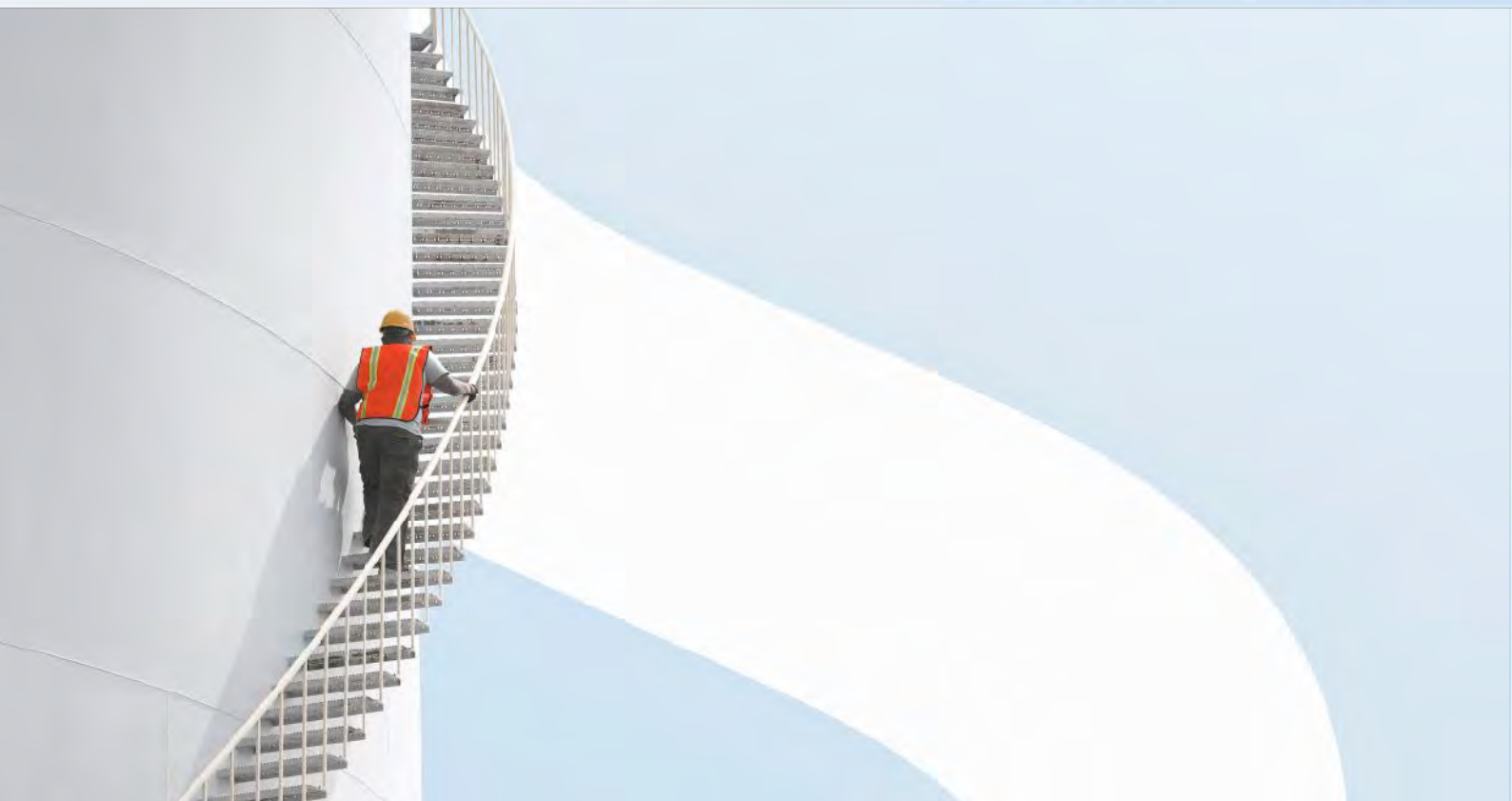




Dover District Council

Regulation 19 Transport Modelling Forecast Report

Appendices





Type of document (version) Public

Project no. 70089926

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Appendix A - Statement of Common Ground Appendix 2

Appendix A

DATE:	01 October 2022	CONFIDENTIALITY:	Public
SUBJECT:	Differences between Development Proposed in Dover District Local Plan Regulation 19 Publication October 2022 and Do Something Scenarios in the Forecasting Report		
PROJECT:	Dover Local Plan Regulation 19 Work	AUTHOR:	DDC
CHECKED:	Insert checker	APPROVED:	Insert approver

DIFFERENCES BETWEEN DEVELOPMENT PROPOSED IN DOVER DISTRICT LOCAL PLAN REGULATION 19 PUBLICATION OCTOBER 2022 AND THE DO-SOMETHING SCENARIOS IN THE FORECASTING REPORT.

Table A2.1 - Housing

	Extant housing	Housing allocations	Housing windfall	Total Local Plan Housing	Total	Completions	Total 2015-2040
Housing need SM					10,998		
Regulation 19 Submission	4,949 ¹	5592 ²	1050	6642	11,924 ³ (2022-2040)	3,477 (2015-2022)	15,401
Forecasting Report DM	5063 ⁴	0	0	0		2852 (2015-2021)	
Forecasting Report DS1	5063	6075	1120	7,195	12,258 (2021-2040)	2852	15,110
Forecasting Report DS2	5063	9005	1120	10,125	15,188 (2021 – 2040+)	2852	

*DS1 scenario includes an additional 300 homes to that proposed within the Reg 19.

Employment assumptions

WCBP Phases 1, 2, 3, and 4 have capacity to deliver circa 120,000 sqm of employment floorspace. At the time the DS was developed, parts of the site were proposed for an Inland Border Facility and had therefore not been included. The delivery of the whole of Phase 3 remains uncertain due to its ownership by DfT. DS has assumed 85,000 sqm.

Discovery Park floorspace of 49,671 is included in the DM scenario as committed development.

¹ Extant supply as at 1 April 2022, with 5% non-implementation discount, plus 1,120 extant at WUE

² Local Plan Allocations and 2,200 assumed delivery from WUE

³ Includes additional sites identified as a contingency buffer of circa 9% over SM housing need (2022-2040)

⁴ Extant supply as at 1 April 2021



Appendix B - Whitfield Roundabout



TECHNICAL NOTE: WHITFIELD ROUNDABOUT FEASIBILITY DESIGN

DATE:	16 May 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Whitfield Roundabout Feasibility Design		
PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa /Christine Elphicke	APPROVED:	Tony Adebajo

RECORD OF AMENDMENTS

Revision date	Section	Description of Revision
16/05/22	Assumptions and Risks	Summary of assumptions used for the Cost Estimate added
16/05/22	Appendix A-Drawings	18.5m articulate vehicle . Swept path added
16/05/22	Appendix B-Assumptions and Risk Register	Assumptions Register/Risk Register updated to include assumptions used for the production of schedule of quantities
16/05/22	Appendix D	Appendix D – Schedule of quantities for production of cost estimate added
16/05/22	Appendix E	Appendix E – Schedule of quantities Calculation Sheet added



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INTRODUCTION

WSP have been commissioned by Dover District Council (DDC) to undertake local junction modelling at Whitfield roundabout to assess the impacts of the emerging Local Plan proposals and possible mitigation design solutions on the existing operation of this roundabout. The strategic modelling, undertaken to assess both the Regulation 18 and 19 Draft Local Plan sites, demonstrated a deterioration of performance at the Whitfield roundabout when considering the completed and consented growth, and the proposed allocations forecast to be built out before 2040.

The Regulation 18 Draft Local Plan Assessment Forecasting Report identified a need for mitigation at Whitfield Roundabout to accommodate the forecast levels of growth between the 2040 Do Minimum and 2040 refined Do Something scenarios.

A transport modelling Technical Note has been written to present the development of TRANSYT models to represent signalised design solutions at the Whitfield roundabout, presenting assumptions, inputs and model results. The modelling demonstrated that Whitfield roundabout 'Plus' design - developed by WSP could both accommodate the Regulation 19 Local Plan demand. DDC have decided to progress this option to assess the highway design.

As part of the strategic modelling and mitigation of the Local Plan, this Technical Note has been written to describe the feasibility of a geometric design of Whitfield Roundabout consistent with the Transyt modelling. The standard used as reference is the Design Manual Roads and Bridges (DMRB) standard CD 116 Geometric Design of Roundabouts. This document will also highlight Departures, assumptions and risks.

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WHITFIELD ROUNDABOUT DESIGN PARAMETER

The main geometric design features of the proposed design are shown in Figure 1 below have been reviewed against the April 2020 issue of Design Manual Roads and Bridges (DMRB) standard CD 116 Geometric Design of Roundabouts Revision 2.

The approaches to the Whitfield roundabout are described hereafter as follows:

- Arm 1: A2 E**
- Arm 2: Honeywood Road**
- Arm 3: Whitfield Hill Road**
- Arm 4: A2 W**
- Arm 5: Sandwich Road**

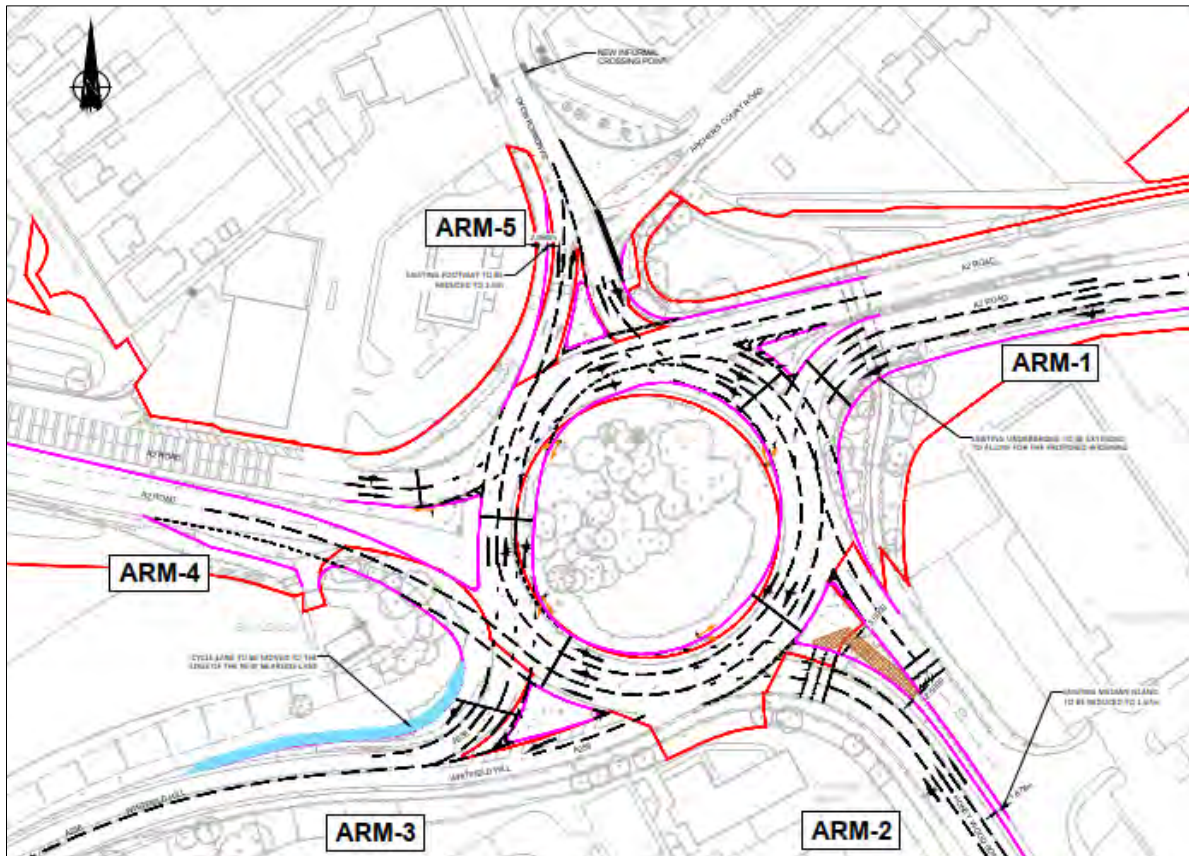


Figure 1: 2D Geometry layout of Design of Whitfield Roundabout



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Inscribed Circle Diameter (ICD)

As per standard CD 116 clause 3.5, the diameter of the large circle that can be inscribed within the junction kerbs should lie between 28m and 100m. ICD of the proposed design is not circulatory, it measures in between 82.0m dia to 88.0m dia. This is compliant with the latest standard CD 116.

Circulatory Carriageway Width

As per clause 3.6 of CD 116 geometric design of roundabout circulatory carriageway width shall be 1.0 and 1.2 times the maximum entry width and shall not exceed 15m, excluding any overrun area. The circulatory carriageway width varies from 12.0m to 13.5m. Although the width is varying, it is compliant with the latest standard CD 116.

Central Island

The central island of a normal roundabout shall be at least 4m in diameter. From the review of the design layout, the ICD of the central island is not circular, but the central island is greater than 4m in diameter. This is compliant with the latest standard CD 116.

Overrun Areas

The overrun area is the space provided for the turning movements of vehicles. No overrun area is proposed in the design.

Entries

▪ Entry Width

As per CD 116 Clause B1.1.1, the practical entry width range should be 4.0m – 15.0m. The entry width is 14.04m, 11.36m, 14.54m, 8.56m and 9.50m for Arm 1, Arm 2, Arm 3, Arm 4 and Arm 5 respectively. Arm 1, Arm 2, Arm 3, Arm 4 and Arm 5 are compliant with the latest standard CD 116.

▪ Approaching Half Width

As per CD 116 Clause B1.1.1, the practical approach half width range should be 2.0m – 7.3m. The entry width is 8.3m, 7.35m, 5.20m, 7.61m and 3.91m for Arm 1, Arm 2, Arm 3, Arm 4 and Arm 5 respectively. The approach half width of Arm 1, Arm 2 and Arm 3 are non-compliant and Departure from the standard will be required for justification.

▪ Flaring

As per CD 116 Clause B1.1.1 and Clause 3.17.1, the practical average effective flare length range should be 1.0m – 100.0m and the minimum average effective flaring length for urban area is 5m and for rural area is 25m. The average effective flare length is 21.4m, 12.6m and 13.6m for Arm 3, Arm 4 and Arm 5 respectively



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and are compliant with the latest standard CD 116. Arm 1 and Arm 2 are non-compliant and Departure from the standard will be required for justification.

▪ **Angle and Alignment Entry Lanes**

As per CD 116 Clause 3.18.1, the entry angle range should be 20 – 60 degrees. The angle of entry is 42°, 24°, 29°, 49° and 37° for Arm 1, Arm 2, Arm 3, Arm 4 and Arm 5 respectively. The angle of entry for Arm 1, Arm 2, Arm 3, Arm 4 and Arm 5 respectively. Arm 1, Arm 2, Arm 3, Arm 4 and Arm 5 are compliant with the latest standard CD 116.

▪ **Entry Kerb Radius**

As per CD 116 Clause 3.19.1 and 3.19.2, the entry kerb radius range should be 10m – 100m. The entry kerb radius is 20.0m, 36.0m, 12.0m, 25.4m and 22.0m for Arm 1, Arm 2, Arm 3, Arm 4 and Arm 5 respectively and are compliant with the latest standard CD 116.

▪ **Entry Path Radius and Deflection**

As per CD 116 Clause 3.25 and 3.26, the entry path radius range does not exceed 100m. The entry path radius is 75.20m, 95.88m, 52.90m, 102.65m and 89.64m for Arm 1, Arm 2, Arm 3, Arm 4 and Arm 5 respectively.

▪ **Forward Visibility on Approach (SSD)**

As per CD 109 Table 2.10, the forward visibility on approach

- For Arm 1 design speed 60mph, desirable minimum SSD of 215m or one step below desirable minimum of 160m. There is not enough topographical information on this approach to determine the forward visibility provision. Based on the existing site constraints (site fencing) the assumed SSD is 47.3m.
- For Arm 2 design speed 30mph, desirable minimum SSD of 70m or one step below desirable minimum of 50m. Achieved is 55m.
- For Arm 3 design speed 50mph, desirable minimum SSD of 160m or one step below desirable minimum of 120m. Achieved SSD is 40m.
- For Arm 4 design speed 60mph, desirable minimum SSD of 215m or one step below desirable minimum of 160m. Achieved SSD is 145m.
- For Arm 2 design speed 30mph, desirable minimum SSD of 70m or one step below desirable minimum of 50m. Achieved SSD is 70m.

Arm 1, Arm 3, Arm 4 desirable minimum or one step below forward visibility on approach (SSD) is not achievable, due to existing trees, vegetation, access roads and buildings. Departure from standard will be required for justification.



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3D: Forward visibility on approach for Arm 5 is 70m achievable and the remaining other Arm 1, Arm 2, Arm 3 and Arm 4 are not achievable due to vegetation and existing access, is non-compliant and Departure from standard will be required for justification.

▪ **Forward Visibility at Entry**

As per CD 116 Table 3.43, the forward visibility at entry should be 50m for roundabouts with ICD between 60m and 100m. The 50m visibility is achievable for Arm 1, Arm 2, Arm 5 and for Arm 3, Arm 4 50m visibility is not achievable, due to acute entry and exit of the roundabout between Arm-3 and Arm-5 Departure from standard will be required for justification. 2D check only.

▪ **Visibility to the Right**

As per CD 116 Clause 3.45 and Table 3.43, the visibility to the right should be 50m for roundabouts with ICD between 60m and 100m. The 50m visibility is achievable for Arm 1, Arm 2 and Arm 5 and are compliant with the standard CD 116. 2D check only.

▪ **Circulatory Visibility**

As per CD 116 Clause 3.49 and Table 3.43, the circulatory visibility should be 50m for roundabouts with ICD between 60m and 100m. The 50m circulatory visibility is not achievable for Arm 1, Arm 2, Arm 3, Arm 4 and Arm 5 and is non-compliant with the standard CD 116, due to existing trees and vegetation. Departure from standard will be required for justification.

▪ **Exit Width**

As per CD 116 Clause 3.28.2, 3.28.4 and Figure 3.28, The exit width shall fall between 7.0m and 7.5m for single carriageway road and 10.0m to 11.0m for all-purpose two-lane dual carriageway. the entry width is 8.00m, 7.40m, 7.47m,10.23m and 7.3m for Arm 1, Arm 2, Arm 3, Arm 4 and Arm 5 respectively and is compliant with standard CD 116.

Visibility of Signals

As per CD 109 Table 2.10, the visibility of traffic signal on approach should be a desirable minimum of 160m for the assumed design speed of 85kph. As per CD 116 clause 4.7 and Fig 4.8 each traffic lane shall have clear visibility of at least one primary traffic signal associated with its movement, from a distance equivalent to the desirable minimum SSD of the approach road. The achievable visibility SSD is 160m for Arm 1 and Arm 4 respectively. It is assumed the existing vegetation will be cleared for the proposed design.

Taper Ratio

As per CD 123 Clause 7.10 and Figure 7.10, the taper of 1 in 5 should be used left turning lanes. Measured taper ratio of 1 in 5 for Arm 1, Arm 2 and Arm 3 respectively and is compliant with standard CD 123.

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Junction Indivisibility Zone

As per CD116 Clause 4.9 and Fig 4.9.1, the junction indivisibility zone on the circulatory carriageway should be measured to a point 2.5 metres beyond the secondary signal. Junction indivisibility zone for Arm 1, Arm 2, Arm 3, Arm 4 and Arm 5 are compliant with the latest standard CD 116.

Swept Path Analysis

An 16.48m FTA Design Articulated vehicle (1998) was used for the swept path analysis of the roundabout. The design speed considered for the analysis is 50mph. Swept path analysis demonstrates that a 16.48m FTA Design Articulated vehicle (1998) can make all movements from all approaches. In the event of the worst-case scenario, all movements are possible with 2 or 3 vehicles at the same time in all arms with no encroachment or overlapping; this would be dependent on driver behaviour ensuring that they move to the left of each lane. In reality, this event is highly unlikely as it is considered that HGVs will predominantly use the left-hand lane only to go ahead. The most critical movement of the swept path analysis drawing 70084289-WSP-HGN-WFR-DR-CH-0002 and 70084289-WSP-HGN-WFR-DR-CH-0003 is shown in Appendix A and a screenshot is included in Figure 2.

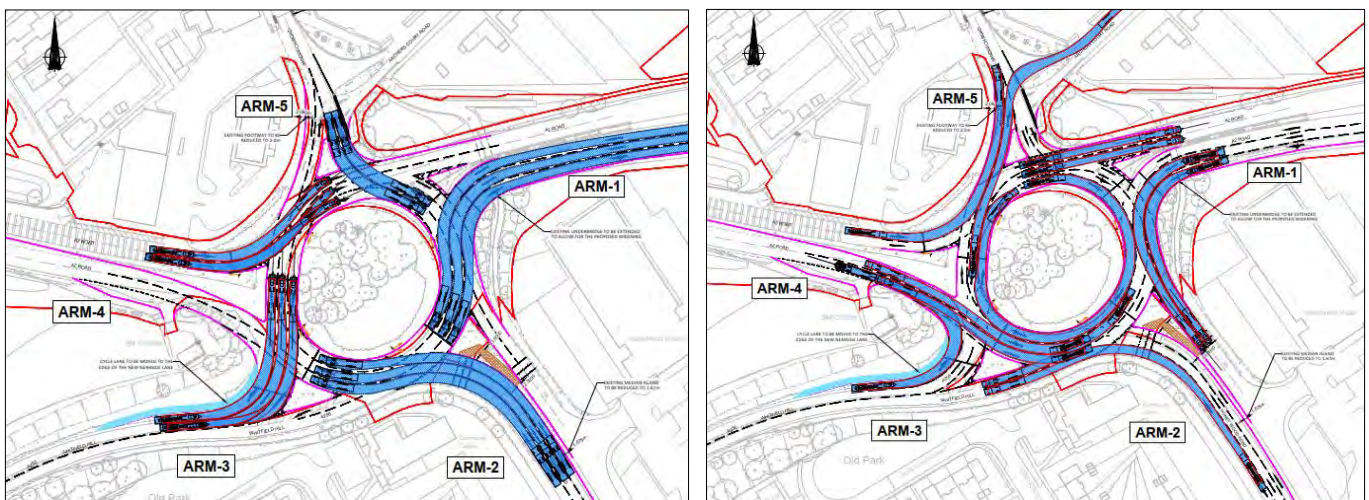


Figure 2: Swept Path Analysis for Whitfield Roundabout

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Table 1 recapitulates all the design parameters on each arm described above.

Table 1: Summary of Design Parameters on each Arm

Parameters	Ref	Arm 1	Arm 2	Arm 3	Arm 4	Arm 5
Entry Width	CD116 Clause 3.13	14.04m	11.36m	14.54m	8.56m	9.50m
Approach half width	CD116 Clause 3.16	8.3m	7.35m	5.20m	7.61	3.91
Flaring	CD116 Clause 3.17.1	Link Designed	Link Designed	21.4m	12.6m	13.6m
Angle and alignment of entry lanes	CD116 Clause 3.18.1,	42°	24°	29°	49°	37°
	Fig. 3.18.2	Tangential to the central island	Not tangential to the central island	Not tangential to the central island	Tangential to the central island	Not tangential to the central island
Entry kerb radius	CD116 CI 3.19.1 & 3.19.2	20.0m	36.0m	12.0m	25.4m	22.0m
Entry path radius and deflection	CD116 Clause 3.25 & 3.26	75.20m	95.88m	52.90m	102.65m	89.64m
Forward visibility on approach (SSD)	CD 109 Table 2.10 & CD 116 Cl.3.37 to 3.40	2D: 47.3m visibility achievable. (Speed 60mph, SSD 215m/160m). Visibility is not achievable due to Trees and Vegetation	2D:55m visibility achievable. (Speed 30mph, SSD 70m/50m)	2D: 40m visibility achievable. (Speed 50mph, SSD 160m/120m) Visibility is not achievable due to Trees and Vegetation	2D: 145m visibility achievable (Speed 60mph, SSD 215m/160m). Visibility is not achievable due to access and building	2D: 70m visibility achievable. (30mph Speed, SSD 70m/50m)
		3D not achievable due to vegetation	3D not achievable due to vegetation and existing access	3D not achievable due to vegetation	3D not achievable due to vegetation and existing access	3D: 70m visibility achievable. (30mph Speed, SSD 70m/50m)
Forward visibility at entry	CD116 Table 3.43	50m visibility achievable. 2D Only	50m visibility achievable. 2D Only	33m visibility achievable. 2D Only	37m visibility achievable. 2D Only	50m visibility achievable. 2D Only



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Parameters	Ref	Arm 1	Arm 2	Arm 3	Arm 4	Arm 5
Visibility to the right	CD116 Clause 3.45 and Table 3.43	50m visibility achievable. 2D Only	50m visibility achievable. 2D Only	50m visibility achievable. 2D Only	50m visibility achievable. 2D Only	50m visibility achievable. 2D Only
Circulatory visibility	CD 116 Clause 3.49 & Table 3.43	2D: 50m circulatory visibility is not achievable due to Trees and vegetation	2D: 50m circulatory visibility is not achievable due to Trees and vegetation	2D: 50m circulatory visibility is not achievable due to Trees and vegetation	2D: 50m circulatory visibility is not achievable due to Trees and vegetation	2D: 50m circulatory visibility is not achievable due to Trees and vegetation
		3D: 50m circulatory visibility is not achievable due to Trees and vegetation	3D: 50m circulatory visibility is not achievable due to Trees and vegetation	3D: 50m circulatory visibility is not achievable due to Trees and vegetation	3D: 50m circulatory visibility is not achievable due to Trees and vegetation	3D: 50m circulatory visibility is not achievable due to Trees and vegetation
Exit width	CD 116 CI 3.28.2, CI 3.28.4, Fig 3.28	8.0m	7.4m	7.47m	10.23m	7.3m
Signal Visibility	CD 109 Table 2.10, CD 116 CI 4.7 & Fig 4.8	215m visibility not achievable due to Trees and vegetation	N/A	N/A	215m visibility not achievable due to Trees, vegetation and existing Junction	N/A
Taper Ratio	CD 123 CI 7.10 & Fig 7.10	1:20	1:15	1:5	N/A	N/A

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DEPARTURES

Non-Compliance Table

Table 2 lists all the non-compliant design parameters.

Table 2: Non-Compliance Design Parameters

Parameters	Ref	Location	Measured Value	Remarks
Approach half width	CD116 Clause 3.16	Arm 1, Arm 4	Arm 1 - 8.14m Arm 2 - 7.35m Arm 4 - 7.61m	Existing carriageway width, matching the kerb line
Flaring Length	CD116 Clause 3.17.1 Note 2	Arm 1, Arm 2	>100m	Where the average effective flare length exceeds 100m, the design becomes one of link widening. Requirements and advice for link design are provided in CD 109 [Ref 3. N]
Alignment of entry lanes	CD116 Clause 3.18.1, Fig. 3.18.2	Arm 2, Arm 3, Arm 5	Alignment of entry lane is not tangential to the central island	The nature of central Island does not allow to get tangential alignment entry lanes to the central island, but tangential to the circular carriageway lane.
Entry Path radius and deflection	CD116 Clause 3.26.4	Arm 4	Arm 4 - 102.65	Where suitable entry deflection cannot be achieved, roundabout signalisation is used to improve safety and operational effectiveness.
Forward visibility on approach (SSD)	CD 109 Table 2.10	Arm 1, Arm 3, Arm 4	a value for Arm 1 - 47.3m Arm 3 - 40m Arm 4 - 145m	Arm 1, Arm3 - Additional Vegetation clearance will be required Arm-4 - Additional Vegetation clearance will be required, exiting access road and building
Forward visibility at entry	CD116 Table 3.43	Arm 3, Arm 4	a=50m, Vegetation/Tree obstruction is present	Due to acute entry and exit of the roundabout between Arm 3 and Arm 5
Circulatory visibility	CD 116 Clause 3.49 & Table 3.43	Arm 1, Arm 2, Arm 3, Arm 4, Arm 5	Not achievable as obstructed by vegetation in the central island	-
Visibility of Signals	CD 109 Table 2.10, CD 116 Cl 4.7 & Fig 4.8	Arm 1, Arm 4	215m SSD is not achievable	Arm 1 - Additional Vegetation clearance will be required Arm-4 - Additional Vegetation clearance will be required and exiting access road and buildings



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ASSUMPTIONS AND RISKS

A number of assumptions were made during the design review. Key assumptions and associated risks are recorded in the Assumptions Register and Risk Register included in Appendix B

The key assumptions considered for the feasibility design are:

- **Design Vehicle:** Option 1 Design has been reviewed on the basis that the design vehicle is a 16.5 metres long articulated heavy goods vehicles.
- **Visibility Check:** In absence of a proposed 3D layout, the visibility assessment has been completed on the assumption that the proposed Whitfield Roundabout vertical profile will match the existing layout.
- **Traffic signal visibility check:** The position of the Secondary Traffic Signal poles was assumed for review purposes.
- **Additional land:** It is assumed that the additional land required on Arm 4 (A2 eastbound) and on the central island to accommodate the proposed layout to accommodate the proposed layout will be made available.
- **Reduced median island along Honey Wood Road:** It is assumed that all the lighting infrastructure affected by the median island reduction will be relocated to suit the new layout
- **Extension of the existing underpass on the A2 westbound approach:** It is assumed that the structure of the existing underpass will be extended to enable the proposed layout.
- **Utility Diversions:** Based on utility records provided by National Highways (drawing refer HE604641-ARP-HAC-FS-M2-CU-000001) it appears that existing telecommunication cables Arm 1 and a number of existing water main valve Arms 4 will require to be diverted or lowered (refer to Appendix C). It is assumed that the proposed layout will require the diversion of some utility services.
- **Departures for existing accesses:** The position of the two existing accesses to the existing petrol station (eastbound) and the existing substation (westbound) on Arm 4 are to be retained. The deceleration/diverge lane into the petrol station falls short the minimum length as per indicated in CD 123 (existing length 50m/required 80m) . Due to site constraints the proposed length of the merge/acceleration lane from the substation falls short of the minimum length as per indicated in CD 123 (existing length 35m/required 90m). It is assumed that these Departures are outside the scope of the proposed Whitfield Roundabout design.

The Key assumptions considered for the production of the cost estimate are:



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- The pavement construction used for the cost estimate for the pavement design is based on the assumption of a Class 2 foundation and design traffic of 20msa.
- It is assumed that the proposed drainage will connect to the existing sewer and will consist of kerb drains connected directly to the existing sewer.
- The traffic signal infrastructure civils works layout is based on the designer's best guess (refer to Appendix D) for indicative layout.
- It is assumed that new lighting will be required to accommodate the proposed layout. The lighting layout is based on the designer's best guess (refer to Appendix D) for indicative layout.
- Lump sums for the commissioning and installation of traffic signals have been included in the cost estimate.
- An allowance has been made for the diversion of water main and telecommunication ducts that conflict with the proposed kerb lines.

No allowance has been made for CCTV cameras

Most of the design assumptions have got an associated design risk, a copy of the Design Risk Register can be found on Appendix B.

CONCLUSION

WSP has developed a Feasibility Design for Whitfield Roundabout (refer to Appendix A for drawings) in accordance with DMRB CD 116. This geometry layout is developed in 2D only and the layout is informed by a Transyt 16 model of the proposed design (filename "Whitfield Rbt Halsbury Homes Plus v2.t16").

A number of Departures may be required which are highlighted in Table 2. Most of these departures relate to visibility requirements and could be mitigated if some of the existing features are removed or moved away from the edge of the highway (i.e trees or existing fencing).

Based on National Highways red line drawings additional land will be required on Arm 4 (A2 eastbound) and on the central island to accommodate the proposed layout .

An existing underpass on the A2 westbound approach will need to be extended to accommodate the proposed layout.

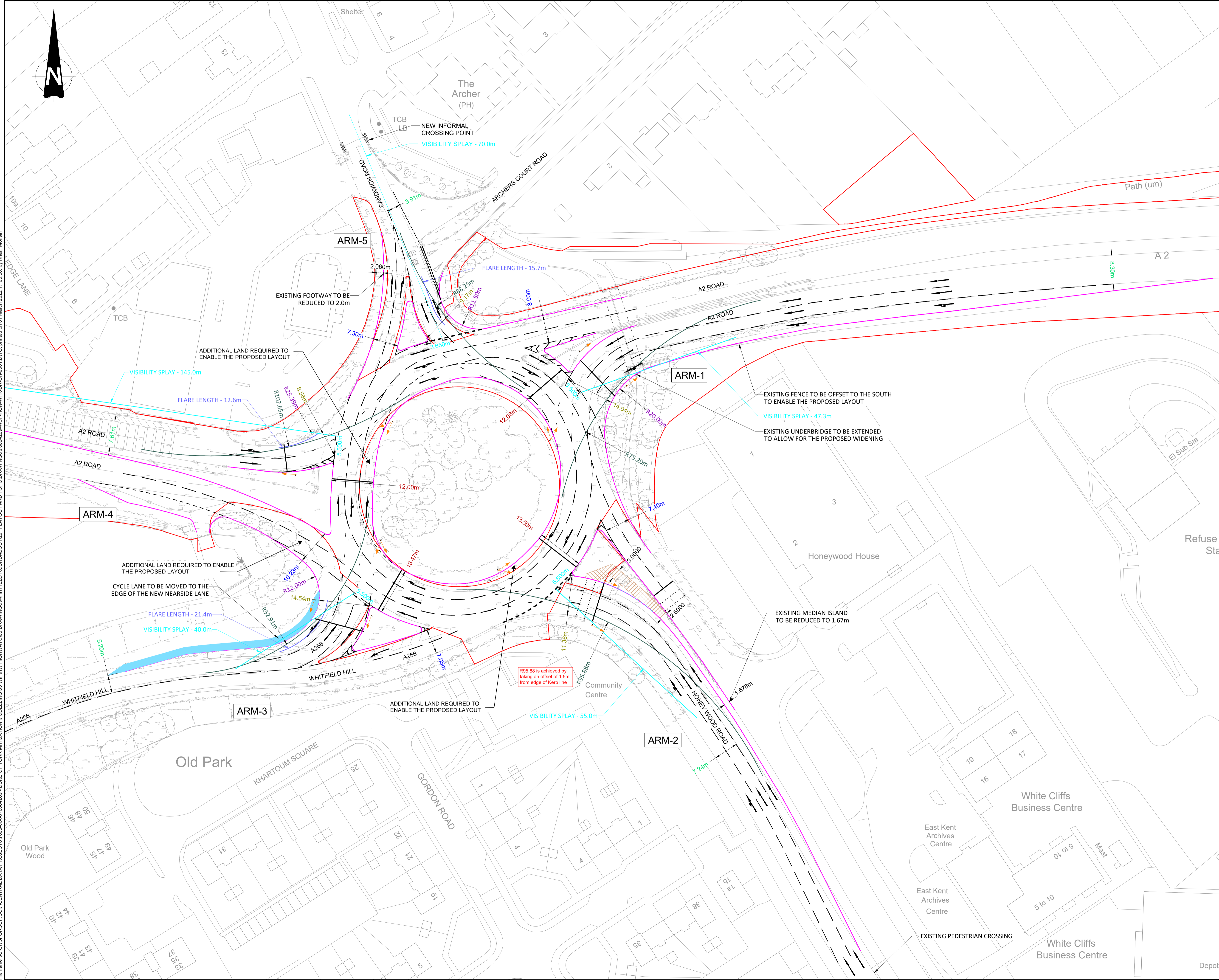
WSP has highlighted that number of services will need to be diverted within the vicinity of the roundabout. It also recommends to communicating with key statutory undertakers for further information.



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APPENDIX A - DRAWINGS



DO NOT SCALE

- NOTES:
- DO NOT SCALE FROM THIS DRAWING, USE ONLY PRINTED DIMENSIONS.
 - ALL DIMENSIONS AND COORDINATES ARE IN METERS UNLESS OTHERWISE STATED.
 - THE DRAWING IS NOT TO BE REPRODUCED IN ANY PARTS OR FORM WITHOUT CONSENT OF WSP. ALL COPYRIGHTS RESERVED.

- KEY:
- PROPOSED KERB
 - PROPOSED ENTRY RADIUS
 - PROPOSED ENTRY PATH RADIUS
 - PROPOSED EXIT WIDTH
 - PROPOSED ENTRY WIDTH
 - CIRCULATORY CARRIAGEWAY WIDTH
 - VISIBILITY FOR APPROACH
 - PROPOSED FLARE LENGTH
 - PROPOSED APPROACH HALF WIDTH
 - RED LINE BOUNDARY (AS PER NATIONAL HIGHWAYS RECORD)
 - SIGNALS
 - PROPOSED FOOTWAY

PO1	28/02/2022	TM	FIRST ISSUE		MK	JB
REV	DATE	BY	DESCRIPTION		CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



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CLIENT: Dover District Council

ARCHITECT:

SITE/PROJECT: WHITFIELD ROUNDABOUT

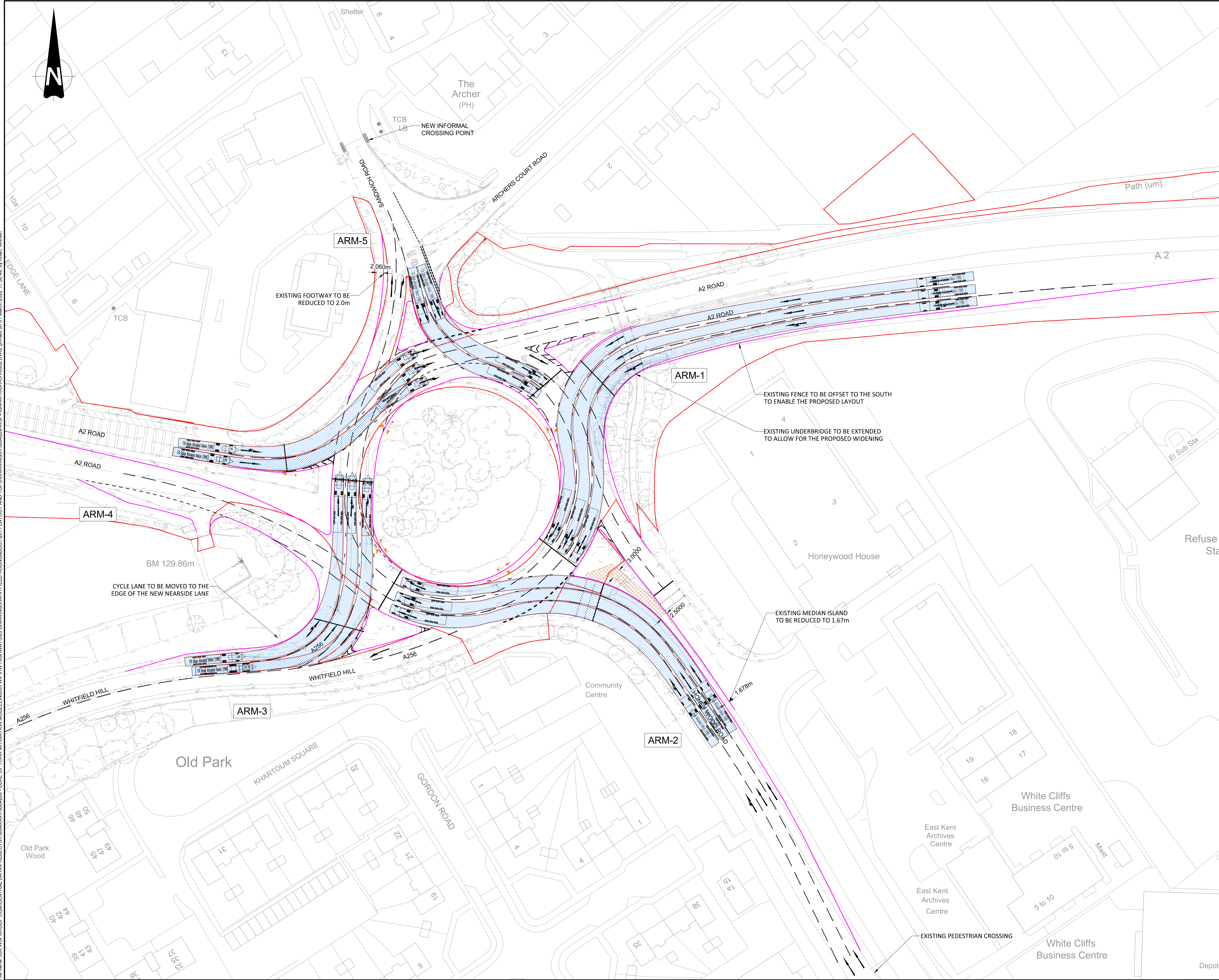
TITLE: GEOMETRIC DESIGN REVIEW PLAN SHEET 1 OF 1

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PROJECT NO: 70084289	DESIGNED: MK	DRAWN: TM
		DATE: 28/02/2022

DRAWING NO: 70084289-WSP-HGN-WFR-SK-CH-0001	REV: P01
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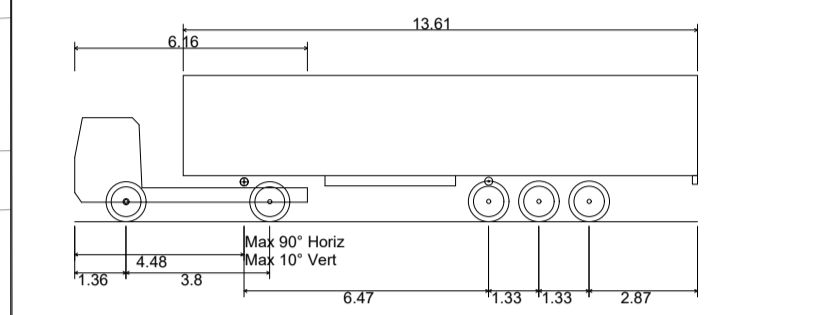


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- KEY:
- PROPOSED KERB
 - RED LINE BOUNDARY (AS PER NATIONAL HIGHWAYS RECORD)
 - SIGNALS
 - PROPOSED FOOTWAY
 - VEHICLE BODY



FTA Design Articulated Vehicle (1998)

Overall Length	16.48m
Overall Width	3.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	6.550m

PO1	28/02/2022	TM	FIRST ISSUE		MK	JB
REV	DATE	BY	DESCRIPTION		CHK	APP

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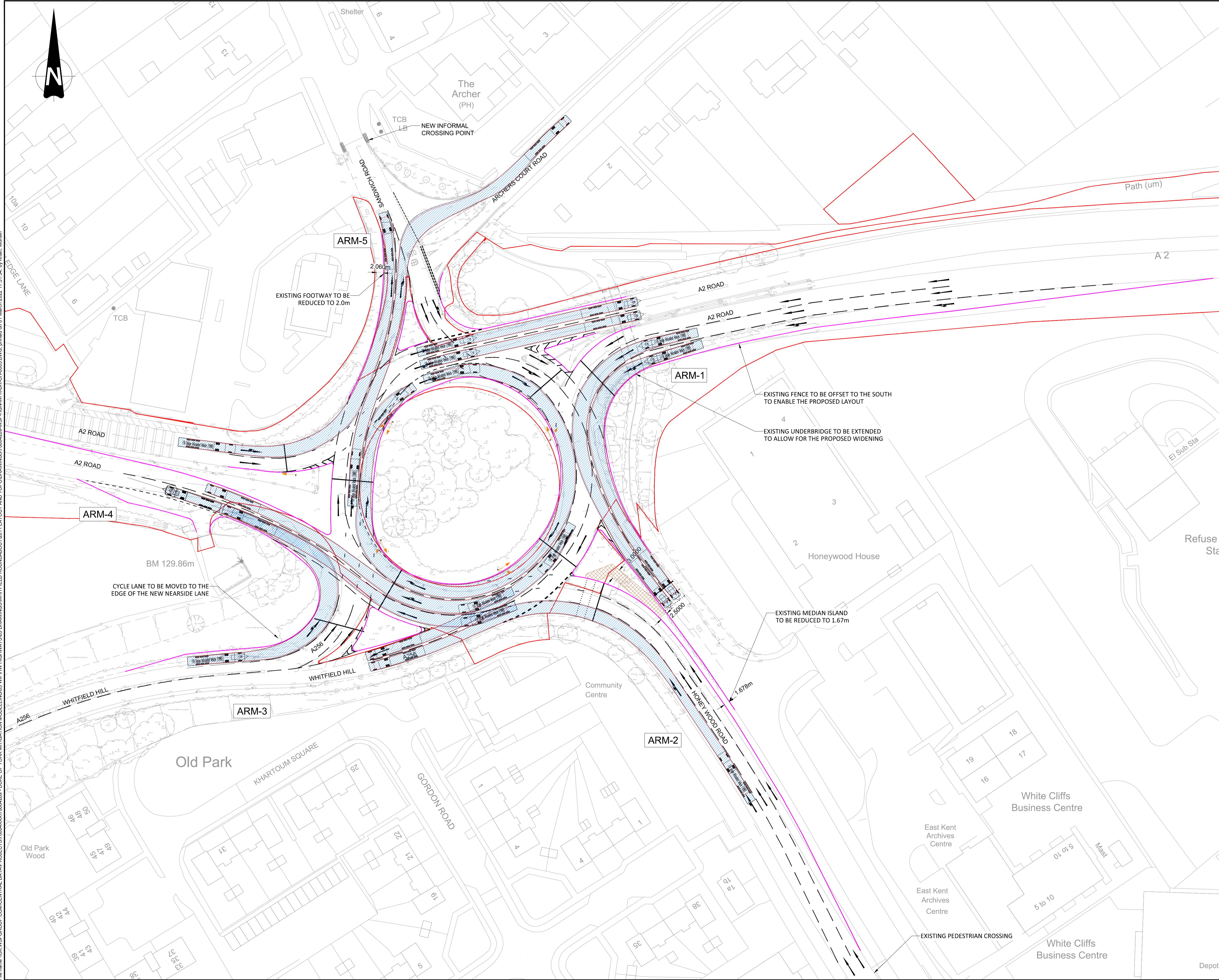
SITE/PROJECT: **WHITFIELD ROUNDABOUT**

TITLE: **SWEPT PATH ANALYSIS SHEET 01 OF 02**

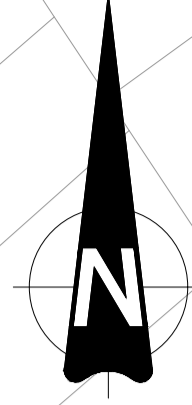
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PROJECT NO: 70084289	DESIGNED: MK	DRAWN: TM
		DATE: 28/02/2022

DRAWING NO: 70084289-WSP-HGN-WFR-DR-CH-0002	REV: P01
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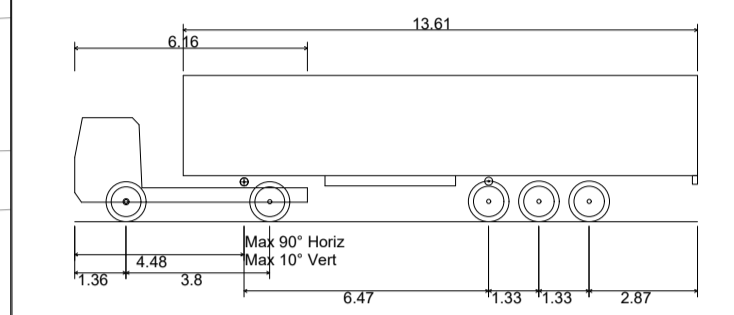
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 - SIGNALS
 - PROPOSED FOOTWAY
 - VEHICLE BODY



FTA Design Articulated Vehicle (1998)

Overall Length	16.48m
Overall Width	3.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	6.550m

PO1	28/02/2022	TM	FIRST ISSUE		MK	JB
REV	DATE	BY	DESCRIPTION		CHK	APP

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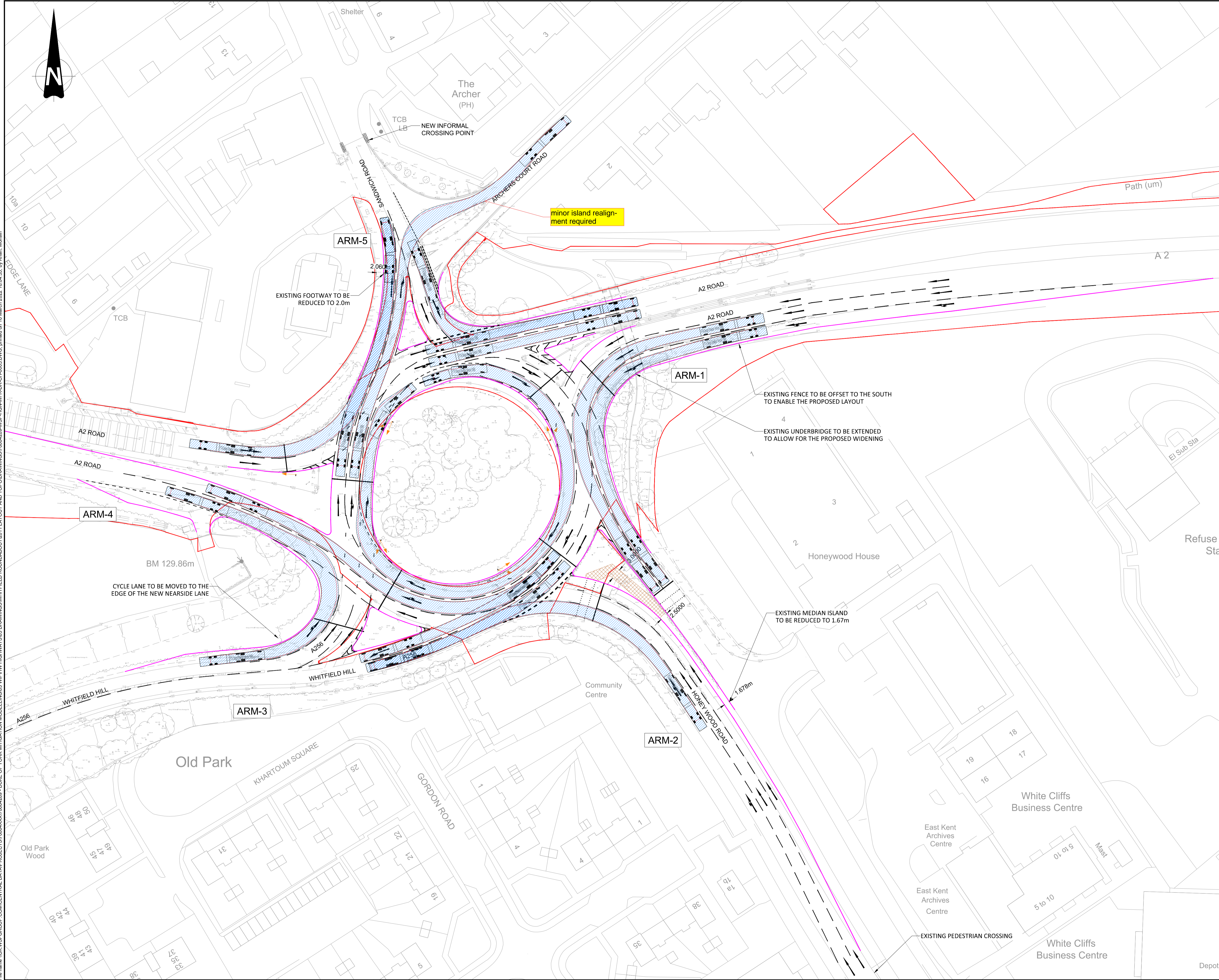
SITE/PROJECT: **WHITFIELD ROUNDABOUT**

TITLE: **SWEPT PATH ANALYSIS SHEET 02 OF 02**

SCALE @ A1: 1:500	CHECKED: MK	APPROVED: JB
PROJECT NO: 70084289	DESIGNED: MK	DRAWN: TM
		DATE: 28/02/2022

DRAWING NO: 70084289-WSP-HGN-WFR-DR-CH-0003	REV: P01
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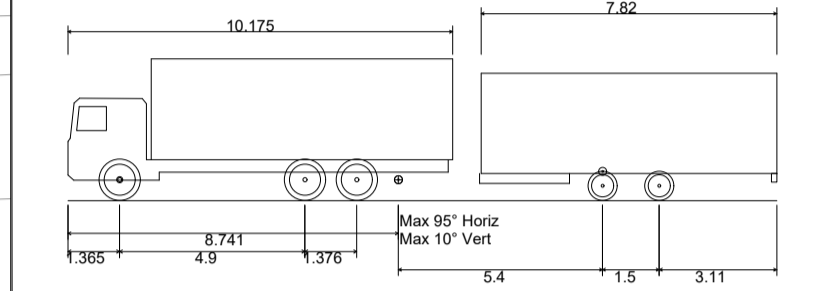


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 - PROPOSED FOOTWAY
 - VEHICLE BODY



FTA Design Drawbar Vehicle (1998)

Overall Length	18.751m
Overall Width	2.550m
Overall Body Height	3.745m
Min Body Ground Clearance	0.450m
Max Track Width	2.470m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	10.000m

DRAFT

PROJ	16/03/2022	TM	SECOND ISSUE	MK	JB
P01	28/02/2022	TM	FIRST ISSUE	MK	JB
REV	DATE	BY	DESCRIPTION	CHK	APP

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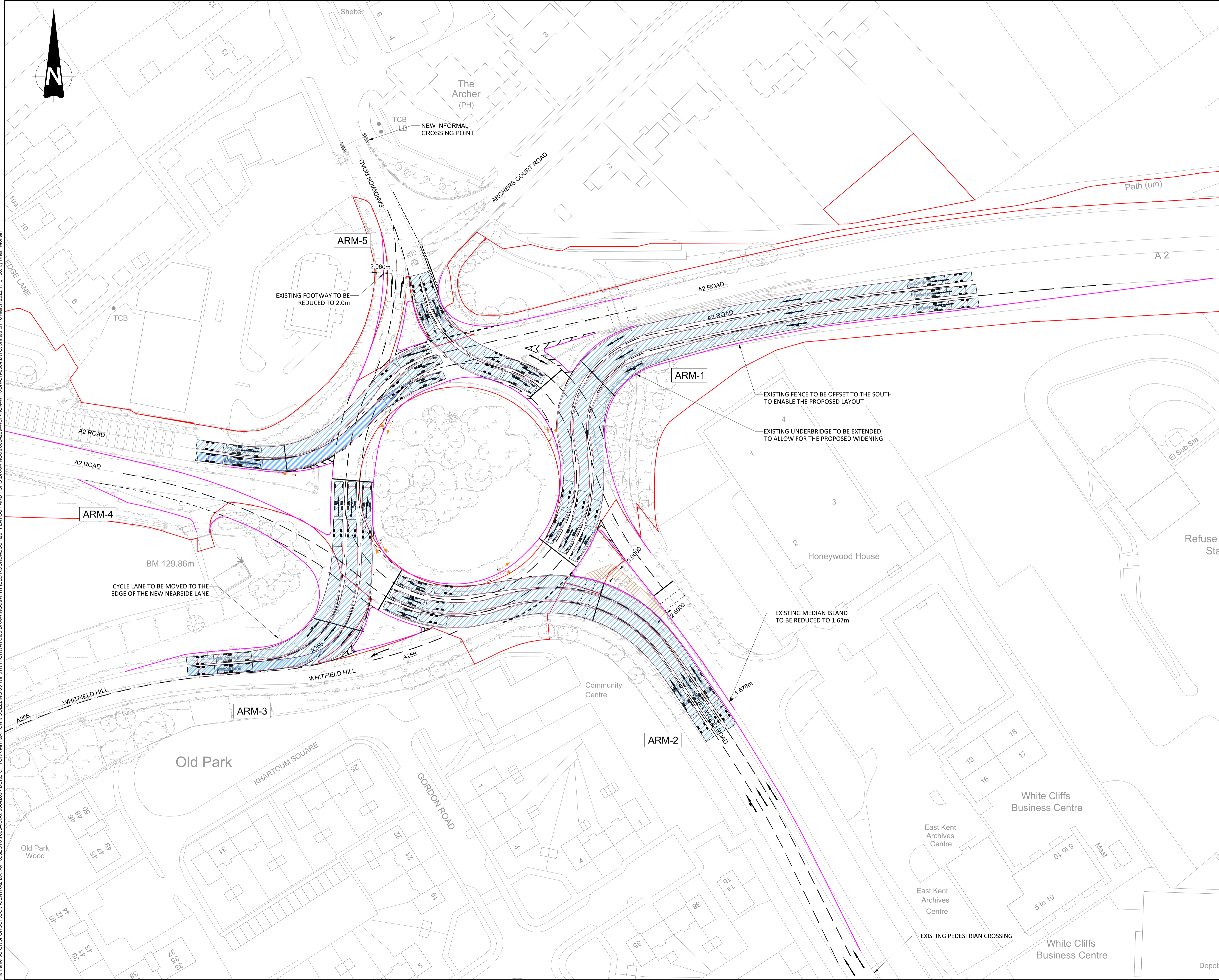
SITE/PROJECT: **WHITFIELD ROUNDABOUT**

TITLE: **SWEPT PATH ANALYSIS SHEET 02 OF 02**

SCALE @ A1:	1:500	CHECKED:	MK	APPROVED:	JB
PROJECT NO:	70084289	DESIGNED:	MK	DRAWN:	TM
				DATE:	16/03/2022

DRAWING NO:	70084289-WSP-HGN-WFR-DR-CH-0005	REV:	P02
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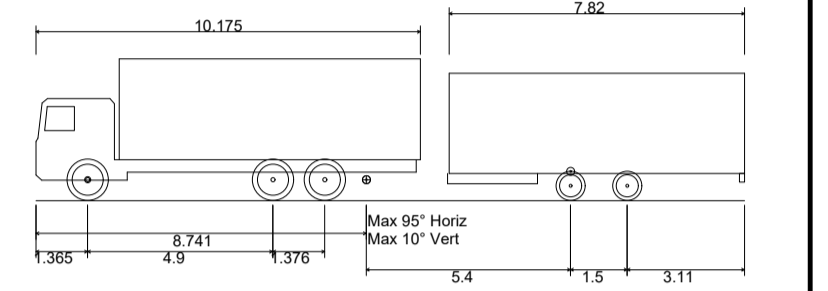
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- KEY:
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 - RED LINE BOUNDARY (AS PER NATIONAL HIGHWAYS RECORD)
 - SIGNALS
 - PROPOSED FOOTWAY
 - VEHICLE BODY



FTS Design Drawbar Vehicle (1998)

- Overall Length: 18.751m
- Overall Width: 2.550m
- Overall Body Height: 3.745m
- Min Body Ground Clearance: 0.450m
- Max Track Width: 2.470m
- Look-to-lock time: 3.00s
- Curb to Curb Turning Radius: 10.000m

DRAFT

PO2	16/03/2022	TM	SECOND ISSUE	AK	JF
PO1	28/02/2022	TM	FIRST ISSUE	AK	JF
REV	DATE	BY	DESCRIPTION	CHK	APP

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SITE/PROJECT: **WHITFIELD ROUNDABOUT**

TITLE: **SWEPT PATH ANALYSIS SHEET 01 OF 02**

SCALE @ A1: 1:500	CHECKED: MK	APPROVED: JB
PROJECT NO: 70084289	DESIGNED: MK	DRAWN: TM
		DATE: 16/03/2022

DRAWING NO: **70084289-WSP-HGN-WFR-DR-CH-0004** REV: **P02**

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TECHNICAL NOTE: WHITFIELD ROUNDABOUT FEASIBILITY DESIGN

DATE:	16 May 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Whitfield Roundabout Feasibility Design		
PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa /Christine Elphicke	APPROVED:	Tony Adebajo

APPENDIX B - RISKS AND ASSUMPTIONS REGISTER

Project No		Project Name				Risk Description (Describe Cost, Programme & Quality Impacts)	Initial Impact	Initial Probability	Initial Rating	Response (Mitigation and/or Contingency)	Risk Owner	Review Date	Residual Impact	Residual Probability	Residual Rating	Status	Review Comments
Risk ID	Date Identified	Identified By	Category	Risk or Opportunity?	Technical Discipline												
1	22/02/2022	Juan Balboa	Technical	Risk	Highways	Option 1 Design has been reviewed on the basis that the design vehicle is a In 16.5 metres long articulated heavy goods vehicles . If a different type of design vehicle needs to be considered Option 1 design may not cater for it	Moderate	Unlikely	Low	Client to confirm and agree on this assumption	Client		Very Low	Very Unlikely	Low	Pending	
2	22/02/2022	Juan Balboa	Technical	Risk	Highways	In absence of a 3D layout , the visibility assesment has been completed on the assumption that the proposed Duke of York vertical profile will match the existing layout . There is a risk that the proposed layout vertical profile will differ from the existing and the vertical visibility may not meet CD115 requirements.	High	Unlikely	Medium	Client to advise if a 3D model is to be completed	Client		Very Low	Very Unlikely	Low	Pending	
3	22/02/2022	Juan Balboa	Technical	Risk	Highways	It is assumed that all the Departures identified in the Technical Note will be accepted by National Highways	High	Possible	Medium	Liaise with National Highways in the very early stages	Client/Designer		Very Low	Very Unlikely	Low	Pending	
4	22/02/2022	Juan Balboa	Technical	Risk	Highways	Additional land will be required to accommodate the proposed layout . It may not be possible to obatin this land resulting on a full redesign.	High	Probable	High	Liaise with National Highways and DCC to obtain confirmation on obtaining the additional land	Client/Designer		High	Possible	Medium	Pending	
5	22/02/2022	Juan Balboa	Technical	Risk	Highways	An existing underpass will need to be extended to accommodate the proposed layout. It is assumed it will be possible to extend the underbridge.	High	Possible	Medium	Client to confirm or to engage with structures engineer to confirm the feasibility of extending the structure	Client/Designer		High	Possible	Medium	Pending	
6	16/05/2022	Juan Balboa	Technical	Risk	Highways	The pavement make up used for the cost estimate for the pavement design is based on the assumption of a Class 2 foundation and a design traffic of 20msa. There is a risk that the pavement construction will be substantially thicker resulting in an increase in the cost estimate	Moderate	Probable	Medium	Pavement design to be completed to mitigate cost uncertainty	Client	30/06/2021	Moderate	Unlikely	Low	Pending	
7	16/05/2022	Juan Balboa	Technical	Risk	Highways	It is assumed that the proposed drainage will consist of kerb drains connected directly to the existing sewer. There is a risk that the drianage layout will be substantially different to the assumed for pricing purposes	High	Probable	High	Drainage Design to be completed to mitigate cost uncertainty	Client	30/06/2021	High	Unlikely	Medium	Pending	
8	16/05/2022	Juan Balboa	Technical	Risk	Highways	The traffic signal infrastructure layout is indicative and for pricing purposes(refer to Appendix D)	High	Probable	High	Traffic Signal Design to be completed to mitigate cost uncertainty	Client	30/06/2021	High	Unlikely	Medium	Pending	
9	16/05/2022	Juan Balboa	Technical	Risk	Highways	It is assumed that new lighting will be required to accommodate the proposed layout. The lighting layout is based on the designers best guess (refer to Appendix D) for indicative layout There is a risk that the lighting layout will be substantially different to the assumed for ricing purposes	High	Probable	High	Lighting Design to be completed to mitigate cost uncertainty	Client	30/06/2021	High	Unlikely	Medium	Pending	
10	16/05/2022	Juan Balboa	Technical	Risk	Highways	It is assumed the vehicle restraint system provision will be required however this is subject to a RRRA	Moderate	Possible	Medium	VRS Design to be completed to mitigate cost uncertainty	Client	30/06/2021	Moderate	Unlikely	Low	Pending	
11	16/05/2022	Juan Balboa	Technical	Risk	Highways	It is assumed a number of existing Power supply and Telecommunications will need to be relocated in order to accommodate the proposed layout. A Consultants lump sum has been included in the estimate There is a risk that the cost of dversionary works will be substantially different to the assumed for ricing purposes	High	Probable	High	C3 and C4 Estimates to be obtained from Utility Providers	Client	30/06/2021	High	Unlikely	Medium	Pending	

T443: Project Assumptions Log

Project Number		70084289	Project Name		Duke of York Roundabout	
Date		16/05/2022				
ID No	Category	Assumption	Responsibility/Own	Due Date	Status	Action
1	Design Review	In accordance with CD116 we have assessed the movement of 16.5 metres long articulated heavy goods vehicles . We have assumed a worse case scenario of articulated vehicles in all lanes completing the movements concurrently at 50mph.	WSP/Client	22-Mar-22	Open	Client to confirm if a different type of vehicle needs to be considered
2	Design Review	In absence of a 3D layout , the visibility assesment has been completed on the assumption that the proposed Duke of York vertical profile will match the existing layout .	WSP/Client	22-Mar-22	Open	Client to validate this assumption and advise if they wish to proceed with a 3D layout .
3	Design Review	The position of the Secondary Traffic Signal poles was assumed for review purposes.	WSP/Client	22-Mar-22	Open	Assumption to be validated in subsequent design stages
4	Design Review	Reduced median island along Honey Wood Road: It is assumed that all the lighting infrastructure affected by the median island reduction will be relocated to suit the new layout	WSP/Client	22-Mar-22	Open	Assumption to be validated in subsequent design stages
5	Design Review	Extension of the existing underpass on the A2 westbound approach: It is assumed that the structure of the existing underpass will be extended.	WSP/Client	22-Mar-22	Open	Assumption to be validated by the Client. This assumption will involve structural design and increased scope
6	Design Review	Utility Diversions: Based on utility records provided by National Highways (drawing refer HE604641-ARP-HAC-FS-M2-CU-000001) it appears that an existing water main on Arm 3 and a number of existing OpenReach cables on Arm1 will require to be diverted or lowered	WSP/Client	22-Mar-22	Open	Assumption to be validated in subsequent design stages. Engagement with Utility Companies required to confirm
7	Design Review	Departures for existing accesses: The position of the two existing accesses to the existing petrol station (eastbound) and the existing substation (westbound) on Arm 4 are to be retained. The deceleration/diverge lane into the petrol station falls short the minimum length as per indicated in CD 123 (existing length 50m/required 80m) . Due to site constraints the proposed length of the merge/acceleration lane from the substation falls short of the minimum length as per indicated in CD 123 (existing length 35m/required 90m). It is assumed that these Departures are outside the scope of the proposed Whitfield Roundabout design.	WSP/Client	22-Mar-22	Open	Assumption to be validated by the Client
8	Design Review	Additional land: It is assumed that the additional land required on Arm 4 (A2 eastbound) and the central island to accommodate the proposed layout will be made available.	WSP/Client	22-Mar-22	Open	Assumption to be validated by the Client
9	Cost Estimate	The pavement make up used for the cost estimate for the pavement design is based on the assumption of a Class 2 foundation and a design traffic of 20msa	Client	16-May-22	Open	Pavement Design to be completed
10	Cost Estimate	It is asumed that the proposed drainage will consist of kerb drains connected directly to the the existing sewer	Client	16-May-22	Open	Drainage Design to be completed

T443: Project Assumptions Log

Project Number		70084289	Project Name		Duke of York Roundabout	
Date		16/05/2022				
ID No	Category	Assumption	Responsibility/Own	Due Date	Status	Action
11	Cost Estimate	The traffic signal infrastructure layout is indicative and for pricing purposes(refer to Appendix D)	Client	16-May-22	Open	Traffic signal Design to be completed
12	Cost Estimate	It is assumed that new lighting will be required to accommodate the proposed layout. The lighting layout is based on the designers best guess (refer to Appendix D) for indicative layout	Client	16-May-22	Open	Lighting Design to be completed
13	Cost Estimate	It is assumed the vehicle restraint system provision will be required	Client	16-May-22	Open	RRRAP to be completed to confirm VRS provision
14	Cost Estimate	It is assumed a number of existing Power and Telecommunications will need to be relocated in order to accommodate the proposed layout. A Consultants lump sum has been included in the estimate	Client	16-May-22	Open	Utility providers to be contacted and scope of utility diversions to be identified



TECHNICAL NOTE: WHITFIELD ROUNDABOUT FEASIBILITY DESIGN

DATE:	16 May 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Whitfield Roundabout Feasibility Design		
PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa /Christine Elphicke	APPROVED:	Tony Adebajo

APPENDIX C – PROPOSED LAYOUT AGAINST EXISTING UTILITY SERVICES

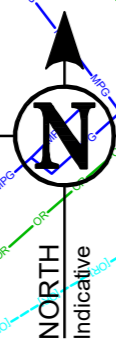
ARM 5

ARM 1

ARM 4

ARM 2

ARM 3



Potential diversion of existing BT Openreach ducts. The existing ducts currently running along the verge running sit within the proposed carriageway

