

A. Detailed Modelling Information

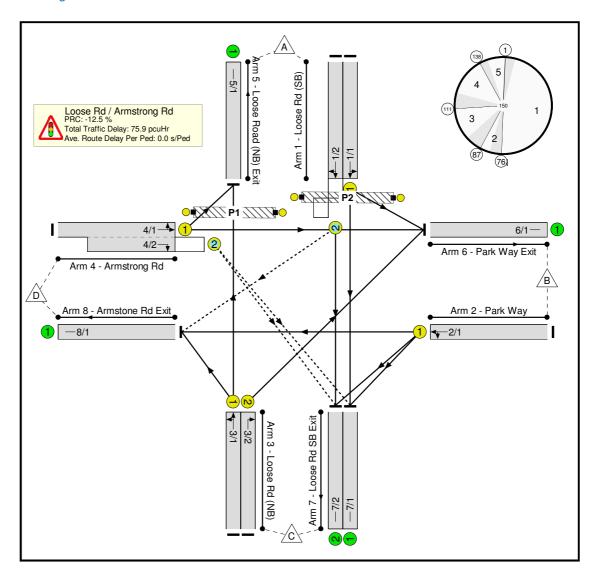
A.1 Introduction

A.1.1 This appendix contains junction network layout diagrams to explain the detail of proposed method of control.

