

# 2022 Forecast Model Summary Technical Note Maidstone VISUM Transport Model

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## Document Control Sheet

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## **1 Introduction**

- 1.1.1 Amey have been commissioned by Kent County Council (KCC) and Maidstone Borough Council (MBC) to provide transport modelling support to assess the traffic impact of Local Plan options for Maidstone Borough.
- 1.1.2 Forecast models were developed for the forecast year 2031 for a Do Minimum and two alternative Do Something scenarios. These are reported on in full within the Amey report *Forecasting Report – Maidstone VISUM Model, August 2016* (Doc Ref: CO04300370/003~01).
- 1.1.3 Subsequently forecast models were developed for the interim forecast year 2022 for a Do Minimum and one Do Something scenario. This technical note summarises the inputs assumptions for the 2022 Do Minimum and 2022 Do Something forecast models and the key model outputs.

## 2 2022 Forecast Model Scenarios

### 2.1 Development Assumptions

2.1.1 The development included in the 2022 forecast model scenarios is summarised in the table below.

**Table 2-1: 2022 Development**

Development	2022
Houses	14,034 units
Employment	200,100 m <sup>2</sup>
Retail	12,100 m <sup>2</sup>

2.1.2 The 2022 development scenario is essentially the same as that assumed for 2031, but with the exclusion of broad allocation sites at Lenham, Invicta Barracks; and also windfall sites previously distributed across the town centre (Appendix A). The travel demand for the 2022 models is based on approximately 4,500 fewer houses than assumed for 2031 models. Employment and retail land allocations remain the same as for 2031.

### 2.2 2022 Forecast Models

2.2.1 Forecast models were developed for a Do Minimum and a Do Something scenario as follows:

**Table 2-2 Modelled Scenarios**

Ref	Model	Model Summary
DM	2022 Do Minimum	2022 forecast travel demand Committed highway improvements(as modelled for 2031 DM)
DS4B	2022 Do Something - Scenario B	2022 forecast travel demand Proposed transport strategy excluding Leeds/Langley Bypass

2.2.2 The approach adopted for the development of the 2022 models is the same as that for the 2031 models, reported in the Forecasting Report.

## 2.3 Transport Strategy Assumptions

2.3.1 The transport strategy assumptions for the 2022 forecast models are compatible with the 2031 Do Minimum (DM) and 2031 Do Something (DS4B) models and are summarised in Table 2-3.

**Table 2-3 2022 Model Transport Interventions**

Transport Intervention	Description / Objective	2022 DM	2022 DS4B
<b>Highway Schemes</b>			
Bridges Gyratory	New northbound link to bypass the gyratory	Yes	Yes
A20 / Coldharbour Lane Junction	Junction Capacity and signals – no change to M20 J5		Yes
A249 / Bearsted Rd roundabout	Junction improvements		Yes
Bearsted Rd / New Cut junction	Junction improvements		Yes
Dual carriageway between A249 and New Cut junctions	Increased capacity and junction arrangement		Yes
A20 Ashford Road / Willington Street	Junction capacity and signals arrangement		Yes
A229 / A274 Wheatsheaf Junction	Close exit to Cranbourne Avenue		Yes
A274 / Willington Street Junctions	Junction capacity improvements		Yes
A274 / Wallis Avenue Junction	Junction capacity improvements		Yes
A26 Fountain Lane Junction	Changes to accommodate right turn vehicles within the junction		Yes
M20 Junction 7 improvement	Signals on M20 eastbound approach and A249 approaches to the roundabout		Yes
New Cut / A20 left turn slip	Junction expansion to include left hand turn slip with give way at A20 (to allow for bus priority right hand turn lane). NB Bus priority not modelled.		Yes
Hermitage Lane pedestrian signals	New pedestrian signals near vehicle access to Barming Station		Yes

Transport Intervention	Description / Objective	2022 DM	2022 DS4B
<b>P&amp;R</b>			
Existing PR bus services	15 minute frequency assumed for existing PR		Yes
Existing PR service to Sittingbourne Road	Service removed	Yes	Yes
<b>Other Measures</b>			
Car parking charges	50% increase in parking charges (long & short stay)		Yes
Notcutts shuttle bus	New shuttle bus route from Notcutts to the bus station with 20 minute frequency		Yes
Bus services	Bus services on main radial routes increased to 10 minute frequencies		Yes
Walking & cycling mode share	Reduction in HBW & HBO trips <5km in urban area to reflect increased walking and cycling		Yes

### 3 Model Output

#### 3.1 Travel Demand

3.1.1 The total travel demand by all modes, in person trips, is forecast to increase by 13% to 14% by 2022 (Table 3-1). The increase in travel demand is reflected in the increase in vehicle trips for the 2022 Do Minimum scenario (Table 3-2). The 2022 Do Something scenario has a smaller increase in vehicle trips of 7% to 10% as a result of the transport interventions incorporated in the model.

**Table 3-1: 2022 Travel Demand (Person Trips)**

Person Trips	2014	2022 DM	2022 DS4B*
<b>AM Peak</b>	50300	56800	56500
% diff from 2014		13%	12%
<b>PM Peak</b>	44900	51300	51100
% diff from 2014		14%	14%

\* After adjustment for walking and cycling assumptions

3.1.2 An adjustment was made to vehicle trips to reflect the anticipated increase in walking and cycling that is expected to arise from the transport strategy. The adjustment made for walking and cycling, shown in Appendix C, accounts for the difference between the DM and DS4B person trips.

3.1.3 The difference between the DM and DS4B vehicle trips is the net outcome of the adjustment for walking and cycling and change of mode of transport to public transport.

**Table 3-2: 2022 Travel Demand (Vehicle Trips)**

Vehicle Trips	2014	2022 DM	2022 DS4B
<b>AM Peak</b>	35500	39900	37800
% diff from 2014		12%	7%
<b>PM Peak</b>	32000	36800	35300
% diff from 2014		15%	10%



3.1.4 The AM peak scenarios have a higher proportion of travel by public transport than the PM peak models (Table 3-3). The level of demand on the highway network coupled with the proposed transport strategy results in around a 4% shift in trips to public transport, largely bus trips.

**Table 3-3 Mode Share**

<b>AM Peak</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>
Cars (all purposes)	80%	80%	76%
Bus	11%	12%	16%
Rail	9%	8%	8%
<b>PM Peak</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>
Cars (all purposes)	84%	84%	80%
Bus	8%	8%	12%
Rail	8%	8%	8%

### 3.2 Travel Distance and Travel Time

3.2.1 Table 3-4 and Table 3-5 summarise the total vehicle travel distance and time within the Maidstone urban area (including the M20 junctions 5 to 8) for the 2014, 2022 Do Minimum and 2022 Do Something scenarios.

**Table 3-4 2022 Travel Distance – Maidstone Urban Area and M20 J5 to 8**

<b>Travel Distance (veh km)</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>
<b>AM Peak</b>	216041	243942	229840
% diff from 2014		13%	6%
<b>PM Peak</b>	214989	245666	239184
% diff from 2014		14%	11%

3.2.2 The Do Minimum scenario indicates an increase in travel distance of 13% to 14% and an increase in travel time of 25% to 30% compared with 2014 conditions. The Do Something scenario indicates that the transport interventions have the effect of moderating the impact of the additional travel demand, resulting in a smaller increase in travel distance.

**Table 3-5: 2022 Travel Time – Maidstone Urban Area and M20 J5 to 8**

<b>Travel Time (veh hrs)</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>
<b>AM Peak</b>	10192	13652	12231
% diff from 2014		25%	12%
<b>PM Peak</b>	9720	12599	11832
% diff from 2014		30%	22%

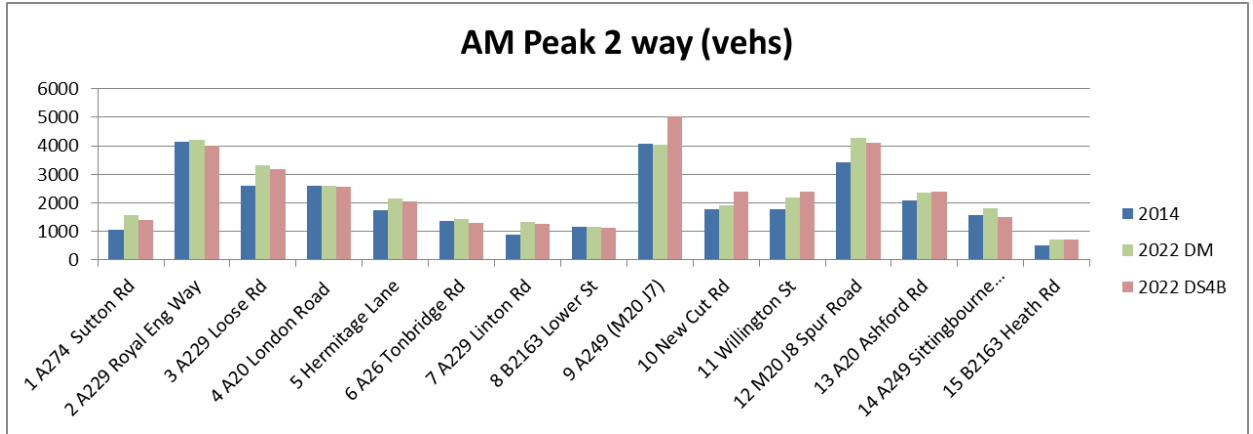
3.2.3 The PM peak has a lower total travel time and distance than the AM peak at the outset and demonstrates a more marked response to the increase in travel demand for 2022. Details of travel time, travel distance and average network speed are included in Appendix D.