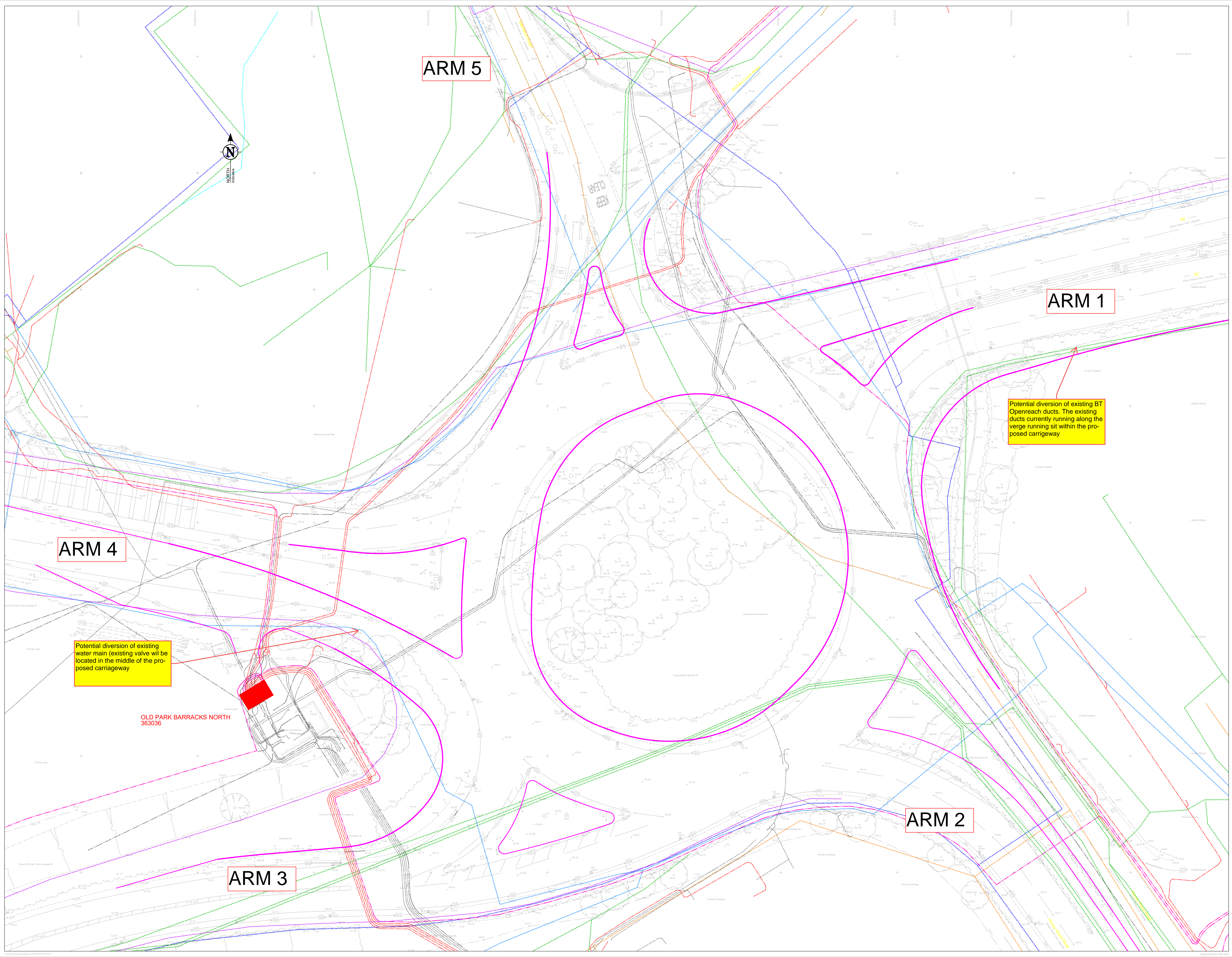
Potential diversion of existing water main (existing valve will be located in the middle of the proposed carriageway)

OLD PARK BARRACKS NORTH
363036

KEEP CLEAR

Adams Court Road

Adams Court Road





TECHNICAL NOTE: WHITFIELD ROUNDABOUT FEASIBILITY DESIGN

DATE:	16 May 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Whitfield Roundabout Feasibility Design		
PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa /Christine Elphicke	APPROVED:	Tony Adebajo

APPENDIX D – SCHEDULE OF QUANTITIES FOR PRODUCTION OF COST ESTIMATE

Whitfield Roundabout Schedule of Quantities

Item Number	Item Description	Quantity	Item Rate	Plus Rate	Total
Preliminaries and Adjustments					
A01.001	Temporary Accommodation		0.00%		
A01.002	Vehicles for delivering the Service		0.00%		
A01.003	Communication System for delivering the Service		0.00%		
A01.004	Operatives for delivering the Service		0.00%		
A01.005	Information Boards		0.00%		
A01.006	Traffic Safety and Management, Lane Closures		0.00%		
A01.007	Mobile lane Closures		0.00%		
A01.008	Road Closures, Temporary Diversion for traffic		0.00%		
A01.009	Welfare Unit		0.00%		
A01.010	Advance Warning Boards		0.00%		
A01.011	Notices		0.00%		
A01.012	Letter Drop		0.00%		
Preliminaries and Adjustments Total					0.00
Site Clearance					
A02.001	Take up or down and remove to Licensed tip off Site- Concrete kerb, any size or type	1072.00	m		
A02.002	Take up block paving on roundabout	260.00	m2		
A02.003	Site Clearance- Trees not exceeding 500mm in girth	20.00	No		
A02.004	Take up or down and remove to Licensed tip off Site- Traffic sign post, any diameter, height not exceeding 4.0 metre, including base and foundation	22.00	No		
A02.005	Take up or down and remove to Licensed tip off Site- Wide base traffic sign post, any diameter, height not exceeding 4.0 metre, including base and foundation	40.00	No		
A02.006	Removal of pedestrian guardrail	150.00	m		
A02.007	Remove pedestrian guardrail	150.00	m		
A02.008	Remove bushes and small trees	973.00	m2		
A02.009	Remove or backfill road gully	21.00	No		
A02.010	Remove chamber covers and frames, gully gratings and frames and the like, any type area exceeding 0.5 square metre but not exceeding 1.0 square metre in carriageway, footway or paved areas	34.00	No		
A02.011	Removal of acoustic barrier	150.00	m		
A02.012	Remove Mastic Asphalt 35mm thick in islands	601.00	m2		
A02.013	Take up or down and remove to store off site road lighting column texceeding 8.0 metre nominal height, with single, double or multiplebracket arms, and lantern and lamp, any type	15.00	No		
Site Clearance Subtotal					0.00
Fencing and Road Restraint Systems					
A03.001	Vehicle Restraint system (assumed, subject to RRRA)	140.00	m		
A03.002	P1 Terminal	2.00	No		
A03.003	Accoustic Barrier (A2 Eastern arm)	150.00	m		
A03.004	2m high security fencing at interface with property (Whitfield Hill)	60.00	m		
A03.005	Proposed pedestrian Guardrail	150	m		
Road Restraints and Fencing Subtotal					0.00
Drainage and Service Ducts					
A05.001	Combined Kerb Drain laid straight ST1 concrete backing	100.00	m		
A05.002	Proposed Road Gully	21.00	No		
A05.003	Proposed 150mm internal diameter - HDPE (Twin-Walled) connecting into existing sewer	200.00	m		
A05.004	Proposed filter drain in areas of carriageway widening -Type B filter material to S.H.W Clause 505	420.00	m		
A05.005	100mm internal diameter HDPE ducting for traffic signals and lighting	950.00	m		
A05.006	Traffic signal draw pit (asumed 750x750mmx1m deep) and C250 cover	14.00	No		
A05.007	Excavation for ducting	950.00	m3		
A05.008	Cost Allowance to Statutory Authorities (Water/Sewage Company) for any connection/disconnection works into the existing sewer	21.00	No		
Drainage and Service Ducts Subtotal					0.00

Earthworks

'A06.001	Excavation of acceptable material excluding Class 5A in cutting and other excavation.(assume 400mm)	577.00	m3		
'A06.002	Removal of existing top soil (assume 300mm)	433.00	m3		
'A06.003	Proposed Class 1/Class 2 fill to pavement formation level (assumme 1.2m average fill to reach pavement foundation level)	1732.00	m3		
'A06.004					
Earthworks Subtotal					0.00

Pavements

'A07.001	40mm surfacing (Asumme Thin Surface Course System)	12,513.00	m2		
'A07.002	60mm Binder course (Asumme AC20 dense bin 40/60)	12,513.00	m2		
'A07.003	130mm Upper base (Asumme AC32 dense bin 40/60)	1506.00	m2		
'A07.004	130mm Lower base (Asumme AC32 dense bin 40/60)	1506.00	m2		
'A07.005	Type 1 subbase and capping (Asumme 450mm)	904	m3		
'A07.006	Break up pavement for soft verge	65.00	m2		
'A07.007	Cold Milling (Planing)- Milling pavement depth exceeding 80mm but not exceeding 120mm	10842.00	m2		
Pavements Subtotal					0.00

Kerbs, Footways and Paved Areas

A11.001	150x250 concrete battered kerb including ST1 backing	1134.00	m		
A11.002	20mm asphalt concrete surface AC6 on 40mm open grading asphalt concrete AC20 on 100mm granular Type 1 material in traffic islands	1043.00	m2		
A11.003	Island: 63mm thick modular concrete block paving, any size including 50mm thick cement/sand mortar bedding on C16/20 concrete base	80	m2		
A11.004	Cycle Path: 20mm dense asphalt concrete surface course AC6 dense surf 100/150 on 50mm open graded asphalt concrete binder course AC20 open bin 100/150binder course on 225 Type 1 subbase	130	m2		
A11.005	Excavation in Hard Material- Extra over excavation for excavation in hard material in footways and paved areas	100	m3		
Kerbs, Footways and Paved Areas Subtotal					0.00

Traffic Signs and Road Markings

A12.001	Externally lit or Non Lit Sign Units- Permanent retroreflective traffic sign, non-Lit Sign Unit, sign face not exceeding 1 square metre fix to posts (measured seperately) or lighting column	4	No		
A12.002	Externally lit or Non Lit Sign Units- Permanent Permanent retroreflective traffic sign, traffic sign, non-Lit Sign Unit, sign face sign face exceeding 1 square metre but not exceeding 4m2 square metre, fix to posts (measured seperately) or lighting column	18	No		
A12.003	Posts (including plastic caps and concrete foundation)- Passively safe posts	40	No		
A12.005	Road markings lane arrows	41	No		
A12.006	Road markings stop line	107	m		
A12.007	road markings give way line	92	m		
A12.008	White markings Diag1004	1571	m		
A12.009	White markings 1005	339	m		
A12.010	White markings 1010	105	m		
A12.011	White markings 1055	38	m		
A12.012	Road markings hatching	72	m2		
Traffic Signs and Road Markings Subtotal					0.00

Lighting

A13.001	Supply and Install Road Lighting Columns & Wall Mounting Only (excluding bracket arms, foundation, lantern and lamp)	12	No		
A13.002	Lamp column foundation	12	No		
A13.003	100mm internal diameter UPVC-Twin Walled HDPE Black duct intrench depth not exceeding 1.5 metres	240	m		
A14.001	6mm ² 3 core XLPE/SWA/PVC cable with copper conductors	250.00	m		
A14.002	Steel feeder pillar. (Excluding electricalequipment)	2	No		
A14.003	Earthing Block	12	No		
A14.004	Earth electrode mat	12	No		
A14.005	Lighting draw pit (asumed 600x600mmx1m deep) and C250 cover	12	No		
A14.006	Cost for payment to Statutory Authorities (Power Company) for any DNO connection/disconnection works	12	No		

Landscaping

A30.001	Lump sum for soft landscaping of central island	1	No		
A30.002	Planting of new semi-mature trees (assuming replacement like for like)	20	No		
A30.003	Planting of Hedgerow (Whitfield Hill)	40.00	m		

Landscaping Subtotal **0.00**

Additional Items

	NAL Retention socket to suit Traffic signal post	24	No		
	Allowance for diversion of existing Utilities - Water Main (C3 to be obtained from Power company)	1	Item		
	Allowance for diversion of existing Utilities -Telecoms (C3 to be obtained from Power company)	1	Item		
	Allowance for ground investigations (Assume 10 trial trenches, CBR testing, Laboratory testing and infiltration testing and 10 core samples of the existing pavement)	1	Item		
	Allowance for extension of existing structure (underpass under A2 eastern arm) by 6m	1	Item		
	Allowance for commissioning and installation of traffic signal infrastructure(traffic signal poles and traffic lighting, cabling, controller, installation and programming of the controller)	1	Item		

Additional Items Subtotal **0.00**

Summary of Estimate for Brief :

Estimate Package	Whitfield roundabout	
Estimate		
PMS Brief	Brief Number	
	Title	
	Description	
	Client Project Manager	
Estimate State	Work in Progress	
Revision	Last revised by Juan Balboa(2022-05-16)	

SUMMARY	TOTAL
Preliminaries	0.00
Site Clearance	0.00
Fencing and Road Restraint Systems	0.00
Drainage and Service Ducts	0.00
Earthworks	0.00
Pavements	0.00
Kerbs, Footways and Paved Areas	0.00
Traffic Signs and Road Markings	0.00
Lighting	0.00
Landscaping	0.00
Additional Items	0.00
Estimate of the Total Cost of the Works	0.00

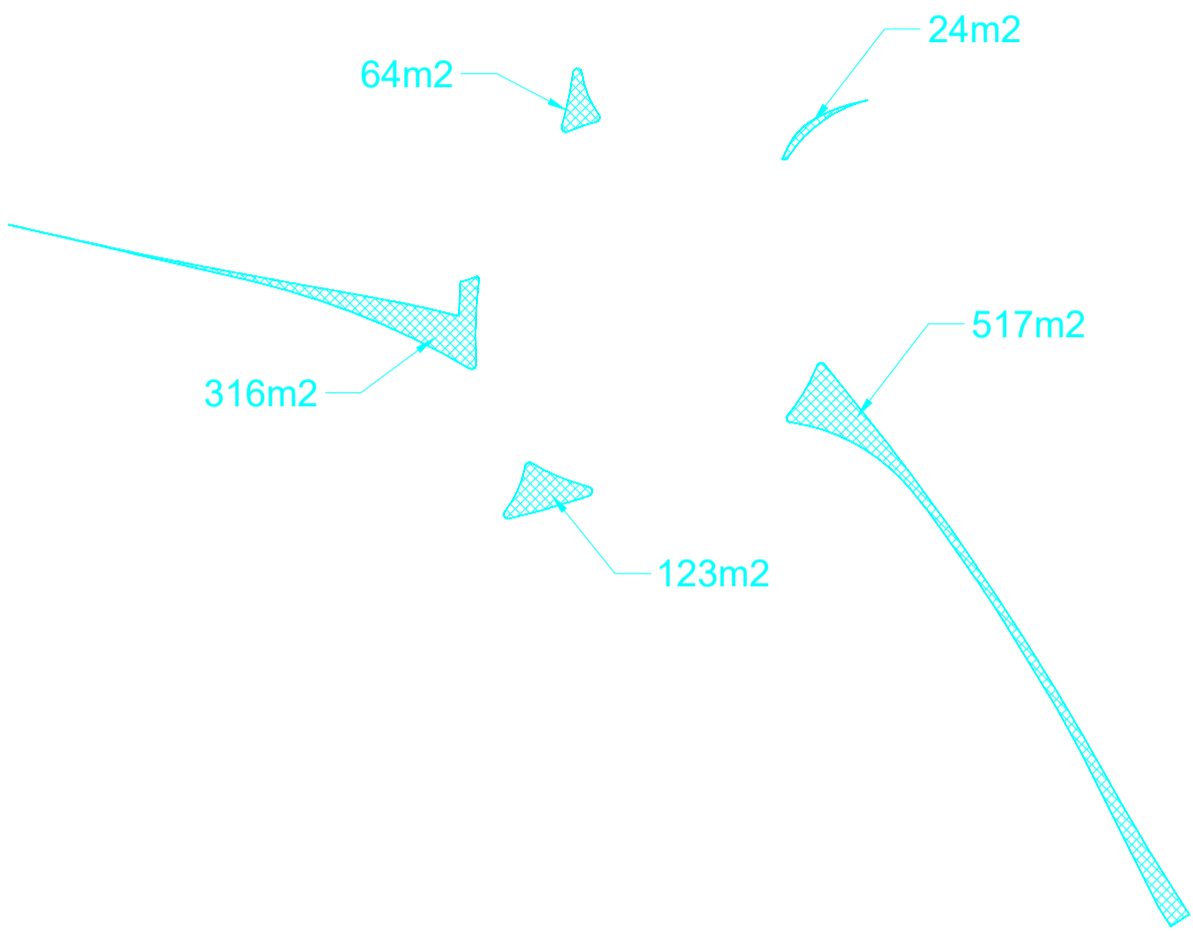


TECHNICAL NOTE: WHITFIELD ROUNDABOUT FEASIBILITY DESIGN

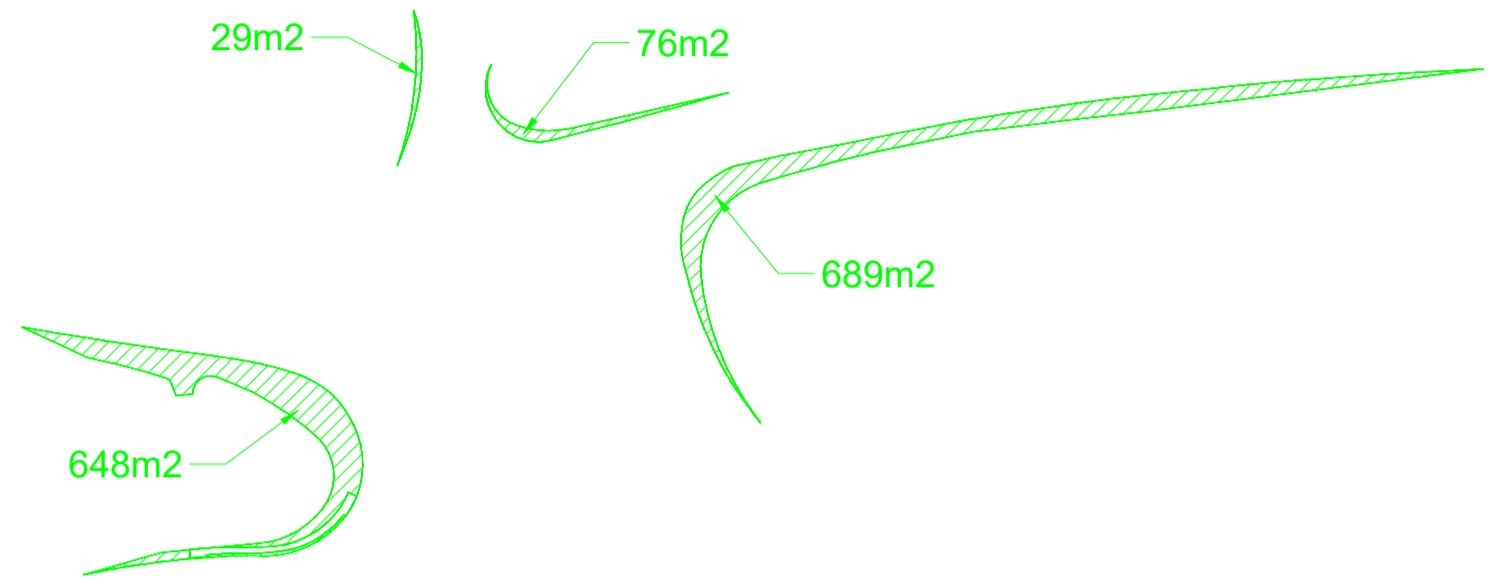
DATE:	16 May 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Whitfield Roundabout Feasibility Design		
PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa /Christine Elphicke	APPROVED:	Tony Adebajo

APPENDIX E – SCHEDULE OF QUANTITIES CALCULATION SHEET

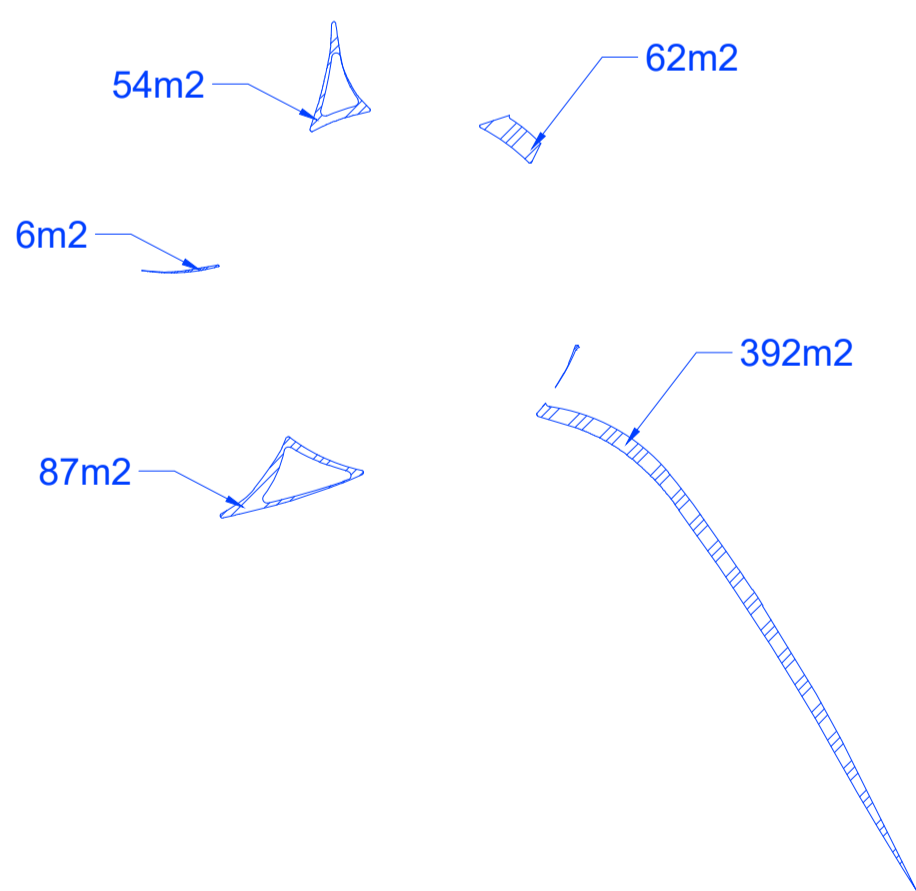
NEW ISLANDS



EARTHWORKS-NEW CARRIAGEWAY FORMATION



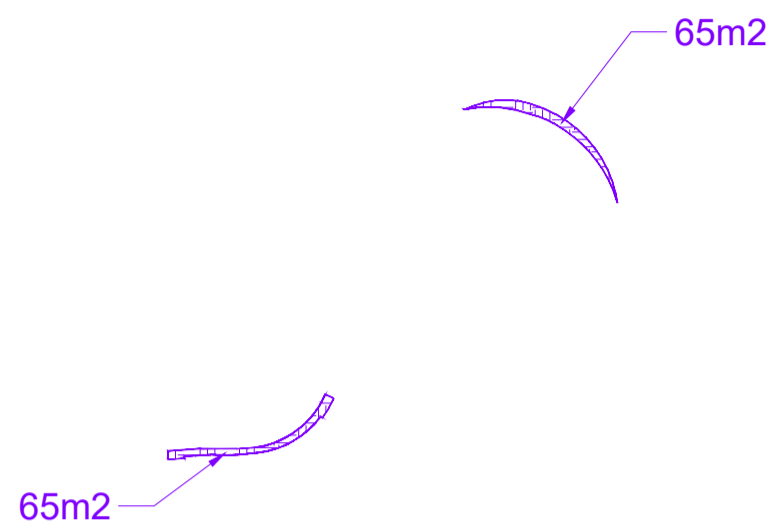
ISLANDS TO PLANE OFF



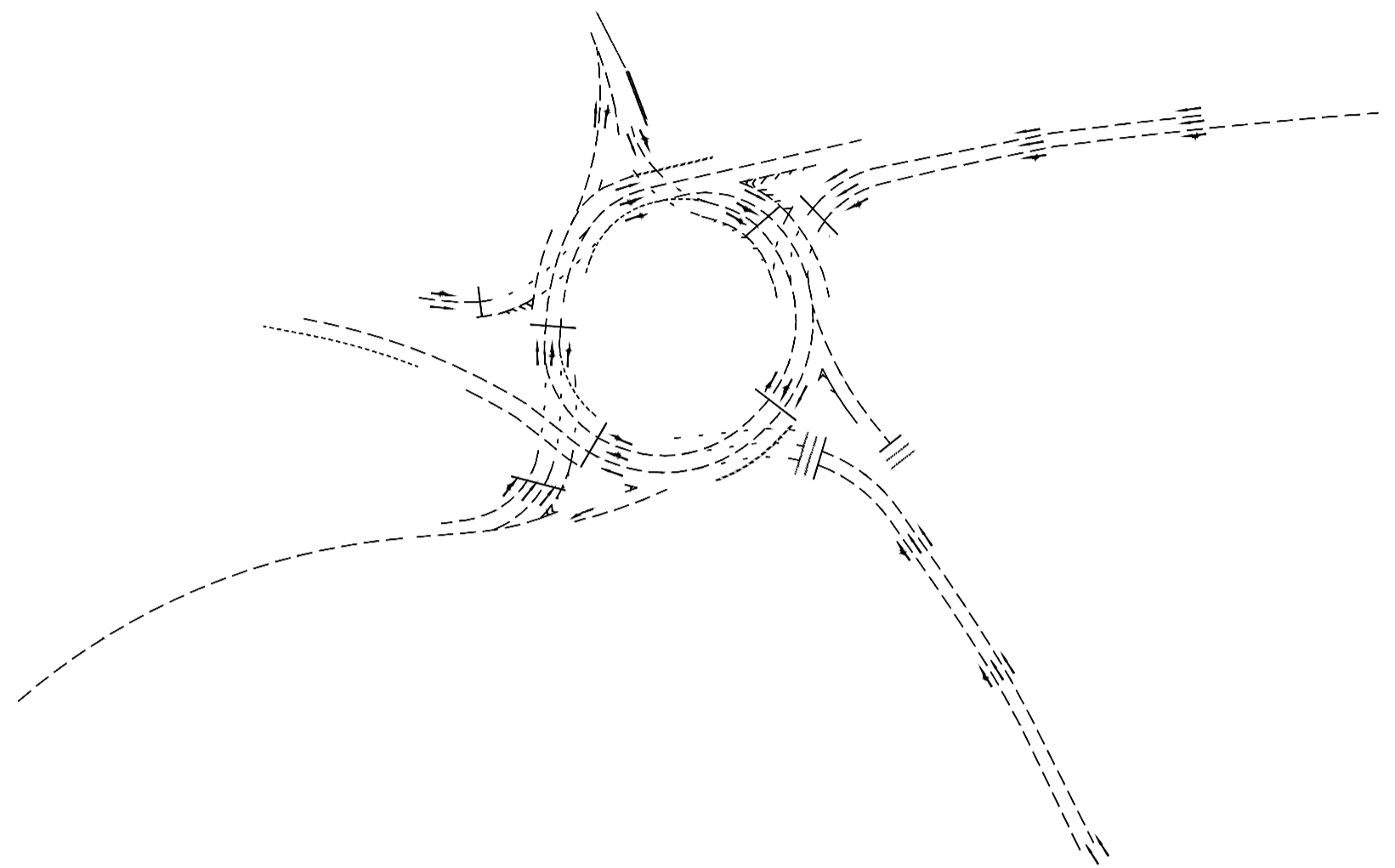
PROPOSED CYCLE PATH



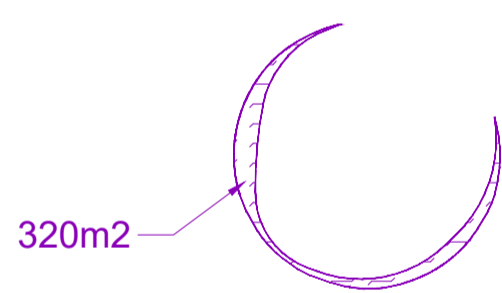
HARD EXCAVATION



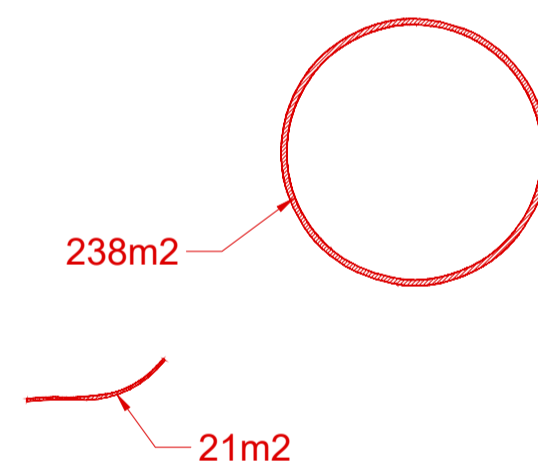
ROAD MARKINGS



ROUNDAABOUT EARTHWORKS AND SOFT LANDSCAPING



ROUNDAABOUT BLOCK PAVING

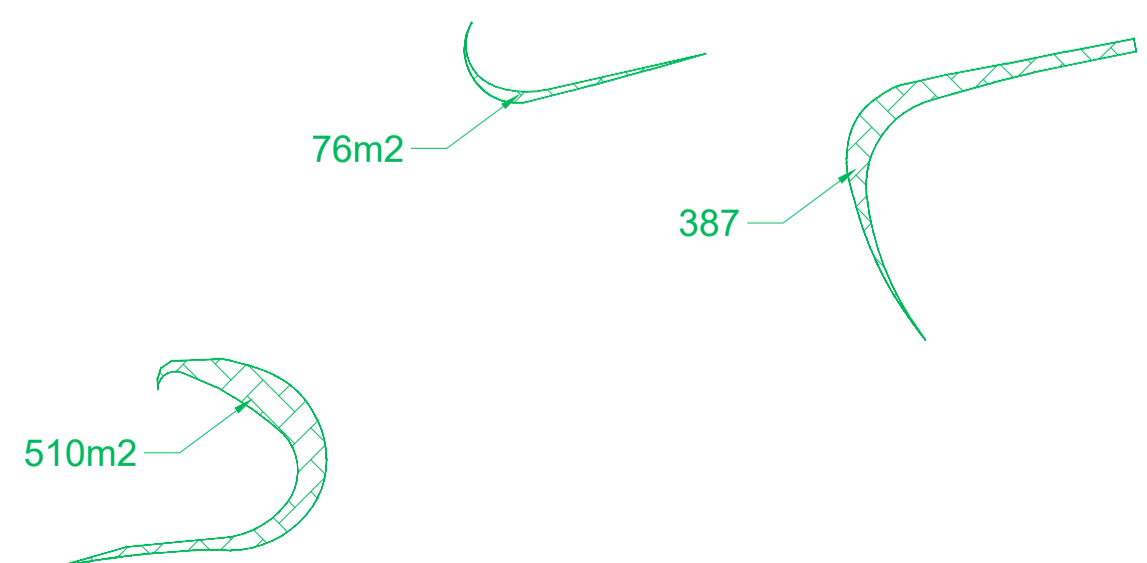
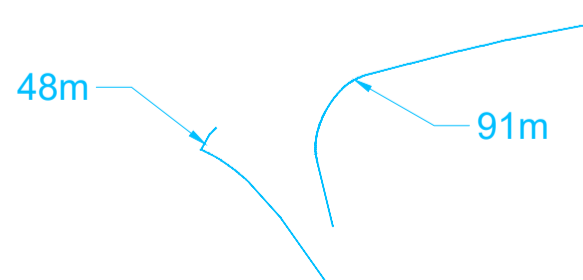


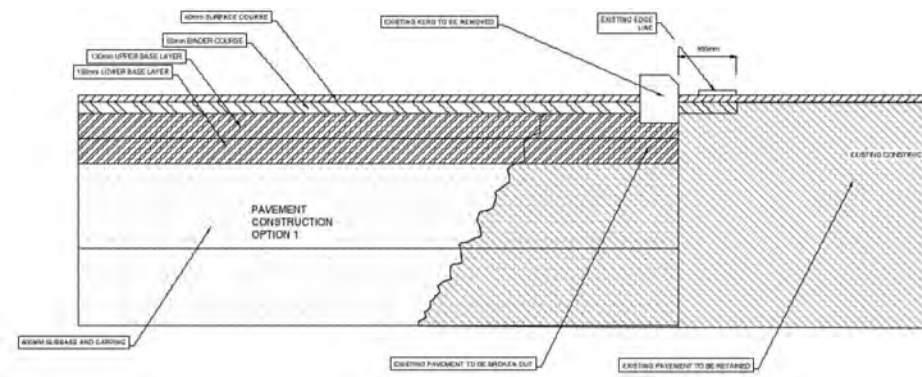
CONCRETE BARRIER AT BRIDGE



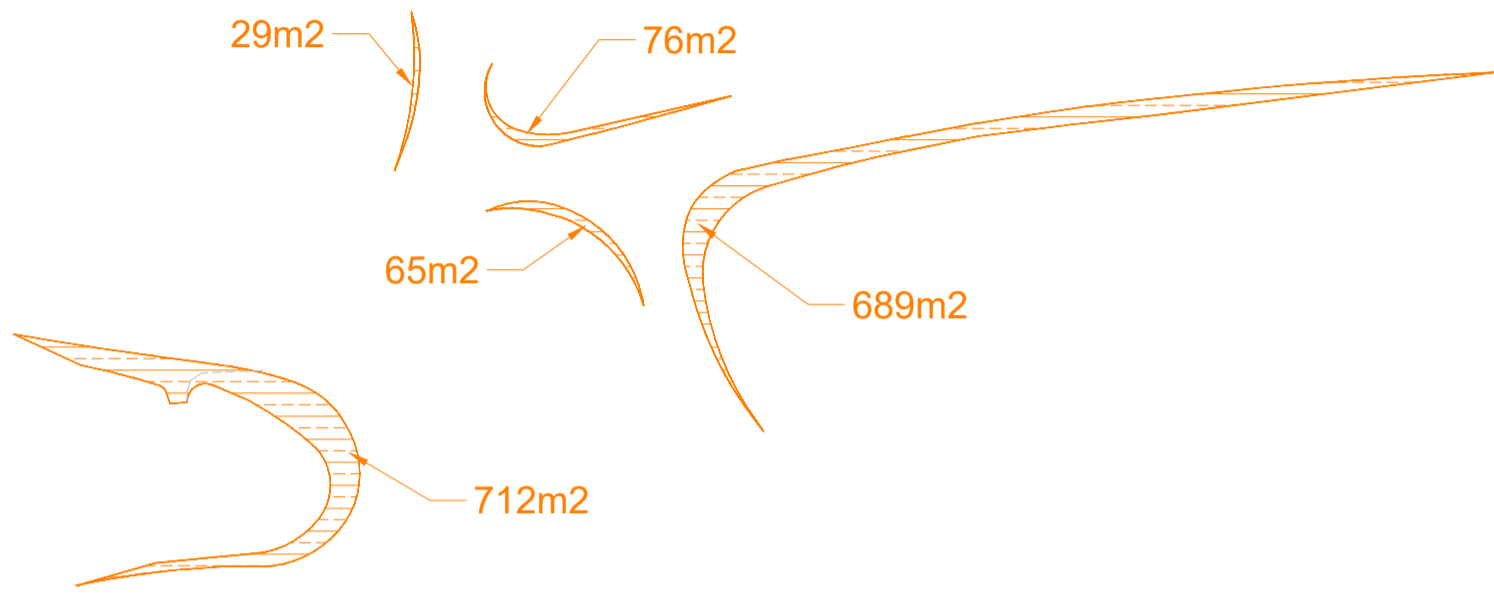
BUSH/SMALL TREE TO REMOVE

FENCE TO REMOVE

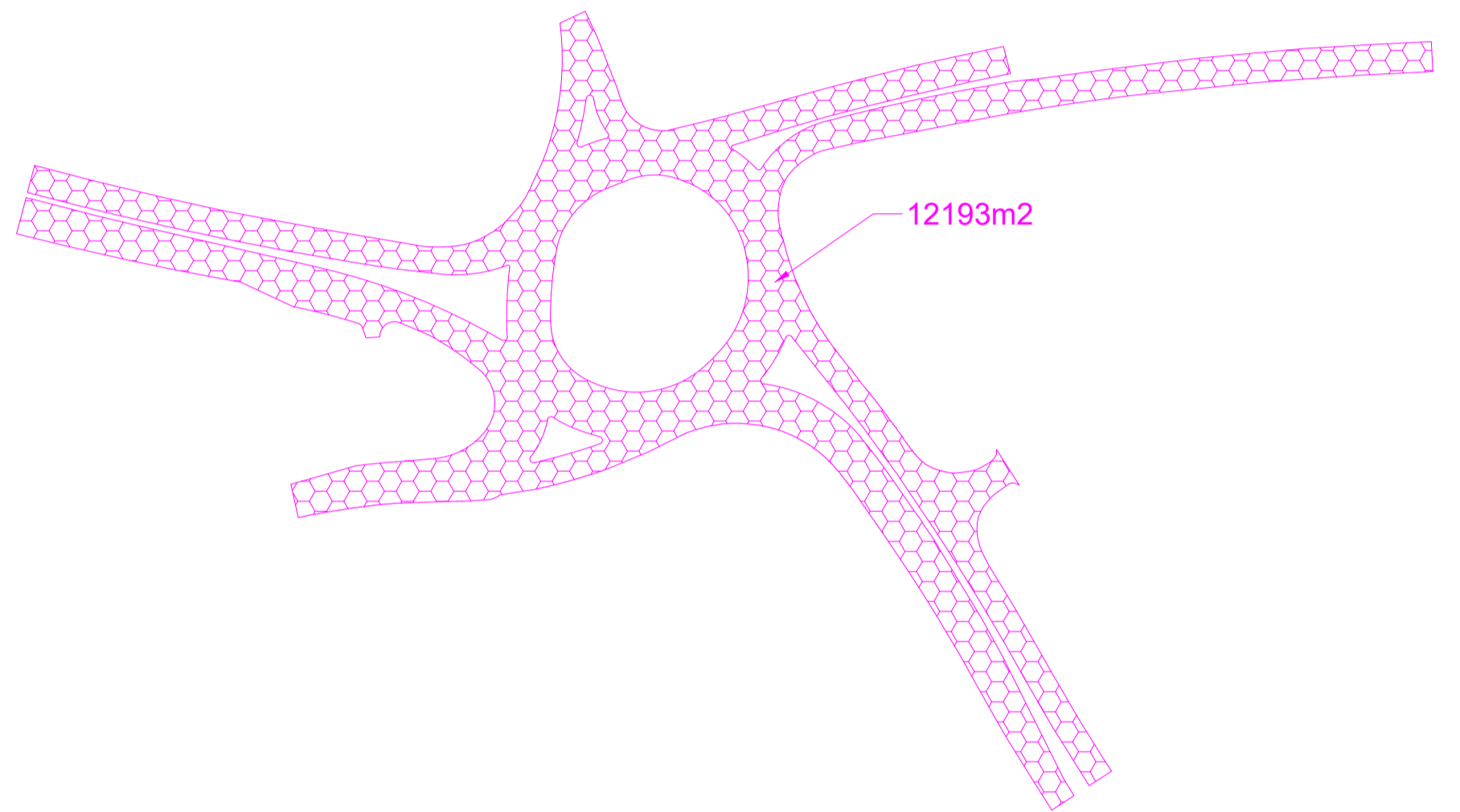




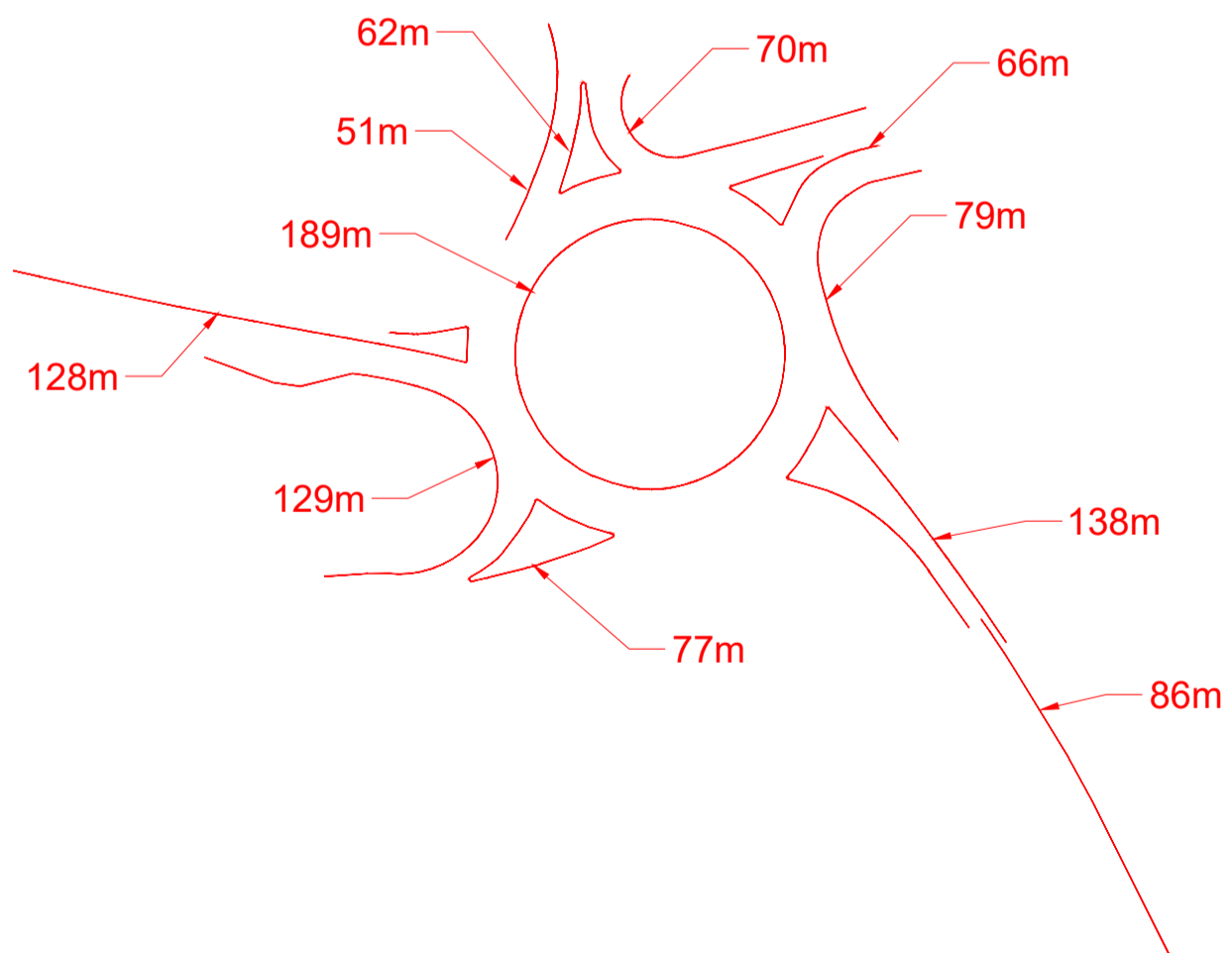
FULL DEPTH PAVEMENT CONSTRUCTION



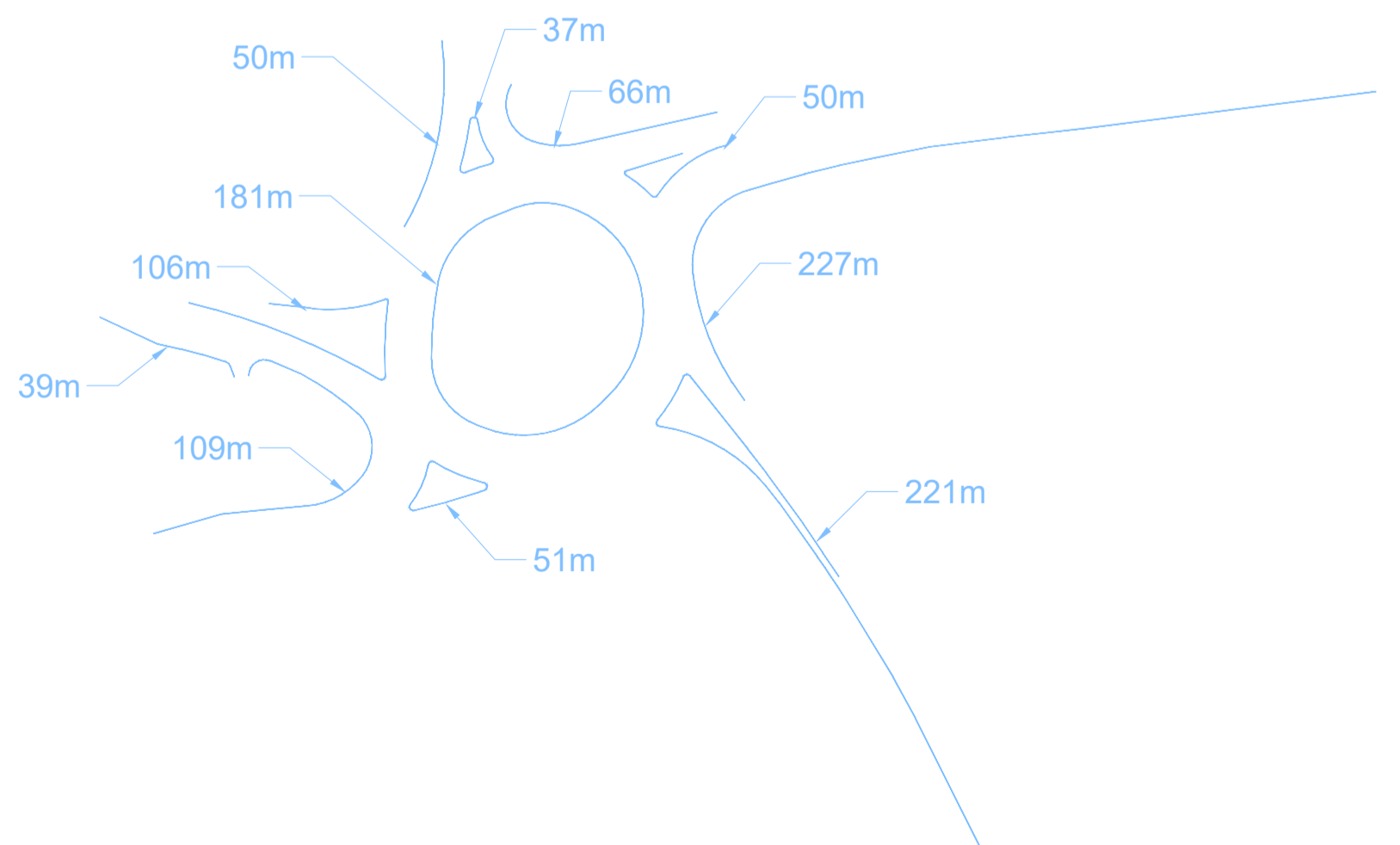
PAVEMENT RESURFACING



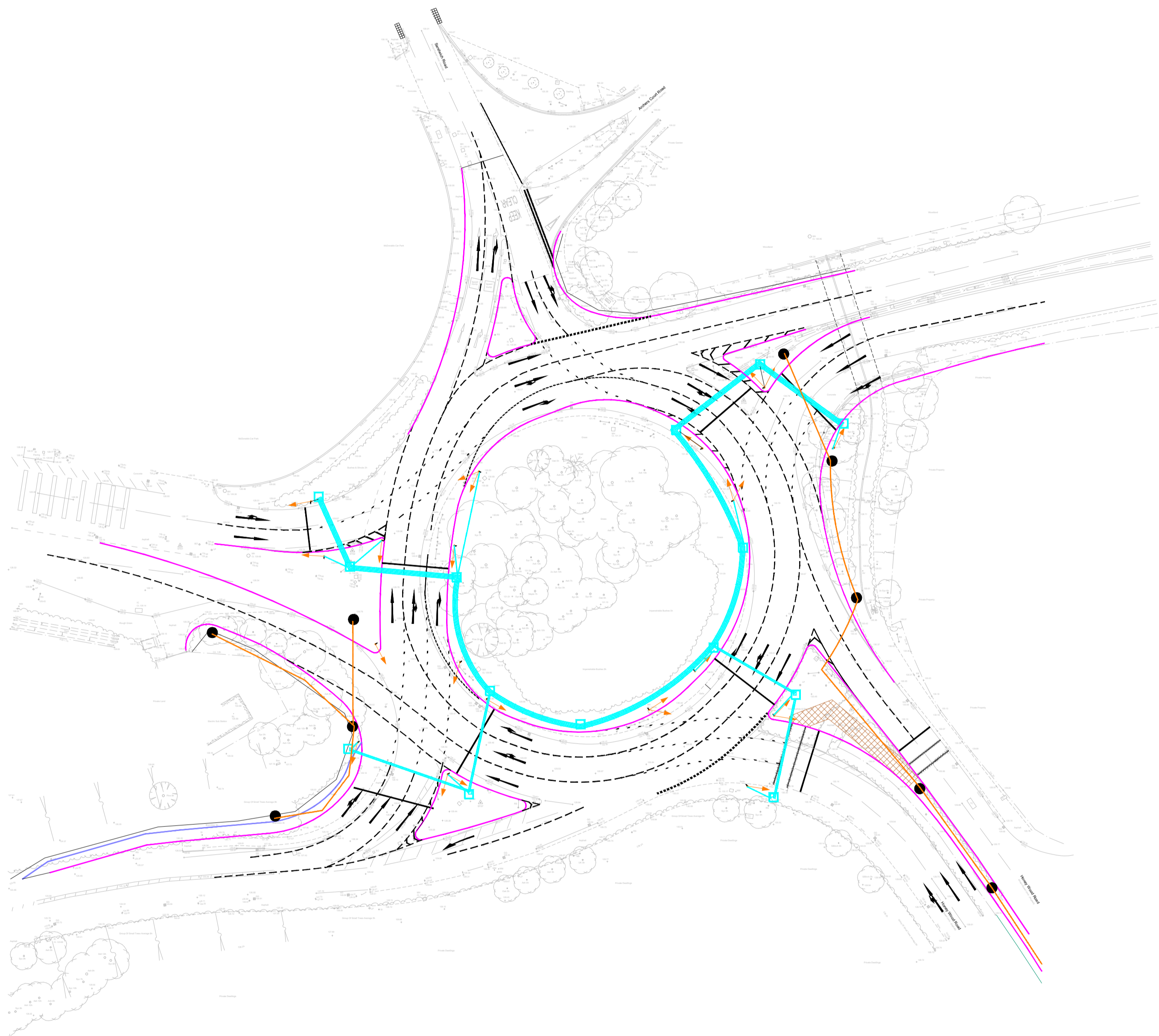
KERBS TO BE REMOVED



PROPOSED KERBLINES



TRAFFIC SIGNAL DUCTING AND DRAW PITTS





TECHNICAL NOTE 1

DATE:	11 May 2022	CONFIDENTIALITY:	Public
SUBJECT:	Whitfield Junction Modelling Flows		
PROJECT:	70089926 – Dover Local Plan Reg19	AUTHOR:	Jess Denny
CHECKED:	Christine Elphicke	APPROVED:	Christine Elphicke

INTRODUCTION

WSP were commissioned by Dover District Council (DDC) to undertake local junction modelling at the Whitfield Roundabout (the junction) to assess the impacts of the emerging Local Plan proposals and possible mitigation design solutions of the existing operation of this roundabout. The strategic modelling undertaken to assess the Regulation 18 and Regulation 19 Draft Local Plan sites demonstrated the performance at the roundabout will result in severe delays when considering the completed and consented growth, and the proposed allocations forecast to be built out before 2040.

This Technical Note has been written following the review of the junction models by National Highways and the queries they have raised regarding the traffic flows used in the modelling work. The total flows which National Highways are questioning are shown in Table 1. Noting these have been refined slightly following the revision how the Whitfield development trips use the local network.

Table 1: Whitfield Junction Traffic Flows

Name in Junction Model Files	Revised Scenario Name	Actual Flow		Demand Flow		Comments
		AM	PM	AM	PM	
Junctions 10 - 2040 DM Reg 19	2040 DM Reg 19	4671	4756	4724	4904	
Transyt - 2040 reg19 DM	N/A	4660	4768			Not used in latest assessment
Transyt - 2040 Reg 19 sens test DS	N/A	5065	5061			
Transyt - 2040 Reg 19 2000 Whitfield Homes (DS1)	2040 DS1 Reg 19	4765	4766	4957	5040	
Transyt - 2040 Reg 19 4,930 Whitfield homes (DS2)	2040 DS2 Reg 19	4757	4719	5038	5105	

The purpose of this note is to detail the methodology used to obtain forecast flows that were input into the Junctions 10 and TRANSYT modelled flows when seeking to understand the model performance for the different scenarios, these include:

- 2017 Base Year Junctions 10 model
- 2040 Do Minimum (DM) Reg 19
- 2040 Do Something (DS1) Reg 19
- 2040 Do Something (DS2) Reg 19



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The above 2040 scenarios have a range of land use growth scenarios incorporated within them which include the following:

- Port growth and TEMPRO growth external to Dover
- 2015-2021 Development completions
 - 2,852 dwellings
 - 369 jobs
- 2020-2040 Extant development (sites with planning permission granted)
 - 5,063 dwellings
 - 2,407 jobs
- Local Plan Regulation 19 proposed growth
 - DS1 – Whitfield Urban Expansion (WUE) 2,000 dwellings
 - 7,195 dwellings
 - 4,591 jobs
 - DS2 – Whitfield Urban Expansion (WUE) 4,930 dwellings
 - 10,125 dwellings
 - 4,591 jobs

The detail of each scenario is shown in Table 2.

Table 2: Scenario Assumptions

Scenario	Completions 2015-2020	Extant	WUE Committed Development 800 dwellings	Local Plan Regulation 19	WUE Committed Development 539 dwellings	WUE 2,000 Dwellings	WUE 4,930 Dwellings
2040 DM Reg19	✓	✓	✓	x	x	x	x
2040 DS1 Reg19	✓	✓	✓	✓	✓	✓	x
2040 DS2 Reg19	✓	✓	✓	✓	✓	x	✓

This Technical Note is divided into the following sections:

- Observed Data collection and growth factor;
- 2040 Do Minimum Scenario;
- 2040 Do Something Scenario, 2000 houses at Whitfield;
- 2040 Do Something Scenario, 4,930 houses at Whitfield;
- Junction Model Results; and
- Summary

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OBSERVED DATA COLLECTION AND GROWTH FACTOR

WSP commissioned Traffic Survey Partners (TSP) to undertake a Manual Classified Count (MCC) survey in November 2017 at the Whitfield Roundabout. Data was obtained for the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour; aligning with those peak hours assessed in the strategic VISUM model, the Dover and Deal Transport Model (DDTM).

Observed turning flows at the junction obtained from the MCC counts are defined by arm and presented in Table 3 and Table 4 for the AM and PM Peak respectively.

Table 3: Observed 2017 MCC data at Whitfield Roundabout, AM Peak

O/D	A2 (W)	Sandwich Rd (N)	A2 (E)	Honeywood Road	Whitfield Hill	Total
A2 (W)	60	53	656	236	164	1169
Sandwich Rd (N)	111	3	135	215	241	705
A2 (E)	488	86	7	67	212	860
Honeywood Road	191	222	101	17	201	732
Whitfield Hill	147	185	160	228	0	720
Total	997	549	1059	763	818	4186

A total of 4,186 PCUs were observed to use the junction during the AM peak with the most dominant movement from the A2 (W) to the A2 (E) accounting for 16% of total flows.

Table 4 : Observed 2017 MCC data at Whitfield Roundabout, PM Peak

O/D	A2 (W)	Sandwich Rd (N)	A2 (E)	Honeywood Road	Whitfield Hill	Total
A2 (W)	17	79	516	206	138	956
Sandwich Rd (N)	42	0	94	147	190	473
A2 (E)	401	102	4	70	138	715
Honeywood Road	172	242	117	4	316	851
Whitfield Hill	124	328	183	175	2	812
Total	756	751	914	602	784	3807

During the PM peak there are smaller magnitudes of flow observed to use the junction with a total of 3,807 PCUs, the most dominant movement accounts for 14% of total flow and is from the A2(W) to A2(E).



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To obtain 2040 future year flows for Whitfield junction the 2015 and 2040 DDTM was used to understand the changes in flows which occur in the future by link. The detailed approach is outlined below:

1. Link flows on approach arms to the junction were obtained from 2015 DDTM
2. Link flows on approach arms to the junction were obtained for the 2040 DM/DS DDTM
3. The absolute difference of link flows was calculated between the 2015 DDTM and 2040 DM/DS DDTM
4. Link flow difference between the 2015 and 2040 strategic models were pro-rated to obtain a 23-year growth difference to understand the change between observed 2017 counts and 2040
5. Turning proportion information from the 2017 MCC observed data was applied to the difference in link flows (growth between 2017-2040)
6. The growth between the 2017 and 2040 forecast models was added to the observed 2017 MCC data to understand the future year traffic flows at the junction.

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DO MINIMUM

NETWORK

The Do Minimum network assumptions around Whitfield are detailed in Figure 1, this does not consider any proposed infrastructure associated with the Whitfield Urban Expansion site.



Figure 1: Do Minimum Network Assumptions, Whitfield

TRIP ASSUMPTIONS

The 2040 Do Minimum network assumes the background growth between the 2015 Base Year and the 2040 future year with the inclusion of the employment and residential sites with planning permissions. It should be noted these assumptions include 800 houses built as part of Phase 1/1a Halsbury Homes at Whitfield.



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The growth obtained and input into the 2040 Do Minimum junction model for the AM and PM peak is illustrated in Table 5 and Table 6 respectively.

Table 5: Growth Applied 2040 Do Minimum flows at Whitfield Roundabout, AM Peak

O/D	A2 (W)	Sandwich Rd (N)	A2 (E)	Honeywood Road	Whitfield Hill	Total
A2 (W)	63	56	689	247	172	1227
Sandwich Rd (N)	97	3	119	189	212	620
A2 (E)	629	111	10	87	274	1111
Honeywood Road	232	270	122	21	245	890
Whitfield Hill	168	211	183	261	0	823
Total	1189	651	1123	805	903	4671

The 2040 Do Minimum shows a growth of 485 PCUs using the junction compared with 2017 Base Year flows with most approaches increasing between 58 and 251 PCUs, with reductions of 85 PCUs on the Sandwich Road approach to the junction.

The differences in flow on approach arms between the 2040 DM and 2015 DDTM in the DM PM Peak is illustrated in Figure 3.

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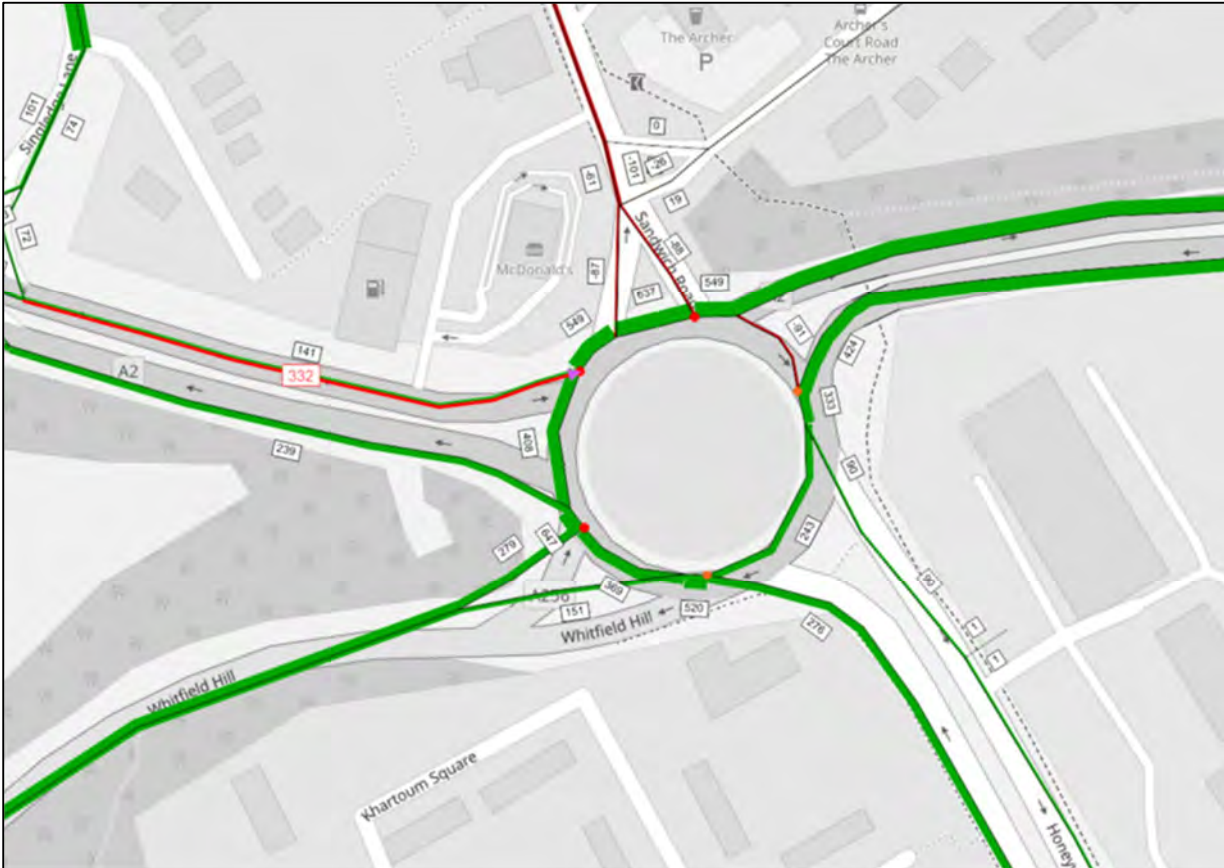


Figure 3: Do Minimum Link Growth Difference between 2040 DM and 2015 Base Year, PM Peak

Table 6: Growth Applied 2040 Do Minimum flows at Whitfield Roundabout, PM Peak

O/D	A2 (W)	Sandwich Rd (N)	A2 (E)	Honeywood Road	Whitfield Hill	Total
A2 (W)	19	90	586	234	156	1085
Sandwich Rd (N)	35	0	78	122	158	393
A2 (E)	620	158	6	108	213	1105
Honeywood Road	223	314	152	5	410	1104
Whitfield Hill	164	432	240	230	3	1069
Total	1061	994	1062	699	940	4756

During the PM peak of the 2040 DM, the junction sees increases in total flow of 949 PCUs compared with the 2017 Base Year flow, the largest growth is noted on the A2(E) approach where flow increase by 390 PCUs. As with the AM peak, there are decreases of 80 PCUs on the Sandwich Road approach to the junction; this is likely as a result of traffic rerouting as a result of increased delays during this scenario.

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DO SOMETHING, DS1

NETWORK

WSP have been provided with a proposed illustrative masterplan for the Whitfield Urban Expansion, this is shown in Figure 4 and provides the latest highway access arrangements for the proposed dwellings at Whitfield. There will be a new roundabout on A2 west of Whitfield roundabout that provides access to the development spine road which travels north to Sandwich Road. On A256 a new roundabout will be built to replace the current junction with Sandwich Road. The development spine road continues south-east wards from Sandwich Road joining back onto A256 at the Richmond Way roundabout.



Figure 4: Do Something Network Assumptions, Whitfield

The network detailed in Figure 4 may change as a result of detailed masterplanning, but that for the purposes of strategic modelling and assessing Whitfield roundabout these network assumptions were deemed appropriate.

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TRIP ASSUMPTIONS

The 2040 Do Something network assumes the background growth between the 2015 Base Year and the 2040 Future year with the inclusion of the employment and residential sites with planning permissions. The Do Something scenarios also include the Local Plan site allocations of residential and employment areas. The DS1 scenario assumes 2,000 additional dwellings to be built at Whitfield as part of Whitfield Urban Expansion, on top of the consented 1,339 Halsbury Homes dwellings.

The same methodology outlined in the 2040 Do Minimum scenario is applied to obtain the 2040 Do Something flow. The 2040 Do Something flow for the sensitivity test for 2,000 houses as part of Whitfield Urban Expansion are detailed in Table 7 and Table 8 respectively.

Table 7: Growth Applied 2040 Do Something flows at Whitfield Roundabout, AM Peak

O/D	A2 (W)	Sandwich Rd (N)	A2 (E)	Honeywood Road	Whitfield Hill	Total
A2 (W)	60	54	662	238	166	1180
Sandwich Rd (N)	94	3	115	182	204	597
A2 (E)	685	121	10	94	298	1208
Honeywood Road	267	310	141	24	281	1023
Whitfield Hill	155	194	169	240	0	758
Total	1260	682	1097	778	949	4765

Table 7 shows that a total of 4,765 flow use the junction during the AM peak; this is an increase of 579 PCUs compared with the observed 2017 flows; the largest increase in flow is observed on the A2(E) approach where flows increase by 348 PCUs. Small increases of 11 PCUs are observed on the A2 (W) approach and decreases of 108 PCUs are evident on the Sandwich Road approach to the junction.

Table 8: Growth Applied 2040 Do Something flows at Whitfield Roundabout, PM Peak

O/D	A2 (W)	Sandwich Rd (N)	A2 (E)	Honeywood Road	Whitfield Hill	Total
A2 (W)	20	92	600	239	160	1113
Sandwich Rd (N)	38	0	84	132	170	424
A2 (E)	646	165	6	113	222	1152
Honeywood Road	210	295	143	5	385	1037
Whitfield Hill	160	421	234	224	3	1041
Total	1073	973	1068	713	939	4766

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The approach flow at the junction for the DS1 PM Peak scenario shown in Table 8 highlights increase in compared with the 2017 Base Year of 959 PCUs. This total increase is 10 PCUs more than the observed for the 2040 Do Minimum scenario.

DS1 VS Base

To understand the flow differences and rerouting as a result of the local plan allocations with 2,000 houses at Whitfield, flow difference plots between the forecast scenario and base scenario are presented in Figure 6 and Figure 7 for the AM and PM Peak respectively.

It is important to note that as a result of highway network changes between DM and DS scenarios, such as additional highway network that been incorporated, some links will show high differences in traffic flow. Figure 5 illustrates the links within the DS scenarios which have no flow in the DM, this is because the highway network is coded differently as a result of the DS assumptions.

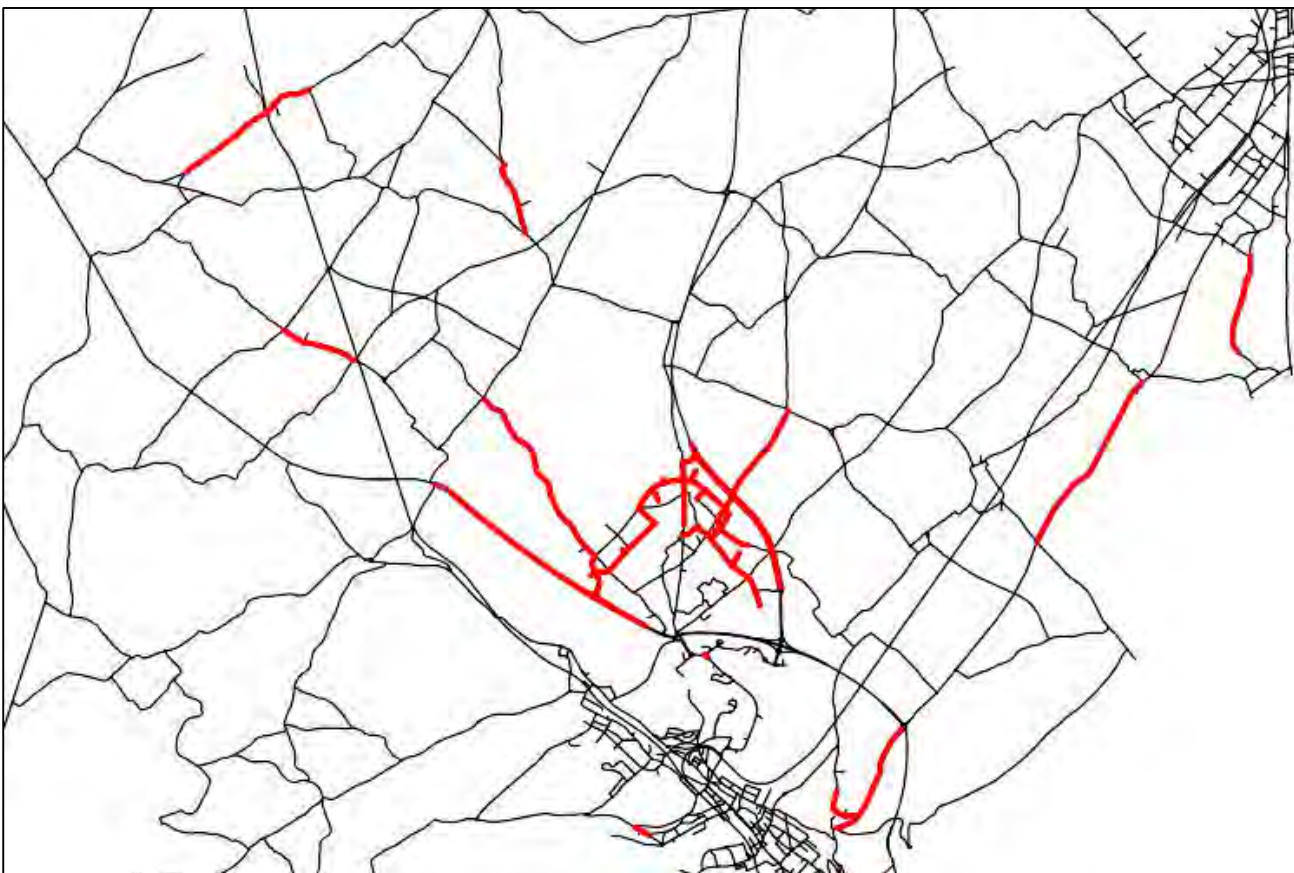


Figure 5: Links in DS scenario which have no DM Traffic Flow

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Figure 6 presents the flow differences between the 2040 DS1 and 2015 Base Year during the AM Peak. There are reductions of flow up to 117 PCUs seen on Sandwich Road southbound, with increases of similar magnitudes using the new link road accessing the A2 at the new junction to the west of Whitfield junction. This suggests rerouting occurs in the DS1 scenario as a result of the additional network proposed around Whitfield. The A2 sees increases of up to 850 two-way flows likely due to the Local Plan and background growth within Dover.