A.2 A229 Loose Road Junction with Armstrong Road and Park Way

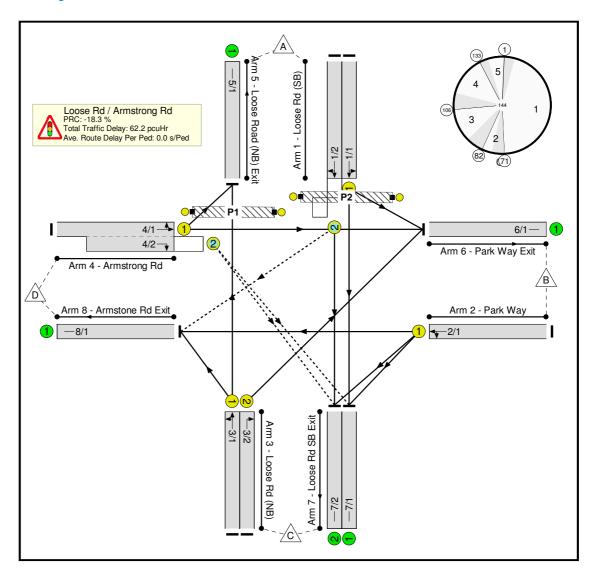
Existing Base Model

Existing Traffic AM Peak





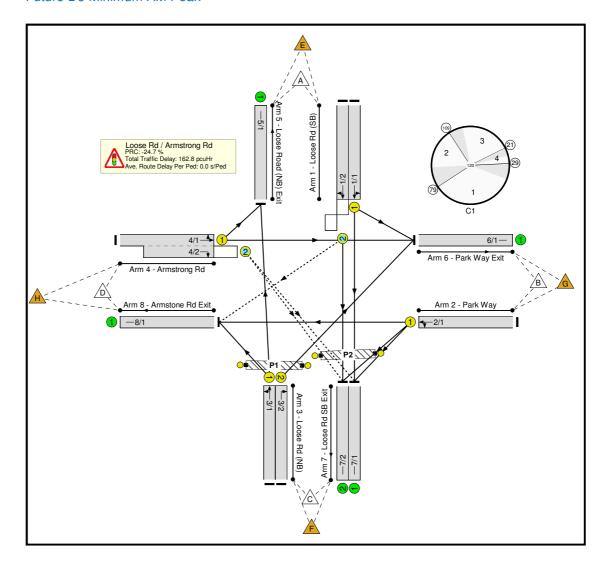
Existing Traffic PM Peak





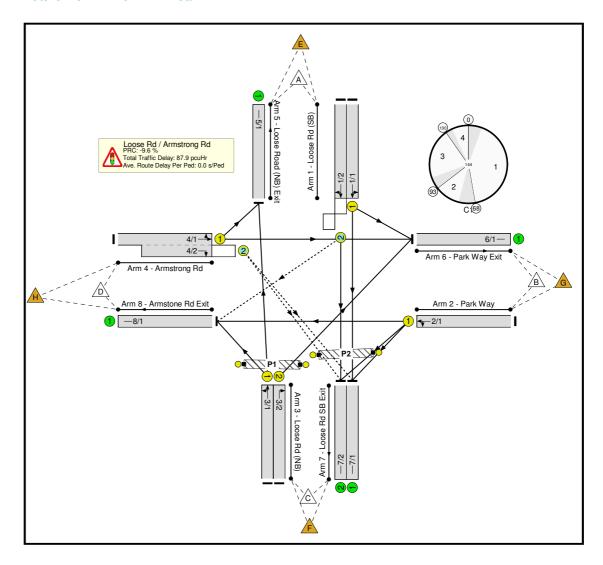
Future Do Minimum

Future Do Minimum AM Peak





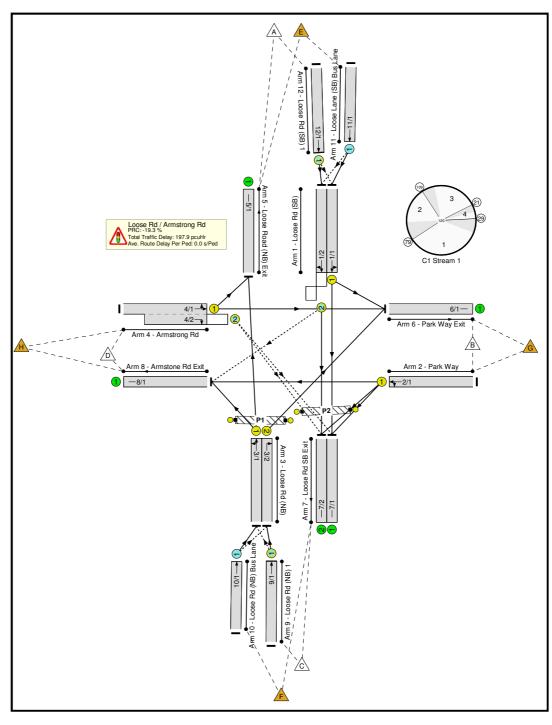
Future Do Minimum PM Peak





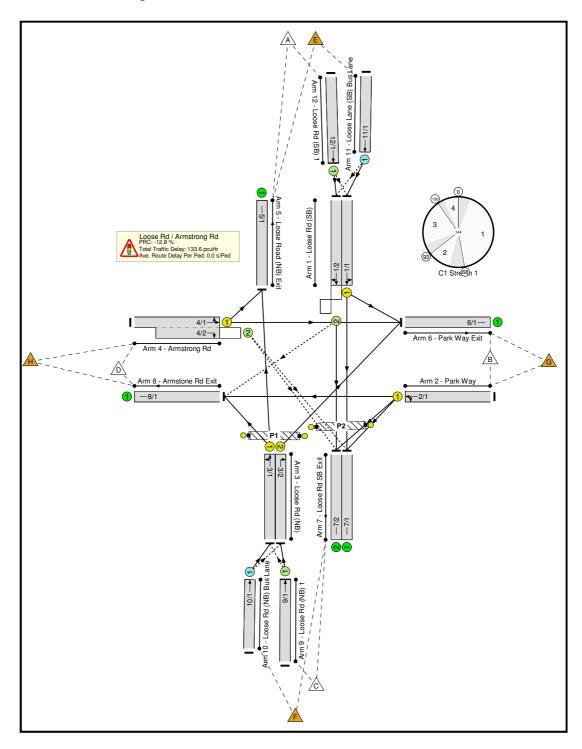
Do Something

Future Do Something AM Peak





Future Do Something PM Peak

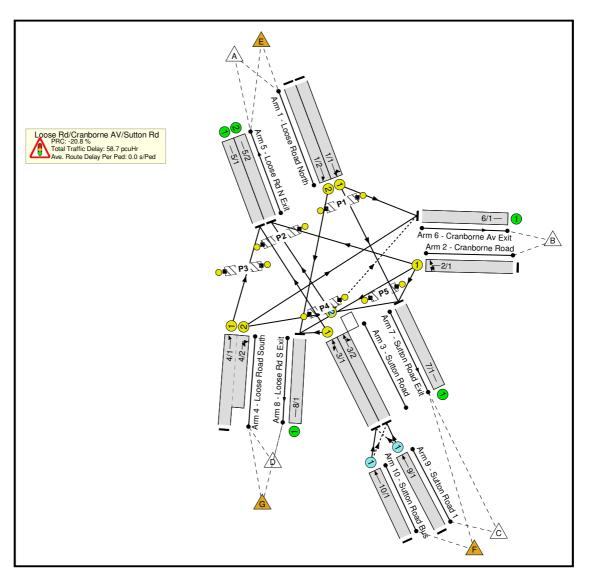




