 2019.

4.2 Surveys were carried out by Automatic Number Plate Report (ANPR) to provide full path information for vehicles using the gyratory. Queue length data was collected by lane at the same time as the ANPRs.

4.3 As the traffic signals operate using variable timings to optimise for traffic, traffic signal timing information for each stop line was collected over the survey period.

4.4 Analysis of the survey data was carried out to identify the weekday and weekend peak periods. These were:

- Weekday AM: 07:30 - 08:30
- Weekday PM: 16:00 - 17:00
- Saturday: 12:30 - 13:00
- Sunday: 12:15 - 13:15

4.5 Prior to running the LinSig models, a full review of both the existing and proposed models were carried out. This highlighted a number of areas where the models did not reflect the previous or new layout. This is due to alterations made to the alignment during the detailed design process.

4.6 There has been a decrease in the number of vehicles using the gyratory system based on the initial 2013 data. This could be attributed to the perception that the system does not perform as expected or indeed the growth in the area has slowed since between 2013 and 2019 and TEMPRO growth figures used in the 2019 assessments are now nationally lower than used in 2013. Appendix A shows the flow matrices in Passenger Car Units (PCU's).

4.7 It is therefore concluded that the gyratory system operates in a similar nature to that 'without scheme' with minor improvements for vehicles travelling in a northern direction towards the M20.

4.8 The LinSig models for both the 'no scheme' and 'with scheme' scenarios were updated to include the revised 2019 predicted 'no scheme' traffic flows and each model was optimised retaining the cycle times used in each case.

4.9 Practical Reserve Capacity

The table below gives the Practical Reserve Capacity (PRC) results from the LinSig models:

Period	No Scheme			Scheme		
	2013 (Observed)	2019 (Observed	2019 (Growthed)	2013 (Observed)	2019 (Observed	2019 (Growthed)
AM	-2.6%	7.3%	-10.9%	-10.9%	-3.8%	-18.7%
PM	-1.7%	6.3%	-7.9%	14.2%	1.2%	23.1%

Practical Reserve Capacity Results

4.9.1 PRC is a measure of how well a junction operates based on the operation of the worst performing lane in one scenario. The higher the percentage, the more capacity is available for additional traffic. A negative percentage indicates the junction is operating at or over capacity.

4.9.2 As can be seen from the above table, in 2019 the scheme operates with a similar reserve capacity to the 2013 'without scheme' model.

5.0 Conclusion:

5.1 On the whole the Maidstone Bridges Gyratory has been a success. Since opening there have been very few negative comments. The system continues to be monitored and minor adjustments to the traffic signal timings made where necessary to maximise its' performance.

5.2 The purpose of the 'One Year After Opening Report' is to provide the full picture of the scheme delivery and not just concentrate on one element of the project.

5.3 Benefits for the local community as well as the travelling public have been realised through the construction of this scheme.

5.4 Full results can be seen in **Appendix C and D** – Gyratory (Existing) & (Proposed) Basic Results Summary, **Appendix B** LinSig Matrices, **Appendix A** Peak Hour Analysis.

Appendix A: Peak Hour Analysis

Weekday

All PCUs	A	B	C	D	E	F	Total	Hourly Total
07:30 - 07:45	552	7	15	492	361	69	1495	5578
07:45 - 08:00	491	11	19	509	349	101	1479	5359
08:00 - 08:15	491	8	32	396	353	102	1382	5280
08:15 - 08:30	408	10	29	327	366	82	1221	5230
08:30 - 08:45	425	7	20	404	353	68	1277	5213
08:45 - 09:00	462	12	15	493	349	70	1400	
09:00 - 09:15	379	4	15	486	369	79	1331	
09:15 - 09:30	342	8	11	446	321	77	1204	
15:30 - 15:45	428	12	21	427	356	141	1385	5544
15:45 - 16:00	434	15	25	431	344	142	1390	5599
16:00 - 16:15	439	18	23	447	352	112	1390	5621
16:15 - 16:30	451	10	14	471	350	82	1378	5611
16:30 - 16:45	497	14	17	458	358	97	1441	5590
16:45 - 17:00	514	15	14	466	331	72	1412	5599
17:00 - 17:15	483	33	15	418	317	115	1381	5614
17:15 - 17:30	450	29	14	409	356	100	1357	
17:30 - 17:45	474	23	19	479	378	77	1450	
17:45 - 18:00	489	25	10	462	347	92	1426	

Saturday

All PCUs	A	B	C	D	E	F	Total	Hourly Total
10:00 - 10:15	328	8	17	432	297	114	1196	5030
10:15 - 10:30	350	12	10	507	323	98	1302	5103
10:30 - 10:45	327	15	17	460	325	152	1297	5055
10:45 - 11:00	315	16	12	423	330	140	1235	5025
11:00 - 11:15	350	15	15	436	305	149	1269	5028
11:15 - 11:30	340	15	14	432	315	138	1254	5023
11:30 - 11:45	396	22	18	399	304	129	1268	5077
11:45 - 12:00	357	30	11	386	316	137	1238	5114
12:00 - 12:15	316	21	17	420	318	173	1265	5175
12:15 - 12:30	341	10	11	451	336	158	1307	5234
12:30 - 12:45	346	10	16	474	312	146	1304	5250
12:45 - 13:00	334	17	14	467	331	136	1298	5198
13:00 - 13:15	385	22	14	431	308	163	1324	5148
13:15 - 13:30	370	20	15	447	325	147	1323	5063
13:30 - 13:45	313	11	17	411	341	160	1253	4918
13:45 - 14:00	335	24	11	428	319	131	1249	4929
14:00 - 14:15	302	15	20	439	324	140	1239	4930
14:15 - 14:30	300	15	11	430	307	115	1178	
14:30 - 14:45	393	19	23	382	302	144	1263	
14:45 - 15:00	330	19	11	409	326	155	1250	

Sunday

All PCUs	A	B	C	D	E	F	Total	Hourly Total
10:00 - 10:15	256	6	9	448	331	84	1134	4649
10:15 - 10:30	245	6	12	453	312	83	1111	4719
10:30 - 10:45	283	13	7	408	315	133	1159	4839
10:45 - 11:00	328	7	9	449	334	119	1245	4914
11:00 - 11:15	287	10	9	432	314	152	1204	4883
11:15 - 11:30	337	10	4	433	300	146	1231	4851
11:30 - 11:45	308	7	14	438	328	139	1234	4933
11:45 - 12:00	322	12	9	416	315	141	1214	4948
12:00 - 12:15	341	13	8	337	329	142	1171	4902
12:15 - 12:30	409	8	7	423	331	136	1314	4983
12:30 - 12:45	359	9	15	400	327	139	1249	4865
12:45 - 13:00	345	14	5	346	325	133	1168	4857
13:00 - 13:15	385	13	17	366	328	144	1253	4847
13:15 - 13:30	293	9	9	440	308	136	1195	4891
13:30 - 13:45	319	8	13	443	311	147	1241	4890
13:45 - 14:00	302	12	9	402	305	128	1158	4802
14:00 - 14:15	332	8	10	469	332	146	1297	4760
14:15 - 14:30	328	17	4	413	293	140	1194	
14:30 - 14:45	297	8	11	369	315	154	1153	
14:45 - 15:00	314	9	8	356	292	136	1116	

Appendix B: PCU Matrices

2019

Weekday

AM Peak		A	B	C	D	E	F	Total
07:30 - 08:30	A	3	91	33	862	736	216	1941
	B	2	0	2	14	11	7	36
	C	1	0	0	0	75	19	95
	D	754	0	18	1	702	248	1723
	E	638	0	82	663	1	46	1429
	F	249	0	3	85	17	1	354
	Total	1647	91	137	1625	1542	536	5578

PM Peak		A	B	C	D	E	F	Total
16:00 - 17:00	A	2	28	25	1123	571	151	1901
	B	0	0	4	23	20	10	57
	C	7	0	0	0	57	4	69
	D	982	0	16	0	672	172	1841
	E	600	0	65	670	2	53	1391
	F	206	0	3	124	29	1	363
	Total	1796	28	113	1940	1352	391	5621

Weekend

Saturday		A	B	C	D	E	F	Total
12:30 - 13:30	A	1	37	38	608	524	225	1434
	B	1	0	1	33	24	10	69
	C	2	0	0	0	57	0	59
	D	791	0	11	5	741	271	1819
	E	445	0	60	652	0	119	1276
	F	310	0	2	242	37	1	592
	Total	1550	37	112	1540	1384	626	5250

Sunday		A	B	C	D	E	F	Total
12:15-13:15	A	5	29	21	629	606	207	1497
	B	0	0	0	24	12	8	45
	C	4	0	0	1	32	7	44
	D	597	0	9	0	655	274	1535
	E	614	0	39	512	0	146	1311
	F	113	0	1	395	43	0	552
	Total	1333	29	70	1562	1348	642	4983

2031

Weekday

AM Peak		A	B	C	D	E	F	Tot	
07:30 - 08:30	A	0	99	36	940	802	235	2112	
	B	2	0	2	15	12	8	39	
	C	1	0	0	0	82	21	104	
	D	822	0	20	0	765	270	1877	
	E	695	0	89	723	0	50	1557	2019-2031
	F	271	0	3	93	19	0	386	Growth Factor:
	Tot	1791	99	150	1771	1680	584	6075	1.09

PM Peak		A	B	C	D	E	F	Tot	
16:00 - 17:00	A	0	31	28	1247	634	168	2108	
	B	0	0	4	26	22	11	63	
	C	8	0	0	0	63	4	75	
	D	1090	0	18	0	746	191	2045	
	E	666	0	72	744	0	59	1541	2019-2031
	F	229	0	3	138	32	0	402	Growth Factor:
	Tot	1993	31	125	2155	1497	433	6234	1.11

Weekend

Saturday		A	B	C	D	E	F	Tot	
12:30 - 13:30	A	0	41	43	681	587	252	1604	
	B	1	0	1	37	27	11	77	
	C	2	0	0	0	64	0	66	
	D	886	0	12	0	830	304	2032	
	E	498	0	67	730	0	133	1428	2019-2031
	F	347	0	2	271	41	0	661	Growth Factor:
	Tot	1734	41	125	1719	1549	700	5868	1.12

Sunday		A	B	C	D	E	F	Tot	
12:15-13:15	A	0	32	24	704	679	232	1671	
	B	0	0	0	27	13	9	49	
	C	4	0	0	0	36	8	48	
	D	669	0	10	0	734	307	1720	
	E	688	0	44	573	0	164	1469	2019-2031
	F	127	0	1	442	48	0	618	Growth Factor:
	Tot	1488	32	79	1746	1510	720	5575	1.12

Basic Results Summary

User and Project Details

Project:	**Maidstone Gyratory**
Title:	**Existing Layout (Pre-scheme)**
Location:	Maidstone
Client:	Kent County Council
Additional detail:	
File name:	Gyratory-existing.lsg3x
Author:	Nick Young
Company:	Pell Frischmann
Address:	100 Broad Street, Birmingham

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen	11/0442	Stage Stream 1	2	2	11-0442	
C2	Gen	11/0441	Stage Stream 1	4	2	11-0441	
C3	Gen	11/0440	Stage Stream 1	3	2	11-0440	
C4	Gen	11/0401	Stage Stream 1	8	4	11-0401	
C5	Gen	11/0448	Stage Stream 1	2	2	11-0448	

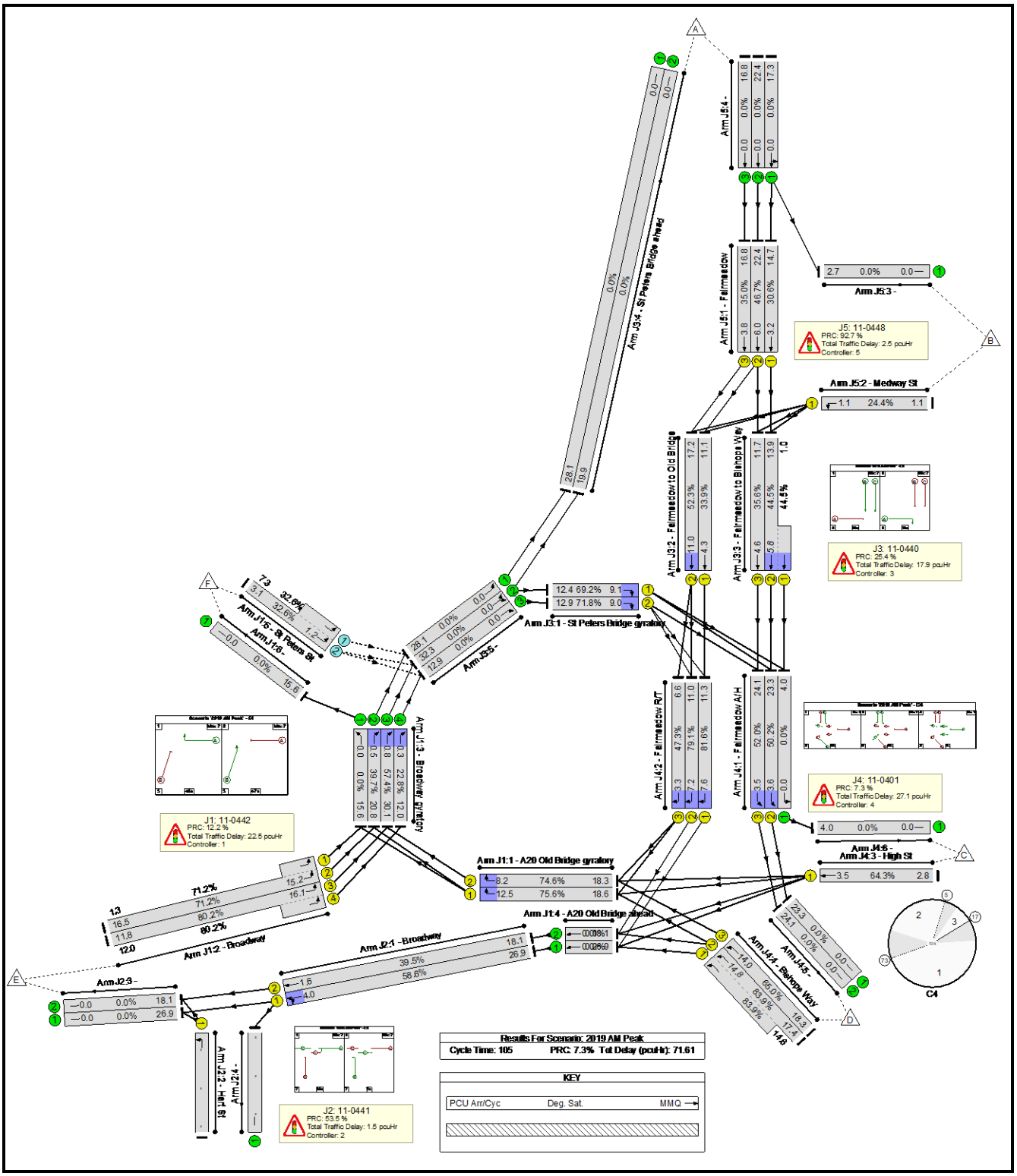
Scenario 7: '2019 AM Peak' (FG7: '2019 AM Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	91	33	862	736	216	1938
	B	2	0	2	14	11	7	36
	C	1	0	0	0	75	19	95
	D	754	0	18	0	702	248	1722
	E	638	0	82	663	0	46	1429
	F	249	0	3	85	17	0	354
	Tot.	1644	91	138	1624	1541	536	5574

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	48	637	1805	842	75.6%	4.6	25.7	8.3	11.0	12.5
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	48	628	1805	842	74.6%	4.6	26.1	6.7	6.8	8.2
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	47	613	1870:1870	796+65	71.2 : 71.2%	5.1	29.9	9.0	14.0	15.2
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	47	816	1870:1870	505+512	80.2 : 80.2%	6.8	30.0	7.5	14.1	16.1
J1:3/2	Broadway gyratory Right	U	-	-	-	714	1800	1800	39.7%	0.3	1.7	-	0.1	0.5
J1:3/3	Broadway gyratory Right	U	-	-	-	1033	1800	1800	57.4%	0.7	2.4	-	0.2	0.8
J1:3/4	Broadway gyratory Right	U	-	-	-	411	1800	1800	22.8%	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	354	1800:1800	322+764	32.6 : 32.6%	0.4	3.8	-	1.0	1.2
J2:1/1	Broadway Ahead Left	U	C2:A	1	84	921	1940	1570	58.6%	1.1	4.1	2.5	3.3	4.0
J2:1/2	Broadway Ahead	U	C2:A	1	84	620	1940	1570	39.5%	0.4	2.6	1.0	1.2	1.6
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	34	426	1848	616	69.2%	5.2	43.7	7.4	8.0	9.1
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	34	442	1848	616	71.8%	5.7	46.1	7.6	7.8	9.0
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	60	382	1940	1127	33.9%	1.3	12.7	4.0	4.1	4.3
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	60	590	1940	1127	52.3%	2.4	14.9	6.2	10.4	11.0
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	60	510	1940:1940	1066+79	44.5 : 44.5%	1.9	13.3	4.9	5.4	5.8

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	60	401	1940	1127	35.6%	1.4	12.8	4.2	4.3	4.6
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	85	798	1940	1589	50.2%	0.8	3.6	2.2	3.1	3.6
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	85	826	1940	1589	52.0%	0.8	3.7	2.2	2.9	3.5
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	26	388	1848	475	81.6%	5.0	46.8	5.0	5.5	7.6
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	26	376	1848	475	79.1%	4.7	45.2	5.0	5.4	7.2
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	26	225	1848	475	47.3%	2.1	33.3	2.8	2.8	3.3
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	95	1940	148	64.3%	2.1	80.1	2.5	2.7	3.5
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	55	1096	1805:1805	711+596	83.9 : 83.9%	7.6	24.8	7.8	12.3	14.8
J4:4/3	Bishops Way Left	U	C4:B	1	55	626	1805	963	65.0%	4.0	22.8	8.2	13.0	14.0
J5:1/1	Fairmeadow Ahead	U	C5:A	1	88	503	1940	1644	30.6%	0.5	3.2	2.0	2.9	3.2
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	88	768	1940	1644	46.7%	0.9	4.1	3.0	5.5	6.0
J5:1/3	Fairmeadow Ahead	U	C5:A	1	88	576	1940	1644	35.0%	0.5	3.4	2.2	3.5	3.8
J5:2/1	Medway St Left Left2	U	C5:B	1	7	36	1940	148	24.4%	0.6	61.7	0.9	1.0	1.1

C1	PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	20.99	Cycle Time (s): 105
C2	PRC for Signalled Lanes (%):	53.5	Total Delay for Signalled Lanes (pcuHr):	1.51	Cycle Time (s): 105
C3	PRC for Signalled Lanes (%):	25.4	Total Delay for Signalled Lanes (pcuHr):	17.95	Cycle Time (s): 105
C4	PRC for Signalled Lanes (%):	7.3	Total Delay for Signalled Lanes (pcuHr):	27.13	Cycle Time (s): 105
C5	PRC for Signalled Lanes (%):	92.7	Total Delay for Signalled Lanes (pcuHr):	2.48	Cycle Time (s): 105
	PRC Over All Lanes (%):	7.3	Total Delay Over All Lanes(pcuHr):	71.61	

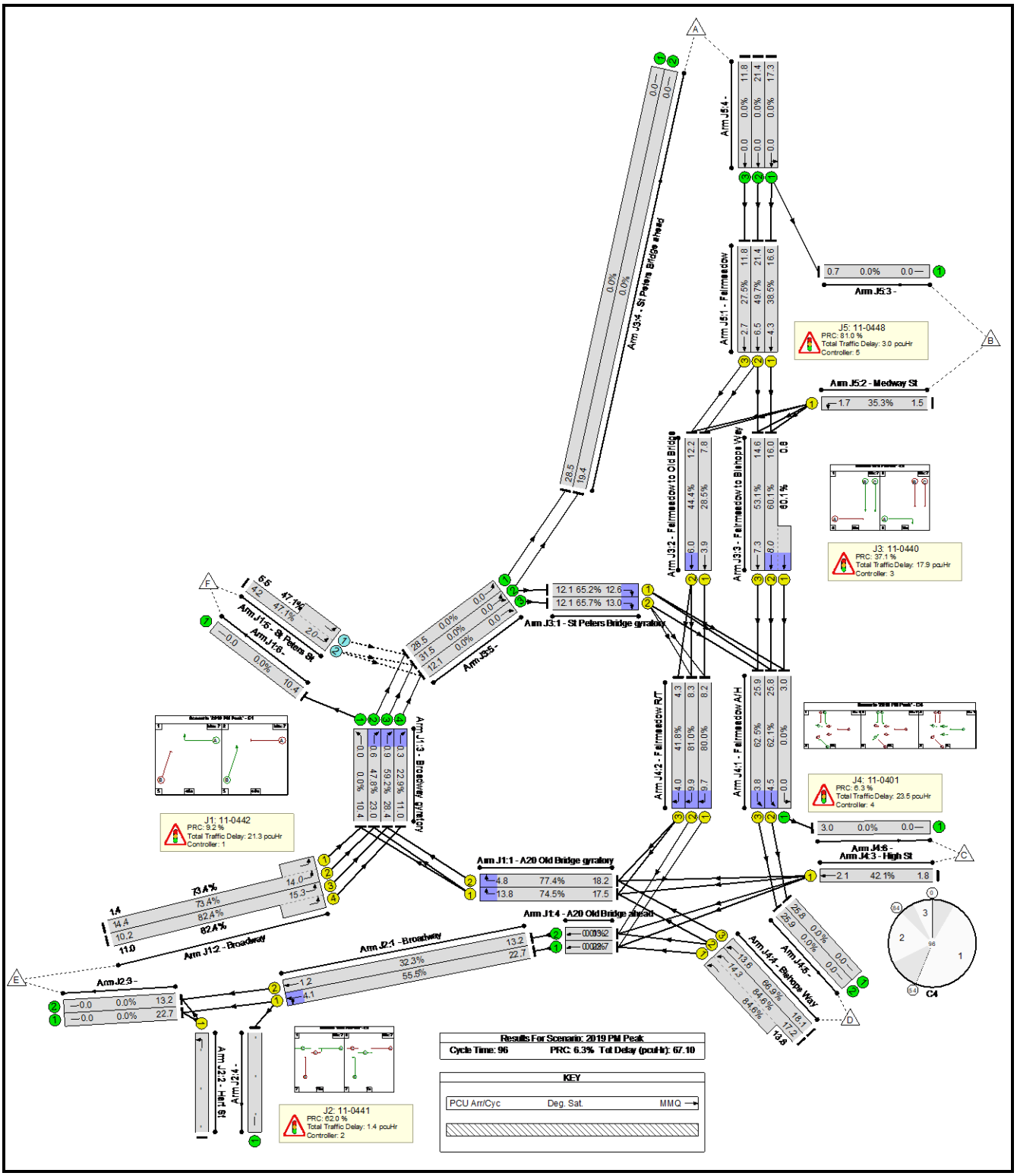
Scenario 8: '2019 PM Peak' (FG8: '2019 PM Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	28	25	1123	571	151	1898
	B	0	0	4	23	20	10	57
	C	7	0	0	0	57	4	68
	D	982	0	16	0	672	172	1842
	E	600	0	65	670	0	53	1388
	F	206	0	3	124	29	0	362
	Tot.	1795	28	113	1940	1349	390	5615

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	46	658	1805	884	74.5%	4.1	22.2	6.6	12.4	13.8
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	46	684	1805	884	77.4%	3.1	16.2	3.1	3.2	4.8
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	40	593	1870:1870	735+72	73.4 : 73.4%	5.1	30.9	8.3	12.6	14.0
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	40	795	1870:1870	464+501	82.4 : 82.4%	7.0	31.7	7.1	13.0	15.3
J1:3/2	Broadway gyratory Right	U	-	-	-	861	1800	1800	47.8%	0.5	1.9	-	0.1	0.6
J1:3/3	Broadway gyratory Right	U	-	-	-	1066	1800	1800	59.2%	0.7	2.5	-	0.2	0.9
J1:3/4	Broadway gyratory Right	U	-	-	-	413	1800	1800	22.9%	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	362	1800:1800	331+437	47.1 : 47.1%	0.7	7.4	-	1.5	2.0
J2:1/1	Broadway Ahead Left	U	C2:A	1	75	853	1940	1536	55.5%	1.0	4.3	2.6	3.4	4.1
J2:1/2	Broadway Ahead	U	C2:A	1	75	496	1940	1536	32.3%	0.3	2.5	0.8	0.9	1.2
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	35	452	1848	693	65.2%	4.5	36.0	9.4	11.7	12.6
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	35	455	1848	693	65.7%	4.7	37.3	10.4	12.1	13.0
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	50	294	1940	1031	28.5%	1.1	13.8	3.2	3.7	3.9
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	50	458	1940	1031	44.4%	2.0	15.6	5.2	5.6	6.0
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	50	628	1940:1940	997+48	60.1 : 60.1%	3.1	17.6	7.1	7.3	8.0

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	50	547	1940	1031	53.1%	2.5	16.6	6.1	6.8	7.3
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	76	967	1940	1556	62.1%	1.2	4.7	2.8	3.7	4.5
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	76	973	1940	1556	62.5%	1.2	4.4	2.5	2.9	3.8
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	19	308	1848	385	80.0%	3.8	44.9	5.6	7.8	9.7
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	19	312	1848	385	81.0%	4.0	46.2	5.2	7.9	9.9
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	19	161	1848	385	41.8%	1.2	25.8	2.5	3.7	4.0
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	68	1940	162	42.1%	1.2	60.9	1.6	1.7	2.1
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	53	1163	1805:1805	763+611	84.6 : 84.6%	7.1	22.0	7.2	11.7	14.3
J4:4/3	Bishops Way Left	U	C4:B	1	53	679	1805	1015	66.9%	3.8	20.1	7.5	12.6	13.6
J5:1/1	Fairmeadow Ahead	U	C5:A	1	79	622	1940	1617	38.5%	0.7	3.8	2.4	4.0	4.3
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	79	804	1940	1617	49.7%	1.0	4.5	3.1	6.0	6.5
J5:1/3	Fairmeadow Ahead	U	C5:A	1	79	444	1940	1617	27.5%	0.4	3.3	1.7	2.5	2.7
J5:2/1	Medway St Left Left2	U	C5:B	1	7	57	1940	162	35.3%	0.9	58.7	1.4	1.4	1.7