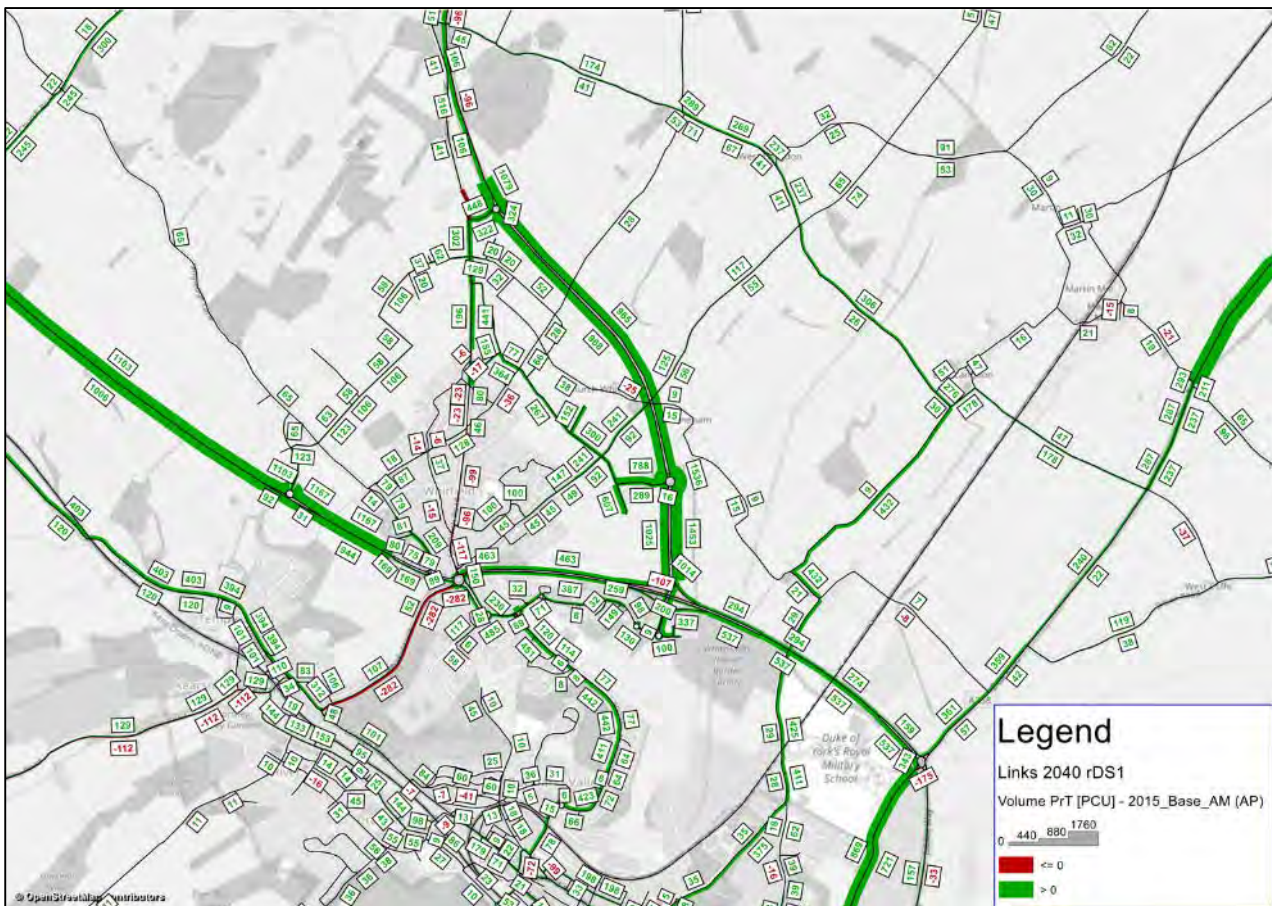


Figure 6: DS1 vs Base, Change in Flow, AM Peak

TECHNICAL NOTE 1

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Figure 7 presents the flow differences between the 2040 DS1 and 2015 Base Year during the PM Peak; reductions of flow in both directions on Sandwich Road are evident of up to 51 PCUs. There are increases in flow using the A2, with the largest increase seen to be 484 PCUs on the A2 eastern approach to Whitfield roundabout.

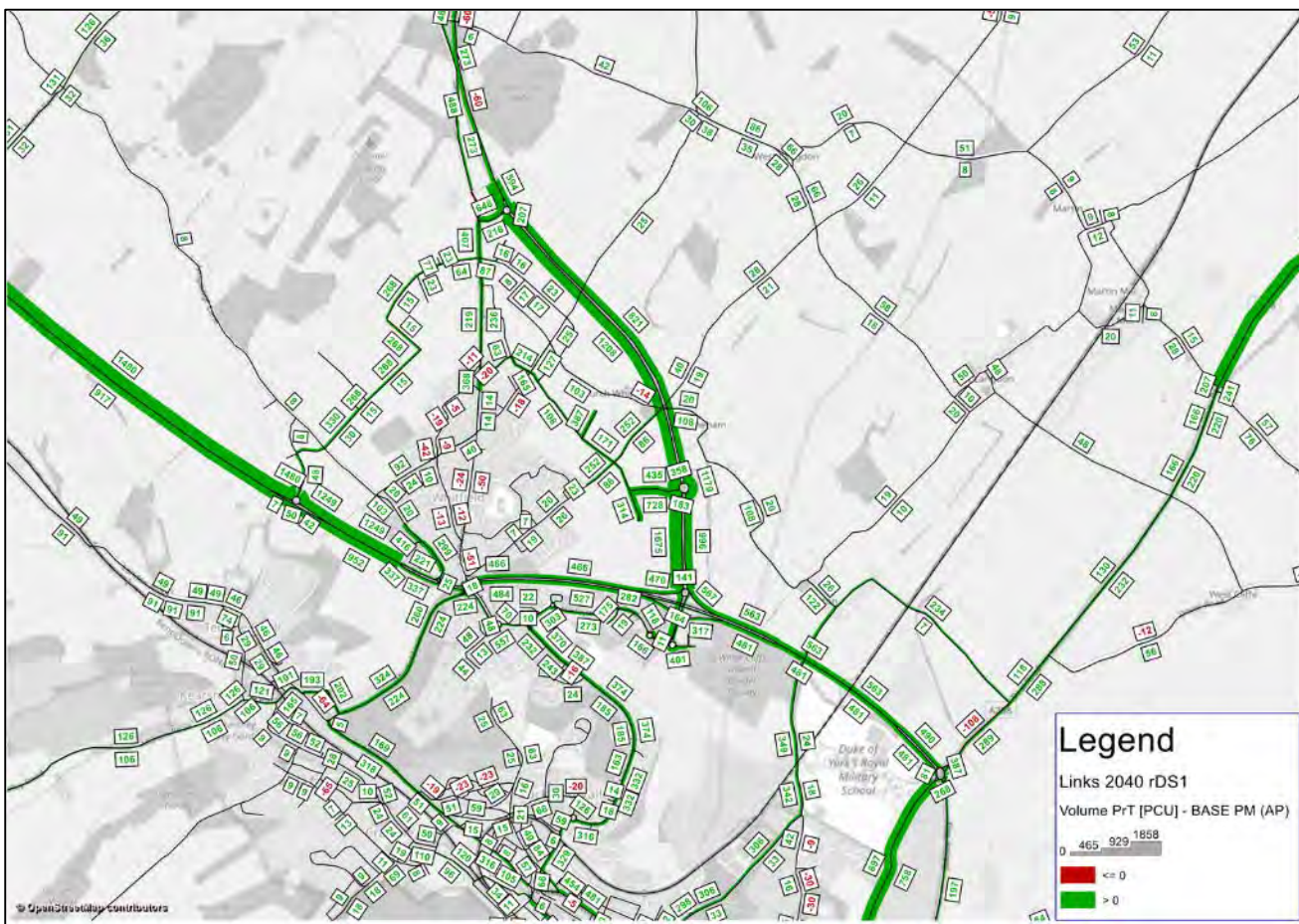


Figure 7: DS1 vs Base, Change in Flow, PM Peak

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DS1 VS DM

Flow difference plots have been produced between the 2040 DS1 and 2040 DM for the AM and PM peak and are presented in Figure 8 and Figure 9.

Figure 8 presents similar patterns to those presented in Figure 6 for the change in 2015 Base Year flows.

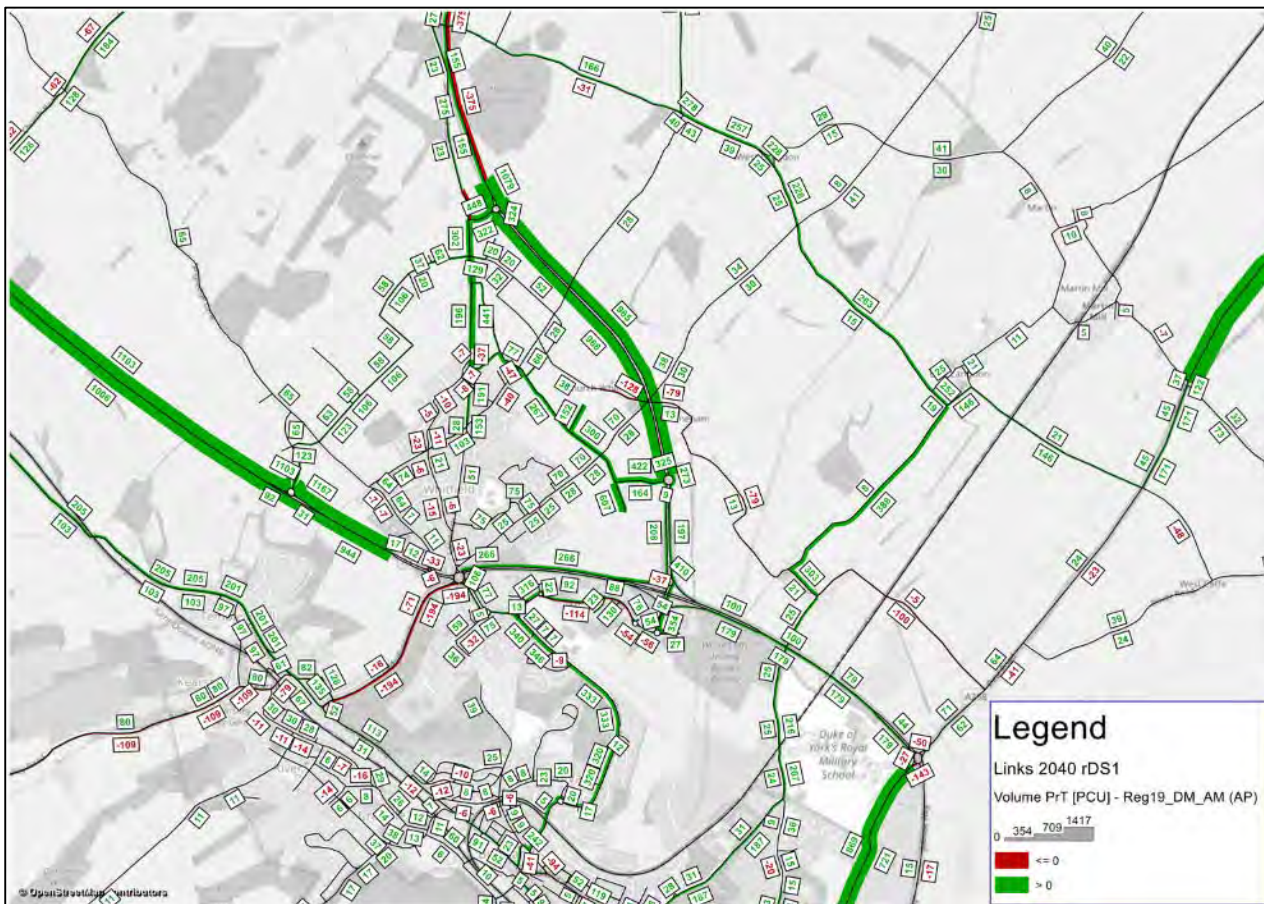


Figure 8: DS1 vs DM, Change in Flow, AM Peak

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Figure 9 presents the flow differences between the 2040 DS1 and 2040 DM during the PM Peak. There are decreased flows seen to exit the Whitfield roundabout onto A2 (E) of up to 174 PCUs, decreases of 30 PCUs are also observed on Whitfield Hill northbound. There are increases of 361 PCUs travelling north on the A256, accessed via the A2 interchange junction.

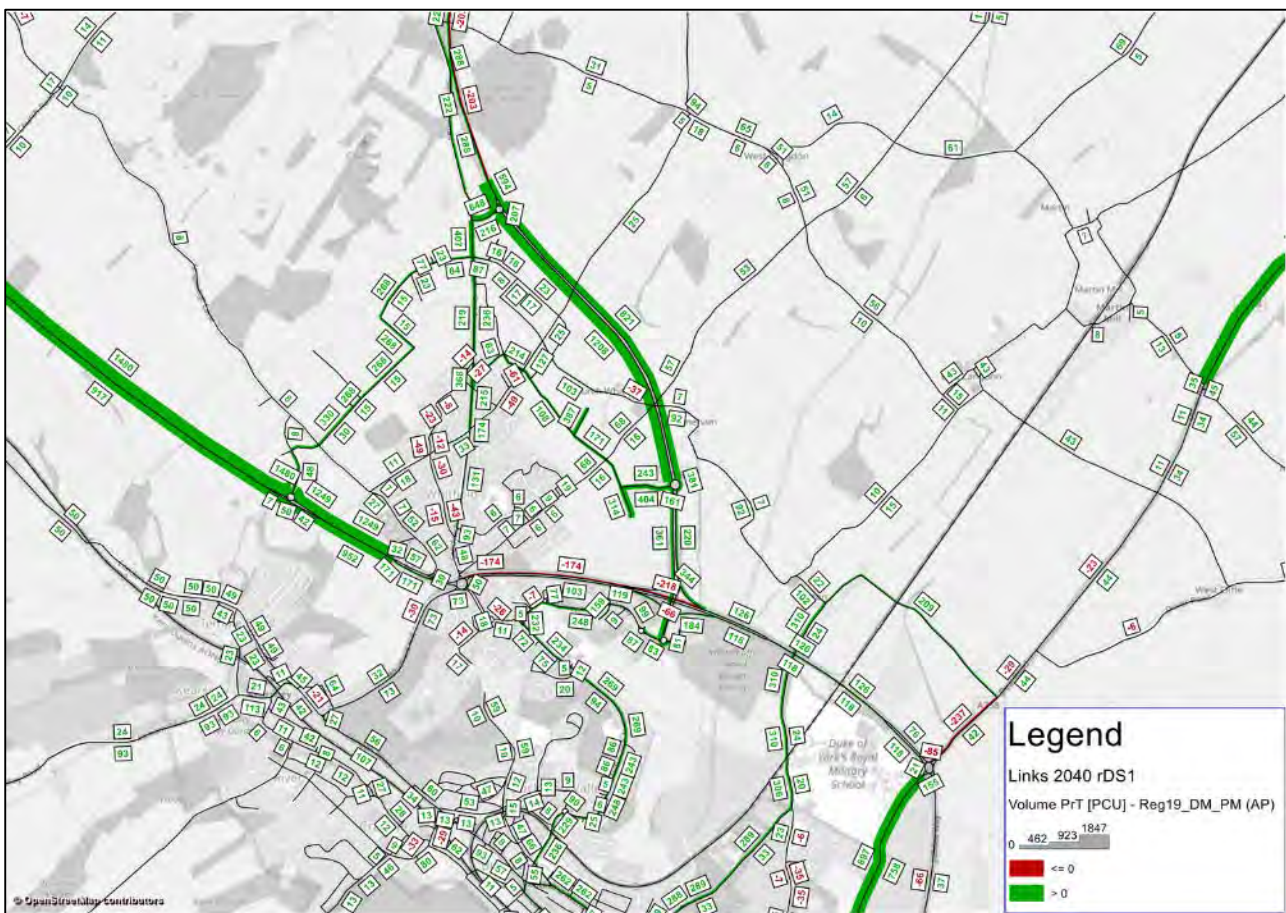


Figure 9: DS1 vs DM, Change in Flow, PM Peak

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Trip Generation from Whitfield

To understand the impact the proposed dwellings at the Whitfield Urban Expansion site development origin and destination trips for the site have been obtained. These are presented for the DS1 sensitivity and are presented for the AM and PM Peak in Figure 10 to Figure 13.

The AM Peak shown in Figure 10 presents flow of equal magnitudes entering the Whitfield roundabout from the A2(E) arm and Whitfield Hill arm (114 and 119) respectively. Smaller amount of flow access the junction from Sandwich Road north and A2(W) arm where 40 and 66 PCUs can be seen on the approaches.



Figure 10: Origins and Destinations at Whitfield Development Site, AM Peak

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Figure 11 presents the trips from the Whitfield development zones during the AM Peak in the wider context, this shows that a large proportion of the development traffic access the A2 via the Richmond Way roundabout before routing south on A256 and gaining access to the A2 via the A2 interchange junction.

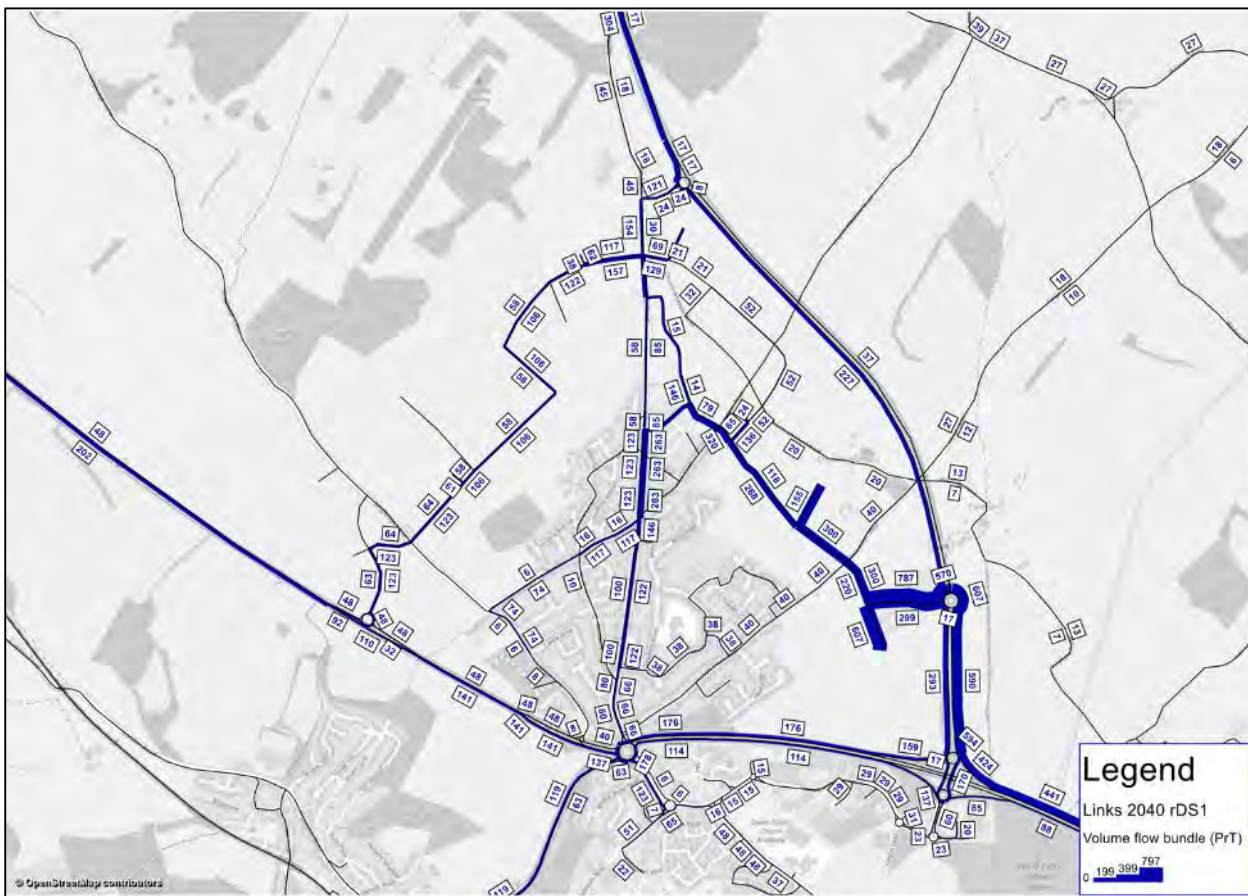


Figure 11: Origins and Destinations at Whitfield Development Site, Wider Context, AM Peak

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Figure 12 presents the development trips from the Whitfield development at the junction during the PM Peak. The largest magnitude of flow can be seen to access the junction from Whitfield Hill (267 trips) before similar magnitudes route east on the A2 (308 trips).



Figure 12: Origins and Destinations at Whitfield Development Site, PM Peak

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Travel patterns for the development trips during the PM Peak in the wider context are illustrated in Figure 13; there are 316 trips accessing the site using the new A2 west roundabout and 632 flow access the site using the A256 northbound. There are approximate 260 two-way development trips seen to use Sandwich Road, given the total trips leaving the site this suggests rerouting away from the Whitfield roundabout to access the wider network occurs in this scenario.

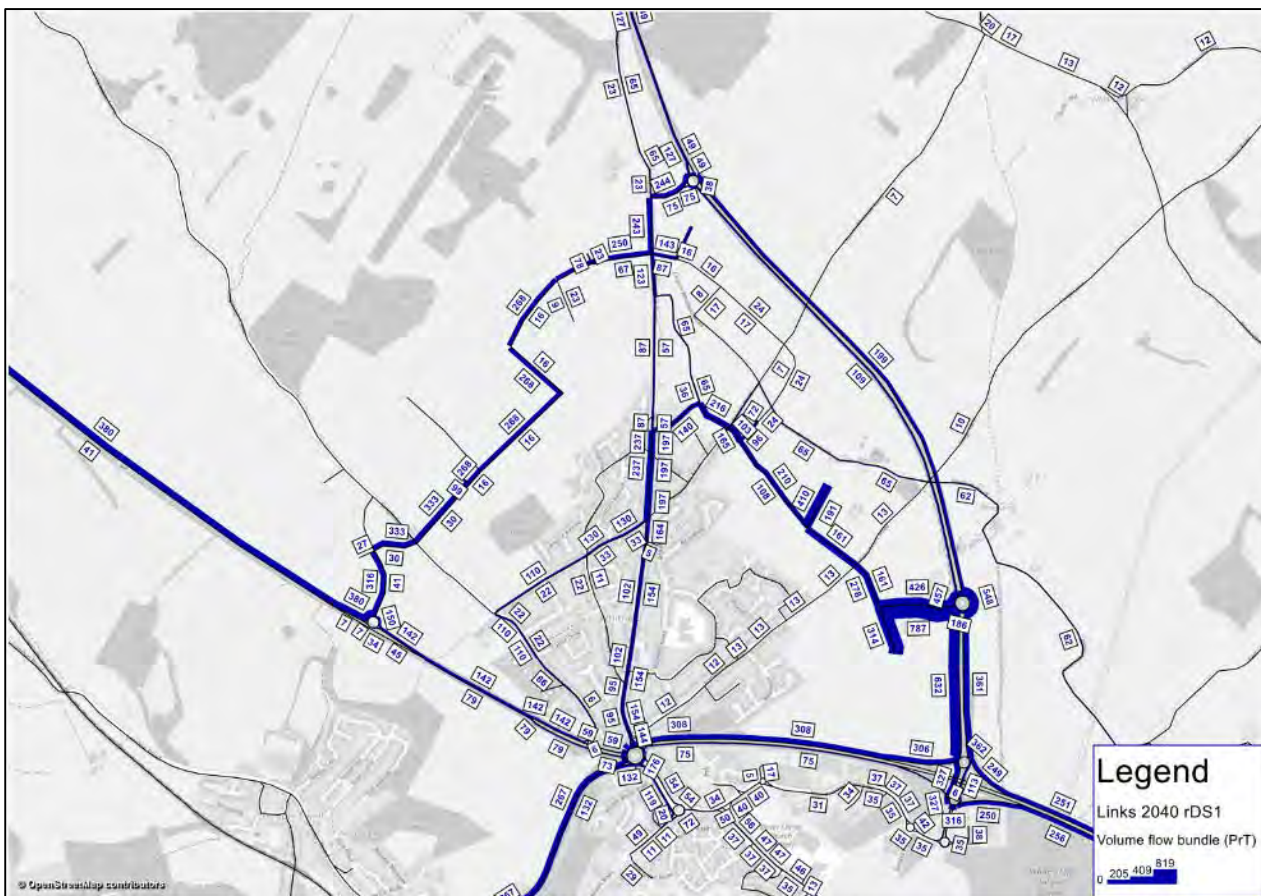


Figure 13: Origins and Destinations at Whitfield Development Site, Wider Context, PM Peak

The flow bundles present traffic patterns for development flow as a result of the additional 2000 dwellings at Whitfield; it can be seen most development flow accesses the wider network via the A256 and the new A2 west roundabout. Smaller proportions of development flow are seen to use Whitfield roundabout in both the AM and PM Peak scenario.

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DO SOMETHING, DS2

NETWORK

The same strategic network assumptions detailed for the DS1 scenario have been adopted in the modelling undertaken for Do Something with 4,930 houses at Whitfield (DS2).

TRIP ASSUMPTIONS

The 2040 Do Something network assumes the background growth between the 2015 Base Year and the 2040 Future year with the inclusion of the employment and residential sites with planning permissions. The Do Something scenarios also include the local plan site allocations of residential and employment areas. The DS2 scenario assumes 4,930 dwellings to be built at Whitfield as part of Whitfield Urban Expansion.

The same methodology outlined in the 2040 Do Minimum scenario is applied to obtain the 2040 Do Something Flow. The 2040 Do Something flow for the scenario with 4,930 dwellings as part of Whitfield urban expansion are detailed in Table 9 and Table 10 for the AM and PM peak.

Table 9: Growth Applied 2040 Do Something flows at Whitfield Roundabout, AM Peak

O/D	A2 (W)	Sandwich Rd (N)	A2 (E)	Honeywood Road	Whitfield Hill	Total
A2 (W)	60	53	662	238	166	1179
Sandwich Rd (N)	93	3	114	182	204	595
A2 (E)	695	123	11	96	302	1227
Honeywood Road	271	315	143	24	285	1038
Whitfield Hill	147	184	160	227	0	718
Total	1266	678	1089	766	957	4757

Table 9 shows that a total of 4,757 flow use the junction during the AM peak; this is an increase of 571 PCUs compared with the observed 2017 flows, the largest increase is evident on the A2(E) arm where flows increase by 367 PCUs. As with the DM and DS1 scenario, decreased flow (110) use Sandwich Road southbound in this scenario.

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Table 10: Growth Applied 2040 Do Something flows at Whitfield Roundabout, PM Peak

O/D	A2 (W)	Sandwich Rd (N)	A2 (E)	Honeywood Road	Whitfield Hill	Total
A2 (W)	21	96	623	248	166	1154
Sandwich Rd (N)	39	0	86	135	175	435
A2 (E)	639	163	6	111	219	1139
Honeywood Road	201	283	137	5	369	994
Whitfield Hill	153	403	224	215	2	997
Total	1052	945	1077	714	931	4719

The approach flow to the junction during the PM peak is presented in Table 10, this shows increases in total flow of 912 PCUs compared against the observed 2017 flows. Flows on approach arms such as A2(W), Honeywood Road and Whitfield Hill increase by similar magnitudes (between 143 and 198 PCUs), the A2(E) approach presents the largest increase in flows with an increase of 424 PCUs compared against the 2017 Base Year. As with the DM and DS1 scenario, decreases on the Sandwich Road approach are evident when compared against 2017 Base Year Flow.

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DS2 VS Base

To understand the flow differences as a result of the local plan allocations with 4,930 houses at Whitfield, flow difference plots between the forecast scenario and base scenario are presented in Figure 14 and Figure 15 for the AM and PM Peak respectively.

As with the DS1 scenario, the highway network changes between DM and DS scenarios mean that some links will show high differences in flow, these links are illustrated in Figure 5.

Figure 14 presents the flow differences between the 2040 DS2 and 2015 Base Year during the AM Peak. There are reductions of 119 PCUs and 317 PCUs seen on Sandwich Road southbound and Whitfield Hill southbound respectively.

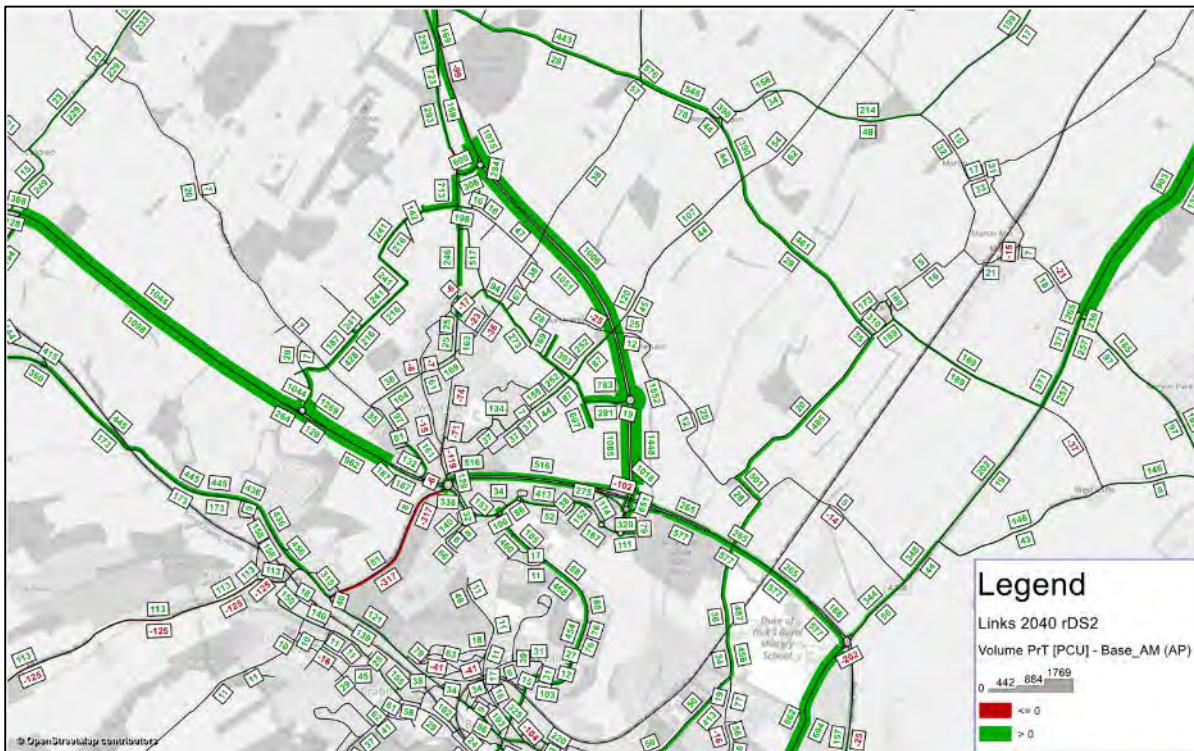


Figure 14: DS2 vs Base, Change in Flow, AM Peak

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Figure 15 presents the flow differences between the 2040 DS2 and 2015 Base Year during the PM Peak; there are increases in flow on most links, with up to 900 additional two-way flow seen on the A2. Small reductions of flow use Sandwich Road with reductions of 73 PCUs southbound.

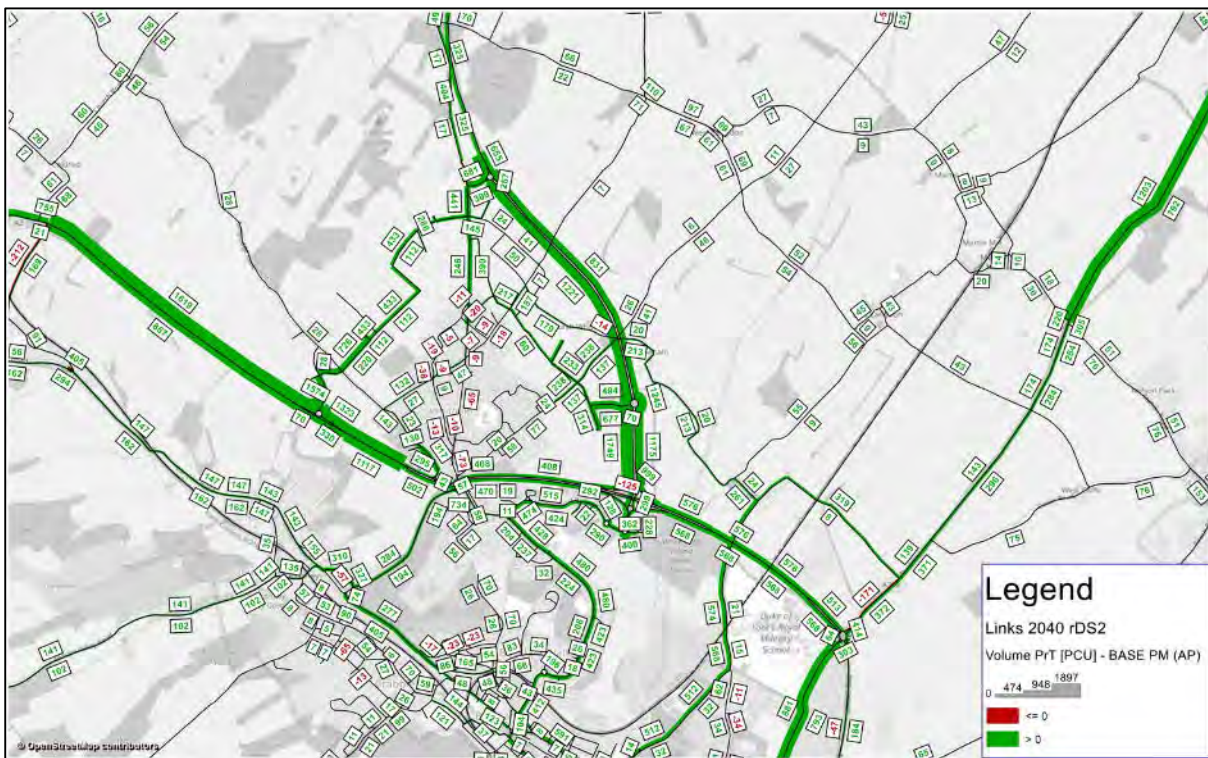


Figure 15: DS2 vs Base, Change in Flow, PM Peak

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DS2 VS DM

Flow difference plots have been produced between the 2040 DS2 and 2040 DM scenario for the AM and PM peak and are presented in Figure 16 and Figure 17 respectively.

Figure 16 presents the flow differences between the 2040 DS2 and 2040 DM during the AM Peak. This presents similar trends to those illustrated in Figure 14, however the reductions on Whitfield Hill southbound are to a smaller magnitude (241 PCUs where 317 PCUs previously).

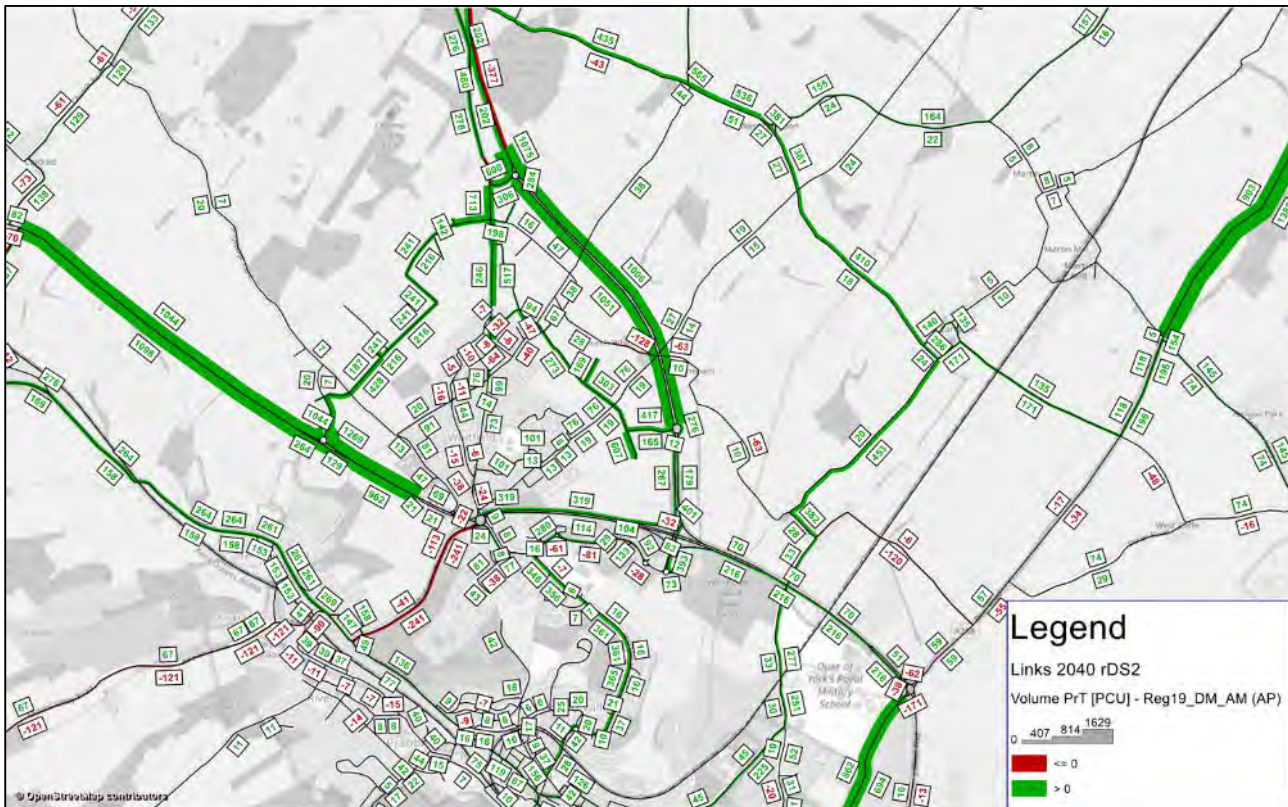


Figure 16: DS2 vs DM, Change in Flow, AM Peak

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Figure 17 presents the flow differences between the 2040 DS2 and 2040 DM during the PM Peak. Decreases of up to 240 PCUs can be seen on the A2 eastbound, east of Whitfield Roundabout. When comparing these trends with those for the DS2 vs Base in Figure 15, there are fewer flows using the A2 eastbound, east of Whitfield roundabout; this is likely due to the increased delays causing rerouting to use other routing such as the A256 southbound.

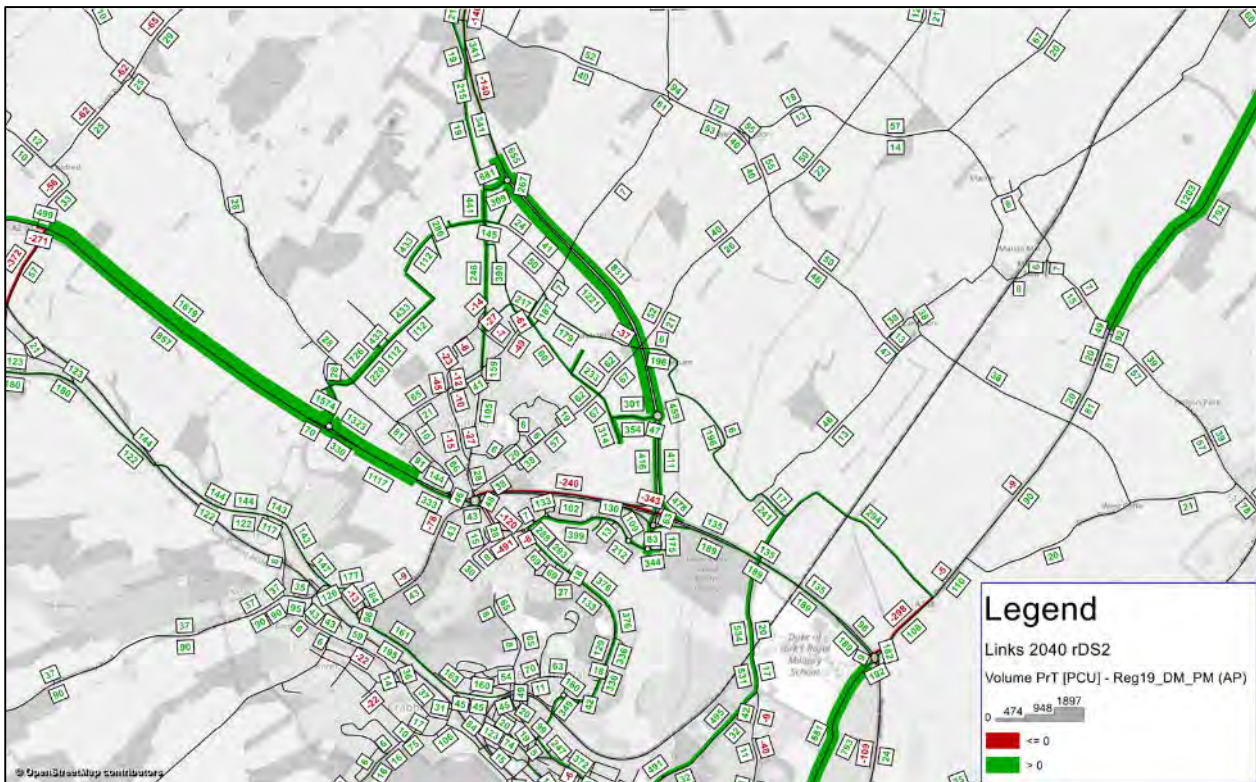


Figure 17: DS2 vs DM, Change in Flow, PM Peak

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Trip Generation from Whitfield

To understand the impact of the proposed dwellings at the Whitfield Urban Expansion site development origin and destination trips have been obtained. These are presented for the DS2 scenario with 4,930 dwellings at Whitfield in Figure 18 to Figure 21 for the AM and PM Peak.

The AM peak presented in Figure 18 show that development flow of similar magnitudes (156 – 230) access the Whitfield roundabout from all approach arms; except for the Sandwich Road southbound approach where 63 of all development flows access the junction.



Figure 18: Origins and Destinations at Whitfield Development Site, AM Peak

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Figure 19 presents the trips from the Whitfield development zones during the AM Peak in the wider context, this shows a large proportion of development traffic access the A2 eastbound via the A256 southbound where up to 569 trips are seen. Flows of up to 323 trips travel north on the A256.

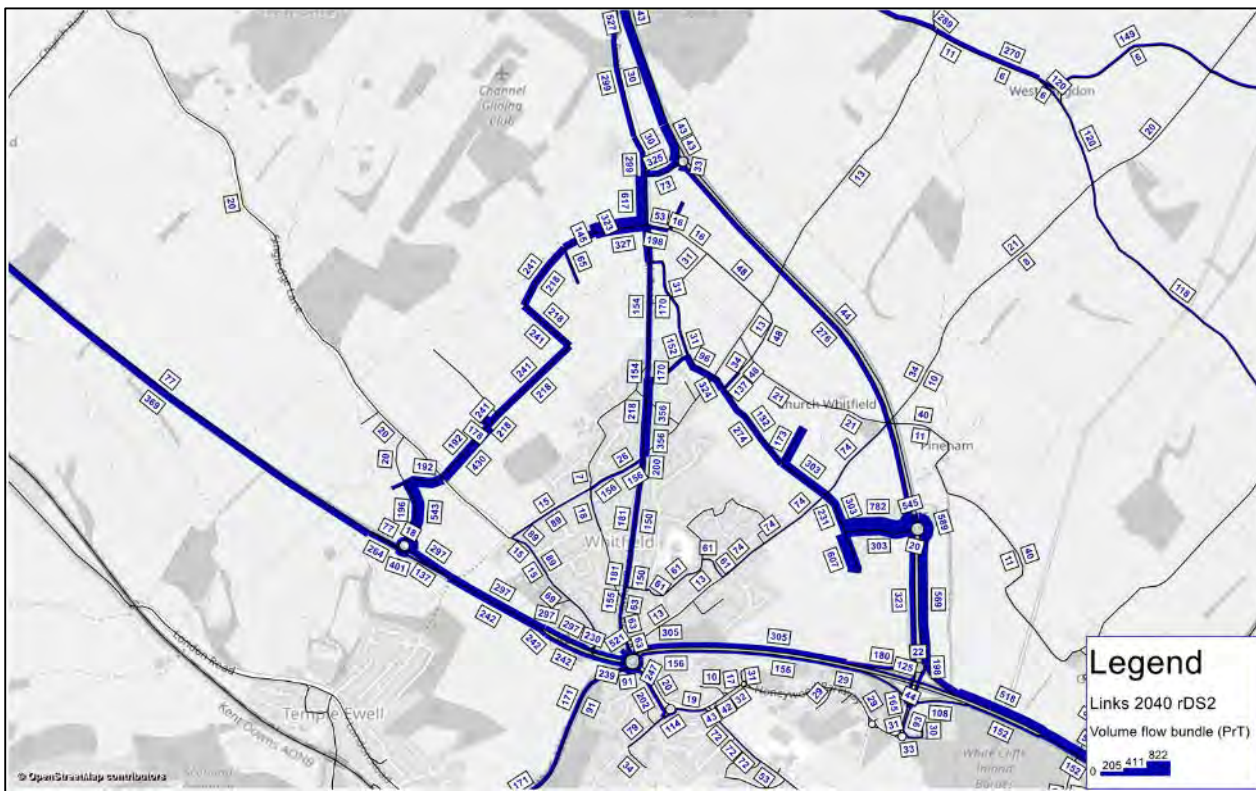


Figure 19: Origins and Destinations at Whitfield Development Site, Wider Context, AM Peak

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Figure 20 presents the trips using the Whitfield roundabout from the Whitfield development zones during the PM Peak. The largest magnitude of trips can be seen to access the junction from Whitfield Hill where 372 trips are seen to travel northbound.



Figure 20: Origins and Destinations at Whitfield Development Site, PM Peak

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Travel patterns for the development trips during the PM Peak in the wider context is illustrated in Figure 21; there are trips of similar magnitudes (703 trips) seen to access the site via the new A2 west roundabout and the A256 northbound. There are small proportions of development flow (119 trips) seen to route north on the A265 towards Deal.

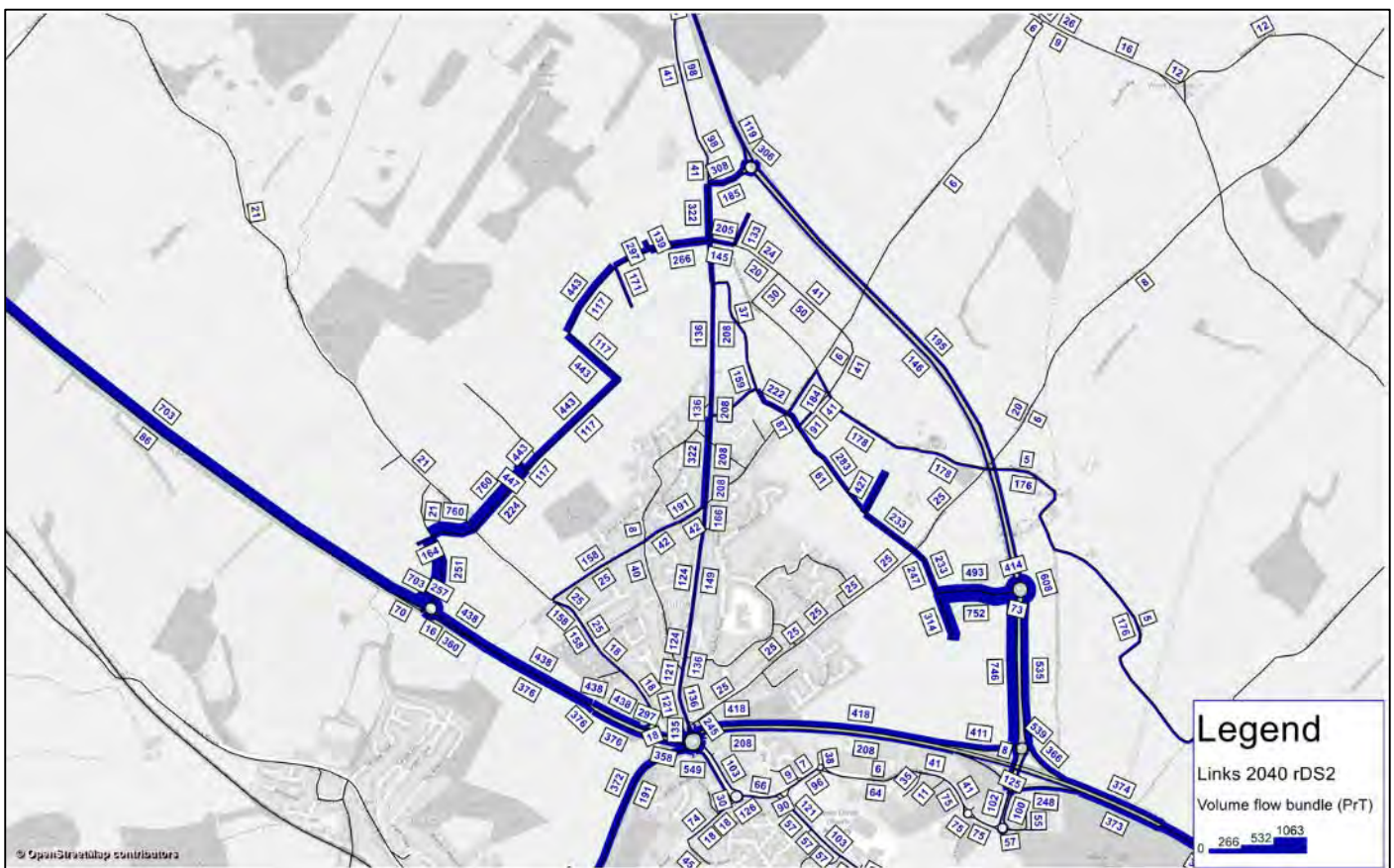


Figure 21: Origins and Destinations at Whitfield Development Site, Wider Context, PM Peak

The DS2 assessment of Whitfield development flow shows similar route choice to those in the DS1 scenario, large proportions of flow access the wider network via the A256 and the new A2 west roundabout with a smaller dependency on Sandwich Road/ Whitfield Roundabout.

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JUNCTION MODELLING

The flows obtained for the 2040 DM, DS1 and DS2 scenarios detailed earlier in this Technical Note were input into junction modelling software to understand the junction performance with and without mitigation at the junction.

JUNCTIONS 10

The Whitfield Roundabout without mitigation was assessed using TRL’s Junctions 10 software this determines the level of queueing and RFC for each approach based on specific junction geometry and flow volumes, including the % of HGVs. The junction performance for the Do Minimum scenario is presented in Table 11.

Table 11: 2040 Do Minimum Junction Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queues	Delays (s/PCU)	RFC	Queues	Delays (s/PCU)
A2 West	0.99	24	65	0.93	12	38
Sandwich Rd	0.82	4	24	0.46	1	7
A2 East	0.70	3	8	0.63	2	6
Honeywood Rd	1.05	36	122	1.15	87	229
A256 Whitfield Hill	1.26	98	406	1.55	283	1153
Total Queues (PCUs)		165			384	
Total Delays (PCU-hr/hr)			117			323

The junction performance highlights that A256 Whitfield Hill and Honeywood Road are overcapacity, and the A2 West nears capacity in the AM and PM Peak. The largest delays are seen on the A256 Whitfield Hill where queues reach 406 and 1,153 in the AM and PM Peak respectively. The total delays in PCU-hr are largest in the PM Period where delays reach 323 PCU-hr/hr.

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TRANSYT MODELLING

Junction modelling that considered the proposed mitigations at the junction used TRL’s TRANSYT 16 software. TRANSYT is an industry standard computer program which can model signalised junctions and networks, including roundabouts. The network layout is encoded into TRANSYT, together with signal parameters and traffic turning movements. For a given cycle time, it adjusts signal green times, and offsets between signalled nodes, to arrive at optimum signal settings to minimise vehicle stops and delays on the network. Weightings can also be used to ‘bias’ TRANSYT towards a desired outcome. For example, queue limit weightings can be applied to roundabout circulatory lanes with restricted queuing space, to keep queue lengths within the available stacking room. TRANSYT can also model give-way entries into a network.

A Degree of Saturation (DoS) is obtained from TRANSYT and is similar to that of an RFC obtained in Junctions 10. A DoS value of 90% means that the lane is operating at capacity. This is the normally used threshold, above which the risk of longer queues and delays tends to increase. At 100% it is said to be saturated, whilst a DoS value above 100% indicates that demand is higher than capacity, and the lane is said to be over-saturated. In over-saturated conditions, queues and delays will increase over the modelled period.

The proposed design for the mitigations at the Whitfield roundabout are detailed in Figure 22.

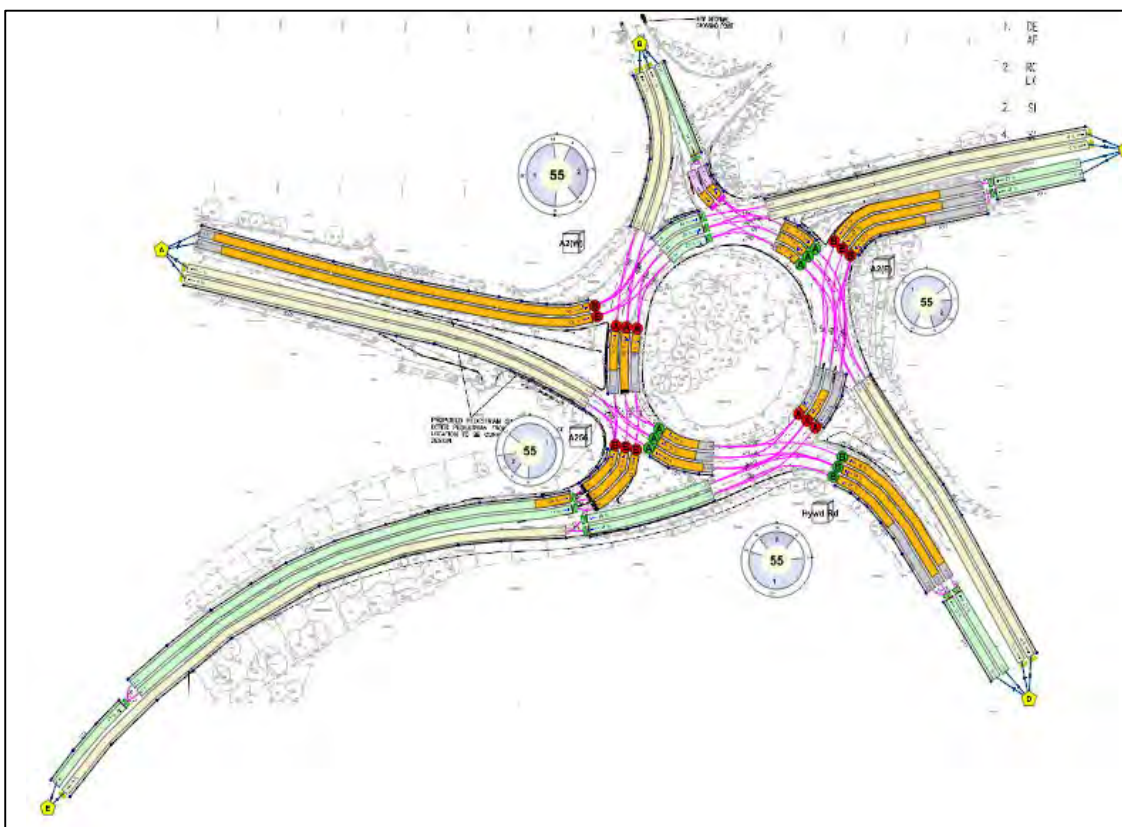


Figure 22: Proposed Whitfield Mitigation Design

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This assessment was conducted for the Local Plan growth and thus DS1 and DS2 scenarios were assessed, the results of which are displayed in Table 12 and Table 13 respectively. To enable comparisons between the Do Minimum and Do Something scenarios TRANSYT DoS (%) has been obtained, this is similar to Junctions 10 RFC value and displays the junctions theoretical capacity. To aid comparison of the RFC and DoS values, the result with a higher value than its equivalent result (i.e., with higher flow to capacity ratio) is shown in red text, the lower value in green text.

Table 12: 2040 Do Something 1 Junction Modelling Results

Arm	AM Peak			PM Peak		
	Transyt DoS (%)	Transyt Queues (PCU)	Transyt Delays (s/PCU)	Transyt DoS (%)	Transyt Queues (PCU)	Transyt Delays (s/PCU)
A2 West	100	21	91	103	23	120
Sandwich Rd	69	2	13	44	1	4
A2 East	96	12	71	77	6	23
Honeywood Rd	87	7	41	88	7	47
A256 Whitfield Hill	99	12	78	146	202	683
Total Queues (PCUs)		54			239	
Total Delays (PCU-hr/hr)			99			268

Table 12 highlights that all arms during the AM peak operate within capacity. Improvements are seen on the Sandwich Road, Honeywood Road and A256 Whitfield Hill approaches; with queues on these approaches of 12 or less. Similar trends are apparent in the PM peak, the A256 Whitfield Hill approach arm exceeds capacity with a DoS value of 146, however this is a reduction when compared with the DM scenario.

The A2 approach arms deteriorate in the AM and PM peaks when compared with the DM scenarios; given these approaches are those with the dominant flow, a signalisation at a roundabout alignment is likely to reduce the capacity. However as total junction queues and delays reduce in both the AM and PM (111 PCUs and 18 PCU-hr/hr in respectively in the AM and 145 PCUs and 55 PCU-hr respectively in the PM), this design allows the Local Plan growth at nil detriment to the junction.



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The same analysis was undertaken to understand junction performance in the DS2 scenario, this considers the 4,930 dwellings at Whitfield; these results show similar trends to those in the DS1 scenario and are presented in Table 13.

Table 13: 2040 Do Something 2 Junction Modelling Results

Arm	AM Peak			PM Peak		
	Transyt DoS (%)	Transyt Queues (PCU)	Transyt Delays (s/PCU)	Transyt DoS (%)	Transyt Queues (PCU)	Transyt Delays (s/PCU)
A2 West	100	21	91	94	13	52
Sandwich Rd	69	2	13	46	1	5
A2 East	98	13	79	78	6	24
Honeywood Rd	89	8	44	84	6	41
A256 Whitfield Hill	83	7	49	160	223	790
Total Queues (PCUs)		44			249	
Total Delays (PCU-hr/hr)			97			266

As with the DS1 scenario, there are improvements in total junction queues of 121 PCUs and 135 PCUs in the AM and PM Peak respectively. The A2 approach arms are seen to deteriorate slightly compared to the Do Minimum. There are large delays at the A256 Whitfield Hill approach of 790 s/PCU during the PM peak, however these delays are lower than that experienced in the PM peak Do Minimum, 1153 s/PCU.

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Transyt assumes fixed signal timings for the peak hour and depending on the timings used it can affect the results, to demonstrate this an alternative signal timings were used within the Transyt which provide alternative results using the same traffic flows, see Table 14.

Table 14: 2040 Do Something 2 Revised Junction Modelling Results PM Peak

Arm	PM Peak		
	Transyt DoS (%)	Transyt Queues (PCU)	Transyt Delays (s/PCU)
A2 West	107	32	167
Sandwich Rd	45	1	5
A2 East	77	6	23
Honeywood Rd	84	6	41
A256 Whitfield Hill	136	173	606
Total Queues (PCUs)		218	
Total Delays (PCU-hr/hr)			251

These results show an improvement on the Whitfield Hill arm and a slight deterioration on the A2 West arm, compared to those presented in Table 13.

In reality, throughout the peak hour the signalling infrastructure that will be implemented will have the ability to adjust the green time available for traffic depending on traffic demand.



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SUMMARY

Overall this note has provided a comprehensive explanation of how traffic flows have been derived to feed into the junction models for Whitfield roundabout. The DDTM for 2015 and 2040 has been a key tool in deriving the predicted traffic flows which will use Whitfield roundabout in the future. The new road network around Whitfield being built as part of the WUE encourages new and existing traffic to use the new road network to get to their destination. Some of the new Whitfield trips do still use the Whitfield roundabout but many of the new trips are able to use the new road network and avoid going through the Whitfield roundabout to get to their destination.

To enable the Local Plan development, mitigation is needed at Whitfield roundabout to improve its performance. The Transyt modelling completed, using the traffic flows from the DDTM, demonstrates the signalised junction improvement does enable the Local Plan development to come forward and improve the operation at Whitfield roundabout. This work has been reviewed and agreed with National Highways and Kent County Council.



Appendix C - Duke of York Roundabout



TECHNICAL NOTE: DUKE OF YORK MITIGATION

DATE:	10 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Duke of York Roundabout		
PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Jonathan Pickup / Charlotte Herridge
CHECKED:	Charlotte Herridge	APPROVED:	Craig Drennan

INTRODUCTION

WSP have been commissioned by Dover District Council (DDC) to undertake local junction modelling at Duke of York roundabout to assess the impacts of the emerging Local Plan proposals and possible mitigation design solutions on the existing operation of this roundabout. The strategic modelling, undertaken to assess the Regulation 18 Draft Local Plan sites, demonstrated a deterioration of performance at the Duke of York roundabout when considering the completed and consented growth, and the proposed allocations forecast to be built out before 2040. It was determined that individual junction modelling was required to assess the impacts of the forecast demand at a localised level and compare the impacts with and without mitigation.

This Technical Note has been written to detail Junctions 9 models to predict the existing layout's performance using forecast demand and present the development of TRANSYT models to represent signalised design solutions at the Duke of York roundabout, presenting assumptions, inputs and model results for two design options. The localised assessment, presented within this Technical Note, will provide DDC and Kent County Council (KCC) evidence of the impacts that the Draft Regulation 18 Local Plan sites will have on the existing highway network at the Duke of York Roundabout and present possible design solutions to mitigate impacts from the forecast demand.

MODEL SCENARIOS

The Regulation 18 Draft Local Plan Assessment Forecasting Report (January 2021) sets out the development methodology for the Do Minimum, Do Something and refined Do Something Local Plan forecast models and the impacts of these scenarios on the existing highway network within the Dover and Deal Transport Model (DDTM).

The Do Minimum, Do Something and refined Do Something model scenarios are described as follows:

- **Do Minimum (DM)** scenario has been developed to include all completed and consented growth within Dover alongside committed infrastructure schemes;
- **Do Something (DS)** scenario that is based upon the Do Minimum scenario with the addition of the potential Local Plan sites received from DDC;
- **Refined Do Something (rDS)** scenario that is based upon the Do Minimum scenario with a refined list of proposed draft Reg18 Local Plan sites received from DDC which were consulted upon.

An AM Peak (08:00 – 09:00) and PM Peak junction model (17:00 -18:00) has been developed for each of the above scenarios, in line with the strategic model years that are available.



TECHNICAL NOTE: DUKE OF YORK MITIGATION

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SUBJECT:	Duke of York Roundabout		
PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Jonathan Pickup / Charlotte Herridge
CHECKED:	Charlotte Herridge	APPROVED:	Craig Drennan

DRAFT REG18 FORECASTING MODELLING

BASE YEAR

Following review of the highway impacts of the Do Minimum and refined Do Something strategic models, a more detailed junction modelling exercise has been undertaken to determine the localised impacts of the delays and operation at the Duke of York Roundabout

The Duke of York Roundabout has been assessed using TRL's Junctions 9 software which determines the level of queueing and RFC for each approach based on specific junction geometry and flow volumes, including the % of HGVs. The models have been developed based upon scaled CAD layouts of the junctions, where detailed junction geometries, including lane and entry widths, turning radii and intercept points, have been input to help determine driving behaviour.

In November 2017 manual classified counts were undertaken by Traffic Survey Partners (TSP) at the Duke of York roundabout to collect information on observed traffic volumes, queue lengths and driver behaviour on each approach.

The base year model was verified against queue length data obtained by TSP in June 2017, whilst typical Google Traffic and local knowledge between the WSP and DDC team was used to further verify accuracy of base year operations and junction performance.

The modelled delays and the observed delays follow the same trends and queue length observed on google similar however to be noted slow moving queues are presented in google whereas the junction models show static queues

The junction performance of the Duke of York roundabout – in terms of Ratio of Flow to Capacity (RFC) and maximum queue length in Passenger Car Units (PCU¹) – is presented in Table 1. The full output of Junctions 9 model reports is included in Appendix A.

Table 1: Base Year, Duke of York Junction Assessment

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
A258 Deal Road	10	0.92	1	0.32
A2 East	1	0.43	2	0.50
A258 Castle Hill Road	1	0.47	2	0.58
A2 West	4	0.79	2	0.54

In the AM peak the A258 is nearing capacity with an RFC value of 0.92 and queue length of 10 PCUs. In the PM peak all arms are shown to perform well within capacity with an RFC value of between 0.32 – 0.58. Whilst the comparison against google traffic data demonstrates some minor queueing at all approaches in both peaks, in reality, this is more likely to be slow moving traffic, whereas Junctions 9 considers only stationary traffic when it reports queueing.

DO MINIMUM

The 2015 DDTM and 2040 Do Minimum flows were extracted from the VISUM strategic model for the Duke of York roundabout, the flows obtained were actual turning flows. The percentage growth for each of the turning movements

¹ Passenger car units. 1 PCU is equivalent to 5.75 metres of road space.



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between the 2015 DDTM Base and 2040 Do Minimum model were calculated, and this was then applied to the 2017 observed flows used in the local base models.

There were no network changes assumed at the junctions and subsequently, the assessment focused on the growth in flows to assess the junction performance. Table 2 presents the performance at the Duke of York roundabout in the 2040 Do Minimum scenario.

Table 2: 2040 Do Minimum, Duke of York Junction Assessment

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
A258 Deal Road	6	0.85	2	0.52
A2 East	2	0.55	2	0.55
A258 Castle Hill Road	10	0.92	3	0.74
A2 West	21	0.97	6	0.84

Table 2 shows that all arms at the Duke of York roundabout are within capacity in the AM and PM Peak in the 2040 Do Minimum scenario; in the PM peak, all approaches have an RFC less than 0.85 and a queue length less than 6 PCUs. In the AM peak, A258 Castle Hill Road and A2 West are shown to be approaching their theoretical capacity with RFC values of 0.92 and 0.97 respectively and a maximum queue length of 21 PCUs on A2 West.

REFINED DO SOMETHING

As with the Do Minimum scenario the 2040 refined Do Something actual flows at the Duke of York roundabout were extracted from the strategic model and the percentage growth between 2015 and 2040 rDS for each turning movement was calculated, the growth compared to the 2017 observed flows was then applied.

Table 3 and Table 4 contain the 2040 refined Do Something AM and PM peak flows in PCUs.

Table 3: Refined Do Something (rDS) 2040 AM Peak Flows (PCUs)

Roundabout Arm		A	B	C	D	Totals
A258 Deal Road	A	0	319	249	486	1054
A2 East	B	471	0	0	587	1058
A258 Castle Hill Road	C	183	0	0	619	802
A2 West	D	568	612	429	0	1609
	Totals	1222	931	678	1692	4523

Table 4: Refined Do Something (rDS) 2040 PM Peak Flows (PCUs)

Roundabout Arm		A	B	C	D	Totals
A258 Deal Road	A	0	109	288	503	900
A2 East	B	197	0	0	921	1118
A258 Castle Hill Road	C	114	0	0	437	551
A2 West	D	605	559	339	0	1503
	Totals	916	668	627	1861	4072



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In the refined Do Something, as with the Do Minimum modelling, the Duke of York does not have any mitigation. It is noted, however, that in comparison to the Do Minimum, the refined Do Something strategic model demonstrated a lot of re-routing away from the Duke of York roundabout; most notably, vehicles previously travelling southbound on the A258 Deal Road or northbound on A258 Castle Hill Road are shown to use Guston Road and Dover Road to route away from the roundabout.