### **3.3 Traffic Flows**

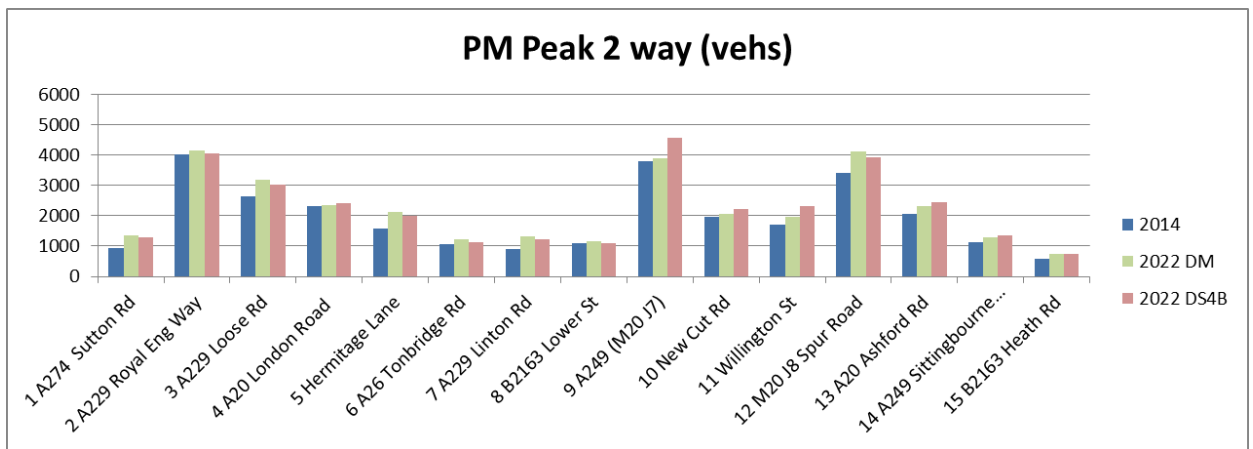
3.3.1 Two way traffic flows on key routes through the town are summarised in Appendix E and illustrated in Figure 3-1 and Figure 3-2. The 2022 Do Minimum indicates a significant increase in traffic flow compared with 2014 on the A274 Sutton Rd, A229 Loose Road and M20 J8 Spur Road.

3.3.2 The 2022 Do Something model flows indicate a reduction in traffic compared with the Do Minimum on most of the key routes within the town apart from the A249 approach to J7, New Cut, Willington St and the A20 Ashford Rd.

3.3.3 The signalisation of M20 J7 and changes to the road network around the A249, Bearsted Road and New Cut, which are included in the 2022 Do Something models, have a significant impact on the routing of traffic on this part of the network.



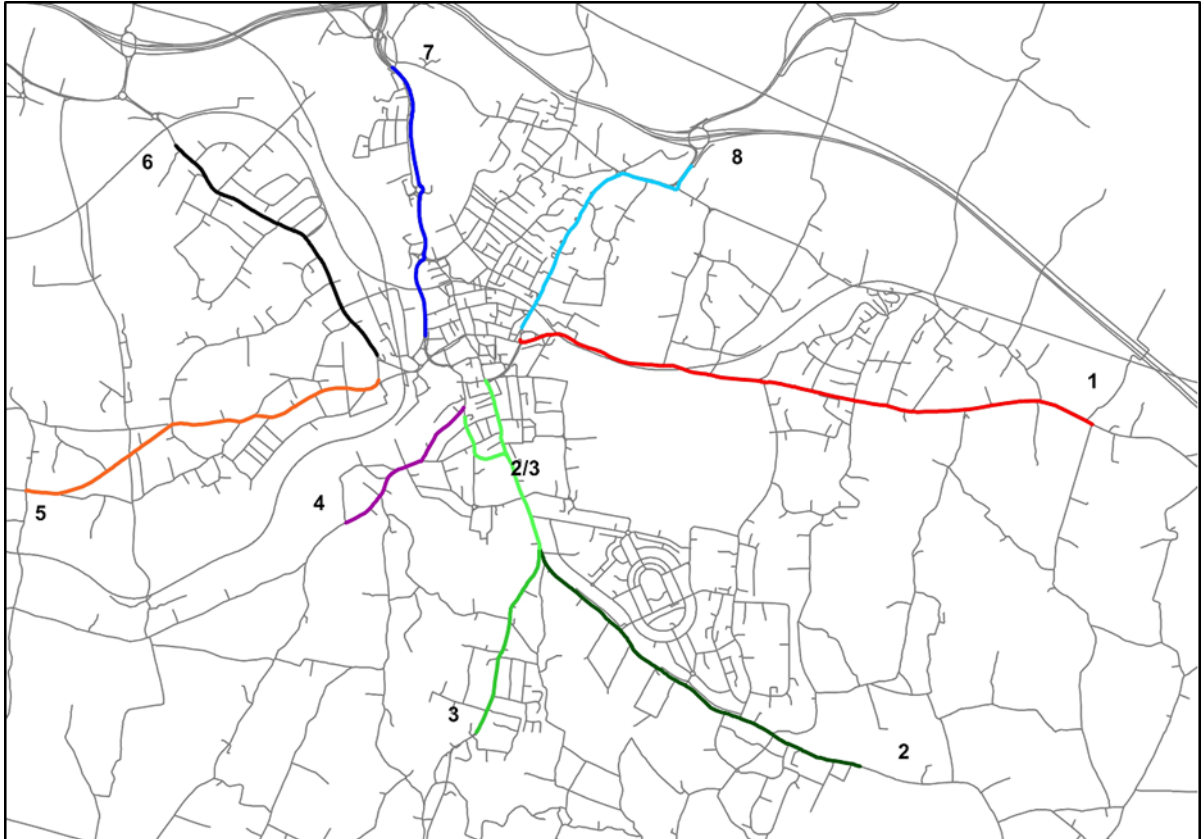
**Figure 3-1 AM Peak Two way Traffic Flow**



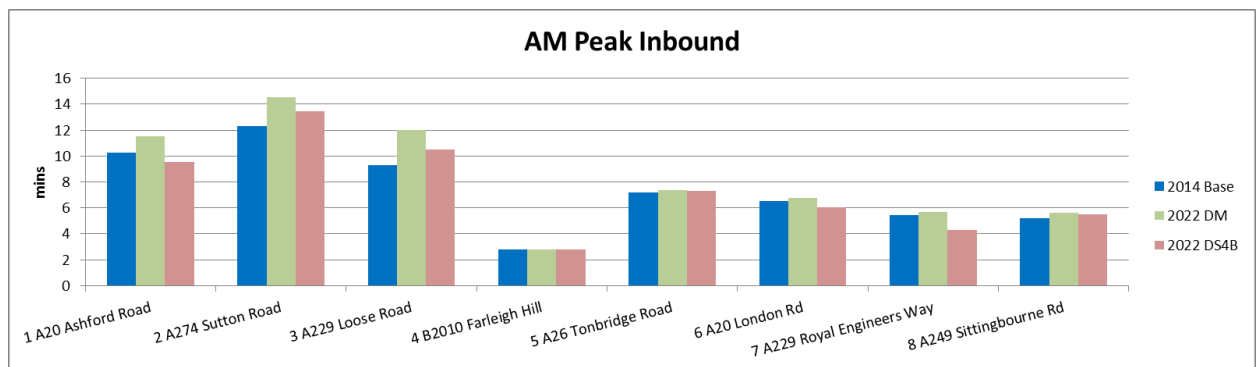
**Figure 3-2 PM Peak Two way Traffic Flow**