C1	PRC for Signalled Lanes (%):	9.2	Total Delay for Signalled Lanes (pcuHr):	19.23	Cycle Time (s): 96
C2	PRC for Signalled Lanes (%):	62.0	Total Delay for Signalled Lanes (pcuHr):	1.36	Cycle Time (s): 96
C3	PRC for Signalled Lanes (%):	37.1	Total Delay for Signalled Lanes (pcuHr):	17.95	Cycle Time (s): 96
C4	PRC for Signalled Lanes (%):	6.3	Total Delay for Signalled Lanes (pcuHr):	23.47	Cycle Time (s): 96
C5	PRC for Signalled Lanes (%):	81.0	Total Delay for Signalled Lanes (pcuHr):	2.99	Cycle Time (s): 96
	PRC Over All Lanes (%):	6.3	Total Delay Over All Lanes(pcuHr):	67.10	

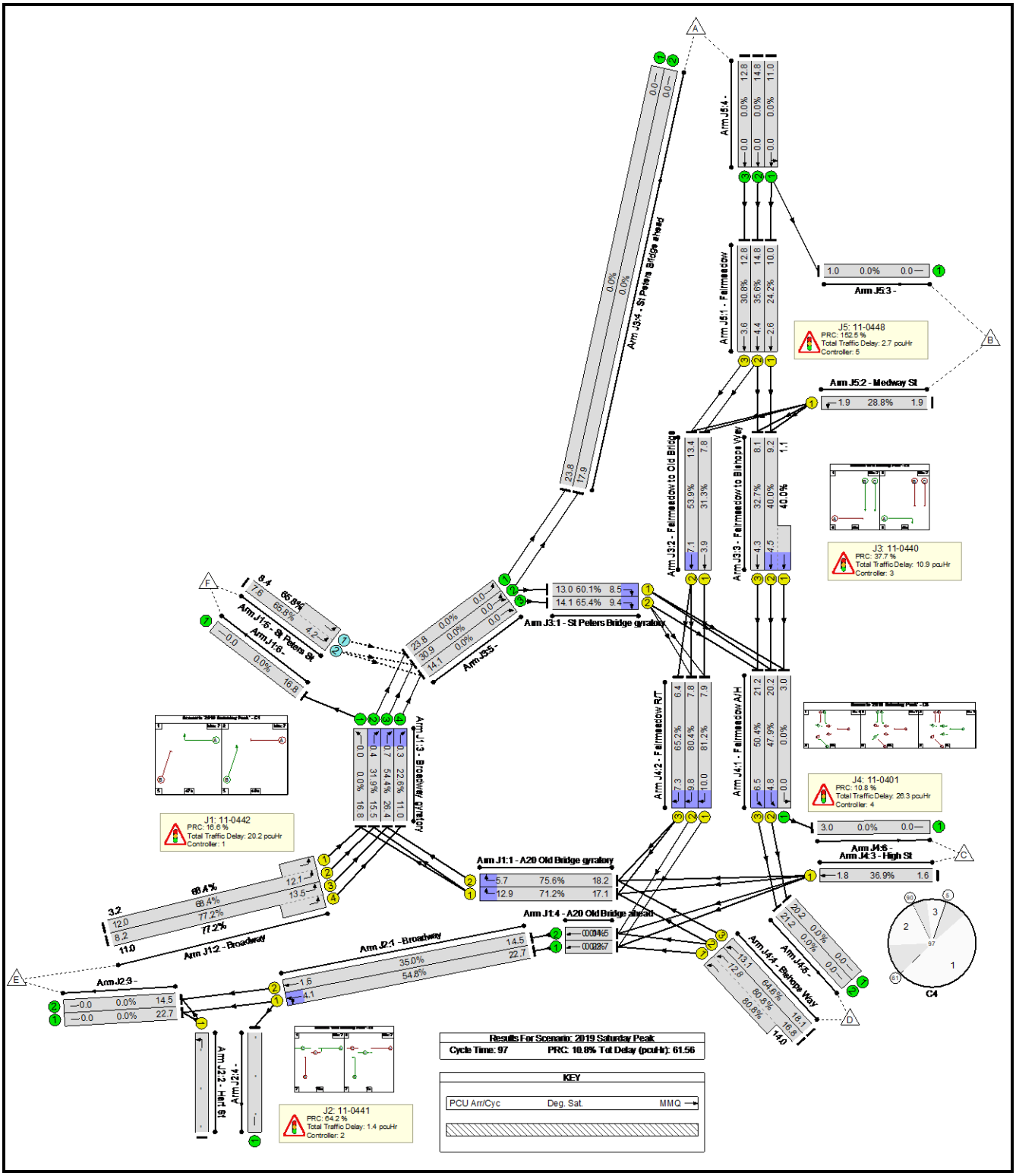
Scenario 9: '2019 Saturday Peak' (FG9: '2019 Saturday Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	37	38	608	524	225	1432
	B	1	0	1	33	24	10	69
	C	2	0	0	0	57	0	59
	D	791	0	11	0	741	271	1814
	E	445	0	60	652	0	119	1276
	F	310	0	2	242	37	0	591
	Tot.	1549	37	112	1535	1383	625	5241

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	47	636	1805	893	71.2%	4.1	23.4	8.8	11.7	12.9
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	47	675	1805	893	75.6%	3.3	17.7	4.1	4.2	5.7
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	40	564	1870:1870	650+174	68.4 : 68.4%	4.5	28.6	7.4	11.0	12.1
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	40	712	1870:1870	395+527	77.2 : 77.2%	5.9	29.8	6.9	11.9	13.5
J1:3/2	Broadway gyratory Right	U	-	-	-	575	1800	1800	31.9%	0.2	1.5	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	980	1800	1800	54.4%	0.6	2.2	-	0.1	0.7
J1:3/4	Broadway gyratory Right	U	-	-	-	407	1800	1800	22.6%	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	591	1800:1800	427+471	65.8 : 65.8%	1.4	8.3	-	3.2	4.2
J2:1/1	Broadway Ahead Left	U	C2:A	1	76	844	1940	1540	54.8%	1.0	4.3	2.6	3.5	4.1
J2:1/2	Broadway Ahead	U	C2:A	1	76	539	1940	1540	35.0%	0.4	2.8	1.1	1.3	1.6
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	41	481	1848	800	60.1%	1.9	14.4	2.9	7.8	8.5
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	41	523	1848	800	65.4%	1.7	11.7	1.8	8.5	9.4
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	45	288	1940	920	31.3%	1.4	17.0	3.5	3.7	3.9
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	45	496	1940	920	53.9%	2.7	19.6	6.0	6.5	7.1
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	45	379	1940:1940	849+97	40.0 : 40.0%	1.9	17.7	4.1	4.2	4.5

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	45	301	1940	920	32.7%	1.4	16.8	3.7	4.0	4.3
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	77	748	1940	1560	47.9%	0.9	4.4	2.8	4.4	4.8
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	77	787	1940	1560	50.4%	1.4	6.3	4.4	6.0	6.5
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	18	294	1848	362	81.2%	5.2	63.9	7.7	7.9	10.0
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	18	291	1848	362	80.4%	4.9	60.8	7.2	7.8	9.8
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	18	236	1848	362	65.2%	3.3	50.8	6.2	6.4	7.3
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	59	1940	160	36.9%	1.0	59.9	1.4	1.5	1.8
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	55	1141	1805:1805	770+642	80.8 : 80.8%	6.1	19.3	6.7	10.7	12.8
J4:4/3	Bishops Way Left	U	C4:B	1	55	673	1805	1042	64.6%	3.5	18.7	7.3	12.2	13.1
J5:1/1	Fairmeadow Ahead	U	C5:A	1	76	372	1940	1540	24.2%	0.4	4.1	1.9	2.5	2.6
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	76	549	1940	1540	35.6%	0.7	4.7	2.7	4.1	4.4
J5:1/3	Fairmeadow Ahead	U	C5:A	1	76	474	1940	1540	30.8%	0.6	4.4	2.4	3.4	3.6
J5:2/1	Medway St Left Left2	U	C5:B	1	11	69	1940	240	28.8%	0.9	49.1	1.6	1.7	1.9

C1	PRC for Signalled Lanes (%):	16.6	Total Delay for Signalled Lanes (pcuHr):	17.83	Cycle Time (s): 97
C2	PRC for Signalled Lanes (%):	64.2	Total Delay for Signalled Lanes (pcuHr):	1.41	Cycle Time (s): 97
C3	PRC for Signalled Lanes (%):	37.7	Total Delay for Signalled Lanes (pcuHr):	10.95	Cycle Time (s): 97
C4	PRC for Signalled Lanes (%):	10.8	Total Delay for Signalled Lanes (pcuHr):	26.34	Cycle Time (s): 97
C5	PRC for Signalled Lanes (%):	152.5	Total Delay for Signalled Lanes (pcuHr):	2.66	Cycle Time (s): 97
	PRC Over All Lanes (%):	10.8	Total Delay Over All Lanes(pcuHr):	61.56	

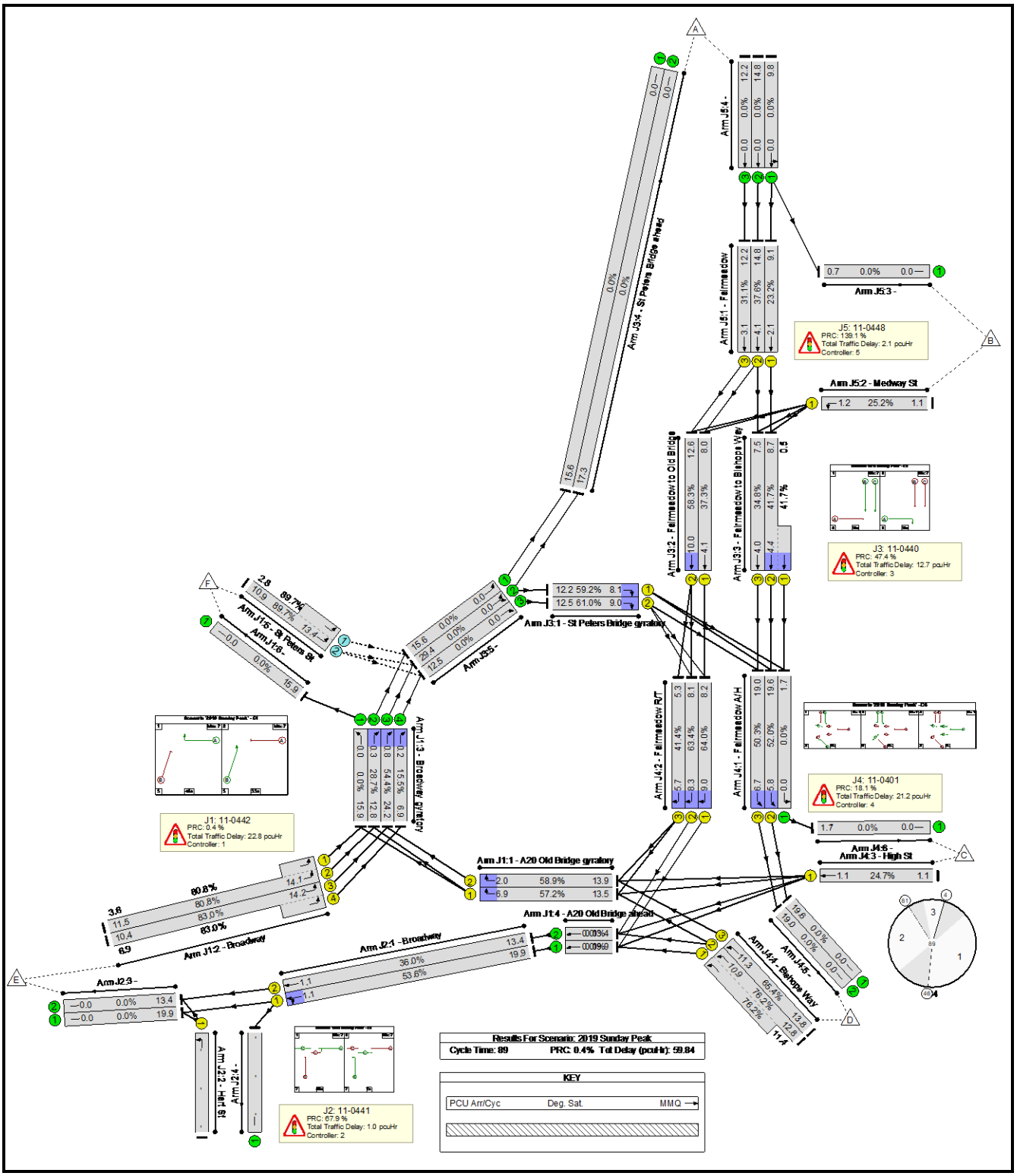
Scenario 10: '2019 Sunday Peak' (FG10: '2019 Sunday Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	29	21	629	606	207	1492
	B	0	0	0	24	12	8	44
	C	4	0	0	0	32	7	43
	D	597	0	9	0	655	274	1535
	E	614	0	39	512	0	146	1311
	F	113	0	1	395	43	0	552
	Tot.	1328	29	70	1560	1348	642	4977

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	46	545	1805	953	57.2%	2.9	19.1	6.0	6.2	6.9
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	46	561	1805	953	58.9%	1.3	8.1	1.2	1.3	2.0
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	33	613	1870:1870	578+181	80.8 : 80.8%	6.0	35.5	7.8	12.0	14.1
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	33	698	1870:1870	505+336	83.0 : 83.0%	6.7	34.7	6.9	11.8	14.2
J1:3/2	Broadway gyratory Right	U	-	-	-	516	1800	1800	28.7%	0.2	1.4	-	0.1	0.3
J1:3/3	Broadway gyratory Right	U	-	-	-	980	1800	1800	54.4%	0.6	2.2	-	0.2	0.8
J1:3/4	Broadway gyratory Right	U	-	-	-	279	1800	1800	15.5%	0.1	1.2	-	0.1	0.2
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	552	1800:1800	490+126	89.7 : 89.7%	4.9	32.2	-	9.5	13.4
J2:1/1	Broadway Ahead Left	U	C2:A	1	68	806	1940	1504	53.6%	0.6	2.9	0.5	0.5	1.1
J2:1/2	Broadway Ahead	U	C2:A	1	68	542	1940	1504	36.0%	0.4	2.7	0.8	0.8	1.1
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	39	492	1848	831	59.2%	2.3	16.7	4.1	7.3	8.1
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	39	507	1848	831	61.0%	2.5	17.5	4.2	8.2	9.0
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	39	325	1940	872	37.3%	1.6	17.9	3.8	3.8	4.1
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	39	508	1940	872	58.3%	3.0	21.2	5.9	9.3	10.0
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	39	371	1940:1940	840+50	41.7 : 41.7%	1.9	18.2	4.0	4.0	4.4

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	39	303	1940	872	34.8%	1.5	17.3	3.6	3.8	4.0
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	69	793	1940	1526	52.0%	1.3	5.8	3.8	5.2	5.8
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	69	767	1940	1526	50.3%	1.5	7.0	4.7	6.2	6.7
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	24	332	1848	519	64.0%	3.3	35.8	7.1	8.1	9.0
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	24	329	1848	519	63.4%	2.9	31.9	6.5	7.4	8.3
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	24	215	1848	519	41.4%	1.7	28.4	4.7	5.3	5.7
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	43	1940	174	24.7%	0.6	51.4	0.9	1.0	1.1
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	41	978	1805:1805	678+605	76.2 : 76.2%	6.2	22.9	6.5	9.3	10.9
J4:4/3	Bishops Way Left	U	C4:B	1	41	557	1805	852	65.4%	3.7	24.0	7.0	10.4	11.3
J5:1/1	Fairmeadow Ahead	U	C5:A	1	72	369	1940	1591	23.2%	0.3	3.3	1.4	1.9	2.1
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	72	599	1940	1591	37.6%	0.6	3.9	2.3	3.8	4.1
J5:1/3	Fairmeadow Ahead	U	C5:A	1	72	495	1940	1591	31.1%	0.5	3.6	1.9	2.9	3.1
J5:2/1	Medway St Left Left2	U	C5:B	1	7	44	1940	174	25.2%	0.6	51.5	1.0	1.0	1.2

C1	PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	16.93	Cycle Time (s):	89
C2	PRC for Signalled Lanes (%):	67.9	Total Delay for Signalled Lanes (pcuHr):	1.05	Cycle Time (s):	89
C3	PRC for Signalled Lanes (%):	47.4	Total Delay for Signalled Lanes (pcuHr):	12.69	Cycle Time (s):	89
C4	PRC for Signalled Lanes (%):	18.1	Total Delay for Signalled Lanes (pcuHr):	21.23	Cycle Time (s):	89
C5	PRC for Signalled Lanes (%):	139.1	Total Delay for Signalled Lanes (pcuHr):	2.10	Cycle Time (s):	89
	PRC Over All Lanes (%):	0.4	Total Delay Over All Lanes(pcuHr):	59.84		

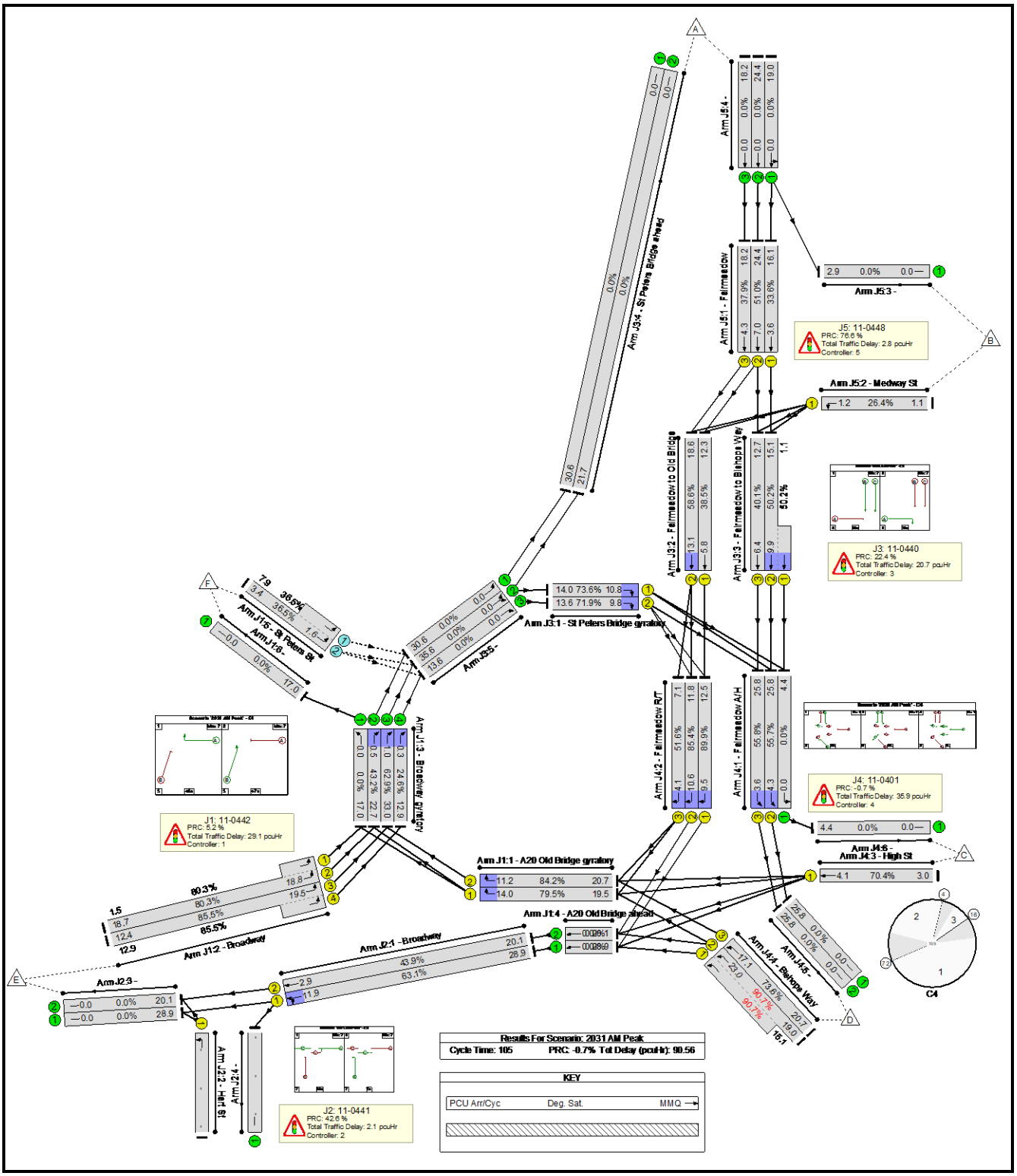
Scenario 11: '2031 AM Peak' (FG11: '2031 AM Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	99	36	940	802	235	2112
	B	2	0	2	15	12	8	39
	C	1	0	0	0	82	21	104
	D	822	0	20	0	765	270	1877
	E	695	0	89	723	0	50	1557
	F	271	0	3	93	19	0	386
	Tot.	1791	99	150	1771	1680	584	6075

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	48	670	1805	842	79.5%	5.5	29.8	9.5	12.1	14.0
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	48	709	1805	842	84.2%	6.8	34.7	8.6	8.6	11.2
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	47	691	1870:1870	798+62	80.3 : 80.3%	6.6	34.6	10.2	16.8	18.8
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	47	866	1870:1870	496+517	85.5 : 85.5%	8.2	34.0	8.4	16.6	19.5
J1:3/2	Broadway gyratory Right	U	-	-	-	777	1800	1800	43.2%	0.4	1.8	-	0.1	0.5
J1:3/3	Broadway gyratory Right	U	-	-	-	1133	1800	1800	62.9%	0.9	2.7	-	0.2	1.0
J1:3/4	Broadway gyratory Right	U	-	-	-	442	1800	1800	24.6%	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	386	1800:1800	315+743	36.5 : 36.5%	0.5	4.7	-	1.3	1.6
J2:1/1	Broadway Ahead Left	U	C2:A	1	84	991	1940	1570	63.1%	1.4	5.2	2.0	11.1	11.9
J2:1/2	Broadway Ahead	U	C2:A	1	84	689	1940	1570	43.9%	0.6	3.4	1.6	2.5	2.9
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	36	479	1848	651	73.6%	6.0	44.9	8.7	9.4	10.8
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	36	468	1848	651	71.9%	6.0	46.1	8.4	8.6	9.8
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	58	420	1940	1090	38.5%	1.6	13.7	4.2	5.5	5.8
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	58	639	1940	1090	58.6%	3.1	17.4	6.6	12.4	13.1
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	58	556	1940:1940	1032+76	50.2 : 50.2%	2.4	15.3	5.2	9.4	9.9

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	58	437	1940	1090	40.1%	1.7	13.9	4.5	6.1	6.4
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	85	885	1940	1589	55.7%	1.0	4.0	2.5	3.7	4.3
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	85	886	1940	1589	55.8%	0.9	3.7	2.1	3.0	3.6
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	26	427	1848	475	89.9%	6.8	57.7	5.2	5.7	9.5
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	26	406	1848	475	85.4%	6.6	58.5	6.3	7.9	10.6
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	26	245	1848	475	51.6%	2.7	40.1	3.6	3.6	4.1
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	104	1940	148	70.4%	2.5	86.4	2.7	2.9	4.1
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	55	1168	1805:1805	718+570	90.7 : 90.7%	10.2	31.4	8.5	18.5	23.0
J4:4/3	Bishops Way Left	U	C4:B	1	55	709	1805	963	73.6%	5.1	25.9	9.3	15.8	17.1
J5:1/1	Fairmeadow Ahead	U	C5:A	1	88	552	1940	1644	33.6%	0.5	3.4	2.1	3.4	3.6
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	88	838	1940	1644	51.0%	1.0	4.4	3.3	6.5	7.0
J5:1/3	Fairmeadow Ahead	U	C5:A	1	88	623	1940	1644	37.9%	0.6	3.6	2.4	4.0	4.3
J5:2/1	Medway St Left Left2	U	C5:B	1	7	39	1940	148	26.4%	0.7	62.2	1.0	1.1	1.2

C1	PRC for Signalled Lanes (%):	5.2	Total Delay for Signalled Lanes (pcuHr):	27.20	Cycle Time (s): 105
C2	PRC for Signalled Lanes (%):	42.6	Total Delay for Signalled Lanes (pcuHr):	2.08	Cycle Time (s): 105
C3	PRC for Signalled Lanes (%):	22.4	Total Delay for Signalled Lanes (pcuHr):	20.70	Cycle Time (s): 105
C4	PRC for Signalled Lanes (%):	-0.7	Total Delay for Signalled Lanes (pcuHr):	35.85	Cycle Time (s): 105
C5	PRC for Signalled Lanes (%):	76.6	Total Delay for Signalled Lanes (pcuHr):	2.82	Cycle Time (s): 105
	PRC Over All Lanes (%):	-0.7	Total Delay Over All Lanes(pcuHr):	90.56	