A.3 The Wheatsheaf Junction

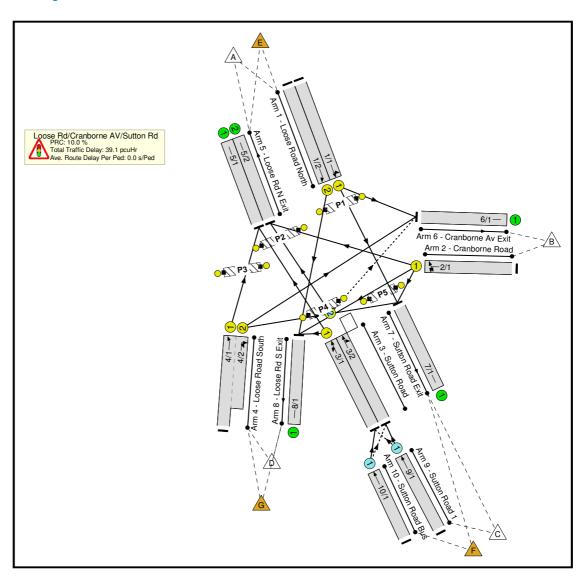
Existing Base Model

Existing AM Peak





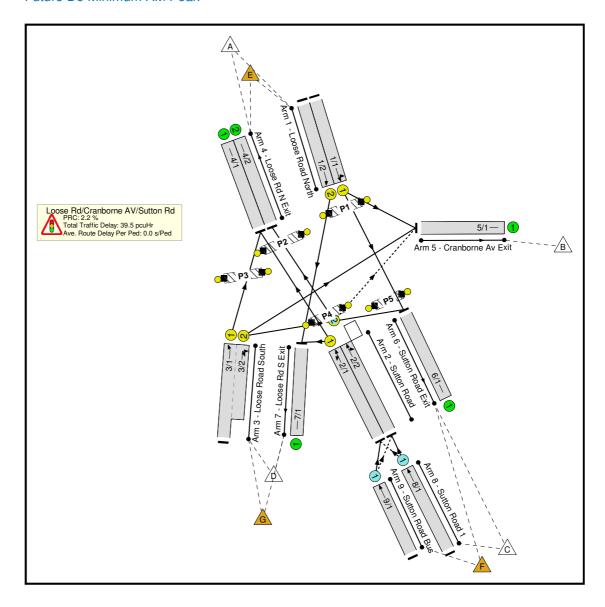
Existing PM Peak





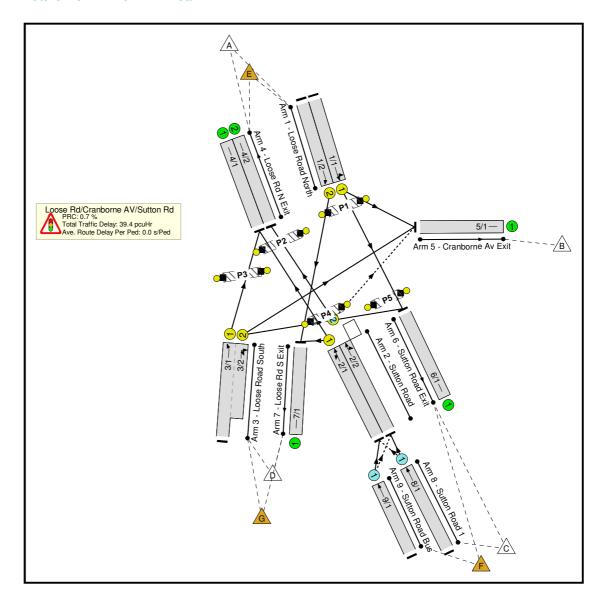
Future Do Minimum

Future Do Minimum AM Peak





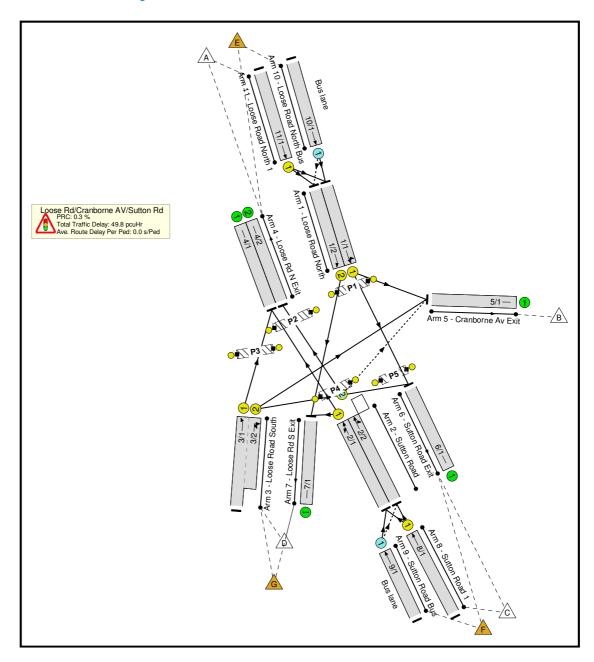
Future Do Minimum PM Peak





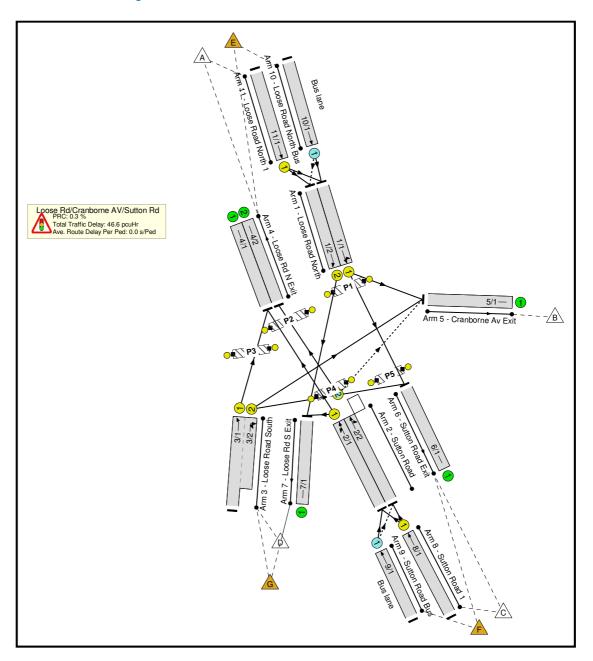
Do Something

Future Do Something AM Peak





Future Do Something PM Peak

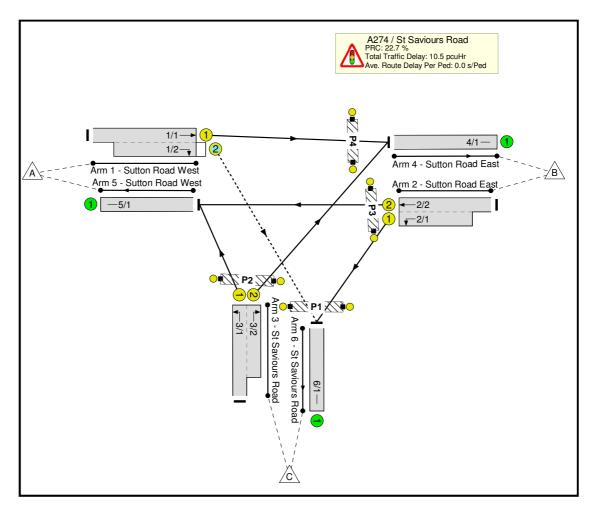