### 3.4 Journey Times

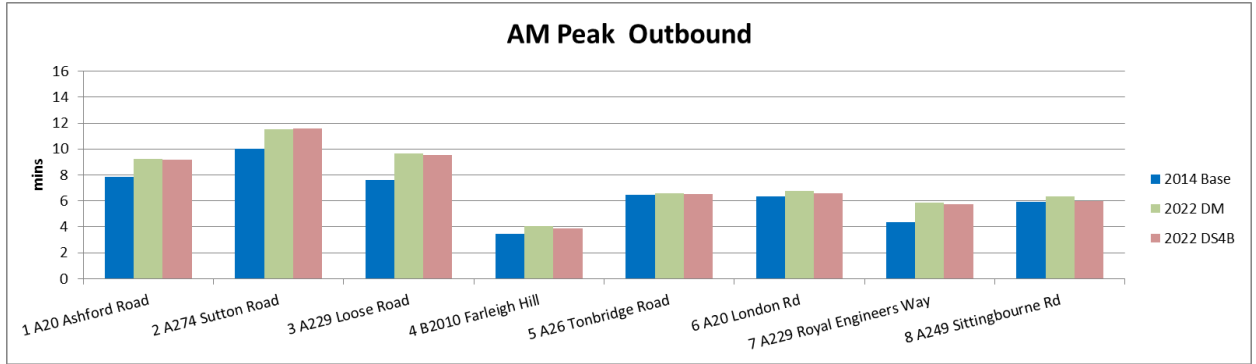
3.4.1 Average vehicle journey times have been extracted for the radial routes shown in Figure 3-3 below and are illustrated in Figure 3-4 to Figure 3-7. Full details of travel times are included in Appendix E.



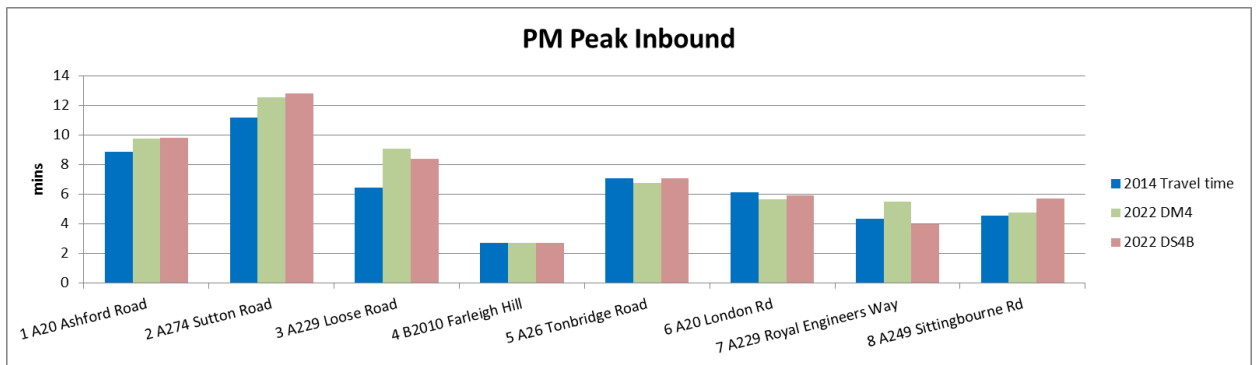
**Figure 3-3 Journey Time Routes**



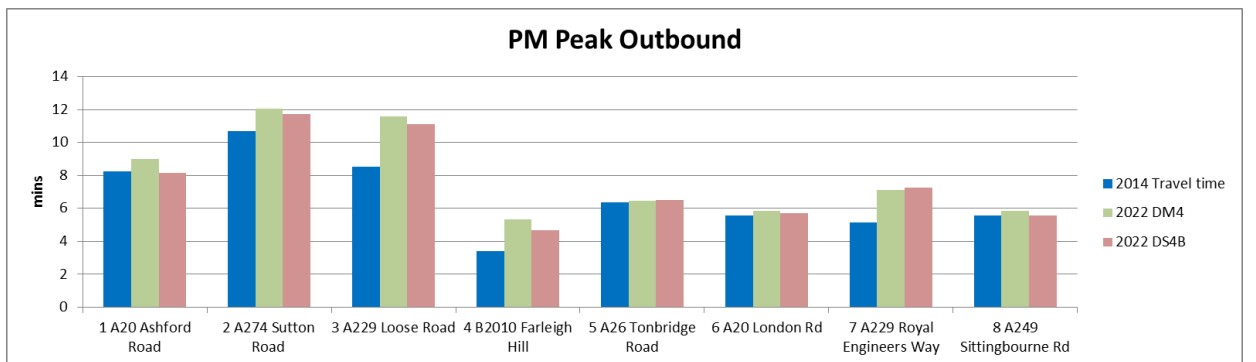
**Figure 3-4 AM Peak Inbound Travel Time**



**Figure 3-5 AM Peak Outbound Travel Time**



**Figure 3-6 PM Peak Inbound Travel Time**

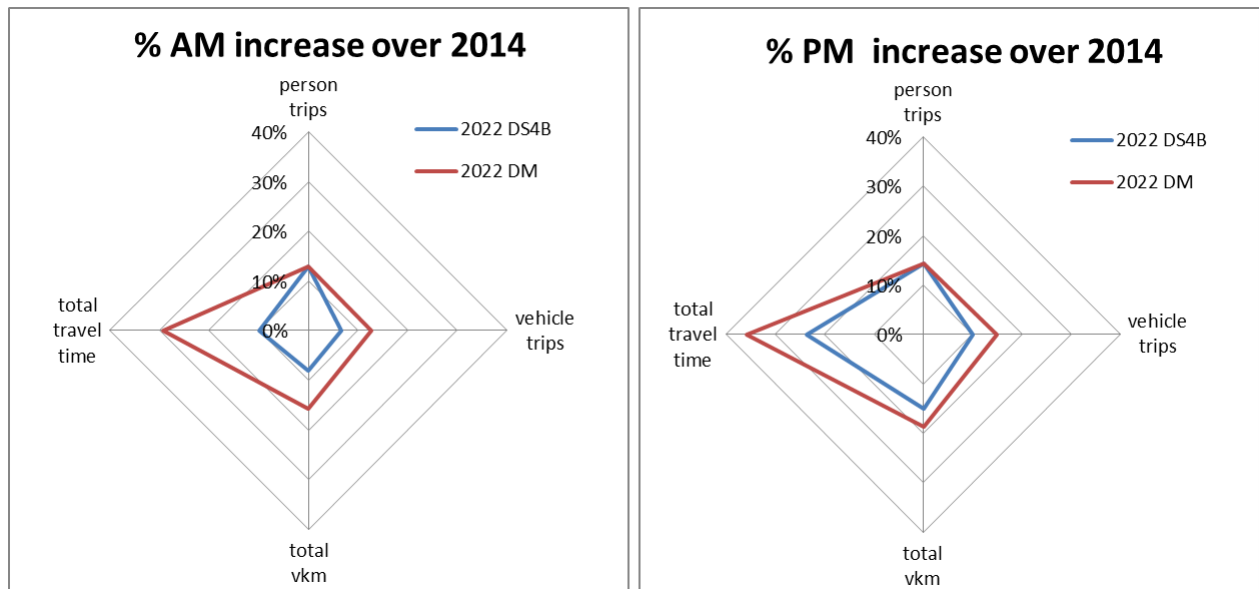


**Figure 3-7 PM Peak Outbound Travel Time**

3.4.2 The most notable impact of the forecast travel demand is on the A20 Ashford Rd, A274 Sutton Rd and A229 Loose Rd. The 2022 Do Something scenario shows a varying response compared to the Do Minimum for the different routes, the most significant benefits being inbound in the AM peak and outbound in the PM peak.

### 3.5 Summary

- 3.5.1 The AM peak travel demand is higher than the PM peak in 2014 and in the 2022 models. However the PM peak reveals a larger % increase in vehicle travel demand for the 2022 Do Minimum and 2022 Do Something scenarios.
- 3.5.2 The PM peak Do Minimum model demonstrates a greater response to the additional travel demand than the AM peak, with a significant increase in travel time from 2014 (Figure 3-8).
- 3.5.3 The transport interventions included in the 2022 Do Something scenario result in a smaller increase in vehicle travel demand over 2014 when compared with the 2022 Do Minimum scenario. The 2022 Do Something AM peak reveals a bigger benefit over DM than the PM peak model in terms of travel time and distance.