Table 5 presents the performance at the Duke of York roundabout in the 2040 refined Do Something scenario.

Table 5: 2040 Refined Do Something Duke of York, Junction Assessment

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
A258 Deal Road	6	0.85	3	0.68
A2 East	2	0.57	5	0.59
A258 Castle Hill Road	32	1.04	20	0.76
A2 West	24	0.98	11	0.81

Table 5 highlights that the A2 West is operating close to capacity in the AM Peak with a maximum queue length of approximately 24 PCUs. However, this is a minimal change and deterioration of queue length and RFC on this arm compared to the Do Minimum. The A258 Castle Hill Road exceeds capacity in the AM peak, with an RFC of 1.04, and is presenting large queues of 32 PCUs, this is a growth of 22 PCUs compared with the DM scenario. All arms in the PM peak are within capacity showing an RFC value of 0.76 or less, except for the A2 west that has a queue length of 11 PCUs and RFC value of 0.81 however this shows that in the PM peak, the roundabout continues to operate within its theoretical capacity.

SUMMARY

When looking at routing choice from the VISUM strategic model it was evident that vehicles are routing away from the Duke of York roundabout in the rDS scenario; with southbound traffic on A258 Deal Road using the parallel route along The Lane/ Dover Road through Guston. Thus, any mitigation at this junction would seek to attract strategic traffic back through the junction and away from rural routes.

Whilst the Duke of York Roundabout shows some capacity to accommodate future year flow growth in the Do Minimum modelling, by the refined Do Something scenario, capacity is exceeded within the AM peak, and subsequently, some level of mitigation will be required. This may be mitigated by simply increasing capacity on all approach arms (i.e. increasing flare lengths on approaches), but greater works, such as signalisation may prove a better long-term solution for the junction.

MITIGATION MODELLING

BACKGROUND INFORMATION

The Regulation 18 Draft Local Plan Assessment Forecasting Report identified a need for mitigation at Duke of York roundabout in order to accommodate the forecast levels of growth between the 2040 Do Minimum and 2040 refined Do Something scenarios. In 2007 DDC commissioned WSP to undertake a Dover Infrastructure Study, which included

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development of a mitigation scheme at the Duke of York roundabout to accommodate the predicted levels of growth within the vicinity.

Prior to considering any new schemes, it was considered that the mitigation design – developed for Duke of York as part of the 2007 Dover Infrastructure Study – was the most suitable place to start in considering a mitigation scheme to accommodate the proposed Local Plan growth. It is noted that at the time of the design’s development in 2007, land ownership information was not made available and it was assumed that the scheme was within highway boundary; information provided since this time demonstrated that the design encroached onto 3rd part land in the South-Eastern corner between A258 Deal Road and A2 (S). The mitigation modelling for Duke of York therefore considers the following two scenarios:

- **Option 1:** the 3-arm signalisation mitigation design taken directly from the 2007 Dover Infrastructure Study;
- **Option 2:** amendments made to Option 1 to keep the proposals within the highway boundary.

MODELLING METHODOLOGY

The performance of the mitigation Option 1 design for Duke of York roundabout was assessed using TRL’s TRANSYT 15² software. TRANSYT is an industry standard computer program which can model signalised junctions and networks, including roundabouts. The network layout is encoded into TRANSYT, together with signal parameters and traffic turning movements. For a given cycle time, it adjusts signal green times, and offsets between signalled nodes, to arrive at optimum signal settings to minimise vehicle queues and delays on the network. Weightings can also be used to ‘bias’ TRANSYT towards a desired outcome. For example, queue limit weightings can be applied to roundabout circulatory lanes with restricted queuing space, to keep queue lengths within the available stacking room. TRANSYT can also model give-way entries into a network.

A similar software package, LinSig v3³, was also considered for this assessment. It models signalised junctions and networks in a similar way to TRANSYT. However, one issue particularly pertinent to roundabouts is ‘blocking back’. This is where excessive queues (usually in short roundabout circulatory lanes) extend back into upstream lanes causing congestion. Unfortunately, LinSig is not capable of modelling such blocking back effects. TRANSYT, however, uses a special algorithm, the CTM (cell transmission model) which enables it to model the effects of blocking back from one lane to another, and the extent to which this reduces the upstream lane’s capacity. For this reason, TRANSYT was selected as a more suitable programme for modelling the Duke Of York roundabout.

TRANSYT was used to construct two models for the roundabout. One model replicated the Option 1 mitigation design (taken directly from the 2007 Dover Infrastructure Study), and the other the Option 2 design (seeking to retain the layout within the highway boundary).

When constructing the models, the following methods and assumptions were used:

- all lanes were given saturation flows of 1800 PCUs per hour;

² Traffic Network Study Tool (Transport Research Laboratory)

³ LinSig is produced by the JCT Consultancy.

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- The cycle time for all models was set to 50 seconds. This was a reasonable compromise between shorter cycle times, which would tend to reduce queues but also reduce capacity, and longer cycle times, which would tend to increase capacity, but would increase the risk of blocking back owing to excessive queues in circulatory lanes;
- the default stop and delay weightings for each signalled entry lane were reduced. This caused Transyt to reduce the entry stopline signal green times and increase the opposing circulatory lane green times. This is standard practice when modelling roundabouts, in that it helps to keep circulatory lane queues reasonably short, to avoid blocking back;
- where necessary, the signal green times were deliberately reduced for signalled entries, so as to result in a degrees of saturation (DoS⁴) between 80% and 90%, for one or more lanes. This was to ensure that circulatory lane queue lengths were kept short;
- when the roundabout had been optimised using Transyt, further fine-tuning of the signal offsets was carried out manually, in order to reduce circulatory queues to their minimum.

All TRANSYT results tables in this report contain:

- degrees of saturation (DoS);
- mean maximum queues in PCUs;
- the PRC (practical reserve capacity).⁵ This is an overall measure of a junction's remaining capacity. Positive values indicate that the junction is operating with spare capacity. Negative values indicate that the junction is over-capacity (with at least one lane's DoS value above 90%).

The full output of TRANSYT model reports is included in Appendix B.

OPTION 1

Option 1 Design

The Duke of York Option 1 design, taken from the 2007 Dover Infrastructure Study, is presented in Figure 1; the design includes the signalisation of the A2 (E and W) and A258 Deal Road approaches. A258 Castle Hill Road continues to operate as priority-controlled.

⁴ For each lane, the ratio of demand flow travelling on the lane over the lane capacity. It is expressed as a percentage. A DoS value of 90% means that the lane is operating at capacity. This is the normally-used threshold, above which the risk of longer queues and delays tends to increase. At 100% it is said to be saturated, whilst a DoS value above 100% indicates that demand is higher than capacity, and the lane is said to be over-saturated. In over-saturated conditions, queues and delays will increase over the modelled period.

⁵ A measure of how much additional traffic the junction can be accommodated before operating at capacity.

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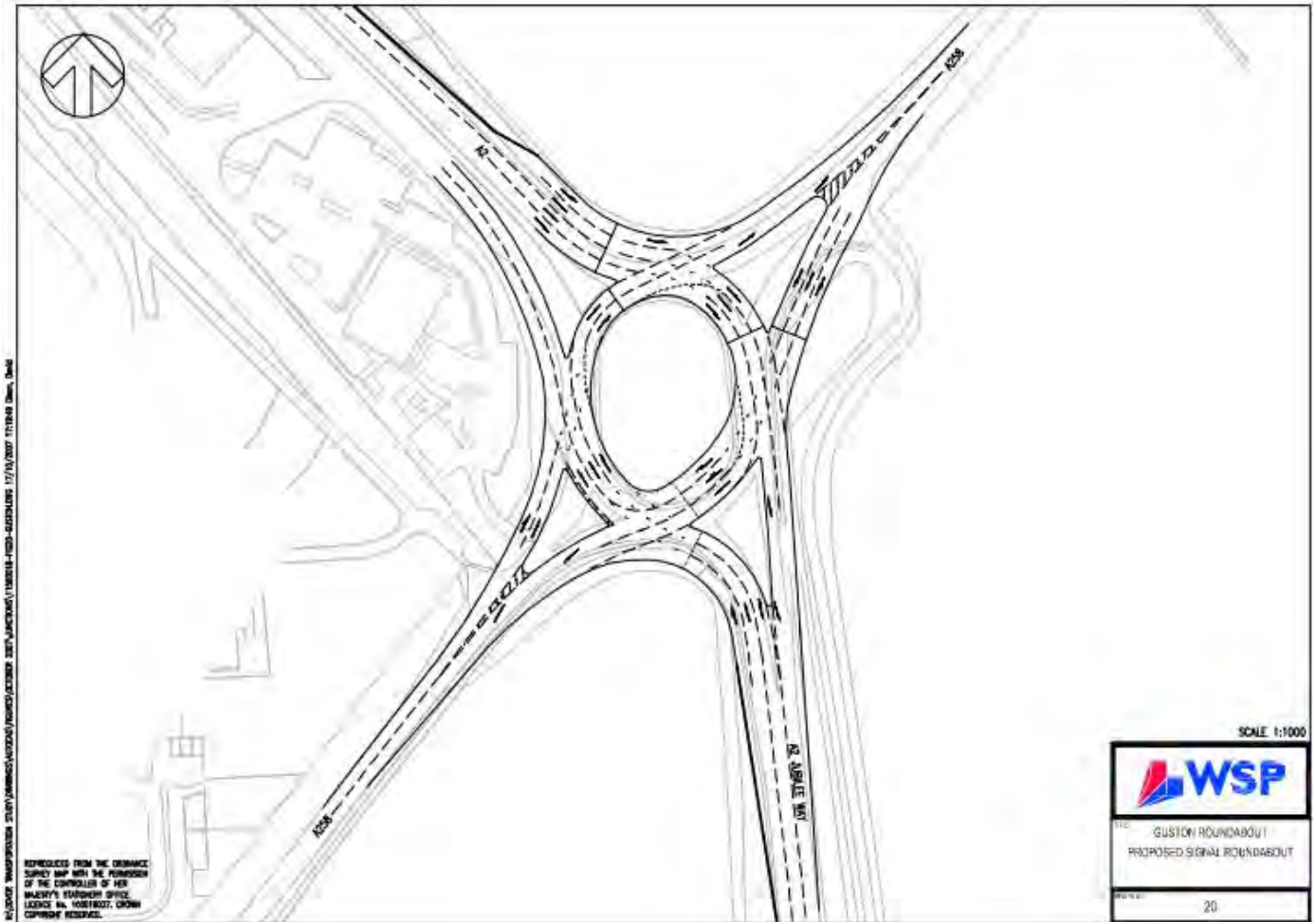


Figure 1: Duke of York Mitigation Option 1, 2007 Design

For the Option 1 TRANSYT model, the 2040 refined Do Something (rDS) flows only were used (as shown in Table 3 and Table 4 above). A screenshot of the Option 1 TRANSYT model is shown in

Figure 2. In order to retain a reasonable degree of resolution, only the area in the immediate vicinity of the roundabout is shown.

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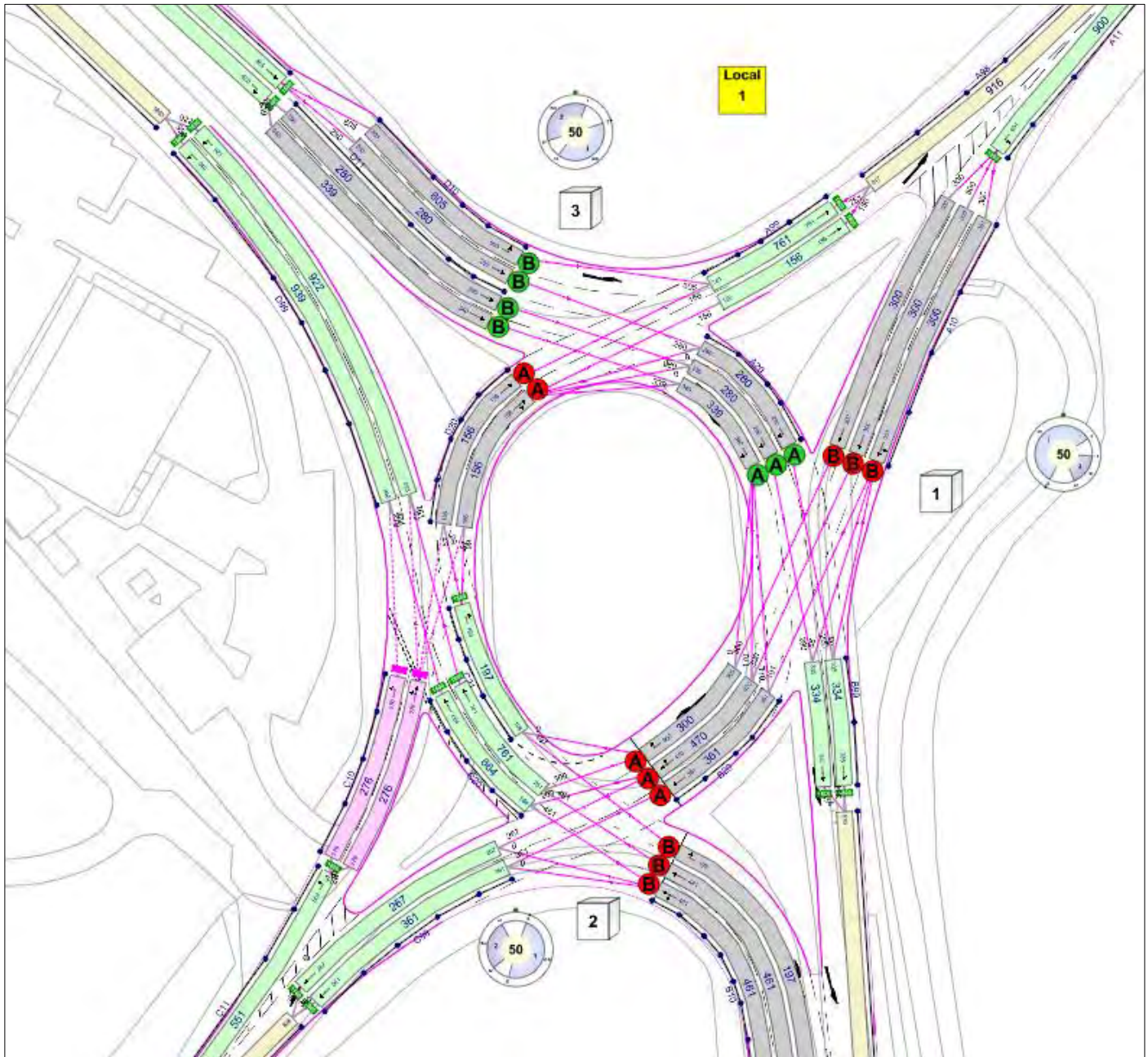


Figure 2: Duke of York Mitigation Option 1, TRANSYT Model Screenshot

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Option 1 Results

The modelling techniques outlined in the Modelling Methodology section above were used to model Option 1 and the TRANSYT model results, by approach and lane, are shown in Table 6.

Table 6: Duke of York Mitigation Option 1, Refined Do Something Results

	2040 rDS AM Peak		2040 rDS PM Peak	
	DoS (%)	MMQ* (PCUs)	DoS (%)	MMQ (PCUs)
A258 Deal Road entry lane 1	81	6	84	6
A258 Deal Road entry lane 2	81	6	83	6
A258 Deal Road entry lane 3	81	6	83	6
A258 Deal Road circulatory lane 1	30	0	26	0
A258 Deal Road circulatory lane 2	30	0	26	0
A258 Deal Road circulatory lane 3	43	0	31	0
A2 South entry lane 1	54	3	85	8
A2 South entry lane 2	54	3	85	8
A2 South entry lane 3	87	9	37	2
A2 South circulatory lane 1	27	3	40	2
A2 South circulatory lane 2	63	3	52	2
A2 South circulatory lane 3	39	0	33	0
Castle Hill Rd give-way entry lane 1	65	2	52	2
Castle Hill Rd give-way entry lane 2	75	4	53	2
A2 North entry lane 1	88	9	88	9
A2 North entry lane 2	47	3	41	3
A2 North entry lane 3	47	3	41	3
A2 North entry lane 4	66	5	50	4
A2 North circulatory lane 1	41	2	21	2
A2 North circulatory lane 2	41	2	21	2
Overall PRC (Practical Reserve Capacity)	3		2	

With the implementation of the Option 1, 3-arm signalisation mitigation scheme at the Duke of York roundabout, Table 6 demonstrates that all arms, approaches and individual lanes operate within the junction's theoretical capacity in the AM and PM peak. In the AM Peak, the junction is shown to have a maximum Degree of Saturation (DoS) of 88% on the A2 North lane 1 approach and presents a mean maximum queue length of 9 PCUs (about 50 metres). Similarly, the PM demonstrates that the design accommodates the Local Plan demand, again with the same DoS of 88% and queue length on the A2 North approach lane 1.

It is noted that the performance of the refined Do Something demand in the Option 1 TRANSYT model is considerably improved compared with the Junctions 9 modelling results for the rDS and the DM (Table 2 and Table 5 respectively).

It should be borne in mind that the DoS and PRC results are not, by themselves, a direct measure of the roundabout's potential to accommodate future traffic growth. As described in the Modelling Methodology section above, the signalled



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entry green times were deliberately reduced to give longer green times to the opposing circulatory lanes, and hence reduce circulatory lane queues. This resulted in relatively high DoS results for some entry lanes. The roundabout would ultimately fail when the entries operated over capacity and there was a high risk of circulatory queues blocking back.

The strategic modelling, undertaken for the Local Plan assessment and presented within the Reg 18 Forecasting Report, demonstrated that deterioration of operational performance at the Duke of York (with the existing layout) was causing vehicles to re-route away from the roundabout and onto minor roads within Guston. It is recommended that to fully ascertain the suitability of the Option 1 mitigation proposal, the design is coded into a '2040 refined Do Something + mitigation' scenario in VISUM and run with the Local Plan demand to see whether the residual capacity presented in Table 6 is sufficient enough to re-attract the re-routing vehicles and that the design still operates within capacity if it does.

OPTION 2

Option 2 Design

Since the development of the Option 1 mitigation proposals in 2007, land ownership information has been made available to WSP which demonstrates that the design requires 3rd party land on the north-eastern corner between A258 Deal Road and A2 (S) as shown in Figure 3.

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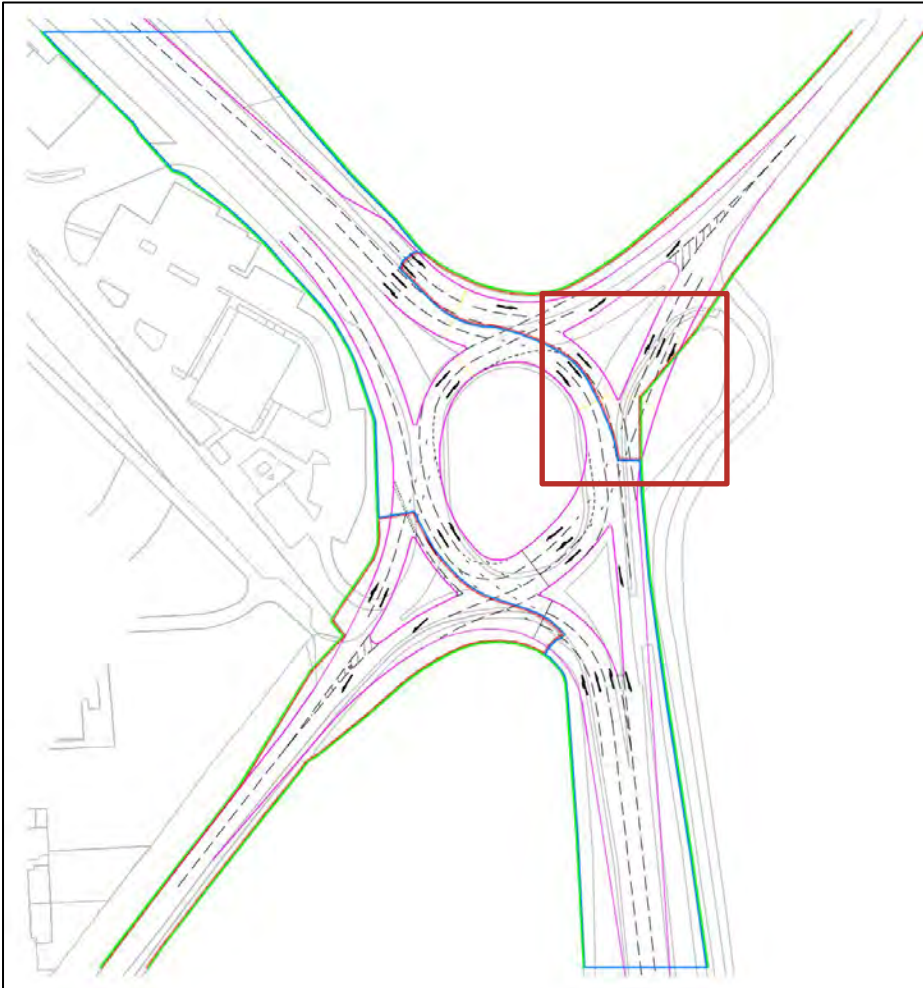


Figure 3: Duke of York Mitigation Option 1, Land Ownership

In order to keep the mitigation proposals within the highway boundary, changes were made to the A258 Deal Road approach, reducing the number of entry lanes down to 2 (from 3) and re-aligning the approach lanes to ensure they are within highway land. The changes made between Option 1 and Option 2 are shown in Figure 4.

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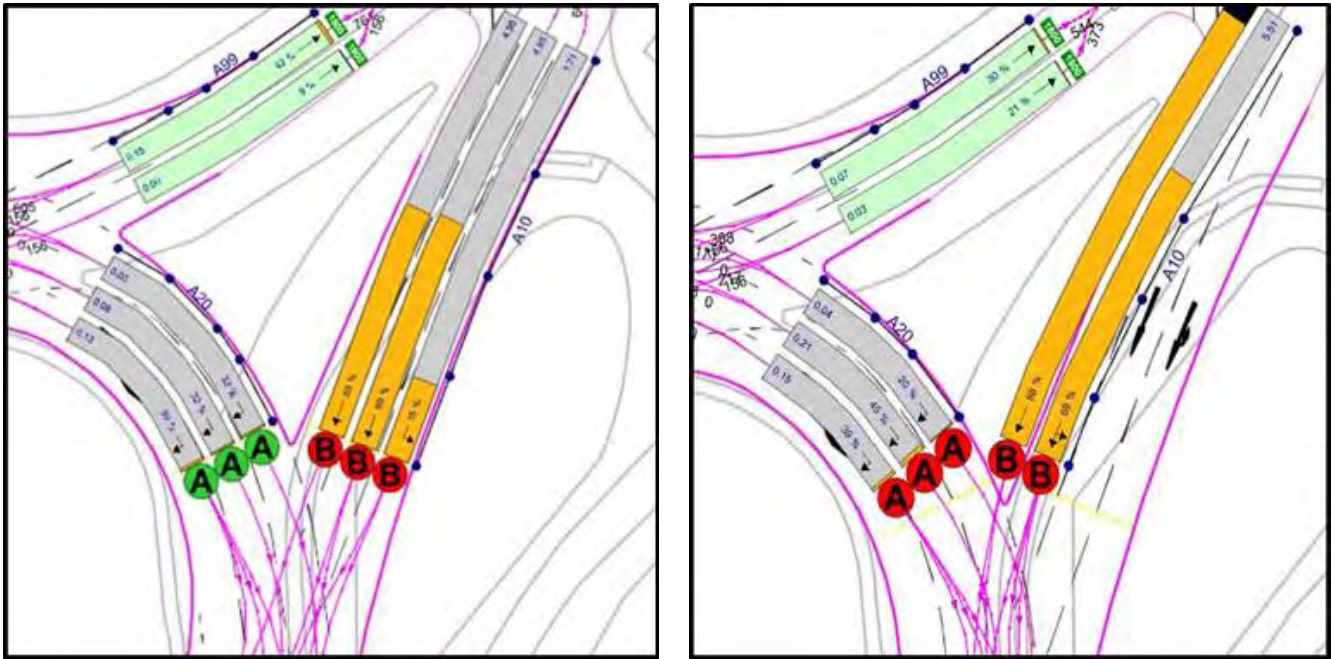


Figure 4: Duke of York Mitigation Option 1 vs Option 2

The modelling techniques outlined in the Modelling Methodology section above were used to model Option 2.

A screenshot of the Option 2 TRANSYT model is shown in Figure 5. In order to retain a reasonable degree of resolution, only the area in the immediate vicinity of the roundabout is shown. In addition to the change shown in Figure 4, a minor change was made to the Option 2 lane allocations before it was modelled; the lane use on the A2 West entry was amended so that lane 2 would carry ahead and left turn traffic, instead of ahead traffic only. This gave a better balance of flows across the A2 entry lanes.

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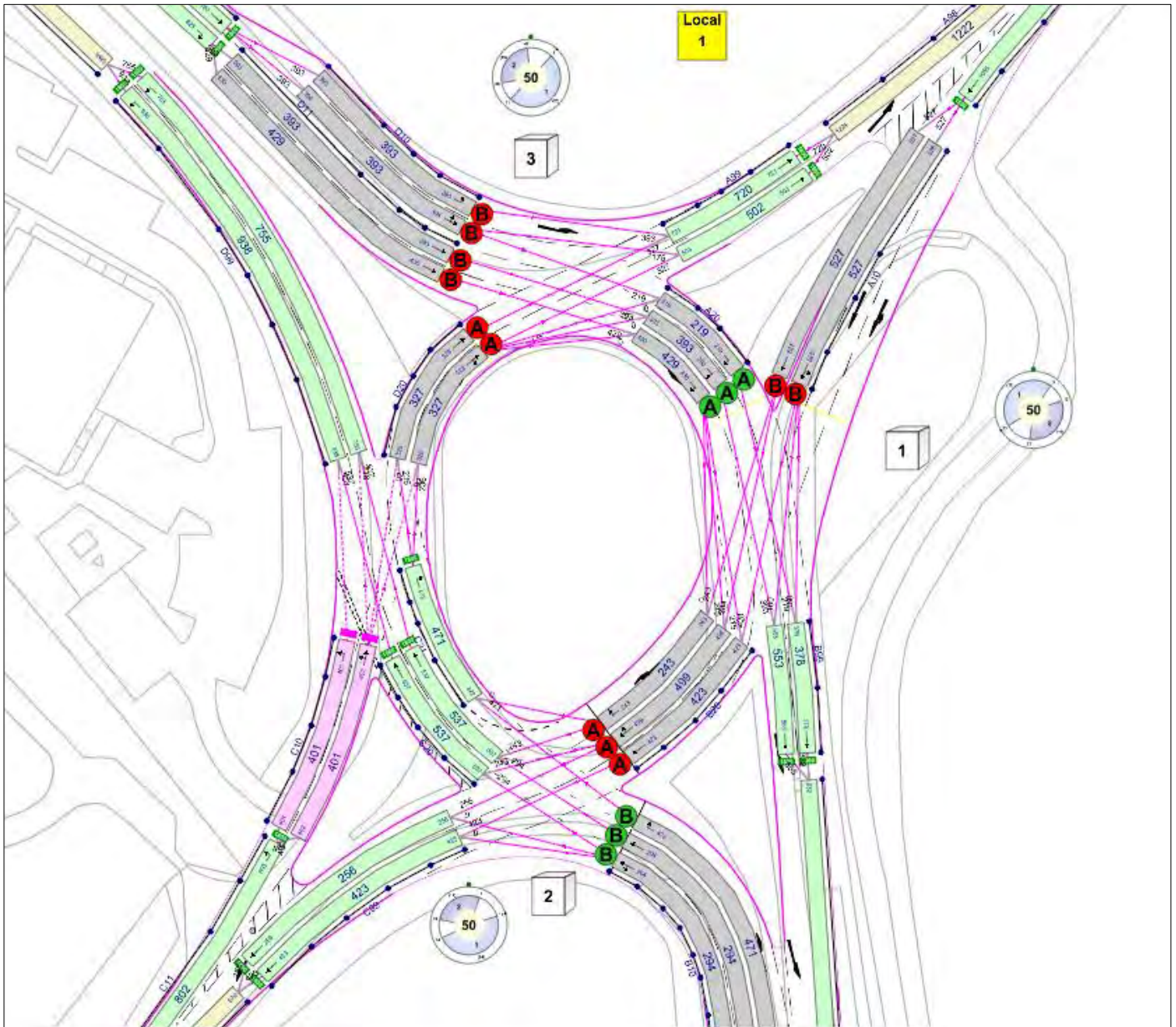


Figure 5: Duke of York Mitigation Option 2, TRANSYT Model Screenshot

Refined Do Something

The Option 2 design was first of all modelled using the 2040 refined Do Something flows as used for Option 1 (rDS flows are shown in Table 3 and Table 4). The Option 2 results with the refined Do Something flows are presented in Table 7.

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Table 7: Duke of York Mitigation Option 2, Refined Do Something Flow Results

	2040 rDS AM Peak		2040 rDS PM Peak	
	DoS (%)	MMQ* (PCUs)	DoS (%)	MMQ (PCUs)
A258 Deal Road entry lane 1	86	9	69	6
A258 Deal Road entry lane 2	86	9	87	9
A258 Deal Road circulatory lane 1	26	0	20	0
A258 Deal Road circulatory lane 2	47	0	45	0
A258 Deal Road circulatory lane 3	52	0	39	0
A2 South entry lane 1	54	4	85	8
A2 South entry lane 2	54	4	85	8
A2 South entry lane 3	87	9	37	2
A2 South circulatory lane 1	47	3	51	3
A2 South circulatory lane 2	55	3	47	3
A2 South circulatory lane 3	27	0	28	0
Castle Hill Rd give-way entry lane 1	67	2	54	2
Castle Hill Rd give-way entry lane 2	78	4	55	2
A2 North entry lane 1	78	6	54	4
A2 North entry lane 2	78	6	54	4
A2 North entry lane 3	78	6	54	4
A2 North entry lane 4	85	8	47	4
A2 North circulatory lane 1	35	4	22	2
A2 North circulatory lane 2	35	4	22	2
Overall PRC (Practical Reserve Capacity)	3		3	

The results for Option 2 are quite similar to those for Option 1. The reduction in the number of Deal Road entry lanes from 3 to 2, however, has resulted in reduced spare capacity at the entry (i.e. higher DoS results for the two remaining entry lanes). Despite this reduced capacity, the Deal Road node has still retained ample spare capacity in each peak period, as indicated by the opposing circulatory lane DoS values and negligible queues.

As stated in the Option 1 results section, the DoS and PRC results alone are not, by themselves, a direct measure of the roundabout's potential to accommodate future traffic growth. The roundabout would ultimately fail when the entries operated over capacity and there was a high risk of circulatory queues blocking back.

Comparison with the Junctions 9 model results for the existing, uncontrolled roundabout with refined Do Something flows (see *Table 5*), reveals that the Option 2 performance is significantly better. The existing Castle Hill Road entry suffers from over-saturated conditions in the 2040 AM peak period, with predicted entry queues of about 180 metres in length (across two entry lanes). The A2 West entry also exhibits a high RFC result in the AM peak. Queues on these two entries are generally much higher than the Option 2 queues, the longest of which are in the order of 50 metres.

Do Something

Option 2 was also modelled using 2040 Do Something flows. As with the refined Do Something scenario the 2040 actual flows at the Duke of York roundabout were extracted from the strategic model and the percentage growth between

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2015 and 2040 DS for each turning movement was calculated, the growth compared to the 2017 observed flows was then applied. The Do Something flows are shown in Table 8 and Table 9 below.

Table 8: Do Something (DS) 2040 AM Peak Flows (PCUs)

Roundabout Arm		A	B	C	D	Totals
A258 Deal Road	A	0	387	152	672	1211
A2 East	B	266	0	0	439	705
A258 Castle Hill Road	C	243	0	0	618	861
A2 West	D	635	358	565	0	1558
Totals		1144	745	717	1729	4335

Table 9: Do Something (DS) 2040 PM Peak Flows (PCUs)

Roundabout Arm		A	B	C	D	Totals
A258 Deal Road	A	0	207	125	691	1023
A2 East	B	222	0	0	450	672
A258 Castle Hill Road	C	188	0	0	675	863
A2 West	D	567	379	658	0	1604
Totals		977	586	783	1816	4162

Initial modelling with the Do Something flows indicated that the Option 2 junction did not perform as well as with the refined Do Something flows. The PM peak results were particularly bad, with the Deal Road entry operating over-capacity (i.e. with DoS values on at least one entry and circulatory lane above 90%) and a long queue on circulatory lane 3.

A comparison of the refined Do Something flows (Table 3 and Table 4) and the Do Something flows (Table 8 and Table 9) was carried out. It revealed that the following higher, Do Something traffic movements were having a detrimental impact upon the Deal Road entry:

- the Deal Road to A2 West DS movement is higher, than the equivalent rDS movement, in both peaks (by 186 PCUs in the AM peak and 188 PCUs in the PM peak). This made it more difficult to keep DoS levels low on both Deal Road entry lanes.
- the A2 West to Castle Hill Road DS turning movement is also higher (by 136 PCUs in the AM peak, and by 319 PCUs in the PM peak). This higher movement was only permitted to use circulatory lane 3 opposing the Deal Road entry.

To produce a better balance of flows in the circulatory arm, the Option 2 model design was amended to allow lane 2, as well as 3, to carry the movement to Castle Hill Road. Figure 6 uses TRANSYT screenshots to illustrate the change. In the left panel, arm A20, Lane 2 (top left of the panel) carries traffic bound only for the A2 South exit. The highlighted flow connector shows the single movement leaving lane 2, and exiting the roundabout on Arm B99 (A2 South). In the right panel, a second flow connector has been added to A20, Lane 2 (shown highlighted), which now carries traffic bound for Castle Hill Road, to circulatory Arm B20, Lane 1 (opposing the A2 South entry).

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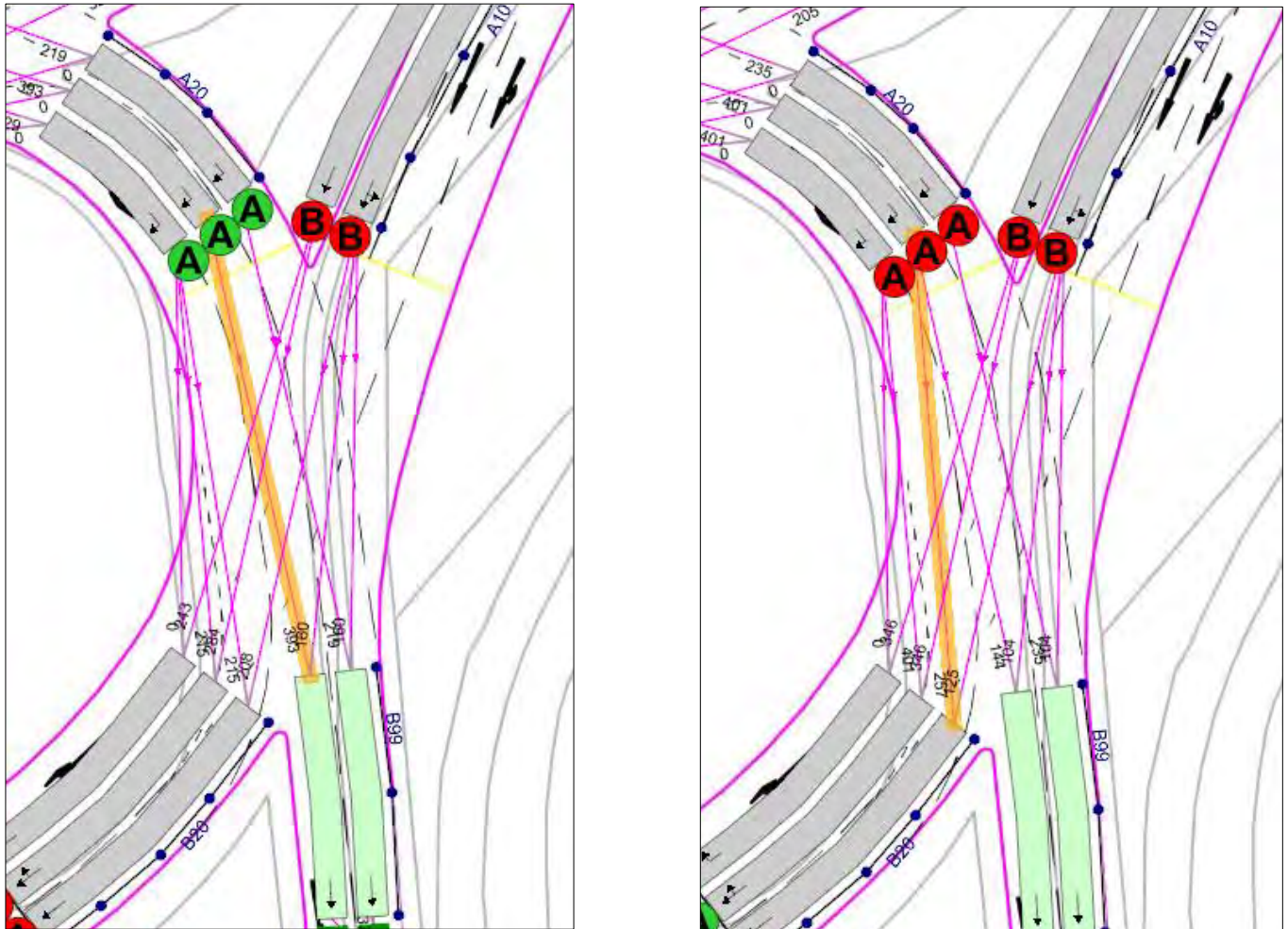


Figure 6: Duke of York Option 2 Design. Lane Use Change in Circulatory Lane 2, Opposing Deal Road Entry

The minor change resulted in a much better balance of flows across both the circulatory arm, and also across the upstream A2 West entry. This revised Design was named Option 2a. Other than this minor change, the Option 2a layout remained the same as that for Option 2, as shown in Figure 5.

The results for the Option 2a design, with the Do Something flows, are shown in Table 10 below.



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Table 10: Duke of York Mitigation Option 2a, Do Something Flow Results

	2040 DS AM Peak		2040 DS PM Peak	
	DoS (%)	MMQ* (PCUs)	DoS (%)	MMQ (PCUs)
A258 Deal Road entry lane 1	68	6	42	3
A258 Deal Road entry lane 2	85	9	87	10
A258 Deal Road circulatory lane 1	22	0	36	0
A258 Deal Road circulatory lane 2	60	0	62	1
A258 Deal Road circulatory lane 3	60	0	62	1
A2 South entry lane 1	68	3	78	4
A2 South entry lane 2	68	3	78	4
A2 South entry lane 3	82	5	77	4
A2 South circulatory lane 1	29	2	33	2
A2 South circulatory lane 2	65	4	65	4
A2 South circulatory lane 3	30	3	30	4
Castle Hill Rd give-way entry lane 1	70	3	70	3
Castle Hill Rd give-way entry lane 2	73	5	72	3
A2 North entry lane 1	83	6	86	7
A2 North entry lane 2	83	6	86	7
A2 North entry lane 3	83	6	86	7
A2 North entry lane 4	83	6	86	7
A2 North circulatory lane 1	26	2	21	2
A2 North circulatory lane 2	26	2	21	2
Overall PRC (Practical Reserve Capacity)	6		3	

The results predict that the roundabout would again operate with ample spare capacity, as shown mainly by the short queues and, in particular, the short circulatory lane queues in each period.

As has been stated earlier the DoS and PRC results are not, by themselves, a direct measure of the roundabout's potential to accommodate future traffic growth. Entry signal green times were deliberately reduced to keep the opposing circulatory lane queues as short as possible, which resulted in high DoS results for some entry lanes.

It is clear from these results that the revised Option 2a design would have equal, if not more, spare capacity with the Do Something flows, than the Option 2 design with the refined Do Something flows.



TECHNICAL NOTE: DUKE OF YORK MITIGATION

DATE:	10 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Duke of York Roundabout		
PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Jonathan Pickup / Charlotte Herridge
CHECKED:	Charlotte Herridge	APPROVED:	Craig Drennan

SUMMARY

WSP were commissioned by Dover District Council (DDC) to undertake local junction modelling at Duke of York roundabout to assess the impacts of the emerging Local Plan proposals, and possible mitigation design solutions on the existing operation of this roundabout.

This Technical Note has detailed the development of TRANSYT models to represent signalised design solutions at the roundabout, and has described the assumptions made, the flow scenarios used and the model results, for two main design options.

FLOW SCENARIOS

Three different flow scenarios were modelled in the assessment:

- **Do Minimum (DM)** scenario has been developed to include all completed and consented growth within Dover alongside committed infrastructure schemes;
- **Do Something (DS)** scenario that is based upon the Do Minimum scenario with the addition of the potential Local Plan sites received from DDC;
- **Refined Do Something (rDS)** scenario that is based upon the Do Minimum scenario with a refined list of proposed draft Reg18 Local Plan sites received from DDC which were consulted upon.

EXISTING DUKE OF YORK ROUNDABOUT

The existing uncontrolled roundabout was modelled using Junctions 9 ARCADY software. It was first modelled with 2017 observed base year flows. The results indicated that the Deal Road arm was close to failing in the AM peak period. The other arms performed well within capacity in the period, as did all four arms in the PM peak period.

The roundabout was then modelled with 2040 Do Minimum flows and 2040 refined Do Something flows. In the former flows, all but the A2 East entry were failing in the AM peak, with particularly long queues at the A2 West entry. All four arms operated under capacity in the PM peak, although the A2West arm had little spare capacity remaining. With the latter flows, the Castle Hill Road entry was over-saturated in the AM peak (RFC of 1.04), the A2 West entry was failing (RFC of 0.98), whilst the Deal Road arm was at capacity (RFC of 0.85). In the PM peak, all entries had spare capacity. The junctions 9 modelling demonstrated a requirement for mitigation at the Duke of York roundabout.

MITIGATION DESIGNS

Two main partially-signalised designs were assessed as well as a minor design variant:

- **Option 1 Design:** This was taken from the 2007 Dover Infrastructure Study and includes signalisation of the A2 (East and West) and A258 Deal Road approaches, as well as the widening of some entries. A258 Castle Hill Road continues to operate as priority-controlled. This was assessed with the rDS flows;
- **Option 2 Design:** After land ownership information was made available to WSP, it was shown that the Option 1 design required third party land beyond the highway boundary, mainly because of the proposed widening of the Deal Road entry from two lanes to three. Option 2 was thus developed which, by proposing just two Deal Road entry lanes instead of three, was able to retain the design within the highway boundary. This was initially

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assessed with the rDS flows. A minor lane allocation change was also made to the Option 2 layout beforehand which was to allow two lanes of traffic from the A2 West entry to turn left into Deal Road instead of one This improved the balance of flows across the entry lanes.

- **Option 2a Design:** This was a minor design variant of Option 2 which was made after Option 2 had capacity problems at the Deal Road signals, when tested with the DS flows. A minor change was made to Option 2, which resulted in a much better balance of flows cross the Deal Road circularity arm.

MITIGATION MODELLING

The signalised mitigation design options were modelled using TRANSYT 15 software.

The Option 1 results (with rDS flows) were compared with the existing roundabout Junctions 9 results (with the same flows), which revealed that the Option 1 performance was significantly better, and the proposed mitigation design could accommodate the forecast Local Plan demand although would require a small section of 3rd party land.

Option 2 was also modelled with the rDS flows. The results predicted similar levels of performance as Option 1 (i.e. significantly better than the existing roundabout results). The changes required with Option 2, to retain the roundabout footprint within the highway boundary, had little impact upon capacity although it is noted that the Option 1 design provides slightly more capacity on the Deal Road approach which could be beneficial in re-attracting re-routing vehicles currently demonstrated in the strategic model.

Option 2a was modelled with the DS flows, The results predicted that it would have equal, if not more, spare capacity with the DS flows, than Option 2 with the refined 2040 Do Something flows.

CONCLUSION

The local junction modelling of the Duke of York roundabout presented throughout this Technical Note has identified a need for mitigation in order to accommodate the proposed Local Plan demand in the refined Do Something and Do Something scenarios. The TRANSYT modelling has shown that minor variations of a partially-signalised mitigation design solution (signals at both A2 and A258 Deal Road approaches) could accommodate the Local Plan demand and provide residual capacity for further growth or changes in demand in the area.



Appendix A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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Filename: Duke of York Roundabout.j9

Path: C:\Users\INVN01911\Desktop\Dover\2020.12.09\2020.12.09

Report generation date: 12/16/2020 10:12:20 AM

- »(Default Analysis Set) - 2016 Base Year, AM
- »(Default Analysis Set) - 2016 Base Year, PM
- »(Default Analysis Set) - 2040 DM, AM
- »(Default Analysis Set) - 2040 DM, PM
- »(Default Analysis Set) - 2040 DS, AM
- »(Default Analysis Set) - 2040 DS, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2016 Base Year								
1 - A259 Deal Road	9.7	30.27	0.92	D	0.5	3.10	0.32	A
2 - A2 E	0.8	3.59	0.43	A	1.1	3.19	0.50	A
3 - A258 Castle Hill Road	0.9	6.48	0.47	A	1.4	8.14	0.58	A
4 - A2 W	3.9	9.53	0.79	A	1.3	4.57	0.54	A
A1 - 2040 DM								
1 - A259 Deal Road	5.3	18.12	0.85	C	1.1	5.05	0.52	A
2 - A2 E	1.4	4.63	0.55	A	1.4	4.11	0.55	A
3 - A258 Castle Hill Road	9.4	44.16	0.92	E	2.7	16.18	0.74	C
4 - A2 W	20.3	43.54	0.97	E	5.2	12.51	0.84	B
A1 - 2040 DS								
1 - A259 Deal Road	5.3	17.17	0.85	C	2.1	7.90	0.68	A
2 - A2 E	1.5	4.61	0.57	A	1.6	4.82	0.59	A
3 - A258 Castle Hill Road	31.5	121.09	1.04	F	3.1	19.07	0.76	C
4 - A2 W	23.7	49.43	0.98	E	4.5	10.09	0.81	B

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

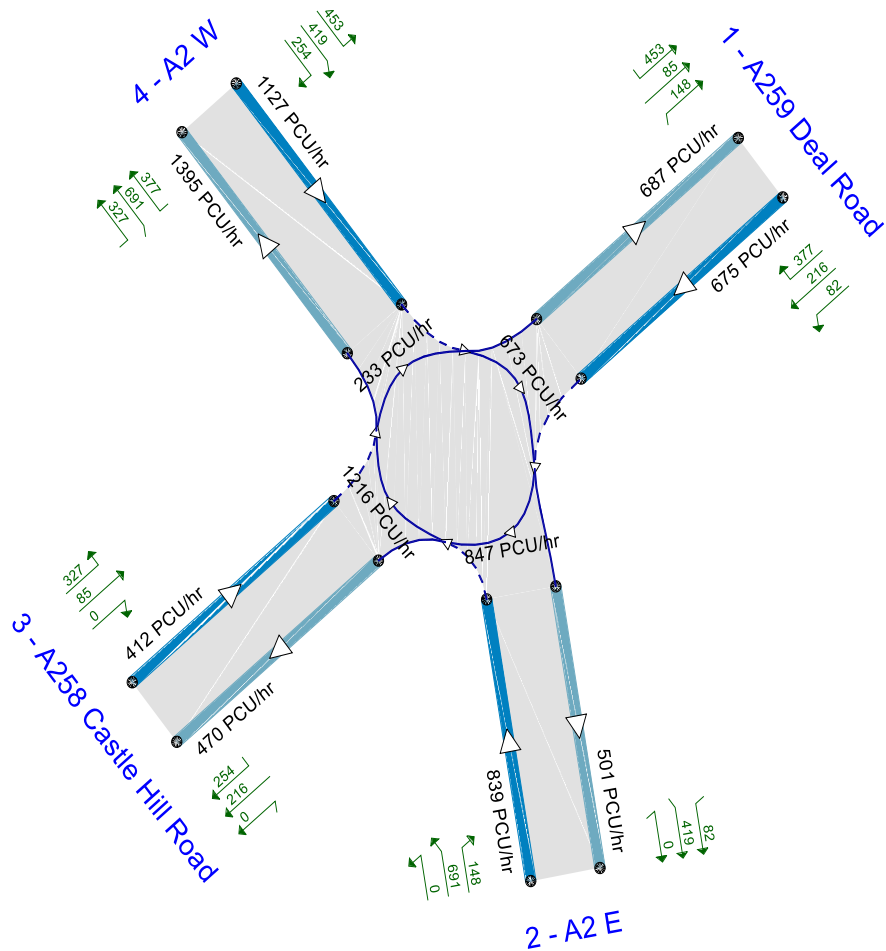
File summary

File Description

Title	Duke of York Roundabout
Location	51.144105, 1.331479
Site number	
Date	6/15/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ukpwb001
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 Base Year	AM	ONE HOUR	08:00	09:30	15	✓
D2	2016 Base Year	PM	ONE HOUR	17:00	18:30	15	✓
D3	2040 DM	AM	ONE HOUR	08:00	09:30	15	✓
D4	2040 DM	PM	ONE HOUR	17:00	18:30	15	✓
D5	2040 DS	AM	ONE HOUR	08:00	09:30	15	✓
D6	2040 DS	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2016 Base Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Duke of York Roundabout	Standard Roundabout		1, 2, 3, 4	14.22	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A259 Deal Road	
2	A2 E	
3	A258 Castle Hill Road	
4	A2 W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A259 Deal Road	3.20	8.20	30.0	31.0	60.0	36.0	
2 - A2 E	7.80	10.00	8.1	30.0	83.0	18.0	
3 - A258 Castle Hill Road	3.50	8.20	19.1	17.5	60.0	34.0	
4 - A2 W	8.10	9.20	2.5	25.0	83.0	15.5	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - A259 Deal Road	Direct		100
2 - A2 E	None		
3 - A258 Castle Hill Road	None		
4 - A2 W	Direct		-500

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A259 Deal Road	0.600	2051
2 - A2 E	0.649	2878
3 - A258 Castle Hill Road	0.572	1818
4 - A2 W	0.631	2249

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 Base Year	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 Deal Road		ONE HOUR	✓	1114	100.000
2 - A2 E		ONE HOUR	✓	747	100.000
3 - A258 Castle Hill Road		ONE HOUR	✓	453	100.000
4 - A2 W		ONE HOUR	✓	1372	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	1	337	335	441
	2 - A2 E	331	0	7	409
	3 - A258 Castle Hill Road	130	9	8	306
	4 - A2 W	302	529	521	20

Proportions

	To				
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0.00	0.30	0.30	0.40
	2 - A2 E	0.44	0.00	0.01	0.55
	3 - A258 Castle Hill Road	0.29	0.02	0.02	0.68
	4 - A2 W	0.22	0.39	0.38	0.01

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0	2	2	1
	2 - A2 E	1	0	0	20
	3 - A258 Castle Hill Road	3	0	0	1
	4 - A2 W	3	18	1	10

Average PCU Per Veh

	To				
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	1.000	1.020	1.020	1.010
	2 - A2 E	1.010	1.000	1.000	1.200
	3 - A258 Castle Hill Road	1.030	1.000	1.000	1.010
	4 - A2 W	1.030	1.180	1.010	1.100

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - A259 Deal Road	08:00-08:15	839	839
	08:15-08:30	1001	1001
	08:30-08:45	1227	1227
	08:45-09:00	1227	1227
	09:00-09:15	1001	1001
	09:15-09:30	839	839
2 - A2 E	08:00-08:15	562	562
	08:15-08:30	672	672
	08:30-08:45	822	822
	08:45-09:00	822	822
	09:00-09:15	672	672
	09:15-09:30	562	562

3 - A258 Castle Hill Road	08:00-08:15	341	341
	08:15-08:30	407	407
	08:30-08:45	499	499
	08:45-09:00	499	499
	09:00-09:15	407	407
	09:15-09:30	341	341
4 - A2 W	08:00-08:15	1033	1033
	08:15-08:30	1233	1233
	08:30-08:45	1511	1511
	08:45-09:00	1511	1511
	09:00-09:15	1233	1233
	09:15-09:30	1033	1033

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A259 Deal Road	0.92	30.27	9.7	D	1022	1533
2 - A2 E	0.43	3.59	0.8	A	685	1028
3 - A258 Castle Hill Road	0.47	6.48	0.9	A	416	624
4 - A2 W	0.79	9.53	3.9	A	1259	1888

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	839	210	815	1562	0.537	834	573	0.0	1.2	4.991	A
2 - A2 E	562	141	993	2233	0.252	561	656	0.0	0.4	2.379	A
3 - A258 Castle Hill Road	341	85	902	1303	0.262	340	653	0.0	0.4	3.790	A
4 - A2 W	1033	258	359	2022	0.511	1028	882	0.0	1.1	3.882	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	1001	250	975	1466	0.683	998	686	1.2	2.1	7.741	A
2 - A2 E	672	168	1188	2106	0.319	671	784	0.4	0.5	2.772	A

3 - A258 Castle Hill Road	407	102	1078	1201	0.339	407	781	0.4	0.5	4.594	A
4 - A2 W	1233	308	430	1977	0.624	1231	1055	1.1	1.8	5.171	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	1227	307	1190	1337	0.917	1201	838	2.1	8.4	23.544	C
2 - A2 E	822	206	1439	1943	0.423	821	953	0.5	0.8	3.545	A
3 - A258 Castle Hill Road	499	125	1312	1068	0.467	497	948	0.5	0.9	6.389	A
4 - A2 W	1511	378	526	1916	0.788	1502	1283	1.8	3.8	9.174	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	1227	307	1197	1333	0.920	1222	841	8.4	9.7	30.269	D
2 - A2 E	822	206	1456	1932	0.426	822	962	0.8	0.8	3.587	A
3 - A258 Castle Hill Road	499	125	1321	1062	0.469	499	957	0.9	0.9	6.483	A
4 - A2 W	1511	378	527	1916	0.789	1510	1293	3.8	3.9	9.526	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	1001	250	984	1461	0.685	1031	690	9.7	2.3	9.066	A
2 - A2 E	672	168	1216	2088	0.322	673	799	0.8	0.5	2.816	A
3 - A258 Castle Hill Road	407	102	1094	1193	0.341	409	795	0.9	0.5	4.670	A
4 - A2 W	1233	308	432	1976	0.624	1242	1071	3.9	1.8	5.331	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	839	210	820	1559	0.538	843	576	2.3	1.2	5.141	A
2 - A2 E	562	141	1002	2227	0.253	563	661	0.5	0.4	2.393	A
3 - A258 Castle Hill Road	341	85	907	1299	0.262	342	658	0.5	0.4	3.818	A

4 - A2 W	1033	258	361	2021	0.51 1	1036	888	1.8	1.1	3.941	A
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(Default Analysis Set) - 2016 Base Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Duke of York Roundabout	Standard Roundabout		1, 2, 3, 4	4.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2016 Base Year	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 Deal Road		ONE HOUR	✓	501	100.000
2 - A2 E		ONE HOUR	✓	1081	100.000
3 - A258 Castle Hill Road		ONE HOUR	✓	559	100.000
4 - A2 W		ONE HOUR	✓	900	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	1	75	167	258
	2 - A2 E	331	0	148	602
	3 - A258 Castle Hill Road	254	7	6	292
	4 - A2 W	412	247	230	11

Proportions

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0.00	0.15	0.33	0.51
	2 - A2 E	0.31	0.00	0.14	0.56
	3 - A258 Castle Hill Road	0.45	0.01	0.01	0.52
	4 - A2 W	0.46	0.27	0.26	0.01

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0	0	2	0
	2 - A2 E	0	0	0	13
	3 - A258 Castle Hill Road	0	14	0	1
	4 - A2 W	1	23	2	36

Average PCU Per Veh

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	1.000	1.000	1.020	1.000
	2 - A2 E	1.000	1.000	1.000	1.130
	3 - A258 Castle Hill Road	1.000	1.140	1.000	1.010
	4 - A2 W	1.010	1.230	1.020	1.360

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - A259 Deal Road	17:00-17:15	377	377
	17:15-17:30	450	450
	17:30-17:45	552	552
	17:45-18:00	552	552
	18:00-18:15	450	450
	18:15-18:30	377	377
2 - A2 E	17:00-17:15	814	814
	17:15-17:30	972	972
	17:30-17:45	1190	1190
	17:45-18:00	1190	1190
	18:00-18:15	972	972
	18:15-18:30	814	814

3 - A258 Castle Hill Road	17:00-17:15	421	421
	17:15-17:30	503	503
	17:30-17:45	615	615
	17:45-18:00	615	615
	18:00-18:15	503	503
	18:15-18:30	421	421
4 - A2 W	17:00-17:15	678	678
	17:15-17:30	809	809
	17:30-17:45	991	991
	17:45-18:00	991	991
	18:00-18:15	809	809
	18:15-18:30	678	678

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A259 Deal Road	0.32	3.10	0.5	A	460	690
2 - A2 E	0.50	3.19	1.1	A	992	1488
3 - A258 Castle Hill Road	0.58	8.14	1.4	A	513	769
4 - A2 W	0.54	4.57	1.3	A	826	1239

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	377	94	376	1825	0.207	376	749	0.0	0.3	2.499	A
2 - A2 E	814	203	505	2550	0.319	812	247	0.0	0.5	2.212	A
3 - A258 Castle Hill Road	421	105	903	1302	0.323	419	414	0.0	0.5	4.098	A
4 - A2 W	678	169	449	1965	0.345	675	873	0.0	0.6	2.978	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	450	113	450	1781	0.253	450	896	0.3	0.3	2.722	A
2 - A2 E	972	243	605	2485	0.391	971	295	0.5	0.7	2.539	A

3 - A258 Castle Hill Road	503	126	1081	1200	0.419	502	495	0.5	0.7	5.180	A
4 - A2 W	809	202	538	1909	0.424	808	1044	0.6	0.8	3.490	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	552	138	551	1721	0.321	551	1096	0.3	0.5	3.096	A
2 - A2 E	1190	298	740	2397	0.497	1189	362	0.7	1.0	3.178	A
3 - A258 Castle Hill Road	615	154	1323	1062	0.580	613	606	0.7	1.4	8.031	A
4 - A2 W	991	248	658	1833	0.540	989	1278	0.8	1.2	4.545	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	552	138	552	1720	0.321	552	1099	0.5	0.5	3.100	A
2 - A2 E	1190	298	741	2396	0.497	1190	362	1.0	1.1	3.187	A
3 - A258 Castle Hill Road	615	154	1325	1061	0.580	615	607	1.4	1.4	8.136	A
4 - A2 W	991	248	659	1832	0.541	991	1280	1.2	1.3	4.571	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	450	113	451	1780	0.253	451	900	0.5	0.3	2.726	A
2 - A2 E	972	243	606	2484	0.391	973	296	1.1	0.7	2.549	A
3 - A258 Castle Hill Road	503	126	1083	1199	0.419	505	496	1.4	0.7	5.244	A
4 - A2 W	809	202	540	1908	0.424	811	1048	1.3	0.8	3.512	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	377	94	378	1824	0.207	377	752	0.3	0.3	2.506	A
2 - A2 E	814	203	507	2548	0.319	815	248	0.7	0.5	2.219	A
3 - A258 Castle Hill Road	421	105	907	1300	0.324	422	415	0.7	0.5	4.132	A

4 - A2 W	678	169	452	1963	0.34 5	678	877	0.8	0.6	2.997	A
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(Default Analysis Set) - 2040 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Duke of York Roundabout	Standard Roundabout		1, 2, 3, 4	28.82	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2040 DM	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 Deal Road		ONE HOUR	✓	999	100.000
2 - A2 E		ONE HOUR	✓	1000	100.000
3 - A258 Castle Hill Road		ONE HOUR	✓	748	100.000
4 - A2 W		ONE HOUR	✓	1591	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0	284	245	470
	2 - A2 E	443	0	0	557
	3 - A258 Castle Hill Road	203	0	0	545
	4 - A2 W	443	619	529	0

Proportions

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0.00	0.28	0.25	0.47
	2 - A2 E	0.44	0.00	0.00	0.56
	3 - A258 Castle Hill Road	0.27	0.00	0.00	0.73
	4 - A2 W	0.28	0.39	0.33	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0	2	4	5
	2 - A2 E	10	0	0	19
	3 - A258 Castle Hill Road	5	0	0	4
	4 - A2 W	4	14	2	0

Average PCU Per Veh

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	1.000	1.017	1.035	1.055
	2 - A2 E	1.100	1.000	1.000	1.190
	3 - A258 Castle Hill Road	1.054	1.000	1.000	1.044
	4 - A2 W	1.036	1.136	1.023	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - A259 Deal Road	08:00-08:15	752	752
	08:15-08:30	898	898
	08:30-08:45	1100	1100
	08:45-09:00	1100	1100
	09:00-09:15	898	898
	09:15-09:30	752	752
2 - A2 E	08:00-08:15	753	753
	08:15-08:30	899	899
	08:30-08:45	1101	1101
	08:45-09:00	1101	1101
	09:00-09:15	899	899
	09:15-09:30	753	753

3 - A258 Castle Hill Road	08:00-08:15	563	563
	08:15-08:30	672	672
	08:30-08:45	824	824
	08:45-09:00	824	824
	09:00-09:15	672	672
	09:15-09:30	563	563
4 - A2 W	08:00-08:15	1198	1198
	08:15-08:30	1430	1430
	08:30-08:45	1752	1752
	08:45-09:00	1752	1752
	09:00-09:15	1430	1430
	09:15-09:30	1198	1198

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A259 Deal Road	0.85	18.12	5.3	C	917	1375
2 - A2 E	0.55	4.63	1.4	A	918	1376
3 - A258 Castle Hill Road	0.92	44.16	9.4	E	686	1030
4 - A2 W	0.97	43.54	20.3	E	1460	2190

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	752	188	859	1536	0.490	748	816	0.0	1.0	4.726	A
2 - A2 E	753	188	931	2273	0.331	751	676	0.0	0.6	2.713	A
3 - A258 Castle Hill Road	563	141	1103	1188	0.474	559	579	0.0	0.9	5.962	A
4 - A2 W	1198	299	484	1943	0.617	1191	1178	0.0	1.7	5.068	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	898	225	1028	1435	0.626	895	976	1.0	1.7	6.894	A
2 - A2 E	899	225	1114	2154	0.417	898	809	0.6	0.8	3.287	A

3 - A258 Castle Hill Road	672	168	1319	1064	0.632	669	693	0.9	1.7	9.467	A
4 - A2 W	1430	358	579	1883	0.760	1424	1409	1.7	3.3	8.266	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	1100	275	1228	1315	0.837	1088	1177	1.7	4.8	15.672	C
2 - A2 E	1101	275	1344	2005	0.549	1099	971	0.8	1.4	4.552	A
3 - A258 Castle Hill Road	824	206	1610	897	0.918	799	832	1.7	7.9	32.478	D
4 - A2 W	1752	438	704	1805	0.971	1701	1706	3.3	15.8	28.774	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	1100	275	1251	1301	0.846	1098	1192	4.8	5.3	18.120	C
2 - A2 E	1101	275	1362	1993	0.552	1101	987	1.4	1.4	4.634	A
3 - A258 Castle Hill Road	824	206	1618	893	0.922	818	846	7.9	9.4	44.160	E
4 - A2 W	1752	438	710	1801	0.973	1734	1725	15.8	20.3	43.539	E

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	898	225	1080	1403	0.640	912	1007	5.3	1.9	7.811	A
2 - A2 E	899	225	1150	2131	0.422	901	842	1.4	0.8	3.370	A
3 - A258 Castle Hill Road	672	168	1330	1057	0.636	703	721	9.4	1.9	11.477	B
4 - A2 W	1430	358	590	1876	0.762	1497	1443	20.3	3.6	11.849	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	752	188	870	1529	0.492	756	823	1.9	1.0	4.855	A
2 - A2 E	753	188	941	2266	0.332	754	684	0.8	0.6	2.734	A
3 - A258 Castle Hill Road	563	141	1109	1184	0.476	567	586	1.9	1.0	6.143	A

4 - A2 W	1198	299	488	1941	0.61 7	1205	1188	3.6	1.7	5.278	A
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(Default Analysis Set) - 2040 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Duke of York Roundabout	Standard Roundabout		1, 2, 3, 4	9.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2040 DM	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 Deal Road		ONE HOUR	✓	718	100.000
2 - A2 E		ONE HOUR	✓	1126	100.000
3 - A258 Castle Hill Road		ONE HOUR	✓	570	100.000
4 - A2 W		ONE HOUR	✓	1417	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0	92	216	410
	2 - A2 E	347	0	0	779
	3 - A258 Castle Hill Road	207	0	0	363
	4 - A2 W	625	523	269	0

Proportions

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0.00	0.13	0.30	0.57
	2 - A2 E	0.31	0.00	0.00	0.69
	3 - A258 Castle Hill Road	0.36	0.00	0.00	0.64
	4 - A2 W	0.44	0.37	0.19	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0	15	3	2
	2 - A2 E	2	0	0	20
	3 - A258 Castle Hill Road	1	0	0	1
	4 - A2 W	1	18	0	0

Average PCU Per Veh

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	1.000	1.146	1.027	1.016
	2 - A2 E	1.022	1.000	1.000	1.200
	3 - A258 Castle Hill Road	1.011	1.000	1.000	1.009
	4 - A2 W	1.010	1.180	1.001	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - A259 Deal Road	17:00-17:15	541	541
	17:15-17:30	645	645
	17:30-17:45	791	791
	17:45-18:00	791	791
	18:00-18:15	645	645
	18:15-18:30	541	541
2 - A2 E	17:00-17:15	848	848
	17:15-17:30	1012	1012
	17:30-17:45	1240	1240
	17:45-18:00	1240	1240
	18:00-18:15	1012	1012
	18:15-18:30	848	848

3 - A258 Castle Hill Road	17:00-17:15	429	429
	17:15-17:30	512	512
	17:30-17:45	628	628
	17:45-18:00	628	628
	18:00-18:15	512	512
	18:15-18:30	429	429
4 - A2 W	17:00-17:15	1067	1067
	17:15-17:30	1274	1274
	17:30-17:45	1560	1560
	17:45-18:00	1560	1560
	18:00-18:15	1274	1274
	18:15-18:30	1067	1067

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A259 Deal Road	0.52	5.05	1.1	A	659	988
2 - A2 E	0.55	4.11	1.4	A	1033	1550
3 - A258 Castle Hill Road	0.74	16.18	2.7	C	523	785
4 - A2 W	0.84	12.51	5.2	B	1300	1950

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	541	135	594	1695	0.319	539	884	0.0	0.5	3.214	A
2 - A2 E	848	212	671	2442	0.347	845	461	0.0	0.6	2.565	A
3 - A258 Castle Hill Road	429	107	1153	1159	0.370	427	364	0.0	0.6	4.951	A
4 - A2 W	1067	267	415	1986	0.537	1062	1164	0.0	1.2	4.126	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	645	161	710	1625	0.397	645	1058	0.5	0.7	3.794	A
2 - A2 E	1012	253	803	2356	0.430	1011	552	0.6	0.9	3.048	A

3 - A258 Castle Hill Road	512	128	1379	1029	0.498	511	435	0.6	1.0	6.992	A
4 - A2 W	1274	318	497	1935	0.658	1271	1393	1.2	2.0	5.744	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	791	198	865	1532	0.516	789	1290	0.7	1.1	4.998	A
2 - A2 E	1240	310	982	2240	0.553	1238	672	0.9	1.4	4.080	A
3 - A258 Castle Hill Road	628	157	1688	853	0.736	621	531	1.0	2.6	15.271	C
4 - A2 W	1560	390	607	1866	0.836	1548	1702	2.0	5.0	11.649	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	791	198	872	1528	0.517	790	1298	1.1	1.1	5.046	A
2 - A2 E	1240	310	985	2238	0.554	1240	677	1.4	1.4	4.107	A
3 - A258 Castle Hill Road	628	157	1691	851	0.737	627	534	2.6	2.7	16.179	C
4 - A2 W	1560	390	610	1864	0.837	1559	1708	5.0	5.2	12.510	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	645	161	719	1620	0.399	647	1069	1.1	0.7	3.833	A
2 - A2 E	1012	253	808	2353	0.430	1014	558	1.4	0.9	3.070	A
3 - A258 Castle Hill Road	512	128	1384	1027	0.499	519	439	2.7	1.0	7.259	A
4 - A2 W	1274	318	501	1932	0.659	1286	1402	5.2	2.1	6.049	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	541	135	598	1692	0.319	541	890	0.7	0.5	3.239	A
2 - A2 E	848	212	675	2439	0.348	849	464	0.9	0.6	2.581	A
3 - A258 Castle Hill Road	429	107	1158	1156	0.371	431	366	1.0	0.6	5.024	A