A.4 St Saviours Road Junction

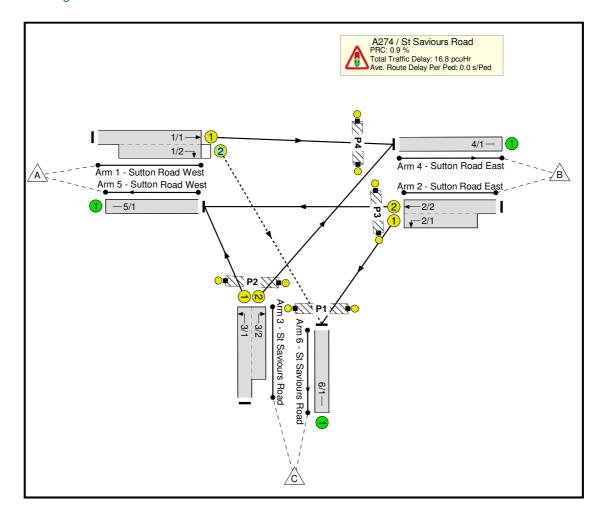
Existing Base Model

Existing AM Peak





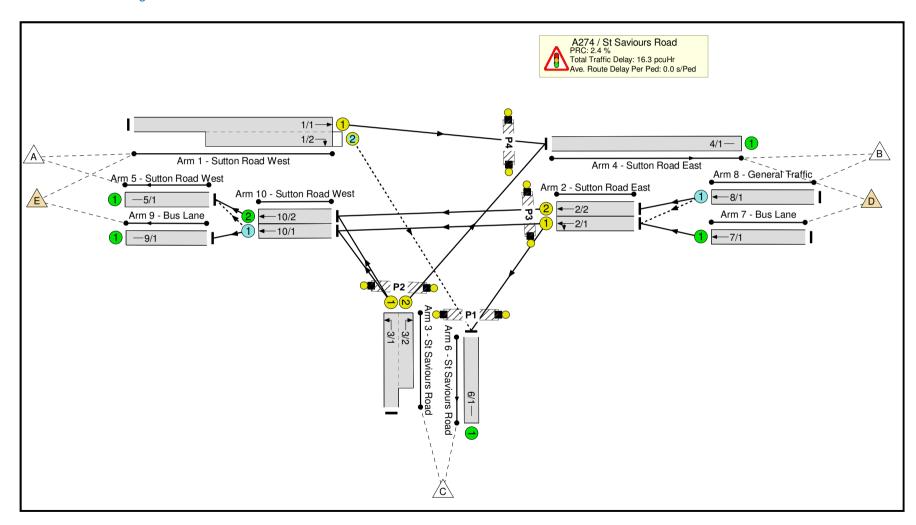
Existing PM Peak





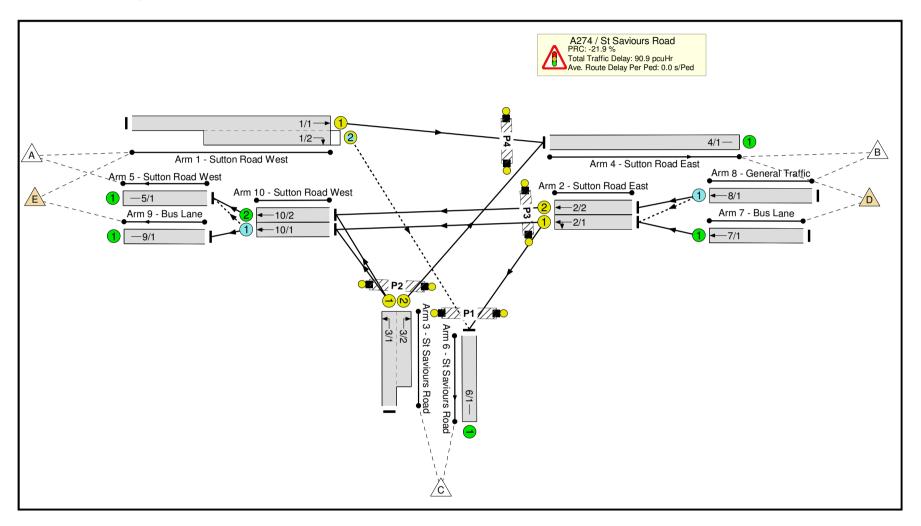
Do Something

Future Do Something AM Peak





Future Do Something PM Peak

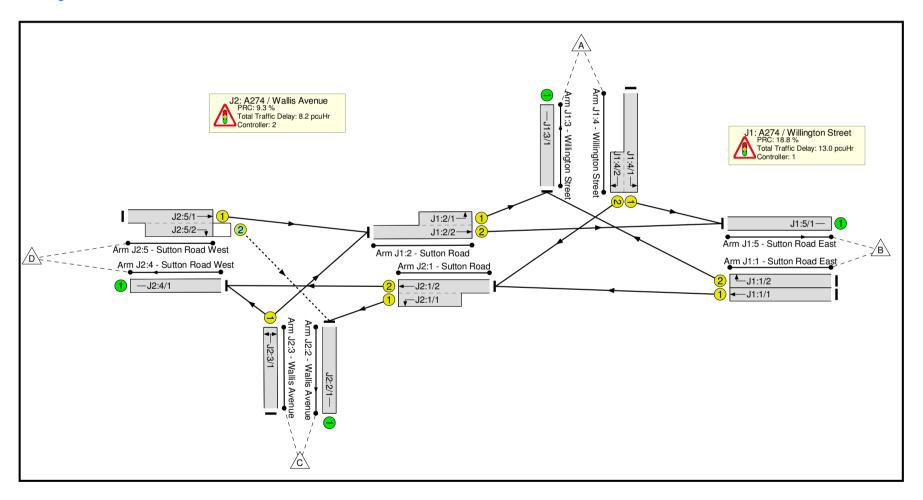




A.5 Wallis Avenue/Willington Street Junction

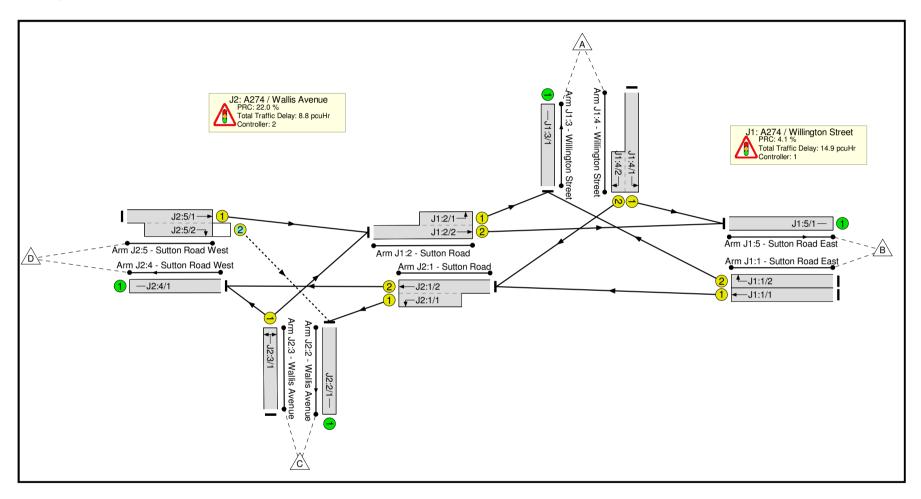
Existing Base Model

Existing AM Peak





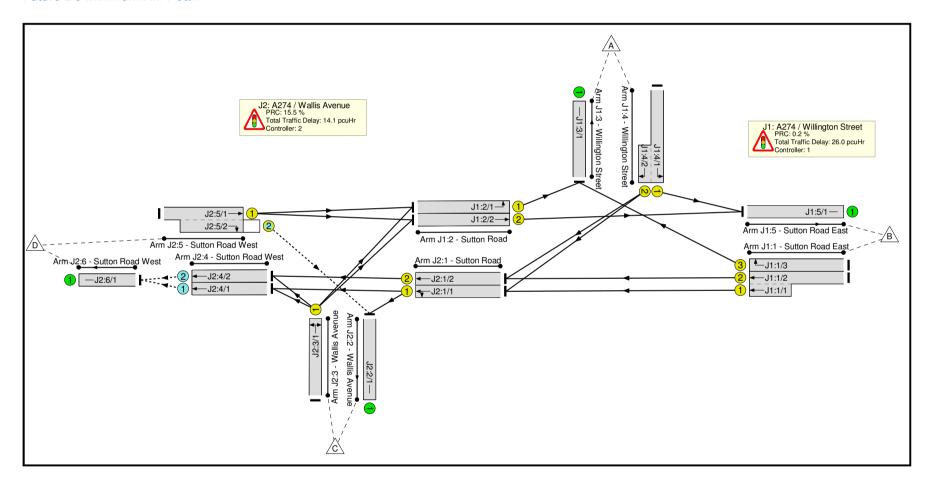
Existing PM Peak