**Figure 3-8: AM and PM peak Summary Output**

- 3.5.4 It should be noted that the removal of sizeable housing development at Lenham and the Barracks results in a different distribution of travel demand across the network, compared to the 2031 models.

## Appendix A Development Allocation for 2022

### 2022 and 2031 Development Summary

Source of Housing Supply <sup>#</sup>	2022	2031
	DM & DS4B	DS4A & DS4B
completions 2011 to 2015	2341	2341
Extant Planning consents (net)	4172	4172
Local Plan allocations with resolution to grant consent subject to S106	2076	2076
Local Plan allocations approved for inclusion in the R19 Local Plan	3660	3660
Local Plan allocations subject to R18 consultation	1337	1337
Local Plan Broad Allocations (Town centre, Maidstone Barracks, Lenham)	0	3500
Windfall allowance for last 9 yrs of plan period	0	1026
Shortfall	448	448
<b>TOTAL</b>	<b>14034</b>	<b>18560</b>

<sup>#</sup> Data supplied by MBC October 2015

Local Plan Employment Sites <sup>#</sup>	2022 & 2031	
	Use Class	m2
Mote Road, Maidstone	B1a	8000
South of Claygate, Pattenden Lane, Marden	B1/B2/B8	6800
W of Wheelbarrow Industrial Estate, Pattenden Lane, Marden	B2/B8	14500
W of Barradale Farm, Maidstone Road, Headcorn	B1b & c/B2/B8	5500
Woodcut Farm, Hollingbourne	B1a & c/B2/B8	49000

<sup>#</sup> Data supplied by MBC October 2015

<b>Local Plan Mixed Use Sites<sup>#</sup></b>	<b>2022 &amp; 2031</b>	
<b>Location</b>	<b>Use Class</b>	<b>m2</b>
Newham Court, Bearsted Road, Maidstone	A1e	700
Newham Court, Bearsted Road, Maidstone	C2	75000
Newham Court, Bearsted Road, Maidstone	C2	25000
Maidstone East and Maidstone Sorting Office, Sandling Road	A1/A1e	10000
King Street car park and former AMF Bowling site, Maidstone	A1	1400
Clockhouse Farm, Heath Road, Coxheath	B1	7700
Former Syngenta works, Hampstead Lane, Yalding	B1/B2	8600

<sup>#</sup> Data supplied by MBC October 2015



## Appendix B Travel Demand

Person Trips	2014	2022 DM	2022 DS4B*	2031 DM	2031 DS4A*	2031 DS4B*
<b>AM Peak</b>	50300	56800	56500	59100	58800	58800
<b>PM Peak</b>	44900	51300	51100	53300	53100	53100

*\* After adjustment for walking and cycling assumptions*

Vehicle Trips	2014	2022 DM	2022 DS4B*	2031 DM	2031 DS4A	2031 DS4B
<b>AM Peak</b>	35500	39900	37800	41200	39300	39300
<b>PM Peak</b>	32000	36800	35300	38300	36600	36500

*\* After adjustment for walking and cycling assumptions*

### Mode Share

AM Peak	2014	2022 DM	2022 DS4B*	2031 DM	2031 DS4A	2031 DS4B
Cars (all purposes)	80%	80%	76%	80%	75%	75%
Bus	11%	12%	16%	11%	16%	16%
Rail	9%	8%	8%	9%	9%	9%
PM Peak	2014	2022 DM	2022 DS4B*	2031 DM	2031 DS4A	2031 DS4B
Cars (all purposes)	84%	84%	80%	85%	81%	81%
Bus	8%	8%	12%	7%	11%	11%
Rail	8%	8%	8%	8%	8%	8%



## Appendix C Walk and Cycle Trip Adjustment

### Walk and Cycle - trip adjustment

2022	AM Peak		PM Peak	
	HBW	HBO	HBW	HBO
Veh trips before adjustment	16492	8439	13727	9112
Veh trips < 5km	3382	690	2881	822
6% of trips <5km	203	41	173	49
Veh trips after adjustment	16289	8397	13554	9063
% reduction in veh trips	1.2%	0.5%	1.3%	0.5%

2031	AM Peak		PM Peak	
	HBW	HBO	HBW	HBO
Veh trips before adjustment	17147	8812	14336	9612
Veh trips < 5km	3610	781	3079	924
6% of trips <5km	217	47	185	55
Veh trips after adjustment	16930	8765	14152	9556
% reduction in veh trips	1.3%	0.5%	1.3%	0.6%



## Appendix D Network Performance

### Network Performance – Full Network

<b>AM Peak</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
Total travel time (vhrs)	24848	28494	26630	29744	27726	28194
Total congested travel time (vhrs)	14620	17219	15939	18074	16746	17056
Total Travel Distance (vkm)	868685	936213	905797	971669	941456	942837
Average network speed (kph)	35.0	32.9	34.0	32.7	34.0	33.4
<b>PM Peak</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
Total travel time (vhrs)	24001	27114	26453	28882	27639	28011
Total congested travel time (vhrs)	13793	16019	15467	17287	16333	16575
Total Travel Distance (vkm)	904268	951083	947015	988360	987946	986362
Average network speed (kph)	37.7	35.1	35.8	34.2	35.7	35.2



**Network Performance – Full Network - % Difference from 2014**

<b>AM Peak</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
Total travel time (vhrs)		15%	7%	20%	12%	13%
Total congested travel time (vhrs)		18%	9%	24%	15%	17%
Total Travel Distance (vkm)		8%	4%	12%	8%	9%
Average network speed (kph)		-6%	-3%	-7%	-3%	-4%
<b>PM Peak</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
Total travel time (vhrs)		13%	10%	20%	15%	17%
Total congested travel time (vhrs)		16%	12%	25%	18%	20%
Total Travel Distance (vkm)		5%	5%	9%	9%	9%
Average network speed (kph)		-7%	-5%	-9%	-5%	-7%

**Network Performance – Maidstone Urban Area & M20 J5 to J8**

<b>AM Peak</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
Total travel time (vhrs)	10912	13652	12231	14156	12751	12988
Total congested travel time (vhrs)	7204	9354	8245	9773	8685	8871
Total Travel Distance (vkm)	216041	243942	229840	249572	243645	236964
Average network speed (kph)	19.8	17.9	18.8	17.6	19.1	18.2
<b>PM Peak</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
Total travel time (vhrs)	9720	12599	11832	13545	12411	12556
Total congested travel time (vhrs)	6209	8421	7760	9177	8232	8350
Total Travel Distance (vkm)	214989	245666	239184	255436	256600	248037
Average network speed (kph)	22.1	19.5	20.2	18.9	20.7	19.8



**Network Performance – Maidstone Urban Area & M20 J5 to J8 - % Difference from 2014**

<b>AM Peak</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
Total travel time (vhrs)		25%	12%	30%	17%	19%
Total congested travel time (vhrs)		30%	14%	36%	21%	23%
Total Travel Distance (vkm)		13%	6%	16%	13%	10%
Average network speed (kph)		-10%	-5%	-11%	-3%	-8%
<b>PM Peak</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
Total travel time (vhrs)		30%	22%	39%	28%	29%
Total congested travel time (vhrs)		36%	25%	48%	33%	34%
Total Travel Distance (vkm)		14%	11%	19%	19%	15%
Average network speed (kph)		-12%	-9%	-15%	-7%	-11%

**Network Performance – Maidstone Urban Area**

<b>AM Peak</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
Total travel time (vhrs)	8250	10662	9071	11048	9333	9824
Total congested travel time (vhrs)	5501	7410	6099	7740	6331	6687
Total Travel Distance (vkm)	122048	141359	131958	143907	140108	141820
Average network speed (kph)	14.8	13.3	14.5	13.0	15.0	14.4
<b>PM Peak</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
Total travel time (vhrs)	7038	9562	8708	10304	8913	9360
Total congested travel time (vhrs)	4551	6502	5732	7093	5908	6227
Total Travel Distance (vkm)	113428	134560	130568	140224	140560	141654
Average network speed (kph)	16.1	14.1	15.0	13.6	15.8	15.1