4 - A2 W	1067	267	418	1985	0.53 8	1070	1171	2.1	1.2	4.208	A
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(Default Analysis Set) - 2040 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Duke of York Roundabout	Standard Roundabout		1, 2, 3, 4	44.13	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2040 DS	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 Deal Road		ONE HOUR	✓	1054	100.000
2 - A2 E		ONE HOUR	✓	1058	100.000
3 - A258 Castle Hill Road		ONE HOUR	✓	802	100.000
4 - A2 W		ONE HOUR	✓	1609	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0	319	249	486
	2 - A2 E	471	0	0	587
	3 - A258 Castle Hill Road	183	0	0	619
	4 - A2 W	568	612	429	0

Proportions

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0.00	0.30	0.24	0.46
	2 - A2 E	0.45	0.00	0.00	0.55
	3 - A258 Castle Hill Road	0.23	0.00	0.00	0.77
	4 - A2 W	0.35	0.38	0.27	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0	2	4	5
	2 - A2 E	9	0	0	17
	3 - A258 Castle Hill Road	6	0	0	4
	4 - A2 W	3	12	2	0

Average PCU Per Veh

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	1.000	1.016	1.038	1.053
	2 - A2 E	1.093	1.000	1.000	1.171
	3 - A258 Castle Hill Road	1.058	1.000	1.000	1.036
	4 - A2 W	1.025	1.121	1.025	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - A259 Deal Road	08:00-08:15	794	794
	08:15-08:30	948	948
	08:30-08:45	1160	1160
	08:45-09:00	1160	1160
	09:00-09:15	948	948
	09:15-09:30	794	794
2 - A2 E	08:00-08:15	797	797
	08:15-08:30	951	951
	08:30-08:45	1165	1165
	08:45-09:00	1165	1165
	09:00-09:15	951	951
	09:15-09:30	797	797

3 - A258 Castle Hill Road	08:00-08:15	604	604
	08:15-08:30	721	721
	08:30-08:45	883	883
	08:45-09:00	883	883
	09:00-09:15	721	721
	09:15-09:30	604	604
4 - A2 W	08:00-08:15	1211	1211
	08:15-08:30	1446	1446
	08:30-08:45	1772	1772
	08:45-09:00	1772	1772
	09:00-09:15	1446	1446
	09:15-09:30	1211	1211

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A259 Deal Road	0.85	17.17	5.3	C	967	1451
2 - A2 E	0.57	4.61	1.5	A	971	1456
3 - A258 Castle Hill Road	1.04	121.09	31.5	F	736	1104
4 - A2 W	0.98	49.43	23.7	E	1476	2215

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	794	198	779	1584	0.501	789	915	0.0	1.0	4.679	A
2 - A2 E	797	199	872	2312	0.345	794	697	0.0	0.6	2.692	A
3 - A258 Castle Hill Road	604	151	1158	1156	0.522	599	508	0.0	1.1	6.682	A
4 - A2 W	1211	303	490	1939	0.625	1204	1267	0.0	1.7	5.143	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	948	237	932	1492	0.635	945	1095	1.0	1.8	6.783	A
2 - A2 E	951	238	1043	2201	0.432	950	834	0.6	0.9	3.263	A

3 - A258 Castle Hill Road	721	180	1386	1026	0.703	716	607	1.1	2.4	11.913	B
4 - A2 W	1446	362	586	1878	0.770	1440	1515	1.7	3.4	8.563	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	1160	290	1109	1386	0.837	1148	1308	1.8	4.8	14.996	B
2 - A2 E	1165	291	1258	2061	0.565	1162	1000	0.9	1.5	4.535	A
3 - A258 Castle Hill Road	883	221	1692	851	1.038	814	728	2.4	19.5	63.065	F
4 - A2 W	1772	443	703	1805	0.982	1714	1803	3.4	17.7	31.173	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	1160	290	1131	1373	0.845	1159	1326	4.8	5.3	17.167	C
2 - A2 E	1165	291	1274	2050	0.568	1165	1016	1.5	1.5	4.613	A
3 - A258 Castle Hill Road	883	221	1699	846	1.043	835	740	19.5	31.5	121.093	F
4 - A2 W	1772	443	709	1801	0.984	1748	1825	17.7	23.7	49.426	E

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	948	237	987	1459	0.649	961	1154	5.3	2.0	7.690	A
2 - A2 E	951	238	1077	2178	0.437	954	871	1.5	0.9	3.343	A
3 - A258 Castle Hill Road	721	180	1397	1020	0.707	836	634	31.5	2.7	33.157	D
4 - A2 W	1446	362	615	1860	0.778	1526	1618	23.7	3.9	13.941	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	794	198	789	1578	0.503	797	925	2.0	1.1	4.809	A
2 - A2 E	797	199	881	2306	0.345	798	705	0.9	0.6	2.710	A
3 - A258 Castle Hill Road	604	151	1165	1152	0.524	610	514	2.7	1.2	6.990	A

4 - A2 W	1211	303	494	1937	0.62 6	1220	1281	3.9	1.8	5.380	A
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(Default Analysis Set) - 2040 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Duke of York Roundabout	Standard Roundabout		1, 2, 3, 4	9.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2040 DS	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 Deal Road		ONE HOUR	✓	900	100.000
2 - A2 E		ONE HOUR	✓	1118	100.000
3 - A258 Castle Hill Road		ONE HOUR	✓	551	100.000
4 - A2 W		ONE HOUR	✓	1503	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0	109	288	503
	2 - A2 E	197	0	0	921
	3 - A258 Castle Hill Road	114	0	0	437
	4 - A2 W	605	559	339	0

Proportions

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0.00	0.12	0.32	0.56
	2 - A2 E	0.18	0.00	0.00	0.82
	3 - A258 Castle Hill Road	0.21	0.00	0.00	0.79
	4 - A2 W	0.40	0.37	0.23	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	0	12	2	1
	2 - A2 E	0	0	0	15
	3 - A258 Castle Hill Road	8	0	0	1
	4 - A2 W	1	18	0	0

Average PCU Per Veh

		To			
		1 - A259 Deal Road	2 - A2 E	3 - A258 Castle Hill Road	4 - A2 W
From	1 - A259 Deal Road	1.000	1.121	1.019	1.013
	2 - A2 E	1.001	1.000	1.000	1.153
	3 - A258 Castle Hill Road	1.079	1.000	1.000	1.007
	4 - A2 W	1.009	1.178	1.001	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - A259 Deal Road	17:00-17:15	678	678
	17:15-17:30	809	809
	17:30-17:45	991	991
	17:45-18:00	991	991
	18:00-18:15	809	809
	18:15-18:30	678	678
2 - A2 E	17:00-17:15	842	842
	17:15-17:30	1005	1005
	17:30-17:45	1231	1231
	17:45-18:00	1231	1231
	18:00-18:15	1005	1005
	18:15-18:30	842	842

3 - A258 Castle Hill Road	17:00-17:15	415	415
	17:15-17:30	495	495
	17:30-17:45	607	607
	17:45-18:00	607	607
	18:00-18:15	495	495
	18:15-18:30	415	415
4 - A2 W	17:00-17:15	1132	1132
	17:15-17:30	1351	1351
	17:30-17:45	1655	1655
	17:45-18:00	1655	1655
	18:00-18:15	1351	1351
	18:15-18:30	1132	1132

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A259 Deal Road	0.68	7.90	2.1	A	826	1239
2 - A2 E	0.59	4.82	1.6	A	1026	1539
3 - A258 Castle Hill Road	0.76	19.07	3.1	C	506	758
4 - A2 W	0.81	10.09	4.5	B	1379	2069

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	678	169	673	1647	0.411	675	687	0.0	0.7	3.790	A
2 - A2 E	842	210	847	2328	0.362	839	501	0.0	0.6	2.712	A
3 - A258 Castle Hill Road	415	104	1216	1123	0.370	412	470	0.0	0.6	5.161	A
4 - A2 W	1132	283	233	2101	0.538	1127	1395	0.0	1.2	3.910	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	809	202	806	1568	0.516	808	822	0.7	1.1	4.852	A
2 - A2 E	1005	251	1014	2219	0.453	1004	599	0.6	0.9	3.324	A

3 - A258 Castle Hill Road	495	124	1455	986	0.502	494	563	0.6	1.0	7.444	A
4 - A2 W	1351	338	279	2072	0.652	1348	1670	1.2	2.0	5.268	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	991	248	983	1462	0.678	987	1003	1.1	2.1	7.721	A
2 - A2 E	1231	308	1238	2074	0.594	1228	731	0.9	1.6	4.768	A
3 - A258 Castle Hill Road	607	152	1780	800	0.758	599	687	1.0	3.0	17.618	C
4 - A2 W	1655	414	340	2034	0.814	1645	2038	2.0	4.4	9.620	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	991	248	988	1458	0.680	991	1008	2.1	2.1	7.903	A
2 - A2 E	1231	308	1244	2070	0.595	1231	735	1.6	1.6	4.819	A
3 - A258 Castle Hill Road	607	152	1785	797	0.761	606	690	3.0	3.1	19.073	C
4 - A2 W	1655	414	342	2033	0.814	1654	2048	4.4	4.5	10.091	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	809	202	813	1563	0.518	813	830	2.1	1.1	4.955	A
2 - A2 E	1005	251	1022	2214	0.454	1008	605	1.6	0.9	3.359	A
3 - A258 Castle Hill Road	495	124	1462	982	0.504	504	567	3.1	1.1	7.814	A
4 - A2 W	1351	338	282	2071	0.653	1361	1684	4.5	2.0	5.473	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 Deal Road	678	169	678	1644	0.412	679	691	1.1	0.7	3.834	A
2 - A2 E	842	210	853	2324	0.362	843	504	0.9	0.6	2.734	A
3 - A258 Castle Hill Road	415	104	1222	1119	0.371	417	473	1.1	0.6	5.248	A

4 - A2 W	1132	283	235	2100	$\frac{0.53}{9}$	1135	1404	2.0	1.3	3.980	A
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Appendix B

TRANSYT 15
Version: 15.5.2.7994 © Copyright TRL Limited, 2018
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Filename: Duke of York Rbt Option 1.t15

Path: \\uk.wspgroup.com\central data\Projects\700632xx\70063260 - Dover District Council - Local Plan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Transyt

Report generation date: 10/05/2021 10:58:59

- »Network Diagrams
- «A4 - 2040 PM Peak : D4 - 2040 rDS PM Peak* :
 - »Summary
 - »Network Options
 - »Arms and Traffic Streams
 - »Local OD Matrix - Local Matrix: 1
 - »Signal Timings
 - »Traffic Stream Results
 - »Network Results
 - »Point to Point Journey Time
 - »Final Prediction Table

File summary

File description

File title	(untitled)
Location	A2 Duke of York Roundabout
Site number	
UTCRegion	
Driving side	Left
Date	24/03/2021
Version	
Status	This model is complete
Identifier	
Client	Dover District Council
Jobnumber	70063260-400
Enumerator	CORP\PickupJ
Description	This mode was built to assess the impact of partial signalisation upon junction capacity.

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber

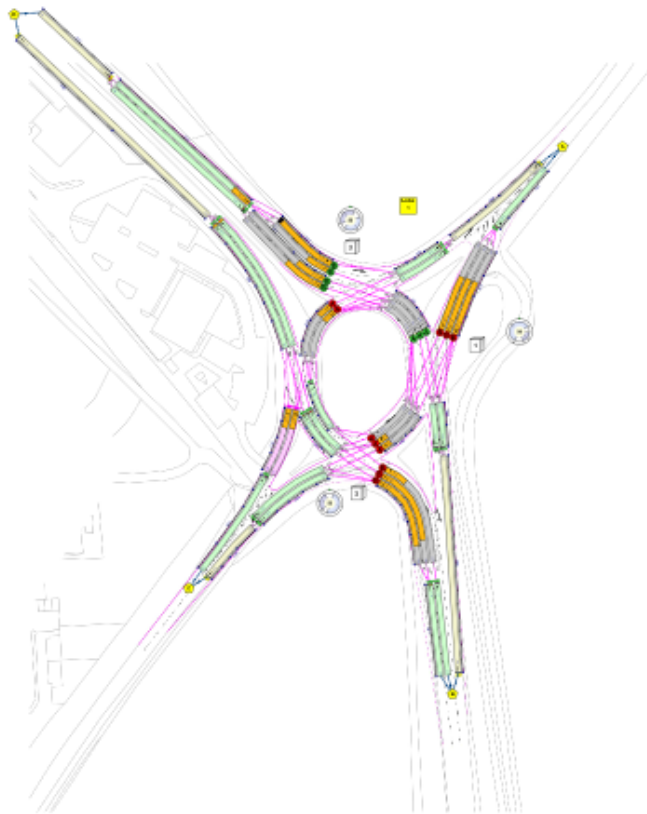
Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	PCU	PCU	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Alphabetical		ID	Normal	Normal	✓

Network Diagrams



(untitled)
 Cyclotime 0s / 50s , Timestep: 49 / 50
 4, 4
 Diagram produced using TRANSYT 15.5.2.7994

A4 - 2040 PM Peak

D4 - 2040 rDS PM Peak*

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PRC
4	10/05/2021 10:58:02	10/05/2021 10:58:03	17:00	50	179.14	34.79	88.45	D10/1	0	0	D10/1	C10/2	D10

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2040 PM Peak		D4	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2040 rDS PM Peak				17:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
50		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms ⁻²)	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms ⁻²)	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓				Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A10	1			✓	53.02	✓	Sum of lanes	1800	✓	1800	✓		Normal	
	2			✓	52.89	✓	Sum of lanes	1800	✓	1800	✓		Normal	
	3			✓	53.79	✓	Sum of lanes	1800	✓	1800	✓		Normal	
A11	1				200.00	✓	Sum of lanes	1800					Normal	
A20	1			✓	51.40	✓	Sum of lanes	1800	✓	1800	✓		Normal	
	2			✓	48.28	✓	Sum of lanes	1800	✓	1800	✓		Normal	

	3		✓	45.34	✓	Sum of lanes	1800	✓	1800	✓	Normal
A98	1			200.00							Normal
A99	1		✓	55.22	✓	Sum of lanes	1800				Normal
	2		✓	56.81	✓	Sum of lanes	1800				Normal
B10	1		✓	54.45	✓	Sum of lanes	1800	✓	1800	✓	Normal
	2		✓	56.95	✓	Sum of lanes	1800	✓	1800	✓	Normal
	3		✓	60.15	✓	Sum of lanes	1800			✓	Normal
B11	1			200.00	✓	Sum of lanes	1800				Normal
	2			200.00	✓	Sum of lanes	1800				Normal
B20	1		✓	60.15	✓	Sum of lanes	1800	✓	1800	✓	Normal
	2		✓	57.67	✓	Sum of lanes	1800	✓	1800	✓	Normal
	3		✓	55.30	✓	Sum of lanes	1800	✓	1800	✓	Normal
B98	1			200.00							Normal
B99	1		✓	53.20	✓	Sum of lanes	1800				Normal
	2		✓	52.98	✓	Sum of lanes	1800				Normal
C10	1		✓	32.95						✓	Normal
	2		✓	34.78						✓	Normal
C11	1			200.00	✓	Sum of lanes	1800				Normal
C20	1		✓	45.00	✓	Sum of lanes	1800	✓	1800		Normal
	2		✓	41.50	✓	Sum of lanes	1800	✓	1800		Normal
C21	1		✓	47.69	✓	Sum of lanes	1800				Normal
C98	1			200.00							Normal
C99	1		✓	63.44	✓	Sum of lanes	1800				Normal
	2		✓	65.23	✓	Sum of lanes	1800				Normal
D10	1		✓	47.21	✓	Sum of lanes	1800	✓	1800	✓	Normal
	2		✓	47.48	✓	Sum of lanes	1800	✓	1800	✓	Normal
D11	1		✓	49.12	✓	Sum of lanes	1800	✓	1800	✓	Normal
	2		✓	51.09	✓	Sum of lanes	1800	✓	1800	✓	Normal
D12	1		✓	85.94	✓	Sum of lanes	1800				Normal
	2		✓	86.79	✓	Sum of lanes	1800				Normal
D13	1			200.00							Normal
D20	1		✓	45.35	✓	Sum of lanes	1800	✓	1800	✓	Normal
	2		✓	42.70	✓	Sum of lanes	1800	✓	1800	✓	Normal
D98	1			200.00							Normal
D99	1		✓	95.22	✓	Sum of lanes	1800				Normal
	2		✓	97.16	✓	Sum of lanes	1800				Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
A10	1	1	(untitled)			1800
	2	1	(untitled)			1800
	3	1	(untitled)			1800
A11	1	1	(untitled)			1800
A20	1	1	(untitled)			1800
	2	1	(untitled)			1800
	3	1	(untitled)			1800
A98	1	1	(untitled)			
A99	1	1	(untitled)			1800
	2	1	(untitled)			1800
B10	1	1	(untitled)			1800
	2	1	(untitled)			1800
	3	1	(untitled)			1800
B11	1	1	(untitled)			1800
	2	1	(untitled)			1800
B20	1	1	(untitled)			1800
	2	1	(untitled)			1800
	3	1	(untitled)			1800
B98	1	1	(untitled)			
B99	1	1	(untitled)			1800
	2	1	(untitled)			1800
C10	1	1	(untitled)			
	2	1	(untitled)			
C11	1	1	(untitled)			1800
C20	1	1	(untitled)			1800
	2	1	(untitled)			1800
C21	1	1	(untitled)			1800
C98	1	1	(untitled)			
C99	1	1	(untitled)			1800
	2	1	(untitled)			1800
D10	1	1	(untitled)			1800
	2	1	(untitled)			1800
D11	1	1	(untitled)			1800
	2	1	(untitled)			1800
D12	1	1	(untitled)			1800
	2	1	(untitled)			1800
D13	1	1	(untitled)			
D20	1	1	(untitled)			1800
	2	1	(untitled)			1800
D98	1	1	(untitled)			
D99	1	1	(untitled)			1800
	2	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
A10	1	Flare	0	20	100		0.00		
	2	Flare	0	20	100		0.00		
	3	Flare	0	20	100		0.00		
A11	1	NetworkDefault	100	100	100		0.00		
A20	1	CTM	100	100	100		0.00		
	2	CTM	100	100	100		0.00		
	3	CTM	100	100	100		0.00		
A98	1	NetworkDefault	100	100	100		0.00		
A99	1	NetworkDefault	100	100	100		0.00		
	2	NetworkDefault	100	100	100		0.00		
B10	1	Flare	0	20	100		0.00		
	2	Flare	0	20	100		0.00		
	3	NetworkDefault	0	20	100		0.00		
B11	1	NetworkDefault	100	100	100		0.00		
	2	NetworkDefault	100	100	100		0.00		
B20	1	Flare	100	100	100		0.00		
	2	Flare	100	100	100		0.00		
	3	Flare	100	100	100		0.00		
B98	1	NetworkDefault	100	100	100		0.00		
B99	1	NetworkDefault	100	100	100		0.00		
	2	NetworkDefault	100	100	100		0.00		
C10	1	NetworkDefault	100	100	100		0.00		
	2	NetworkDefault	100	100	100		0.00		
C11	1	NetworkDefault	100	100	100		0.00		
C20	1	CTM	100	100	100		0.00		
	2	CTM	100	100	100		0.00		
C21	1	NetworkDefault	100	100	100		0.00		
C98	1	NetworkDefault	100	100	100		0.00		
C99	1	NetworkDefault	100	100	100		0.00		
	2	NetworkDefault	100	100	100		0.00		
D10	1	Flare	0	20	100		0.00		
	2	Flare	0	20	100		0.00		
D11	1	Flare	0	20	100		0.00		
	2	Flare	0	20	100		0.00		
D12	1	NetworkDefault	100	100	100		0.00		
	2	NetworkDefault	100	100	100		0.00		
D13	1	NetworkDefault	100	100	100		0.00		
D20	1	Flare	100	100	100		0.00		
	2	Flare	100	100	100		0.00		
D98	1	NetworkDefault	100	100	100		0.00		
D99	1	NetworkDefault	100	100	100		0.00		
	2	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	50

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
A10	1	300	300
	2	300	300
	3	300	300
A11	1	900	900
A20	1	280	280
	2	280	280
	3	339	339
A98	1	916	916
A99	1	761	761
	2	156	156
B10	1	461	461
	2	461	461
	3	197	197
B11	1	921	921
	2	197	197
B20	1	361	361
	2	470	470
	3	300	300
B98	1	668	668
B99	1	334	334
	2	334	334
C10	1	276	276
	2	276	276
C11	1	551	551
C20	1	664	664
	2	761	761
C21	1	197	197
C98	1	627	627
C99	1	361	361
	2	267	267
D10	1	605	605
	2	280	280
D11	1	280	280
	2	339	339
D12	1	885	885
	2	619	619
D13	1	1503	1503
D20	1	156	156
	2	156	156
D98	1	1861	1861
D99	1	939	939
	2	922	922

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A10	1	1	B	
	2	1	B	
	3	1	B	
A20	1	1	A	
	2	1	A	
	3	1	A	
B10	1	2	B	
	2	2	B	
	3	2	B	
B20	1	2	A	
	2	2	A	
	3	2	A	
D10	1	3	B	
	2	3	B	
D11	1	3	B	
	2	3	B	
D20	1	3	A	
	2	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
(ALL)	(ALL)	20.57	35.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
A10	1	1	A11/1	A10/1	5.45	35.00	✓	Nearside	65.39
	2	1	A11/1	A10/2	5.44	35.00	✓	Nearside	68.70
	3	1	A11/1	A10/3	5.53	35.00	✓	Nearside	69.67
A20	1	1	D20/2	A20/1	5.29	35.00	✓	Offside	20.89
	2	1	D20/2	A20/2	4.96	35.00	✓	Offside	20.89
	3	1	D11/2	A20/3	4.66	35.00	✓	Straight	Straight Movement
A98	1	1	A99/1	A98/1	20.57	35.00	✓	Straight	Straight Movement
A99	1	1	D10/1	A99/1	5.68	35.00	✓	Nearside	29.20
	2	1	D20/2	A99/2	5.84	35.00	✓	Straight	Straight Movement
B10	1	1	B11/1	B10/1	5.60	35.00	✓	Straight	Straight Movement
	2	1	B11/1	B10/2	5.86	35.00	✓	Straight	Straight Movement
	3	1	B11/2	B10/3	6.19	35.00	✓	Straight	Straight Movement
B20	1	1	A20/3	B20/1	6.19	35.00	✓	Offside	30.18
	2	1	A20/3	B20/2	5.93	35.00	✓	Offside	30.18
	3	1	A20/3	B20/3	5.69	35.00	✓	Offside	29.36
B98	1	1	B99/1	B98/1	20.57	35.00	✓	Straight	Straight Movement
B99	1	1	A20/1	B99/1	5.47	35.00	✓	Offside	89.27
	2	1	A20/2	B99/2	5.45	35.00	✓	Offside	85.96
C10	1	1	C11/1	C10/1	3.39	35.00	✓	Nearside	74.98
	2	1	C11/1	C10/2	3.58	35.00	✓	Nearside	75.84
C20	1	1	B10/1	C20/1	4.63	35.00	✓	Straight	Straight Movement
	2	1	B10/2	C20/2	4.27	35.00	✓	Straight	Straight Movement
C21	1	1	B10/3	C21/1	4.90	35.00	✓	Offside	59.59
C22	1	1	C20/1	C22/1	20.57	35.00	✓	Offside	Straight

C98	1	1	C99/1	C98/1	20.57	35.00	✓	Straight	Movement
C99	1	1	B10/1	C99/1	6.53	35.00	✓	Nearside	25.57
	2	1	B20/2	C99/2	6.71	35.00	✓	Straight	Straight Movement
D10	1	1	D12/1	D10/1	4.86	35.00	✓	Straight	Straight Movement
	2	1	D12/1	D10/2	4.88	35.00	✓	Straight	Straight Movement
D11	1	1	D12/2	D11/1	5.05	35.00	✓	Offside	55.31
	2	1	D12/2	D11/2	5.26	35.00	✓	Offside	52.46
D12	1	1	D13/1	D12/1	8.84	35.00	✓	Straight	Straight Movement
	2	1	D13/1	D12/2	8.93	35.00	✓	Straight	Straight Movement
D20	1	1	C21/1	D20/1	4.66	35.00	✓	Offside	27.68
	2	1	C21/1	D20/2	4.39	35.00	✓	Offside	26.41
D98	1	1	D99/1	D98/1	20.57	35.00	✓	Nearside	63.13
D99	1	1	C10/1	D99/1	9.79	35.00	✓	Nearside	51.51
	2	1	C20/2	D99/2	9.99	35.00	✓	Straight	Straight Movement
A20	1	2	D10/2	A20/1	5.29	35.00	✓	Straight	Straight Movement
	2	2	D11/1	A20/2	4.96	35.00	✓	Straight	Straight Movement
	3	2	D20/2	A20/3	4.66	35.00	✓	Offside	20.44
A98	1	2	A99/2	A98/1	20.57	35.00	✓	Straight	Straight Movement
A99	1	2	D20/1	A99/1	5.68	35.00	✓	Straight	Straight Movement
B20	1	2	A10/1	B20/1	7.22	30.00	✓	Straight	Straight Movement
	2	2	A10/2	B20/2	5.93	35.00	✓	Straight	Straight Movement
	3	2	A10/3	B20/3	5.69	35.00	✓	Straight	Straight Movement
B98	1	2	B99/2	B98/1	20.57	35.00	✓	Straight	Straight Movement
B99	1	2	A10/1	B99/1	5.47	35.00	✓	Nearside	64.11
	2	2	A10/1	B99/2	5.45	35.00	✓	Nearside	64.11
C20	1	2	B20/2	C20/1	4.63	35.00	✓	Offside	11.85
	2	2	B20/3	C20/2	4.27	35.00	✓	Offside	8.54
C21	1	2	B20/3	C21/1	4.90	35.00	✓	Offside	13.43
C98	1	2	C99/2	C98/1	20.57	35.00	✓	Straight	Straight Movement
C99	1	2	B20/1	C99/1	6.53	35.00	✓	Straight	Straight Movement
	2	2	B10/1	C99/2	6.71	35.00	✓	Nearside	25.57
D20	1	2	C10/2	D20/1	4.66	35.00	✓	Straight	Straight Movement
	2	2	C10/2	D20/2	4.39	35.00	✓	Straight	Straight Movement
D98	1	2	D99/2	D98/1	20.57	35.00	✓	Nearside	64.03
D99	1	2	C20/1	D99/1	9.79	35.00	✓	Straight	Straight Movement
	2	2	C10/2	D99/2	9.99	35.00	✓	Nearside	54.82

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
C10	(ALL)	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
1		TrafficStream	C20/1	100	0.29		0	0
		TrafficStream	C20/2	100	0.29		0	0
2		TrafficStream	C20/1	100	0.29		0	0
		TrafficStream	C20/2	100	0.29		0	0
		TrafficStream	C21/1	100	0.29		0	0

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Lane Balancing			✓			✓	1.25		

Normal Input Flows (PCU/hr)

	To				
	A	B	C	D	
From	A	0	109	288	503
	B	197	0	0	921
	C	114	0	0	437
	D	605	559	339	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	A	(untitled)	A11/1	A98/1	#0000FF
	B	(untitled)	B11/1, B11/2	B98/1	#FF0000
	C	(untitled)	C11/1	C98/1	#FF0000
	D	(untitled)	D13/1	D98/1	#0000FF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		A	A	A11/1, A10/3, B20/3, C21/1, D20/1, A99/1, A98/1	Normal	0
	10-1		A	C	A11/1, A10/1, B20/1, C99/1, C98/1	Normal	191
	12		C	C	C11/1, C10/2, D20/2, A20/3, B20/2, C99/2, C98/1	Normal	0
	13		D	A	D13/1, D12/1, D10/1, A99/1, A98/1	Normal	605
	16		D	C	D13/1, D12/2, D11/2, A20/3, B20/2, C99/2, C98/1	Normal	170
	2		A	A	A11/1, A10/3, B20/3, C21/1, D20/2, A99/2, A98/1	Normal	0
	20		C	D	C11/1, C10/1, D99/1, D98/1	Normal	276
	24		B	B	B11/2, B10/3, C21/1, D20/2, A20/1, B99/1, B98/1	Normal	0
	25		C	B	C11/1, C10/2, D20/2, A20/1, B99/1, B98/1	Normal	0
	28		B	B	B11/2, B10/3, C21/1, D20/2, A20/2, B99/2, B98/1	Normal	0
	29		C	B	C11/1, C10/2, D20/2, A20/2, B99/2, B98/1	Normal	0
	3		B	A	B11/2, B10/3, C21/1, D20/1, A99/1, A98/1	Normal	99
	30		D	B	D13/1, D12/2, D11/1, A20/3, B99/2, B98/1	Normal	280
	31		B	D	B11/1, B10/1, C20/1, D99/1, D98/1	Normal	461
	32		D	D	D13/1, D12/2, D11/2, A20/3, B20/2, C20/1, D99/1, D98/1	Normal	0
	33		A	C	A11/1, A10/2, B20/2, C99/2, C98/1	Normal	97
	34		B	C	B11/1, B10/1, C99/2, C98/1	Normal	0
	35		B	D	B11/1, B10/2, C20/2, D99/2, D98/1	Normal	461
	36		A	D	A11/1, A10/3, B20/3, C20/2, D99/2, D98/1	Normal	300
	37		D	D	D13/1, D12/2, D11/2, A20/3, B20/3, C20/2, D99/2, D98/1	Normal	0
	39		D	B	D13/1, D12/1, D10/2, A20/1, B99/1, B98/1	Normal	280
	4		B	A	B11/2, B10/3, C21/1, D20/2, A99/2, A98/1	Normal	99
	40		C	C	C11/1, C10/2, D20/2, A20/3, B20/1, C99/1, C98/1	Normal	0
	41		D	C	D13/1, D12/2, D11/2, A20/3, B20/1, C99/1, C98/1	Normal	170
	42		A	B	A11/1, A10/1, B99/1, B98/1	Normal	55
	43		A	B	A11/1, A10/1, B99/2, B98/1	Normal	55
	45		A	D	A11/1, A10/2, B20/2, C20/1, D99/1, D98/1	Normal	203
	48		C	A	C11/1, C10/2, D20/1, A99/1, A98/1	Normal	57
	49		C	D	C11/1, C10/2, D99/2, D98/1	Normal	162
	6		C	A	C11/1, C10/2, D20/2, A99/2, A98/1	Normal	57
9		B	C	B11/1, B10/1, C99/1, C98/1	Normal	0	

Signal Timings

Network Default: 50s cycle time; 50 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		1	NetworkDefault	50

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1			None		

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	7	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 2	8, 22

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		5
	B	7	

Banned Stage transitions for Controller Stream 1

		To	
		1	2
From	1		
	2		

Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	5
	2	7	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	29	8	29	1	7
	2	✓	2	B	13	22	9	1	7

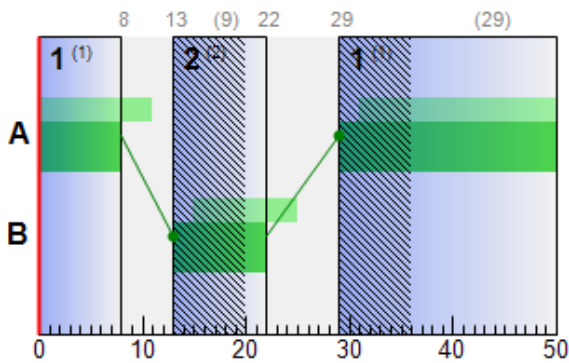
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	29	8	29
	B	1	✓	13	22	9

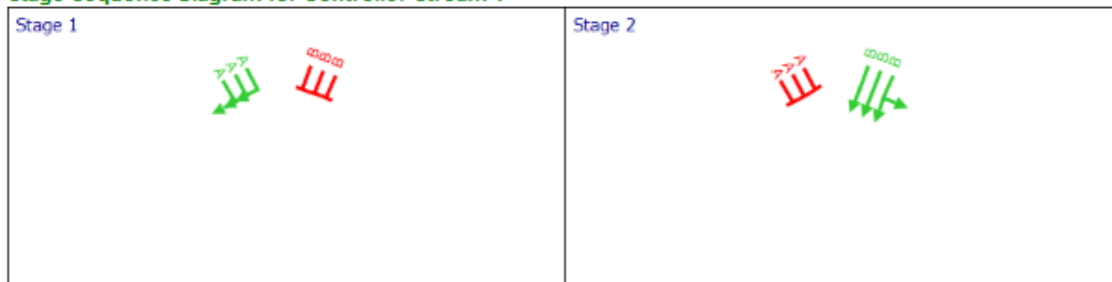
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A10	1		1	B	13	22	9
A10	2		1	B	13	22	9
A10	3		1	B	13	22	9
A20	1		1	A	29	8	29
A20	2		1	A	29	8	29
A20	3		1	A	29	8	29

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Controller Stream 2

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
2	(untitled)		1	NetworkDefault	50

Controller Stream 2 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
2	Unspecified						Absolute

Controller Stream 2 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
2			None		

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
2	(ALL)	(untitled)	7	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
2	1	A	1
	2	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
2	1	(untitled)	Single	1, 2	27, 46

Intergreen Matrix for Controller Stream 2

		To	
		A	B
From	A		5
	B	7	

Banned Stage transitions for Controller Stream 2

		To	
		1	2
From	1		
	2		

Interstage Matrix for Controller Stream 2

		To	
		1	2
From	1	0	5
	2	7	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
2	1	✓	1	A	3	27	24	1	7
	2	✓	2	B	32	46	14	1	7

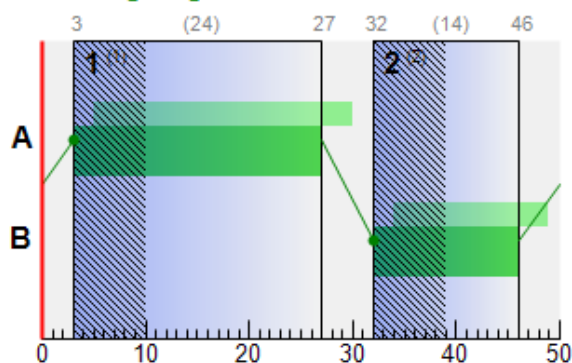
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
2	A	1	✓	3	27	24
	B	1	✓	32	46	14

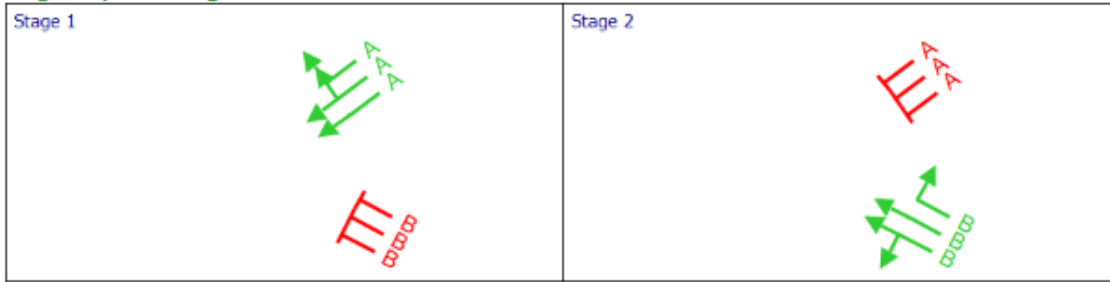
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
B10	1		2	B	32	46	14
B10	2		2	B	32	46	14
B10	3		2	B	32	46	14
B20	1		2	A	3	27	24
B20	2		2	A	3	27	24
B20	3		2	A	3	27	24

Phase Timings Diagram for Controller Stream 2



Stage Sequence Diagram for Controller Stream 2



Controller Stream 3

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
3	(untitled)		1	NetworkDefault	50

Controller Stream 3 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
3	Unspecified						Absolute

Controller Stream 3 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
3			None		

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
3	(ALL)	(untitled)	7	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
3	1	A	1
	2	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
3	1	(untitled)	Single	1, 2	30, 3

Intergreen Matrix for Controller Stream 3

		To	
		A	B
From	A		5
	B	7	

Banned Stage transitions for Controller Stream 3

		To	
		1	2
From	1		
	2		

Interstage Matrix for Controller Stream 3

		To	
		1	2
From	1	0	5
	2	7	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
3	1	✓	1	A	10	30	20	1	7
	2	✓	2	B	35	3	18	1	7

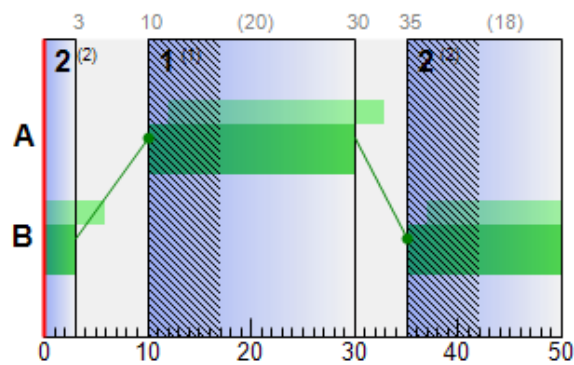
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
3	A	1	✓	10	30	20
	B	1	✓	35	3	18

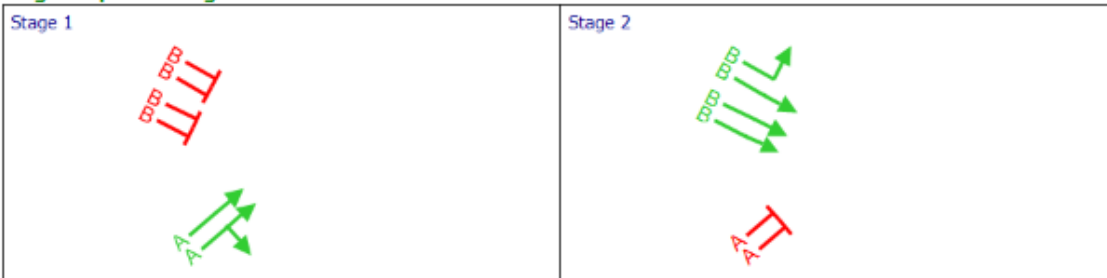
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
D10	1		3	B	35	3	18
D10	2		3	B	35	3	18
D11	1		3	B	35	3	18
D11	2		3	B	35	3	18
D20	1		3	A	10	30	20
D20	2		3	A	10	30	20

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
17:00-18:00	(ALL)	0.00	0.00	0.00	0.00

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s per cycle)	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	A10	1	84	8	301	1800	9	42.53	5.64	61.12	10.10	0.00	10.10
		2	83	8	300	1800	9	42.11	5.58	60.71	9.97	0.00	9.97
		3	83	8	300	1800	9	42.11	5.58	59.70	9.97	0.00	9.97
	A11	1	50	80	901	1800	50	1.00	0.25	0.72	3.56	0.00	3.56
	A20	1	28	247	280	1800	29	0.58	0.05	0.51	0.64	0.00	0.64
		2	28	247	280	1800	29	0.58	0.05	0.54	0.64	0.00	0.64
		3	31	186	340	1800	29	0.76	0.07	0.92	1.03	0.00	1.03
	A98	1	0	Unrestricted	917	Unrestricted	50	0.00	0.00	0.00	0.00	0.00	0.00
	A99	1	42	113	761	1800	50	0.73	0.15	1.61	2.20	0.00	2.20
		2	9	938	156	1800	50	0.09	0.00	0.04	0.06	0.00	0.06
	B10	1	85	5	461	1800	14	34.48	7.69	81.19	12.54	0.00	12.54
		2	85	5	461	1800	14	34.48	7.69	77.63	12.54	0.00	12.54
		3	37	145	198	1800	14	15.71	2.25	21.52	2.45	0.00	2.45
	B11	1	51	76	922	1800	50	1.05	0.27	0.77	3.81	0.00	3.81
		2	11	718	198	1800	50	0.12	0.01	0.02	0.10	0.00	0.10
	B20	1	40	124	361	1800	24	3.97	2.13	20.40	5.66	2.21	7.87
		2	52	72	470	1800	24	4.29	2.28	22.78	7.94	2.74	10.69
		3	33	170	300	1800	24	1.00	0.08	0.87	1.18	0.00	1.18
	B98	1	0	Unrestricted	670	Unrestricted	50	0.00	0.00	0.00	0.00	0.00	0.00
	B99	1	19	384	335	1800	50	0.23	0.02	0.23	0.30	0.00	0.30
		2	19	384	335	1800	50	0.23	0.02	0.23	0.30	0.00	0.30
	C10	1	52	72	276	528	50	6.88	1.66	29.04	7.49	2.98	10.47
		2	53	71	276	523	50	7.07	1.67	27.66	7.70	3.02	10.72
	C11	1	31	193	552	1800	50	0.44	0.07	0.19	0.96	0.00	0.96
	C20	1	37	144	664	1800	50	0.58	0.11	1.38	1.53	0.00	1.53
		2	42	113	761	1800	50	0.73	0.15	2.14	2.20	0.00	2.20
	C21	1	11	718	198	1800	50	0.12	0.01	0.08	0.10	0.00	0.10
	C98	1	0	Unrestricted	628	Unrestricted	50	0.00	0.00	0.00	0.00	0.00	0.00
	C99	1	20	349	361	1800	50	0.25	0.03	0.23	0.36	0.00	0.36
		2	15	507	267	1800	50	0.17	0.01	0.11	0.18	0.00	0.18
	D10	1	88	2	605	1800	18	32.72	9.48	115.50	15.62	0.00	15.62
		2	41	120	280	1800	18	13.21	2.71	32.80	2.92	0.00	2.92
	D11	1	41	120	280	1800	18	13.21	2.71	31.70	2.92	0.00	2.92
		2	50	81	340	1800	18	14.45	3.65	41.07	3.87	0.00	3.87
	D12	1	53	71	885	1800	50	1.26	1.77	11.82	4.40	0.94	5.34
		2	34	161	620	1800	50	0.53	0.09	0.60	1.28	0.00	1.28
D13	1	0	Unrestricted	1505	Unrestricted	50	0.00	0.00	0.00	0.00	0.00	0.00	
D20	1	21	336	156	1800	20	14.67	1.96	24.88	9.03	2.41	11.43	
	2	21	336	156	1800	20	14.67	1.96	26.43	9.03	2.41	11.43	
D98	1	0	Unrestricted	1883	Unrestricted	50	0.00	0.00	0.00	0.00	0.00	0.00	
D99	1	52	72	940	1800	50	1.09	0.28	1.72	4.05	0.00	4.05	
	2	51	76	923	1800	50	1.05	0.27	1.59	3.82	0.00	3.82	

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s per cycle)
17:00-18:00	A10	1	301	301	-1	✓	1800	360	84		8	0.00	9
		2	300	300	0		1800	360	83		8	0.00	9
		3	300	300	0		1800	360	83		8	0.00	9
	A11	1	901	901	-1	✓	1800	1800	50		80	0.00	50
	A20	1	280	280	-1		1800	1080	26		247	1.28	29
		2	280	280	-1		1800	1080	26		247	1.24	29
		3	340	340	-1		1800	1080	31		186	1.24	29
	A98	1	917	917	-1	✓	Unrestricted	Unrestricted	0		Unrestricted	0.45	50
	A99	1	761	761	-1	✓	1800	1800	42		113	0.86	50
		2	156	156	-1	✓	1800	1800	9		938	1.45	50
	B10	1	461	461	-1		1800	540	85		5	0.00	14
		2	461	461	-1		1800	540	85		5	0.00	14
		3	198	198	-1	✓	1800	540	37		145	0.00	14
	B11	1	922	922	-1		1800	1800	51		76	0.00	50
		2	198	198	-1	✓	1800	1800	11		718	0.00	50
	B20	1	361	361	-1		1800	900	40		124	1.11	24
		2	470	470	-1		1800	900	52		72	1.16	24
		3	300	300	0		1800	900	33		170	1.60	24
	B98	1	670	670	-2	✓	Unrestricted	Unrestricted	0		Unrestricted	0.62	50
	B99	1	335	335	-1	✓	1800	1800	19		384	0.88	50
		2	335	335	-1	✓	1800	1800	19		384	0.90	50
	C10	1	276	276	-1		528	528	52		72	0.00	50
		2	276	276	-1		523	523	53		71	0.00	50
	C11	1	552	552	-1		1800	1800	31		193	0.00	50
	C20	1	664	664	-1		1800	1800	37		144	1.09	50
		2	761	761	-1		1800	1800	42		113	1.09	50
	C21	1	198	198	-1	✓	1800	1800	11		718	1.34	50
	C98	1	628	628	-1		Unrestricted	Unrestricted	0		Unrestricted	0.59	50
	C99	1	361	361	-1		1800	1800	20		349	1.04	50
		2	267	267	-1		1800	1800	15		507	1.05	50
	D10	1	605	605	0		1800	684	88		2	0.04	18
		2	280	280	-1		1800	684	41		120	0.04	18
	D11	1	280	280	-1		1800	684	41		120	0.00	18
		2	340	340	-1		1800	684	50		81	0.00	18
	D12	1	885	885	-1		1800	1681	53		71	0.00	50
		2	620	620	-2		1800	1800	34		161	0.00	50
	D13	1	1505	1505	-2		Unrestricted	Unrestricted	0		Unrestricted	0.00	50
	D20	1	156	156	-1	✓	1800	756	21		336	0.82	20
		2	156	156	-1	✓	1800	756	21		336	0.82	20
	D98	1	1863	1863	-2		Unrestricted	Unrestricted	0		Unrestricted	0.33	50
D99	1	940	940	-1		1800	1800	52		72	0.45	50	
	2	923	923	-1		1800	1800	51		76	0.55	50	

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Total stops (Stops per hr)	Weighted cost of stops (£ per hr)
17:00-18:00	A10	1	5.45	42.53	3.56	10.10	129.21	388.93	0.00
		2	5.44	42.11	3.51	9.97	128.54	385.62	0.00
		3	5.53	42.11	3.51	9.97	128.54	385.62	0.00
	A11	1	20.57	1.00	0.25	3.56	0.00	0.00	0.00
	A20	1	5.29	0.58	0.05	0.64	0.00	0.00	0.00
		2	4.96	0.58	0.05	0.64	0.00	0.00	0.00
		3	4.66	0.76	0.07	1.03	0.00	0.00	0.00
	A98	1	20.57	0.00	0.00	0.00	0.00	0.00	0.00
	A99	1	5.68	0.73	0.15	2.20	0.00	0.00	0.00
		2	5.84	0.09	0.00	0.08	0.00	0.00	0.00
	B10	1	5.60	34.48	4.42	12.54	115.14	530.81	0.00
		2	5.86	34.48	4.42	12.54	115.14	530.81	0.00
		3	6.19	15.71	0.86	2.45	78.48	155.39	0.00
	B11	1	20.57	1.05	0.27	3.81	0.00	0.00	0.00
		2	20.57	0.12	0.01	0.10	0.00	0.00	0.00
	B20	1	6.73	3.97	0.40	5.66	41.75	150.73	2.21
		2	5.93	4.29	0.56	7.94	34.18	160.67	2.74
		3	5.69	1.00	0.08	1.18	0.00	0.00	0.00
	B98	1	20.57	0.00	0.00	0.00	0.00	0.00	0.00
	B99	1	5.47	0.23	0.02	0.30	0.00	0.00	0.00
		2	5.45	0.23	0.02	0.30	0.00	0.00	0.00
	C10	1	3.39	6.88	0.53	7.49	63.26	174.61	2.98
		2	3.58	7.07	0.54	7.70	64.12	176.97	3.02
	C11	1	20.57	0.44	0.07	0.96	0.00	0.00	0.00
	C20	1	4.63	0.58	0.11	1.53	0.00	0.00	0.00
		2	4.27	0.73	0.15	2.20	0.00	0.00	0.00
	C21	1	4.90	0.12	0.01	0.10	0.00	0.00	0.00
	C98	1	20.57	0.00	0.00	0.00	0.00	0.00	0.00
	C99	1	6.53	0.25	0.03	0.36	0.00	0.00	0.00
		2	6.71	0.17	0.01	0.18	0.00	0.00	0.00
	D10	1	4.86	32.72	5.50	15.62	109.61	663.13	0.00
		2	4.88	13.21	1.03	2.92	69.60	194.88	0.00
	D11	1	5.05	13.21	1.03	2.92	69.60	194.88	0.00
		2	5.26	14.45	1.36	3.87	71.60	243.43	0.00
	D12	1	8.84	1.26	0.31	4.40	6.19	54.80	0.94
		2	8.93	0.53	0.09	1.28	0.00	0.00	0.00
	D13	1	20.57	0.00	0.00	0.00	0.00	0.00	0.00
	D20	1	4.66	14.67	0.64	9.03	90.39	141.01	2.41
		2	4.39	14.67	0.64	9.03	90.39	141.01	2.41
	D98	1	20.57	0.00	0.00	0.00	0.00	0.00	0.00
D99	1	9.79	1.09	0.28	4.05	0.00	0.00	0.00	
	2	9.99	1.05	0.27	3.82	0.00	0.00	0.00	

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
17:00-18:00	A10	1	0.00	5.64	9.22	61.12	0.00	0.00	
		2	0.00	5.58	9.20	60.71	0.00	0.00	
		3	0.00	5.58	9.35	59.70	0.00	0.00	
	A11	1	0.00	0.25	34.78	0.72	0.00	0.00	
		1	0.00	0.05	8.94	0.51	0.00	11.00	
	A20	2	0.00	0.05	8.39	0.54	0.00	11.00	
		3	0.00	0.07	7.89	0.92	0.00	11.00	
		1	0.00	0.00	34.78	0.00	0.00	0.00	
	A98	1	0.00	0.15	9.80	1.61	0.00	10.00	
		2	0.00	0.00	9.88	0.04	0.00	34.00	
	B10	1	0.00	7.69	9.47	81.19	0.00	0.00	
		2	0.00	7.69	9.90	77.63	0.00	0.00	
		3	0.00	2.25	10.46	21.52	0.00	0.00	
	B11	1	0.00	0.27	34.78	0.77	0.00	0.00	
		2	0.00	0.01	34.78	0.02	0.00	0.00	
	B20	1	0.00	2.13	10.46	20.40	0.00	5.00	
		2	0.00	2.28	10.03	22.78	0.00	5.00	
		3	0.00	0.08	9.62	0.87	0.00	15.00	
	B98	1	0.00	0.00	34.78	0.00	0.00	2.00	
	B99	1	0.00	0.02	9.25	0.23	0.00	17.00	
		2	0.00	0.02	9.21	0.23	0.00	17.00	
	C10	1	0.00	1.66	5.73	29.04	0.00	0.00	
		2	0.00	1.67	6.05	27.66	0.00	0.00	
	C11	1	0.00	0.07	34.78	0.19	0.00	0.00	
	C20	1	0.00	0.11	7.83	1.38	0.00	25.00	
		2	0.00	0.15	7.22	2.14	0.00	25.00	
	C21	1	0.00	0.01	8.29	0.08	0.00	33.00	
	C98	1	0.00	0.00	34.78	0.00	0.00	5.00	
	C99	1	0.00	0.03	11.03	0.23	0.00	22.00	
		2	0.00	0.01	11.34	0.11	0.00	24.00	
	D10	1	0.00	9.48	8.21	115.50	0.00	0.00	
		2	0.00	2.71	8.26	32.80	0.00	0.00	
	D11	1	0.00	2.71	8.54	31.70	0.00	0.00	
		2	0.00	3.65	8.89	41.07	0.00	0.00	
	D12	1	0.00	1.77	14.95	11.82	0.00	3.30	
		2	0.00	0.09	15.09	0.60	0.00	0.00	
	D13	1	0.00	0.00	34.78	0.00	0.00	0.00	
	D20	1	0.00	1.96	7.89	24.88	0.00	17.00	
		2	0.00	1.96	7.43	26.43	0.00	17.00	
	D98	1	0.00	0.00	34.78	0.00	0.00	0.00	
	D99	1	0.00	0.28	16.56	1.72	0.00	0.00	
		2	0.00	0.27	16.90	1.59	0.00	0.00	

Traffic Stream Results: Flare

Time Segment	Arm	Traffic Stream	Flare present	Flare components	Degree of saturation (%)	Mean max queue (PCU)	Calculated capacity (PCU/hr)	Practical reserve capacity (%)
17:00-18:00	A11	1	✓	CTM flare: A11/1,A10/3,A10/1,A10/2	125	17.06	720	-28
	B11	1	✓	CTM flare: B11/1,B10/1,B10/2	94	15.64	984	-4
	C21	1	✓	CTM flare: C21/1,D20/1,D20/2	22	3.93	896	307
	D12	1	✓	CTM flare: D12/1,D10/1,D10/2	93	13.96	952	-3
		2	✓	CTM flare: D12/2,D11/2,D11/1	69	6.45	904	31

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (PCU)	Max End of Green Queue EoTS (PCU)	Max End of Red Queue EoTS (PCU)	PCU Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
17:00-18:00	A10	1	0.00	0.00	✓	5.72	2.03	5.53	1.00	0.00	10.10
		2	0.00	0.00	✓	5.67	1.99	5.47	1.00	0.00	9.97
		3	0.00	0.00	✓	5.67	1.99	5.47	1.00	0.00	9.97
	A11	1	0.00	0.00	✓	0.25			1.00	0.00	3.56
	A20	1	0.00	0.00	✓	0.05	0.05	0.05	1.00	0.00	0.64
		2	0.00	0.00	✓	0.05	0.05	0.05	1.00	0.00	0.64
		3	0.00	0.00	✓	0.07	0.07	0.07	1.00	0.00	1.03
	A98	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
	A99	1	0.00	0.00	✓	0.15			1.00	0.00	2.20
		2	0.00	0.00	✓	0.00			1.00	0.00	0.06
	B10	1	0.00	0.00	✓	7.77	2.39	7.13	1.00	0.00	12.54
		2	0.00	0.00	✓	7.77	2.39	7.13	1.00	0.00	12.54
		3	0.00	0.00	✓	2.25	0.11	2.03	1.00	0.00	2.45
	B11	1	0.00	0.00	✓	0.27			1.00	0.00	3.81
		2	0.00	0.00	✓	0.01			1.00	0.00	0.10
	B20	1	0.00	0.00	✓	2.13	0.13	2.06	1.00	0.00	7.87
		2	0.00	0.00	✓	2.29	0.28	2.20	1.00	0.00	10.69
		3	0.00	0.00	✓	0.08	0.08	0.08	1.00	0.00	1.18
	B98	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
	B99	1	0.00	0.00	✓	0.02			1.00	0.00	0.30
		2	0.00	0.00	✓	0.02			1.00	0.00	0.30
	C10	1	0.00	0.00	✓	1.67			1.00	0.00	10.47
		2	0.00	0.00	✓	1.67			1.00	0.00	10.72
	C11	1	0.00	0.00	✓	0.07			1.00	0.00	0.96
	C20	1	0.00	0.00	✓	0.11			1.00	0.00	1.53
		2	0.00	0.00	✓	0.15			1.00	0.00	2.20
	C21	1	0.00	0.00	✓	0.01			1.00	0.00	0.10
	C98	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
	C99	1	0.00	0.00	✓	0.03			1.00	0.00	0.36
		2	0.00	0.00	✓	0.01			1.00	0.00	0.18
D10	1	0.00	0.00	✓	9.83	3.22	8.92	1.00	0.00	15.62	
	2	0.00	0.00	✓	2.71	0.14	2.63	1.00	0.00	2.92	
D11	1	0.00	0.00	✓	2.71	0.14	2.63	1.00	0.00	2.92	
	2	0.00	0.00	✓	3.65	0.25	3.27	1.00	0.00	3.87	
D12	1	0.00	0.00	✓	1.77			1.00	0.00	5.34	
	2	0.00	0.00	✓	0.09			1.00	0.00	1.28	
D13	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	
D20	1	0.00	0.00	✓	1.96	0.03	1.94	1.00	0.00	11.43	
	2	0.00	0.00	✓	1.96	0.03	1.94	1.00	0.00	11.43	
D98	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	
D99	1	0.00	0.00	✓	0.29			1.00	0.00	4.05	
	2	0.00	0.00	✓	0.27			1.00	0.00	3.82	

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
4	10/05/2021 10:58:02	10/05/2021 10:58:03	17:00	50	179.14	34.79	88.45	D10/1	0	0	D10/1	C10/2	D10

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s per cycle)	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	88	2	21783	1540	5.75	162.44	16.70	179.14

Network Results: Flows and signals

Time Segment	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s per cycle)
17:00-18:00	21783	21783	-32	✓	88		2	1540

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Total stops (Stops per hr)	Weighted cost of stops (£ per hr)
17:00-18:00	11.64	5.75	34.79	162.44	21.45	4673.30	16.70

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s per cycle)
17:00-18:00	115.50	0.00	309.30

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0.00	0.00	✓	1.00	0.00	0.00	179.14

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

		To			
		A	B	C	D
From	A	0.0	95.8	105.5	113.1
	B	96.1	0.0	0.0	98.5
	C	73.1	0.0	0.0	82.9
	D	95.2	80.5	95.8	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (PCU/hr)	Normal journey time (s)	Calculated Total Flow (PCU/hr)	Avg journey time (s)
1	A	A	0	0.00	0	0.00
10-1	A	C	191	105.95	191	105.95
12	C	C	0	0.00	0	0.00
13	D	A	605	95.23	605	95.23
16	D	C	170	96.54	170	96.54
2	A	A	0	0.00	0	0.00
20	C	D	276	62.74	276	62.74
24	B	B	0	0.00	0	0.00
25	C	B	0	0.00	0	0.00
28	B	B	0	0.00	0	0.00
29	C	B	0	0.00	0	0.00
3	B	A	99	96.52	99	96.52
30	D	B	280	80.08	280	80.08
31	B	D	461	98.37	461	98.37
32	D	D	0	0.00	0	0.00
33	A	C	97	104.69	97	104.69
34	B	C	0	0.00	0	0.00
35	B	D	461	98.57	461	98.57
36	A	D	300	112.52	300	112.52
37	D	D	0	0.00	0	0.00
39	D	B	280	80.91	280	80.91
4	B	A	99	95.78	99	95.78
40	C	C	0	0.00	0	0.00
41	D	C	170	95.06	170	95.06
42	A	B	55	95.82	55	95.82
43	A	B	55	95.80	55	95.80
45	A	D	203	113.90	203	113.90
48	C	A	57	73.48	57	73.48
49	C	D	162	63.28	162	63.28
6	C	A	57	72.74	57	72.74
9	B	C	0	0.00	0	0.00

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
				Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	I we mu
A10	1			1	B	301	1800	9	0.00	84	8	47.98	42.53	129.21	5.64	
	2			1	B	300	1800	9	0.00	83	8	47.55	42.11	128.54	5.58	
	3			1	B	300	1800	9	0.00	83	8	47.64	42.11	128.54	5.58	
A11	1					901	1800	50	0.00	50	80	21.57	1.00	0.00	0.25	
A20	1			1	A	280	1800	29	11.00	26	247	5.87	0.58	0.00	0.05	
	2			1	A	280	1800	29	11.00	26	247	5.55	0.58	0.00	0.05	
	3			1	A	340	1800	29	11.00	31	186	5.43	0.76	0.00	0.07	
A98	1					917	Unrestricted	50	0.00	0	Unrestricted	20.57	0.00	0.00	0.00	
A99	1					761	1800	50	10.00	42	113	6.41	0.73	0.00	0.15	
	2					156	1800	50	34.00	9	938	5.94	0.09	0.00	0.00	
B10	1			2	B	461	1800	14	0.00	85	5	40.08	34.48	115.14	7.69	
	2			2	B	461	1800	14	0.00	85	5	40.34	34.48	115.14	7.69	
	3			2	B	198	1800	14	0.00	37	145	21.89	15.71	78.48	2.25	
B11	1					922	1800	50	0.00	51	76	21.62	1.05	0.00	0.27	
	2					198	1800	50	0.00	11	718	20.70	0.12	0.00	0.01	
B20	1			2	A	361	1800	24	5.00	40	124	10.71	3.97	41.75	2.13	
	2			2	A	470	1800	24	5.00	52	72	10.22	4.29	34.18	2.28	
	3			2	A	300	1800	24	15.00	33	170	6.69	1.00	0.00	0.08	
B98	1				670	Unrestricted	50	2.00	0	Unrestricted	20.57	0.00	0.00	0.00		
B99	1					335	1800	50	17.00	19	384	5.70	0.23	0.00	0.02	
	2					335	1800	50	17.00	19	384	5.68	0.23	0.00	0.02	
C10	1					276	528	50	0.00	52	72	10.27	6.88	63.26	1.66	
	2					276	523	50	0.00	53	71	10.65	7.07	64.12	1.67	
C11	1					552	1800	50	0.00	31	193	21.01	0.44	0.00	0.07	
C20	1					664	1800	50	25.00	37	144	5.21	0.58	0.00	0.11	
	2					761	1800	50	25.00	42	113	5.00	0.73	0.00	0.15	
C21	1					198	1800	50	33.00	11	718	5.03	0.12	0.00	0.01	
C98	1					628	Unrestricted	50	5.00	0	Unrestricted	20.57	0.00	0.00	0.00	
C99	1					361	1800	50	22.00	20	349	6.78	0.25	0.00	0.03	
	2					267	1800	50	24.00	15	507	6.88	0.17	0.00	0.01	
D10	1			3	B	605 <	1800	18	0.00	88	2	37.58	32.72	109.61	9.48 +	
	2			3	B	280	1800	18	0.00	41	120	18.09	13.21	69.60	2.71	
D11	1			3	B	280	1800	18	0.00	41	120	18.26	13.21	69.60	2.71	
	2			3	B	340	1800	18	0.00	50	81	19.70	14.45	71.60	3.65	
D12	1					885	1800	50	3.30	53	71	10.10	1.26	6.19	1.77	
	2					620	1800	50	0.00	34	161	9.45	0.53	0.00	0.09	
D13	1					1505	Unrestricted	50	0.00	0	Unrestricted	20.57	0.00	0.00	0.00	
D20	1			3	A	156	1800	20	17.00	21	336	19.33	14.67	90.39	1.96	
	2			3	A	156	1800	20	17.00	21	336	19.06	14.67	90.39	1.96	
D98	1					1863	Unrestricted	50	0.00	0	Unrestricted	20.57	0.00	0.00	0.00	
D99	1					940	1800	50	0.00	52	72	10.88	1.09	0.00	0.28	
	2					923	1800	50	0.00	51	76	11.04	1.05	0.00	0.27	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2463.29	105.22	23.41	34.79	162.44	16.70	0.00	179.14
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians								
TOTAL	2463.29	105.22	23.41	34.79	162.44	16.70	0.00	179.14

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX



TRANSYT 15
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Filename: Duke of York Rbt Option 2 (rDS Flows).t15

Path: \\uk.wspgroup.com\central data\Projects\700632xx\70063260 - Dover District Council - Local Plan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Transyt

Report generation date: 10/05/2021 10:29:16

- »Network Diagrams
- «A3 - 2040 rDS AM Peak : D3 - 2040 rDS AM Peak* :
- »Summary
- »Network Options
- »Arms and Traffic Streams
- »Local OD Matrix - Local Matrix: 1
- »Signal Timings
- »Traffic Stream Results
- »Network Results
- »Point to Point Journey Time
- »Final Prediction Table

File summary

File description

File title	(untitled)
Location	A2 Duke of York Roundabout
Site number	
UTCRegion	
Driving side	Left
Date	24/03/2021
Version	
Status	This model is complete
Identifier	
Client	Dover District Council
Jobnumber	70063260-400
Enumerator	CORP\PickupJ
Description	This mode was built to assess the impact of partial signalisation upon junction capacity.