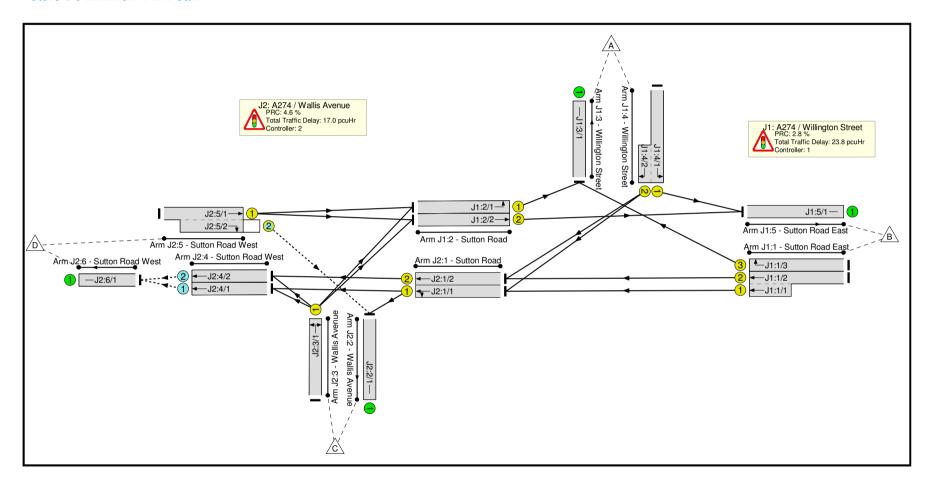
Do Minimum

Future Do Minimum AM Peak





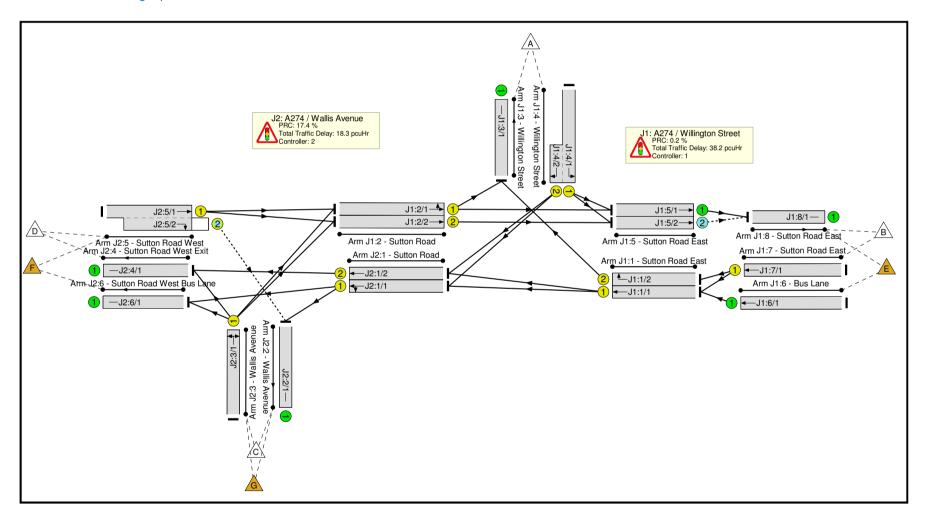
Future Do Minimum PM Peak





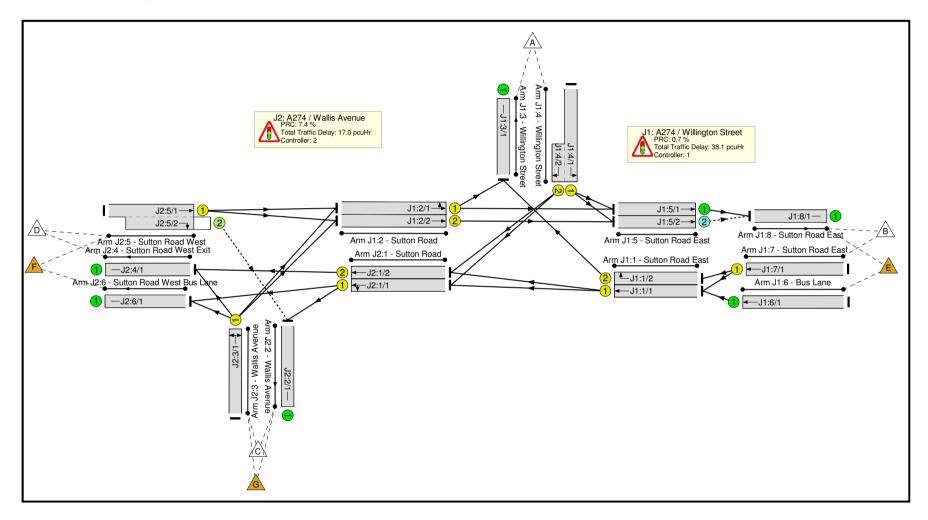
Do Something Option 1

Future Do Something Option 1 AM Peak





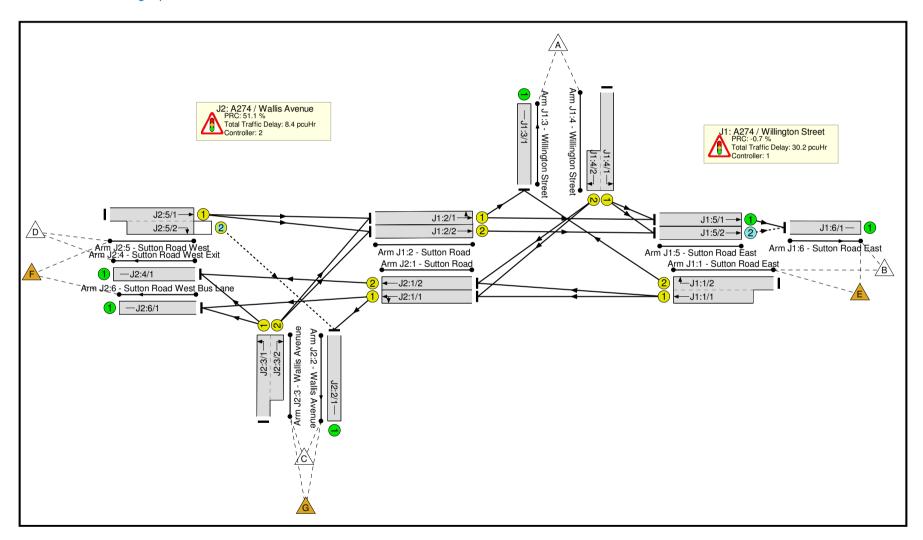
Future Do Something Option 1 PM Peak





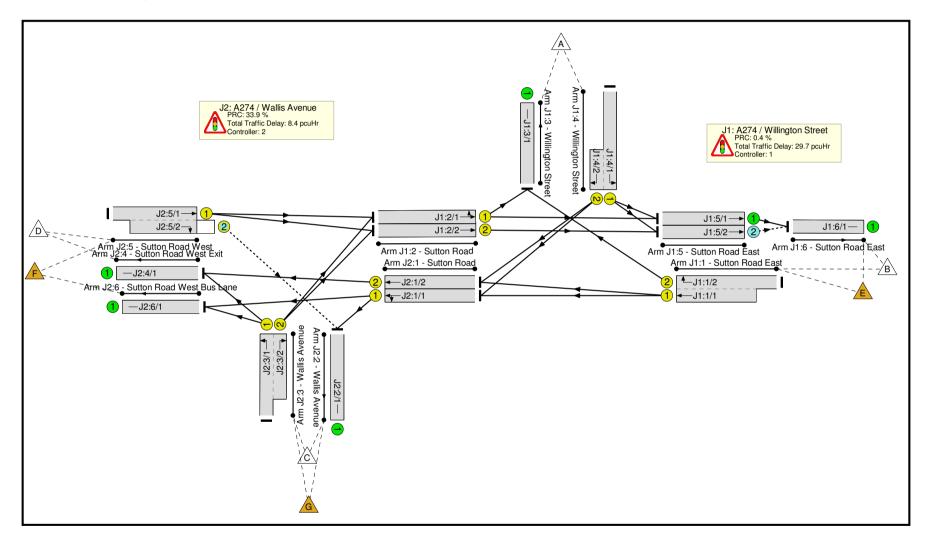
Do Something Option 2

Future Do Something Option 2 AM Peak





Future Do Something Option 2 PM Peak





B. Drawings of Proposed Bus Priority Measures