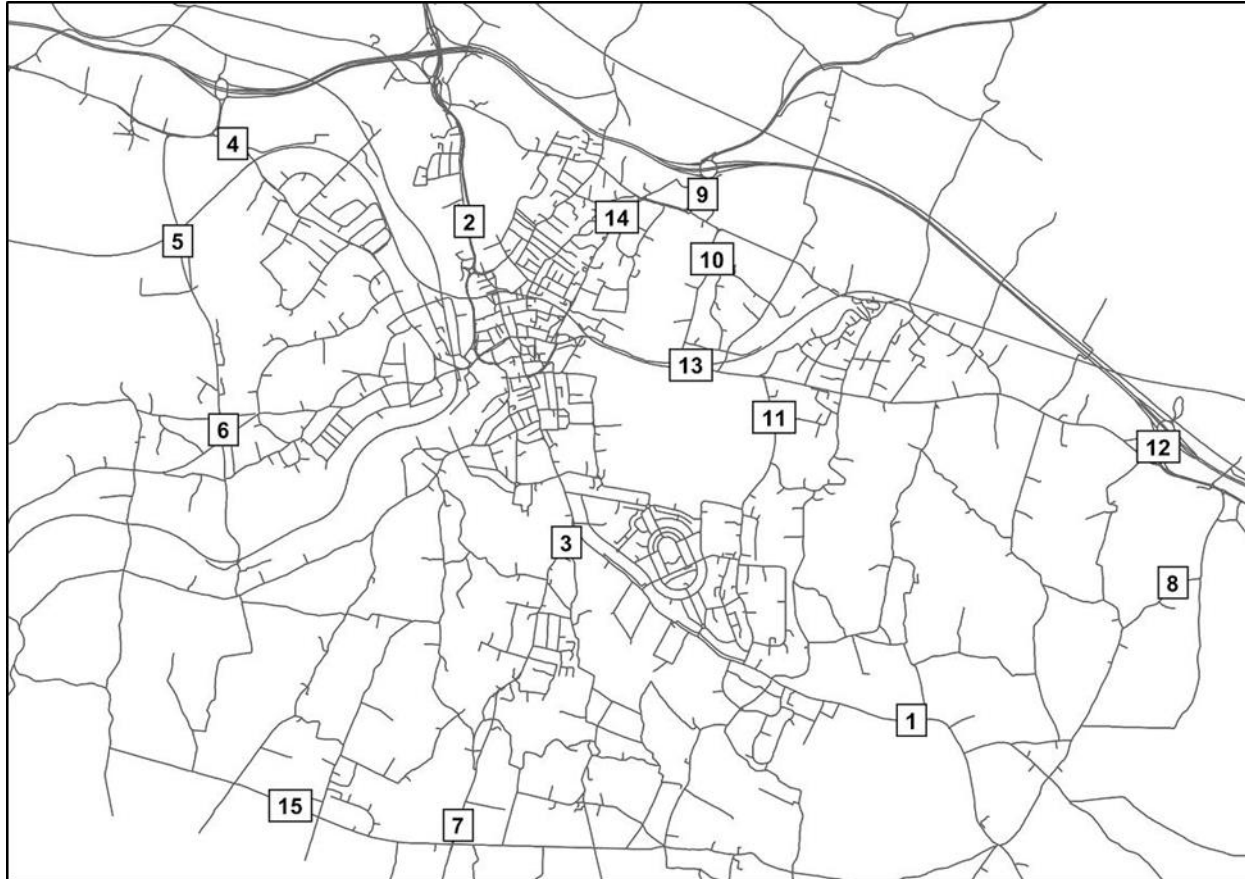


**Network Performance – Maidstone Urban Area - % Difference from 2014**

<b>AM Peak</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
Total travel time (vhrs)		29%	10%	34%	13%	19%
Total congested travel time (vhrs)		35%	11%	41%	15%	22%
Total Travel Distance (vkm)		16%	8%	18%	15%	16%
Average network speed (kph)		-10%	-2%	-12%	1%	-2%
<b>PM Peak</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
Total travel time (vhrs)		36%	24%	46%	27%	33%
Total congested travel time (vhrs)		43%	26%	56%	30%	37%
Total Travel Distance (vkm)		19%	15%	24%	24%	25%
Average network speed (kph)		-13%	-7%	-16%	-2%	-6%



## Appendix E Link Flows



<b>Site</b>	<b>Location</b>
1	A274 (W) Sutton Road
2	A229 (N) Royal Engineers Way
3	A229 Loose Rd
4	A20 London Road
5	Hermitage Lane
6	A26 Tonbridge Rd
7	A229 Linton Rd
8	B2163 Lower St
9	A249 (M20 J7)
10	New Cut Rd
11	Willington St
12	M20 J8 Spur Road
13	A20 Ashford Rd
14	A249 Sittingbourne Rd
15	B2163 Heath Road



**AM Link Flows**

Site	Link	Dir	2014	2022 DM	2022 DS4B	2031 DM	2031 DS4A	2031 DS4B
1	A274 (W)	EB	412	871	776	898	743	823
	A274 (W)	WB	659	700	635	723	685	651
		<b>2 way</b>	<b>1071</b>	<b>1571</b>	<b>1411</b>	<b>1621</b>	<b>1428</b>	<b>1474</b>
2	A229 (N)	SB	2336	2314	2074	2338	2109	2164
	A229 (N)	NB	1811	1902	1941	1827	1794	1826
		<b>2 way</b>	<b>4147</b>	<b>4216</b>	<b>4015</b>	<b>4165</b>	<b>3903</b>	<b>3990</b>
3	A229 Loose Rd (N)	SB	1150	1531	1594	1542	1540	1640
	A229 Loose Rd (N)	NB	1453	1787	1592	1782	1464	1545
		<b>2 way</b>	<b>2603</b>	<b>3318</b>	<b>3186</b>	<b>3324</b>	<b>3004</b>	<b>3185</b>
4	A20 London Road	EB	1366	1310	1343	1333	1376	1363
	A20 London Road	WB	1229	1298	1226	1330	1239	1265
		<b>2 way</b>	<b>2595</b>	<b>2608</b>	<b>2569</b>	<b>2663</b>	<b>2615</b>	<b>2628</b>
5	Hermitage Lane	NB	942	1192	1213	1201	1193	1201
	Hermitage Lane	SB	816	958	840	951	845	852
		<b>2 way</b>	<b>1758</b>	<b>2150</b>	<b>2053</b>	<b>2152</b>	<b>2038</b>	<b>2053</b>
6	A26 Tonbridge Rd	EB	700	743	539	745	539	561
	A26 Tonbridge Rd	WB	651	679	764	756	782	779
		<b>2 way</b>	<b>1351</b>	<b>1422</b>	<b>1303</b>	<b>1501</b>	<b>1321</b>	<b>1340</b>



Site	Link	Dir	2014	2022 DM	2022 DS4B	2031 DM	2031 DS4A	2031 DS4B
7	A229 Linton Rd	SB	512	802	725	797	767	753
	A229 Linton Rd	NB	386	545	528	540	538	544
		<b>2 way</b>	<b>898</b>	<b>1347</b>	<b>1253</b>	<b>1337</b>	<b>1305</b>	<b>1297</b>
8	B2163 Lower St Leeds	NB	629	652	618	609	3	561
	B2163 Lower St Leeds	SB	519	499	516	506	25	530
		<b>2 way</b>	<b>1148</b>	<b>1151</b>	<b>1134</b>	<b>1115</b>	<b>28</b>	<b>1091</b>
9	A249	NB	1960	1799	2127	1833	2097	2185
	A249	SB	2107	2232	2896	2275	2824	2866
		<b>2 way</b>	<b>4067</b>	<b>4031</b>	<b>5023</b>	<b>4108</b>	<b>4921</b>	<b>5051</b>
10	New Cut Rd	NB	823	948	1095	974	1061	1084
	New Cut Rd	SB	968	959	1294	1012	1256	1319
		<b>2 way</b>	<b>1791</b>	<b>1907</b>	<b>2389</b>	<b>1986</b>	<b>2317</b>	<b>2403</b>
11	Willington St (N)	NB	1007	1251	1114	1196	1084	1117
	Willington St (N)	SB	769	942	1277	1084	1209	1312
		<b>2 way</b>	<b>1776</b>	<b>2193</b>	<b>2391</b>	<b>2280</b>	<b>2293</b>	<b>2429</b>
12	M20 Spur Road	NB	1758	2243	2001	2272	2254	2054
	M20 Spur Road	SB	1659	2033	2106	2053	2387	2178
		<b>2 way</b>	<b>3417</b>	<b>4276</b>	<b>4107</b>	<b>4325</b>	<b>4641</b>	<b>4232</b>
13	A20 Ashford Rd	EB	855	983	1284	1093	1326	1331