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber

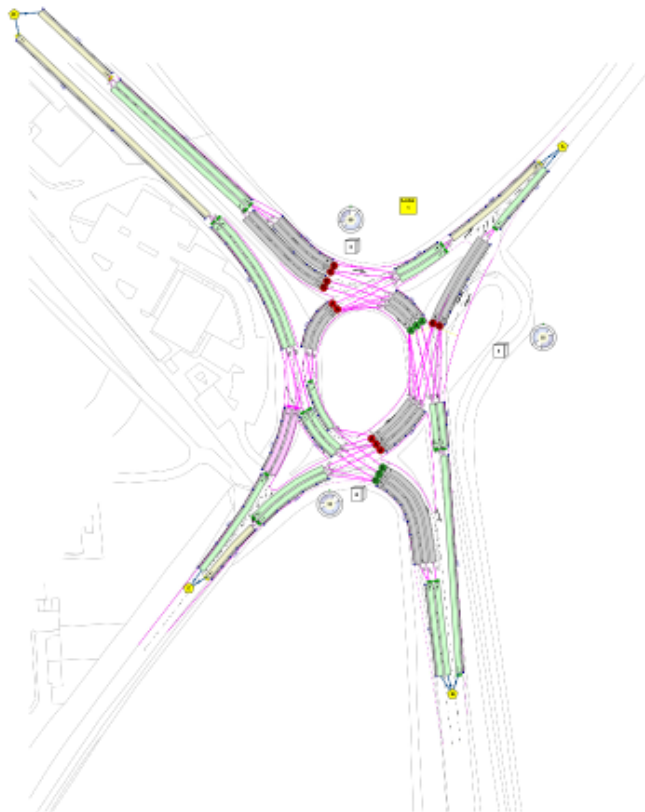
Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	PCU	PCU	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Alphabetical		ID	Normal	Normal	✓

Network Diagrams



(untitled)
 Cyclotime 0s / 50s , Timestep: 49 / 50
 3, 3
 Diagram produced using TRANSYT 15.5.2.7994

A3 - 2040 rDS AM Peak

D3 - 2040 rDS AM Peak*

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
3	10/05/2021 10:28:39	10/05/2021 10:28:40	08:00	50	19891.07	39.40	87.41	B10/3	0	0	B10/3	C10/2	B10

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2040 rDS AM Peak		D3	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2040 rDS AM Peak				08:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
50		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Force To PDM	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms ⁻²)	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms ⁻²)	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓				Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A10	1			✓	50.73	✓	Sum of lanes	1800	✓		Normal	
	2			✓	51.94	✓	Sum of lanes	1800	✓		Normal	
A11	1				200.00	✓	Sum of lanes	1800			Normal	
A20	1			✓	46.48	✓	Sum of lanes	1800	✓		Normal	
	2			✓	43.97	✓	Sum of lanes	1800	✓		Normal	
	3			✓	41.63	✓	Sum of lanes	1800	✓		Normal	
A98	1				200.00						Normal	
A99	1			✓	55.22	✓	Sum of lanes	1800			Normal	
	2			✓	56.83	✓	Sum of lanes	1800			Normal	
B10	1			✓	54.45	✓	Sum of lanes	1800	✓		Normal	
	2			✓	56.95	✓	Sum of lanes	1800	✓		Normal	
	3			✓	60.15	✓	Sum of lanes	1800	✓		Normal	
B11	1				200.00	✓	Sum of lanes	1800			Normal	
	2				200.00	✓	Sum of lanes	1800			Normal	
B20	1			✓	63.96	✓	Sum of lanes	1800	✓		Normal	
	2			✓	61.52	✓	Sum of lanes	1800	✓		Normal	
	3			✓	58.94	✓	Sum of lanes	1800	✓		Normal	
B98	1				200.00	✓	Sum of lanes	1800			Normal	
B99	1			✓	58.02	✓	Sum of lanes	1800			Normal	
	2			✓	57.21	✓	Sum of lanes	1800			Normal	
C10	1			✓	32.95					✓	Normal	
	2			✓	34.78					✓	Normal	
C11	1				200.00	✓	Sum of lanes	1800			Normal	
C20	1			✓	45.10	✓	Sum of lanes	1800			Normal	
	2			✓	41.55	✓	Sum of lanes	1800			Normal	
C21	1			✓	47.80	✓	Sum of lanes	1800			Normal	
C98	1				200.00						Normal	
C99	1			✓	63.55	✓	Sum of lanes	1800			Normal	
	2			✓	65.30	✓	Sum of lanes	1800			Normal	
D10	1			✓	47.21	✓	Sum of lanes	1800	✓		Normal	
	2			✓	47.48	✓	Sum of lanes	1800	✓		Normal	
D11	1			✓	49.12	✓	Sum of lanes	1800	✓		Normal	
	2			✓	51.09	✓	Sum of lanes	1800	✓		Normal	
D12	1			✓	85.94	✓	Sum of lanes	1800			Normal	
	2			✓	86.79	✓	Sum of lanes	1800			Normal	
D13	1				200.00						Normal	
D20	1			✓	45.26	✓	Sum of lanes	1800	✓		Normal	
	2			✓	42.66	✓	Sum of lanes	1800	✓		Normal	
D98	1				200.00						Normal	
D99	1			✓	95.22	✓	Sum of lanes	1800			Normal	
	2			✓	97.16	✓	Sum of lanes	1800			Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
A10	1	1	(untitled)			1800
	2	1	(untitled)			1800
A11	1	1	(untitled)			1800
A20	1	1	(untitled)			1800
	2	1	(untitled)			1800
	3	1	(untitled)			1800
A98	1	1	(untitled)			
A99	1	1	(untitled)			1800
	2	1	(untitled)			1800
B10	1	1	(untitled)			1800
	2	1	(untitled)			1800
	3	1	(untitled)			1800
B11	1	1	(untitled)			1800
	2	1	(untitled)			1800
B20	1	1	(untitled)			1800
	2	1	(untitled)			1800
	3	1	(untitled)			1800
B98	1	1	(untitled)			1800
B99	1	1	(untitled)			1800
	2	1	(untitled)			1800
C10	1	1	(untitled)			
	2	1	(untitled)			
C11	1	1	(untitled)			1800
C20	1	1	(untitled)			1800
	2	1	(untitled)			1800
C21	1	1	(untitled)			1800
C98	1	1	(untitled)			
C99	1	1	(untitled)			1800
	2	1	(untitled)			1800
D10	1	1	(untitled)			1800
	2	1	(untitled)			1800
D11	1	1	(untitled)			1800
	2	1	(untitled)			1800
D12	1	1	(untitled)			1800
	2	1	(untitled)			1800
D13	1	1	(untitled)			
D20	1	1	(untitled)			1800
	2	1	(untitled)			1800
D98	1	1	(untitled)			
D99	1	1	(untitled)			1800
	2	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Queue limit (PCU)	Excess queue penalty (£)	Has degree of saturation limit
A10	1	0	20	100		0.00				
	2	0	20	100		0.00				
A11	1	100	100	100		0.00				
A20	1	100	100	100		0.00				
	2	100	100	100		0.00				
	3	100	100	100		0.00				
A98	1	100	100	100		0.00				
A99	1	100	100	100		0.00				
	2	100	100	100		0.00				
B10	1	0	20	100		0.00				
	2	0	20	100		0.00				
	3	0	20	100		0.00				
B11	1	100	100	100		0.00				
	2	100	100	100		0.00				
B20	1	100	100	100		0.00	✓	2.00	99999.00	
	2	100	100	100		0.00				
	3	100	100	100		0.00				
B98	1	100	100	100		0.00				
B99	1	100	100	100		0.00				
	2	100	100	100		0.00				
C10	1	100	100	100		0.00				
	2	100	100	100		0.00				
C11	1	100	100	100		0.00				
C20	1	100	100	100		0.00				
	2	100	100	100		0.00				
C21	1	100	100	100		0.00				
C98	1	100	100	100		0.00				
C99	1	100	100	100		0.00				
	2	100	100	100		0.00				
D10	1	0	20	100		0.00				
	2	0	20	100		0.00				
D11	1	0	20	100		0.00				
	2	0	20	100		0.00				
D12	1	100	100	100		0.00				
	2	100	100	100		0.00				
D13	1	100	100	100		0.00				
D20	1	100	100	100		0.00				
	2	100	100	100		0.00				
D98	1	100	100	100		0.00				
D99	1	100	100	100		0.00				
	2	100	100	100		0.00				

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	50

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
A10	1	527	527
	2	527	527
A11	1	1054	1054
A20	1	219	219
	2	393	393
	3	429	429
A98	1	1222	1222
A99	1	720	720
	2	502	502
B10	1	294	294
	2	294	294
	3	471	471
B11	1	587	587
	2	471	471
B20	1	423	423
	2	499	499
	3	243	243
B98	1	931	931
B99	1	378	378
	2	553	553
C10	1	401	401
	2	401	401
C11	1	802	802
C20	1	537	537
	2	537	537
C21	1	471	471
C98	1	678	678
C99	1	423	423
	2	256	256
D10	1	393	393
	2	393	393
D11	1	393	393
	2	429	429
D12	1	787	787
	2	822	822
D13	1	1609	1609
D20	1	327	327
	2	327	327
D98	1	1692	1692
D99	1	938	938
	2	755	755

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A10	1	1	B	
	2	1	B	
A20	1	1	A	
	2	1	A	
	3	1	A	
B10	1	2	B	
	2	2	B	
	3	2	B	
B20	1	2	A	
	2	2	A	
	3	2	A	
D10	1	3	B	
	2	3	B	
D11	1	3	B	
	2	3	B	
D20	1	3	A	
	2	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
(ALL)	(ALL)	20.57	35.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
A10	1	1	A11/1	A10/1	5.22	35.00	✓	Straight	Straight Movement
	2	1	A11/1	A10/2	5.34	35.00	✓	Straight	Straight Movement
A20	1	1	D20/2	A20/1	4.78	35.00	✓	Offside	18.57
	2	1	D20/2	A20/2	4.52	35.00	✓	Offside	18.57
	3	1	D11/2	A20/3	4.28	35.00	✓	Straight	Straight Movement
A98	1	1	A99/1	A98/1	20.57	35.00	✓	Straight	Straight Movement
A99	1	1	D10/1	A99/1	5.88	35.00	✓	Nearside	29.20
	2	1	D20/2	A99/2	5.84	35.00	✓	Straight	Straight Movement
B10	1	1	B11/1	B10/1	5.60	35.00	✓	Straight	Straight Movement
	2	1	B11/1	B10/2	5.86	35.00	✓	Straight	Straight Movement
	3	1	B11/2	B10/3	6.19	35.00	✓	Straight	Straight Movement
B20	1	1	A10/1	B20/1	6.58	35.00	✓	Straight	Straight Movement
	2	1	A20/3	B20/2	6.33	35.00	✓	Offside	26.70
	3	1	A20/3	B20/3	6.06	35.00	✓	Offside	26.70
B98	1	1	B99/1	B98/1	20.57	35.00	✓	Straight	Straight Movement
B99	1	1	A20/1	B99/1	5.97	35.00	✓	Offside	67.88
	2	1	A20/2	B99/2	5.88	35.00	✓	Offside	64.57
C10	1	1	C11/1	C10/1	3.39	35.00	✓	Nearside	74.98
	2	1	C11/1	C10/2	3.58	35.00	✓	Nearside	75.84
C20	1	1	B10/1	C20/1	4.64	35.00	✓	Straight	Straight Movement
	2	1	B10/2	C20/2	4.27	35.00	✓	Straight	Straight Movement
C21	1	1	B10/3	C21/1	4.92	35.00	✓	Offside	59.59
									Straight

C98	1	1	C99/1	C98/1	20.57	35.00	✓	Straight	Through Movement
C99	1	1	B10/1	C99/1	6.54	35.00	✓	Nearside	25.57
	2	1	B20/2	C99/2	6.72	35.00	✓	Straight	Straight Movement
D10	1	1	D12/1	D10/1	4.88	35.00	✓	Straight	Straight Movement
	2	1	D12/1	D10/2	4.88	35.00	✓	Straight	Straight Movement
D11	1	1	D12/2	D11/1	5.05	35.00	✓	Offside	55.31
	2	1	D12/2	D11/2	5.28	35.00	✓	Offside	52.48
D12	1	1	D13/1	D12/1	8.84	35.00	✓	Straight	Straight Movement
	2	1	D13/1	D12/2	8.93	35.00	✓	Straight	Straight Movement
D20	1	1	C21/1	D20/1	4.65	35.00	✓	Offside	29.82
	2	1	C21/1	D20/2	4.39	35.00	✓	Offside	28.54
D98	1	1	D99/1	D98/1	20.57	35.00	✓	Nearside	63.13
D99	1	1	C10/1	D99/1	9.79	35.00	✓	Nearside	51.51
	2	1	C20/2	D99/2	9.99	35.00	✓	Straight	Straight Movement
A20	1	2	D10/2	A20/1	4.78	35.00	✓	Straight	Straight Movement
	2	2	D11/1	A20/2	4.52	35.00	✓	Straight	Straight Movement
	3	2	D20/2	A20/3	4.28	35.00	✓	Offside	18.57
A98	1	2	A99/2	A98/1	20.57	35.00	✓	Straight	Straight Movement
A99	1	2	D20/1	A99/1	5.68	35.00	✓	Straight	Straight Movement
	2	2	D10/2	A99/2	6.82	30.00	✓	Nearside	32.51
B20	1	2	A20/3	B20/1	7.67	30.00	✓	Offside	26.70
	2	2	A10/2	B20/2	7.38	30.00	✓	Straight	Straight Movement
	3	2	A10/2	B20/3	6.06	35.00	✓	Straight	Straight Movement
B98	1	2	B99/2	B98/1	20.57	35.00	✓	Straight	Straight Movement
B99	1	2	A10/1	B99/1	6.96	30.00	✓	Nearside	69.13
	2	2	A10/1	B99/2	6.88	30.00	✓	Nearside	72.44
C20	1	2	B20/2	C20/1	4.64	35.00	✓	Offside	12.12
	2	2	B20/3	C20/2	4.27	35.00	✓	Offside	8.81
C21	1	2	B20/3	C21/1	4.92	35.00	✓	Offside	13.07
C98	1	2	C99/2	C98/1	20.57	35.00	✓	Straight	Straight Movement
C99	1	2	B20/1	C99/1	6.54	35.00	✓	Straight	Straight Movement
	2	2	B10/1	C99/2	6.72	35.00	✓	Nearside	25.57
D20	1	2	C10/2	D20/1	4.65	35.00	✓	Straight	Straight Movement
	2	2	C10/2	D20/2	4.39	35.00	✓	Straight	Straight Movement
D98	1	2	D99/2	D98/1	20.57	35.00	✓	Nearside	64.03
D99	1	2	C20/1	D99/1	9.79	35.00	✓	Straight	Straight Movement
	2	2	C10/2	D99/2	9.99	35.00	✓	Nearside	54.82

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
C10	(ALL)	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
1		TrafficStream	C20/1	100	0.29		0	0
		TrafficStream	C20/2	100	0.29		0	0
2		TrafficStream	C20/1	100	0.29		0	0
		TrafficStream	C20/2	100	0.29		0	0
		TrafficStream	C21/1	100	0.29		0	0

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Lane Balancing			✓			✓	1.25		

Normal Input Flows (PCU/hr)

		To			
		A	B	C	D
From	A	0	319	249	486
	B	471	0	0	587
	C	183	0	0	619
	D	568	612	429	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	A	(untitled)	A11/1	A98/1	#0000FF
	B	(untitled)	B11/1, B11/2	B98/1	#FF0000
	C	(untitled)	C11/1	C98/1	#FF0000
	D	(untitled)	D13/1	D98/1	#0000FF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		A	A	A11/1, A10/2, B20/3, C21/1, D20/1, A99/1, A98/1	Normal	0
	10		A	B	A11/1, A10/1, B99/2, B98/1	Normal	160
	10-1		A	D	A11/1, A10/2, B20/2, C20/1, D99/1, D98/1	Normal	243
	10-2		A	B	A11/1, A10/1, B99/1, B98/1	Normal	160
	10-3		A	C	A11/1, A10/2, B20/2, C99/2, C98/1	Normal	41
	10-4		D	A	D13/1, D12/1, D10/2, A99/2, A98/1	Normal	175
	10-5		C	C	C11/1, C10/2, D20/2, A20/3, B20/1, C99/1, C98/1	Normal	0
	10-6		D	C	D13/1, D12/2, D11/2, A20/3, B20/1, C99/1, C98/1	Normal	215
	12		C	C	C11/1, C10/2, D20/2, A20/3, B20/2, C99/2, C98/1	Normal	0
	13		D	A	D13/1, D12/1, D10/1, A99/1, A98/1	Normal	393
	16		D	C	D13/1, D12/2, D11/2, A20/3, B20/2, C99/2, C98/1	Normal	215
	2		A	A	A11/1, A10/2, B20/3, C21/1, D20/2, A99/2, A98/1	Normal	0
	20		C	D	C11/1, C10/1, D99/1, D98/1	Normal	401
	24		B	B	B11/2, B10/3, C21/1, D20/2, A20/1, B99/1, B98/1	Normal	0
	25		C	B	C11/1, C10/2, D20/2, A20/1, B99/1, B98/1	Normal	0
	28		B	B	B11/2, B10/3, C21/1, D20/2, A20/2, B99/2, B98/1	Normal	0
	29		C	B	C11/1, C10/2, D20/2, A20/2, B99/2, B98/1	Normal	0
	3		B	A	B11/2, B10/3, C21/1, D20/1, A99/1, A98/1	Normal	236
	30		D	B	D13/1, D12/2, D11/1, A20/2, B99/2, B98/1	Normal	393
	31		B	D	B11/1, B10/1, C20/1, D99/1, D98/1	Normal	294
	32		D	D	D13/1, D12/2, D11/2, A20/3, B20/2, C20/1, D99/1, D98/1	Normal	0
	34		B	C	B11/1, B10/1, C99/2, C98/1	Normal	0
	35		B	D	B11/1, B10/2, C20/2, D99/2, D98/1	Normal	294
	36		A	D	A11/1, A10/2, B20/3, C20/2, D99/2, D98/1	Normal	243
	37		D	D	D13/1, D12/2, D11/2, A20/3, B20/3, C20/2, D99/2, D98/1	Normal	0
	39		D	B	D13/1, D12/1, D10/2, A20/1, B99/1, B98/1	Normal	219
	4		B	A	B11/2, B10/3, C21/1, D20/2, A99/2, A98/1	Normal	236
	44		A	C	A11/1, A10/1, B20/1, C99/1, C98/1	Normal	208
	48		C	A	C11/1, C10/2, D20/1, A99/1, A98/1	Normal	92
	49		C	D	C11/1, C10/2, D99/2, D98/1	Normal	218
	6		C	A	C11/1, C10/2, D20/2, A99/2, A98/1	Normal	92
	9		B	C	B11/1, B10/1, C99/1, C98/1	Normal	0

Signal Timings

Network Default: 50s cycle time; 50 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		1	NetworkDefault	50

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1			None		

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	7	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 2	5, 26

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		5
	B	7	

Banned Stage transitions for Controller Stream 1

		To	
		1	2
From	1		
	2		

Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	5
	2	7	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	33	5	22	1	7
	2	✓	2	B	10	26	16	1	7

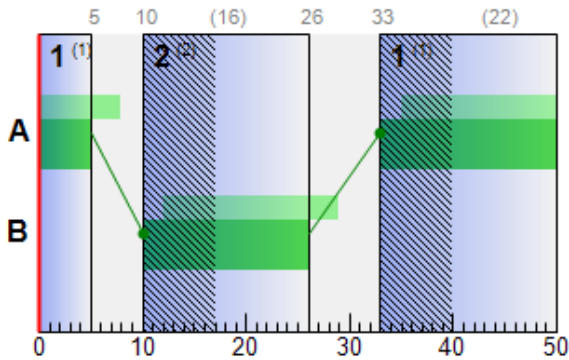
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	33	5	22
	B	1	✓	10	26	16

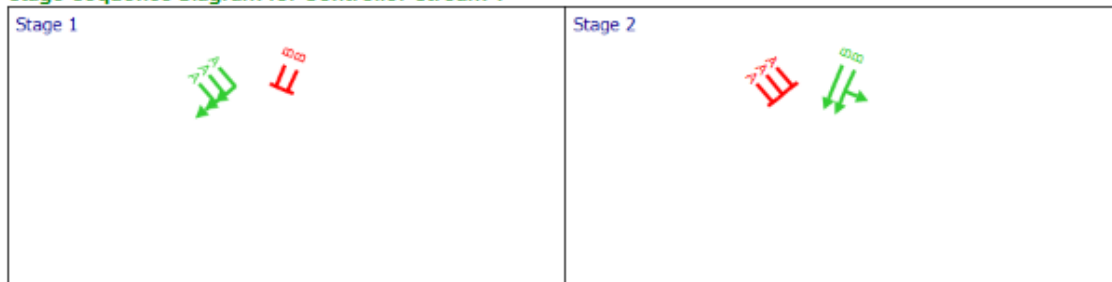
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A10	1		1	B	10	26	16
A10	2		1	B	10	26	16
A20	1		1	A	33	5	22
A20	2		1	A	33	5	22
A20	3		1	A	33	5	22

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Controller Stream 2

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
2	(untitled)		1	NetworkDefault	50

Controller Stream 2 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
2	Unspecified						Absolute

Controller Stream 2 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
2			None		

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
2	(ALL)	(untitled)	7	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
2	1	A	1
	2	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
2	1	(untitled)	Single	1, 2	34, 3

Intergreen Matrix for Controller Stream 2

		To	
		A	B
From	A		5
	B	7	

Banned Stage transitions for Controller Stream 2

		To	
		1	2
From	1		
	2		

Interstage Matrix for Controller Stream 2

		To	
		1	2
From	1	0	5
	2	7	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
2	1	✓	1	A	10	34	24	1	7
	2	✓	2	B	39	3	14	1	7

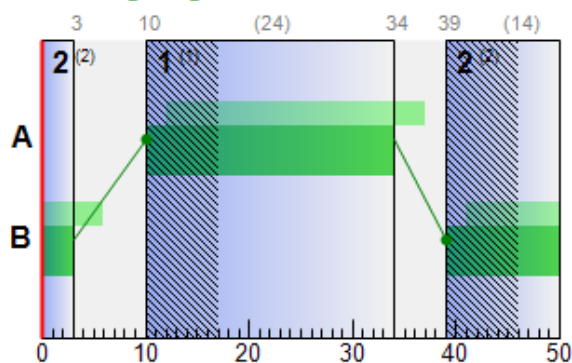
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
2	A	1	✓	10	34	24
	B	1	✓	39	3	14

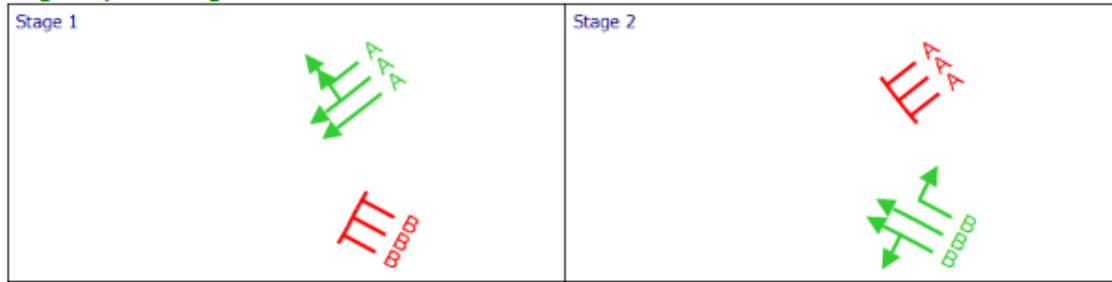
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
B10	1		2	B	39	3	14
B10	2		2	B	39	3	14
B10	3		2	B	39	3	14
B20	1		2	A	10	34	24
B20	2		2	A	10	34	24
B20	3		2	A	10	34	24

Phase Timings Diagram for Controller Stream 2



Stage Sequence Diagram for Controller Stream 2



Controller Stream 3

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
3	(untitled)		1	NetworkDefault	50

Controller Stream 3 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
3	Unspecified						Absolute

Controller Stream 3 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
3			None		

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
3	(ALL)	(untitled)	7	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
3	1	A	1
	2	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
3	1	(untitled)	Single	1, 2	31, 49

Intergreen Matrix for Controller Stream 3

		To	
		A	B
From	A		5
	B	7	

Banned Stage transitions for Controller Stream 3

		To	
		1	2
From	1		
	2		

Interstage Matrix for Controller Stream 3

		To	
		1	2
From	1	0	5
	2	7	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
3	1	✓	1	A	6	31	25	1	7
	2	✓	2	B	36	49	13	1	7

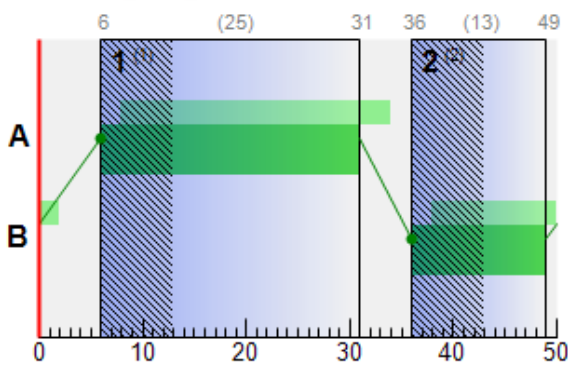
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
3	A	1	✓	6	31	25
	B	1	✓	36	49	13

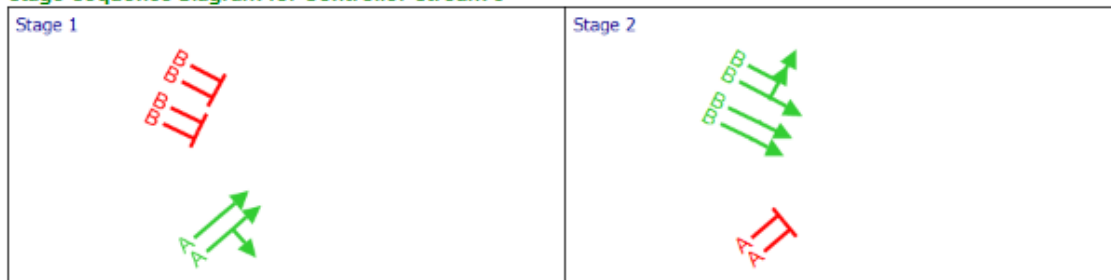
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
D10	1		3	B	36	49	13
D10	2		3	B	36	49	13
D11	1		3	B	36	49	13
D11	2		3	B	36	49	13
D20	1		3	A	6	31	25
D20	2		3	A	6	31	25

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
08:00-09:00	(ALL)	0.00	0.00	0.00	0.00

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s per cycle)	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A10	1	88	4	528	1800	16	32.53	9.28	104.92	13.55	0.00	13.55
		2	88	5	527	1800	16	32.31	9.21	101.94	13.43	0.00	13.43
	A11	1	59	54	1055	1800	50	1.41	0.41	1.19	5.88	0.00	5.88
	A20	1	28	240	219	1800	22	1.10	0.09	1.05	0.95	0.10	1.05
		2	47	90	393	1800	22	2.24	0.27	3.56	3.46	0.33	3.80
		3	52	73	430	1800	22	2.50	0.32	4.39	4.25	0.39	4.63
	A98	1	0	Unrestricted	1224	Unrestricted	50	0.00	0.00	0.00	0.00	0.00	0.00
	A99	1	40	125	721	1800	50	0.67	0.13	1.39	1.90	0.00	1.90
		2	28	222	503	1800	50	0.39	0.05	0.55	0.77	0.00	0.77
	B10	1	54	65	294	1800	14	18.80	3.67	38.77	4.31	0.00	4.31
		2	54	65	294	1800	14	18.80	3.67	37.07	4.31	0.00	4.31
		3	87	3	472	1800	14	37.53	8.90	85.12	13.97	0.00	13.97
	B11	1	33	178	588	1800	50	0.48	0.08	0.23	1.12	0.00	1.12
		2	26	243	472	1800	50	0.36	0.05	0.13	0.66	0.00	0.66
	B20	1	47	91	423	1800	24	6.47	3.28	29.45	10.80	2.91	19677.23
		2	55	62	499	1800	24	7.36	3.44	32.15	14.48	4.07	18.55
		3	27	233	243	1800	24	1.04	0.09	0.91	1.00	0.11	1.11
	B98	1	52	74	932	1800	50	1.11	3.80	10.94	4.09	0.67	4.76
	B99	1	21	327	379	1800	50	0.27	0.03	0.28	0.40	0.00	0.40
		2	31	193	553	1800	50	0.44	0.07	0.68	0.97	0.00	0.97
	C10	1	67	35	401	602	50	6.85	2.33	40.60	10.83	2.26	13.09
		2	78	16	402	517	50	14.76	3.99	65.90	23.41	4.38	27.78
	C11	1	45	102	803	1800	50	0.80	0.18	0.52	2.55	0.00	2.55
	C20	1	30	202	537	1800	50	0.42	0.06	0.81	0.90	0.00	0.90
		2	30	202	537	1800	50	0.42	0.06	0.88	0.90	0.00	0.90
	C21	1	26	243	472	1800	50	0.36	0.05	0.56	0.66	0.00	0.66
	C98	1	0	Unrestricted	679	Unrestricted	50	0.00	0.00	0.00	0.00	0.00	0.00
	C99	1	24	283	423	1800	50	0.31	0.04	0.33	0.51	0.00	0.51
		2	14	533	256	1800	50	0.17	0.01	0.10	0.17	0.00	0.17
	D10	1	78	15	393	1800	13	28.76	6.35	77.35	8.92	0.00	8.92
		2	78	15	394	1800	13	28.91	6.38	77.29	8.99	0.00	8.99
	D11	1	78	15	393	1800	13	28.76	6.35	74.35	8.92	0.00	8.92
		2	85	5	430	1800	13	36.17	7.90	88.90	12.27	0.00	12.27
	D12	1	44	108	787	1800	50	0.78	0.17	1.14	2.41	0.00	2.41
		2	46	97	823	1800	50	0.84	0.19	1.27	2.73	0.00	2.73
	D13	1	0	Unrestricted	1610	Unrestricted	50	0.00	0.00	0.00	0.00	0.00	0.00
	D20	1	35	157	328	1800	25	5.46	3.66	46.52	7.06	3.74	10.80
		2	35	157	328	1800	25	5.50	3.67	49.50	7.12	3.77	10.89
	D98	1	0	Unrestricted	1693	Unrestricted	50	0.00	0.00	0.00	0.00	0.00	0.00
	D99	1	52	73	938	1800	50	1.09	0.28	1.71	4.02	0.00	4.02
2		42	115	755	1800	50	0.72	0.15	0.90	2.15	0.00	2.15	

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s per cycle)
08:00-09:00	A10	1	528	528	-1		1800	612	86		4	0.00	16
		2	527	527	0		1800	612	86		5	0.00	16
	A11	1	1055	1055	-1		1800	1800	59		54	0.00	50
	A20	1	219	219	0		1800	828	26		240	1.36	22
		2	393	393	0		1800	828	47		90	1.37	22
		3	430	430	-1	✓	1800	828	52		73	1.36	22
	A98	1	1224	1224	-2		Unrestricted	Unrestricted	0		Unrestricted	0.42	50
	A99	1	721	721	-1		1800	1800	40		125	0.80	50
		2	503	503	-1		1800	1800	28		222	0.77	50
	B10	1	294	294	-1		1800	540	54		65	0.00	14
		2	294	294	-1		1800	540	54		65	0.00	14
		3	472	472	-1		1800	540	87		3	0.00	14
	B11	1	588	588	-1		1800	1800	33		176	0.00	50
		2	472	472	-1		1800	1800	26		243	0.00	50
	B20	1	423	423	-1	✓	1800	900	47		91	0.63	24
		2	499	499	-1	✓	1800	900	55		62	0.63	24
		3	243	243	0		1800	900	27		233	1.22	24
	B98	1	932	932	-1		1800	1800	52		74	0.40	50
	B99	1	379	379	-1		1800	1800	21		327	0.65	50
		2	553	553	0		1800	1800	31		193	0.74	50
	C10	1	401	401	0		602	602	67		35	0.00	50
		2	402	402	-1		517	517	78		16	0.00	50
	C11	1	803	803	-1		1800	1800	45		102	0.00	50
	C20	1	537	537	-1		1800	1800	30		202	0.71	50
		2	537	537	-1		1800	1800	30		202	0.74	50
	C21	1	472	472	-1		1800	1800	26		243	1.31	50
	C98	1	679	679	-1	✓	Unrestricted	Unrestricted	0		Unrestricted	0.78	50
	C99	1	423	423	-1	✓	1800	1800	24		283	1.00	50
		2	256	256	-1	✓	1800	1800	14		533	1.23	50
	D10	1	393	393	0		1800	504	78		15	0.00	13
		2	394	394	-1		1800	504	78		15	0.00	13
	D11	1	393	393	0		1800	504	78		15	0.00	13
2		430	430	-1	✓	1800	504	85		5	0.00	13	
D12	1	787	787	0		1800	1800	44		106	0.00	50	
	2	823	823	-1	✓	1800	1800	46		97	0.00	50	
D13	1	1610	1610	-1	✓	Unrestricted	Unrestricted	0		Unrestricted	0.00	50	
D20	1	328	328	-1		1800	936	35		157	0.79	25	
	2	328	328	-1		1800	936	35		157	0.79	25	
D98	1	1693	1693	-1		Unrestricted	Unrestricted	0		Unrestricted	0.16	50	
D99	1	938	938	-1		1800	1800	52		73	0.28	50	
	2	755	755	-1		1800	1800	42		115	0.31	50	

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Total stops (Stops per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	A10	1	5.22	32.53	4.77	13.55	119.49	630.91	0.00
		2	5.34	32.31	4.73	13.43	119.10	627.68	0.00
	A11	1	20.57	1.41	0.41	5.88	0.00	0.00	0.00
		2	4.78	1.10	0.07	0.95	2.79	6.11	0.10
	A20	1	4.52	2.24	0.24	3.46	4.96	19.47	0.33
		2	4.28	2.50	0.30	4.25	5.26	22.63	0.39
		3	20.57	0.00	0.00	0.00	0.00	0.00	0.00
	A98	1	5.68	0.67	0.13	1.90	0.00	0.00	0.00
	A99	1	6.18	0.39	0.05	0.77	0.00	0.00	0.00
		2	5.80	18.80	1.52	4.31	86.66	254.78	0.00
	B10	1	5.88	18.80	1.52	4.31	86.66	254.78	0.00
		2	6.19	37.53	4.92	13.97	127.66	602.55	0.00
		3	20.57	0.48	0.08	1.12	0.00	0.00	0.00
	B11	1	20.57	0.36	0.05	0.66	0.00	0.00	0.00
		2	7.14	6.47	0.76	10.80	53.88	227.81	2.91
	B20	1	6.93	7.36	1.02	14.48	48.97	244.36	4.07
		2	6.06	1.04	0.07	1.00	2.76	6.71	0.11
		3	20.57	1.11	0.29	4.09	4.22	39.35	0.67
	B98	1	6.39	0.27	0.03	0.40	0.00	0.00	0.00
	B99	1	6.17	0.44	0.07	0.97	0.00	0.00	0.00
		2	3.39	6.85	0.76	10.83	32.99	132.29	2.26
	C10	1	3.58	14.76	1.65	23.41	63.77	256.37	4.38
		2	20.57	0.80	0.18	2.55	0.00	0.00	0.00
	C11	1	4.64	0.42	0.06	0.90	0.00	0.00	0.00
		2	4.27	0.42	0.06	0.90	0.00	0.00	0.00
	C20	1	4.92	0.36	0.05	0.66	0.00	0.00	0.00
	C21	1	20.57	0.00	0.00	0.00	0.00	0.00	0.00
	C98	1	6.54	0.31	0.04	0.51	0.00	0.00	0.00
	C99	1	6.72	0.17	0.01	0.17	0.00	0.00	0.00
		2	4.86	28.76	3.14	8.92	109.94	432.05	0.00
	D10	1	4.88	28.91	3.16	8.99	110.31	434.63	0.00
		2	5.05	28.76	3.14	8.92	109.94	432.05	0.00
D11	1	5.26	36.17	4.32	12.27	124.65	535.99	0.00	
	2	8.84	0.78	0.17	2.41	0.00	0.00	0.00	
D12	1	8.93	0.84	0.19	2.73	0.00	0.00	0.00	
	2	20.57	0.00	0.00	0.00	0.00	0.00	0.00	
D13	1	4.65	5.46	0.50	7.06	66.77	219.01	3.74	
D20	1	4.39	5.50	0.50	7.12	67.31	220.78	3.77	
	2	20.57	0.00	0.00	0.00	0.00	0.00	0.00	
D98	1	9.79	1.09	0.28	4.02	0.00	0.00	0.00	
D99	1	9.99	0.72	0.15	2.15	0.00	0.00	0.00	
	2								

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
08:00-09:00	A10	1	0.00	9.26	8.82	104.92	0.00	0.00	
		2	0.00	9.21	9.03	101.94	0.00	0.00	
	A11	1	0.00	0.41	34.78	1.19	0.00	3.00	
		1	0.00	0.09	8.08	1.05	0.00	6.00	
	A20	2	0.00	0.27	7.65	3.56	0.00	6.00	
		3	0.00	0.32	7.24	4.39	0.00	5.00	
		1	0.00	0.00	34.78	0.00	0.00	0.00	
	A98	1	0.00	0.13	9.60	1.39	0.00	6.00	
		2	0.00	0.05	9.88	0.55	0.00	7.00	
	B10	1	0.00	3.67	9.47	38.77	0.00	0.00	
		2	0.00	3.67	9.90	37.07	0.00	0.00	
		3	0.00	8.90	10.46	85.12	0.00	0.00	
	B11	1	0.00	0.08	34.78	0.23	0.00	0.00	
		2	0.00	0.05	34.78	0.13	0.00	0.00	
	B20	1	0.00	3.28	11.12	29.45	19663.52	0.00	
		2	0.00	3.44	10.70	32.15	0.00	0.00	
		3	0.00	0.09	10.25	0.91	0.00	4.00	
	B98	1	0.00	3.80	34.78	10.94	0.00	0.00	
	B99	1	0.00	0.03	10.09	0.28	0.00	10.00	
		2	0.00	0.07	9.95	0.68	0.00	9.00	
	C10	1	0.00	2.33	5.73	40.60	0.00	0.00	
		2	0.00	3.99	6.05	65.90	0.00	0.00	
	C11	1	0.00	0.18	34.78	0.52	0.00	0.00	
	C20	1	0.00	0.06	7.84	0.81	0.00	10.00	
		2	0.00	0.06	7.23	0.88	0.00	11.00	
	C21	1	0.00	0.05	8.31	0.56	0.00	31.00	
	C98	1	0.00	0.00	34.78	0.00	0.00	9.00	
	C99	1	0.00	0.04	11.05	0.33	0.00	23.00	
		2	0.00	0.01	11.36	0.10	0.00	25.00	
	D10	1	0.00	6.35	8.21	77.35	0.00	0.00	
		2	0.00	6.38	8.26	77.29	0.00	0.00	
	D11	1	0.00	6.35	8.54	74.35	0.00	0.00	
		2	0.00	7.90	8.89	88.90	0.00	0.00	
	D12	1	0.00	0.17	14.95	1.14	0.00	0.00	
		2	0.00	0.19	15.09	1.27	0.00	0.00	
	D13	1	0.00	0.00	34.78	0.00	0.00	0.00	
	D20	1	0.00	3.66	7.87	46.52	0.00	0.00	
		2	0.00	3.67	7.42	49.50	0.00	0.00	
	D98	1	0.00	0.00	34.78	0.00	0.00	0.00	
	D99	1	0.00	0.28	16.56	1.71	0.00	0.00	
2		0.00	0.15	16.90	0.90	0.00	0.00		

Traffic Stream Results: Flare

Time Segment	Arm	Traffic Stream	Flare present	Flare components	Degree of saturation (%)	Mean max queue (PCU)	Calculated capacity (PCU/hr)	Practical reserve capacity (%)
08:00-09:00	A11	1	✓	CTM flare: A11/1,A10/2,A10/1	98	18.88	1072	-9
	B11	1	✓	CTM flare: B11/1,B10/1,B10/2	77	7.42	761	16
	C21	1	✓	CTM flare: C21/1,D20/1,D20/2	43	7.38	1107	111
	D12	1	✓	CTM flare: D12/1,D10/1,D10/2	94	12.90	840	-4
		2	✓	CTM flare: D12/2,D11/2,D11/1	97	14.44	850	-7

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (PCU)	Max End of Green Queue EoTS (PCU)	Max End of Red Queue EoTS (PCU)	PCU Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A10	1	0.00	0.00	✓	9.35	2.60	7.44	1.00	0.00	13.55
		2	0.00	0.00	✓	9.30	2.57	7.40	1.00	0.00	13.43
	A11	1	0.00	0.00	✓	0.41			1.00	0.00	5.88
	A20	1	0.00	0.00	✓	0.09	0.05	0.09	1.00	0.00	1.05
		2	0.00	0.00	✓	0.27	0.21	0.27	1.00	0.00	3.80
		3	0.00	0.00	✓	0.32	0.28	0.32	1.00	0.00	4.63
	A98	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
	A99	1	0.00	0.00	✓	0.13			1.00	0.00	1.90
		2	0.00	0.00	✓	0.05			1.00	0.00	0.77
	B10	1	0.00	0.00	✓	3.67	0.32	3.18	1.00	0.00	4.31
		2	0.00	0.00	✓	3.67	0.32	3.18	1.00	0.00	4.31
		3	0.00	0.00	✓	9.04	2.88	7.46	1.00	0.00	13.97
	B11	1	0.00	0.00	✓	0.08			1.00	0.00	1.12
		2	0.00	0.00	✓	0.05			1.00	0.00	0.66
	B20	1	0.00	0.00	✓	3.28	0.21	2.92	1.00	19663.52	19677.23
		2	0.00	0.00	✓	3.44	0.34	3.28	1.00	0.00	18.55
		3	0.00	0.00	✓	0.09	0.05	0.09	1.00	0.00	1.11
	B98	1	0.00	0.00	✓	3.81			1.00	0.00	4.76
	B99	1	0.00	0.00	✓	0.03			1.00	0.00	0.40
		2	0.00	0.00	✓	0.07			1.00	0.00	0.97
	C10	1	0.00	0.00	✓	2.33			1.00	0.00	13.09
		2	0.00	0.00	✓	4.01			1.00	0.00	27.78
	C11	1	0.00	0.00	✓	0.18			1.00	0.00	2.55
	C20	1	0.00	0.00	✓	0.06			1.00	0.00	0.90
		2	0.00	0.00	✓	0.06			1.00	0.00	0.90
	C21	1	0.00	0.00	✓	0.05			1.00	0.00	0.66
	C98	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
	C99	1	0.00	0.00	✓	0.04			1.00	0.00	0.51
		2	0.00	0.00	✓	0.01			1.00	0.00	0.17
	D10	1	0.00	0.00	✓	6.38	1.35	5.28	1.00	0.00	8.92
2		0.00	0.00	✓	6.41	1.37	5.31	1.00	0.00	8.99	
D11	1	0.00	0.00	✓	6.38	1.35	5.28	1.00	0.00	8.92	
	2	0.00	0.00	✓	7.99	2.38	6.68	1.00	0.00	12.27	
D12	1	0.00	0.00	✓	0.17			1.00	0.00	2.41	
	2	0.00	0.00	✓	0.19			1.00	0.00	2.73	
D13	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	
D20	1	0.00	0.00	✓	3.66	0.09	2.11	1.00	0.00	10.80	
	2	0.00	0.00	✓	3.67	0.09	2.13	1.00	0.00	10.89	
D98	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	
D99	1	0.00	0.00	✓	0.28			1.00	0.00	4.02	
	2	0.00	0.00	✓	0.15			1.00	0.00	2.15	

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
3	10/05/2021 10:28:39	10/05/2021 10:28:40	08:00	50	19891.07	39.40	87.41	B10/3	0	0	B10/3	C10/2	B10

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s per cycle)	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	87	3	24131	1514	5.88	204.82	22.73	19891.07

Network Results: Flows and signals

Time Segment	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s per cycle)
08:00-09:00	24131	24131	-27	✓	87		3	1514

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Total stops (Stops per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	11.61	5.88	39.40	204.82	23.21	5600.33	22.73

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s per cycle)
08:00-09:00	104.92	19663.52	165.00

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0.00	0.00	✓	1.00	19663.52	0.00	19891.07

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

	To				
	A	B	C	D	
From	A	0.0	88.8	96.2	104.7
	B	106.4	0.0	0.0	81.6
	C	77.6	0.0	0.0	85.9
	D	91.0	98.5	124.7	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (PCU/hr)	Normal journey time (s)	Calculated Total Flow (PCU/hr)	Avg journey time (s)
1	A	A	0	0.00	0	0.00
10	A	B	160	88.68	160	88.68
10-1	A	D	243	106.73	243	106.73
10-2	A	B	160	88.61	160	88.61
10-3	A	C	41	97.67	41	97.67
10-4	D	A	175	91.76	175	91.76
10-5	C	C	0	0.00	0	0.00
10-6	D	C	215	124.28	215	124.28
12	C	C	0	0.00	0	0.00
13	D	A	393	90.73	393	90.73
16	D	C	215	125.19	215	125.19
2	A	A	0	0.00	0	0.00
20	C	D	401	63.06	401	63.06
24	B	B	0	0.00	0	0.00
25	C	B	0	0.00	0	0.00
28	B	B	0	0.00	0	0.00
29	C	B	0	0.00	0	0.00
3	B	A	236	106.53	236	106.53
30	D	B	393	98.94	393	98.94
31	B	D	294	81.78	294	81.78
32	D	D	0	0.00	0	0.00
34	B	C	0	0.00	0	0.00
35	B	D	294	81.50	294	81.50
36	A	D	243	102.73	243	102.73
37	D	D	0	0.00	0	0.00
39	D	B	219	97.80	219	97.80
4	B	A	236	106.21	236	106.21
44	A	C	208	95.88	208	95.88
48	C	A	92	77.81	92	77.81
49	C	D	218	71.00	218	71.00
6	C	A	92	77.42	92	77.42
9	B	C	0	0.00	0	0.00

Final Prediction Table

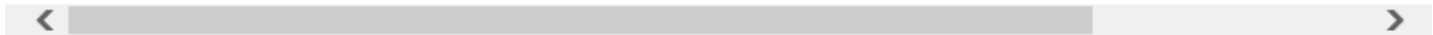
Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	I we mu
				Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	
A10	1			1	B	528 <	1800	16	0.00	88	4	37.75	32.53	119.49	9.28 +	
	2			1	B	527 <	1800	16	0.00	88	5	37.66	32.31	119.10	9.21 +	
A11	1					1055	1800	50	3.00	59	54	21.98	1.41	0.00	0.41	
A20	1			1	A	219	1800	22	6.00	26	240	5.88	1.10	2.79	0.09	
	2			1	A	393	1800	22	6.00	47	90	6.76	2.24	4.96	0.27	
	3			1	A	430	1800	22	5.00	52	73	6.79	2.50	5.28	0.32	
A98	1					1224	Unrestricted	50	0.00	0	Unrestricted	20.57	0.00	0.00	0.00	
A99	1					721	1800	50	6.00	40	125	6.35	0.67	0.00	0.13	
	2					503	1800	50	7.00	28	222	6.57	0.39	0.00	0.05	
B10	1			2	B	294	1800	14	0.00	54	65	24.21	18.60	86.66	3.67	
	2			2	B	294	1800	14	0.00	54	65	24.46	18.60	86.66	3.67	
	3			2	B	472	1800	14	0.00	87	3	43.71	37.53	127.66	8.90	
B11	1					588	1800	50	0.00	33	176	21.06	0.48	0.00	0.08	
	2					472	1800	50	0.00	26	243	20.93	0.36	0.00	0.05	
B20	1			2	A	423	1800	24	0.00	47	91	13.61	6.47	53.86	3.28	
	2			2	A	499	1800	24	0.00	55	62	14.29	7.36	48.97	3.44	
	3			2	A	243	1800	24	4.00	27	233	7.10	1.04	2.76	0.09	
B98	1					932	1800	50	0.00	52	74	21.68	1.11	4.22	3.80	
B99	1					379	1800	50	10.00	21	327	6.65	0.27	0.00	0.03	
	2					553	1800	50	9.00	31	193	6.61	0.44	0.00	0.07	
C10	1					401	602	50	0.00	67	35	10.24	6.85	32.99	2.33	
	2					402	517	50	0.00	78	16	18.34	14.76	63.77	3.99	
C11	1					803	1800	50	0.00	45	102	21.38	0.80	0.00	0.18	
C20	1					537	1800	50	10.00	30	202	5.06	0.42	0.00	0.06	
	2					537	1800	50	11.00	30	202	4.70	0.42	0.00	0.06	
C21	1					472	1800	50	31.00	26	243	5.27	0.36	0.00	0.05	
C98	1					679	Unrestricted	50	9.00	0	Unrestricted	20.57	0.00	0.00	0.00	
C99	1					423	1800	50	23.00	24	283	6.84	0.31	0.00	0.04	
	2					256	1800	50	25.00	14	533	6.88	0.17	0.00	0.01	
D10	1			3	B	393	1800	13	0.00	78	15	33.62	28.76	109.94	6.35	
	2			3	B	394	1800	13	0.00	78	15	33.79	28.91	110.31	6.38	
D11	1			3	B	393	1800	13	0.00	78	15	33.82	28.76	109.94	6.35	
	2			3	B	430	1800	13	0.00	85	5	41.42	36.17	124.65	7.90	
D12	1					787	1800	50	0.00	44	106	9.62	0.78	0.00	0.17	
	2					823	1800	50	0.00	46	97	9.77	0.84	0.00	0.19	
D13	1					1610	Unrestricted	50	0.00	0	Unrestricted	20.57	0.00	0.00	0.00	
D20	1			3	A	328	1800	25	0.00	35	157	10.11	5.46	66.77	3.66	
	2			3	A	328	1800	25	0.00	35	157	9.89	5.50	67.31	3.67	
D98	1					1693	Unrestricted	50	0.00	0	Unrestricted	20.57	0.00	0.00	0.00	
D99	1					938	1800	50	0.00	52	73	10.88	1.09	0.00	0.28	
	2					755	1800	50	0.00	42	115	10.72	0.72	0.00	0.15	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2714.95	117.26	23.15	39.40	204.82	22.73	19683.52	19891.07
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians								
TOTAL	2714.95	117.26	23.15	39.40	204.82	22.73	19683.52	19891.07

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX



TRANSYT 15
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Filename: Duke of York Rbt Option 2a (DS flows).t15

Path: \\uk.wspgroup.com\central data\Projects\700632xx\70063260 - Dover District Council - Local Plan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Transyt

Report generation date: 10/05/2021 10:32:51

»Network Diagrams

«A3 - 2040 DS AM Peak : D3 - 2040 DS AM Peak* :

- »Summary
- »Network Options
- »Arms and Traffic Streams
- »Local OD Matrix - Local Matrix: 1
- »Signal Timings
- »Traffic Stream Results
- »Network Results
- »Point to Point Journey Time
- »Final Prediction Table

File summary

File description

File title	(untitled)
Location	A2 Duke of York Roundabout
Site number	
UTCRegion	
Driving side	Left
Date	24/03/2021
Version	
Status	This model is complete
Identifier	
Client	Dover District Council
Jobnumber	70063260-400
Enumerator	CORP\PickupJ
Description	This mode was built to assess the impact of partial signalisation upon junction capacity.

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber

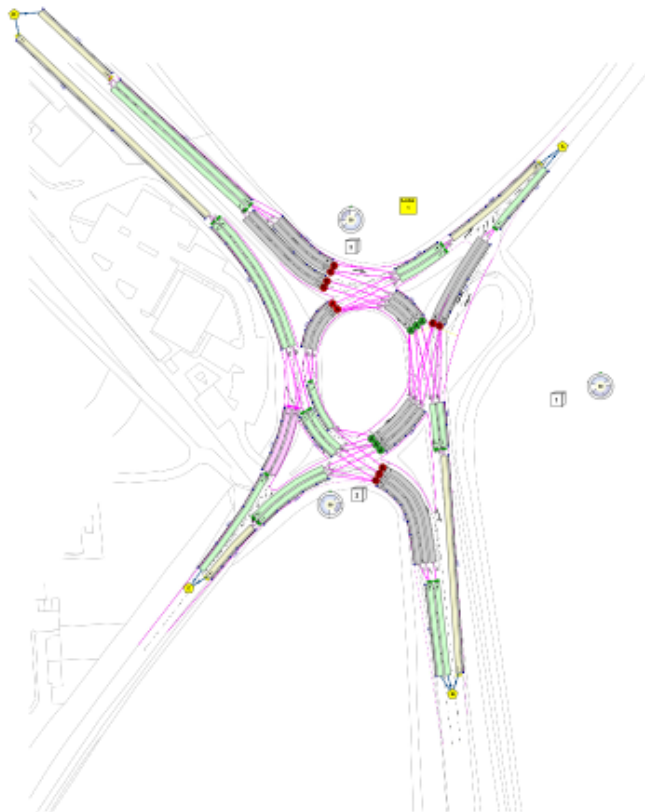
Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	PCU	PCU	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Alphabetical		ID	Normal	Normal	✓

Network Diagrams



(untitled)
 Cyclotime 0s / 50s , Timestep: 49 / 50
 3, 3
 Diagram produced using TRANSYT 15.5.2.7994

A3 - 2040 DS AM Peak

D3 - 2040 DS AM Peak*

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
3	10/05/2021 10:32:16	10/05/2021 10:32:16	08:00	50	213.92	36.90	84.85	A10/2	0	0	A10/2	C10/2	A10

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2040 DS AM Peak		D3	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2040 DS AM Peak				08:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
50		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms ⁻²)	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms ⁻²)	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
	✓		✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
				✓				Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A10	1			✓	50.73	✓	Sum of lanes	1800	✓	1800	✓		Normal	
	2			✓	51.94	✓	Sum of lanes	1800	✓	1800	✓		Normal	
A11	1				200.00	✓	Sum of lanes	1800					Normal	
A20	1			✓	46.48	✓	Sum of lanes	1800	✓	1800	✓		Normal	
	2			✓	43.97	✓	Sum of lanes	1800	✓	1800	✓		Normal	
	3			✓	41.63	✓	Sum of lanes	1800	✓	1800	✓		Normal	
A98	1				200.00								Normal	

A99	1		✓	55.22	✓	Sum of lanes	1800					Normal
	2		✓	56.83	✓	Sum of lanes	1800					Normal
B10	1		✓	54.45	✓	Sum of lanes	1800	✓	1800	✓		Normal
	2		✓	56.95	✓	Sum of lanes	1800	✓	1800	✓		Normal
	3		✓	60.15	✓	Sum of lanes	1800			✓		Normal
B11	1			200.00	✓	Sum of lanes	1800					Normal
	2			200.00	✓	Sum of lanes	1800					Normal
B20	1		✓	64.84	✓	Sum of lanes	1800	✓	1800	✓		Normal
	2		✓	61.52	✓	Sum of lanes	1800	✓	1800	✓		Normal
	3		✓	58.94	✓	Sum of lanes	1800	✓	1800	✓		Normal
B98	1			200.00								Normal
B99	1		✓	58.02	✓	Sum of lanes	1800					Normal
	2		✓	57.21	✓	Sum of lanes	1800					Normal
C10	1		✓	32.95							✓	Normal
	2		✓	34.78							✓	Normal
C11	1			200.00	✓	Sum of lanes	1800					Normal
C20	1		✓	45.10	✓	Sum of lanes	1800	✓	1800			Normal
	2		✓	41.55	✓	Sum of lanes	1800	✓	1800			Normal
C21	1		✓	47.80	✓	Sum of lanes	1800					Normal
C98	1			200.00								Normal
C99	1		✓	63.55	✓	Sum of lanes	1800					Normal
	2		✓	65.30	✓	Sum of lanes	1800					Normal
D10	1		✓	47.21	✓	Sum of lanes	1800	✓	1800	✓		Normal
	2		✓	47.48	✓	Sum of lanes	1800	✓	1800	✓		Normal
D11	1		✓	49.12	✓	Sum of lanes	1800	✓	1800	✓		Normal
	2		✓	51.09	✓	Sum of lanes	1800	✓	1800	✓		Normal
D12	1		✓	85.94	✓	Sum of lanes	1800					Normal
	2		✓	86.79	✓	Sum of lanes	1800					Normal
D13	1			200.00								Normal
D20	1		✓	45.26	✓	Sum of lanes	1800	✓	1800	✓		Normal
	2		✓	42.66	✓	Sum of lanes	1800	✓	1800	✓		Normal
D98	1			200.00								Normal
D99	1		✓	95.22	✓	Sum of lanes	1800					Normal
	2		✓	97.16	✓	Sum of lanes	1800					Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
A10	1	1	(untitled)			1800
	2	1	(untitled)			1800
A11	1	1	(untitled)			1800
A20	1	1	(untitled)			1800
	2	1	(untitled)			1800
	3	1	(untitled)			1800
A98	1	1	(untitled)			
A99	1	1	(untitled)			1800
	2	1	(untitled)			1800
B10	1	1	(untitled)			1800
	2	1	(untitled)			1800
	3	1	(untitled)			1800
B11	1	1	(untitled)			1800
	2	1	(untitled)			1800
B20	1	1	(untitled)			1800
	2	1	(untitled)			1800
	3	1	(untitled)			1800
B98	1	1	(untitled)			
B99	1	1	(untitled)			1800
	2	1	(untitled)			1800
C10	1	1	(untitled)			
	2	1	(untitled)			
C11	1	1	(untitled)			1800
C20	1	1	(untitled)			1800
	2	1	(untitled)			1800
C21	1	1	(untitled)			1800
C98	1	1	(untitled)			
C99	1	1	(untitled)			1800
	2	1	(untitled)			1800
D10	1	1	(untitled)			1800
	2	1	(untitled)			1800
D11	1	1	(untitled)			1800
	2	1	(untitled)			1800
D12	1	1	(untitled)			1800
	2	1	(untitled)			1800
D13	1	1	(untitled)			
D20	1	1	(untitled)			1800
	2	1	(untitled)			1800
D98	1	1	(untitled)			
D99	1	1	(untitled)			1800
	2	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Queue limit (PCU)	Excess queue penalty (£)	Has degree of saturation limit
A10	1	Flare	0	20	100		0.00				
	2	Flare	0	20	100		0.00				
A11	1	NetworkDefault	100	100	100		0.00				
A20	1	CTM	100	100	100		0.00				
	2	CTM	100	100	100		0.00				
	3	CTM	100	100	100		0.00				
A98	1	NetworkDefault	100	100	100		0.00				
A99	1	NetworkDefault	100	100	100		0.00				
	2	NetworkDefault	100	100	100		0.00				
B10	1	Flare	0	20	100		0.00				
	2	Flare	0	20	100		0.00				
	3	NetworkDefault	0	20	100		0.00				
B11	1	NetworkDefault	100	100	100		0.00				
	2	NetworkDefault	100	100	100		0.00				
B20	1	Flare	100	100	100		0.00	✓	2.00	99999.00	
	2	Flare	100	100	100		0.00				
	3	Flare	100	100	100		0.00				
B98	1	NetworkDefault	100	100	100		0.00				
B99	1	NetworkDefault	100	100	100		0.00				
	2	NetworkDefault	100	100	100		0.00				
C10	1	NetworkDefault	100	100	100		0.00				
	2	NetworkDefault	100	100	100		0.00				
C11	1	NetworkDefault	100	100	100		0.00				
C20	1	CTM	100	100	100		0.00				
	2	CTM	100	100	100		0.00				
C21	1	NetworkDefault	100	100	100		0.00				
C98	1	NetworkDefault	100	100	100		0.00				
C99	1	NetworkDefault	100	100	100		0.00				
	2	NetworkDefault	100	100	100		0.00				
D10	1	Flare	0	20	100		0.00				
	2	Flare	0	20	100		0.00				
D11	1	Flare	0	20	100		0.00				
	2	Flare	0	20	100		0.00				
D12	1	NetworkDefault	100	100	100		0.00				
	2	NetworkDefault	100	100	100		0.00				
D13	1	NetworkDefault	100	100	100		0.00				
D20	1	Flare	100	100	100		0.00				
	2	Flare	100	100	100		0.00				
D98	1	NetworkDefault	100	100	100		0.00				
D99	1	NetworkDefault	100	100	100		0.00				
	2	NetworkDefault	100	100	100		0.00				

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	50

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
A10	1	539	539
	2	872	872
A11	1	1211	1211
A20	1	144	144
	2	390	390
	3	390	390
A98	1	1144	1144
A99	1	644	644
	2	500	500
B10	1	220	220
	2	220	220
	3	266	266
B11	1	439	439
	2	266	266
B20	1	328	328
	2	726	726
	3	336	336
B98	1	745	745
B99	1	338	338
	2	408	408
C10	1	431	431
	2	431	431
C11	1	861	861
C20	1	556	556
	2	556	556
C21	1	266	266
C98	1	717	717
C99	1	328	328
	2	390	390
D10	1	390	390
	2	390	390
D11	1	390	390
	2	390	390
D12	1	779	779
	2	779	779
D13	1	1558	1558
D20	1	255	255
	2	255	255
D98	1	1729	1729
D99	1	986	986
	2	743	743

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A10	1	1	B	
	2	1	B	
A20	1	1	A	
	2	1	A	
	3	1	A	
B10	1	2	B	
	2	2	B	
	3	2	B	
B20	1	2	A	
	2	2	A	
	3	2	A	
D10	1	3	B	
	2	3	B	
D11	1	3	B	
	2	3	B	
D20	1	3	A	
	2	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
(ALL)	(ALL)	20.57	35.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
A10	1	1	A11/1	A10/1	5.22	35.00	✓	Straight	Straight Movement
	2	1	A11/1	A10/2	5.34	35.00	✓	Straight	Straight Movement
A20	1	1	D20/2	A20/1	4.78	35.00	✓	Offside	18.57
	2	1	D20/2	A20/2	4.52	35.00	✓	Offside	18.57
	3	1	D11/2	A20/3	4.28	35.00	✓	Straight	Straight Movement
A98	1	1	A99/1	A98/1	20.57	35.00	✓	Straight	Straight Movement
A99	1	1	D10/1	A99/1	5.88	35.00	✓	Nearside	29.20
	2	1	D20/2	A99/2	5.84	35.00	✓	Straight	Straight Movement
B10	1	1	B11/1	B10/1	5.60	35.00	✓	Straight	Straight Movement
	2	1	B11/1	B10/2	5.86	35.00	✓	Straight	Straight Movement
	3	1	B11/2	B10/3	6.19	35.00	✓	Straight	Straight Movement
B20	1	1	A10/1	B20/1	6.67	35.00	✓	Straight	Straight Movement
	2	1	A20/3	B20/2	6.33	35.00	✓	Offside	26.70
	3	1	A20/3	B20/3	6.06	35.00	✓	Offside	26.70
B98	1	1	B99/1	B98/1	20.57	35.00	✓	Straight	Straight Movement
B99	1	1	A20/1	B99/1	5.97	35.00	✓	Offside	67.88
	2	1	A20/2	B99/2	5.88	35.00	✓	Offside	64.57
C10	1	1	C11/1	C10/1	3.39	35.00	✓	Nearside	74.98
	2	1	C11/1	C10/2	3.58	35.00	✓	Nearside	75.84
C20	1	1	B10/1	C20/1	4.64	35.00	✓	Straight	Straight Movement
	2	1	B10/2	C20/2	4.27	35.00	✓	Straight	Straight Movement
C21	1	1	B10/3	C21/1	4.92	35.00	✓	Offside	59.59
									Straight

C98	1	1	C99/1	C98/1	20.57	35.00	✓	Straight	Through Movement
C99	1	1	B10/1	C99/1	6.54	35.00	✓	Nearside	25.57
	2	1	B20/2	C99/2	6.72	35.00	✓	Straight	Straight Movement
D10	1	1	D12/1	D10/1	4.88	35.00	✓	Straight	Straight Movement
	2	1	D12/1	D10/2	4.88	35.00	✓	Straight	Straight Movement
D11	1	1	D12/2	D11/1	5.05	35.00	✓	Offside	55.31
	2	1	D12/2	D11/2	5.28	35.00	✓	Offside	52.48
D12	1	1	D13/1	D12/1	8.84	35.00	✓	Straight	Straight Movement
	2	1	D13/1	D12/2	8.93	35.00	✓	Straight	Straight Movement
D20	1	1	C21/1	D20/1	4.65	35.00	✓	Offside	29.82
	2	1	C21/1	D20/2	4.39	35.00	✓	Offside	28.54
D98	1	1	D99/1	D98/1	20.57	35.00	✓	Nearside	63.13
D99	1	1	C10/1	D99/1	9.79	35.00	✓	Nearside	51.51
	2	1	C20/2	D99/2	9.99	35.00	✓	Straight	Straight Movement
A20	1	2	D10/2	A20/1	4.78	35.00	✓	Straight	Straight Movement
	2	2	D11/1	A20/2	4.52	35.00	✓	Straight	Straight Movement
	3	2	D20/2	A20/3	4.28	35.00	✓	Offside	18.57
A98	1	2	A99/2	A98/1	20.57	35.00	✓	Straight	Straight Movement
A99	1	2	D20/1	A99/1	5.68	35.00	✓	Straight	Straight Movement
	2	2	D10/2	A99/2	5.84	35.00	✓	Nearside	32.51
B20	1	2	A20/2	B20/1	6.67	35.00	✓	Offside	30.01
	2	2	A10/2	B20/2	6.33	35.00	✓	Straight	Straight Movement
	3	2	A10/2	B20/3	6.06	35.00	✓	Straight	Straight Movement
B98	1	2	B99/2	B98/1	20.57	35.00	✓	Straight	Straight Movement
B99	1	2	A10/1	B99/1	5.97	35.00	✓	Nearside	69.13
	2	2	A10/1	B99/2	5.88	35.00	✓	Nearside	72.44
C20	1	2	B20/2	C20/1	4.64	35.00	✓	Offside	12.12
	2	2	B20/3	C20/2	4.27	35.00	✓	Offside	8.81
C21	1	2	B20/3	C21/1	4.92	35.00	✓	Offside	13.07
C98	1	2	C99/2	C98/1	20.57	35.00	✓	Straight	Straight Movement
C99	1	2	B20/1	C99/1	6.54	35.00	✓	Straight	Straight Movement
	2	2	B10/1	C99/2	6.72	35.00	✓	Nearside	25.57
D20	1	2	C10/2	D20/1	4.65	35.00	✓	Straight	Straight Movement
	2	2	C10/2	D20/2	4.39	35.00	✓	Straight	Straight Movement
D98	1	2	D99/2	D98/1	20.57	35.00	✓	Nearside	64.03
D99	1	2	C20/1	D99/1	9.79	35.00	✓	Straight	Straight Movement
	2	2	C10/2	D99/2	9.99	35.00	✓	Nearside	54.82

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
C10	(ALL)	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
1		TrafficStream	C20/1	100	0.29		0	0
		TrafficStream	C20/2	100	0.29		0	0
2		TrafficStream	C20/1	100	0.29		0	0
		TrafficStream	C20/2	100	0.29		0	0
		TrafficStream	C21/1	100	0.29		0	0

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Lane Balancing			✓			✓	1.25		

Normal Input Flows (PCU/hr)

		To			
		A	B	C	D
From	A	0	387	152	672
	B	266	0	0	439
	C	243	0	0	618
	D	635	358	565	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	A	(untitled)	A11/1	A98/1	#0000FF
	B	(untitled)	B11/1, B11/2	B98/1	#FF0000
	C	(untitled)	C11/1	C98/1	#FF0000
	D	(untitled)	D13/1	D98/1	#0000FF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		A	A	A11/1, A10/2, B20/3, C21/1, D20/1, A99/1, A98/1	Normal	0
	10		A	B	A11/1, A10/1, B99/2, B98/1	Normal	194
	10-1		A	D	A11/1, A10/2, B20/2, C20/1, D99/1, D98/1	Normal	336
	10-2		A	B	A11/1, A10/1, B99/1, B98/1	Normal	194
	10-3		A	C	A11/1, A10/2, B20/2, C99/2, C98/1	Normal	0
	10-4		D	A	D13/1, D12/1, D10/2, A99/2, A98/1	Normal	246
	10-7		D	C	D13/1, D12/2, D11/1, A20/2, B20/1, C99/1, C98/1	Normal	176
	12		C	C	C11/1, C10/2, D20/2, A20/3, B20/2, C99/2, C98/1	Normal	0
	13		D	A	D13/1, D12/1, D10/1, A99/1, A98/1	Normal	390
	16		D	C	D13/1, D12/2, D11/2, A20/3, B20/2, C99/2, C98/1	Normal	390
	2		A	A	A11/1, A10/2, B20/3, C21/1, D20/2, A99/2, A98/1	Normal	0
	20		C	D	C11/1, C10/1, D99/1, D98/1	Normal	431
	24		B	B	B11/2, B10/3, C21/1, D20/2, A20/1, B99/1, B98/1	Normal	0
	25		C	B	C11/1, C10/2, D20/2, A20/1, B99/1, B98/1	Normal	0
	28		B	B	B11/2, B10/3, C21/1, D20/2, A20/2, B99/2, B98/1	Normal	0
	29		C	B	C11/1, C10/2, D20/2, A20/2, B99/2, B98/1	Normal	0
	3		B	A	B11/2, B10/3, C21/1, D20/1, A99/1, A98/1	Normal	133
	30		D	B	D13/1, D12/2, D11/1, A20/2, B99/2, B98/1	Normal	214
	31		B	D	B11/1, B10/1, C20/1, D99/1, D98/1	Normal	220
	32		D	D	D13/1, D12/2, D11/2, A20/3, B20/2, C20/1, D99/1, D98/1	Normal	0
	33		C	C	C11/1, C10/2, D20/2, A20/2, B20/1, C99/1, C98/1	Normal	0
	34		B	C	B11/1, B10/1, C99/2, C98/1	Normal	0
	35		B	D	B11/1, B10/2, C20/2, D99/2, D98/1	Normal	220
	36		A	D	A11/1, A10/2, B20/3, C20/2, D99/2, D98/1	Normal	336
	37		D	D	D13/1, D12/2, D11/2, A20/3, B20/3, C20/2, D99/2, D98/1	Normal	0
	39		D	B	D13/1, D12/1, D10/2, A20/1, B99/1, B98/1	Normal	144
	4		B	A	B11/2, B10/3, C21/1, D20/2, A99/2, A98/1	Normal	133
	44		A	C	A11/1, A10/1, B20/1, C99/1, C98/1	Normal	152
	48		C	A	C11/1, C10/2, D20/1, A99/1, A98/1	Normal	122
	49		C	D	C11/1, C10/2, D99/2, D98/1	Normal	188
	6		C	A	C11/1, C10/2, D20/2, A99/2, A98/1	Normal	122
	9		B	C	B11/1, B10/1, C99/1, C98/1	Normal	0

Signal Timings

Network Default: 50s cycle time; 50 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		1	NetworkDefault	50

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1			None		

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	7	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 2	7, 33

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		5
	B	7	

Banned Stage transitions for Controller Stream 1

		To	
		1	2
From	1		
	2		

Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	5
	2	7	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	40	7	17	1	7
	2	✓	2	B	12	33	21	1	7

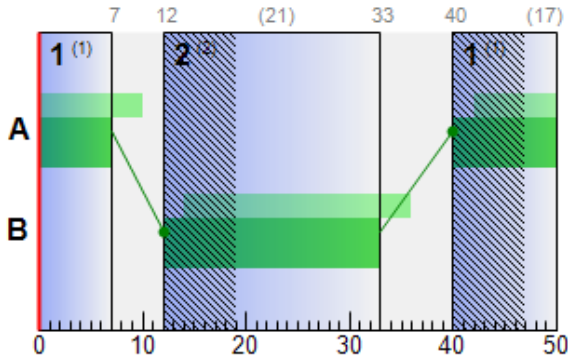
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	40	7	17
	B	1	✓	12	33	21

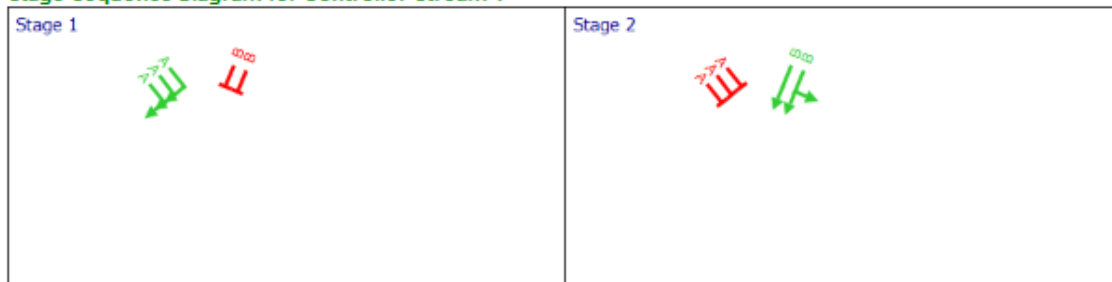
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A10	1		1	B	12	33	21
A10	2		1	B	12	33	21
A20	1		1	A	40	7	17
A20	2		1	A	40	7	17
A20	3		1	A	40	7	17

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Controller Stream 2

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
2	(untitled)		1	NetworkDefault	50

Controller Stream 2 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
2	Unspecified						Absolute

Controller Stream 2 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
2			None		

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
2	(ALL)	(untitled)	7	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
2	1	A	1
	2	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
2	1	(untitled)	Single	1, 2	6, 19

Intergreen Matrix for Controller Stream 2

		To	
		A	B
From	A		5
	B	7	

Banned Stage transitions for Controller Stream 2

		To	
		1	2
From	1		
	2		

Interstage Matrix for Controller Stream 2

		To	
		1	2
From	1	0	5
	2	7	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
2	1	✓	1	A	26	6	30	1	7
	2	✓	2	B	11	19	8	1	7

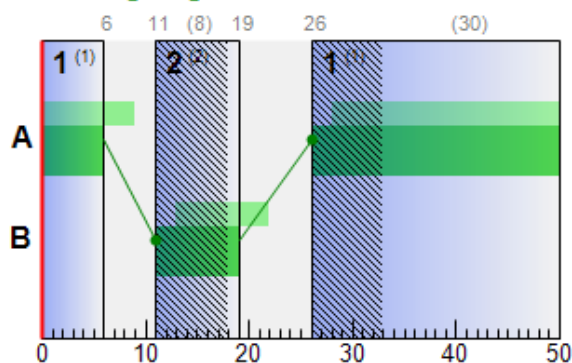
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
2	A	1	✓	26	6	30
	B	1	✓	11	19	8