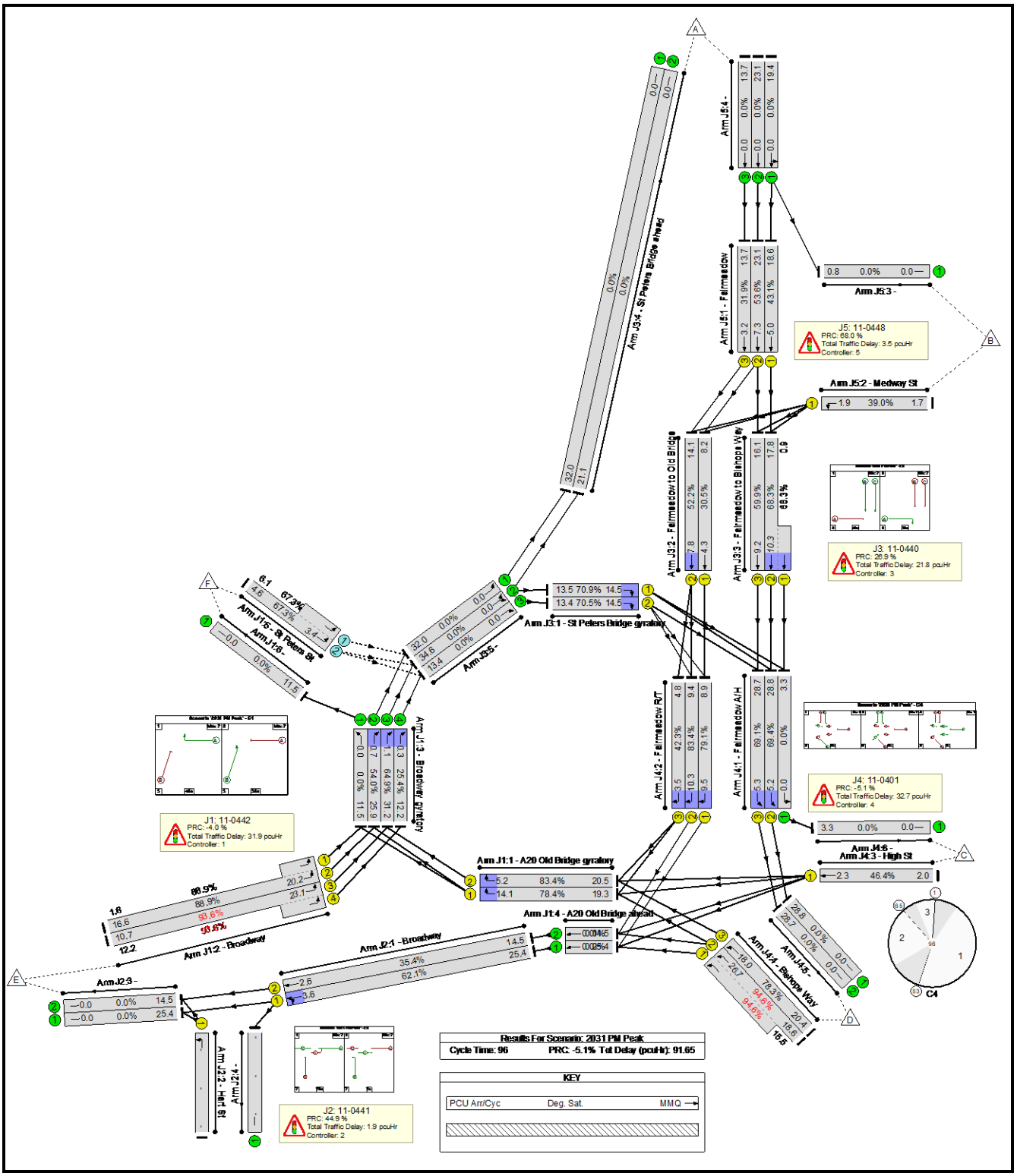
Scenario 12: '2031 PM Peak' (FG12: '2031 PM Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	31	28	1247	634	168	2108
	B	0	0	4	26	22	11	63
	C	8	0	0	0	63	4	75
	D	1090	0	18	0	746	191	2045
	E	666	0	72	744	0	59	1541
	F	229	0	3	138	32	0	402
	Tot.	1993	31	125	2155	1497	433	6234

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	48	722	1805	921	78.4%	4.4	21.9	6.8	12.3	14.1
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	48	768	1805	921	83.4%	3.7	17.2	2.8	2.8	5.2
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	38	683	1870:1870	702+66	88.9 : 88.9%	8.7	45.7	10.1	16.5	20.2
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	38	858	1870:1870	429+488	93.6 : 93.6%	11.9	49.9	8.7	17.1	23.1
J1:3/2	Broadway gyratory Right	U	-	-	-	972	1800	1800	54.0%	0.6	2.2	-	0.1	0.7
J1:3/3	Broadway gyratory Right	U	-	-	-	1169	1800	1800	64.9%	0.9	2.9	-	0.2	1.1
J1:3/4	Broadway gyratory Right	U	-	-	-	457	1800	1800	25.4%	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	402	1800:1800	257+340	67.3 : 67.3%	1.5	13.8	-	2.4	3.4
J2:1/1	Broadway Ahead Left	U	C2:A	1	75	954	1940	1536	62.1%	1.2	4.6	2.4	2.8	3.6
J2:1/2	Broadway Ahead	U	C2:A	1	75	543	1940	1536	35.4%	0.6	4.3	2.2	2.3	2.6
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	36	505	1848	712	70.9%	5.3	37.9	10.2	13.3	14.5
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	36	502	1848	712	70.5%	5.5	39.1	11.6	13.4	14.5
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	49	308	1940	1010	30.5%	1.2	14.5	3.5	4.0	4.3
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	49	527	1940	1010	52.2%	2.6	17.7	6.3	7.2	7.8
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	49	700	1940:1940	978+47	68.3 : 68.3%	4.0	20.6	8.3	9.2	10.3

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	49	605	1940	1010	59.9%	3.1	18.7	7.1	8.5	9.2
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	76	1080	1940	1556	69.4%	1.6	5.5	3.2	4.1	5.2
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	76	1075	1940	1556	69.1%	1.7	5.7	3.4	4.2	5.3
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	21	335	1848	424	79.1%	4.1	43.8	5.0	7.7	9.5
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	21	353	1848	424	83.4%	4.3	43.7	3.7	8.0	10.3
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	21	179	1848	424	42.3%	1.1	23.1	1.7	3.1	3.5
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	75	1940	162	46.4%	1.3	62.6	1.8	1.9	2.3
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	51	1279	1805:1805	737+615	94.6 : 94.6%	13.0	36.7	8.1	19.5	26.7
J4:4/3	Bishops Way Left	U	C4:B	1	51	766	1805	978	78.3%	5.5	25.9	8.9	16.2	18.0
J5:1/1	Fairmeadow Ahead	U	C5:A	1	79	696	1940	1617	43.1%	0.8	4.0	2.7	4.6	5.0
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	79	866	1940	1617	53.6%	1.2	4.8	3.4	6.7	7.3
J5:1/3	Fairmeadow Ahead	U	C5:A	1	79	515	1940	1617	31.9%	0.5	3.5	2.0	3.0	3.2
J5:2/1	Medway St Left Left2	U	C5:B	1	7	63	1940	162	39.0%	1.0	59.8	1.5	1.6	1.9

C1	PRC for Signalled Lanes (%):	-4.0	Total Delay for Signalled Lanes (pcuHr):	28.62	Cycle Time (s): 96
C2	PRC for Signalled Lanes (%):	44.9	Total Delay for Signalled Lanes (pcuHr):	1.86	Cycle Time (s): 96
C3	PRC for Signalled Lanes (%):	26.9	Total Delay for Signalled Lanes (pcuHr):	21.75	Cycle Time (s): 96
C4	PRC for Signalled Lanes (%):	-5.1	Total Delay for Signalled Lanes (pcuHr):	32.69	Cycle Time (s): 96
C5	PRC for Signalled Lanes (%):	68.0	Total Delay for Signalled Lanes (pcuHr):	3.48	Cycle Time (s): 96
	PRC Over All Lanes (%):	-5.1	Total Delay Over All Lanes(pcuHr):	91.65	

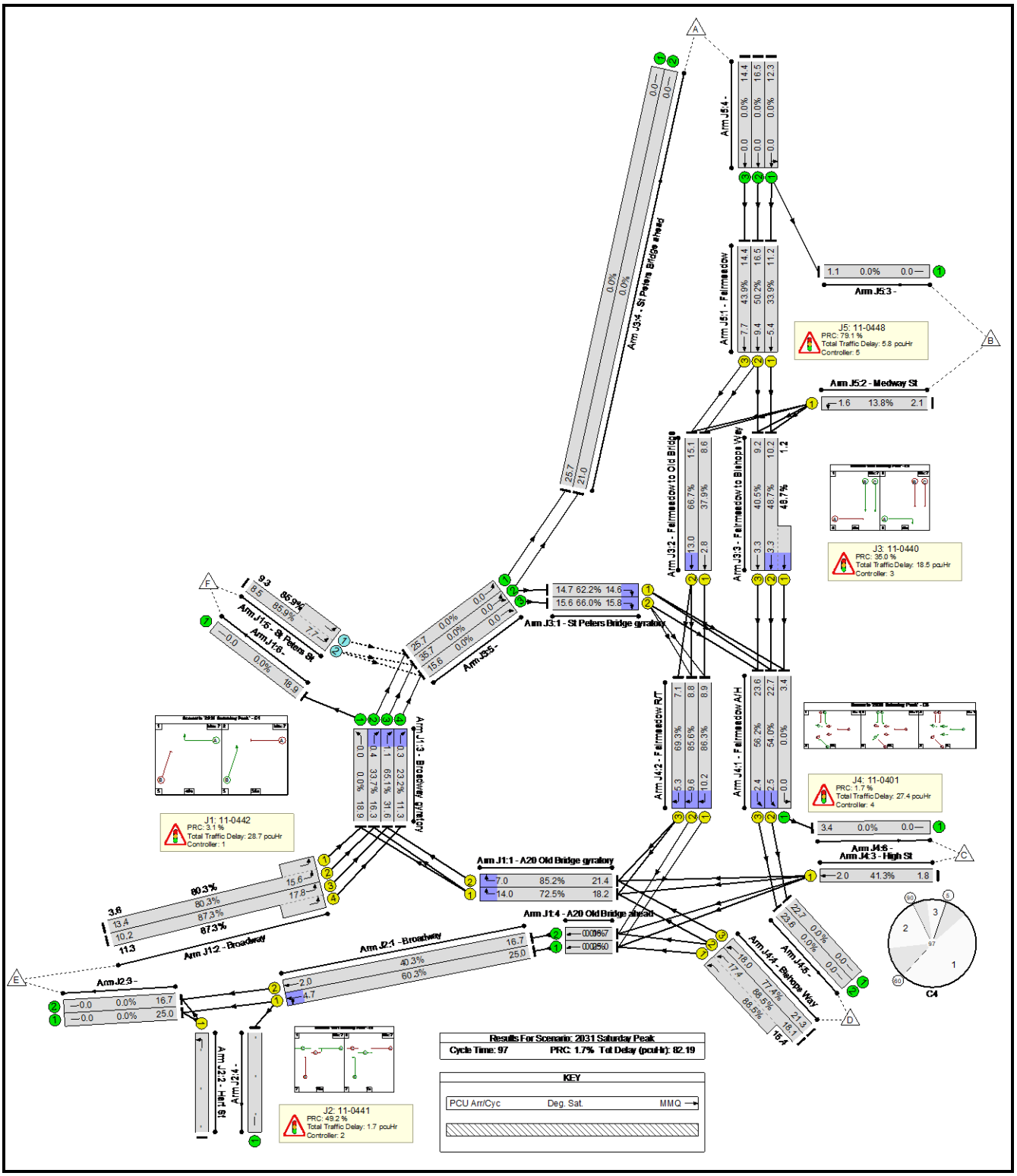
Scenario 13: '2031 Saturday Peak' (FG13: '2031 Saturday Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	41	43	681	587	252	1604
	B	1	0	1	37	27	11	77
	C	2	0	0	0	64	0	66
	D	886	0	12	0	830	304	2032
	E	498	0	67	730	0	133	1428
	F	347	0	2	271	41	0	661
	Tot.	1734	41	125	1719	1549	700	5868

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	49	675	1805	930	72.5%	4.3	22.8	9.3	12.7	14.0
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	49	793	1805	930	85.2%	4.6	20.8	4.2	4.2	7.0
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	38	631	1870:1870	620+166	80.3 : 80.3%	6.3	36.0	8.7	13.7	15.6
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	38	797	1870:1870	434+479	87.3 : 87.3%	8.5	38.5	7.9	14.5	17.8
J1:3/2	Broadway gyratory Right	U	-	-	-	606	1800	1800	33.7%	0.3	1.5	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	1172	1800	1800	65.1%	0.9	2.9	-	0.2	1.1
J1:3/4	Broadway gyratory Right	U	-	-	-	418	1800	1800	23.2%	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	661	1800:1800	366+404	85.9 : 85.9%	3.6	19.8	-	4.8	7.7
J2:1/1	Broadway Ahead Left	U	C2:A	1	76	929	1940	1540	60.3%	1.2	4.7	2.9	4.0	4.7
J2:1/2	Broadway Ahead	U	C2:A	1	76	620	1940	1540	40.3%	0.5	3.0	1.3	1.7	2.0
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	45	545	1848	876	62.2%	5.0	33.1	10.7	13.7	14.6
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	45	578	1848	876	66.0%	5.6	35.0	11.7	14.8	15.8
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	41	318	1940	840	37.9%	1.4	15.7	2.5	2.5	2.8
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	41	560	1940	840	66.7%	3.1	20.0	4.4	12.0	13.0
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	41	422	1940:1940	777+90	48.7 : 48.7%	1.9	15.9	2.8	2.8	3.3

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	41	340	1940	840	40.5%	1.5	16.4	3.0	3.0	3.3
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	77	842	1940	1560	54.0%	0.8	3.5	1.8	2.0	2.5
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	77	877	1940	1560	56.2%	0.9	3.5	1.6	1.8	2.4
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	19	329	1848	381	86.3%	4.5	48.9	2.6	7.4	10.2
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	19	326	1848	381	85.6%	4.3	47.1	2.6	6.9	9.6
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	19	264	1848	381	69.3%	2.2	29.4	1.6	4.2	5.3
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	66	1940	160	41.3%	1.1	61.3	1.6	1.7	2.0
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	54	1240	1805:1805	757+644	88.5 : 88.5%	8.5	24.6	7.4	13.7	17.4
J4:4/3	Bishops Way Left	U	C4:B	1	54	792	1805	1023	77.4%	5.3	23.9	8.8	16.3	18.0
J5:1/1	Fairmeadow Ahead	U	C5:A	1	60	414	1940	1220	33.9%	1.2	10.7	3.9	5.2	5.4
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	60	613	1940	1220	50.2%	2.2	12.7	5.8	8.9	9.4
J5:1/3	Fairmeadow Ahead	U	C5:A	1	60	536	1940	1220	43.9%	1.8	11.9	5.1	7.3	7.7
J5:2/1	Medway St Left Left2	U	C5:B	1	27	77	1940	560	13.8%	0.6	29.3	1.4	1.5	1.6

C1	PRC for Signalled Lanes (%):	3.1	Total Delay for Signalled Lanes (pcuHr):	23.70	Cycle Time (s): 97
C2	PRC for Signalled Lanes (%):	49.2	Total Delay for Signalled Lanes (pcuHr):	1.73	Cycle Time (s): 97
C3	PRC for Signalled Lanes (%):	35.0	Total Delay for Signalled Lanes (pcuHr):	18.54	Cycle Time (s): 97
C4	PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	27.42	Cycle Time (s): 97
C5	PRC for Signalled Lanes (%):	79.1	Total Delay for Signalled Lanes (pcuHr):	5.79	Cycle Time (s): 97
	PRC Over All Lanes (%):	1.7	Total Delay Over All Lanes(pcuHr):	82.19	

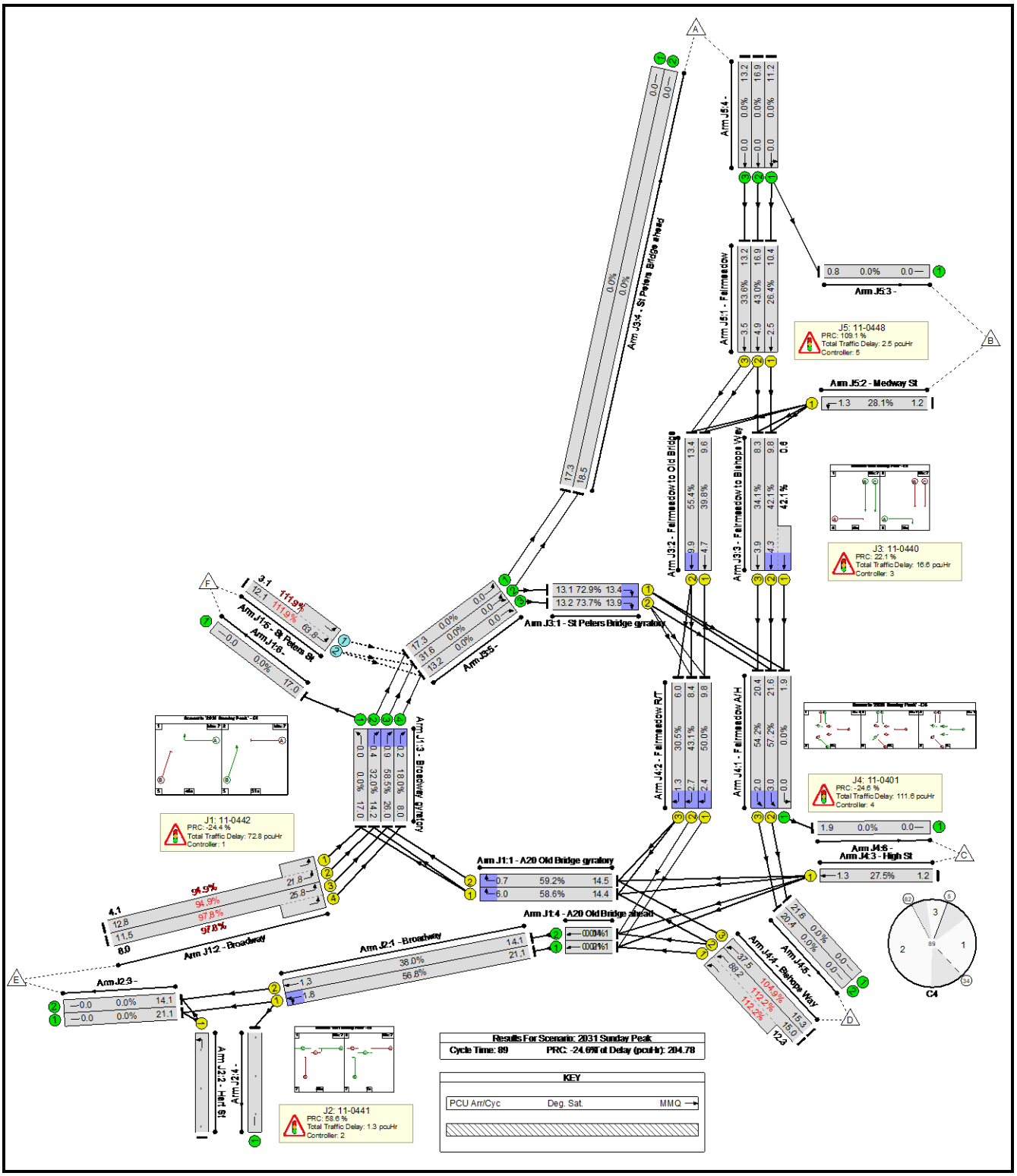
Scenario 14: '2031 Sunday Peak' (FG14: '2031 Sunday Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	32	24	704	679	232	1671
	B	0	0	0	27	13	9	49
	C	4	0	0	0	36	8	48
	D	669	0	10	0	734	307	1720
	E	688	0	44	573	0	164	1469
	F	127	0	1	442	48	0	618
	Tot.	1488	32	79	1746	1510	720	5575

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	48	622	1805	994	58.6%	2.2	13.7	5.0	5.3	6.0
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	48	617	1805	994	59.2%	0.7	4.4	0.0	0.0	0.7
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	31	681	1870:1870	545+173	94.9 : 94.9%	11.9	62.7	9.1	15.0	21.8
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	31	788	1870:1870	474+331	97.8 : 97.8%	16.0	73.0	8.5	15.6	25.8
J1:3/2	Broadway gyratory Right	U	-	-	-	583	1800	1800	32.0%	0.2	1.5	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	1081	1800	1800	58.5%	0.7	2.5	-	0.2	0.9
J1:3/4	Broadway gyratory Right	U	-	-	-	324	1800	1800	18.0%	0.1	1.3	-	0.1	0.2
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	618	1800:1800	439+113	111.9 : 111.9%	41.0	238.9	-	26.7	63.8
J2:1/1	Broadway Ahead Left	U	C2:A	1	68	908	1940	1504	56.8%	0.8	3.5	1.0	1.2	1.8
J2:1/2	Broadway Ahead	U	C2:A	1	68	602	1940	1504	38.0%	0.5	2.9	0.9	1.0	1.3
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	34	557	1848	727	72.9%	4.6	31.2	8.4	12.1	13.4
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	34	561	1848	727	73.7%	4.8	32.1	8.8	12.6	13.9
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	44	390	1940	981	39.8%	1.6	14.8	4.0	4.3	4.7
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	44	543	1940	981	55.4%	2.6	17.2	5.4	9.2	9.9
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	44	421	1940:1940	942+57	42.1 : 42.1%	1.7	14.9	3.9	3.9	4.3

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	44	334	1940	981	34.1%	1.3	14.2	3.5	3.7	3.9
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	69	899	1940	1526	57.2%	1.0	4.0	1.9	2.3	3.0
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	69	847	1940	1526	54.2%	0.8	3.4	1.5	1.5	2.0
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	37	395	1848	789	50.0%	1.4	12.9	1.9	1.9	2.4
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	37	345	1848	789	43.1%	1.3	13.6	2.3	2.4	2.7
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	37	241	1848	789	30.5%	0.8	11.3	1.1	1.1	1.3
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	48	1940	174	27.5%	0.7	52.0	1.1	1.1	1.3
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	28	1103	1805:1805	541+442	112.2 : 112.2%	77.7	253.7	11.4	24.1	88.2
J4:4/3	Bishops Way Left	U	C4:B	1	28	617	1805	588	104.9%	27.9	162.9	10.7	16.0	37.5
J5:1/1	Fairmeadow Ahead	U	C5:A	1	72	420	1940	1591	26.4%	0.4	3.4	1.6	2.3	2.5
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	72	685	1940	1591	43.0%	0.8	4.2	2.7	4.6	4.9
J5:1/3	Fairmeadow Ahead	U	C5:A	1	72	534	1940	1591	33.6%	0.5	3.7	2.1	3.3	3.5
J5:2/1	Medway St Left Left2	U	C5:B	1	7	49	1940	174	28.1%	0.7	52.1	1.1	1.1	1.3

C1	PRC for Signalled Lanes (%):	-8.7	Total Delay for Signalled Lanes (pcuHr):	30.77	Cycle Time (s): 89
C2	PRC for Signalled Lanes (%):	58.6	Total Delay for Signalled Lanes (pcuHr):	1.28	Cycle Time (s): 89
C3	PRC for Signalled Lanes (%):	22.1	Total Delay for Signalled Lanes (pcuHr):	16.63	Cycle Time (s): 89
C4	PRC for Signalled Lanes (%):	-24.6	Total Delay for Signalled Lanes (pcuHr):	111.57	Cycle Time (s): 89
C5	PRC for Signalled Lanes (%):	109.1	Total Delay for Signalled Lanes (pcuHr):	2.45	Cycle Time (s): 89
	PRC Over All Lanes (%):	-24.6	Total Delay Over All Lanes(pcuHr):	204.78	

Traffic Route Flows

Route Num	Org Zone	Org Lane	Dest Zone	Dest Lane	Scenario 7: 2019 AM Peak	Scenario 8: 2019 PM Peak	Scenario 9: 2019 Saturday Peak	Scenario 10: 2019 Sunday Peak
40	A	J5:4/1	B	J5:3/1	91	28	37	29
21	A	J5:4/1	C	J4:6/1	33	25	38	21
20	A	J5:4/1	D	J4:5/1	470	597	334	348
34	A	J5:4/2	D	J4:5/2	392	526	274	281
6	A	J5:4/3	E	J2:3/2	360	293	249	288
30	A	J5:4/2	E	J2:3/1	376	278	275	318
18	A	J5:4/3	F	J1:6/1	216	151	225	207
44	B	J5:2/1	A	J3:4/2	1	0	0	0
45	B	J5:2/1	A	J3:4/1	1	0	1	0
50	B	J5:2/1	C	J4:6/1	2	4	1	0
49	B	J5:2/1	D	J4:5/1	5	2	6	2
48	B	J5:2/1	D	J4:5/2	9	21	27	22
41	B	J5:2/1	E	J2:3/2	5	4	11	5
47	B	J5:2/1	E	J2:3/1	6	16	13	7
46	B	J5:2/1	F	J1:6/1	7	10	10	8
24	C	J4:3/1	A	J3:4/2	1	5	2	4
22	C	J4:3/1	A	J3:4/1	0	2	0	0
32	C	J4:3/1	E	J2:3/2	42	29	26	19
11	C	J4:3/1	E	J2:3/1	33	28	31	13
13	C	J4:3/1	F	J1:6/1	19	4	0	7
25	D	J4:4/2	A	J3:4/1	146	319	129	49
26	D	J4:4/3	A	J3:4/2	608	663	662	548
36	D	J4:4/3	C	J4:6/1	18	16	11	9
2	D	J4:4/2	E	J2:3/2	202	155	222	194
1	D	J4:4/2	E	J2:3/1	500	517	519	461
3	D	J4:4/2	F	J1:6/1	248	172	271	274
27	E	J1:2/3	A	J3:4/2	71	60	0	147
28	E	J1:2/2	A	J3:4/1	567	540	445	467
37	E	J1:2/3	C	J4:6/1	82	65	60	39
19	E	J1:2/3	D	J4:5/1	252	257	245	233
8	E	J1:2/3	D	J4:5/2	411	413	407	279
9	E	J1:2/3	E	J2:3/1	0	0	0	0
4	E	J1:2/2	F	J1:6/1	46	53	119	146
29	F	J1:5/2	A	J3:4/2	0	0	0	0
31	F	J1:5/2	A	J3:4/1	249	206	310	113
33	F	J1:5/2	C	J4:6/1	3	3	2	1
12	F	J1:5/2	D	J4:5/1	71	111	163	210
5	F	J1:5/2	D	J4:5/2	14	13	79	185