<b>Site</b>	<b>Link</b>	<b>Dir</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
	A20 Ashford Rd	WB	1232	1372	1115	1332	1141	1132
		<b>2 way</b>	<b>2087</b>	<b>2355</b>	<b>2399</b>	<b>2425</b>	<b>2467</b>	<b>2463</b>
14	A249 Sittingbourne Rd	NB	936	1079	960	1117	978	1016
	A249 Sittingbourne Rd	SB	621	724	546	715	524	572
		<b>2 way</b>	<b>1557</b>	<b>1803</b>	<b>1506</b>	<b>1832</b>	<b>1502</b>	<b>1588</b>
15	B2163 (W)	EB	218	352	342	358	363	350
	B2163 (W)	WB	296	371	384	376	387	399
		<b>2 way</b>	<b>514</b>	<b>723</b>	<b>726</b>	<b>734</b>	<b>750</b>	<b>749</b>



**AM Link Flows - % Difference from 2014**

Site	Link	Dir	2014	2022 DM	2022 DS4B	2031 DM	2031 DS4A	2031 DS4B
1	A274 (W)	EB		111%	88%	118%	80%	100%
	A274 (W)	WB		6%	-4%	10%	4%	-1%
		<b>2 way</b>		<b>47%</b>	<b>32%</b>	<b>51%</b>	<b>33%</b>	<b>38%</b>
2	A229 (N)	SB		-1%	-11%	0%	-10%	-7%
	A229 (N)	NB		5%	7%	1%	-1%	1%
		<b>2 way</b>		<b>2%</b>	<b>-3%</b>	<b>0%</b>	<b>-6%</b>	<b>-4%</b>
3	A229 Loose Rd (N)	SB		33%	39%	34%	34%	43%
	A229 Loose Rd (N)	NB		23%	10%	23%	1%	6%
		<b>2 way</b>		<b>27%</b>	<b>22%</b>	<b>28%</b>	<b>15%</b>	<b>22%</b>
4	A20 London Road	EB		-4%	-2%	-2%	1%	0%
	A20 London Road	WB		6%	0%	8%	1%	3%
		<b>2 way</b>		<b>1%</b>	<b>-1%</b>	<b>3%</b>	<b>1%</b>	<b>1%</b>
5	Hermitage Lane	NB		27%	29%	27%	27%	27%
	Hermitage Lane	SB		17%	3%	17%	4%	4%
		<b>2 way</b>		<b>22%</b>	<b>17%</b>	<b>22%</b>	<b>16%</b>	<b>17%</b>
6	A26 Tonbridge Rd	EB		6%	-23%	6%	-23%	-20%
	A26 Tonbridge Rd	WB		4%	17%	16%	20%	20%



Site	Link	Dir	2014	2022 DM	2022 DS4B	2031 DM	2031 DS4A	2031 DS4B
		<b>2 way</b>		<b>5%</b>	<b>-4%</b>	<b>11%</b>	<b>-2%</b>	<b>-1%</b>
7	A229 Linton Rd	SB		57%	42%	56%	50%	47%
	A229 Linton Rd	NB		41%	37%	40%	39%	41%
		<b>2 way</b>		<b>50%</b>	<b>40%</b>	<b>49%</b>	<b>45%</b>	<b>44%</b>
8	B2163 Lower St Leeds	NB		4%	-2%	-3%	-100%	-11%
	B2163 Lower St Leeds	SB		-4%	-1%	-3%	-95%	2%
		<b>2 way</b>		<b>0%</b>	<b>-1%</b>	<b>-3%</b>	<b>-98%</b>	<b>-5%</b>
9	A249	NB		-8%	9%	-6%	7%	11%
	A249	SB		6%	37%	8%	34%	36%
		<b>2 way</b>		<b>-1%</b>	<b>24%</b>	<b>1%</b>	<b>21%</b>	<b>24%</b>
10	New Cut Rd	NB		15%	33%	18%	29%	32%
	New Cut Rd	SB		-1%	34%	5%	30%	36%
		<b>2 way</b>		<b>6%</b>	<b>33%</b>	<b>11%</b>	<b>29%</b>	<b>34%</b>
11	Willington St (N)	NB		24%	11%	19%	8%	11%
	Willington St (N)	SB		22%	66%	41%	57%	71%
		<b>2 way</b>		<b>23%</b>	<b>35%</b>	<b>28%</b>	<b>29%</b>	<b>37%</b>
12	M20 Spur Road	NB		28%	14%	29%	28%	17%
	M20 Spur Road	SB		23%	27%	24%	44%	31%
		<b>2 way</b>		<b>25%</b>	<b>20%</b>	<b>27%</b>	<b>36%</b>	<b>24%</b>



Site	Link	Dir	2014	2022 DM	2022 DS4B	2031 DM	2031 DS4A	2031 DS4B
13	A20 Ashford Rd	EB		15%	50%	28%	55%	56%
	A20 Ashford Rd	WB		11%	-9%	8%	-7%	-8%
		<b>2 way</b>		<b>13%</b>	<b>15%</b>	<b>16%</b>	<b>18%</b>	<b>18%</b>
14	A249 Sittingbourne Rd	NB		15%	3%	19%	4%	9%
	A249 Sittingbourne Rd	SB		17%	-12%	15%	-16%	-8%
		<b>2 way</b>		<b>16%</b>	<b>-3%</b>	<b>18%</b>	<b>-4%</b>	<b>2%</b>
15	B2163 (W)	EB		61%	57%	64%	67%	61%
	B2163 (W)	WB		25%	30%	27%	31%	35%
		<b>2 way</b>		<b>41%</b>	<b>41%</b>	<b>43%</b>	<b>46%</b>	<b>46%</b>





**PM Link Flows**

Site	Link	Dir	2014	2022 DM	2022 DS4B	2031 DM	2031 DS4A	2031 DS4B
1	A274 (W)	EB	539	677	721	734	803	746
	A274 (W)	WB	402	664	576	644	651	584
		<b>2 way</b>	<b>941</b>	<b>1341</b>	<b>1297</b>	<b>1378</b>	<b>1454</b>	<b>1330</b>
2	A229 (N)	SB	2022	2155	1956	2100	1872	1902
	A229 (N)	NB	2008	2013	2106	2044	2080	2099
		<b>2 way</b>	<b>4030</b>	<b>4168</b>	<b>4062</b>	<b>4144</b>	<b>3952</b>	<b>4001</b>
3	A229 Loose Rd (N)	SB	1468	1677	1676	1717	1627	1705
	A229 Loose Rd (N)	NB	1187	1498	1347	1568	1285	1355
		<b>2 way</b>	<b>2655</b>	<b>3175</b>	<b>3023</b>	<b>3285</b>	<b>2912</b>	<b>3060</b>
4	A20 London Road	EB	1050	986	925	1024	932	943
	A20 London Road	WB	1282	1367	1491	1481	1498	1528
		<b>2 way</b>	<b>2332</b>	<b>2353</b>	<b>2416</b>	<b>2505</b>	<b>2430</b>	<b>2471</b>
5	Hermitage Lane	NB	971	1184	1101	1204	1107	1134
	Hermitage Lane	SB	600	927	889	932	879	890
		<b>2 way</b>	<b>1571</b>	<b>2111</b>	<b>1990</b>	<b>2136</b>	<b>1986</b>	<b>2024</b>
6	A26 Tonbridge Rd	EB	578	560	524	584	586	580
	A26 Tonbridge Rd	WB	481	658	605	696	616	645
		<b>2 way</b>	<b>1059</b>	<b>1218</b>	<b>1129</b>	<b>1280</b>	<b>1202</b>	<b>1225</b>