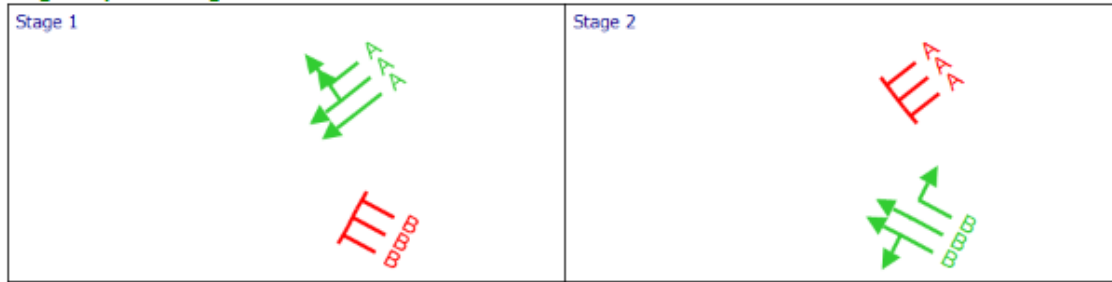
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
B10	1		2	B	11	19	8
B10	2		2	B	11	19	8
B10	3		2	B	11	19	8
B20	1		2	A	26	6	30
B20	2		2	A	26	6	30
B20	3		2	A	26	6	30

Phase Timings Diagram for Controller Stream 2



Stage Sequence Diagram for Controller Stream 2



Controller Stream 3

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
3	(untitled)		1	NetworkDefault	50

Controller Stream 3 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
3	Unspecified						Absolute

Controller Stream 3 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
3			None		

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
3	(ALL)	(untitled)	7	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
3	1	A	1
	2	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
3	1	(untitled)	Single	1, 2	32, 49

Intergreen Matrix for Controller Stream 3

		To	
		A	B
From	A		5
	B	7	

Banned Stage transitions for Controller Stream 3

		To	
		1	2
From	1		
	2		

Interstage Matrix for Controller Stream 3

		To	
		1	2
From	1	0	5
	2	7	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
3	1	✓	1	A	6	32	26	1	7
	2	✓	2	B	37	49	12	1	7

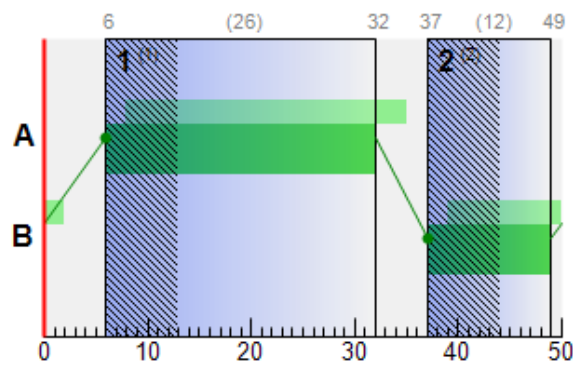
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
3	A	1	✓	6	32	26
	B	1	✓	37	49	12

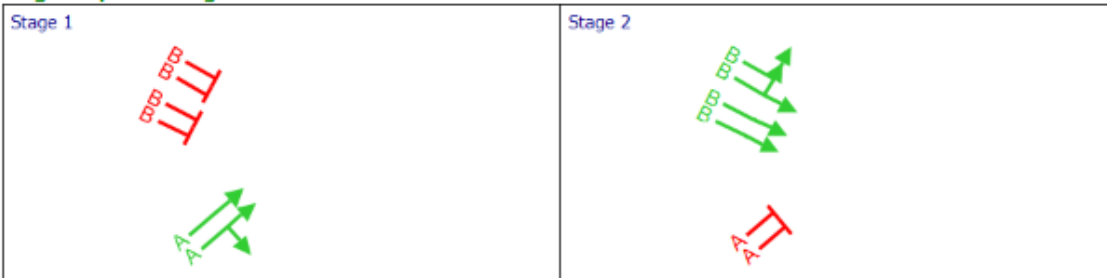
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
D10	1		3	B	37	49	12
D10	2		3	B	37	49	12
D11	1		3	B	37	49	12
D11	2		3	B	37	49	12
D20	1		3	A	6	32	26
D20	2		3	A	6	32	26

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
08:00-09:00	(ALL)	0.00	0.00	0.00	0.00

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A10	1	68	32	540	1800	21	16.02	6.02	68.18	6.82	0.00	6.82
		2	85	6	672	1800	21	24.62	9.41	104.13	13.05	0.00	13.05
	A11	1	67	34	1212	1800	50	2.05	0.69	1.99	9.81	0.00	9.81
	A20	1	22	305	144	1800	17	0.79	0.03	0.39	0.45	0.00	0.45
		2	60	50	389	1800	17	4.14	0.45	5.85	6.35	0.00	6.35
		3	60	50	390	1800	17	4.16	0.45	6.23	6.41	0.00	6.41
	A98	1	0	Unrestricted	1145	Unrestricted	50	0.00	0.00	0.00	0.00	0.00	0.00
	A99	1	38	152	644	1800	50	0.56	0.10	1.04	1.41	0.00	1.41
		2	28	223	501	1800	50	0.39	0.05	0.54	0.76	0.00	0.76
	B10	1	68	33	220	1800	8	30.61	3.33	35.14	5.31	0.00	5.31
		2	68	33	220	1800	8	30.61	3.33	33.60	5.31	0.00	5.31
		3	82	10	266	1800	8	43.15	5.28	50.45	9.06	0.00	9.06
	B11	1	24	268	440	1800	50	0.32	0.04	0.11	0.56	0.00	0.56
		2	15	509	266	1800	50	0.17	0.01	0.04	0.18	0.00	0.18
	B20	1	29	207	327	1800	30	2.90	1.79	15.88	3.74	1.73	5.47
		2	65	38	726	1800	30	5.67	4.30	40.18	16.22	4.67	20.90
		3	30	199	336	1800	30	4.12	3.46	33.71	5.46	3.13	8.59
	B98	1	0	Unrestricted	746	Unrestricted	50	0.00	0.00	0.00	0.00	0.00	0.00
	B99	1	19	379	338	1800	50	0.23	0.02	0.22	0.31	0.00	0.31
		2	23	297	408	1800	50	0.29	0.03	0.33	0.47	0.00	0.47
	C10	1	70	29	431	619	50	8.84	2.94	51.33	15.04	5.11	20.14
		2	73	23	431	588	50	10.97	4.93	81.57	18.65	4.95	23.60
	C11	1	48	88	862	1800	50	0.92	0.22	0.63	3.12	0.00	3.12
	C20	1	31	191	556	1800	50	0.45	0.07	0.88	0.98	0.00	0.98
		2	31	191	556	1800	50	0.45	0.07	0.95	0.98	0.00	0.98
	C21	1	15	509	266	1800	50	0.17	0.01	0.15	0.18	0.00	0.18
	C98	1	0	Unrestricted	717	Unrestricted	50	0.00	0.00	0.00	0.00	0.00	0.00
	C99	1	18	395	327	1800	50	0.22	0.02	0.18	0.29	0.00	0.29
		2	22	315	390	1800	50	0.28	0.03	0.26	0.43	0.00	0.43
	D10	1	83	8	389	1800	12	35.18	6.36	77.50	10.80	0.00	10.80
		2	83	8	390	1800	12	35.44	6.41	77.59	10.90	0.00	10.90
	D11	1	83	8	389	1800	12	35.18	6.36	74.49	10.80	0.00	10.80
		2	83	8	390	1800	12	35.44	6.41	72.11	10.90	0.00	10.90
	D12	1	43	108	779	1800	50	0.76	0.16	1.10	2.34	0.00	2.34
		2	43	108	779	1800	50	0.76	0.16	1.09	2.34	0.00	2.34
	D13	1	0	Unrestricted	1558	Unrestricted	50	0.00	0.00	0.00	0.00	0.00	0.00
	D20	1	26	243	255	1800	26	2.96	1.74	22.07	2.98	1.08	4.06
		2	26	243	255	1800	26	2.96	1.74	23.42	2.98	1.08	4.06
	D98	1	0	Unrestricted	1730	Unrestricted	50	0.00	0.00	0.00	0.00	0.00	0.00
	D99	1	55	64	967	1800	50	1.21	0.33	2.01	4.72	0.00	4.72
2		41	118	743	1800	50	0.70	0.14	0.86	2.06	0.00	2.06	

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	A10	1	540	540	-1		1800	792	68		32	0.00	21
		2	672	672	0		1800	792	85		6	0.00	21
	A11	1	1212	1212	-1		1800	1800	67		34	0.00	50
	A20	1	144	144	0		1800	648	22		305	1.48	17
		2	389	389	1		1800	648	60		50	1.48	17
		3	390	390	-1		1800	648	60		50	1.48	17
	A98	1	1145	1145	-1		Unrestricted	Unrestricted	0		Unrestricted	0.33	50
	A99	1	644	644	0		1800	1800	36		152	0.68	50
		2	501	501	-1		1800	1800	28		223	0.60	50
	B10	1	220	220	-1		1800	324	68		33	0.00	8
		2	220	220	-1		1800	324	68		33	0.00	8
		3	266	266	0		1800	324	82		10	0.00	8
	B11	1	440	440	-1		1800	1800	24		268	0.00	50
		2	266	266	0		1800	1800	15		509	0.00	50
	B20	1	327	327	1		1800	1116	29		207	0.85	30
		2	726	726	-1		1800	1116	65		38	0.75	30
		3	336	336	0		1800	1116	30		199	1.12	30
	B98	1	746	746	-1		Unrestricted	Unrestricted	0		Unrestricted	0.32	50
	B99	1	338	338	-1		1800	1800	19		379	0.64	50
		2	408	408	-1		1800	1800	23		297	0.67	50
	C10	1	431	431	-1	✓	619	619	70		29	0.00	50
		2	431	431	-1		588	588	73		23	0.00	50
	C11	1	862	862	-1	✓	1800	1800	48		88	0.00	50
	C20	1	556	556	-1		1800	1800	31		191	1.23	50
		2	556	556	-1		1800	1800	31		191	1.23	50
	C21	1	266	266	0		1800	1800	15		509	1.50	50
	C98	1	717	717	0		Unrestricted	Unrestricted	0		Unrestricted	0.66	50
	C99	1	327	327	1		1800	1800	18		395	0.94	50
		2	390	390	-1		1800	1800	22		315	1.24	50
	D10	1	389	389	1		1800	468	83		8	0.00	12
		2	390	390	-1		1800	468	83		8	0.00	12
	D11	1	389	389	1		1800	468	83		8	0.00	12
2		390	390	-1		1800	468	83		8	0.00	12	
D12	1	779	779	0		1800	1800	43		108	0.00	50	
	2	779	779	0		1800	1800	43		108	0.00	50	
D13	1	1558	1558	0		Unrestricted	Unrestricted	0		Unrestricted	0.00	50	
D20	1	255	255	-1		1800	972	26		243	0.73	26	
	2	255	255	-1		1800	972	26		243	0.73	26	
D98	1	1730	1730	-1	✓	Unrestricted	Unrestricted	0		Unrestricted	0.27	50	
D99	1	987	987	-1	✓	1800	1800	55		64	0.36	50	
	2	743	743	0		1800	1800	41		118	0.55	50	

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Total stops (Stops per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	A10	1	5.22	16.02	2.40	6.82	76.67	414.00	0.00
		2	5.34	24.62	4.59	13.05	96.28	647.03	0.00
	A11	1	20.57	2.05	0.69	9.81	0.00	0.00	0.00
		1	4.78	0.79	0.03	0.45	0.00	0.00	0.00
	A20	2	4.52	4.14	0.45	6.35	0.00	0.00	0.00
		3	4.28	4.16	0.45	6.41	0.00	0.00	0.00
		1	20.57	0.00	0.00	0.00	0.00	0.00	0.00
	A98	1	5.68	0.56	0.10	1.41	0.00	0.00	0.00
		2	5.84	0.39	0.05	0.76	0.00	0.00	0.00
	B10	1	5.60	30.61	1.87	5.31	107.64	236.80	0.00
		2	5.86	30.61	1.87	5.31	107.64	236.80	0.00
		3	6.19	43.15	3.19	9.06	133.50	355.11	0.00
	B11	1	20.57	0.32	0.04	0.56	0.00	0.00	0.00
		2	20.57	0.17	0.01	0.18	0.00	0.00	0.00
	B20	1	6.67	2.90	0.26	3.74	30.96	101.25	1.73
		2	6.33	5.67	1.14	16.22	37.71	273.76	4.67
		3	6.06	4.12	0.38	5.46	54.51	183.17	3.13
	B98	1	20.57	0.00	0.00	0.00	0.00	0.00	0.00
	B99	1	5.97	0.23	0.02	0.31	0.00	0.00	0.00
		2	5.88	0.29	0.03	0.47	0.00	0.00	0.00
	C10	1	3.39	8.84	1.06	15.04	69.43	299.25	5.11
		2	3.58	10.97	1.31	18.65	67.35	290.27	4.95
	C11	1	20.57	0.92	0.22	3.12	0.00	0.00	0.00
	C20	1	4.64	0.45	0.07	0.98	0.00	0.00	0.00
		2	4.27	0.45	0.07	0.98	0.00	0.00	0.00
	C21	1	4.92	0.17	0.01	0.18	0.00	0.00	0.00
	C98	1	20.57	0.00	0.00	0.00	0.00	0.00	0.00
	C99	1	6.54	0.22	0.02	0.29	0.00	0.00	0.00
		2	6.72	0.28	0.03	0.43	0.00	0.00	0.00
	D10	1	4.86	35.18	3.80	10.80	114.81	446.62	0.00
		2	4.88	35.44	3.84	10.90	115.23	449.38	0.00
	D11	1	5.05	35.18	3.80	10.80	114.81	446.62	0.00
		2	5.26	35.44	3.84	10.90	115.23	449.38	0.00
	D12	1	8.84	0.76	0.16	2.34	0.00	0.00	0.00
		2	8.93	0.76	0.16	2.34	0.00	0.00	0.00
	D13	1	20.57	0.00	0.00	0.00	0.00	0.00	0.00
	D20	1	4.65	2.96	0.21	2.98	24.80	63.25	1.08
		2	4.39	2.96	0.21	2.98	24.80	63.25	1.08
	D98	1	20.57	0.00	0.00	0.00	0.00	0.00	0.00
	D99	1	9.79	1.21	0.33	4.72	0.00	0.00	0.00
2		9.99	0.70	0.14	2.06	0.00	0.00	0.00	

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
08:00-09:00	A10	1	0.00	6.02	8.82	68.18	0.00	0.00	
		2	0.00	9.41	9.03	104.13	0.00	0.00	
	A11	1	0.00	0.69	34.78	1.99	0.00	0.00	
		2	0.00	0.03	8.08	0.39	0.00	5.00	
	A20	1	0.00	0.45	7.85	5.85	0.00	5.00	
		2	0.00	0.45	7.24	6.23	0.00	5.00	
		3	0.00	0.00	34.78	0.00	0.00	0.00	
	A98	1	0.00	0.10	9.80	1.04	0.00	2.00	
	A99	1	0.00	0.05	9.88	0.54	0.00	3.00	
		2	0.00	3.33	9.47	35.14	0.00	0.00	
	B10	1	0.00	3.33	9.90	33.60	0.00	0.00	
		2	0.00	5.28	10.46	50.45	0.00	0.00	
		3	0.00	0.04	34.78	0.11	0.00	0.00	
	B11	1	0.00	0.01	34.78	0.04	0.00	0.00	
		2	0.00	1.79	11.28	15.88	0.00	7.00	
	B20	1	0.00	4.30	10.70	40.18	0.00	7.00	
		2	0.00	3.46	10.25	33.71	0.00	17.00	
		3	0.00	0.00	34.78	0.00	0.00	0.00	
	B98	1	0.00	0.02	10.09	0.22	0.00	10.00	
	B99	1	0.00	0.03	9.95	0.33	0.00	9.00	
		2	0.00	2.94	5.73	51.33	0.00	0.00	
	C10	1	0.00	4.93	6.05	81.57	0.00	0.00	
		2	0.00	0.22	34.78	0.63	0.00	0.00	
	C11	1	0.00	0.07	7.84	0.88	0.00	27.00	
	C20	1	0.00	0.07	7.23	0.95	0.00	27.00	
		2	0.00	0.01	8.31	0.15	0.00	37.00	
	C21	1	0.00	0.00	34.78	0.00	0.00	0.00	
	C98	1	0.00	0.02	11.05	0.18	0.00	19.00	
	C99	1	0.00	0.03	11.36	0.26	0.00	27.00	
		2	0.00	6.36	8.21	77.50	0.00	0.00	
	D10	1	0.00	6.41	8.26	77.59	0.00	0.00	
		2	0.00	6.36	8.54	74.49	0.00	0.00	
	D11	1	0.00	6.41	8.89	72.11	0.00	0.00	
		2	0.00	0.16	14.95	1.10	0.00	0.00	
	D12	1	0.00	0.16	15.09	1.09	0.00	0.00	
		2	0.00	0.00	34.78	0.00	0.00	0.00	
	D13	1	0.00	1.74	7.87	22.07	0.00	0.00	
	D20	1	0.00	1.74	7.42	23.42	0.00	0.00	
		2	0.00	0.00	34.78	0.00	0.00	0.00	
	D98	1	0.00	0.33	16.56	2.01	0.00	0.00	
D99	1	0.00	0.14	16.90	0.86	0.00	0.00		
	2	0.00							

Traffic Stream Results: Flare

Time Segment	Arm	Traffic Stream	Flare present	Flare components	Degree of saturation (%)	Mean max queue (PCU)	Calculated capacity (PCU/hr)	Practical reserve capacity (%)
08:00-09:00	A11	1	✓	CTM flare: A11/1,A10/2,A10/1	93	16.11	1304	-3
	B11	1	✓	CTM flare: B11/1,B10/1,B10/2	83	6.69	530	8
	C21	1	✓	CTM flare: C21/1,D20/1,D20/2	26	3.49	1029	248
	D12	1	✓	CTM flare: D12/1,D10/1,D10/2	93	12.94	837	-3
		2	✓	CTM flare: D12/2,D11/2,D11/1	92	12.94	846	-2

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (PCU)	Max End of Green Queue EoTS (PCU)	Max End of Red Queue EoTS (PCU)	PCU Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A10	1	0.00	0.00	✓	6.02	0.73	5.23	1.00	0.00	6.82
		2	0.00	0.00	✓	9.46	2.31	8.09	1.00	0.00	13.05
	A11	1	0.00	0.00	✓	0.89			1.00	0.00	9.81
	A20	1	0.00	0.00	✓	0.03	0.03	0.03	1.00	0.00	0.45
		2	0.00	0.00	✓	0.45	0.45	0.45	1.00	0.00	6.35
		3	0.00	0.00	✓	0.45	0.45	0.45	1.00	0.00	6.41
	A98	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
	A99	1	0.00	0.00	✓	0.10			1.00	0.00	1.41
		2	0.00	0.00	✓	0.05			1.00	0.00	0.76
	B10	1	0.00	0.00	✓	3.34	0.71	3.28	1.00	0.00	5.31
		2	0.00	0.00	✓	3.34	0.71	3.28	1.00	0.00	5.31
		3	0.00	0.00	✓	5.35	1.80	4.83	1.00	0.00	9.06
	B11	1	0.00	0.00	✓	0.04			1.00	0.00	0.56
		2	0.00	0.00	✓	0.01			1.00	0.00	0.18
	B20	1	0.00	0.00	✓	1.79	0.06	1.37	1.00	0.00	5.47
		2	0.00	0.00	✓	4.30	0.60	3.26	1.00	0.00	20.90
		3	0.00	0.00	✓	3.46	0.06	2.28	1.00	0.00	8.59
	B98	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
	B99	1	0.00	0.00	✓	0.02			1.00	0.00	0.31
		2	0.00	0.00	✓	0.03			1.00	0.00	0.47
	C10	1	0.00	0.00	✓	2.95			1.00	0.00	20.14
		2	0.00	0.00	✓	4.95			1.00	0.00	23.60
	C11	1	0.00	0.00	✓	0.22			1.00	0.00	3.12
	C20	1	0.00	0.00	✓	0.07			1.00	0.00	0.98
		2	0.00	0.00	✓	0.07			1.00	0.00	0.98
	C21	1	0.00	0.00	✓	0.01			1.00	0.00	0.18
	C98	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
	C99	1	0.00	0.00	✓	0.02			1.00	0.00	0.29
		2	0.00	0.00	✓	0.03			1.00	0.00	0.43
	D10	1	0.00	0.00	✓	6.43	1.98	6.19	1.00	0.00	10.80
2		0.00	0.00	✓	6.47	2.01	6.23	1.00	0.00	10.90	
D11	1	0.00	0.00	✓	6.43	1.98	6.19	1.00	0.00	10.80	
	2	0.00	0.00	✓	6.47	2.01	6.23	1.00	0.00	10.90	
D12	1	0.00	0.00	✓	0.17			1.00	0.00	2.34	
	2	0.00	0.00	✓	0.17			1.00	0.00	2.34	
D13	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	
D20	1	0.00	0.00	✓	1.74	0.05	0.88	1.00	0.00	4.06	
	2	0.00	0.00	✓	1.74	0.05	0.88	1.00	0.00	4.06	
D98	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	
D99	1	0.00	0.00	✓	0.33			1.00	0.00	4.72	
	2	0.00	0.00	✓	0.15			1.00	0.00	2.06	

Network Results
Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
3	10/05/2021 10:32:16	10/05/2021 10:32:16	08:00	50	213.92	36.90	84.85	A10/2	0	0	A10/2	C10/2	A10

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s per cycle)	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	85	6	23110	1507	5.75	192.17	21.75	213.92

Network Results: Flows and signals

Time Segment	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s per cycle)
08:00-09:00	23110	23110	-14	✓	85		6	1507

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Total stops (Stops per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	11.60	5.75	36.90	192.17	21.44	4955.94	21.75

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s per cycle)
08:00-09:00	104.13	0.00	207.00

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0.00	0.00	✓	1.00	0.00	0.00	213.92

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

	To				
	A	B	C	D	
From	A	0.0	70.6	81.8	100.7
	B	107.3	0.0	0.0	93.6
	C	72.7	0.0	0.0	65.9
	D	97.1	104.7	116.9	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (PCU/hr)	Normal journey time (s)	Calculated Total Flow (PCU/hr)	Avg journey time (s)
1	A	A	0	0.00	0	0.00
10	A	B	194	70.61	194	70.61
10-1	A	D	338	102.72	338	102.72
10-2	A	B	194	70.63	194	70.63
10-3	A	C	0	0.00	0	0.00
10-4	D	A	246	97.30	246	97.30
10-7	D	C	176	115.18	176	115.18
12	C	C	0	0.00	0	0.00
13	D	A	390	97.02	390	97.02
16	D	C	390	117.68	390	117.68
2	A	A	0	0.00	0	0.00
20	C	D	431	65.30	431	65.30
24	B	B	0	0.00	0	0.00
25	C	B	0	0.00	0	0.00
28	B	B	0	0.00	0	0.00
29	C	B	0	0.00	0	0.00
3	B	A	133	107.41	133	107.41
30	D	B	214	105.90	214	105.90
31	B	D	220	93.77	220	93.77
32	D	D	0	0.00	0	0.00
33	C	C	0	0.00	0	0.00
34	B	C	0	0.00	0	0.00
35	B	D	220	93.35	220	93.35
36	A	D	338	98.75	338	98.75
37	D	D	0	0.00	0	0.00
39	D	B	144	102.84	144	102.84
4	B	A	133	107.14	133	107.14
44	A	C	152	81.76	152	81.76
48	C	A	122	72.85	122	72.85
49	C	D	188	67.30	188	67.30
6	C	A	122	72.57	122	72.57
9	B	C	0	0.00	0	0.00

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
				Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	I we mu
A10	1			1	B	540	1800	21	0.00	68	32	21.23	16.02	76.67	6.02	
	2			1	B	672 <	1800	21	0.00	85	6	29.96	24.62	96.28	9.41 +	
A11	1					1212	1800	50	0.00	67	34	22.62	2.05	0.00	0.69	
A20	1			1	A	144	1800	17	5.00	22	305	5.57	0.79	0.00	0.03	
	2			1	A	389	1800	17	5.00	60	50	8.66	4.14	0.00	0.45	
	3			1	A	390	1800	17	5.00	60	50	8.45	4.16	0.00	0.45	
A98	1					1145	Unrestricted	50	0.00	0	Unrestricted	20.57	0.00	0.00	0.00	
A99	1					644	1800	50	2.00	36	152	6.24	0.56	0.00	0.10	
	2					501	1800	50	3.00	28	223	6.23	0.39	0.00	0.05	
B10	1			2	B	220	1800	8	0.00	68	33	36.22	30.61	107.64	3.33	
	2			2	B	220	1800	8	0.00	68	33	36.47	30.61	107.64	3.33	
	3			2	B	266	1800	8	0.00	82	10	49.34	43.15	133.50	5.28	
B11	1					440	1800	50	0.00	24	268	20.89	0.32	0.00	0.04	
	2					266	1800	50	0.00	15	509	20.74	0.17	0.00	0.01	
B20	1			2	A	327	1800	30	7.00	29	207	9.57	2.90	30.96	1.79	
	2			2	A	726	1800	30	7.00	65	38	11.99	5.67	37.71	4.30	
	3			2	A	336	1800	30	17.00	30	199	10.19	4.12	54.51	3.46	
B98	1				746	Unrestricted	50	0.00	0	Unrestricted	20.57	0.00	0.00	0.00		
B99	1					338	1800	50	10.00	19	379	6.20	0.23	0.00	0.02	
	2					408	1800	50	9.00	23	297	6.18	0.29	0.00	0.03	
C10	1					431	619	50	0.00	70	29	12.23	8.84	69.43	2.94	
	2					431	588	50	0.00	73	23	14.55	10.97	67.35	4.93	
C11	1					862	1800	50	0.00	48	88	21.49	0.92	0.00	0.22	
C20	1					556	1800	50	27.00	31	191	5.09	0.45	0.00	0.07	
	2					556	1800	50	27.00	31	191	4.72	0.45	0.00	0.07	
C21	1					266	1800	50	37.00	15	509	5.09	0.17	0.00	0.01	
C98	1					717	Unrestricted	50	0.00	0	Unrestricted	20.57	0.00	0.00	0.00	
C99	1					327	1800	50	19.00	18	395	6.76	0.22	0.00	0.02	
	2					390	1800	50	27.00	22	315	6.99	0.28	0.00	0.03	
D10	1			3	B	389	1800	12	0.00	83	8	40.04	35.18	114.81	6.36	
	2			3	B	390	1800	12	0.00	83	8	40.32	35.44	115.23	6.41	
D11	1			3	B	389	1800	12	0.00	83	8	40.23	35.18	114.81	6.36	
	2			3	B	390	1800	12	0.00	83	8	40.69	35.44	115.23	6.41	
D12	1					779	1800	50	0.00	43	108	9.80	0.76	0.00	0.16	
	2					779	1800	50	0.00	43	108	9.69	0.76	0.00	0.16	
D13	1					1558	Unrestricted	50	0.00	0	Unrestricted	20.57	0.00	0.00	0.00	
D20	1			3	A	255	1800	26	0.00	26	243	7.62	2.96	24.80	1.74	
	2			3	A	255	1800	26	0.00	26	243	7.35	2.96	24.80	1.74	
D98	1					1730	Unrestricted	50	0.00	0	Unrestricted	20.57	0.00	0.00	0.00	
D99	1					987	1800	50	0.00	55	64	11.00	1.21	0.00	0.33	
	2					743	1800	50	0.00	41	118	10.70	0.70	0.00	0.14	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2806.09	111.36	23.40	36.90	192.17	21.75	0.00	213.92
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians								
TOTAL	2806.09	111.36	23.40	36.90	192.17	21.75	0.00	213.92

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX





Appendix D - Housing Completions

WSP ID	Application Number	Side Address	Household Completions since 2015
S_2000	13/00798	97 & 97A High Street, Wingham	2
S_2001	16/01115	Lenacre Court Farm, Lenacre Lane, Whitfield,	2
S_2002	18/01350	North Court Cottage, West Stourmouth	1
S_2003	16/01161	Bisley Nursery, The Street, Worth, CT14 0DD	30
S_2004	15/01133	Phase 1, B1, Part 2, Aylesham Village Expansion, Aylesham, CT3 3BW (Persimmon Homes)	69
S_2005	15/01225	Land adjoining Mill Field, New Street, Ash, CT3 2BD	10
S_2006	16/00968	Land at West Side, Westside, East Langdon, CT15 5JG	10
S_2007	16/00521	Land east of 1 & 2, Woodnesborough Lane, Eastry, CT13 0DX	12
S_2008	17/00468	Site at 3 Malvern Meadow, Temple Ewell	1
S_2009	13/00261	Former Barwick Site, Coombe Valley Road, Dover, CT17 0EY	24
S_2010	16/00172	6 Park Avenue, Dover,	1
S_2011	17/00054	Site at King Lear PH, Old Folkestone Road, Aycliffe	8
S_2012	18/00596	9 St James Street, Dover	1
S_2013	17/01502	11 Maison Dieu Place	1
S_2014	17/01498	Land to the rear of 48 Valley Road & Fronting Beresford Road, River	1
S_2015	17/01360	28 Priory Hill	2
S_2016	17/00903	1st, 2nd & 3rd floors, Riverside, 27 Castle Street, Dover	3
S_2017	17/00489	Site at Kingdom Hall, North Military Road, Dover	4
S_2018	16/01211	149 Capel Street, Capel-le-Ferne, CT18 7EY	0
S_2019	16/01034	Land adjacent to 36 Westside, East Langdon, CT15 5JG	1
S_2020	15/00908	Cliffe Place, Station Road, St. Margaret's-at-Cliffe, CT15 6ES	0
S_2021	16/01249	Red Lion PH, Kingsdown Road, St Margaret's-at-Cliffe	1
S_2022	15/00490	Upper Freedown, Kingsdown Road, St Margaret's at Cliffe	2
S_2023	17/00698	Limes Business Centre, 6 Broad Street, Deal	1
S_2024	14/00852	22 Harold Road, Deal	1
S_2025	17/01400	297 London Road, Deal	1
S_2026	16/00282	Land adjacent to Wychway, The Rise, Kingsdown	1
S_2027	17/00268	Forge House & land rear of Dover Road, Ringwould	1
S_2028	18/00106	Hygeia, 106 Wellington Parade, Kingsdown	1
S_2029	17/00383	Land at and adjoining Gillows, Hawksdown, Walmer	1
S_2030	17/00648	32 Station Road, Walmer	1
S_2031	17/00450	Railway Hotel, 85 Station Road, Walmer	7
S_2032	11/00430	35 Ark Lane, Deal	1
S_2033	16/00838	22, 24 & 24A, Mill Hill, Deal	0
S_2034	13/00972	Part of, 86 Liverpool Road, Walmer, Deal	1
S_2035	14/00556	Folly Cottage, 14 High Street, Wingham	1
S_2036	15/00292	Red Lion, Canterbury Road, Wingham	2
S_2037	16/00666	1 The Old Fairground, High Street, Wingham	1
S_2038	17/01382	64-65 High Street, Wingham	-1
S_2039	17/00548	Land adjacent to the White Horse, Church Hill, Eythorne	2
S_2040	17/01392	Preston Garage, The Street, Preston	1
S_2041	15/00821	Former Nursery and Builders Yard, The Forstal, Preston	2
S_2042	16/01482	Largs, Mill Lane, Shepherdswell	0
S_2043	16/00212	Barn at Barton Farm, Westmarsh, Ash,	1
S_2044	17/00731	The Diary, Drove Farm, Drainless Road, Eastry	1
S_2045	14/00642	Hammill Brickworks, Hammill, Woodnesborough	20
S_2046	15/00323	Barn and Stables at Saunders House, Saunders Lane, Ash	1
S_2047	17/00702	Land Fronting, 92A The Street, Ash	1
S_2048	17/01418	30/32 The Street, Ash	1
S_2049	16/00874	The Black Barn, Hoaden Court Farm, Overland Lane, Ash	1
S_2050	17/00003	Orchard Lea, The Street, Staple	1
S_2051	16/01191	Orchard Lea, The Street, Staple	2
S_2052	17/01534	Land adjoining Fairways, Beacon Lane, Woodnesborough	1
S_2053	18/01246	37 The Street, Ash	1
S_2054	18/00041	31 Dorman Avenue North, Aylesham	1
S_2055	17/00277	Fairview House, 22 Park Avenue, Dover	0
S_2056	18/00765	Church Farm, Church Lane, West Langdon	4
S_2057	18/00658	Caravan Plot 4, Rose Garden, Hay Hill	2
S_2058	05/01375	No 1 & land adjoining North Barrack Road, Walmer	4
S_2059	10/00022	39 Adelaide Road, Elvington	2
S_2060	10/01143	Sundown, 15 Watersend, Temple Ewell	1
S_2061	11/00173	11A Archers Court Road, Whitfield	1
S_2062	10/01132	Former Car Sales site, St Martins Yard, East Side, Lorne Road, Dover	17
S_2063	11/00985	80-81 London Road, Dover	2
S_2064	12/00770	Land Between 82 - 92, Wellington Parade, Walmer, CT14 8AD	2
S_2065	13/00424	Land adjoining 1 Ingleside Cottages, Gore Lane, Eastry, CT13 0ED	2
S_2066	13/00669	25 Cannon Street, Deal CT14 6QA	2
S_2067	14/00157	9 & 10 Mansion Gardens & Land at DHB Club, Port Zone, Willingdon Road, Whitfield	1
S_2068	14/00367	Upper floors, 1 & 2 Church Street, Dover	1
S_2069	14/00190	134-135 Snargate Street, Dover	3
S_2070	13/00945	Land between Deal & Sholden, Church Lane, Sholden, Deal (Timperley Place)	230
S_2071	14/00343	Land adjoining 49 Balmoral Road, Kingsdown	1
S_2072	14/00534	Land rear of Fire Station, Reach Road, St Margaret's at Cliffe	1
S_2073	13/01099	149-156 Snargate Street, Dover	9
S_2074	14/00729	Land rear of 16 Gore Terrace, Eastry	1

WSP ID	Application Number	Side Address	Household Completions since 2015
S_2075	14/00637	Clooneavin, Victoria Road, Kingsdown	1
S_2076	13/01115	Rear of 44 Salisbury Road & fronting Park Avenue, Dover	1
S_2077	14/01059	The Stable Block, adj to Great Knell Farm Cottage, Knell Lane, Ash	1
S_2078	14/01018	Knapp Cottage, Old Park Hill, Dover, CT16 2GR	2
S_2079	15/00205	Land r/o 14 - 16 Sandwich Road, Whitfield	3
S_2080	15/00174	Site at St Andrew's Rectory, London Road, Dover, CT17 0TF	1
S_2081	15/00636	42 The Strand, Walmer, CT14 7DX	2
S_2082	15/00471	215 London Road, Dover, CT17 0TD	2
S_2083	15/00120	Hope Inn, High Street, St Margaret's at Cliffe, CT15 6AT	6
S_2084	15/00557	1 & 3 Lower Rowling Cottages, Rowling, Goodnestone, CT3 1PU	3
S_2085	15/00652	Land adjacent to Sagana Lodge, Gore Lane, Eastry, CT13 0ED	1
S_2086	15/00947	Beulah House, 94 Crabble Hill, Dover, CT17 0SA	3
S_2087	15/00482	Guy's Cliff, Chalk Hill Road, Kingsdown, CT14 8DP	2
S_2088	15/00896	Worth Depot, Deal Road, Worth, CT14 0BQ	1
S_2089	15/01142	Land adjacent to 129 Mill Hill, Deal, CT14 9JB	1
S_2090	15/01234	The Yard, 109 Station Road, Walmer, CT14 7RL	1
S_2091	15/01004	Phase 1, B1 Part 1, Aylesham Village Expansion, Aylesham (Persimmon Homes)	71
S_2092	16/00078	Site at No.s 7-9, Templar Road, Temple Ewell, CT16 3DL	1
S_2093	16/00328	The Retreat, Old Roman Road, Martin Mill, CT15 5JY	1
S_2094	15/00926	105 Mill Hill, Deal, CT14 9ER	2
S_2095	16/00214	Land at Warden House Mews, Deal, CT14 9WD	1
S_2096	16/00284	Church Hall, Stanley Road, Deal, CT14 7BT	1
S_2097	16/00503	38 Cherry Tree Avenue, Dover, CT16 2NL	1
S_2098	16/00009	62 Nursery Lane, Whitfield, CT16 3EX	1
S_2099	16/00702	Coach House, Old Downs Farm, Guilford Road, Sandwich Bay, CT13 9PF	2
S_2100	15/00639	Old School & Curfew House, Kingsdown Road, St. Margaret's-at-Cliffe, CT15 6AZ	3
S_2101	16/00781	Land Opposite Forstal Cottage, The Forstal, Preston, CT3 1DT	1
S_2102	16/00540	The Old Butchers, 31 High Street, Wingham, CT3 1AB	3
S_2103	15/00730	Land adjacent to 53, Church Path, Deal, CT14 9TH	1
S_2104	16/00403	11 Vale View Road, Aylesham, CT3 3DB	1
S_2105	16/00041	Pilgrims Nook, Willow Woods Road, Sutton, CT15 5BH	4
S_2106	16/00849	18 Salisbury Road, Dover, CT16 1EU	3
S_2107	16/00966	14 Norman Street, Dover, CT17 9RS	2
S_2108	16/00867	91-95, Folkestone Road, Dover, CT17 9SD	9
S_2109	16/01017	Hillside, Collingwood Road, St. Margaret's-at-Cliffe, CT15 6EX	2
S_2110	16/01174	Land Adjoining Nemesis, Queensdown Road, Kingsdown, CT14 8EF	1
S_2111	16/01011	Rosehurst, 162 Church Path, Deal, CT14 9TU	6
S_2112	16/01142	3 The Conifers, Cross Road, Walmer, CT14 9FZ	1
S_2113	16/00980	20 The Marina, Deal, CT14 6NG	3
S_2114	16/00594	180 London Road, Deal, CT14 9PT	3
S_2115	16/01334	161 Snargate Street, Dover, CT17 9BZ	1
S_2116	16/01418	26, 28 and 30, Fisher Street, Sandwich, CT13 9EJ	2
S_2117	16/00866	Townsend Paddock, Townsend Farm Road, St. Margaret's-at-Cliffe, CT15 6JJ	6
S_2118	16/01417	Site at Cressener's, Gore Lane, Eastry, CT13 0LN	1
S_2119	16/01125	Dene Cottage, Meadow View Road, Shepherdswell, CT15 7PL	1
S_2120	16/01433	32 Orchard Avenue, Deal, CT14 9RW	2
S_2121	16/01315	Land to the rear of 39 & 41 including access strip, New Street, Ash, CT3 2BH	2
S_2122	17/00014	1 & 2 North Corner Cottages, Saddlers Hill, Goodnestone	1
S_2123	16/01268	Barn at Deerson Farm, Deerson Lane, Preston, CT3 1EX	1
S_2124	16/01119	Land adjacent to Marshlands, Jubilee Road, Worth, CT14 0DT	2
S_2125	16/01317	Land adjacent to 1 Church Farm Cottages, Jubilee Road, Worth	2
S_2126	17/00313	Unit 3, West View Farm, Cop Street Road, Ash	2
S_2127	17/00004	Doctors surgery, 13a Queen Street, Deal	3
S_2128	17/00073	Land to the rear of 100 and access, Church Lane	2
S_2129	17/00533	14 De Burgh Hill, Dover	2
S_2130	16/00994	47 Castle Street, Dover	1
S_2131	17/00325	Land rear of 22 St Leonards Road, Deal	1
S_2132	17/00832	Land at Belvedere Gardens, Deal	1
S_2133	16/01396	Queen Street Surgery & Access 13a Queen Street, Deal	5
S_2134	17/00294	Land adjacent to Oak Farm Barn, The Street, Preston	1
S_2135	17/00583	Land adj to 2 Ottawa House, Dover	1
S_2136	17/00411	Site at 279 St Richards Road, Deal	1
S_2137	17/00276	108 Maison Dieu Road, Dover	1
S_2138	16/00472	Land adjacent to 17 Downs Close, East Studdal, CT15 5BY	1
S_2139	17/01359	8 Gerald Palmy Court, Western Road, Deal	1
S_2140	07/00098	Site of King Lear PH, Old Folkestone Road, Aycliffe	12
S_2141	09/00873	Land at Golf Road/Cannon Street, Deal	13
S_2142	11/00127	45 Granville Road, St Margaret's Bay	1
S_2143	11/00887	Site at 3 Herschell Road East, Walmer	1
S_2144	12/00329	Ronaldene, Ellens Road, Deal, CT14 9JJ	1
S_2145	12/00476	41 Stanhope Road, Deal, CT14 6AD	1
S_2146	10/01065	Land North East of Sandwich Road (A258) and North West of Sholden New Road, Sholden (Sholden New Fields)	71
S_2147	13/00132	9-15 Station Road, Walmer, Deal, CT14 7QR	2
S_2148	13/00700	8 St Georges Passage, Deal, CT14 6TA	2
S_2149	13/00195	Chitty's Mill, Lower Mill Lane, Deal, CT14 9AG	1

WSP ID	Application Number	Side Address	Household Completions since 2015
S_2150	13/00779	Workshop Adjacent to, Northcote Road, Deal, CT14 7BZ	1
S_2151	13/00370	St Giles Cottage & Access, Old Folkestone Road, Aycliffe, Dover, CT17 9HB	12
S_2152	13/00607	Site at Phase 1A - Whitfield Urban Extension, Whitfield, Dover (Abbey Homes)	63
S_2153	14/00233	2 The Old Fairground, High Street, Wingham	1
S_2154	14/00249	Site at 144 Canterbury Road, Lydden	2
S_2155	14/00301	Land at corner of Beaconsfield Road and Millais Road, Dover	4
S_2156	13/00962	Rear of St Mary's Meadow, Wingham	1
S_2157	14/00432	137 Folkestone Road, Dover	4
S_2158	13/01044	Land rear of and 59 New Street, Sandwich	1
S_2159	14/00320	Gregory's Yard, rear of 67 High Street, Wingham	4
S_2160	14/00245	The Follies, Downs Road, East Studdal	1
S_2161	14/00912	Site rear of 15 Bewsbury Crescent, Whitfield	1
S_2162	14/00909	43 Swaynes Way, Eastry	1
S_2163	14/00913	Julia, Overland, Ash	1
S_2164	14/00021	Land rear of Palmerston, Lighthouse Road, St Margaret's Bay	1
S_2165	14/01146	Land adjacent to 162 Mongeham Road, Deal	1
S_2166	14/01207	Site adjacent to 9 Orchard Avenue, Deal	1
S_2167	15/00083	Land at Elm Farm House, Archers Court Road, Whitfield	3
S_2168	14/01014	Site at Garden House, Kingsdown Hill, Kingsdown, CT14 8EA	1
S_2169	15/00164	April Cottage, Ellens Road, Deal, CT14 9JJ	1
S_2170	15/00193	Beggars Leap, Lower Mill Lane, Deal, CT14 9AG	1
S_2171	15/00388	27 Victoria Road, Deal, CT14 7AS	1
S_2172	14/00910	Former Site of Powell Print, 57 Coombe Valley Road (Care Home)	1
S_2173	15/00423	21 Market Street, Sandwich CT13 9DA	4
S_2174	15/00502	The Ark, Short Street, Chillenden, CT3 1PR	1
S_2175	15/00581	Longmete Barn, Longmete Road, Preston, CT3 1EY	1
S_2176	15/00296	Site R/O The Shrubbery, St Margarets Road, St. Margaret's Bay, CT15 6EQ	1
S_2177	15/00662	Land r/o 37 Eythorne Road and fronting The Glen, Shepherdswell, CT15 7PG	1
S_2178	15/00196	Land between 115 & The Vineries, New Street, Ash, CT3 2BW	1
S_2179	15/00712	44 Salisbury Road, Dover, CT16 1EY	1
S_2180	15/00797	Site of the former Woodnesborough Village Hall, The Street, Woodnesborough, CT13 0NQ	1
S_2181	15/00946	R/O 19 St Marys Meadow, Wingham, CT3 1DF	1
S_2182	15/01240	Land to the rear of 100, Church Path, Deal, CT14 9TJ	1
S_2183	15/01122	157 & 158 London Road, Dover, CT17 0TG	1
S_2184	16/00310	The Spa Barn, Walleys Court Hotel, Dover Road, St. Margaret's-at-Cliffe, CT15 6EW	1
S_2185	16/00385	117-120, Snargate Street, Dover, CT17 9DA	4
S_2186	16/00370	199 London Road, Dover, CT17 0TF	1
S_2187	13/01037	Snowdown Working Men's Club, Snowdown, Aylesham, CT15 4JL	8
S_2188	15/00327	Site at, 43 Dola Avenue, Deal, CT14 9QH	9
S_2189	16/00668	5 Ranelagh Road, Deal, CT14 7BG	1
S_2190	16/00860	Grosvenor Mansions, including, 1-11 Queen Street, Deal, CT14 6ET	6
S_2191	16/00951	45 Castle Street, Dover, CT16 1PT	1
S_2192	15/01167	Land at and land rear of 104-106, Church Lane, Deal, CT14 9QL	12
S_2193	16/01306	Old Stables, East Side Farm, The Street, East Langdon, CT15 5JF	1
S_2194	04/00261	Land at 89 Northwall Road, Deal	5
S_2195	09/01187	Former Motorline Site, Coombe Valley Road, Dover	17
S_2196	11/00965	Land West & South of Stoneleigh & Village Hall, The Street, Woodnesborough	24
S_2197	12/00045	Site R/O, Old Park Close, Dover	9
S_2198	12/00311	Land adjacent 223C, Mill Road, Deal, CT14 9BQ (Former South Deal County Primary School)	11
S_2199	13/00309	Land rear of 19-37 Woodnesborough Road, Sandwich, CT13 0AA	2
S_2200	14/00611	Land at Station Road, St Margaret's at Cliffe	3
S_2201	14/01192	Lasletts Yard, Marshborough Road, Woodnesborough, CT13 0PE	12
S_2202	04/00938	Prince of Wales House, Princes Street, Dover	20
S_2203	08/00750	1 Dickson Road, Dover	1
S_2204	09/00930	Quarterdeck and 37 Beach Street, Deal	14
S_2205	10/01069	Elvington Working Mens Club, Chaucer Road, Elvington	3
S_2206	11/00214	29 Crabble Hill, Dover	1
S_2207	11/00319	126-128 London Road, Dover	2
S_2208	11/00361	55 Westcourt Lane, Shepherdswell	1
S_2209	11/00639	30-30a Mill Hill, Deal	5
S_2210	11/00787	25 High Street, Dover	2
S_2211	12/00032	223 St Richards Road, Deal, CT14 9LF	2
S_2212	12/00112	Land Adjoining Bay Hill House, The Droveyway, St. Margaret's Bay, CT15 6DJ	1
S_2213	12/00128	Land Rear of 147, London Road, Dover, CT17 0TG	1
S_2214	12/00234	Land R/O 124 Church Path, Deal, CT14 9TN	1
S_2215	12/00443	8 Clarendon Place, Dover, CT17 9QB	2
S_2216	12/00541	The Nursery, Minnis Lane, River, Dover, CT15 7DN	1
S_2217	12/00700	Blue Berries Early Centre and Education Centre, 10 Dover Road, Sandwich	10
S_2218	12/00730	Cardrona, Minnis Lane, River, Dover, CT17 0PT	1
S_2219	12/00828	Part of 223A Telegraph Road, Deal, CT14 9DU	1
S_2220	12/00873	St Ives, New Road, Eythorne, CT15 4DF	1
S_2221	13/00030	Site R/O 273 & 275 & Access, St Richards Road, Deal, CT14 9LF	1
S_2222	13/00070	Charlton Centre, High Street, Dover, CT16 1TT	14
S_2223	13/00095	Wheelwrights Arms P.H., Chaucer Crescent, Dover, CT16 2BN	4
S_2224	13/00211	23 Cherry Tree Avenue, Dover, CT16 2NL	1

WSP ID	Application Number	Side Address	Household Completions since 2015
S_2225	13/00406	Sampson Court, Mongeham Road, Deal, CT14 9PX	81
S_2226	13/00522	Bede and Dunstan Houses, College Road, Deal, CT14 6DA	16
S_2227	13/00789	Part of Orchard House, Egerton Road, Temple Ewell, Dover, CT16 3AF	1
S_2228	13/00918	Site rear of 38 & 42 St Patricks Road & fronting Western Road, Deal	1
S_2229	13/00921	12-14, Castle Street, Dover, CT16 1PW	8
S_2230	13/00926	Land adjacent 28 Priory Hill, Dover, CT17 0AA	1
S_2231	13/01004	Site next to, 3 Warwick Road, Walmer, Deal, CT14 7HT	2
S_2232	13/01008	St John's Ambulance Hall, Mill Hill, Deal	10
S_2233	13/01059	Land rear of 22-24 Mill Hill, Deal CT14 9EN	4
S_2234	14/00072	Old Rectory Residential Home, Sandwich Road & 2, Gardners Close, Ash	2
S_2235	14/00082	10-12 South Court, Deal	3
S_2236	14/00143	site adjacent to Greenleaves, Kingsdown Hill, Kingsdown	1
S_2237	14/00201	120 Sandown Road, Deal	1
S_2238	14/00357	Land adjoining 52 Salisbury Road, St Margaret's Bay	1
S_2239	14/00389	70 Liverpool Road, Walmer	1
S_2240	14/00420	12 & 12A Delf Street, Sandwich	3
S_2241	14/00442	The Bull Inn, High Street, Eastry	1
S_2242	14/00481	31 Kings Avenue, Sandwich Bay, Worth	1
S_2243	14/00493	Hope Inn, 144 Canterbury Road, Lydden	1
S_2244	14/00593	18A Beauchamp Avenue, Deal	1
S_2245	14/00623	4 St George's Passage, Deal	1
S_2246	14/00725	Finchley Farm, Overland, Ash	1
S_2247	14/00740	Hazeldene, Alkham Valley Road, Alkham	1
S_2248	14/00821	13 Westcourt Lane, Shepherdswell, Dover, CT15 7PT	1
S_2249	14/00853	Pine Cottage, Manor Avenue, Deal	1
S_2250	14/01006	Land rear of 82-84 Canterbury Road, Lydden	1
S_2251	14/01060	Land at 65 Eythorne Road, Shepherdswell	1
S_2252	14/01090	107 London Road, Temple Ewell, Dover, CT16 3BY	4
S_2253	14/01118	61 Canterbury Road, Lydden, CT15 7ET	1
S_2254	14/01215	Stables, The White House, Sandwich Road, Eastry	1
S_2255	15/00073	Land Rear of Cranbrook, Dover Road, Guston, Dover, CT15 5EN	4
S_2256	15/00132	Land Between 17 - 23, Cross Road, Deal, CT14 9LB	2
S_2257	15/00158	26 Dorset Gardens, Walmer, CT14 7SS	1
S_2258	15/00192	First & Second Floors, 60 Castle Street, Dover, CT16 1PJ	2
S_2259	15/00206	31 College Road, Deal, CT14 6DD	1
S_2260	15/00245	Land to the rear of 84 & 86, Church Lane, Deal, CT14 9QL	2
S_2261	15/00261	27-29, Coombe Valley Road, Dover, CT17 0TT	2
S_2262	15/00333	2 The Old Print House, Russell Street, Dover, CT16 1PX	1
S_2263	15/00348	6 Sondes Road, Deal, CT14 7BW	2
S_2264	15/00522	Units 2A & 2B, West View Farm, Cop Street, Ash, CT3 2DN	1
S_2265	15/00575	134 - 135, Snargate Street, Dover, CT17 9DA	1
S_2266	15/00766	1A Erith Street, Dover, CT17 0EJ	1
S_2267	15/01223	10 Tower Hamlets Road, Dover, CT17 0BJ	1
S_2268	19/00845	Land rear of 32 Cannon Street, Deal ,CT14 6QA	1
S_2269	19/00735	12 Albert Road ,CT16 1RD	1
S_2270	19/00720	Mobile Home, 155 Mongeham Road ,CT14 9LL	1
S_2271	19/01510	The Old Railway Station, Mobile Home, Canterbury Road,CT3 1NH	1
S_2272	19/01265	Land west of Highlands, Ringwould Road ,CT14 8DJ	1
S_112	07/01081	Aylesham Village Expansion, Aylesham	173
S_113	16/00180	Aylesham Village Expansion, (Phase1B), Aylesham (Barratt Homes)	277
S_114	16/00985	Phase 1B2 & IB3 Aylesham Village Expansion, Aylesham (Persimmon Homes)	162
S_116	15/00878	Phase 1 & Sub Phase 1A, WUE (land south east of Archers Court Road, Whitfield) (Phillip Jeans - Richmond Park)	90
S_117	17/01525	Phase 1, WUE, Whitfield	27
S_120	16/00136	Land on the south side of Singledge Lane, Whitfield	87
S_121	01/01167	Land north of River Stour & including part of Sandwich Ind Estate, Ramsgate Road	8
S_122	06/01455	Buckland Paper Mill, Crabble Hill, Dover	13
S_124	15/00256	Land at Salvatori, North and South of Grove Road, Preston, CT3 1EF (Preston Grange)	68
S_125	18/00199	Land on the north east side of Grove Road, Preston	2
S_126	15/00702	Land at Salvatori, North and South of Grove Road, Preston (separate to Preston Grange)	2
S_128	16/01026	Land SW at Hammill Brickworks, Hammill Road, Woodnesborough	5
S_130	16/01434	Former Barwick Site, Coombe Valley Road, Dover	16
S_131	16/00502	Land off Ark Lane, Deal ,CT14 6PX	23
S_135	17/00810	Anchor Works, West Street, Deal	12
S_136	16/00017	Land at North Barrack Site, (East Section) Trafalgar Drive	25
S_138	17/00962	2-9 Cambridge Terrace, Dover	25
S_139	17/00387	Part of Wingham Court, Hawarden Place, Canterbury Road, Wingham	3
S_140	17/00892	Former Greyhound PH, Dorman Avenue South	14
S_142	16/01476	Land to the rear of Hyton Drive and Roman Close, Church Lane, Sholden	70
S_147	17/00826	Weighside House, Sandwich Road, Whitfield	5
S_148	11/00747	Land rear of 100 Folkestone Road, Dover	1
S_133	15/00525	Land south of New Dover Road, Capel-le-Ferne (Jarvis Homes)	34
S_154	15/00176	Site at, 90 Golf Road, Deal,	1
S_155	15/00326	Site adjoining 3 Valley View, Wigmore Lane, Eythorne, CT15 4AU	1
S_156	14/01058	Land Rear of No 7, Church Lane, Deal	1
S_164	15/00899	Orchard Lea, The Street, Staple	1

WSP ID	Application Number	Side Address	Household Completions since 2015
S_169	15/01060	Box Tree Cottage, Hangman's Lane, Ringwould, CT14 8HW	1
S_170	15/00638	Land at Upton House, 4 Mill Lane, Shepherdswell	2
S_171	15/00701	Anchorage & Collingwood Cottage, Collingwood Road, St. Margaret's-at-Cliffe, CT15 6EZ	0
S_173	15/00986	Coach House, High Street, Wingham	1
S_178	16/00007	Land and Garages rear of and including 4 & 5, The Droveaway, St. Margaret's Bay, CT15 6DH	3
S_179	16/00152	4 Priory Street, Dover	1
S_180	15/00123	Land at 191 and Forge Bungalow, London Road, Temple Ewell	5
S_183	16/00055	The Wilderness and The Former All Saints Church, Church Lane, West Stourmouth, CT3 1HS	1
S_192	16/00992	50 Castle Street, Dover,	2
S_195	16/01154	Tractor Shed and Hay Barn, Upper Goldstone Farm, Upper Goldstone, Ash, CT3 2DN	1
S_201	18/00404	Solanum, Felderland Lane, Worth, CT14 0BX	1
S_202	16/00947	24 Westcourt Lane, Shepherdswell,	1
S_205	16/01384	Deaconland Farm, Deacon Lane, Preston	1
S_207	16/01256	Site Adjoining The Cottage, St Monicas Road, Kingsdown	1
S_224	17/00900	Land adj to Alice Cottage, Cherry Lane, Great Mongeham	3
S_225	17/01073	Marley Farm Nurseries, Marley Lane, Finglesham	1
S_232	16/01342	Land adjacent to the Hope Inn, Canterbury Road, Lydden	1
S_234	18/00610	1 Luckett Cottages, The Street, Preston	-1
S_236	17/00197	48-50 London Road, Dover	1
S_237	17/00201	Land at junction of Winehouse Lane & Capel Street, Capel-le-Ferne	2
S_240	17/00697	Canton, Downs Road, East Studdal	1
S_241	17/00267	Land adjoining Sunhillow, Gore Road, Eastry	3
S_248	17/00984	Brick Oast Upper Goldstone Farm, Cop Street, Ash	1
S_251	17/00657	Barn A, Goss Hall, Gosshall Lane, Ash	2
S_253	17/00481	Southlands Farm, Knell Lane, Ash	3
S_262	16/01242	Gt Mongeham House, Northbourne Road, Gt Mongeham	1
S_266	17/01121	Dublin Man of War PH, Lower Road, River	8
S_269	17/01256	Cedarlea, Victoria Road, Kingsdown	1
S_270	17/01474	3 Channel Lea, Walmer	1
S_274	17/01304	15 Castle Street, Dover	1
S_277	16/00530	Site adj to 5 Friends Close, Deal	1
S_281	17/01504	Land adj to Pegasus, London Rd, Sholden	2
S_284	17/00994	111 Rectory Road, Deal	1
S_293	17/01098	50 & 51 Biggin Street, Dover	7
S_295	17/01004	Eastwood Manor, High Street, Wingham	2
S_298	16/01029	Land adjoining 1 Catherine Cottages, Alkham Valley Road, Alkham	1
S_301	16/01387	Land adjacent to 120 New Street, Ash	2
S_302	16/01444	Land adjacent to The Caravan, Westcourt Lane, Shepherdswell	2
S_306	17/00425	Land adjacent to 75 Trinity Place, Deal	1
S_312	17/00448	Former Old Chapel Tea Shop, Sea Street, St Margarets	1
S_314	18/00665	355 London Road, Deal	1
S_316	18/00122	Land rear of 18-20 Park Street & fronting West Street, Deal	1
S_320	18/00865	25 Cattle Market, Sandwich	1
S_322	18/00348	72 Clarendon Place, Dover	1
S_331	18/00485	59 Biggin Street, Dover	1
S_334	18/00572	Land rear of 49 Church Lane, Deal	1
S_339	18/00440	23 Templar Street, Dover	1
S_340	18/00067	The Forge, 83 Church Hill, Shepherdswell	1
S_342	18/00503	Resthaven, Queens Road, Ash	2
S_345	18/00382	Old Barn House, Townsend Farm Road, St Margarets at Cliffe	1
S_358	18/00670	140 West Street, Deal	2
S_359	17/01462	173-175 Beach Street, Deal	1
S_365	18/00606	Land adjacent to 180 London Road, Deal	1
S_368	18/01070	59 Gladstone Road, Walmer	0
S_370	17/00483	Solleys Farm House, The Street, Worth	1
S_375	18/01029	51 Church Lane, Deal	1
S_377	18/00751	Land between 5 & 6 Woodside Close, Kearsney	2
S_383	18/01145	Minters Barn, Durlock Road, Ash	1
S_384	18/01308	Rookery Farm, Longmete Road, Preston	3
S_385	18/01227	5 Allenby Avenue, Deal	1
S_391	18/00949	Part of Piglet Place, Fleming Road, Barnsole, Staple	1
S_403	18/01291	60 Nursery Lane, Whitfield, Dover	1
S_409	16/01050	Woodside Residential Home, Whitfield Hill, Whitfield	8
S_410	18/00950	313 Dover Road, Walmer, Deal	2
S_1074	18/00663	Plots 17 & 24 Bisley Nurseries, The Street, Worth	6
S_1075	18/00888	Manor View Nursery, Lower Road, Temple Ewell	14
S_1087	18/01358	36 Blenheim Road, Deal	-1
S_1089	19/00863	37-39 High Street, Dover	2
S_1092	19/01411	Telegraph Inn, 1 Hamilton Road, Deal	1
S_1095	19/00545	37-39 High Street, Dover	2
S_1096	19/00083	Land north of 8 Sunnybank, Adelaide Road, Eythorne	5
S_1098	19/00641	2-8 Worthington Street, Dover	3
S_1099	19/00581	Southdown House, Easole Street, Nonington	1
S_1100	19/00109	162 Shargate Street, Dover	1
S_1105	19/00587	Agricultural Building at Richborough Farm, Richborough Road, Richborough Sandwich	1

WSP ID	Application Number	Side Address	Household Completions since 2015
S_1108	19/00683	Land to the rear of Sutherland, Dover Road, Ringwould	1
S_1110	19/00551	Sushael, Denton Lane, Wootton	1
S_1113	19/00173	The Cottage, Rusham Road, Shatterling	0
S_1116	19/00139	Townsend Bungalow, Station Road, St Margarets at Cliffe	1
S_1122	18/00444	West View, Cop Street, Ash	1
S_1125	19/00454	Windy Peak, 53 Granville Road, St Margarets Bay	1
S_1127	19/00549	22 Meryl Gardens, Walmer	1
S_1133	19/00752	Lydden Garage, 166 Canterbury Road, Lydden	1
S_1135	19/00968	Ham Barn, Updown Road, Ham, Northbourne	1
S_1137	19/01103	Store to the rear of 6 The Strand, Walmer	1
S_1138	19/00838	45 Eythorne Road, Shepherdswell	1
S_1144	19/00883	Preston Village Store, The Street, Preston	1
S_1157	19/01331	58 Biggin Street, Dover	2
S_1166	19/01471	Wind Torn, Hardy Road, St Margarets at Cliffe	1
S_1173	20/00015	Land rear of Jasmine Cottage, Saunders Lane, Ash	1
S_1174	20/00039	Land between Look Cottage and Rose Cottage, The Forstal, Preston	1
S_20338	20/00463	Former Tilmanstone Colliery, Pike Road, Tilmanstone	1
S_20339	20/00316	20 Wood Street, Dover	-1
S_20340	20/00249	9 Park Avenue, Dover	-1
S_20341	19/00419	Brambley Hedge, Tower Street, Dover	10
S_20342	18/00692	Land and Garages rear of and including 4 & 5, The Droveaway, St. Margaret's Bay,	2
S_20343	19/01131	Old Tractor Shed, Langdon Avenue, Ash	1
S_20344	15/00771	Engine Sheds and access at Hammill Brickworks, Hammill Road	5
S_20345	20/00863	Telephone Exchange, Mill Lane, Eastry	1
S_20346	19/01213	Upper Goldstone Farm, Cop Street Road, Ash	1
S_20347	18/00892	Land on the West side of Albert Road, Deal	24
S_20348	19/01258	Land off, Station Road, Walmer	10
S_20349	19/00699	Land at 111 to 115 Folkestone Road, Dover	8
S_20350	20/01475	7a Hayward Close, Deal	1
S_20351	19/00368	13 Castle Street, Dover	1
S_20352	20/00515	43 Biggin Street, Dover	3
S_20353	20/00305	10 High Street, Dover	1
S_20354	20/00940	2-8 Worthington Street, Dover	2
S_20355	20/00553	34a London Road, Dover	1
S_20356	19/01361	Site at Summerfield Farm, Barnsole Road, Barnsole, Staple,	1
S_20357	18/01374	Unit 2 Barns at Highleas, Old Court Hill Aylesham	1
S_20358	20/00647	Carriers Arms PH, 12 West Street, Dover	1
S_20359	20/00906	Walletts Cottage, Dover Road, Westcliffe	-1
S_20360	20/00024	Barn at Guilford Farm, Singledge Lane, Coldred	2
S_20361	19/00025	Phase 2 Aylesham Village Expansion, Land east of Bluebell Drive, Aylesham	41
S_20362	20/00728	1 High Street, Dover	1
S_20363	18/01119	Phase 4 Aylesham Village Expansion	82
Total			2,852



Appendix E - Employment Completions

Employment Completions

WSP ID	Application Number	Site Address	Employment Land Use	Area Completed Since 2015 (sqm)	Job Completions Since 2015*
E_1009	15/00049	Site adjacent to Visitor Centre, Langdon Cliffs	SG	73	1
E_1012	15/00429	Carers' Support (Canterbury, Dover & Thanet), 80, Middle Street	B1a	25	2
E_1015	15/00947	Beulah House, 94 Crabble Hill	C1	-8	-4
E_1017	15/00929	The Old Colliery, Staple Road	B1a; B2; B8	-681	-15
E_1019	16/00152	4 Priory Street	B1a	-63	-5
E_1020	16/00323	The Old Lantern, The Street	A4	7	0
E_1023	16/00284	Church Hall, Stanley Road	D2	-166	-2
E_1024	16/00645	Premier Inn Hotel, Marine Court, Marine Parade	C1	26	13
E_1026	16/00820	Recording Studio, Kent International campsite,	B1a	9	1
E_1028	16/00898	9 Biggin Street	A2; SG		-1
E_1034	17/00065	9 Biggin Street	B1a	-85	-7
E_1033	16/00307	10 Market Place	A1; A5		
E_1041	17/00136	The Rose Hotel, 91 High Street	A4	8	0
E_1044	17/00448	Former Old Chapel Tea Shop, Sea Street, St Marg's	D1	-96	-1
E_1053	17/00305	Land to the south of Honeywood Parkway, WCBP	D2	5700	81
E_1057	17/00698	The Limes Business Centre, 6 Broad Street	B1a	-91	-8
E_1060	17/00823	Land south side of Honeywood Parkway WCBP	B8	5040	65
E_1061	17/01037	115 High Street	A1; D1		-4
E_1063	17/01023	Aylesham Welfare Leisure Centre, Spinney Lane	D2	15	0
E_1066	17/01106	Tilmanstone Salads, Millyard Way	B8	60	1
E_1068	17/01143	Cowshed, Finchley Farm, Overland	A2	65	4
E_1073	17/00776	The Qube, St Radigunds Road	D2	-2440	-35
E_1075	17/01267	Site north side of Walmer Scout Hut, Marine Road	A1	36	2
E_1076	17/01304	15 Castle Street, Dover	A2	-148	-9
E_1077	17/01382	64-65 High Street	A2	80	5
E_1079	17/01336	74-94, High Street	A1; D2		-87
E_1080	17/01098	50 & 51 Biggin Street	A1	-48	-3
E_1087	17/00903	1st & 2nd floors riverside, 27 Castle Street, Dover	B1a	-165	-14
E_1088	17/00962	2-9 Cambridge Terrace	B1a	-2934	
E_1090	17/01121	Dublin Man of War PH, Lower Road, River	A4	-140	-8
E_1094	18/00356	7 Market Square (Dickens Corner)	A3	-52	-3
E_1095	18/00453	6 Bench Street	A1; SG		-4
E_1096	17/01447	Land at Vicarage Lane, Tilmanstone CT14 0JG	D2	-57	-1
E_1097	18/00042	The Drill Hall, The Quay	A3	505	29
E_1100	18/00439	10 Delf Street	A1; A4		
E_1103	18/00438	Valeside Services B3, Unit B2B, The Old Boatyard, Sandwich Industrial Estate	SG	221	4
E_1111	18/00455	7 Castle Street	A2	-155	-10
E_1113	18/00596	9 St James Street	A2	-200	-13
E_1114	18/00068	McDonalds Restaurant, Sandwich Road	A5	66	4
E_1115	18/00668	The Firs, 114 Dover Road	D1	-250	-3
E_1117	18/00185	Megger Ltd, Archcliffe Road	B8	-608	-8
E_1120	18/00537	Ground floor, Travelodge, St James Retail Park	A4; A5		
E_1121	18/00670	140 West Street	B1a	-62	-5
E_1126	18/00502	104-106 High Street	A1	-84	-5
E_1129	18/00899	Former Co-op Store, 55-61 Castle Street	A1; B1a; B8; D2	-1	-40
E_1132	18/00830	31 Biggin Street	A1; A4		
E_1134	18/00538	63-65 Sandwich Road	B1_B8; D1	497	6
E_1135	18/00941	Instro-Precision Site, Discovery Park, Ramsgate Road	B2	28	1
E_1136	18/00692	Land & garages rear of & including 4 & 5 The Droveaway, St Margarets Bay	A1	-79	-5
E_1145	18/01084	Co-op Foodstore, Park Street	A1	-1964	-112
E_1147	18/01078	1 The Droveaway, St Margarets Bay CT15 6DH	A1; A3; A4		0
E_1151	18/01246	37 The Street	A5	-54	-3
E_1152	18/01187	52 Middle Street, Deal, CT14 6HT	A1; A3	-94	-5
E_1156	18/00966	8 Odo Road, Dover	A1	8	0
E_1157	19/00040	39A King Street, Sandwich CT13 9BL	A1; A3	-62	-4
E_1159	18/01378	Ashen Tree House, Ashen Tree Lane	D1	-137	-1
E_5000	12/00218	Baypoint Club, Ramsgate Road	A3; D2	201	6
E_5001	13/00574	143-144, Snargate Street	A1	123	7
E_5002	13/00371	10, Victoria Road	A1; A3		
E_5003	14/00190	134 - 135, Snargate Street	A2	-290	-18
E_5004	14/00441	The Bull Inn, High Street	A4	-465	-27
E_5005	14/00524	24, Dover Road	A1	8	0
E_5006	14/00493	Hope Inn, 144, Canterbury Road	A4	-29	-2
E_5007	14/00689	152, High Street	A1; A3	40	2
E_5008	14/01140	Former Public Conveniences, Beach Street	A3	57	3
E_5009	15/00304	7 Park Place, Dover	A4	37	2
E_5010	15/00274	Curfew Cottage, Sea Street	A3	12	1
E_5011	15/00050	8 Park Place, Dover	A3; SG		3
E_5012	15/00271	Barn at Adelaide Farm House, Sandwich Rd	A1; B8		2
E_5013	15/00411	352 Dover Rd, Walmer	A3	20	1
E_5014	10/01069	Elvington Working Mens Club, Chaucer Road	A4	-550	-31
E_5015	15/00474	47 Strand Street & 37 Harnett St	A3	56	3
E_5016	15/00719	Ground floor, 107 High Street	A3; A4		
E_5017	15/00870	329 Dover Road, Walmer	A1; A4		
E_5018	15/00897	29 Strand Street	A1; D2		0
E_5019	15/00575	134 - 135 Snargate Street	A2	-83	-5
E_5020	15/01117	41 High Street, Dover	A1; D1		-8
E_5021	13/01044	Land rear of & 59, New Street	A2	-60	-4
E_5023	15/01122	157 & 158 London Rd, Dover	A1	-61	-3
E_5024	13/00319	Units 2, 3 and 4, Millyard Way	B1c; B2; B8	1206	30
E_5025	13/01059	Land rear of 22-24, Mill Hill	B8	-240	-3