38	F	J1:5/2	E	J2:3/2	11	15	31	36
7	F	J1:5/2	E	J2:3/1	6	14	6	7

Route Num	Org Zone	Org Lane	Dest Zone	Dest Lane	Scenario 11: 2031 AM Peak	Scenario 12: 2031 PM Peak	Scenario 13: 2031 Saturday Peak	Scenario 14: 2031 Sunday Peak
40	A	J5:4/1	B	J5:3/1	99	31	41	32
21	A	J5:4/1	C	J4:6/1	36	28	43	24
20	A	J5:4/1	D	J4:5/1	516	668	371	396
34	A	J5:4/2	D	J4:5/2	424	579	310	308
6	A	J5:4/3	E	J2:3/2	388	347	284	302
30	A	J5:4/2	E	J2:3/1	414	287	303	377
18	A	J5:4/3	F	J1:6/1	235	168	252	232
44	B	J5:2/1	A	J3:4/2	0	0	0	0
45	B	J5:2/1	A	J3:4/1	2	0	1	0
50	B	J5:2/1	C	J4:6/1	2	4	1	0
49	B	J5:2/1	D	J4:5/1	2	0	7	1
48	B	J5:2/1	D	J4:5/2	13	26	30	26
41	B	J5:2/1	E	J2:3/2	6	1	12	0
47	B	J5:2/1	E	J2:3/1	6	21	15	13
46	B	J5:2/1	F	J1:6/1	8	11	11	9
24	C	J4:3/1	A	J3:4/2	0	2	1	0
22	C	J4:3/1	A	J3:4/1	1	6	1	4
32	C	J4:3/1	E	J2:3/2	35	26	34	19
11	C	J4:3/1	E	J2:3/1	47	37	30	17
13	C	J4:3/1	F	J1:6/1	21	4	0	8
25	D	J4:4/2	A	J3:4/1	133	342	106	62
26	D	J4:4/3	A	J3:4/2	689	748	780	607
36	D	J4:4/3	C	J4:6/1	20	18	12	10
2	D	J4:4/2	E	J2:3/2	248	164	260	238
1	D	J4:4/2	E	J2:3/1	517	582	570	496
3	D	J4:4/2	F	J1:6/1	270	191	304	307
27	E	J1:2/3	A	J3:4/2	54	42	0	171
28	E	J1:2/2	A	J3:4/1	641	624	498	517
37	E	J1:2/3	C	J4:6/1	89	72	67	44
19	E	J1:2/3	D	J4:5/1	281	287	312	249
8	E	J1:2/3	D	J4:5/2	442	457	418	324
9	E	J1:2/3	E	J2:3/1	0	0	0	0
4	E	J1:2/2	F	J1:6/1	50	59	133	164
29	F	J1:5/2	A	J3:4/2	0	0	0	0
31	F	J1:5/2	A	J3:4/1	271	229	347	127
33	F	J1:5/2	C	J4:6/1	3	3	2	1
12	F	J1:5/2	D	J4:5/1	86	125	152	253
5	F	J1:5/2	D	J4:5/2	7	13	119	189
38	F	J1:5/2	E	J2:3/2	12	5	30	43

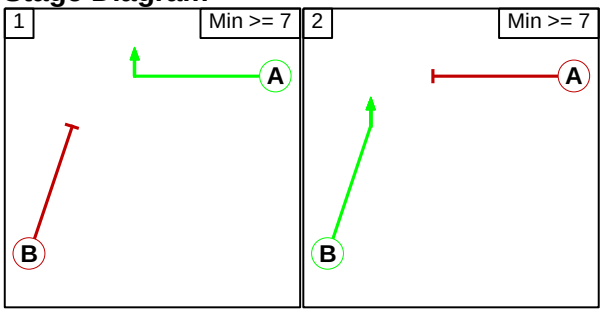
7	F	J1:5/2	E	J2:3/1	7	27	11	5

C1

Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Stage Diagram

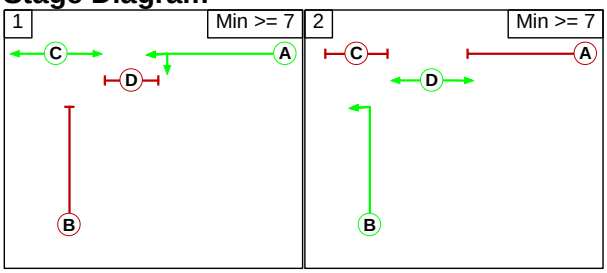


C2

Phase Intergreens Matrix

	Starting Phase				
Terminating Phase		A	B	C	D
	A		5	-	7
	B	5		5	-
	C	-	7		-
	D	7	-	-	

Stage Diagram

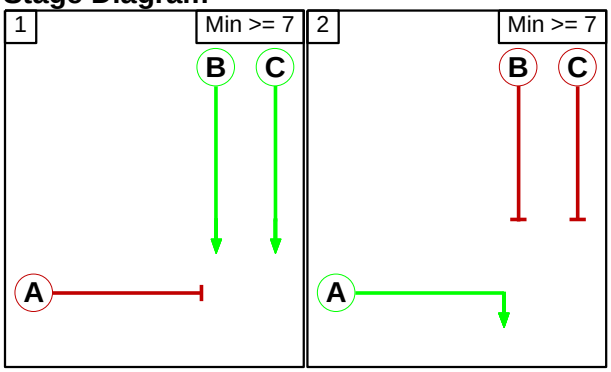


C3

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C
A		6	6
B	5		-
C	5	-	

Stage Diagram

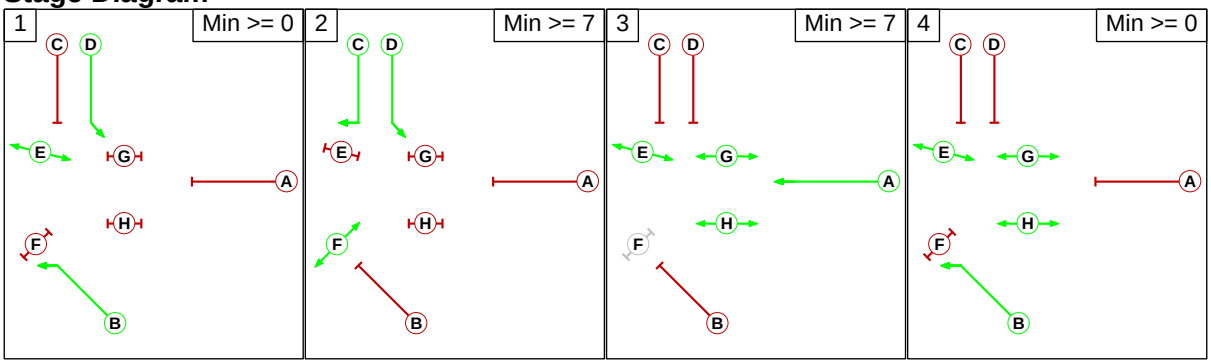


C4

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		7	7	6	-	-	-	-
B	5		5	-	-	5	-	-
C	5	5		-	5	-	-	-
D	5	-	-		-	-	5	5
E	-	-	11	-		-	-	-
F	-	10	-	-	-		-	-
G	-	-	-	8	-	-		-
H	-	-	-	8	-	-	-	

Stage Diagram

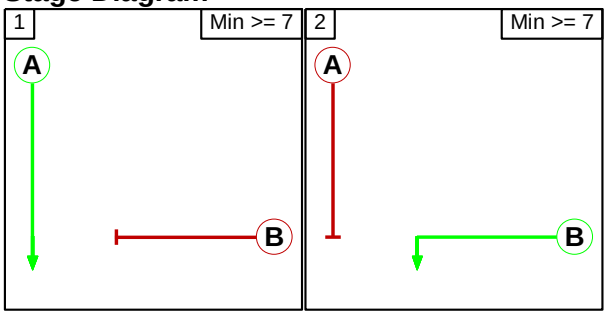


C5

Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Stage Diagram



Basic Results Summary

User and Project Details

Project:	**Maidstone Gyratory**
Title:	**Proposed Layout**
Location:	Maidstone
Client:	Kent County Council
Additional detail:	
File name:	Gyratory-proposed.lsg3x
Author:	Nick Young
Company:	Pell Frischmann
Address:	100 Broad Street, Birmingham

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen	11/0442	Stage Stream 1	2	2	11-0442	
C2	Gen	11/0441	Stage Stream 1	4	2	11-0441	
C3	Gen	11/0440	Stage Stream 1	4	2	11-0440	
C4	Gen	11/0401	Stage Stream 1	6	3	11-0401	
C5	Gen	11/0448	Stage Stream 1	2	2	11-0448	
C6	Gen	New Controller	Stage Stream 1	2	2	Fairmeadow/St Peters Bridge	

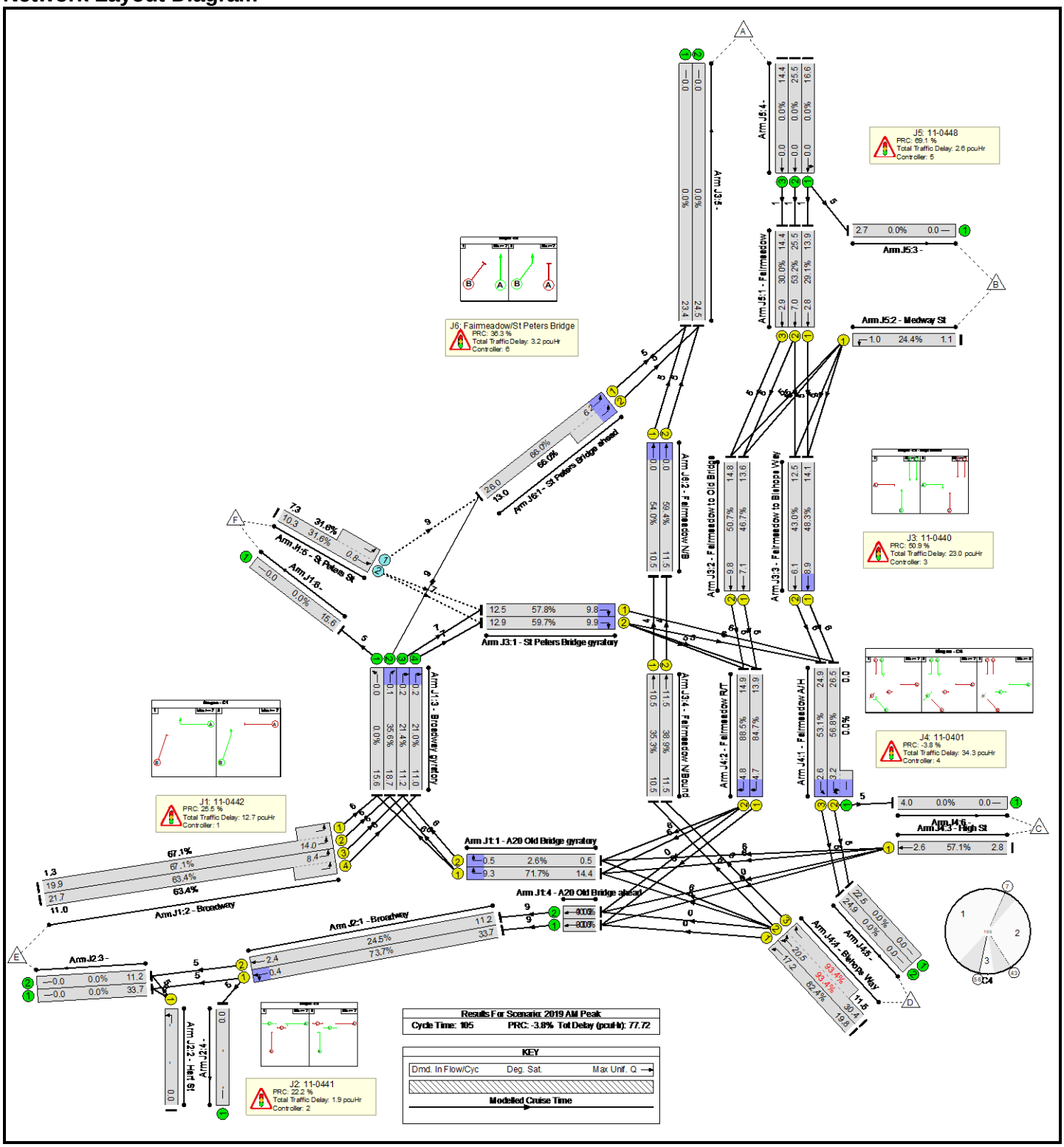
Scenario 7: '2019 AM Peak' (FG7: '2019 AM Peak', Plan 1: 'Network Control Plan 1-Proposed')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	91	33	862	736	216	1938
	B	2	0	2	14	11	7	36
	C	1	0	0	0	75	19	95
	D	754	0	18	0	702	248	1722
	E	638	0	82	663	0	46	1429
	F	249	0	3	85	17	0	354
	Tot.	1644	91	138	1624	1541	536	5574

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	39	493	1805	688	71.7%	-	3.7	27.0	7.3	9.3	10.5
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	39	18	1805	688	2.6%	-	0.1	22.9	0.5	0.5	0.5
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	56	684	1870:1870	951+69	67.1 : 67.1%	-	4.3	22.4	8.5	14.0	15.0
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	56	745	1870:1870	579+596	63.4 : 63.4%	-	3.8	18.2	4.8	8.4	9.3
J1:3/2	Broadway gyratory Right	U	-	-	-	641	1800	1800	35.6%	-	0.3	1.6	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	385	1800	1800	21.4%	-	0.1	1.3	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	378	1800	1800	21.0%	-	0.1	1.3	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	354	1940:1940	332+788	31.6 : 31.6%	708	0.3	3.2	-	0.8	1.1
J2:1/1	Broadway Ahead Left	U	C2:A	1	84	1157	1940	1570	73.7%	-	1.5	4.5	0.4	0.4	1.8
J2:1/2	Broadway Ahead	U	C2:A	1	84	384	1940	1570	24.5%	-	0.5	4.2	2.3	2.4	2.6
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	41	427	1848	739	57.8%	-	2.3	19.7	6.1	9.8	10.4
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	41	441	1848	739	59.7%	-	2.2	18.4	5.9	9.9	10.7
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	53	466	1940	998	46.7%	-	2.3	17.7	5.7	7.1	7.5
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	53	506	1940	998	50.7%	-	2.6	18.8	6.2	9.8	10.3
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	53	482	1940	998	48.3%	-	2.5	18.3	5.8	8.9	9.4

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	53	429	1940	998	43.0%	-	2.1	17.2	5.3	6.1	6.5
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	54	359	1940	1016	35.3%	-	4.1	40.8	10.3	10.5	10.7
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	54	395	1940	1016	38.9%	-	4.9	44.9	11.3	11.5	11.8
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	86	909	1940:1940	1599+0	56.8 : 0.0%	-	0.9	3.7	2.1	3.2	3.8
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	86	853	1940	1607	53.1%	-	0.8	3.4	1.9	2.6	3.1
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	31	477	1848	563	84.7%	-	5.0	37.8	4.1	4.7	7.3
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	31	512	1898	578	88.5%	-	6.0	42.2	4.3	4.8	8.3
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	95	1940	166	57.1%	-	1.9	70.9	2.5	2.6	3.3
J4:4/1	Bishops Way Left	U	C4:B	1	47	680	1805	825	82.4%	-	7.0	36.9	10.4	17.2	19.5
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	47	1042	1882:1940	693+423	93.4 : 93.4%	-	12.7	44.0	9.9	20.5	26.5
J5:1/1	Fairmeadow Ahead	U	C5:A	1	88	478	1940	1644	29.1%	-	0.4	3.2	1.9	2.8	3.0
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	88	875	1940	1644	53.2%	-	1.1	4.6	3.4	7.0	7.6
J5:1/3	Fairmeadow Ahead	U	C5:A	1	88	494	1940	1644	30.0%	-	0.4	3.2	1.9	2.9	3.1
J5:2/1	Medway St Left Left2	U	C5:B	1	7	36	1940	148	24.4%	-	0.6	61.7	1.0	1.0	1.1
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	60	890	1940:1940	673+676	66.0 : 66.0%	-	1.9	7.7	1.7	6.2	7.2
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	35	359	1940	665	54.0%	-	0.6	5.9	0.0	0.0	0.6
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	35	395	1940	665	59.4%	-	0.7	6.6	0.0	0.0	0.7

C1		PRC for Signalled Lanes (%):	25.5	Total Delay for Signalled Lanes (pcuHr):	11.82	Cycle Time (s):	105
C2		PRC for Signalled Lanes (%):	22.2	Total Delay for Signalled Lanes (pcuHr):	1.90	Cycle Time (s):	105
C3	Stream: 1	PRC for Signalled Lanes (%):	50.9	Total Delay for Signalled Lanes (pcuHr):	23.03	Cycle Time (s):	105
C4		PRC for Signalled Lanes (%):	-3.8	Total Delay for Signalled Lanes (pcuHr):	34.30	Cycle Time (s):	105
C5		PRC for Signalled Lanes (%):	69.1	Total Delay for Signalled Lanes (pcuHr):	2.58	Cycle Time (s):	105
C6		PRC for Signalled Lanes (%):	36.3	Total Delay for Signalled Lanes (pcuHr):	3.20	Cycle Time (s):	105
		PRC Over All Lanes (%):	-3.8	Total Delay Over All Lanes(pcuHr):	77.72		

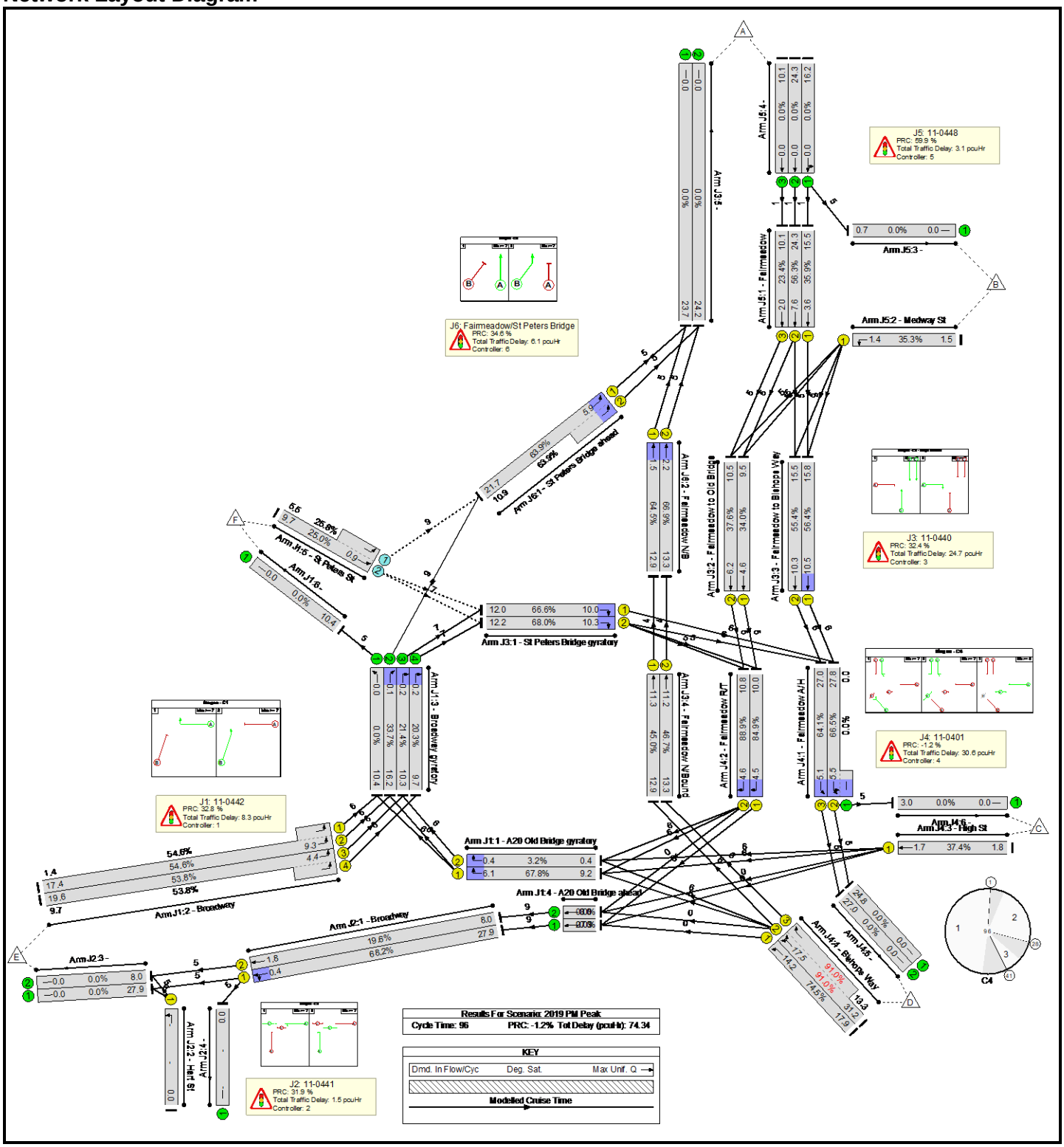
Scenario 8: '2019 PM Peak' (FG8: '2019 PM Peak', Plan 1: 'Network Control Plan 1-Proposed')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	28	25	1123	571	151	1898
	B	0	0	4	23	20	10	57
	C	7	0	0	0	57	4	68
	D	982	0	16	0	672	172	1842
	E	600	0	65	670	0	53	1388
	F	206	0	3	124	29	0	362
	Tot.	1795	28	113	1940	1349	390	5615

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	26	344	1805	508	67.8%	-	2.8	29.7	4.8	6.1	7.1
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	26	16	1805	508	3.2%	-	0.1	30.4	0.4	0.4	0.4
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	60	653	1870:1870	1099+97	54.6 : 54.6%	-	2.3	12.8	5.6	9.3	9.9
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	60	735	1870:1870	688+678	53.8 : 53.8%	-	2.2	10.8	3.4	4.4	5.0
J1:3/2	Broadway gyratory Right	U	-	-	-	607	1800	1800	33.7%	-	0.3	1.5	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	386	1800	1800	21.4%	-	0.1	1.3	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	365	1800	1800	20.3%	-	0.1	1.3	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	362	1940:1940	624+799	25.0 : 25.8%	724	0.2	2.3	-	0.9	1.0
J2:1/1	Broadway Ahead Left	U	C2:A	1	75	1048	1940	1536	68.2%	-	1.1	3.9	0.4	0.4	1.4
J2:1/2	Broadway Ahead	U	C2:A	1	75	301	1940	1536	19.6%	-	0.4	4.4	1.7	1.8	1.9
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	34	449	1848	674	66.6%	-	3.5	27.9	7.4	10.0	11.0
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	34	458	1848	674	68.0%	-	3.5	27.4	7.3	10.3	11.4
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	51	357	1940	1051	34.0%	-	1.3	12.9	3.1	4.6	4.9
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	51	395	1940	1051	37.6%	-	1.5	14.0	3.4	6.2	6.5
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	51	593	1940	1051	56.4%	-	2.8	16.8	4.9	10.5	11.1

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	51	582	1940	1051	55.4%	-	2.6	16.0	4.9	10.3	10.9
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	52	482	1940	1071	45.0%	-	4.7	35.2	10.9	11.3	11.7
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	52	500	1940	1071	46.7%	-	4.8	34.8	10.8	11.2	11.6
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	77	1042	1940:1940	1568+0	66.5 : 0.0%	-	1.7	5.7	3.6	5.5	6.5
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	77	1011	1940	1576	64.1%	-	1.5	5.3	3.4	5.1	6.0
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	22	376	1848	443	84.9%	-	4.9	47.2	3.9	4.5	7.1
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	22	405	1902	456	88.9%	-	6.0	52.9	4.0	4.6	8.1
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	68	1940	182	37.4%	-	1.1	56.6	1.6	1.7	2.0
J4:4/1	Bishops Way Left	U	C4:B	1	47	672	1805	903	74.5%	-	5.0	26.8	8.6	14.2	15.6
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	47	1170	1900:1940	736+549	91.0 : 91.0%	-	10.5	32.4	8.6	17.5	22.2
J5:1/1	Fairmeadow Ahead	U	C5:A	1	79	581	1940	1617	35.9%	-	0.6	3.6	2.3	3.6	3.8
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	79	910	1940	1617	56.3%	-	1.3	5.1	3.5	7.6	8.2
J5:1/3	Fairmeadow Ahead	U	C5:A	1	79	379	1940	1617	23.4%	-	0.3	3.1	1.5	2.0	2.2
J5:2/1	Medway St Left Left2	U	C5:B	1	7	57	1940	162	35.3%	-	0.9	58.7	1.4	1.4	1.7
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	50	813	1940:1940	636+637	63.9 : 63.9%	-	2.7	11.9	2.6	5.9	6.8
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	36	482	1940	748	64.5%	-	1.5	11.5	1.5	1.5	2.4
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	36	500	1940	748	66.9%	-	1.9	13.8	2.2	2.2	3.2

C1		PRC for Signalled Lanes (%):	32.8	Total Delay for Signalled Lanes (pcuHr):	7.50	Cycle Time (s):	96
C2		PRC for Signalled Lanes (%):	31.9	Total Delay for Signalled Lanes (pcuHr):	1.51	Cycle Time (s):	96
C3	Stream: 1	PRC for Signalled Lanes (%):	32.4	Total Delay for Signalled Lanes (pcuHr):	24.68	Cycle Time (s):	96
C4		PRC for Signalled Lanes (%):	-1.2	Total Delay for Signalled Lanes (pcuHr):	30.63	Cycle Time (s):	96
C5		PRC for Signalled Lanes (%):	59.9	Total Delay for Signalled Lanes (pcuHr):	3.12	Cycle Time (s):	96
C6		PRC for Signalled Lanes (%):	34.6	Total Delay for Signalled Lanes (pcuHr):	6.14	Cycle Time (s):	96
		PRC Over All Lanes (%):	-1.2	Total Delay Over All Lanes(pcuHr):	74.34		