Site	Link	Dir	2014	2022 DM	2022 DS4B	2031 DM	2031 DS4A	2031 DS4B
7	A229 Linton Rd	SB	421	641	598	637	623	587
	A229 Linton Rd	NB	469	691	636	679	613	625
		<b>2 way</b>	<b>890</b>	<b>1332</b>	<b>1234</b>	<b>1316</b>	<b>1236</b>	<b>1212</b>
8	B2163 Lower St Leeds	NB	566	604	577	604	12	579
	B2163 Lower St Leeds	SB	530	556	515	534	115	504
		<b>2 way</b>	<b>1096</b>	<b>1160</b>	<b>1092</b>	<b>1138</b>	<b>127</b>	<b>1083</b>
9	A249	NB	2061	2110	2481	2125	2472	2537
	A249	SB	1751	1801	2103	1771	2063	2144
		<b>2 way</b>	<b>3812</b>	<b>3911</b>	<b>4584</b>	<b>3896</b>	<b>4535</b>	<b>4681</b>
10	New Cut Rd	NB	862	800	881	836	881	896
	New Cut Rd	SB	1105	1259	1330	1267	1286	1342
		<b>2 way</b>	<b>1967</b>	<b>2059</b>	<b>2211</b>	<b>2103</b>	<b>2167</b>	<b>2238</b>
11	Willington St (N)	NB	899	1063	1337	1200	1300	1385
	Willington St (N)	SB	792	909	966	876	943	987
		<b>2 way</b>	<b>1691</b>	<b>1972</b>	<b>2303</b>	<b>2076</b>	<b>2243</b>	<b>2372</b>
12	M20 Spur Road	NB	1547	2105	2065	2208	2374	2166
	M20 Spur Road	SB	1873	2004	1869	2151	2187	2003
		<b>2 way</b>	<b>3420</b>	<b>4109</b>	<b>3934</b>	<b>4359</b>	<b>4561</b>	<b>4169</b>
13	A20 Ashford Rd	EB	1068	1162	1123	1214	1178	1176



<b>Site</b>	<b>Link</b>	<b>Dir</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
	A20 Ashford Rd	WB	998	1150	1318	1264	1327	1364
		<b>2 way</b>	<b>2066</b>	<b>2312</b>	<b>2441</b>	<b>2478</b>	<b>2505</b>	<b>2540</b>
14	A249 Sittingbourne Rd	NB	642	691	800	738	786	822
	A249 Sittingbourne Rd	SB	492	589	539	619	482	570
		<b>2 way</b>	<b>1134</b>	<b>1280</b>	<b>1339</b>	<b>1357</b>	<b>1268</b>	<b>1392</b>
15	B2163 (W)	EB	331	361	354	365	366	370
	B2163 (W)	WB	243	385	387	393	397	392
		<b>2 way</b>	<b>574</b>	<b>746</b>	<b>741</b>	<b>758</b>	<b>763</b>	<b>762</b>



**PM Link Flows - % Difference from 2014**

Site	Link	Dir	2014	2022 DM	2022 DS4B	2031 DM	2031 DS4A	2031 DS4B
1	A274 (W)	EB		26%	34%	36%	49%	38%
	A274 (W)	WB		65%	43%	60%	62%	45%
		<b>2 way</b>		<b>43%</b>	<b>38%</b>	<b>46%</b>	<b>55%</b>	<b>41%</b>
2	A229 (N)	SB		7%	-3%	4%	-7%	-6%
	A229 (N)	NB		0%	5%	2%	4%	5%
		<b>2 way</b>		<b>3%</b>	<b>1%</b>	<b>3%</b>	<b>-2%</b>	<b>-1%</b>
3	A229 Loose Rd (N)	SB		14%	14%	17%	11%	16%
	A229 Loose Rd (N)	NB		26%	13%	32%	8%	14%
		<b>2 way</b>		<b>20%</b>	<b>14%</b>	<b>24%</b>	<b>10%</b>	<b>15%</b>
4	A20 London Road	EB		-6%	-12%	-2%	-11%	-10%
	A20 London Road	WB		7%	16%	16%	17%	19%
		<b>2 way</b>		<b>1%</b>	<b>4%</b>	<b>7%</b>	<b>4%</b>	<b>6%</b>
5	Hermitage Lane	NB		22%	13%	24%	14%	17%
	Hermitage Lane	SB		55%	48%	55%	47%	48%
		<b>2 way</b>		<b>34%</b>	<b>27%</b>	<b>36%</b>	<b>26%</b>	<b>29%</b>
6	A26 Tonbridge Rd	EB		-3%	-9%	1%	1%	0%
	A26 Tonbridge Rd	WB		37%	26%	45%	28%	34%



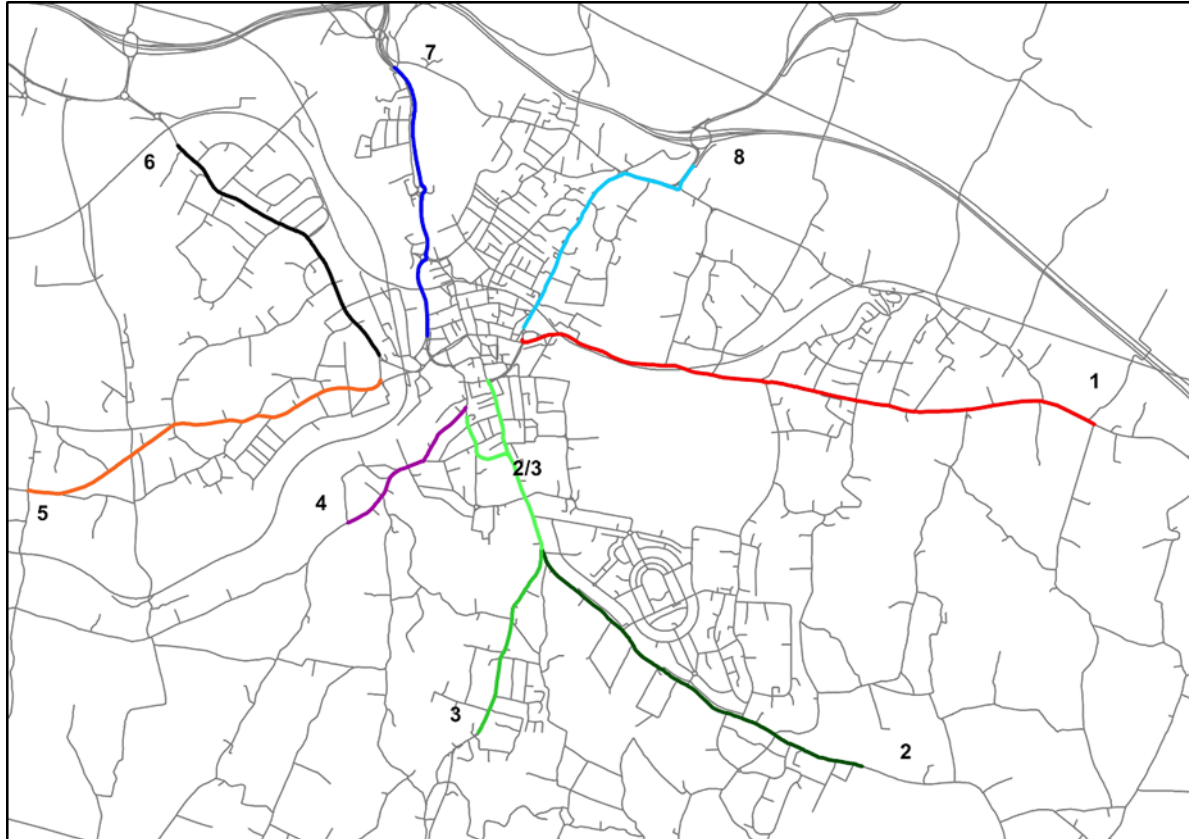
Site	Link	Dir	2014	2022 DM	2022 DS4B	2031 DM	2031 DS4A	2031 DS4B
		<b>2 way</b>		<b>15%</b>	<b>7%</b>	<b>21%</b>	<b>14%</b>	<b>16%</b>
7	A229 Linton Rd	SB		52%	42%	51%	48%	39%
	A229 Linton Rd	NB		47%	36%	45%	31%	33%
		<b>2 way</b>		<b>50%</b>	<b>39%</b>	<b>48%</b>	<b>39%</b>	<b>36%</b>
8	B2163 Lower St Leeds	NB		7%	2%	7%	-98%	2%
	B2163 Lower St Leeds	SB		5%	-3%	1%	-78%	-5%
		<b>2 way</b>		<b>6%</b>	<b>0%</b>	<b>4%</b>	<b>-88%</b>	<b>-1%</b>
9	A249	NB		2%	20%	3%	20%	23%
	A249	SB		3%	20%	1%	18%	22%
		<b>2 way</b>		<b>3%</b>	<b>20%</b>	<b>2%</b>	<b>19%</b>	<b>23%</b>
10	New Cut Rd	NB		-7%	2%	-3%	2%	4%
	New Cut Rd	SB		14%	20%	15%	16%	21%
		<b>2 way</b>		<b>5%</b>	<b>12%</b>	<b>7%</b>	<b>10%</b>	<b>14%</b>
11	Willington St (N)	NB		18%	49%	33%	45%	54%
	Willington St (N)	SB		15%	22%	11%	19%	25%
		<b>2 way</b>		<b>17%</b>	<b>36%</b>	<b>23%</b>	<b>33%</b>	<b>40%</b>
12	M20 Spur Road	NB		36%	33%	43%	53%	40%
	M20 Spur Road	SB		7%	0%	15%	17%	7%
		<b>2 way</b>		<b>20%</b>	<b>15%</b>	<b>27%</b>	<b>33%</b>	<b>22%</b>