B.1 Introduction

B.1.1 This appendix contains the feasibility-stage drawings of the proposed bus priority measures for the corridor. Drawing MMD-359471-L-DR-00-XX-001 contains an overview plan indicating the extent of each drawing and indicates the five sections into which the corridor has been divided.

B.2 Section A – Sheal's Crescent to The Wheatsheaf Junction

- B.2.1 This section includes drawing numbers:
 - MMD-359471-L-DR-00-XX-002
 - MMD-359471-L-DR-00-XX-003
 - MMD-359471-L-DR-00-XX-004

B.3 Section B – Approaches to the Wheatsheaf Junction

- B.3.1 This section overlaps with section A, and includes:
 - MMD-359471-L-DR-00-XX-004
 - MMD-359471-L-DR-00-XX-005

B.4 Section C – Inbound Movements to the Existing Bus Lane at Maidstone Cemetery

- B.4.1 This section includes drawings:
 - MMD-359471-L-DR-00-XX-006, 008 and 010, which are options for the westernmost section; the proposal shown in drawing 010 is recommended
 - MMD-359471-L-DR-00-XX-007, 009 and 011, which are options for the section; the proposal shown in drawing 011 is recommended
 - MMD-359471-L-DR-00-XX-012
 - MMD-359471-L-DR-00-XX-013
 - MMD-359471-L-DR-00-XX-014

B.5 Section D – The St Saviours Road Junction and Proposed Inbound Bus Lane

- B.5.1 This section includes drawings:
 - MMD-359471-L-DR-00-XX-015
 - MMD-359471-L-DR-00-XX-016



- **B.6** Section E Inbound Movements to the Wallis Avenue and Willington Street Junction
- B.6.1 This section includes drawings:
 - MMD-359471-L-DR-00-XX-017 and 018 which are not the recommended option
 - MMD-359471-L-DR-00-XX-019, 020 and 021, which are recommended