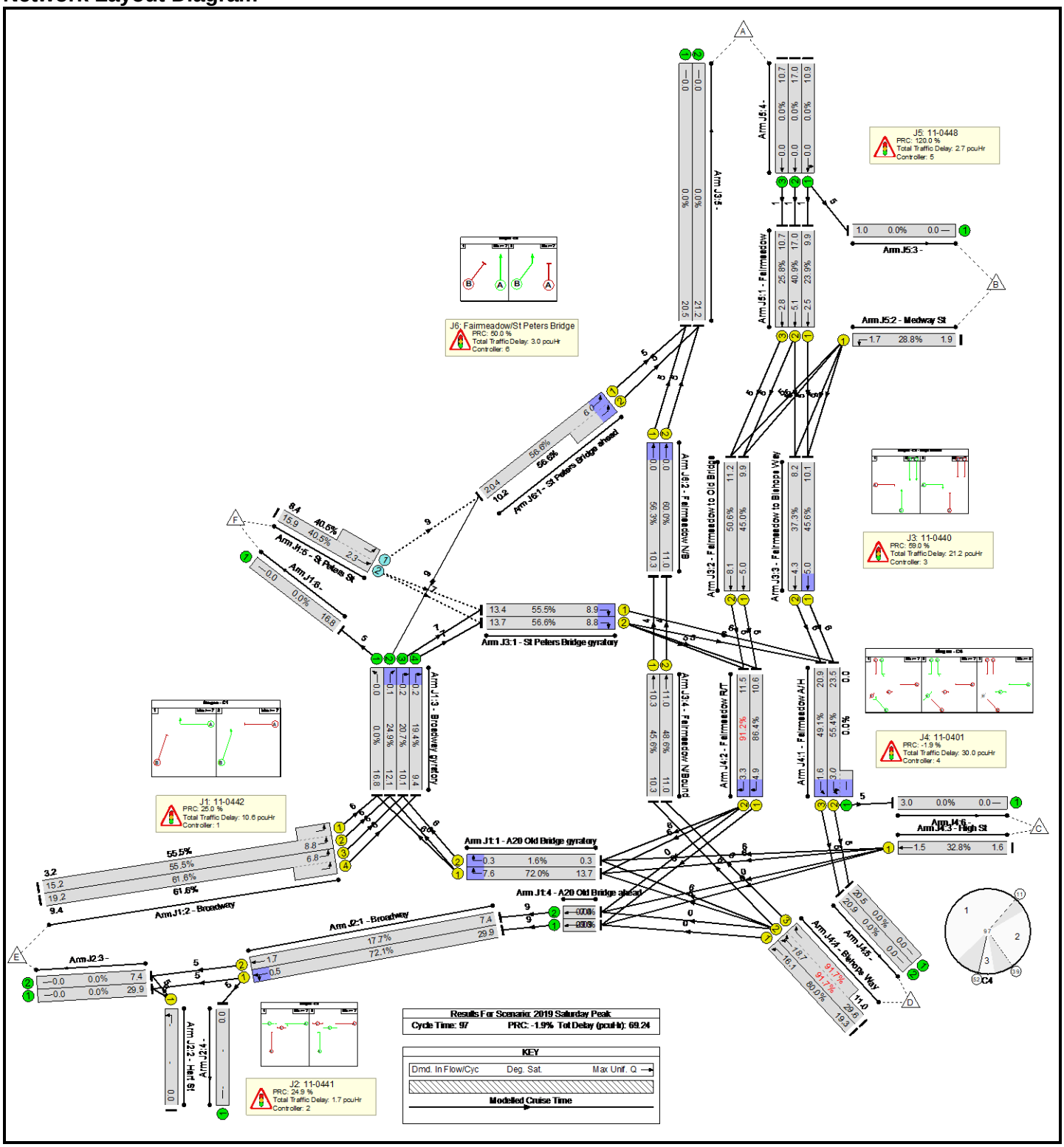
Scenario 9: '2019 Saturday Peak' (FG9: '2019 Saturday Peak', Plan 1: 'Network Control Plan 1-Proposed')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	37	38	608	524	225	1432
	B	1	0	1	33	24	10	69
	C	2	0	0	0	57	0	59
	D	791	0	11	0	741	271	1814
	E	445	0	60	652	0	119	1276
	F	310	0	2	242	37	0	591
	Tot.	1549	37	112	1535	1383	625	5241

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	37	509	1805	707	72.0%	-	3.2	22.8	6.3	7.6	8.9
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	37	11	1805	707	1.6%	-	0.1	19.5	0.2	0.3	0.3
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	50	564	1870:1870	803+215	55.5 : 55.5%	-	2.9	18.5	5.8	8.8	9.4
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	50	712	1870:1870	587+568	61.6 : 61.6%	-	3.5	17.6	4.4	6.8	7.6
J1:3/2	Broadway gyratory Right	U	-	-	-	448	1800	1800	24.9%	-	0.2	1.4	-	0.1	0.3
J1:3/3	Broadway gyratory Right	U	-	-	-	373	1800	1800	20.7%	-	0.1	1.3	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	350	1800	1800	19.4%	-	0.1	1.3	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	591	1940:1940	693+765	40.5 : 40.5%	1182	0.5	3.2	-	2.3	2.6
J2:1/1	Broadway Ahead Left	U	C2:A	1	76	1110	1940	1540	72.1%	-	1.3	4.4	0.3	0.5	1.8
J2:1/2	Broadway Ahead	U	C2:A	1	76	273	1940	1540	17.7%	-	0.4	4.6	1.7	1.7	1.8
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	46	497	1848	895	55.5%	-	1.7	12.6	2.3	8.9	9.5
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	46	507	1848	895	56.6%	-	1.8	12.5	2.4	8.8	9.5
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	40	369	1940	820	45.0%	-	2.2	21.3	4.8	5.0	5.4
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	40	415	1940	820	50.6%	-	2.6	22.3	5.4	8.1	8.6
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	40	374	1940	820	45.6%	-	2.2	21.6	4.8	5.0	5.4

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	40	306	1940	820	37.3%	-	1.7	20.1	4.2	4.3	4.6
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	41	383	1940	840	45.6%	-	4.2	39.1	9.8	10.3	10.7
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	41	408	1940	840	48.6%	-	4.9	43.1	10.4	11.0	11.5
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	78	871	1940:1940	1571+0	55.4 : 0.0%	-	0.8	3.4	1.6	3.0	3.6
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	78	776	1940	1580	49.1%	-	0.6	3.0	1.3	1.6	2.1
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	23	395	1848	457	86.4%	-	4.8	43.4	3.0	4.9	7.8
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	23	426	1888	467	91.2%	-	6.1	51.2	2.7	3.3	7.6
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	59	1940	180	32.8%	-	0.9	56.0	1.4	1.5	1.7
J4:4/1	Bishops Way Left	U	C4:B	1	47	715	1805	893	80.0%	-	6.0	30.4	9.3	16.1	18.1
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	47	1099	1882:1940	754+445	91.7 : 91.7%	-	10.7	35.1	9.0	18.7	23.7
J5:1/1	Fairmeadow Ahead	U	C5:A	1	76	368	1940	1540	23.9%	-	0.4	4.1	1.8	2.5	2.6
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	76	630	1940	1540	40.9%	-	0.9	5.0	3.1	5.1	5.4
J5:1/3	Fairmeadow Ahead	U	C5:A	1	76	397	1940	1540	25.8%	-	0.5	4.2	2.0	2.8	2.9
J5:2/1	Medway St Left Left2	U	C5:B	1	11	69	1940	240	28.8%	-	0.9	49.1	1.6	1.7	1.9
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	54	758	1940:1940	668+671	56.6 : 56.6%	-	1.6	7.7	1.9	6.0	6.7
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	33	383	1940	680	56.3%	-	0.6	6.0	0.0	0.0	0.6
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	33	408	1940	680	60.0%	-	0.7	6.6	0.0	0.0	0.7

C1		PRC for Signalled Lanes (%):	25.0	Total Delay for Signalled Lanes (pcuHr):	9.66	Cycle Time (s):	97
C2		PRC for Signalled Lanes (%):	24.9	Total Delay for Signalled Lanes (pcuHr):	1.70	Cycle Time (s):	97
C3	Stream: 1	PRC for Signalled Lanes (%):	59.0	Total Delay for Signalled Lanes (pcuHr):	21.24	Cycle Time (s):	97
C4		PRC for Signalled Lanes (%):	-1.9	Total Delay for Signalled Lanes (pcuHr):	29.98	Cycle Time (s):	97
C5		PRC for Signalled Lanes (%):	120.0	Total Delay for Signalled Lanes (pcuHr):	2.70	Cycle Time (s):	97
C6		PRC for Signalled Lanes (%):	50.0	Total Delay for Signalled Lanes (pcuHr):	3.00	Cycle Time (s):	97
		PRC Over All Lanes (%):	-1.9	Total Delay Over All Lanes(pcuHr):	69.24		

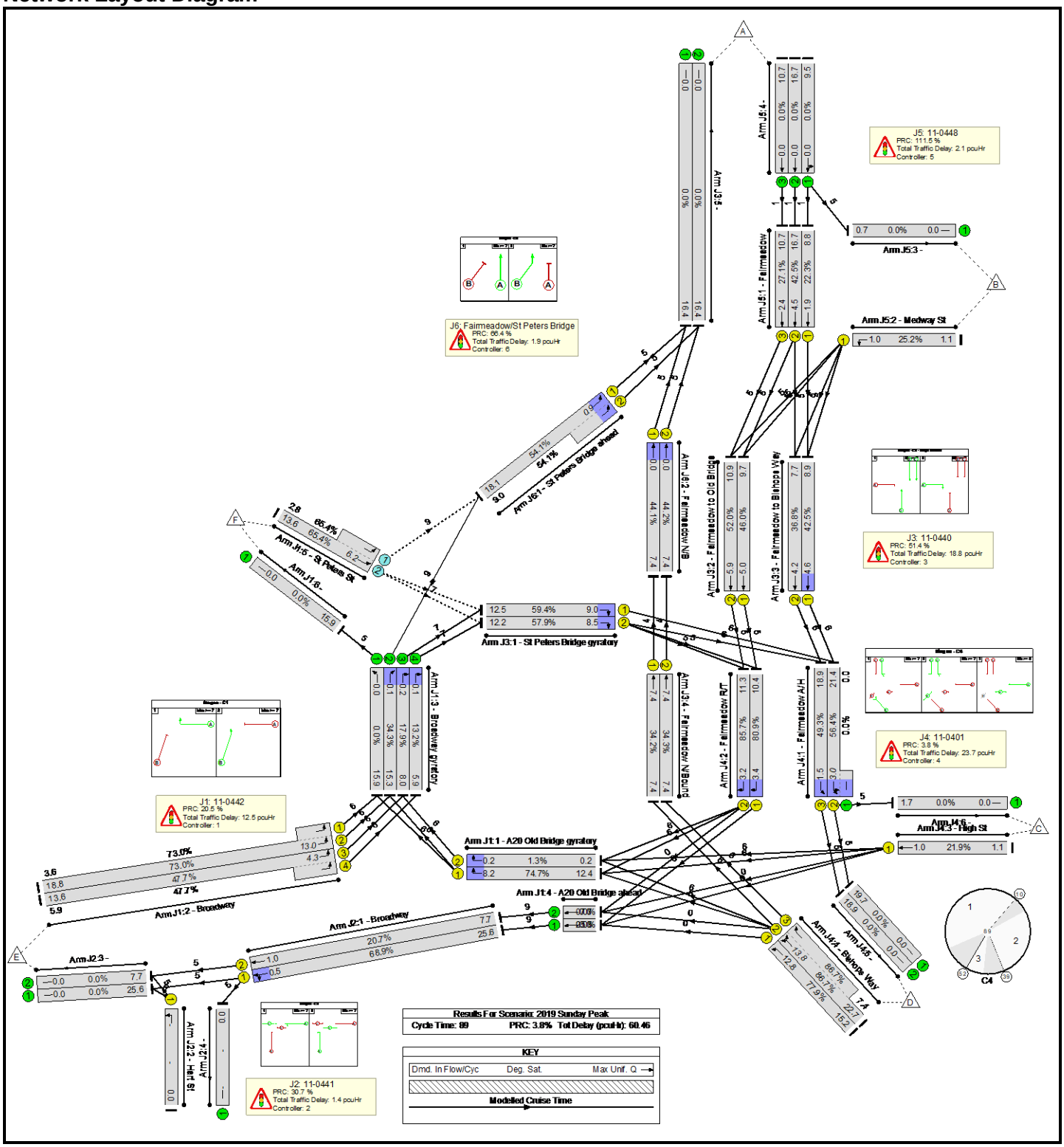
Scenario 10: '2019 Sunday Peak' (FG10: '2019 Sunday Peak', Plan 1: 'Network Control Plan 1-Proposed')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	29	21	629	606	207	1492
	B	0	0	0	24	12	8	44
	C	4	0	0	0	32	7	43
	D	597	0	9	0	655	274	1535
	E	614	0	39	512	0	146	1311
	F	113	0	1	395	43	0	552
	Tot.	1328	29	70	1560	1348	642	4977

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	32	500	1805	669	74.7%	-	3.9	27.8	7.0	8.2	9.6
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	32	9	1805	669	1.3%	-	0.0	15.5	0.2	0.2	0.2
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	47	760	1870:1870	841+200	73.0 : 73.0%	-	4.5	21.1	7.3	13.0	14.3
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	47	551	1870:1870	656+499	47.7 : 47.7%	-	2.2	14.1	3.4	4.3	4.7
J1:3/2	Broadway gyratory Right	U	-	-	-	618	1800	1800	34.3%	-	0.3	1.6	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	322	1800	1800	17.9%	-	0.1	1.3	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	238	1800	1800	13.2%	-	0.1	1.2	-	0.1	0.2
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	552	1940:1940	671+173	65.4 : 65.4%	1104	1.5	10.0	-	6.2	7.2
J2:1/1	Broadway Ahead Left	U	C2:A	1	68	1036	1940	1504	68.9%	-	1.2	4.1	0.3	0.5	1.6
J2:1/2	Broadway Ahead	U	C2:A	1	68	312	1940	1504	20.7%	-	0.3	3.2	0.9	1.0	1.1
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	40	506	1848	851	59.4%	-	2.5	17.6	3.8	9.0	9.7
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	40	493	1848	851	57.9%	-	2.6	19.0	4.5	8.5	9.1
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	38	391	1940	850	46.0%	-	2.2	19.9	4.8	5.0	5.5
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	38	442	1940	850	52.0%	-	2.5	20.7	5.4	5.9	6.5
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	38	361	1940	850	42.5%	-	2.0	19.6	4.5	4.6	5.0

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	38	313	1940	850	36.8%	-	1.6	18.5	3.7	4.2	4.4
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	39	298	1940	872	34.2%	-	2.5	30.5	7.0	7.4	7.6
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	39	299	1940	872	34.3%	-	2.9	34.8	7.0	7.4	7.7
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	70	867	1940:1940	1538+0	56.4 : 0.0%	-	0.9	3.6	1.6	3.0	3.6
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	70	763	1940	1548	49.3%	-	0.7	3.2	1.4	1.5	2.0
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	24	420	1848	519	80.9%	-	3.7	31.9	2.8	3.4	5.4
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	24	456	1895	532	85.7%	-	4.4	34.7	2.6	3.2	6.0
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	43	1940	196	21.9%	-	0.6	48.5	0.9	1.0	1.1
J4:4/1	Bishops Way Left	U	C4:B	1	38	616	1805	791	77.9%	-	5.4	31.4	8.2	12.8	14.6
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	38	919	1876:1940	715+345	86.7 : 86.7%	-	8.1	31.8	8.3	13.8	16.9
J5:1/1	Fairmeadow Ahead	U	C5:A	1	72	355	1940	1591	22.3%	-	0.3	3.2	1.4	1.9	2.0
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	72	677	1940	1591	42.5%	-	0.8	4.2	2.6	4.5	4.9
J5:1/3	Fairmeadow Ahead	U	C5:A	1	72	431	1940	1591	27.1%	-	0.4	3.4	1.7	2.4	2.6
J5:2/1	Medway St Left Left2	U	C5:B	1	7	44	1940	174	25.2%	-	0.6	51.5	1.0	1.0	1.2
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	49	731	1940:1940	675+676	54.1 : 54.1%	-	1.1	5.3	0.8	0.9	1.5
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	30	298	1940	676	44.1%	-	0.4	4.8	0.0	0.0	0.4
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	30	299	1940	676	44.2%	-	0.4	4.8	0.0	0.0	0.4

C1		PRC for Signalled Lanes (%):	20.5	Total Delay for Signalled Lanes (pcuHr):	10.52	Cycle Time (s):	89
C2		PRC for Signalled Lanes (%):	30.7	Total Delay for Signalled Lanes (pcuHr):	1.45	Cycle Time (s):	89
C3	Stream: 1	PRC for Signalled Lanes (%):	51.4	Total Delay for Signalled Lanes (pcuHr):	18.76	Cycle Time (s):	89
C4		PRC for Signalled Lanes (%):	3.8	Total Delay for Signalled Lanes (pcuHr):	23.71	Cycle Time (s):	89
C5		PRC for Signalled Lanes (%):	111.5	Total Delay for Signalled Lanes (pcuHr):	2.14	Cycle Time (s):	89
C6		PRC for Signalled Lanes (%):	66.4	Total Delay for Signalled Lanes (pcuHr):	1.87	Cycle Time (s):	89
		PRC Over All Lanes (%):	3.8	Total Delay Over All Lanes(pcuHr):	60.46		

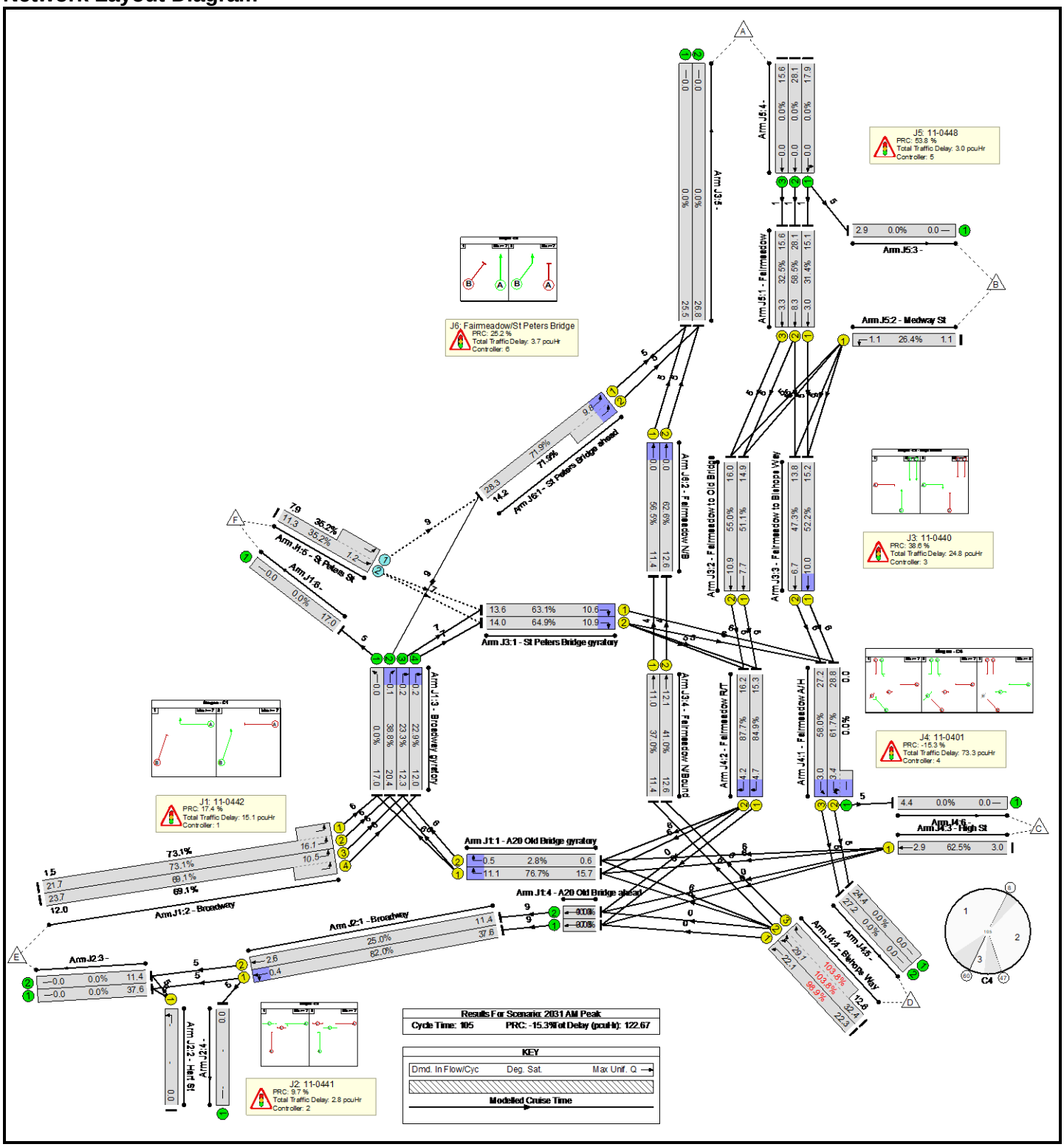
Scenario 11: '2031 AM Peak' (FG11: '2031 AM Peak', Plan 1: 'Network Control Plan 1-Proposed')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	99	36	940	802	235	2112
	B	2	0	2	15	12	8	39
	C	1	0	0	0	82	21	104
	D	822	0	20	0	765	270	1877
	E	695	0	89	723	0	50	1557
	F	271	0	3	93	19	0	386
	Tot.	1791	99	150	1771	1680	584	6075

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	39	537	1805	688	76.7%	-	4.5	30.8	7.8	11.1	12.7
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	39	20	1805	688	2.8%	-	0.1	19.1	0.4	0.5	0.5
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	56	745	1870:1870	951+68	73.1 : 73.1%	-	5.1	24.5	9.2	16.1	17.4
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	56	812	1870:1870	579+596	69.1 : 69.1%	-	4.4	19.5	5.5	10.5	11.6
J1:3/2	Broadway gyratory Right	U	-	-	-	698	1800	1800	38.8%	-	0.3	1.7	-	0.1	0.5
J1:3/3	Broadway gyratory Right	U	-	-	-	420	1800	1800	23.3%	-	0.2	1.4	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	412	1800	1800	22.9%	-	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	386	1940:1940	326+769	35.2 : 35.2%	772	0.4	3.8	-	1.2	1.4
J2:1/1	Broadway Ahead Left	U	C2:A	1	84	1288	1940	1570	82.0%	-	2.3	6.5	0.4	0.4	2.6
J2:1/2	Broadway Ahead	U	C2:A	1	84	392	1940	1570	25.0%	-	0.5	4.4	2.5	2.6	2.7
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	41	467	1848	739	63.1%	-	2.7	20.6	6.4	10.6	11.5
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	41	480	1848	739	64.9%	-	2.6	19.3	6.3	10.9	11.8
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	53	510	1940	998	51.1%	-	2.6	18.4	6.3	7.7	8.3
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	53	549	1940	998	55.0%	-	3.0	19.6	6.8	10.9	11.5
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	53	521	1940	998	52.2%	-	2.8	19.0	6.4	10.0	10.5

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	53	472	1940	998	47.3%	-	2.3	17.8	5.8	6.7	7.2
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	54	390	1940	1016	37.0%	-	4.0	38.1	10.6	11.0	11.3
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	54	432	1940	1016	41.0%	-	4.9	42.0	11.7	12.1	12.5
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	86	988	1940:1940	1599+0	61.7 : 0.0%	-	1.1	4.0	2.3	3.4	4.2
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	86	933	1940	1607	58.0%	-	1.0	3.7	2.1	3.0	3.6
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	34	523	1848	616	84.9%	-	5.0	34.4	4.2	4.7	7.4
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	34	555	1898	633	87.7%	-	5.7	36.8	4.2	4.2	7.5
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	104	1940	166	62.5%	-	2.2	74.6	2.7	2.9	3.7
J4:4/1	Bishops Way Left	U	C4:B	1	44	765	1805	774	98.9%	-	18.2	85.5	12.3	22.1	34.0
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	44	1112	1880:1940	655+416	103.8 : 103.8%	-	40.2	130.2	12.7	29.1	58.7
J5:1/1	Fairmeadow Ahead	U	C5:A	1	88	516	1940	1644	31.4%	-	0.5	3.3	2.0	3.0	3.2
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	88	962	1940	1644	58.5%	-	1.3	5.1	3.7	8.3	9.0
J5:1/3	Fairmeadow Ahead	U	C5:A	1	88	535	1940	1644	32.5%	-	0.5	3.3	2.1	3.3	3.5
J5:2/1	Medway St Left Left2	U	C5:B	1	7	39	1940	148	26.4%	-	0.7	62.2	1.0	1.1	1.2
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	60	969	1940:1940	672+676	71.9 : 71.9%	-	2.2	8.3	1.8	9.8	11.1
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	35	390	1940	665	56.5%	-	0.6	6.2	0.0	0.0	0.6
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	35	432	1940	665	62.6%	-	0.8	7.2	0.0	0.0	0.8

C1		PRC for Signalled Lanes (%):	17.4	Total Delay for Signalled Lanes (pcuHr):	14.08	Cycle Time (s):	105
C2		PRC for Signalled Lanes (%):	9.7	Total Delay for Signalled Lanes (pcuHr):	2.79	Cycle Time (s):	105
C3	Stream: 1	PRC for Signalled Lanes (%):	38.6	Total Delay for Signalled Lanes (pcuHr):	24.76	Cycle Time (s):	105
C4		PRC for Signalled Lanes (%):	-15.3	Total Delay for Signalled Lanes (pcuHr):	73.29	Cycle Time (s):	105
C5		PRC for Signalled Lanes (%):	53.8	Total Delay for Signalled Lanes (pcuHr):	2.98	Cycle Time (s):	105
C6		PRC for Signalled Lanes (%):	25.2	Total Delay for Signalled Lanes (pcuHr):	3.71	Cycle Time (s):	105
		PRC Over All Lanes (%):	-15.3	Total Delay Over All Lanes(pcuHr):	122.67		