Site	Link	Dir	2014	2022 DM	2022 DS4B	2031 DM	2031 DS4A	2031 DS4B
13	A20 Ashford Rd	EB		9%	5%	14%	10%	10%
	A20 Ashford Rd	WB		15%	32%	27%	33%	37%
		<b>2 way</b>		<b>12%</b>	<b>18%</b>	<b>20%</b>	<b>21%</b>	<b>23%</b>
14	A249 Sittingbourne Rd	NB		8%	25%	15%	22%	28%
	A249 Sittingbourne Rd	SB		20%	10%	26%	-2%	16%
		<b>2 way</b>		<b>13%</b>	<b>18%</b>	<b>20%</b>	<b>12%</b>	<b>23%</b>
15	B2163 (W)	EB		9%	7%	10%	11%	12%
	B2163 (W)	WB		58%	59%	62%	63%	61%
		<b>2 way</b>		<b>30%</b>	<b>29%</b>	<b>32%</b>	<b>33%</b>	<b>33%</b>

## Appendix F Travel Times

### Travel Time Routes





**Travel Times (seconds)**

Route	AM Inbound	miles	2014 (secs)	2022 DM (secs)	2022 DS4B (secs)	2031 DM (secs)	2031 DS4A (secs)	2031 DS4B (secs)
1	A20 Ashford Road	3.0	616	691	572	708	557	577
2	A274 Sutton Road	3.0	738	872	806	871	746	818
3	A229 Loose Road	1.9	558	722	629	708	572	638
4	B2010 Farleigh Hill	0.9	166	169	168	170	168	168
5	A26 Tonbridge Road	2.0	432	443	438	446	436	441
6	A20 London Rd	1.6	393	405	361	396	360	366
7	A229 Royal Engineers	1.5	326	340	258	338	269	282
8	A249 Sittingbourne Rd	1.4	312	339	329	345	325	333

Route	AM Outbound	miles	2014 (secs)	2022 DM (secs)	2022 DS4B (secs)	2031 DM (secs)	2031 DS4A (secs)	2031 DS4B (secs)
1	A20 Ashford Road	3.0	472	555	550	553	523	571
2	A274 Sutton Road	3.0	602	690	696	708	667	713
3	A229 Loose Road	1.9	456	578	572	596	545	592
4	B2010 Farleigh Hill	0.9	208	244	232	246	225	239





<b>Route</b>	<b>AM Outbound</b>	<b>miles</b>	<b>2014 (secs)</b>	<b>2022 DM (secs)</b>	<b>2022 DS4B (secs)</b>	<b>2031 DM (secs)</b>	<b>2031 DS4A (secs)</b>	<b>2031 DS4B (secs)</b>
5	A26 Tonbridge Road	2.0	389	395	393	402	393	395
6	A20 London Rd	1.6	380	407	394	430	394	413
7	A229 Royal Engineers	1.5	261	353	343	389	348	367
8	A249 Sittingbourne Rd	1.4	354	382	359	393	360	364

<b>Route</b>	<b>PM Inbound</b>	<b>miles</b>	<b>2014 (secs)</b>	<b>2022 DM (secs)</b>	<b>2022 DS4B (secs)</b>	<b>2031 DM (secs)</b>	<b>2031 DS4A (secs)</b>	<b>2031 DS4B (secs)</b>
1	A20 Ashford Road	3.0	532	586	590	614	580	602
2	A274 Sutton Road	3.0	672	755	769	787	735	773
3	A229 Loose Road	1.9	387	545	504	567	476	508
4	B2010 Farleigh Hill	0.9	161	164	163	165	162	163
5	A26 Tonbridge Road	2.0	426	406	425	409	443	439
6	A20 London Rd	1.6	368	338	354	350	357	362
7	A229 Royal Engineers	1.5	260	330	238	374	265	275
8	A249 Sittingbourne Rd	1.4	273	285	342	286	337	348



<b>Route</b>	<b>PM Outbound</b>	<b>miles</b>	<b>2014 (secs)</b>	<b>2022 DM (secs)</b>	<b>2022 DS4B (secs)</b>	<b>2031 DM (secs)</b>	<b>2031 DS4A (secs)</b>	<b>2031 DS4B (secs)</b>
1	A20 Ashford Road	3.0	496	539	488	582	498	496
2	A274 Sutton Road	3.0	641	723	704	747	684	718
3	A229 Loose Road	1.9	512	695	668	701	611	663
4	B2010 Farleigh Hill	0.9	204	320	280	313	256	285
5	A26 Tonbridge Road	2.0	381	389	390	390	392	394
6	A20 London Rd	1.6	334	350	343	362	341	347
7	A229 Royal Engineers	1.5	310	428	437	469	450	468
8	A249 Sittingbourne Rd	1.4	334	350	333	363	333	338



**Travel Times (% Difference from 2014)**

Route	AM Inbound	miles	2014	2022 DM	2022 DS4B	2031 DM	2031 DS4A	2031 DS4B
1	A20 Ashford Road	3.0		12%	-7%	15%	-10%	-6%
2	A274 Sutton Road	3.0		18%	9%	18%	1%	11%
3	A229 Loose Road	1.9		29%	13%	27%	3%	14%
4	B2010 Farleigh Hill	0.9		2%	1%	2%	1%	1%
5	A26 Tonbridge Road	2.0		3%	1%	3%	1%	2%
6	A20 London Rd	1.6		3%	-8%	1%	-8%	-7%
7	A229 Royal Engineers	1.5		4%	-21%	4%	-17%	-13%
8	A249 Sittingbourne Rd	1.4		9%	5%	11%	4%	7%

Route	AM Outbound	miles	2014	2022 DM	2022 DS4B	2031 DM	2031 DS4A	2031 DS4B
1	A20 Ashford Road	3.0		18%	17%	17%	11%	21%
2	A274 Sutton Road	3.0		15%	16%	18%	11%	18%
3	A229 Loose Road	1.9		27%	25%	31%	20%	30%
4	B2010 Farleigh Hill	0.9		17%	12%	18%	8%	15%



<b>Route</b>	<b>AM Outbound</b>	<b>miles</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
5	A26 Tonbridge Road	2.0		2%	1%	3%	1%	2%
6	A20 London Rd	1.6		7%	4%	13%	4%	9%
7	A229 Royal Engineers	1.5		35%	31%	49%	33%	41%
8	A249 Sittingbourne Rd	1.4		8%	1%	11%	2%	3%

<b>Route</b>	<b>PM Inbound</b>	<b>miles</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
1	A20 Ashford Road	3.0		10%	11%	15%	9%	13%
2	A274 Sutton Road	3.0		12%	14%	17%	9%	15%
3	A229 Loose Road	1.9		41%	30%	47%	23%	31%
4	B2010 Farleigh Hill	0.9		2%	1%	2%	1%	1%
5	A26 Tonbridge Road	2.0		-5%	0%	-4%	4%	3%
6	A20 London Rd	1.6		-8%	-4%	-5%	-3%	-2%
7	A229 Royal Engineers	1.5		27%	-8%	44%	2%	6%
8	A249 Sittingbourne Rd	1.4		4%	25%	5%	23%	27%



<b>Route</b>	<b>PM Outbound</b>	<b>miles</b>	<b>2014</b>	<b>2022 DM</b>	<b>2022 DS4B</b>	<b>2031 DM</b>	<b>2031 DS4A</b>	<b>2031 DS4B</b>
1	A20 Ashford Road	3.0		9%	-2%	17%	0%	0%
2	A274 Sutton Road	3.0		13%	10%	17%	7%	12%
3	A229 Loose Road	1.9		36%	30%	37%	19%	29%
4	B2010 Farleigh Hill	0.9		57%	37%	53%	25%	40%
5	A26 Tonbridge Road	2.0		2%	2%	2%	3%	3%
6	A20 London Rd	1.6		5%	3%	8%	2%	4%
7	A229 Royal Engineers	1.5		38%	41%	51%	45%	51%
8	A249 Sittingbourne Rd	1.4		5%	0%	9%	0%	1%