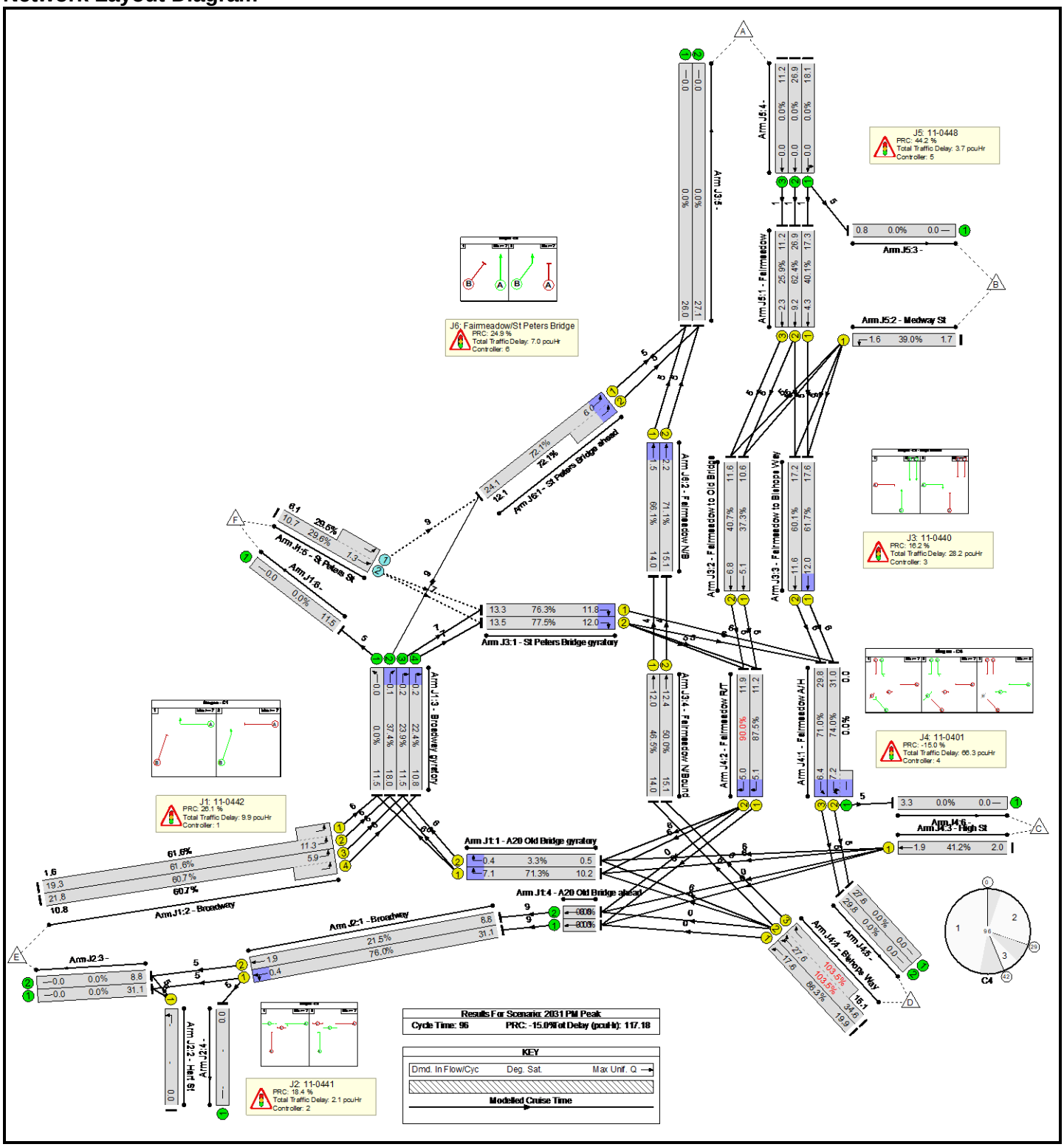
Scenario 12: '2031 PM Peak' (FG12: '2031 PM Peak', Plan 1: 'Network Control Plan 1-Proposed')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	31	28	1247	634	168	2108
	B	0	0	4	26	22	11	63
	C	8	0	0	0	63	4	75
	D	1090	0	18	0	746	191	2045
	E	666	0	72	744	0	59	1541
	F	229	0	3	138	32	0	402
	Tot.	1993	31	125	2155	1497	433	6234

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	27	382	1805	526	71.3%	-	3.1	29.7	5.1	7.1	8.3
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	27	18	1805	526	3.3%	-	0.1	28.2	0.4	0.4	0.5
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	59	725	1870:1870	1080+96	61.6 : 61.6%	-	3.0	14.7	6.5	11.3	12.1
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	59	816	1870:1870	679+666	60.7 : 60.7%	-	2.7	12.1	3.9	5.9	6.7
J1:3/2	Broadway gyratory Right	U	-	-	-	674	1800	1800	37.4%	-	0.3	1.6	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	430	1800	1800	23.9%	-	0.2	1.4	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	404	1800	1800	22.4%	-	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	402	1940:1940	585+777	29.6 : 29.5%	804	0.3	2.9	-	1.3	1.6
J2:1/1	Broadway Ahead Left	U	C2:A	1	75	1167	1940	1536	76.0%	-	1.6	5.1	0.4	0.4	2.0
J2:1/2	Broadway Ahead	U	C2:A	1	75	330	1940	1536	21.5%	-	0.4	4.4	1.9	1.9	2.1
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	33	500	1848	654	76.3%	-	4.5	32.3	8.3	11.8	13.4
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	33	507	1848	654	77.5%	-	4.5	32.1	8.1	12.0	13.7
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	52	399	1940	1071	37.3%	-	1.4	12.6	3.3	5.1	5.4
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	52	436	1940	1071	40.7%	-	1.7	13.9	3.6	6.8	7.2
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	52	661	1940	1071	61.7%	-	3.2	17.2	5.3	12.0	12.8

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	52	644	1940	1071	60.1%	-	2.9	16.2	5.2	11.6	12.3
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	53	525	1940	1091	46.5%	-	4.8	34.3	11.6	12.0	12.5
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	53	565	1940	1091	50.0%	-	5.2	34.4	11.9	12.4	12.9
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	77	1161	1940:1940	1568+0	74.0 : 0.0%	-	2.3	7.3	4.5	7.2	8.6
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	77	1119	1940	1576	71.0%	-	2.0	6.5	4.2	6.4	7.6
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	24	421	1848	481	87.5%	-	5.7	49.0	4.5	5.1	8.2
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	24	446	1902	495	90.0%	-	6.5	52.5	4.4	5.0	8.9
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	75	1940	182	41.2%	-	1.2	57.8	1.8	1.9	2.2
J4:4/1	Bishops Way Left	U	C4:B	1	45	746	1805	865	86.3%	-	7.6	36.6	9.9	17.6	20.6
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	45	1299	1899:1940	709+546	103.5 : 103.5%	-	40.9	113.3	10.4	27.6	59.5
J5:1/1	Fairmeadow Ahead	U	C5:A	1	79	649	1940	1617	40.1%	-	0.7	3.9	2.5	4.3	4.7
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	79	1009	1940	1617	62.4%	-	1.6	5.7	3.9	9.2	10.1
J5:1/3	Fairmeadow Ahead	U	C5:A	1	79	419	1940	1617	25.9%	-	0.4	3.2	1.6	2.3	2.5
J5:2/1	Medway St Left Left2	U	C5:B	1	7	63	1940	162	39.0%	-	1.0	59.8	1.5	1.6	1.9
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	49	903	1940:1940	626+627	72.1 : 72.1%	-	3.3	13.0	2.8	6.0	7.3
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	37	525	1940	768	66.1%	-	1.6	11.5	1.5	1.5	2.5
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	37	565	1940	768	71.1%	-	2.2	14.2	2.2	2.2	3.4

C1		PRC for Signalled Lanes (%):	26.1	Total Delay for Signalled Lanes (pcuHr):	8.93	Cycle Time (s):	96
C2		PRC for Signalled Lanes (%):	18.4	Total Delay for Signalled Lanes (pcuHr):	2.05	Cycle Time (s):	96
C3	Stream: 1	PRC for Signalled Lanes (%):	16.2	Total Delay for Signalled Lanes (pcuHr):	28.19	Cycle Time (s):	96
C4		PRC for Signalled Lanes (%):	-15.0	Total Delay for Signalled Lanes (pcuHr):	66.29	Cycle Time (s):	96
C5		PRC for Signalled Lanes (%):	44.2	Total Delay for Signalled Lanes (pcuHr):	3.72	Cycle Time (s):	96
C6		PRC for Signalled Lanes (%):	24.9	Total Delay for Signalled Lanes (pcuHr):	7.04	Cycle Time (s):	96
		PRC Over All Lanes (%):	-15.0	Total Delay Over All Lanes(pcuHr):	117.18		

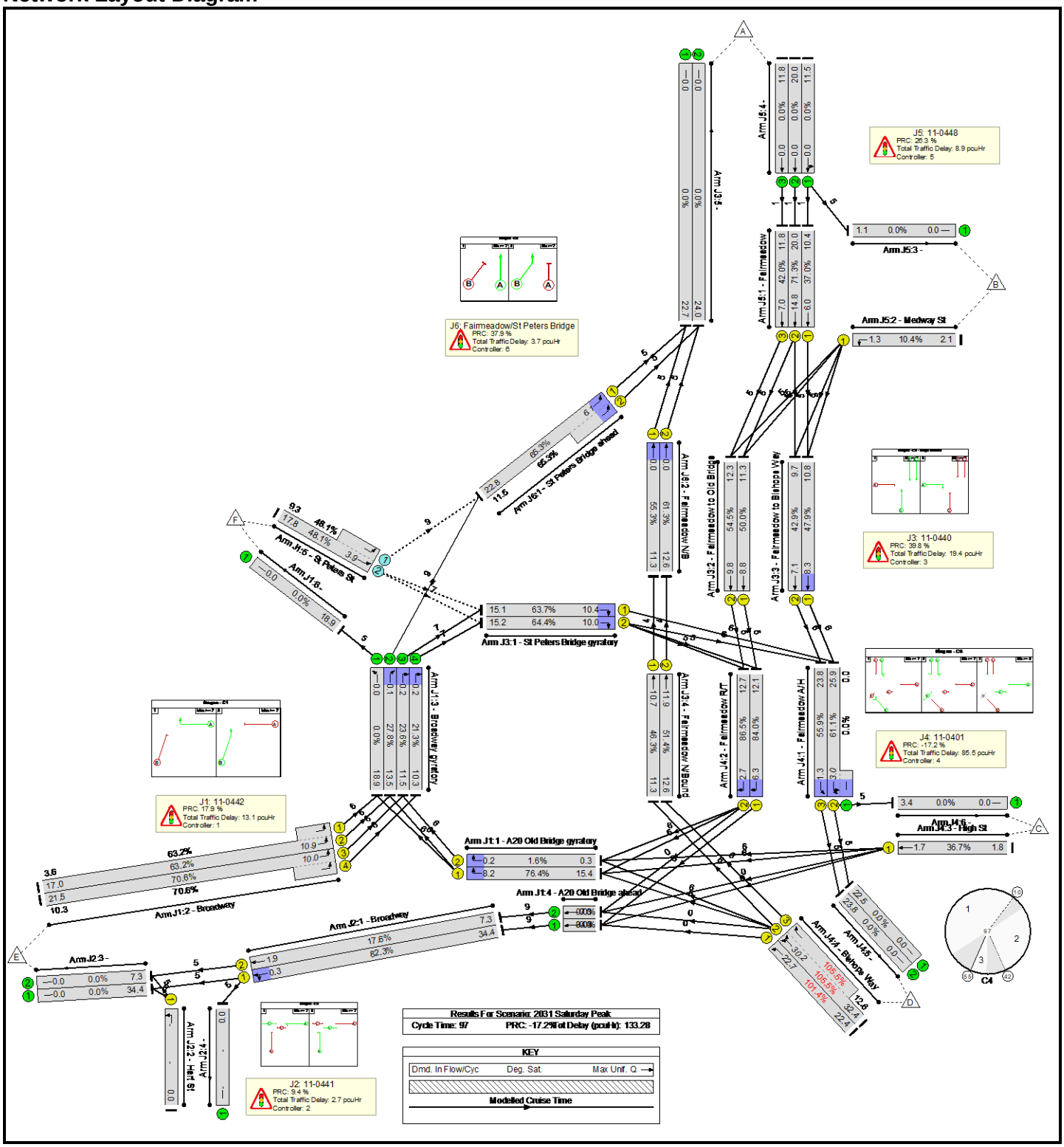
Scenario 13: '2031 Saturday Peak' (FG13: '2031 Saturday Peak', Plan 1: 'Network Control Plan 1-Proposed')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	41	43	681	587	252	1604
	B	1	0	1	37	27	11	77
	C	2	0	0	0	64	0	66
	D	886	0	12	0	830	304	2032
	E	498	0	67	730	0	133	1428
	F	347	0	2	271	41	0	661
	Tot.	1734	41	125	1719	1549	700	5868

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	38	570	1805	726	76.4%	-	3.5	22.8	6.3	8.2	9.8
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	38	12	1805	726	1.6%	-	0.1	16.7	0.2	0.2	0.3
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	49	631	1870:1870	787+210	63.2 : 63.2%	-	3.7	20.9	6.8	10.9	11.7
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	49	797	1870:1870	585+544	70.6 : 70.6%	-	4.5	20.4	5.3	10.0	11.2
J1:3/2	Broadway gyratory Right	U	-	-	-	501	1800	1800	27.8%	-	0.2	1.4	-	0.1	0.3
J1:3/3	Broadway gyratory Right	U	-	-	-	425	1800	1800	23.6%	-	0.2	1.4	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	384	1800	1800	21.3%	-	0.1	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	661	1940:1940	652+721	48.1 : 48.1%	1322	0.9	4.9	-	3.9	4.4
J2:1/1	Broadway Ahead Left	U	C2:A	1	76	1278	1940	1540	82.3%	-	2.3	6.6	0.3	0.3	2.6
J2:1/2	Broadway Ahead	U	C2:A	1	76	271	1940	1540	17.6%	-	0.4	4.7	1.8	1.9	2.0
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	45	559	1848	876	63.7%	-	2.2	14.3	2.8	10.4	11.3
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	45	564	1848	876	64.4%	-	2.3	14.8	3.1	10.0	10.9
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	41	420	1940	840	50.0%	-	1.4	12.1	4.0	8.8	9.3
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	41	458	1940	840	54.5%	-	2.1	16.5	7.0	9.8	10.4
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	41	402	1940	840	47.9%	-	1.7	15.4	6.4	8.3	8.8

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	41	360	1940	840	42.9%	-	1.1	11.2	3.5	7.1	7.5
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	42	420	1940	860	46.3%	-	3.8	34.4	9.6	10.7	11.2
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	42	466	1940	860	51.4%	-	4.7	38.6	10.7	11.9	12.4
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	78	961	1940:1940	1571+0	61.1 : 0.0%	-	1.0	3.6	1.4	3.0	3.8
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	78	883	1940	1580	55.9%	-	0.8	3.2	1.2	1.3	2.0
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	27	448	1848	533	84.0%	-	3.9	31.3	2.4	6.3	8.7
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	27	471	1887	545	86.5%	-	4.3	32.6	2.1	2.7	5.6
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	66	1940	180	36.7%	-	1.0	57.0	1.6	1.7	2.0
J4:4/1	Bishops Way Left	U	C4:B	1	43	830	1805	819	101.4%	-	24.2	105.1	12.4	22.7	40.2
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	43	1202	1879:1940	698+442	105.5 : 105.5%	-	50.3	150.6	12.8	30.2	69.3
J5:1/1	Fairmeadow Ahead	U	C5:A	1	51	385	1940	1040	37.0%	-	1.7	15.8	4.6	6.0	6.3
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	51	741	1940	1040	71.3%	-	4.7	22.9	8.9	14.8	16.0
J5:1/3	Fairmeadow Ahead	U	C5:A	1	51	437	1940	1040	42.0%	-	2.0	16.5	5.2	7.0	7.4
J5:2/1	Medway St Left Left2	U	C5:B	1	36	77	1940	740	10.4%	-	0.5	22.1	1.2	1.3	1.4
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	52	848	1940:1940	648+651	65.3 : 65.3%	-	2.3	9.6	2.3	6.1	7.0
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	35	420	1940	720	55.3%	-	0.6	5.6	0.0	0.0	0.6
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	35	466	1940	720	61.3%	-	0.8	6.4	0.0	0.0	0.8

C1		PRC for Signalled Lanes (%):	17.9	Total Delay for Signalled Lanes (pcuHr):	11.74	Cycle Time (s):	97
C2		PRC for Signalled Lanes (%):	9.4	Total Delay for Signalled Lanes (pcuHr):	2.69	Cycle Time (s):	97
C3	Stream: 1	PRC for Signalled Lanes (%):	39.8	Total Delay for Signalled Lanes (pcuHr):	19.43	Cycle Time (s):	97
C4		PRC for Signalled Lanes (%):	-17.2	Total Delay for Signalled Lanes (pcuHr):	85.49	Cycle Time (s):	97
C5		PRC for Signalled Lanes (%):	26.3	Total Delay for Signalled Lanes (pcuHr):	8.86	Cycle Time (s):	97
C6		PRC for Signalled Lanes (%):	37.9	Total Delay for Signalled Lanes (pcuHr):	3.66	Cycle Time (s):	97
		PRC Over All Lanes (%):	-17.2	Total Delay Over All Lanes(pcuHr):	133.28		

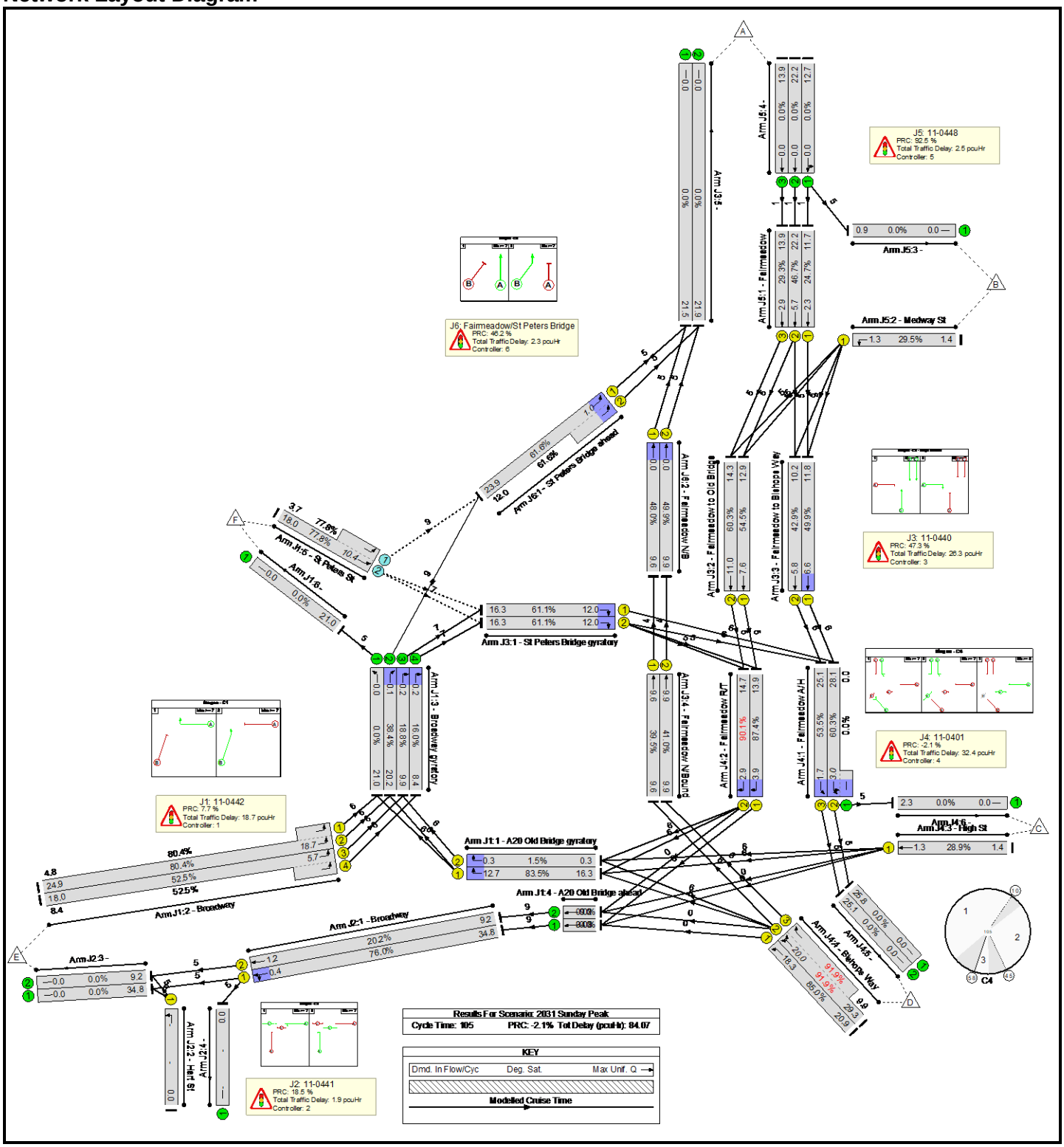
Scenario 14: '2031 Sunday Peak' (FG14: '2031 Sunday Peak', Plan 1: 'Network Control Plan 1-Proposed')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	32	24	704	679	232	1671
	B	0	0	0	27	13	9	49
	C	4	0	0	0	36	8	48
	D	669	0	10	0	734	307	1720
	E	688	0	44	573	0	164	1469
	F	127	0	1	442	48	0	618
	Tot.	1488	32	79	1746	1510	720	5575

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	38	560	1805	670	83.5%	-	6.0	38.6	9.2	12.7	15.1
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	38	10	1805	670	1.5%	-	0.1	20.7	0.2	0.3	0.3
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	57	852	1870:1870	856+204	80.4 : 80.4%	-	6.3	26.6	9.7	18.7	20.7
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	57	617	1870:1870	627+549	52.5 : 52.5%	-	2.7	15.9	4.1	5.7	6.2
J1:3/2	Broadway gyratory Right	U	-	-	-	692	1800	1800	38.4%	-	0.3	1.7	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	339	1800	1800	18.8%	-	0.1	1.3	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	288	1800	1800	16.0%	-	0.1	1.3	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	618	1940:1940	631+163	77.8 : 77.8%	1236	3.1	18.0	-	10.4	12.1
J2:1/1	Broadway Ahead Left	U	C2:A	1	84	1193	1940	1570	76.0%	-	1.6	4.9	0.3	0.4	2.0
J2:1/2	Broadway Ahead	U	C2:A	1	84	317	1940	1570	20.2%	-	0.3	3.3	1.2	1.2	1.4
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	51	559	1848	915	61.1%	-	3.2	20.8	5.3	12.0	12.8
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	51	559	1848	915	61.1%	-	3.4	22.0	6.0	12.0	12.8
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	43	443	1940	813	54.5%	-	3.2	25.7	6.8	7.6	8.2
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	43	490	1940	813	60.3%	-	3.7	27.2	7.5	11.0	11.8
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	43	406	1940	813	49.9%	-	2.8	25.1	6.3	6.6	7.1

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	43	349	1940	813	42.9%	-	2.3	23.3	5.1	5.8	6.2
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	44	328	1940	831	39.5%	-	3.6	39.3	9.2	9.6	9.9
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	44	341	1940	831	41.0%	-	4.1	43.4	9.6	9.9	10.3
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	86	965	1940:1940	1599+0	60.3 : 0.0%	-	1.0	3.6	1.8	3.0	3.8
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	86	860	1940	1607	53.5%	-	0.7	3.1	1.5	1.7	2.2
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	30	477	1848	546	87.4%	-	5.1	38.7	3.3	3.9	7.1
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	30	504	1895	559	90.1%	-	5.8	41.2	2.9	2.9	6.9
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	48	1940	166	28.9%	-	0.8	60.2	1.3	1.3	1.5
J4:4/1	Bishops Way Left	U	C4:B	1	48	716	1805	842	85.0%	-	7.6	38.4	10.7	18.3	21.0
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	48	1004	1873:1940	721+371	91.9 : 91.9%	-	11.3	40.7	9.9	20.0	25.1
J5:1/1	Fairmeadow Ahead	U	C5:A	1	87	402	1940	1626	24.7%	-	0.4	3.2	1.7	2.3	2.5
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	87	760	1940	1626	46.7%	-	0.9	4.3	3.2	5.7	6.1
J5:1/3	Fairmeadow Ahead	U	C5:A	1	87	477	1940	1626	29.3%	-	0.4	3.4	2.0	2.9	3.1
J5:2/1	Medway St Left Left2	U	C5:B	1	8	49	1940	166	29.5%	-	0.8	60.4	1.3	1.3	1.5
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	59	819	1940:1940	664+666	61.6 : 61.6%	-	1.3	5.7	1.0	1.0	1.8
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	36	328	1940	684	48.0%	-	0.5	5.0	0.0	0.0	0.5
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	36	341	1940	684	49.9%	-	0.5	5.2	0.0	0.0	0.5

C1		PRC for Signalled Lanes (%):	7.7	Total Delay for Signalled Lanes (pcuHr):	15.06	Cycle Time (s):	105
C2		PRC for Signalled Lanes (%):	18.5	Total Delay for Signalled Lanes (pcuHr):	1.91	Cycle Time (s):	105
C3	Stream: 1	PRC for Signalled Lanes (%):	47.3	Total Delay for Signalled Lanes (pcuHr):	26.28	Cycle Time (s):	105
C4		PRC for Signalled Lanes (%):	-2.1	Total Delay for Signalled Lanes (pcuHr):	32.39	Cycle Time (s):	105
C5		PRC for Signalled Lanes (%):	92.5	Total Delay for Signalled Lanes (pcuHr):	2.55	Cycle Time (s):	105
C6		PRC for Signalled Lanes (%):	46.2	Total Delay for Signalled Lanes (pcuHr):	2.26	Cycle Time (s):	105
		PRC Over All Lanes (%):	-2.1	Total Delay Over All Lanes(pcuHr):	84.07		

Traffic Route Flows

Route Num	Org Zone	Org Lane	Dest Zone	Dest Lane	Scenario 7: 2019 AM Peak	Scenario 8: 2019 PM Peak	Scenario 9: 2019 Saturday Peak	Scenario 10: 2019 Sunday Peak
52	A	J5:4/1	B	J5:3/1	91	28	37	29
28	A	J5:4/1	C	J4:6/1	33	25	38	21
27	A	J5:4/1	D	J4:5/1	445	556	330	334
43	A	J5:4/2	D	J4:5/2	417	567	278	295
6	A	J5:4/3	E	J2:3/2	278	228	172	224
36	A	J5:4/2	E	J2:3/1	458	343	352	382
22	A	J5:4/3	F	J1:6/1	216	151	225	207
55	B	J5:2/1	A	J3:5/1	1	0	0	0
56	B	J5:2/1	A	J3:5/2	1	0	1	0
62	B	J5:2/1	C	J4:6/1	2	4	1	0
61	B	J5:2/1	D	J4:5/1	2	8	5	6
60	B	J5:2/1	D	J4:5/2	12	15	28	18
58	B	J5:2/1	E	J2:3/2	3	6	7	3
59	B	J5:2/1	E	J2:3/1	8	14	17	9
57	B	J5:2/1	F	J1:6/1	7	10	10	8
25	C	J4:3/1	A	J3:5/1	0	3	1	2
39	C	J4:3/1	A	J3:5/2	1	4	1	2
13	C	J4:3/1	D	J4:5/1	0	0	0	0
5	C	J4:3/1	E	J2:3/2	75	57	57	32
3	C	J4:3/1	E	J2:3/1	0	0	0	0
4	C	J4:3/1	F	J1:6/1	19	4	0	7
30	D	J4:4/2	A	J3:5/1	359	482	383	298
31	D	J4:4/2	A	J3:5/2	395	500	408	299
34	D	J4:4/2	C	J4:6/1	18	16	11	9
47	D	J4:4/2	E	J2:3/2	22	0	26	39
1	D	J4:4/1	E	J2:3/1	680	672	715	616
46	D	J4:4/2	F	J1:6/1	248	172	271	274
26	E	J1:2/2	A	J3:5/1	319	300	222	307
42	E	J1:2/2	A	J3:5/2	319	300	223	307
38	E	J1:2/3	C	J4:6/1	82	65	60	39
14	E	J1:2/3	D	J4:5/1	285	305	302	274
11	E	J1:2/3	D	J4:5/2	378	365	350	238
9	E	J1:2/3	E	J2:3/1	0	0	0	0
2	E	J1:2/2	F	J1:6/1	46	53	119	146
23	F	J1:5/2	A	J3:5/1	124	103	155	56
35	F	J1:5/2	A	J3:5/2	125	103	155	57
17	F	J1:5/2	C	J4:6/1	3	3	2	1
12	F	J1:5/2	D	J4:5/1	39	60	122	183

10	F	J1:5/2	D	J4:5/2	46	64	120	212
37	F	J1:5/2	E	J2:3/2	6	10	11	14
8	F	J1:5/2	E	J2:3/1	11	19	26	29

Route Num	Org Zone	Org Lane	Dest Zone	Dest Lane	Scenario 11: 2031 AM Peak	Scenario 12: 2031 PM Peak	Scenario 13: 2031 Saturday Peak	Scenario 14: 2031 Sunday Peak
52	A	J5:4/1	B	J5:3/1	99	31	41	32
28	A	J5:4/1	C	J4:6/1	36	28	43	24
27	A	J5:4/1	D	J4:5/1	480	621	342	378
43	A	J5:4/2	D	J4:5/2	460	626	339	326
6	A	J5:4/3	E	J2:3/2	300	251	185	245
36	A	J5:4/2	E	J2:3/1	502	383	402	434
22	A	J5:4/3	F	J1:6/1	235	168	252	232
55	B	J5:2/1	A	J3:5/1	1	0	0	0
56	B	J5:2/1	A	J3:5/2	1	0	1	0
62	B	J5:2/1	C	J4:6/1	2	4	1	0
61	B	J5:2/1	D	J4:5/1	3	8	16	4
60	B	J5:2/1	D	J4:5/2	12	18	21	23
58	B	J5:2/1	E	J2:3/2	4	6	9	4
59	B	J5:2/1	E	J2:3/1	8	16	18	9
57	B	J5:2/1	F	J1:6/1	8	11	11	9
25	C	J4:3/1	A	J3:5/1	0	4	1	2
39	C	J4:3/1	A	J3:5/2	1	4	1	2
13	C	J4:3/1	D	J4:5/1	0	0	0	0
5	C	J4:3/1	E	J2:3/2	82	63	64	36
3	C	J4:3/1	E	J2:3/1	0	0	0	0
4	C	J4:3/1	F	J1:6/1	21	4	0	8
30	D	J4:4/2	A	J3:5/1	390	525	420	328
31	D	J4:4/2	A	J3:5/2	432	565	466	341
34	D	J4:4/2	C	J4:6/1	20	18	12	10
47	D	J4:4/2	E	J2:3/2	0	0	0	18
1	D	J4:4/1	E	J2:3/1	765	746	830	716
46	D	J4:4/2	F	J1:6/1	270	191	304	307
26	E	J1:2/2	A	J3:5/1	347	333	249	344
42	E	J1:2/2	A	J3:5/2	348	333	249	344
38	E	J1:2/3	C	J4:6/1	89	72	67	44
14	E	J1:2/3	D	J4:5/1	311	340	346	285
11	E	J1:2/3	D	J4:5/2	412	404	384	288
9	E	J1:2/3	E	J2:3/1	0	0	0	0
2	E	J1:2/2	F	J1:6/1	50	59	133	164
23	F	J1:5/2	A	J3:5/1	135	114	173	63
35	F	J1:5/2	A	J3:5/2	136	115	174	64
17	F	J1:5/2	C	J4:6/1	3	3	2	1
12	F	J1:5/2	D	J4:5/1	44	67	132	219
10	F	J1:5/2	D	J4:5/2	49	71	139	223

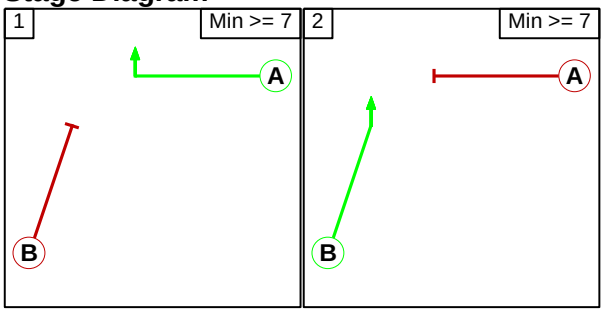
37	F	J1:5/2	E	J2:3/2	6	10	13	14
8	F	J1:5/2	E	J2:3/1	13	22	28	34

C1

Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Stage Diagram

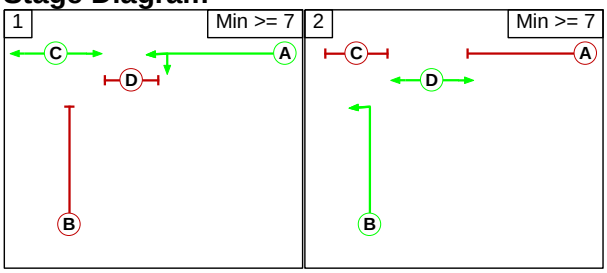


C2

Phase Intergreens Matrix

	Starting Phase				
Terminating Phase		A	B	C	D
	A		5	-	7
	B	5		5	-
	C	-	7		-
	D	7	-	-	

Stage Diagram



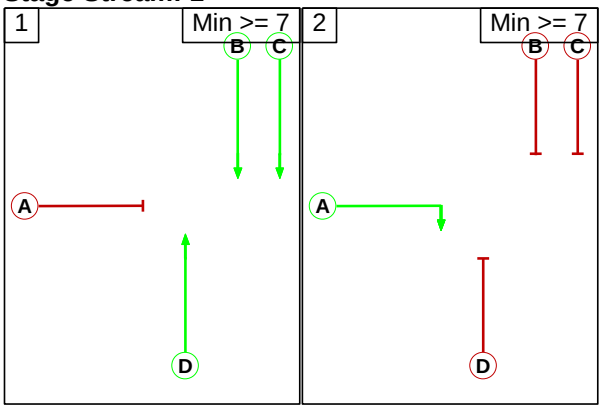
C3

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D
A		6	6	5
B	5		-	-
C	5	-		-
D	5	-	-	

Stage Diagram

Stage Stream: 1

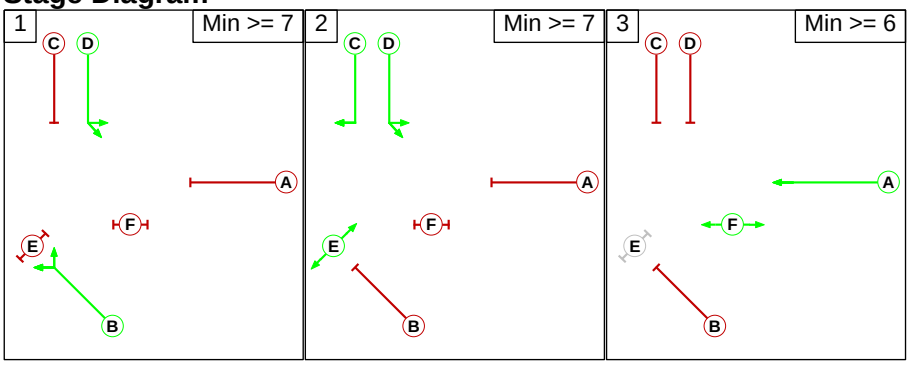


C4

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F
A		7	7	6	-	-
B	5		5	-	5	-
C	7	7		-	-	-
D	5	-	-		-	5
E	-	10	-	-		-
F	-	-	-	8	-	

Stage Diagram

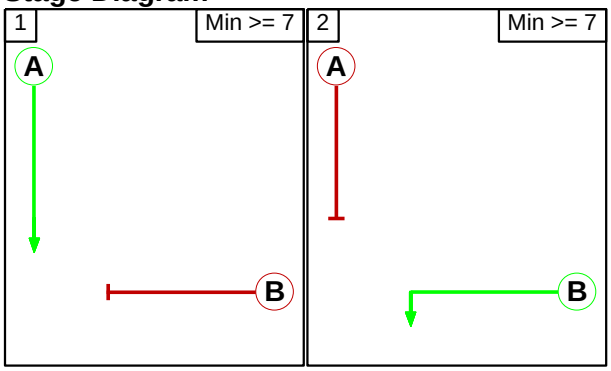


C5

Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Stage Diagram

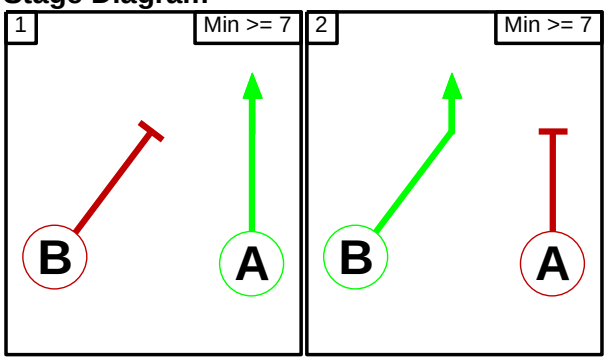


C6

Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Stage Diagram



Maidstone Joint Transportation Board	**16 October 2019**

Maidstone Integrated Transport Package (MITP)

Decision Making Authority	Kent County Council/Maidstone Borough Council
Lead Director	Simon Jones
Lead Head of Service	Tim Read
Lead Officer and Report Author	Russell Boorman/Lee Burchill
Wards and County Divisions affected	Maidstone Borough including Tonbridge & Malling
Which Member(s) requested this report?	Committee

This report makes the following recommendations:

That the report be noted.

Timetable	
Meeting	***Date***
Maidstone Joint Transportation Board	16 October 2019

Maidstone Integrated Transport Package (MITP)

1. INTRODUCTION AND BACKGROUND

1.1 This report provides an update in respect of the proposed junction improvements contained within the Maidstone Integrated Transport Package (MITP).

1.2 Design work is being carried out consecutively on all schemes to mitigate any delays and achieve the SELEP spending requirement of 2021. A programme of delivery has been derived to minimise the impact on the network and ensure network resilience with the uncertainty of BREXIT and other key Strategic schemes being delivered in and around the Borough of Maidstone.

2. CONSULTATION:

2.1 The Maidstone Integrated Transport Package consultation, to be known as ***'Keep Maidstone Moving'***, contains information on the following junction improvements:

- A20 Coldharbour Roundabout Aylesford
- A274 Sutton Road Maidstone junction with Willington Street
- A20 Ashford Road Maidstone junction with Willington Street
- A229 Loose Road Maidstone junction with A274 Sutton Road
- A229 Loose Road Maidstone junction with Armstrong Road
- A229 Loose Road Maidstone junction with Cripple Street
- A229 Loose Road Maidstone junction with Sheals Crescent

2.2 Due to the complexity of promoting this as 'one' consultation and ensuring that the details contained within are of a nature and standard that provides the consultees with the most relevant and up to date information, the decision has been taken to reschedule the 'go live' date to the **7th November 2019.**

2.3 This will ensure all responses received are meaningful and provide a more robust guidance as to the direction of the proposed designs.

2.4 During the consultation phase, there will be three individual engagement sessions where Members, Councillors and members of the public will be invited to talk to the project teams.

2.5 Due to the scale of the consultation, these sessions will be both informal and formal within specified timings. One during the day, one during the evening and a session at a weekend. This will give the opportunity for a wide range of consultees to attend at a time that suits them.

2.6 Following the closure of the consultation, **20th December 2019**, the responses will be collated, and a report presented to the Cabinet Member for Planning, Highways, Transport & Waste to give approval to the recommendations contained within. An update report will be brought back to the most relevant Maidstone JTB thereafter. It must be noted that

Members will be engaged following the results of the consultation, so they are aware of the proposed recommendations.

3. SCHEME UPDATES:

3.1 A20 Coldharbour Roundabout:

3.2 Detailed design has progressed well, with many of the early challenges being mitigated. The required acquisition of third-party land has been de-risked with extremely positive negotiations being held with the landowner and Heads of Terms drafted awaiting approval.

3.3 The design is due to complete in October 2019 which will allow the contractual documents to be prepared and completed by the end of the year. KCC procurement have been engaged and a programme for the procurement phase identified to commence early 2020 with an award of contract in March/April 2020.

3.4 Construction is due to start in April 2020, which is after the planned SMART motorway completion and is expected to complete within 6-8 months. A large quantity of the construction can be undertaken off-line and therefore the need for traffic management on the highway is reduced.

4 A229 Loose Road Corridor:

4.1 The loose road corridor comprises of four separate junctions but has been combined as one commission to ensure a timely completion. The junctions are as follows:

- A229 Loose Road junction with the A274 Sutton Road (Wheatsheaf junction)
- A229 Loose Road junction with Armstrong Road/Park Way
- A229 Loose Road junction with Sheals Crescent
- A229 Loose Road junction with Cripple Street/Boughton Lane

4.2 Despite significant challenges in relation to the designs for the above, great progress has now been made and the detailed design continues at pace.

4.3 All investigatory work has been completed, including geotechnical, environmental, topographical etc which have all fed into the design process.

4.4 The detailed design for all schemes named above will be completed in November 2019, with the procurement commencing in early 2020.

4.5 Construction is likely to start in the summer of 2020 as this provides reduced traffic volumes and gives a longer period for mobilisation and engagement with the local community providing information about traffic management phasing.

5 A20 Ashford Road junction with Willington Street:

5.1 This scheme requires the re-positioning of a listed rag stone wall which needs a planning application to be submitted to the planning authority. Whilst there is support for this scheme, this has been recorded as a risk on the project risk register.

5.2 The detailed design is continuing and will be completed in early 2020. This will allow the planning application to be submitted and the procurement phase commence in the summer of 2020.

5.3 Due to other projects being carried out on the network in the near vicinity, this scheme has been placed to the back of the construction programme and is likely to commence in early 2021.

6 Other Schemes:

6.1 The following schemes are not contained within the MITP but are being delivered within the Borough of Maidstone.

6.1.1 A249 Bearsted Road Major Infrastructure Project:

6.1.2 This scheme is now in the procurement phase with the tender being issued in October 2019 and a Contract Award in December 2019. The construction phase will commence in early 2020 with the new access to Newnham Court being constructed and operational prior to any works on the highway network.

6.1.3 It is anticipated the construction phase will take 12 months (including the off-line works). A communication strategy has been jointly agreed with MBC/KCC and will start in earnest shortly, this will provide updates on phasing, timings etc.

6.2 A26 Tonbridge Road junction with Fountain Lane:

6.2.1 Following a recommendation by KCC at the latest Maidstone Joint Transportation Board to remove this scheme from the MITP due to the lack of achievable capacity benefits, direction has been given to seek alternative solutions that demonstrate good value for money and provide capacity benefits.

6.2.2 A solution has been identified which requires the acquisition of adjacent third-party land, as such, negotiations have commenced with the relevant landowner and it is hoped that voluntary acquisition can be achieved.

6.2.3 The concept design is progressing and will be completed in December 2019. This will allow the outline design to commence in early 2020. Currently there is insufficient S106 contributions to deliver this scheme, currently estimated at £3.0/£3.5m, however, KCC are continuing to work with MBC and TMBC to seek other funding opportunities to be able to deliver this scheme in conjunction with the MITP projects.

6.2.4 Due to the Local Growth Fund spending constraints (funding to be spent by the end of March 2021), this scheme is not suitable to utilise any potential

underspend from the MITP, as the deliverability is unlikely to be completed within this timeframe, especially if CPO powers are required.

6.3 **A274 Sutton Road junction with Willington Street:**

6.3.1 A proposal for this junction has been designed to try and retain as many of the existing cherry trees/vegetation as is practicable. However, there are concerns that this will not provide the required capacity benefits.

6.3.2 The detailed design will complete in December 2019, it will then be decided as to whether this scheme progresses to the next phase of procurement.

7 MITIGATION:

7.1 The above schemes still represent an underspend in the Maidstone Integrated Transport Package; Kent County Council has therefore 'over programmed' the package of improvements to ensure that the LGF is not lost and remains being spent in the County.

7.2 As there is still not a suitable scheme within the Borough of Maidstone, that can demonstrate good value for money and return capacity benefits required. It must also be noted that due to the SELEP delivery timeframe of 2021, LGF would need to be spent within this period.

7.3 Designs would need to be completed, a business case submitted and given endorsement by the SELEP Independent Technical Evaluator, all within the identified timescales identified in 7.2.

7.4 Therefore, the proposed scheme for the A20 London Road Aylesford, continues to be developed accordingly. This demonstrates good value for money, achieves the capacity benefits required, design work is almost complete and has an endorsed Business Case.

8 CONCLUSION:

8.1 The ***'Keep Maidstone Moving'*** consultation document will be released in November 2019 and results/recommendations shared with this board accordingly.

8.2 The MITP will continue to be 'over programmed' and **ALL** the original identified junction improvements continue to be developed with a view to delivering each scheme and more.

To: Maidstone Joint Transportation Board

By: KCC Highways, Transportation & Waste

Date: 16th October 2019

Subject: Highway Forward Works Programme – 2019/20 onwards

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction

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1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2019/20.

Kent County Council has agreed a substantial increase in the budget for planned highway works over the next three years, and as a result we are still in the process of identifying and designing schemes for inclusion in our full Year One to Two (2019/20 and 2020/21) and Year Three to Five (2021/22 to 2023/24) programmes. Because of this, we have decided to publish an interim programme, and to publish the full programmes later this year. For some assets this interim programme covers approximately the first six months of 2019/20, whilst for others it includes most of the works planned for the whole year.

This programme is subject to regular review and may change for several reasons including budget allocation, contract rate changes, and to reflect KCC's changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase.

Road, Footway & Cycleway Renewal and Preservation Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

- **Casualty Reduction Measures**
- **Externally funded schemes**
- **Local Growth Fund**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Member Fund – see Appendix H

Conclusion

1. This report is for Members' information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Kirstie Williams	Highway Manager Mid Kent
Susan Laporte	Maidstone District Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage & Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Jamie Hare	Development Agreements Manager
Jamie Watson	Schemes Programme Manager

Appendix A – Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged, and the residents will be informed by a letter drop to their homes.

Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	**Parish**	**Extent of Works**	**Current Status**
A274 Maidstone Road	Langley	From the B2163 Upper Street to Warmlake Road	Programmed 21st November 2019
A20 King Street	Maidstone	Watt Tyler Way and Wyke Manor Road	Programmed 2nd December 2019
A229 Linton Road	Loose	From Lancet Lane to Rosemount Close	Programmed 30th November 2019
Forstal Road	Aylesford	From bridge deck over motorway to Beddow Way	Programmed 8th November 2019
A229 Sheals Crescent	Maidstone	From Loose Road (through Hayle Road, College Road, Mill Street) to Bishops Way	Programmed 14th November 2019
A229 Palace Avenue	Maidstone	Mill Street and A249 Mote Road	Programmed 27th November 2019
A229 Upper Stone Street	Maidstone	A249 Mote Road to Old Tovil Road	Programmed 11th December 2019
A20/A26 Rocky Hill	Maidstone	Maidstone Gyratory to Terrace Road	To be programmed 2020
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	**Parish**	**Extent and Description of Works**	**Current Status**
Mote Road	Maidstone	From the junction with Square Hill Road to Willow Way (Northern side) (Footway Reconstruction)	Completed
Winifred Road	Bearsted	Entire length (Footway Reconstruction).	Completed

Royston Road	Bearsted	Entire length (Footway Reconstruction).	Completed
Rosemary Road	Bearsted	Entire length (Footway Reconstruction).	Completed
Trenton Close	Allington	Entire length (Footway Reconstruction).	Designed and to be programmed.
Beverley Road	Barming	Entire length (Footway Protection)	Completed
Egremont Road	Bearsted	Entire length (Footway Protection)	Completed
Roseholme	Maidstone	Entire length (Footway Protection)	Completed
Wesley Close	Barming	Entire length (Footway Protection)	Completed
Broomshaw Road	Barming	Entire length (Footway Protection)	Completed
Surface Treatments – Contact Officer Mr Jonathan Dean			
Micro Surfacing			
Road Name	**Parish**	**Extent and Description of Works**	**Current Status**
Glebe Lane	Maidstone (Barming)	Tonbridge Road to Farleigh Lane	Completed
Gatland Lane	Maidstone (Barming)	Farleigh Lane to Fant Lane	Completed
Faversham Road	Lenham	Whole Road	Completed
West Street	Lenham	Faversham Road to Flint Lane (West Street) Lenham	Completed
Marden Road	Marden	Battle Lane to "Mountain Farmhouse"	Completed
Maidstone Road	Marden	"Hartridge" to 150m north of j/w Milebush Lane (Kiln Farm)	Completed

Headcorn Road	Platts Heath / Lenham	Chain Gate Road to Station Approach, Lenham	Completed
Headcorn Road	Sandway	Headcorn Road to Sandway Road	Completed
Sandway Road	Sandway	Headcorn Road to "Little Biggen"	Completed
Gallants Lane	East Farleigh	Lower Road to Heath Road	Completed
Hunton Road	Marden	River Beult bridge (Clapper Green) to "Reed Court Cottages"	Completed
Old Tree Lane/Cliff Hill	Boughton Monchelsea	From The Quarries to Combe Bank House -	To Be Programmed
Sandway Road	Platts Heath	Around "Sandway Triangle"	Completed
Kenward Road	Yalding	Hunt Street to Yalding Hill	Completed
Bow Road	Wateringbury	Corner after bridge to Hunt Street	Completed
Smith's Hill	Yalding	To Be Confirmed	Completed
Surface Treatments – Contact Officer Mr Jonathan Dean			
Surface Dressing			
Road Name	**Parish**	**Extent and Description of Works**	**Current Status**
A20 Ashford Road	Hollingbourne	Near j/w Old Mill Road to j/w Roundwell	Programmed for August 2019
A20 Ashford Road	Hollingbourne	Old Ashford Road to Northdown Close	Programmed for August 2019
Charlton Lane	East Sutton	From Chartway Street to Church Lane	Programmed for August 2019

Appendix B - Drainage

Drainage Repairs & Improvements - *Contact Officer Earl Bourner*			
Road Name	**Parish**	**Description of Works**	**Current Status**
Green Lane	Chart Sutton	Repair the culvert and edge of road/ verge/ ditch.	Work is in progress. Hopefully completed by 1/9/19.
Tufa Close	Walderslade	Relocation of soakaway	Completed
Smith's Hill	West Farleigh	Investigation works	Cleansing works complete further investigation required at Shingle Barn Lane.
The Broadway	Maidstone	Surface water system surcharging	It has been identified that the issue is due to the Southern Water system. Southern Water will now be responsible for this site
Dray Corner Road	Headcorn	Further investigation works required	Awaiting start date
Dunn Street	Bredhurst	Repair broken pipe	Awaiting start date
Fisher Street	Maidstone	Reports of broken pipes and repairs to be carried out	Awaiting start date
Lower Road	East Farleigh	Repair broken pipes	Awaiting start date
West Street	Hunton	Repair broken pipes	Awaiting start date
The Street	Boxley	To carry out a drainage CCTV survey and cleanse to locate outfall of system and check for defects.	Originally programmed for 18/8/19, abandoned due to TM issues on the day. New programme date is Sunday 8/9/19.
Sheals Crescent	Maidstone	To carry out drainage CCTV investigation.	Awaiting start date

Appendix C – Street Lighting

Column replacement testing of KCC owned streetlights has identified the following as requiring replacement. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – *Contact Officer Sue Kinsella*				
Road Name	**Column**	**Parish**	**Description of Works**	**Status**
Warwick Place	KWAI502	Maidstone	Lit Sign Replacement	Completion end September 2019
Warwick Place	KWAI501	Maidstone	Lit Sign replacement	Completion end September 2019
Brishing Lane	KBFE010	Maidstone	Replacement of Street Light	Completion by December 2019
High Street	KHDO053	Staplehurst	Replacement of Street Light	Completed
Milton Street	KMCW503	Maidstone	Lit Sign replacement	Completed
Whitmore Street	KWCR501	Maidstone	Lit Sign replacement	Completion by December 2019
Station Road	KSFA029	Staplehurst	Replacement of Street Light	Completion by December 2019
Castle Dene	KCAO002	Maidstone	Replacement of Street Light	Completed
Impton Lane	KIAC001	Boxley	Replacement of Street Light	Completed
Maynards	KMBY002	Marden	Replacement of Street Light	Completed
Egerton Road	KEAQ003	Ringlestone	Replacement of Street Light	Completion by December 2019
King Street	KKAM009	Maidstone	Replacement of Street Light	Completion by December 2019
Woodlands	KXEF107	Boxley	Replacement of Street Light	Completed
Howard Drive	KHFD002	Allington	Replacement of Street Light	Completion by March 2020
Howard Drive	KHFD016	Allington	Replacement of Street Light	Completion by March 2020
Trevor Drive	KTCI016	Allington	Replacement of Street Light	Completion by March 2020

ERNEST DRIVE	KEBA004	ALLINGTON	Replacement of Street Light	Completion by March 2020
LEONARD CLOSE	KLBG004	ALLINGTON	Replacement of Street Light	Completion by March 2020
BRACKEN HILL	KBIC008	BOXLEY	Replacement of Street Light	Completion by March 2020
OLD CHATHAM ROAD	KOAI001	BOXLEY	Replacement of Street Light	Completion by March 2020
BELLGROVE COURT	KBIF001	BOXLEY	Replacement of Street Light	Completion by March 2020
BRACKEN HILL	KBIC008	BOXLEY	Replacement of Street Light	Completion by March 2020
WILDFELL CLOSE	KWFE016	BOXLEY	Replacement of Street Light	Completion by March 2020
VICTORIA STREET	KVAJ003	BRIDGE	Replacement of Street Light	Completion by March 2020
CORNWALLIS ROAD	KCFT005	BRIDGE	Replacement of Street Light	Completion by March 2020
TRAPHAM ROAD	KTCF006	BRIDGE	Replacement of Street Light	Completion by March 2020
PALMAR ROAD	KPAF007	BRIDGE	Replacement of Street Light	Completion by March 2020
PEMBROKE ROAD	KPAW014	COXHEATH & HUNTON	Replacement of Street Light	Completion by March 2020
DERINGWOOD DRIVE	KDAL005	DOWNSWOOD & OTHAM	Replacement of Street Light	Completion by March 2020
DERINGWOOD DRIVE	KDAL006	DOWNSWOOD & OTHAM	Replacement of Street Light	Completion by March 2020
DERINGWOOD DRIVE	KDAL007	DOWNSWOOD & OTHAM	Replacement of Street Light	Completion by March 2020
DERINGWOOD DRIVE	KDAL009	DOWNSWOOD & OTHAM	Replacement of Street Light	Completion by March 2020
DERINGWOOD DRIVE	KDAL021	DOWNSWOOD & OTHAM	Replacement of Street Light	Completion by March 2020
DERINGWOOD DRIVE	KDAL022	DOWNSWOOD & OTHAM	Replacement of Street Light	Completion by March 2020

TONBRIDGE ROAD	KTBU017	FANT	Replacement of Street Light	Completion by March 2020
TONBRIDGE ROAD	KTBU022	FANT	Replacement of Street Light	Completion by March 2020
TONBRIDGE ROAD	KTBU031	FANT	Replacement of Street Light	Completion by March 2020
TONBRIDGE ROAD	KTBU036	FANT	Replacement of Street Light	Completion by March 2020
TONBRIDGE ROAD	KTBU046	FANT	Replacement of Street Light	Completion by March 2020
TONBRIDGE ROAD	KTBU050	FANT	Replacement of Street Light	Completion by March 2020
TONBRIDGE ROAD	KTBU051	FANT	Replacement of Street Light	Completion by March 2020
TONBRIDGE ROAD	KTBU055	FANT	Replacement of Street Light	Completion by March 2020
MANSFIELD WALK	KMFW202	FANT	Replacement of Street Light	Completion by March 2020
WHITMORE STREET	KWCR005	FANT	Replacement of Street Light	Completion by March 2020
DOVER STREET	KDBB004	FANT	Replacement of Street Light	Completion by March 2020
GLEBE LANE	KGAS006	FANT	Replacement of Street Light	Completion by March 2020
TERMINUS ROAD	KTAD009	FANT	Replacement of Street Light	Completion by March 2020
OAKWOOD COURT	KOAD003	HEATH	Replacement of Street Light	Completion by March 2020
HEATH ROAD	KHCH005	HEATH	Replacement of Street Light	Completion by March 2020
QUEENS ROAD	KQAG004	HEATH	Replacement of Street Light	Completion by March 2020
QUEENS ROAD	KQAG019	HEATH	Replacement of Street Light	Completion by March 2020
CHARLBURY CLOSE	KCBH001	HEATH	Replacement of Street Light	Completion by March 2020

STANFORD DRIVE	KSEI001	HEATH	Replacement of Street Light	Completion by March 2020
MILL WALK	KMCT002	HEATH	Replacement of Street Light	Completion by March 2020
ST PETERS BRIDGE	KSCE001	HIGH STREET	Replacement of Street Light	Completion by March 2020
COLLEGE ROAD	KCFC005	HIGH STREET	Replacement of Street Light	Completion by March 2020
LOWER ROAD	KLCU003	HIGH STREET	Replacement of Street Light	Completion by March 2020
UPPER ROAD	KUBR010	HIGH STREET	Replacement of Street Light	Completion by March 2020
KING STREET	KKAM021	HIGH STREET	Replacement of Street Light	Completion by March 2020
LINTON ROAD	KLBS011	LOOSE	Replacement of Street Light	Completion by March 2020
LOOSE ROAD	KLCQ094	MAIDSTONE	Replacement of Street Light	Completion by March 2020
EGERTON ROAD	KEAQ001	NORTH	Replacement of Street Light	Completion by March 2020
BICKNOR ROAD	KBCG001	NORTH DOWNS	Replacement of Street Light	Completion by March 2020
BICKNOR ROAD	KBCG010	NORTH DOWNS	Replacement of Street Light	Completion by March 2020
BICKNOR ROAD	KBCG011	NORTH DOWNS	Replacement of Street Light	Completion by March 2020
BICKNOR ROAD	KBCG012	NORTH DOWNS	Replacement of Street Light	Completion by March 2020
BICKNOR ROAD	KBCG037	NORTH DOWNS	Replacement of Street Light	Completion by March 2020
BICKNOR ROAD	KBCG041	NORTH DOWNS	Replacement of Street Light	Completion by March 2020
BICKNOR ROAD	KBCG042	NORTH DOWNS	Replacement of Street Light	Completion by March 2020
ASHFORD ROAD	KABO063	NORTH DOWNS	Replacement of Street Light	Completion by March 2020

ASHFORD ROAD	KABO064	NORTH DOWNS	Replacement of Street Light	Completion by March 2020
WALLIS AVENUE	KWAD016	PARK WOOD	Replacement of Street Light	Completion by March 2020
BELL ROAD	KBBS005	PARK WOOD	Replacement of Street Light	Completion by March 2020
GREENFIELDS	KGCA002	SHEPWAY NORTH	Replacement of Street Light	Completion by March 2020
MARION CRESCENT	KMBK002	SHEPWAY NORTH	Replacement of Street Light	Completion by March 2020
MARION CRESCENT	KMBK004	SHEPWAY NORTH	Replacement of Street Light	Completion by March 2020
MARION CRESCENT	KMBK009	SHEPWAY NORTH	Replacement of Street Light	Completion by March 2020
CRANBORNE AVENUE	KCGL014	SHEPWAY NORTH	Replacement of Street Light	Completion by March 2020
LONGFIELD PLACE	KLCN001	SHEPWAY NORTH	Replacement of Street Light	Completion by March 2020
HOLTYE CRESCENT	KHER002	SHEPWAY NORTH	Replacement of Street Light	Completion by March 2020
HOLTYE CRESCENT	KHER006	SHEPWAY NORTH	Replacement of Street Light	Completion by March 2020
HOLTYE CRESCENT	KHER007	SHEPWAY NORTH	Replacement of Street Light	Completion by March 2020
RUTLAND WAY	KRCC002	SHEPWAY NORTH	Replacement of Street Light	Completion by March 2020
DENTON CLOSE	KDAJ003	SHEPWAY NORTH	Replacement of Street Light	Completion by March 2020
THE SPINNEY	KTDS001	SHEPWAY NORTH	Replacement of Street Light	Completion by March 2020
SUTTON ROAD	KSGF006	SHEPWAY SOUTH	Replacement of Street Light	Completion by March 2020
SUTTON ROAD	KSGF007	SHEPWAY SOUTH	Replacement of Street Light	Completion by March 2020
SUTTON ROAD	KSGF039	SHEPWAY SOUTH	Replacement of Street Light	Completion by March 2020

KENNINGTON CLOSE	KKAD005	SHEPWAY SOUTH	Replacement of Street Light	Completion by March 2020
CAMBRIDGE CRESCENT	KCAC016	SHEPWAY SOUTH	Replacement of Street Light	Completion by March 2020
GRAVENEY ROAD	KGBL003	SHEPWAY SOUTH	Replacement of Street Light	Completion by March 2020
GRAVENEY ROAD	KGBL009	SHEPWAY SOUTH	Replacement of Street Light	Completion by March 2020
CRANBROOK CLOSE	KCGM001	SHEPWAY SOUTH	Replacement of Street Light	Completion by March 2020
ESSEX ROAD	KEBB006	SHEPWAY SOUTH	Replacement of Street Light	Completion by March 2020
WESTMARSH CLOSE	KWBT003	SHEPWAY SOUTH	Replacement of Street Light	Completion by March 2020
IFIELD CLOSE	KIAB004	SHEPWAY SOUTH	Replacement of Street Light	Completion by March 2020
WINGHAM CLOSE	KWDI005	SHEPWAY SOUTH	Replacement of Street Light	Completion by March 2020
FREEMAN WAY	KFCN002	SHEPWAY SOUTH	Replacement of Street Light	Completion by March 2020
NORRINGTON ROAD	KNAR007	SOUTH	Replacement of Street Light	Completion by March 2020
CRANBROOK ROAD	KCGN068	STAPLEHURST	Replacement of Street Light	Completion by March 2020
CRANBROOK ROAD	KCGN073	STAPLEHURST	Replacement of Street Light	Completion by March 2020
STATION ROAD	KSFA018	STAPLEHURST	Replacement of Street Light	Completion by March 2020
STATION ROAD	KSFA021	STAPLEHURST	Replacement of Street Light	Completion by March 2020
STATION ROAD	KSFA024	STAPLEHURST	Replacement of Street Light	Completion by March 2020
HIGH STREET	KHDO057	STAPLEHURST	Replacement of Street Light	Completion by March 2020

Appendix D – Transportation and Safety Schemes

The Schemes Planning & Delivery team is implementing schemes within the Maidstone district, in order to meet Kent County Council's (KCC) strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 23/9/19.

Casualty Reduction Measures

Location	Parish	Description of Works	Lead officer	Current Status
Great Danes Roundabout	Hollingbourne	Signing and road marking improvements	Jennie Watson	Works complete
Mill Street/Palace Avenue	Maidstone	Lining refreshing	Jennie Watson	Works partially completed in October 2018 – Yellow box markings completed – Contractor to return to refresh white lining
A20 Ashford Road, Lenham	Lenham	Scheme to make changes to junction	Jennie Watson	Works are substantially complete – Minor snagging items to be completed
Springfield Roundabout - A229 Royal Engineers Road	Maidstone	Signing and road marking improvements	Paul Leary	Following detailed analysis, tree clearance only to be carried out
St Faiths Street/ Fairmeadow	Maidstone	Signing and road marking improvements	Jennie Watson	Works passed to contractor – Programmed for 8 October (weather dependent)
A229 Lower Stone Street/ Knightrider Street	Maidstone	Introduction of red-light camera monitoring survey	Jennie Watson	ITS Team arranging red light camera monitoring survey over 7 days – Date to be confirmed
Boxley Road/Sandling Lane, roundabout	Maidstone	Signing and road marking improvements	Jennie Watson	Works complete 6 September 2019
A20 Ashford Road/M20 Slip	Hollingbourne	Signing and road marking improvements	Jennie Watson	At design stage – Scheme to be progressed this financial year

Integrated Transport Schemes – all other LTP funded non-casualty reduction schemes

Location	Parish	Description of Works	Lead officer	Current Status
East Farleigh Bridge	East Farleigh	Upgrade of signing and lining for bridge width restriction	Paul Leary	Works completed May 2019. Minor snagging items to be carried out
Mote Park Cycleway (Phase 1)	Maidstone	Upgrade of cycle route	Paul Leary	Works completed May 2019. Minor snagging items to be carried out.
Mote Park Cycleway (Phase 2)	Maidstone	Signing and road marking improvements between Chancery Lane and Maidstone House	Paul Leary	Works handed over to contractor – Anticipated completion late December 2019

Local Growth Fund

Local Growth Fund programme update for the Maidstone Borough.

The Department for Transport (DfT) added £100m to the Local Growth Fund (LGF) pot in order to fund Local Sustainable Transport Fund Style schemes. KCC were successful in securing LGF for the following sustainable transport style bids1) Kent Thameside – Integrated door-to-door journeys and 2) West Kent – Tackling Congestion. The objective of the capital bids is to boost economic growth by decreasing carbon emissions and reducing congestion.

The schemes aim to:

- improve access to employment and services
- reduce the need to travel by the private car
- enhance pedestrian, cycle and public transport facilities
- improve sustainable transport connections

The following schemes have been submitted as part of the successful Kent Thameside LSTF this financial year.

Scheme	Status
MAIDSTONE EAST STATION IMPROVEMENTS	The newly appointed Asbestos and demolition specialist Rhodar are now on site and have begun demolition of the public house. This is currently running to programme, under asbestos controlled conditions, with most of the roof now removed. The whole ground floor has been cleared of all soft items, such as the bar, doors, partitions, etc, and the basement has been cleared in preparation for backfilling the area to provide protection to the tunnel during the demolition works. The expected completion of the overall programme will be clearer once the demolition of the pub is further completed but is currently expected to be in May/June 2020. Any public enquiries are being dealt with by Network Rail. Additional KSIP funding has now been confirmed to progress further highway improvements and walking and cycling connections to the station.

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) Maidstone Borough - ***Contact Officer Claremarie Vine, other officers for sites Jamie Hare, Aaron Divall, Steven Noad, Sarah Parris, Andy Padgham, Steve A Stickels***

Scheme Name	File Ref.	Officer	Parish	Description of Works	Current Status
BP Tudor Service Station, London Road	MA003072	CV	Allington	Alterations to existing access	Pedestrian crossing point and additional signage still to do.
Bell Farm, North Street	MA003098	SN	Barming	New accesses to split sites, shared surface and new crossing point	Agreement signed; highway works largely completed.
Cross Keys	MA003100	JH	Bearsted	New access, crossing point and parking area	Agreement signed
Barty Farm, Roundwell	MA003278	AD	Bearsted	New Bellmouth and Lining works	Agreement Signed
Bicknor Road	MA003256	AP	Bicknor	Formation of hard surfaced passing places	Awaiting technical approval
Heath Road/Church Street	MA003111	SP	Boughton Monchelsea	New access, footway works, yellow lines and crossing upgrade	High Friction surfacing re-laid. Inspection due for start of maintenance.
Hubbards Lane	MA003084	CV	Boughton Monchelsea	Two accesses to minor developments	Works completed on both accesses, pedestrian crossing point to add
Lyewood Farm, Green Lane	MA3247 MA3248	AP	Boughton Monchelsea	New housing development and access	Awaiting technical approval
Goya Development, St Michaels Close, Aylesford	MA003123	SP	Boxley	New access and footway work to new commercial properties	Works complete except for new gulley.
Maidstone Studios,	MA003110		Boxley	Zebra crossing	Defective High Friction

New Cut Road		SP		and pedestrian crossing points	surfacing requires further attention
St Michaels Close, Aylesford	MA003103	CV	Boxley	Waitrose car park, new access	Final remedials due
Forstal Lane	MA003141	SP	Coxheath	Widening of road and new footpath with access to new development	Agreement Signed Awaiting works start date
Heath Road (North side)	MA003063	CV	Coxheath	New access and Footway work	Works completed and in maintenance
Land north of Heath Road Phase 2	MA3257	SP	Coxheath	Access to new development	Agreement signed Awaiting works start date
Linden Farm, Stockett Lane	MA003107	SP	Coxheath	Access to new development and footway link to community hall	Access & footway completed further 2 accesses to restore to footway near completion of development.
Gatland House, Gatland Lane	MA003081	CV	Fant ward	Parking restrictions, signage, road markings and tactile crossings for new school	Works completed, Remedials to do
Bell Farm, Ashford Road	MA003094	CV	Harrietsham	Realignment of Church Road to form new access onto A20. New footway along A20	Works completed and in maintenance.
Mayfield Nursery, Ashford Road	MA003135	SP	Harrietsham	New access and alterations to existing Highway to adjoin upcoming Scheme Works	Works ongoing on site currently in conjunction with Harrietsham improvement scheme
Forge Meadows	MA3253	AP	Headcorn	Access to 2 new properties and vehicle crossovers to existing	Awaiting technical approval

				properties	
Grigg Lane & Wheeler Street	MA3250	SP	Headcorn	Access Gibbs Farm development; zebra crossing on Wheeler St	Technical approval granted, agreement in progress
Grigg Lane, Lenham Road,	MA003050	CV	Headcorn	Access onto Grigg Lane and Lenham Road. Footway on Grigg Lane	New accesses Grigg Lane and Lenham Road in place, New footway Grigg Lane completed
Kings Road/Millbank	MA3262	AP	Headcorn	Signalised crossroads (linked to Ulcombe Road MA3150)	Technical approval granted, Agreement in progress
Lenham Road (North side)	MA003062	CV	Headcorn	New Footway to site and extends speed limit boundary	Works completed and in Maintenance
Lenham Road (South side)	MA003057	CV	Headcorn	New footway	Agreement prepared
Oak Lane and Wheeler Street	MA003048	CV	Headcorn	New footway plus junction improvements	Works completed and in maintenance
Ulcombe Road	MA003150	SP	Headcorn	Access to new development	Agreement signed
Wheeler Street, Headcorn	MA003137	SP	Headcorn	2 new accesses - off Wheeler Street and Kingsland Grove	Awaiting works start date
Eyhorne Street	MA3198	AP	Hollingbourne	New access to development	Awaiting technical approval
Ledian Farm	MA003086	JH	Leeds	New access to development at Ledian Farm	Now Adopted
8 Faversham Road	MA003032	CV	Lenham	New access	In maintenance; streetlight to replace
Old Ashford Road	MA003018	CV	Lenham	New footway plus access	Approaching end of maintenance, bus stop location to amend.
The Paddocks, Ashford Road	MA3114	CV	Lenham	New access, traffic island,	Footway built, remaining

(Grove House, Old Ashford Road)				speed reduction to 50mph & f/way link to Faversham Rd	works to complete Oct 19
Westwood Park, Ham Lane	MA003305	AP	Lenham	Main and emergency accesses to new housing development	Awaiting technical approval
Royal Engineers Rd/Mill Lane	MA3312	JH	Maidstone	Access to New Development	Under Technical Review
531 Tonbridge Road	MA003045	CV	Maidstone	Service layby for new retail unit	In maintenance
Bicknor Green, Gore Court Road	MA003053	AD	Maidstone	Change of road priorities and widening / upgrading	Works mostly complete
Hartnup Street	MA003138	SP	Maidstone	New Access	Works complete now in maintenance.
Heath Road, Coxheath	MA003134	SP	Maidstone	New access and new footway	Agreement signed awaiting start date
Hermitage Lane, (opp. Maidstone Hospital)	MA003060	JH	Maidstone	New Traffic signal junction	Near to adoption
Hermitage Lane/ Howard Drive	MA003070	AD	Maidstone	New access for development (opposite the quarry entrance)	Works complete
Howard Drive	MA003303	AD	Maidstone	Junction works to facilitate Bus Gateway entrance to Croudace site	Agreement Signed
Maidstone School of Science, New Cut Road	MA003197	SP	Maidstone	New access to School and New roundabout and alterations to Highway	Agreement signed Awaiting road space and start date
McDonalds drive-through, Hart Street	MA003013	CV	Maidstone	New access, improvements to Hart Street.	Approaching the end of maintenance - remedial works due

Oakapple Lane/ Hermitage Lane	MA003046	AD	Maidstone	New bellmouth junction and associated ancillary works for new development including new bus stop	Works Complete – in maintenance
Royal Engineers Road	MA003127	SP	Maidstone	New footpaths to development	Awaiting funds and works start date
The Poplars, Ashford Road	MA3254	AP	Maidstone	Access to new development	Approval granted; Agreement due for signing
Wallis Avenue Phase 3, Parkwood	MA003085	CV	Maidstone	Some stopping up of highway and redevelopment of old carpark and shops area opp. Longshaw Road	Works complete
Week St/Gabriel's Hill	MA003120	SP	Maidstone	Town Centre Public Realm improvements	Completed and inspected for maintenance
Heath Road	MA3326	JH	Linton	New Access	Under Technical review
Albion Road, Marden	MA003132	SP	Marden	New Access and development	S278 works part completed.
Goudhurst Road, Church Green (Plain Road development)	MA3118	CV	Marden	Install Zebra crossing near rail station.	Completed – in Maintenance
Goudhurst Road/West End (Plain Road Development)	MA3118	CV	Marden	Refurbish Zebra crossing outside school and Bus Borders to add by Library stops.	Work completed and in maintenance
Howland Road	MA003088	SN	Marden	New development access	Agreement signed; highway works largely complete
MAP Depot, Goudhurst Road	MA003012	CV	Marden	New bellmouth junction and footway	Works in maintenance. Remedial works near completed and interactive speed sign awaiting installation

Napoleon Drive and Plain Road	MA003079	CV	Marden	New access on each road for new housing development	Works Completed
The Parsonage, Goudhurst Road	MA003066 MA003067	CV	Marden	New access and associated upgrade works	Access substantially completed, village gateway to be agreed
Bell Lane	MA003030	CV	Staplehurst	Upgrade of existing access for new development	Due for adoption.
Fishers Farm (East) Headcorn Road (Redrow)	MA3106	SP	Staplehurst	Realignment and new access at Headcorn Road/Pile Lane junction	Realignment complete and Pile Lane open
Fishers Farm (West), Headcorn Road (Bovis)	MA3037	SP	Staplehurst	New access onto Headcorn Road	Works commenced on both S278 and S38
Hen and Duckhurst Farm, Marden Road	MA003109	CV	Staplehurst	New Roundabout for development access	Works on highway almost completed. HFS delayed by utility works.
Oliver Road Staplehurst	MA003019	CV	Staplehurst	Ped crossing to Marden Road, junction markings and bus boarders	Works completed
Woodford Park	MA003099	SP	Staplehurst	New access for 9 dwellings	Works completed and on to maintenance.
Appleacres, Maidstone Road	MA003152	SP	Sutton Valence	Access to new development and footway works	Technical Approval given awaiting Legal Agreement
The Oaks, Maidstone Road	MA003078	CV	Sutton Valence	Upgrade existing Vehicle crossing access to Bellmouth with tactile crossing.	Works complete
Valdene Industrial Estate	MA003054	CV	Sutton Valence	Upgrade of existing bellmouth and extension to f/w	Footway works carried out; access works due Oct 2019.

Cripple Street Maidstone	MA003093	CV	Tovil	New access to development, widening and footway works	Due for adoption – remedials due
Site opposite cottages 129-147 Dean Street/Farleigh Hill	MA003007	CV	Tovil	New access speed limit relocation, new footway and bus stop provision	Works completed and in maintenance
Tovil Green Lane	MA003095	CV	Tovil	New Footway and crossing point to side of site	Remedials completed – in maintenance
Hampstead Lane	MA3101	SP	Yalding	Relocate access to new development at old depot adj. station. Minor footway works	Into maintenance period
Vicarage Road	MA003121	SP	Yalding	New access to development and speed restraints on existing Highway	Technical Approval Granted
Bentletts Yard, Claygate Road, Laddingford	MA003357	SP	Laddingford	New footway and replaced surface to existing access	Awaiting Technical approval although some works already carried out
Old Ashford Road, Adj Groom Way	MA003356	SP	Lenham	New access and footway	Awaiting Technical Approval

	Developer Funded Works (Section 106 Works)			
File Ref.	**Road Name**	**Parish**	**Description of Works**	**Current Status**
18/19-S106-MA-486	A20 Ashford Road	Harrietsham	Village improvement works: 2 phase approach. **Phase 1** which consisted of narrowing the carriageway, widening footways to allow shared footway/cycleway, altering the controlled crossing, provision of central islands and changes to the speed limits and associated signing and lining. **Phase 2** will include relocating street lighting columns to better suit the new road layout and to extend the lighting to include all the 30mph limit. Resurfacing of the carriageway to hide the old white lining and then new lining to the recently installed layout. .	Phase 1 Works completed in June 2019. KCC investigating how phase 2 can be brought forward. Kent County Council are to collect the remaining S106 contribution from Bellway Homes now less the indexation. Please see separate report.
18/19-S106-MA-819	Linton Crossroads	Linton/Loose	Junction/signal upgrade	Finalising designs however the estimated cost of the alterations is significantly above the S106 contributions available. KCC is to investigate how any funding gap can be dealt with. It is hoped that a public consultation can be undertaken around October/November with implementation in 2020 pending all land, environmental and funding issues being resolved.

Appendix F – Bridge Works

Bridge Works – *Contact Officer Earl Bourner*			
Road Name	**Parish**	**Description of Works**	**Current Status**
No planned works			

Appendix G – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - *Contact Officer: Toby Butler*		
Location	**Description of Works**	**Current Status**
A26 Tonbridge Road near Milton Street, Maidstone	Refurbishment of traffic signal-controlled crossing	Programmed August 2019
B2162 Twyford Bridge, Yalding	Refurbishment of traffic signals	To be Programmed
A229 Fairmeadow/ Medway Street	Refurbishment of traffic signal-controlled junction	Programmed September 2019
A20 London Road near Broadway	Replacement of signal controller	Programmed September 2019
A20 Tonbridge Road near Station Approach	Replacement of signal controller	Programmed September 2019

Appendix H - Combined Member Grant programme update

Member Highway Fund programme update for the Maidstone district

The following schemes are those, which have been approved for funding by both the relevant Member and by Simon Jones, Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design
- at consultation stage
- about to be programmed
- Recently completed on site.

The list is up to date as of 23/9/19

The details given below are for highway projects only. This report does not detail
- Contributions Members have made to other groups such as parish councils
- highway studies
- traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the District Manager for the Maidstone district, Susan Laporte.

Dan Daley and Rob Bird

Details of Scheme	Status
18/19-CMG-MA-722 – Queens Avenue, Maidstone Construction of build out for part one way	Works Complete

Eric Hotson

Details of Scheme	Status
19/20-CMG-MA-923 – Church Hill, Boughton Monchelsea Traffic Regulation Order application for speed limit reduction	TRO sealed - Complete

Paulina Stockell

Details of Scheme	Status
19/20-CMG-MA-947 – Darman Lane, Laddingford, Yalding Traffic Regulation Order application for speed limit reduction	TRO sealed - Complete

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Kirstie Williams/ Susan Laporte 03000 418181