WSP ID	Application Number	Site Address	Employment Land Use	Area Completed Since 2015 (sqm)	Job Completions Since 2015*
E_5026	14/00549	The Old Harbour Station, Elizabeth Street	B1a; D1	277	209
E_5027	14/01012	Saxon House, Willingdon Road, Port Zone, Old Park Estate	B1a	153	13
E_5028	14/01084	Unit 4, Covert Road	B8	12853	99
E_5029	15/00152	Priority Freight, Units 6 -7, Menzies Rd, Old Park, Whitfield	B1a	128	11
E_5030	15/00130	Site at Intercorp, Broad Lane	B8	988	13
E_5031	15/00314	2 Waterworks Cottage, Waterworks Lane	B1a; B8	38	1
E_5032	15/00529	Part 2nd Floor, Maybrook House, Queens Gardens	B1a; D1		-14
E_5033	15/00522	Units 2a & 2b West View Farm, Cop St	B1	-182	-5
E_5034	15/00348	6 Sondes Road	B1a	-38	-3
E_5035	14/00301	Land at corner of Beaconsfield Road and Milais Road	B8	-150	-2
E_5036	14/00320	Gregory's Yard, r/o, 67, High Street	B8	-550	-7
E_5037	15/00388	27 Victoria Road (floorspace approx)	B1a	-94	-8
E_5038	14/00910	Former site of Powell Print, 57 Coombe Valley Road	B1a	-708	-61
E_5039	11/00333	Denton Village Hall, Bakery Lane	D1	32	0
E_5040	12/00966	Gazen Salts Recreation Ground, Strand Street	D2	96	1
E_5041	13/00355	Kingsdown International Scout Camp, The Avenue	D2	54	1
E_5042	13/00790	36, 37 and 38, London Road	D2	25	0
E_5043	13/00879	Downs Sailing club, The Strand	D2	64	1
E_5044	11/00965	Land West & South of Stoneleigh & Village Hall, The Street	D1	230	2
E_5045	12/00700	Blue Berries Early Care and Education Centre, 10, Dover Road	D1	-1208	-12
E_5046	14/00569	Deal Town Football Club, St Leonards Road	D2	55	1
E_5047	14/00985	Market Place Surgery, Cattle Market	D1	207	2
E_5048	14/01090	107, London Road	D1	-100	-1
E_5049	15/00764	30 Victoria Road	D1	13	0
E_5050	15/01026	30 Mill Hill	D2	19	0
E_5051	15/00798 15/00797	Site of Woodnesborough Village Hall, The Street, Woodnesborough	D2	-185	-3
E_5052	15/00441	The White Horse, Church Hill	C1	5	3
E_5053	09/00930	Quarterdeck and 37, Beach Street	A1; A3	522	30
E_5054	14/00195	139, Folkestone Road	A1; B8	455	18
E_5055	14/00378	Land off Honeywood Parkway, White Cliffs Business Park	A3	246	14
E_5056	07/01081	Aylesham Village, Kent, Spinney Lane and Cooting Road, Area banded to the north by B2046 public footpath EE286A	A1	477	27
E_5057	14/00358	Wingham Wildlife Park, Rusham Road	SG	1510	25
E_5058	14/00634	Dover Ford Garage, Crabble Hill	SG	10	0
E_5059	15/01036	Land adjacent to Lime Kiln R/D	SG	75	1
E_5060	13/00907	St James's Site (DT1Z) between Townwall Street, Castle Street/King Street, Russell Street, Woolcomber Street	A1; A3; B1a; D2	3080	-184
E_5061	14/00418	Maxteds Pet Shop, 136, High Street	A1; B1a	70	5
E_5062	15/00246	Garden of Aylesham House, Dorman Avenue South	A1; A3	60	3
E_5063	15/00288	18 Hope Road	A1; D2		-4
E_5064	15/00423	21 Market St, Sandwich	A2	34	2
E_5065	16/00572	The Politicians Daughter, 32-33 High Street	A1; A3	100	6
E_5066	16/00439	64 & 66 Cornwallis Avenue	A1	6	0
E_5067	16/00279	Newcastle House, Newcastle Lane	A1	-17	-1
E_5068	16/00021	47 High Street	A1; A3		
E_5069	16/00411	50 High Street	A3; A5		
E_5070	15/01126	67 Cornwallis Avenue	A1; A3	54	3
E_5071	16/00796	88 Mill Hill	A1; SG		3
E_5072	16/00825	1 The Street	A1	26	1
E_5073	13/01037	Snowdown Working Men's Club, Snowdown	A4	-462	-26
E_5074	16/00809	208 Coombe Valley Road	A1; A3		
E_5075	16/00860	Grosvenor Mansions 1-11 Queen St	A1	-400	-23
E_5076	16/00598	60 King Street	A1; A3		
E_5077	16/01006	20c King Street	A1; D2		-2
E_5078	16/00927	10 King Street	A2; A3		0
E_5079	16/00821	The Salutation, Knightrider Street	A3; C1	232	21
E_5080	17/00122	65 The Strand	A1; A3	-42	-2
E_5081	16/00370	199, London Road	A1	-50	-3
E_5082	16/00994	47 Castle Street	A2	-18	-1
E_5083	13/00287	Preston Village Stores, The Street	A1	45	3
E_5084	15/00120	Hope Inn, High Street	A4	-290	-17
E_5085	16/00687	40 Dover Road	A1	-25	-1
E_5086	16/00912	41 Castle Street	A2	-90	-6
E_5087	13/01001	Building 528, (East Side) Pfizer Ltd, Ramsgate Road	B8	122	2
E_5088	14/00728	Site adjacent to The Old Boiler House, Menzies Road, Old Park	B1a; B1b	128	7
E_5089	15/00319	Homestead, Doctors Lane	B1a; B8	23	1
E_5090	14/01213	The Barn rear of 7 Millfield St	B8	670	9
E_5091	16/00289	VAG Spares, Sandwich Ind Estate	B1c	61	1
E_5092	16/00332	Freight Terminal Lydden Hill	B1a	260	22
E_5093	16/00385	117-120 Snargate Street	B1a; B8	-198	-11
E_5094	16/00951	45 Castle Street	B1a	-140	-12
E_5095	16/00792	Former Factory Site, Lorne Rd	B2; B1_B8		-6
E_5096	16/01185	Statenborough Farm, Sandwich Rd	B2	230	6
E_5097	16/01120	Coxhill Farm, Coxhill	B1c	11	0
E_5098	15/01137	Preston Nursery, The Street	B1a; B8	60	8
E_5099	16/00992	50 Castle Street	B1a	-202	-17
E_5100	12/00476	41, Stanhope Road	D1	220	2
E_5101	12/00577	Woodnesborough Football Club, Foxborough Hill	D2	78	1
E_5102	14/01069	Sandwich Lawn Tennis Club, Sandown Road	D2	98	1
E_5103	15/00098	Site adjacent Viking House, Menzies Road, Old Park	D1	2399	24
E_5104	15/00731	P.A.D. & Co. land N.E. of Southwall Rd	D1	45	0
E_5105	15/00300	Site of Dover Athletic FC	D2	285	4
E_5106	12/00745	Site junction of Willingdon Road, Menzies Road, Old Park	D1	233	2

WSP ID	Application Number	Site Address	Employment Land Use	Area Completed Since 2015 (sqm)	Job Completions Since 2015*
E_5107	16/00037	The Old Harbour Station, Elizabeth Street	D2	150	2
E_5108	16/00310	The SPA Barn, Wallets Court Hotel, Dover Rd	C1; D2	-198	-4
E_5109	16/00668	5 Ranelagh Road	C1	-6	-3
E_5110	15/00847	15 Norman Street	C1	6	3
E_5111	16/00718	Units 4-6, Whitfield Court, Honeywood Close	B1; D1		-10
E_5112	16/00191	Unit 1, Whitfield Court, Honeywood Close	B1_B8; D2		0
E_5113	13/00261	Former Barwick Site, Coombe Valley Road	B1c	-170	-4
E_5114	16/00450	April Lodge, Thornton Lane	SG	13	0
E_5115	14/00367	Upper Floors, 1 & 2, Church Street	A3	-75	-4
E_5116	15/00346	8 Victoria Rd, Deal	A3	76	4
E_5117	16/00503	38 Cherry Tree Avenue	A1	-40	-2
E_5118	16/01334	161 Snargate Street	A4	-38	-2
E_5119	16/01012	The Booking Hall, Old Harbour Station, Elizabeth St	A1; A4		
E_5120	15/01008	Tilmanstone Salads, Millyard Way	B8	1785	23
E_5121	15/01234	The Yard, 109 Station Road	B1a	64	6
E_5122	16/00805	The Boiler House, Menzies Road, Old Park	B1a	126	11
E_5123	17/00313	West View Farm, Cop Street Rd	B1a	-40	-3
E_5124	16/00602	Site at Battle of Britain Memorial	D1	38	0
E_5125	16/01208	Rose Hotel, 91 High St	C1	8	4
E_5126	15/00430	Discovery Park, land west of Ramsgate Rd, Sandwich	B2	2059	57
E_5127	16/00045	Discovery Park, Site north East Ramsgate Rd,	B2	4162	116
E_5128	16/00976	Land at Honeywood Parkway, WCBP	A1	2760	158
E_5129	15/00595	Site west side of Woolcomber Street & South of St James Street	A3; C1	923	101
E_5130	16/01453	19 Salisbury Road	SG	149	2
E_5131	17/00948	The former Shepherdswell Post Office, 1 Church Hill	A1	-36	-2
E_5132	17/00893	9 Beauchamp Avenue	A1; A5		
E_5133	16/01087	2 South Street	A4; A5	55	3
E_5134	17/00337	121 High Street	A1; B1a	-32	-2
E_5135	17/00039	Fiveways, The Cross	A3	81	5
E_5136	16/01292	Great Hougham Court Farm, Gravel Lane	A2	-64	-4
E_5137	17/00085	14a King Street	A1; A5		
E_5138	17/00907	Site at Park Farm, Queens Road	A3	74	4
E_5139	17/01367	16 & 16a High Street, Deal	A1; A3	35	2
E_5140	17/00370	Bays 2 & 3 former Britland site, Pike Road	B2	600	17
E_5141	16/01199	Site at Knell Farm, Knell Lane	B1a	68.4	6
E_5142	17/00574	Land adjoining The Old Boiler House, Menzies Road, Old Park	B1a	72	6
E_5143	17/01289	Unit 1, Primrose Industrial Estate, Coombe Valley Road	B2	380	11
E_5144	17/01317	Site at St Margaret's Farm, Napchester Road	B1c; SG	106	2
E_5145	17/00004	Doctors Surgery, 13a Queen Street	D1	-83	-1
E_5146	16/01396	Queen Street Surgery, Surgery & Access, 13a Queen Street	D1	-428	-4
E_5147	17/00276	108 Maison Dieu Road	C1	-9	-5
E_5148	17/00500	Land at Honeywood Parkway, WCBP	B1_B8	1176	15
E_5149	15/00292	Red Lion PH, Canterbury Road, Wingham	A4; A5	-191	-11
E_5150	17/00163	2 New Street	A1	-115	-7
E_5151	16/01249	Red Lion PH, Kingsdown Rd, At Margarets	A4	-216	-12
E_5152	17/00488	2b New Street	B1a	-230	-20
E_5153	17/00489	Site at Kingdom Hall, North Military Road, Dover	D2	-228	-3
E_8009	17/00952	Site at Tilmanstone Works, Pike Road, Tilmanstone	B1a	79	
E_8014	19/00328	Lucida Studios, East Street Farm, East Street	B1	148	4
E_8017	19/00514	Envirograf House, Pie Factory Road	B1c	295	6
E_8060	19/01357	Shingleton Farm, Thornton Road, Tilmanstone	B1_B8	450	6
D_8071	19/01494	1 Cannon Street Dover CT16 1BY	A4; B1a	143	10
D_8076	20/00214	Perrys Ford, Honeywood Parkway, White Cliffs BP	SG	92	2
D_8081	20/00322	First floor, 6 Victoria Road, Deal	A1; D2		-3
D_8083	19/01060	Solton Manor, Solton Lane, East Langdon	D2	486	7
D_8084	20/00185	17-19 Sheridan Road, Dover	A1	-145	-8
D_8085	20/00553	34a London Road, Dover	A1	-63	-4
D_8089	20/00316	20 Wood Street, Dover	SG	36.7	1
D_8090	20/00609	Unit 24, St James's, Dover CT16 1QD	A1; SG		-6
D_8091	20/00564	20 Biggin Street, Dover	A1; D1		-8
D_8092	20/00714	50 Biggin Street, Dover	A1; A4		
D_8093	20/00539	3 The Units, Granville Street, Dover	A1; SG	-28	0
D_8094	20/00647	Carriers Arms PH, 12 West Street, Dover	SG	-90	-2
D_8097	20/00766	77 London Road, Dover	A1; A5		
D_8101	20/00940	2-8 Worthington Street, Dover	A1	-169	-10
D_8102	20/00716	37 The Street, Ash	C1	2	1
D_8103	20/00863	Telephone Exhchange, Mill Lane, Eastry	B1	-46	-1
D_8105	20/00305	10 High Street, Dover	A5	-40	-2
D_8106	19/00800	The Courtyard Oyster Bar & Restaurant, The Old Coach House, Sondes Road, Deal CT14 7BW	A3	92	5
D_8107	20/00853	Jewson, 77 Albert Road, Deal CT14 9RA	SG	-75	-1
D_8111	20/01119	29 London Road, River	C1	-2	-1
D_8113	20/00515	43 Biggin Street, Dover	A1	-246	-14
Total				37,227	369

* Blank cells indicate no net change



Appendix F - Extant Housing Sites

Extant Housing Sites with Planning Permission

WSP ID	Application Number	Site Address/Location	Extant Housing
S_2003	16/01161	Bisley Nursery, The Street, Worth, CT14 ODD	15
S_112	07/01081	Aylesham Village Expansion, Aylesham	0
S_117	17/01525	Phase 1, WUE, Whitfield	5
S_120	16/00136	Land on the south side of Singledge Lane, Whitfield	46
S_121	01/01167	Land north of River Stour & including part of Sandwich Ind Estate, Ramsgate Road	221
S_122	06/01455	Buckland Paper Mill, Crabble Hill, Dover	34
S_124	15/00256	Land at Salvatori, North and South of Grove Road, Preston, CT3 1EF (Preston Grange)	2
S_125	18/00199	Land on the north east side of Grove Road, Preston	6
S_126	15/00702	Land at Salvatori, North and South of Grove Road, Preston (separate to Preston Grange)	1
S_136	16/00017	Land at North Barrack Site, (East Section) Trafalgar Drive	5
S_139	17/00387	Part of Wingham Court, Hawarden Place, Canterbury Road, Wingham	5
S_140	17/00892	Former Greyhound PH, Dorman Avenue South	3
S_147	17/00826	Weighside House, Sandwich Road, Whitfield	8
S_133	15/00525	Land south of New Dover Road, Capel-le-Ferne (Jarvis Homes)	6
S_154	15/00176	Site at, 90 Golf Road, Deal,	1
S_170	15/00638	Land at Upton House, 4 Mill Lane, Shepherdswell	1
S_171	15/00701	Anchorage & Collingwood Cottage, Collingwood Road, St. Margaret's-at-Cliffe, CT15 6EZ	1
S_178	16/00007	Land and Garages rear of and including 4 & 5, The Droeway, St. Margaret's Bay, CT15 6DH	0
S_180	15/00123	Land at 191 and Forge Bungalow, London Road, Temple Ewell	3
S_183	16/00055	The Wilderness and The Former All Saints Church, Church Lane, West Stourmouth, CT3 1HS	1
S_202	16/00947	24 Westcourt Lane, Shepherdswell,	1
S_205	16/01384	Deaconland Farm, Deacon Lane, Preston	2
S_236	17/00197	48-50 London Road, Dover	1
S_237	17/00201	Land at junction of Winehouse Lane & Capel Street, Capel-le-Ferne	2
S_302	16/01444	Land adjacent to The Caravan, Westcourt Lane, Shepherdswell	2
S_345	18/00382	Old Barn House, Townsend Farm Road, St Margarets at Cliffe	1
S_1138	19/00838	45 Eythorne Road, Shepherdswell	5
S_20342	18/00692	Land and Garages rear of and including 4 & 5, The Droeway, St. Margaret's Bay,	2
S_20344	15/00771	Engine Sheds and access at Hammill Brickworks, Hammill Road	5
S_20347	18/00892	Land on the West side of Albert Road, Deal	118
S_20348	19/01258	Land off, Station Road, Walmer	213
S_20356	19/01361	Site at Summerfield Farm, Barnsole Road, Barnsole, Staple,	1
S_20360	20/00024	Barn at Guilford Farm, Singledge Lane, Coldred	3
S_20361	19/00025	Phase 2 Aylesham Village Expansion, Land east of Bluebell Drive, Aylesham	50
S_20363	18/01119	Phase 4 Aylesham Village Expansion	9
S_100	15/00260	Former Connaught Barracks, Dover Road, Guston, CT16 1HL (Officers Mess)	64
S_102	15/00364	65 Folkestone Road, Dover, CT17 9RZ	10
S_103	15/01032	Land adjacent to allotments, Folkestone Road, Dover, CT17 9JU	29
S_105	16/01049	Land off Chequer Lane, Ash	90
S_106	17/01114	Land at Gore Lane, Eastry	50
S_107	14/00058	Discovery Park, Ramsgate Road, Sandwich, CT13 9ND	500
S_108	18/00051	Bramley Hedge, Tower Street, Dover	10
S_109	16/01450	Land adjacent to Fernfield Lane, Hawkinge	19
S_110	17/00487	Land Opposite 423-459 Dover Road, Walmer	85
S_115	10/01010	Phase 1, Whitfield Urban Extension, Whitfield, CT16 (Remainder of the O/L)	589
S_118	10/01011	Whitfield Urban Extension, (land to east of Sandwich Road and north west of Napchester Road) Whitfield, Dover	0
S_119	17/00056	Phase 1A - Whitfield Urban Extension Whitfield	26
S_123	18/00079	Site at Buckland Mill, Crabble Hill, Dover	44
S_127	17/01431	Land SW at Hammill Brickworks, Hammill Road, Woodnesborough	18
S_132	15/01184	Land rear of, 114 Canterbury Road, Lydden, Dover	31
S_137	17/00776	The Qube, St Radigunds Road, Dover	27
S_141	14/00240	Eastry Hospital, Mill Lane, Eastry	100
S_144	18/00300	Aylesham Sports Club, Burgess Road, Aylesham	17
S_145	18/00777	Former William Muge House & Snelgrove House, Leyburne Road, Harold Street and Godwyne Road, Dover	65
S_146	17/01515	Land between Homeleigh & Lansdale, Northbourne Road, Great Mongeham	12
S_149	13/00502	Plot adjacent to Summerholme, 104 Wellington Parade, Kingsdown, Deal, CT14 8AF	1
S_150	14/00193	Land rear of 17 London Road and adjacent to 1 Matthews Place, Dover	1
S_151	14/00176	1 & 2 Hope Bay, & Hope Bay Studios, The Leas, Kingsdown	2
S_152	13/01100	Norlands, Lower Road, Staple	1
S_153	15/00146	San Pio, Victoria Road, Kingsdown, CT14 8DY	2
S_157	15/00442	60 London Road, Dover, CT17 0SP	2
S_158	14/00818	28 The Strand & Channel View, York Road, Walmer, CT14 7ED	1
S_159	15/00763	Site at Lindley, Station Road, St. Margaret's-at-Cliffe, Dover, CT15 6ER	1
S_160	15/00694	Site adjacent to 3 Herschell Road East, Walmer, CT14 7SQ	1
S_161	15/00871	Old Tractor Shed, Langdon Avenue, Ash, CT3 2BP	1
S_162	15/00113	9 Clarence Road, Capel le Ferne	1
S_163	15/00460	Woodville, The Street, Preston, CT3 1EB	1

WSP ID	Application Number	Site Address/Location	Extant Housing
S_165	15/00336	Denne Court Farm, Hammill, Woodnesborough, CT13 0EG	3
S_166	15/00995	Abbotsland Bungalow, White Cliffs Caravan Park, New Dover Road, Capel-le-Ferne	0
S_167	15/00449	Site at Eastside Farm, The Street, East Langdon, CT15 5JF	1
S_168	15/00910	Site Adjacent to Church Hall, Stanley Road, Deal, CT14 7BT	1
S_172	15/01228	8 Harold Street, Dover, CT16 1SF	-1
S_174	15/00198	Land to the rear of 20, Archers Court Road, Whitfield, CT16 3HP	1
S_175	14/00059	Former Carpark Site, Adjacent to The Manor House, Upper Street, Kingsdown, CT14 8EU	4
S_176	15/01239	The Old Farmhouse, Hammill Road, Woodnesborough CT13 0EQ	1
S_177	16/00042	Former Bakery Site and land to rear of Hillside, High Street, Eastry, CT13 0HE	1
S_182	16/00361	Land Adjoining 458 Dover Road, Walmer, CT14 7PQ	1
S_185	16/00226	Charles Lister Court, Lister Close, Dover, CT17 0TP	-1
S_186	15/01221	Land adjacent to Sessions House, Staple Road, Wingham, CT3 1LX	4
S_188	16/00834	Land Adjacent to Mundels, Cherry Lane, Great Mongeham, CT15 0HG	1
S_189	15/00936	Land at The Outrigger, Chapel Lane, Ashley, Sutton, CT15 5HZ	1
S_190	15/01073	1 Malvern Road, Dover	0
S_191	16/00507	Site at The Old Court House, Pinners Hill, Nonington, Dover, CT15 4LL	1
S_196	16/00048	Site at Summerfield Farm, Barnsole Road, Barnsole, Staple, CT3 1LD	0
S_198	15/01182	Site rear of 162 Folkestone Road, Vale View Road, Dover, CT17 9NP	3
S_200	15/01243	Land at North End, Channel View Road, Dover, CT17 9TJ	1
S_203	16/01159	45 High Street, Dover, CT16 1EB	1
S_204	16/01271	7a Hayward Close, Deal, CT14 9PJ	1
S_206	16/00470	Land opposite The Row, Barnsole Road, Barnsole, Staple, CT3 1LE	4
S_209	18/00080	Crockshard Farm Barns, Crockshard Hill, Wingham	3
S_212	17/00104	Barn at Summerfield Farm, Barnsole Road, Barnsole, Staple, CT3 1LD	2
S_214	17/00065	9 Biggin Street, Dover, CT16 1BD	1
S_216	17/00082	22-24 Castle Street, Dover, CT16 1PW	4
S_217	17/00538	Outbuildings at Dambridge Oast Farm, Staple Road	2
S_218	17/00157	Great Mongeham Farm, Cherry Lane, Great Mongeham	4
S_219	17/00070	93 High Street, Dover	1
S_220	17/00123	Bellrose Hotel 18-19, East Cliff, Dover	9
S_221	17/00899	Ryder House, 115-116 London Road, Dover	0
S_222	17/00942	Wolverton Court, Alkham Valley Road, Alkham, CT15 7DS	2
S_223	17/00913	2a York Road, Walmer, Deal	1
S_226	17/00284	Barn at Shatterling Court Farm, Shatterling, Wingham	1
S_227	17/00163	2 New Street, Dover	1
S_228	17/00488	2b New Street, Dover	2
S_229	17/00358	Flats 3 & 4 10 Prince of Wales Terrace, Deal	-1
S_230	17/00317	322 London Road, Dover	2
S_231	17/01080	Land adjacent to 16 Granville Road, St Margaret's Bay	1
S_233	17/00010	1 Lockett Cottages, The Street, Preston	1
S_235	16/00442	Three Tuns, The Street, Staple	8
S_238	18/00563	Land between The Vineries and April Cottage, New Street, Ash	1
S_239	17/00292	Land next to St Martin's Northbourne Road, Great Mongeham	1
S_242	17/00412	Hungaria, Warren Lane, Ewell Minnis, Lydden	1
S_243	17/01142	Land at 111-115 Folkestone Road, Dover	8
S_244	17/00756	34-36 Castle Street & 1-2 Russell Street, Dover	4
S_245	17/00815	56 Golf Road	1
S_246	17/00838	Site adjacent to 128 Capel Street, Capel-le-Ferne	1
S_247	17/00916	Barn at Staple Farm, Durlock Road, Staple	3
S_249	17/01254	Agricultural Building at Court Farm, Padbrook Lane, Preston	1
S_250	17/00656	Site at Sunrise, Cop Street, Ash	1
S_252	17/00420	227-228 London Road, Dover	1
S_254	17/00272	3 Market Square, Dover, CT16 1LZ	8
S_255	17/00628	Land adjacent to 13 High Street, Wingham	1
S_256	17/00661	Site south of, Marlborough Road, Deal, CT14 9LE	9
S_257	17/01002	Agricultural Buildings at Newlands Farm, Stoneheap Road, East Studdal	3
S_258	17/00404	Land adjacent to Garden Mews & NW of Sydney Road, Deal	1
S_259	17/00255	Preston Garage, The Street, Preston	2
S_260	17/00571	Land r/o Coach House, 44 Eythorne Road, Shepherdswell	1
S_261	16/00032	Deacon Landscape Management, Wootton Lane, Wootton	8
S_263	17/01216	Land between 34 & 36 Canterbury Road, Lydden	1
S_264	16/01219	Heathers, Elmstone, Preston, CT3 1HH	0
S_265	17/00874	Barn at Guilford Farm, Singledge Lane, Coldred	0
S_267	17/01531	Site at Drainless Farm, Drainless Road, Woodnesborough	1
S_268	17/01406	Trees and land at the end of Park Lane, Park Lane, Preston	2
S_271	17/01328	Agricultural Building & access at Broadfields Farm, Lydden	3
S_272	17/01465	15 Bench Street, Dover	1
S_273	18/00014	28 Castle Street, Dover	4
S_275	17/01349	9 High Street, Dover	2

WSP ID	Application Number	Site Address/Location	Extant Housing
S_276	17/01290	13 St Davids Avenue, Aycliffe	1
S_278	17/00564	Land to the rear of Innisfree, Glen Road, Kingsdown	1
S_279	18/00675	Innisfree, Glen Road, Kingsdown	1
S_280	17/01109	Land adj to The Homestead, Homestead Lane, East Studdal	4
S_282	18/01109	10 Chequer Lane, Ash	1
S_283	17/01137	36 & 38 The Droveaway, St Margarets Bay	0
S_285	17/00802	115 New Street, Ash	2
S_286	18/00045	Agricultural Buildings, Lower Rowling Farm, Lower Rowling	3
S_287	17/01236	Newssole Farm Barn, Singledge Lane, Whitfield	2
S_288	17/01240	Land adj to 100 Church Lane, Deal	1
S_289	17/01192	Quinces, Sheerwater Road, Preston	1
S_290	17/01288	Land between 15 & 17 Foxborough Close, Woodnesborough	2
S_291	17/01279	Land adj to 49 New Street, Ash	2
S_292	17/01188	Basement, 18 Castle Street, Dover	1
S_294	17/01234	The Black Barn, Great Knell Farm, Knell Lane, Ash	2
S_296	15/00457	Land adjoining Pentire House, The Leas, Kingsdown	1
S_297	15/00992	Delfbridge, 10 Dover Road, Sandwich	8
S_299	16/01101	Land (beyond) to the west of Strathfleet, Victoria Road, Kingsdown	1
S_300	16/01336	130 Canterbury Road, Lydden	1
S_303	16/01467	Site at Statenborough Farm Cottage, Felderland Lane, Worth	1
S_304	18/01052	Agricultural Storage Building, East Street Farm, East Street, Ash	3
S_305	16/01490	Units 1 & 2 former Cold Stores, East Street Farm, East Street, Ash	2
S_307	18/01379	64 Archers Court Road, Whitfield	1
S_308	17/00623	38a Walmer Castle Road, Walmer	1
S_309	17/00134	1 & 2 Alphege Road, Dover	2
S_310	13/00118	Silverley, Egerton Road, Temple Ewell	1
S_311	16/01412	Plough Filling Station, Folkestone Road, Dover	9
S_313	18/00747	241 London Road, Dover	1
S_315	18/00376	Fairacres & Land rear of Alkham Valley Road, Alkham	1
S_317	18/00717	81b Crabble Hill, Dover	-1
S_318	18/00104	23 High Street, Deal	1
S_319	18/00176	2 Sondes Road, Deal	1
S_321	18/00745	49-51 High Street, Dover	2
S_323	18/00410	Bowling Green Tavern, 164 Church Path, Deal	1
S_324	18/00142	Land adjoining 6 Ash Road, Aylesham	1
S_325	17/01230	Land rear of 117 Manor Road & adjoining 437 Folkestone Road, Dover	1
S_326	18/00544	Land rear of 9 Hill Drive, Eastry	1
S_327	18/00718	The Black Barn, Lower Street, Tilmanstone	1
S_328	18/00877	Agricultural Buildings, Dambridge Farm, Staple Road, Wingham	4
S_329	18/00837	Sandhills Farm, Sandhills, Ash	1
S_330	18/00155	The Piggery (Land between Overhill and Borneo), Northbourne Road, East Studdal	1
S_332	18/00455	7 Castle Street, Dover	3
S_333	18/00450	209 Folkestone Road, Dover	3
S_335	18/00851	147 New Dover Road, Capel-le-Ferne	1
S_336	18/00488	Land rear of 97 London Road, Deal	1
S_337	18/00431	Dial House, 23 St Margarets Road, St Margarets Bay	1
S_338	18/00350	50 Mongeham Road, Deal	0
S_341	18/00356	7 Market Square, Dover	1
S_343	18/00139	Bracknell House, 34 Helena Road, Capel le Ferne	-10
S_344	18/00451	Breezes, St Vincent Road, St Margarets at Cliffe	1
S_346	17/00752	Swerford, The Avenue, Temple Ewell	1
S_347	18/00797	Agricultural Buildings at Great Ware Farm, Ware Farm Road, Ash	3
S_348	17/01446	Land to the rear of 59 and 61 Maison Dieu Road, Dover	2
S_349	17/00931	Land at Cowgate Hill, Dover	6
S_350	17/00704	Beacon Church and Christian Centre, London Road, Dover	9
S_351	17/01536	43-65 & land adjoining, Randolph Road, Dover	5
S_352	18/00502	104-106 High Street, Deal	1
S_353	18/00862	59 Mill Road, Deal	1
S_354	18/00809	134 Crabble Hill, Dover	1
S_355	18/00796	113 London Road, Deal	1
S_356	18/00044	65 London Road, Dover	1
S_357	18/00548	First & Second Floors, 96 High Street, Deal	1
S_360	17/01447	Land at Vicarage Lane, Tilmanstone	1
S_361	18/00649	23 Chamberlain Road, Dover	1
S_362	18/00668	The Firs, 114 Dover Road, Sandwich	1
S_363	18/00463	Leyburne House, 86 Leyburne Road, Dover	1
S_364	18/00492	Linwood Youth Centre, 92 Mill Road, Deal	6
S_366	18/00648	104-106 West Street, Deal	1
S_367	18/00317	Wincolmlee, 46 Salisbury Road, St Margarets Bay	1

WSP ID	Application Number	Site Address/Location	Extant Housing
S_369	18/00786	Land to the south of Stable End, Jubilee Road, Worth	1
S_371	18/01040	Meadowside, Stoneheap Road, East Studdal	0
S_372	18/00282	The White House, 3 St Margaret's Road, St Margaret's Bay	1
S_373	18/01072	1 & 2 Clipgate Bungalows, Lodge Lees, Denton	0
S_374	18/01098	28 Winchelsea Street, Dover	1
S_376	18/00816	Site r/o 89-91, Folkestone Road, Dover,	1
S_378	18/01117	Derwent, Common Lane, River	1
S_379	18/00591	1a Victoria Street, Dover	2
S_380	18/00878	Land adjacent to 57 New Street, Ash	1
S_381	18/01099	The Old Butchers, 31 High Street, Wingham	1
S_382	18/01166	Agricultural Buildings at Mellands Farm, Stourmouth Road, Preston	2
S_386	18/01197	26 Templar Street, Dover	2
S_387	18/01097	Quietways, The Avenue, St Margarets	1
S_388	18/01147	13 Castle Street, Dover	2
S_389	18/01157	49-51 High Street, Dover	2
S_390	18/01324	Swinge Hill Cottage, Hurst Lane, Capel le Ferne	1
S_392	18/01230	122 London Road, Dover	1
S_393	18/01121	51A Salisbury Road, Dover	1
S_394	18/01319	3 London Road, River	1
S_395	18/01357	1 Sydney Road, Deal	1
S_396	19/00019	84 Leyburne Road, Dover	1
S_397	18/00643	Land on the west side of Moat Lane, Ash	1
S_398	17/01165	The Chalet & Milners Land between Claremont Road, Kingsdown	1
S_400	18/01184	1 Harnet House, Harnet Street, Sandwich	2
S_401	18/01345	60 Granville Road, St Margarets Bay	0
S_402	18/01378	Ashen Tree House, Ashen Tree Lane, Dover	1
S_404	19/00094	365 Middle Deal Road, Deal	1
S_405	18/01038	4A Bench Street, Dover,	3
S_406	17/00966	Barn at Appletree Farm, Stourmouth Road, Preston	1
S_407	17/00464	Land at Cam Hill Farm, Westcourt Lane, Shepherdswell	1
S_408	17/01434	Walleys Court, Dover Road, West Cliffe	1
S_411	17/00246	Old Rectory, Church Hill, Eythorne	9
S_1069	18/01156	The Old Sorting Office, Charlton Green, Dover, CT16 1AP	41
S_1070	17/01530	Land to the rear of Matthews Close & Southwall Road, Deal	63
S_1071	17/01523	Former Buckland Hospital, Coombe Valley Road, Dover	150
S_1072	19/00669	Land between nos 107 and 127 Capel Street, Capel le Ferne	34
S_1073	19/00357	The Qube, St Radigunds Road, Dover	8
S_1076	18/01169	12 King Street, Deal	16
S_1077	18/00242	Summerfield Nursery, Barnsole Road, Barnsole	0
S_1078	18/00125	East Studdal Nurseries, Downs Road, East Studdal	0
S_1079	19/00243	Land east of Woodnesborough Road, Sandwich	120
S_1080	18/01322	The former Magistrates Court, Pencester Road, Dover	46
S_1081	18/00468	Land adjoining 1 Malvern Road, Dover	17
S_1082	18/00682	Land to the rear 135 to 147 St Richards Road, Deal	20
S_1083	18/01263	Former United Reformed Church, High Street, Dover	16
S_1084	18/00764	Stalco Engineering Works and Land rear of and including 126 Mongeham Road, Great Mongeham	35
S_1085	19/00012	Long Lane Farm, Long Lane, Shepherdswell	4
S_1086	19/00571	Land north west of Downs Cottage, Grove Road, Preston	1
S_1088	18/01288	Canon Barn, Felderland Lane, Worth	1
S_1090	19/00833	Stepping Down, 248 Folkestone Road, Dover	1
S_1091	19/00385	Telegraph Inn, 1 Hamilton Road, Deal	4
S_1093	19/00292	60 London Road, Dover	1
S_1094	19/00443	Temple Ewell Nursing Home, Wellington Road, Temple Ewell	4
S_1097	19/00119	12 The Marina, Deal	0
S_1101	19/00006	Shotfield Farm, The Street, Preston	1
S_1102	19/00219	Office, Highleas, Old Court Hill, Aylesham	1
S_1103	19/00221	Workshop, Highleas, Old Court Hill, Aylesham	1
S_1104	19/00315	Spring Meadow, Alkham Valley Road, Drellingore,	1
S_1106	18/01321	The Old Railway Station, Canterbury Road, Wingham	1
S_1107	19/00616	25 Brookside, Temple Ewell	0
S_1109	19/00568	Flat 1, Curfew House, 14 Kingsdown Road, St Margarets at Cliffe	1
S_1111	19/00591	64-66 High Street, Deal	5
S_1112	18/01152	Former Carpenters Workshop, Corner of Reach Road & High Street, Reach Road, St Margarets	1
S_1114	19/00231	177 Telegraph Road, Deal	1
S_1115	19/00564	7 High Street, Deal	1
S_1117	19/00434	Delf Nursery, Deal Road, Sandwich	1
S_1118	18/01216	Lynton, Mill Lane, Nonington	2
S_1119	19/00638	Bricklayers Arms, Coxhill, Shepherdswell	4
S_1120	19/00805	Preston Garden Centre, The Street, Preston	1

WSP ID	Application Number	Site Address/Location	Extant Housing
S_1121	19/00341	United Reformed Church, The Street, Ash	1
S_1123	19/00161	62 Brookfield Avenue, Dover	1
S_1124	18/01278	Drellingore Barn, Stombers Lane, Drellingore	1
S_1126	19/00166	Sessions House, Goodnestone Road, Wingham	1
S_1128	19/00704	Land to the rear of 76-78 Folkestone Road, Dover	1
S_1129	19/01116	The Workshop, Cambridge Road, Walmer	1
S_1130	18/01361	Land at Silver Hill, Northbourne Road, Great Mongeham	1
S_1131	19/00023	Land r/o 75 Westcourt Lane, Shepherdswell	1
S_1132	19/00697	Land adjacent to The Vicarage, St Marys Road, Walmer	1
S_1134	19/01032	Dog and Duck Inn, Plucks Gutter, Stourmouth	-1
S_1136	19/01059	The Lodge, Elmstone Farm, Elmstone	1
S_1139	19/01124	Tower House, Granville Street, Dover	3
S_1140	19/00455	18 Malvern Meadow, Temple Ewell	1
S_1141	18/00052	Church Farm Buildings, Mongeham Road, Great Mongeham	3
S_1142	19/01069	115-116 Ryder House, London Road, Dover	1
S_1143	19/00804	Ivydene, Coxhill, Shepherdswell	1
S_1145	19/01028	61 Mill Lane, Shepherdswell	1
S_1146	19/01083	Land rear of Grove House, 14 Wigmore Lane, Eythorne	1
S_1147	19/01196	18A Somerset Road, Walmer	1
S_1148	19/00840	42 St Martins Road, Deal	1
S_1149	19/00381	Trinity Court, Easole Street, Nonington	1
S_1150	19/01044	4 Park Avenue, Dover	2
S_1151	19/01157	223 Telegraph Road, Deal	2
S_1152	19/00910	90 Oswald Road, Dover	1
S_1153	19/01068	Park View, Parkside, Wootton	0
S_1154	19/00291	337 Folkestone Road, Dover	-1
S_1155	18/01334	Charity Public House, The Street, Woodnesborough	5
S_1156	19/01257	The Press on The Lake, Ramsgate Road, Sandwich	1
S_1158	19/01412	28 and 30 Mill Road, Deal	1
S_1159	19/01443	Rose Barn, Coxhill, Shepherdswell	1
S_1160	19/01397	Longlane Cottage, Long Lane, Shepherdswell	0
S_1161	19/01243	Three Chimneys, Moat Lane, Ash	1
S_1162	19/01459	Cophorne, Dover Road, Guston	1
S_1163	19/01047	Roseacre, East Langdon Road, Martin	0
S_1164	19/01414	27a Cannon Street, Deal	-1
S_1165	19/01399	Bracknell House, 34 Helena Road, Capel le Ferne	0
S_1167	19/01563	Barn at Shallows, Brook Farm, Cooper Street, Drove Ash	1
S_1168	19/00856	Land rear of 56 Sandwich Road, Eythorne	2
S_1169	19/01266	Land to the rear of 153 & 155 Mongeham Road, Great Mongeham	0
S_1170	19/01555	The Quinces, Sheerwater Road, Ash	0
S_1171	19/01317	Layham Garden Centre, Lower Road, Staple	1
S_1172	19/01546	2 Wellington Parade, Walmer	-9
S_1175	20/00091	Cross Farm, Lower Street, Eastry	1
S_1176	19/01021	The Homestead, Homestead Lane, East Studdal	2
S_1177	19/01441	Our Lady of the Holy Apostles, Catholic Church, Church Hill, Eastry	1
S_1178	19/00462	Land to the north east of Chesnut House, Canterbury Road, Wingham	1
S_1179	19/00721	4 Mill Lane, Shepherdswell	4
S_1180	19/01112	The White Cliffs Hotel, High Street, St Margarets	4
S_1181	19/01580	First, second & third floors 62 Biggin Street, Dover	4
S_20211	20/01125	Site at Cross Road, Deal	100
S_20212	19/01260	Land off Church Lane, Deal	14
S_20213	19/00821	Aylesham Village Expansion, Aylesham	0
S_20214	20/00384	Phase 2b (parcels 1 & 2) Land for Aylesham Village Expansion north of Dorman Avenue North, Aylesham	50
S_20215	20/00718	Whitfield Urban Extension Phase 1D	89
S_20216	19/01571	Southern Water Pumping Station, St Richards Road, Deal	14
S_20217	19/01362	Summerfield Nurseries, Barnsole Road, Staple	17
S_20218	18/00221	62 Castle Street, Dover	28
S_20219	19/01364	7-8 Eastbrook Place, St Marys Residential Home, Maison Dieu Road, Dover	20
S_20220	20/00187	Garage block between 42 to 44 Kimberley Close, Dover	16
S_20221	18/00681	Former Kumor Nursery & 121 Dover Road, Sandwich	55
S_20222	19/00287	Former Playground, North Military Road, Dover	20
S_20223	19/00895	Land to the rear of Freemans Way, Freemans Way, Deal	88
S_20224	18/01377	Land adjacent to Allotments, Folkestone Road, Dover	29
S_20225	20/00321	Land at White Post Farm, Sandwich Road, Ash	30
S_20226	20/00211	Paddock at Shotfield Farm, The Street, Preston	1
S_20227	20/00994	Cophorne, Dover Road, Guston	1
S_20228	19/01415	Little Stour Orchard, Church Lane, Stourmouth	1
S_20229	19/00120	Land East Of The Courtyard, Durlock Road, Staple	8
S_20230	19/00995	Eastry Industrial Estate, Heronden Road, Eastry	4

WSP ID	Application Number	Site Address/Location	Extant Housing
S_20231	20/00130	The Black Barn, Lower Street Tilmanstone	1
S_20232	19/01249	Land R/O 22, The Droveaway, St Margarets Bay	1
S_20233	19/01116	29 Barton Road, Dover	0
S_20234	20/00252	17 Tower Hamlets Road, Dover	1
S_20235	20/00334	The Diary, North Court, North Court Lane, Tilmanstone	1
S_20236	20/00301	62 High Street, Deal	3
S_20237	20/00102	Depot, Masons Road, Dover	2
S_20238	20/00075	Land west of Nandeos, Saunders Lane, Ash	1
S_20239	20/00332	Red Lion House, The Annexe, Each End, Ash	1
S_20240	20/00272	Air Training Corps, Albert Road, Dover	7
S_20241	20/00359	Agricultural buildings at Great Ware Farm, Ware Farm Road, Ash	2
S_20242	20/00201	64 Valley Road, River, Dover	1
S_20243	20/00315	Castle View, Scotland Common, Temple Ewell	1
S_20244	19/01585	Land adjoining Whiteville, Lawn Road, Walmer	1
S_20245	19/01556	Minnis Farm, Greenwich Lane, Ewell Minnis	0
S_20246	20/00356	United Reformed Church, The Street, Ash	2
S_20247	20/00349	18A Somerset Road, Walmer	2
S_20248	20/00490	Barn rear of Ivy Cottage, Lower Goldstone, Ash	1
S_20249	20/00483	New House Farm, Preston Road, Stourmouth	2
S_20250	20/00392	38 Hill Crescent, Aylesham	1
S_20251	20/00309	Land rear of Rosslyn, Mill Road, Wingham	1
S_20252	19/00425	Land rear of 92 & 94 Northwall Road, Deal	1
S_20253	20/00330	Land on the west side of Moat Lane, Ash	1
S_20254	20/00185	17-19 Sheridan Road, Dover	3
S_20255	19/01473	Newlands Farm, Stoneheap Road, East Studdal	3
S_20256	19/01469	Holly Lodge, Crooks Court Lane, West Hougham	1
S_20257	20/00188	Garage block between 62 & 64 Stockdale Gardens, Deal	8
S_20258	20/00470	Site at Great Mongeham Farm, Cherry Lane	4
S_20259	20/00499	11 Malvern Meadow, Temple Ewell	0
S_20260	20/00244	Hop Cottage, Saddlers Hill, Goodnestone	1
S_20261	20/00014	7 South Street, Deal	3
S_20262	19/00487	Captains Gardens Cottage, Deal Castle, Victoria Road, Deal	1
S_20263	20/00632	Fircrest, Marshborough Road, Woodnesborough	1
S_20264	20/00715	Malbec, 60 Granville Road, St Margarets	0
S_20265	20/00643	Hills Down, Saunders Lane, Ash	1
S_20266	20/00683	Land adjacent to 16 Granville Road, St Margaret's Bay	1
S_20267	20/00156	1 Clarendon Street, Dover	1
S_20268	20/00569	Townsend Paddock, Station Road, St Margarets	1
S_20269	20/00750	11 Park Street, Deal	0
S_20270	19/01557	Willow Tree Cottage, The Old Fairground, Wingham	2
S_20271	20/00358	90 New Street, Sandwich	1
S_20272	20/00809	17 Somerset Road, Walmer	1
S_20273	19/00947	Tonkers, Hawksdown Road, Walmer	6
S_20274	20/00425	Elmstone Court Farm, Padbrook Lane, Elmstone	1
S_20275	20/00764	West View Farm Annexe, The Sow Yard, Cop Street Road, Ash	1
S_20276	19/01495	The Haven, Deal Road, Sandwich	0
S_20277	20/00947	48 Biggin Street, Dover	3
S_20278	20/00890	River Minnis Farm, Minnis Lane, River	0
S_20279	20/00783	Land rear of 104 Maison Dieu Road and fronting Harold Street, Dover	1
S_20280	20/00860	Land between 127 & 131 Woodnesborough Road, Sandwich	2
S_20281	20/00777	Ground floor, 21 Market Street, Sandwich	3
S_20282	20/00341	269 Sandown Road, Deal	1
S_20283	20/00814	The Magnet, 267 London Road, Deal	1
S_20284	21/00038	Car park The Magnet PH, 267 London Road, Deal	1
S_20285	20/00526	Gordon Lodge, Vale View Road, Dover	1
S_20286	20/01012	Cherry Tree, Shelvin Farm Road, Wootton	0
S_20287	20/00524	The Manor, 22 The Street, West Hougham	1
S_20288	20/01369	The Manor, 22 The Street, West Hougham	2
S_20289	20/00828	Mill House, Mill Lane, Shepherdswell	0
S_20290	20/00652	Keepers, Napchester Road, Whitfield	1
S_20291	19/01337	Beacon Lane Farm, Beacon Lane, Woodnesborough	4
S_20292	20/00468	62 Canterbury Road, Lydden	1
S_20293	20/01015	Newssole Farm Barn, Singledge Lane, Whitfield	1
S_20294	20/00566	Delfbridge Manor, 10 Dover Road, Sandwich	8
S_20295	20/01101	Sunshine Bungalow, Minnis Lane, River	0
S_20296	20/01063	Morfield House, 11 Bewsbury Crescent	1
S_20297	20/01242	42 Channel Lea, Walmer	1
S_20298	20/01076	Land north east of the Close Station Road, St Margarets	1
S_20299	20/00971	Land adjacent to 86 Leyburne Road, Dover	1

WSP ID	Application Number	Site Address/Location	Extant Housing
S_20300	20/01203	Fieldings, Stoneheap Road, East Studdal	1
S_20301	20/00865	14 Meadow Cottages, Homestead Lane, East Studdal	1
S_20302	20/01230	4-6 Park Street, Deal	1
S_20303	20/01409	Hogbrook Farm, Hogbrook Hill Lane, Alkham	1
S_20304	20/01117	Land rear of 152 & 154 Canterbury Road, Lydden	1
S_20305	20/00531	Land between 20 & 24 Castle Avenue, Dover	8
S_20306	20/01171	Land known as Church Farm, Vicarage Farm Road, West Langdon	3
S_20307	20/01422	Kalcarrow, Back Street, Ringwould	1
S_20308	20/01559	2 Mayfield Villas, Station Road, Shepherdswell	1
S_20309	21/00023	8-9 First floor and second floor, Church Street, Dover	2
S_20310	20/00989	Townsend Farm, The Street, Northbourne	2
S_20311	20/01499	39 York Road, Walmer	1
S_20312	20/00864	Land adjacent to 2 Old Park Avenue, Dover	1
S_20313	20/00851	Whitfield Chapel, Chapel Road, Whitfield	3
S_20314	20/01139	2 Sunnyside Cottages, High Street, Wingham	1
S_20315	21/00079	113 Rectory Road, Deal	1
S_20316	21/00099	Pilgrims Way, London Road, Sholden	1
S_20317	20/01356	Land between 317 & 385 St Richards Road, Deal	1
S_20318	20/01190	Rose Barn, Coxhill, Shepherdswell	1
S_20319	20/01468	Sun Valley Farm, London Road, Temple Ewell	1
S_20320	21/00090	Bluebell Meadows, East Langdon Road, Martin, Langdon	1
S_20321	20/01407	Land between south view and Dean Holme Flax Court Lane, Eythorne	1
S_20322	20/00464	Land rear of 44 Eythorne Road, Shepherdswell	1
S_20323	20/00918	95 Beach Street, Deal	1
S_20324	20/01363	The Old Smoke House, 9 Potter Street, Sandwich	1
S_20325	20/01394	7 Bewsbury Crescent, Whitfield	1
S_20326	21/00175	The Calf House, Solton Manor Farmhouse, Deal Road, East Langdon	1
S_20327	20/00895	9 Park Place, Dover	1
S_20328	20/00162	14-16 Primrose Road, Dover	2
S_20329	20/00403	Land adjoining 22 Belvedere Gardens, Deal	1
S_20330	20/01219	Statenborough Farm Cottage, Felderland Lane, Worth	1
S_20331	20/00053	Land opposite, The Row, Barnsole Road, Staple	4
S_20332	w	Land adjacent Saunders Lane, Ash	76
S_20333	19/01025	Land at Stanhope Road, Dover	32
S_20334	19/00216	Land adjoining Pegasus, Sandwich Road, Sholden	42
S_20335	20/00419	Betteshanger Colliery, Betteshanger, Deal	210
S_20336	19/00447	Connaughts Barracks, Dover	300
S_20337	21/00402	Land south west of Sandwich Road, Sholden	110
S_20364	21/01080	Land Off Church Lane, Church Lane, Deal	14
Total			5,063



Appendix G - Extant Employment Sites

Extant Employment Sites with Planning Permission

WSP ID	Application Number	Site Address	Employment Land Use	Extant Area (sqm)	Extant Jobs
E_1000	04/00591	CT3 (Part of Phase 3) Cooting Rd, Aylesham Ind Estate	B2	1534	43
E_1001	07/00404	Minters Yard, Southwall Road	B1a; B2	4481	181
E_1002	18/00775	Total Dentalcare, 64 Pencester Road	D1	48	0
E_1003	10/00155 11/00102	Industrial Units, Honeywood Parkway, White Cliffs Business Park	B1_B8	15715	40
E_1004	10/01011	Whitfield Urban Extension, (land to east of Sandwich Road and north west of Napchester Road)	A1; B1a; D1	8825	478
E_1005	13/00279	Sandwich Leisure Park, Woodnesborough Road	D2	628	9
E_1006	13/00367	Guston Village Hall, The Street	D2	127	2
E_1007	14/00262	Fowlmead Country Park, Sandwich Road	D2	3807	54
E_1008	14/01138	Site of former Tilamstone Colliery Tip, Pike Road	B2	10000	278
E_1010	13/00783	Discovery Park, Enterprise Zone, Ramsgate Road	B1_B8	20135	261
E_1011	15/00291	Club House, Recreation Ground, Approach Road	D2	10	0
E_1013	14/00058	Discovery Park, Ramsgate Road,	B1_B8	20135	261
E_1014	15/00657	18 - 19 Market Square (Port of Call)	C1	6	3
E_1043	17/00272	3 Market Square	B1a	-410	-35
E_1016	15/00698	2nd Floor, Unit 9, Waterloo Mansions, Waterloo Crescent	B1a	78	7
E_1018	15/01273	Kearsney Abbey, Alkham Rd, River	A3	195	11
E_1021	16/00055	The Wilderness & The Former All Saints Church, Church Lane	B1c	314	7
E_1030	16/01159	45 High Street, Dover	A5	-48	-3
E_1031	16/01139	Land at Haig Drive, Ramsgate	B1c	2304	15
E_1032	15/01290	Land on the west side of Albert Rd	A1; B1a; D1	1610	107
E_1036	17/00123	Bellrose Hotel, 18-19 East Cliff	C1	-19	-10
E_1037	17/00197	48-50 London Road	A1	58	3
E_1038	16/00442	Three Tuns, The Street	A4	-487	-28
E_1039	17/00255	Preston Garage, The Street	B8	-127	-2
E_1040	17/00317	322 London Road, Dover	B1a	-59	-5
E_1042	16/01412	Plough Filling Station, Folkestone Road	SG	-310	-5
E_1046	17/00542	The Salutation, Knighttrider Street	A3	83	5
E_1047	17/00304	6 St Peters Street	A1	-31	-2
E_1048	17/00620	Dover Athletic F/C, Crabble Road	D2	165	2
E_1049	17/00451	Site at Betteshanger , Sustainable Parks	A3; B1a; B2	2185	164
E_1051	16/01490	Units 1 & 2 former Cold Stores, East Street Farm, East Street, Ash	B8	-200	-3
E_1054	17/00768	Site rear of 7 Devon Avenue	B1b	60	1
E_1056	17/00790	Goody's Contractors Ovenden House, Wilcox Close	B1a	116	10
E_1058	16/01250	Site at Robinsons Motors Ltd, Unit 3, Ash Road	SG	185	3
E_1059	17/00756	34-36 Castle Street	B1a	-290	-25
E_1062	17/00589	Invitavac, Two Pines, Sandwich Ind Estate	B1c; B8	593	3
E_1064	16/00032	Deacon Landscape Management, Wootton Lane	B1a; B8	-450	-13
E_1065	16/01026	Land SW at Hammill Brickworks, Hammill Road	B1a	524	45
E_1067	17/01174	Unit 15, Port Zone, Menzies Road, Old Park	B8; D1	245	1
E_1070	17/01252	Dog Inn, Canterbury Road	B1a	24	2
E_1071	17/00422	Crown Inn, The Street, Finglesham	C1	10	5
E_1072	17/00917	Perrys Vauxhall, Honeywood Parkway, WCBP	SG	715	12
E_1074	17/01334	60 The Strand, Walmer	A1	-28	-2
E_1078	17/01315	Les Fleurs, 6 Ladywell	C1	1	1
E_1081	17/01465	15 Bench Street, Dover	A1	-18	-1
E_1082	17/00858	71 High Street	A1	-70	-4
E_1083	17/01188	Basement, 18 Castle Street, Dover	B1a	-30	-3
E_1084	17/01483	Eastry Recreation Ground, Church Street	D1	61	1
E_1085	17/01404	137 Dover Road	SG	244	4
E_1086	18/00014	28 Castle Street, Dover	B1a	-200	-17
E_1091	17/01455	Land and access at Preston Nursery, The Street	B1c	210	4
E_1092	17/01161	Nursery, The Larch, Beacon Lane	A1	350	20

WSP ID	Application Number	Site Address	Employment Land Use	Extant Area (sqm)	Extant Jobs
E_1093	17/01231	Land adj CAB Building, Maison Dieu Gardens, Maison Dieu Road	D2	69	1
E_1094	18/00356	7 Market Square (Dickens Corner)	A3	46	3
E_1098	18/00400	88 London Road	A1	43	2
E_1099	18/00437	23 Cannon Street	A1	-8	0
E_1101	17/00704	Beacon Church and Christian Centre, London Road	D1	-309	-3
E_1102	18/00485	59 Biggin Street	A1	-77	-4
E_1104	18/00548	First & Second Floors, 96 High Street	A1	-23	-1
E_1105	18/00098	Land at Selson Farm, Drainless Road	D2	93	1
E_1106	18/00275	Land north of Honeywood Parkway, Whitfield	D1	957	10
E_1109	18/00627	Barn at Chilton Farm, Alkham Valley Road	B8	185	2
E_1112	18/00051	Brambley Hedge, Tower Street	D1	-530	-5
E_1116	18/00137	Megger Ltd, Archcliffe Road	B1c	1513	32
E_1118	14/00240	Eastry Hospital, Mill Lane	B1a; D1	568	24
E_1119	17/00971	Site adj to 1 Montagu Road, Discovery Park	B1c; B2; B8	3134	65
E_1122	18/00717	81b Crabble Hill	A1	54	3
E_1123	18/00812	1 Milner Crescent	D1	40	0
E_1127	18/00500	64-66 Southwall Road	D1	1222	12
E_1128	18/00745	49-51 High Street	A3	-106	-6
E_1130	18/00865	25 Cattle Market	A2	-88	-6
E_1131	18/00300	Aylesham Sports Club, Burgess Road, Aylesham	A4	-35	-2
E_1133	18/00741	Land between Dover Transport Musuem and Viking House, Menzies Road, Old Park Whitfield	B1c	400	9
E_1137	18/00798	Land south of Colliers Way, Betteshanger Sustainable Park	D1	216	2
E_1138	18/01059	Dover South Services,, Limekiln Street	SG	37	1
E_1139	18/00950	313 Dover Road	A1	-68	-4
E_1140	18/00839	Sandwich Leisure Park, Woodnesborough Road	A2	-172	-11
E_1141	18/01070	59 Gladstone Road	A1	-30	-2
E_1143	18/00985	Layham Garden Centre, Lower Road	A1	299	17
E_1144	18/00591	1A Victoria Street	B1c	-46	-1
E_1145	18/01084	Co-op Foodstore, Park Street	A1	1739	99
E_1148	18/01218	Wingham Timber & Mouldings Ltd, Goodnestone Road, Wingham CT3 1AR	B8	140	2
E_1149	18/01157	49-51 High Street	A3	-106	-6
E_1150	18/01210	Maritime Skills Academy, Beechwood Business Park, Menzies Road, Old Park, Whitfield	D1; D2	650	8
E_1152	18/01187	52 Middle Street, Deal, CT14 6HT	A1; A3	94	5
E_1155	18/01184	1 Harnet House, Harnet Street	B1a	-149	-13
E_1157	19/00040	39A King Street, Sandwich CT13 9BL	A1; A3	62	4
E_1158	18/01147	13 Castle Street, Dover	B1a	-174	-15
E_8000	18/01206	Land rear of Dubris Close, Honeywood Parkway	B1a; B2; B8	4965	170
E_8001	19/00109	162 Snargate Street, Dover	A1	-22	-1
E_8002	19/00006	Shotfield Farm, The Street, Preston	D2	-135	-2
E_8003	19/00221	Workshop, Highleas, Old Court Hill, Aylesam	B1c	-75	-2
E_8005	18/01152	Former Carpenters Workshop, Corner of Reach Road & High Street, Reach Road, St Margarets at Cliffe	B1c	-56	-1
E_8007	19/00208	The Firs, 114 Dover Road, Sandwich	B1a; D1	50	21
E_8008	18/01025	Bay Tree Cottage, Hay Lane	D1	-140	-1
E_8011	18/01386	The Royal Oak, Lower Road, River	C1	5	3
E_8012	19/00110	Great Pedding Farm, Pedding Lane, Shatterling	B2	1805	50
E_8013	18/01354	Granville Gardens, Marine Parade, Dover	D2	255	4
E_8015	19/00385	Telegraph Inn, 1 Hamilton Road, Deal	A4	-103	-6
E_8016	19/00292	60 London Road, Dover	A1	-40	-2
E_8019	19/00384	Homebase, Honeywood Parkway, WCBP	A1	7	0
E_8020	19/00231	177 Telegraph Road, Deal	A5	-63	-4
E_8021	18/01322	The former Magistrates Court, Pencester Road, Dover	D1	-2344	-23
E_8022	18/01321	The Old Railway Station, Canterbury Road	A1; A3	-2000	-114
E_8023	19/00434	Delf Nursery, Deal Road, Sandwich	B1a	23	2
E_8024	18/01395	The Regent and Land adjacent to the Timeball Tower, Beach Street	A3; D2	17	13

WSP ID	Application Number	Site Address	Employment Land Use	Extant Area (sqm)	Extant Jobs
E_8026	19/00741	Car Park D, Discovery Park, Spitfire Way	A1	326	12
E_8027	19/00502	Cook Fabrications, Broomfield Works, Fernfield Lane	B1c; B8	11	-1
E_8028	19/00012	Long Lane Farm, Long Lane, Shepherdsweil	B2	-64	-2
E_8029	19/00777	Alkham Valley Garden Centre, Alkham Valley Road	A1	35	2
E_8030	19/00638	Bricklayers Arms, Coxhill, Shepherdsweil	A4	-314	-18
E_8032	19/00778	Former Village Hall, Waldershare Park, Waldershare	D1	-234	-2
E_8033	19/00368	13 Castle Street, Dover	B1a	-174	-15
E_8034	19/00812	West View, Cop Street Road, Ash	D1	58	1
E_8035	19/00324	Archcliffe Fort, Archcliffe Road, Dover	A1; B1c	55	2
E_8036	19/00591	64-66 High Street, Deal CT14 6HE	A1	-17	-1
E_8037	19/000863	37-39 High Street	A1	-147	-8
E_8038	19/00805	Preston Garden Centre, The Street, Preston	B1a; B8	-85	-4
E_8039	19/00788	River Recreation Ground, Public Conveniences, Lower Road, River	A3; B8	-20	1
E_8040	19/00883	Preston Village Store, The Street, Preston	A1	-78	-4
E_8041	19/01032	Dog and Duck Inn, Plucks Gutter, Stourmouth	C1	4	2
E_8042	19/00956	69 Folkestone Road, Dover	C1	5	3
E_8043	19/01027	Discovery Park House, Pfizer Ltd, Ramsgate Road	B1c; B2; B8	3134	65
E_8044	19/01111	Barn at Shingleton Farm, Thornton Road, Tilmanstone	B1_B8	490	6
E_8045	19/01103	Store to the rear of 6 The Strand, Walmer	B8	-79	-1
E_8047	19/00674	Eastling Down Farm, Sandwich Road, Waldershare	D1	116	1
E_8048	19/00028	Lydden Bell PH, Canterbury Road, Lydden	C1	5	3
E_8049	19/01192	Hercules Wine Warehouse, Moat Sole, Sandwich	B8; D1	24	0
E_8050	19/01255	Waterlock House, Canterbury Road, Wingham	A1	-32	-2
E_8051	19/00342	Land at Weatherlees Bend, Ramsgate Road	A3; A5	189	11
E_8052	19/01261	Rolles Court, Church Whitfield Road, Whitfield	C1	-3	-2
E_8055	18/00764	Stalco Engineering Works and Land rear of and including 126 Mongeham Road, Great Mongeham	A1; D2	-805	-42
E_8056	19/00898	Old Lorry Farm Shop, Sandwich Road,	A1; A3	85	5
E_8057	19/00291	337 Folkestone Road, Dover	SG	142	2
E_8058	18/01334	Charity Public House, The Street	A4; D1	-123	-8
E_8059	19/01257	The Press on The Lake, Ramsgate Road, Sandwich	B1c	-160	-3
E_8061	19/01443	Rose Barn, Coxhill, Shepherdsweil	B1c	-96	-2
E_8063	19/01457	Bride Farm, Richborough Road, Ash	B1a; B1	81	3
E_8064	19/00826	Intex House, Cooting Road	B1a; B2	1632	58
E_8065	19/01007	The Pines, Chancepaxies Animal Rescue, Gravel Lane	D1; SG	66	2
E_8066	19/00964	Land adjacent to Lidl, easst of Honeywood Parkway, WCBP,	A1; A3; A5; B1_B8; D2	1452	26
E_8068	19/01441	Our Lady of the Holy Apostles, Church Hill, Eythorne	D2	-159	-2
E_8069	19/01112	The White Cliffs Hotel, High Street, St Margarets	C1	-10	-5
E_8070	19/01580	First, second & third floors 62 Biggin Street	A1	-200	-11
D_8072	19/01569	12/12a Delf Street & 3 Delf Mews, Sandwich, CT13 9BZ	A1	-95	-5
D_8073	20/00252	17 Tower Hamlets Road, Dover	SG	113	2
D_8075	18/00221	62 Castle Street	A1; B1a	1353	90
D_8077	20/00301	62 High Street, Deal	A1	-99	-6
D_8078	20/00102	Depot, Masons Road	B1c	-154	-3
D_8079	20/00272	Air Training Corps, Albert Road	D2	-133	-2
D_8080	19/00615	Lydden Race Circuit, Wootton	D2	791	11
D_8082	20/00356	United Reformed Church, The Street	D1; D2	-414	-5
D_8086	20/00536	Dover Town Hall, High Street	A3; D2	-325	4
D_8087	19/00598	Land West of Montagu Road, Discovery Park, Sandwich	A3; SG	613	17
D_8088	20/00014	7 South Street, Deal CT14 7AW	A1	-53	-3
D_8093	20/00539	3 The Units, Granville Street, Dover	A1; SG	28	2
D_8095	20/00156	1 Clarendon Street	SG	49	1
D_8096	20/00750	11 Park Street, Deal, CT14 6AG	A2	-143	-9
D_8098	20/00358	90 New Street, Sandwich	A1	-28	-2
D_8099	20/00764	West View Farm Annexe, The Sow Yard, Cop Street Road	D1	68	1
D_8100	20/00869	Maxton Service Station, 367-371 Folkestone Road, Dover	A1; SG	35	17
D_8104	20/00439	Preston Village Hall, Mill Lane, Preston, CT3 1HB	D1	375	4

WSP ID	Application Number	Site Address	Employment Land Use	Extant Area (sqm)	Extant Jobs
D_8108	20/00777	Ground Floor, 21 Market Street, Sandwich	A2	-40	-3
D_8109	20/00814	The Magnet, 267 London Road, Deal	A4	-123	-7
D_8110	19/01362	Summerfield Nurseries, Barnsole Road, Staple	A1	-294	-17
D_8112	20/00681	137 Dover Road, Walmer	A1	68	4
D_8115	20/01230	4-6 Park Street, Deal	A2	-110	-7
D_8116	20/01383	Eastry Parish Room, Church Street, Eastry	D1	61	1
D_8117	20/01463	Wingham Industrial Estate, Goodnestone Road, Wingham	B2	-20	-1
D_8118	20/01381	1-1a Sheridan Road, Dover CT16 2BZ	A3; A5	0	0
D_8119	20/00822	Lillyroo's Glamping Site, Foulmead Farm Sandwich Road, Hacklinge	D2	175	3
D_8120	21/00023	8-9 First floor and second floor, Church Street, Dover	SG	-228	-4
D_8122	19/00895	Land to the rear of Freemans Way, Freemans Way	D2	500	7
D_8123	20/01493	83 Beach Street, Deal	A3	-60	-3
D_8124	20/00162	14-16 Primrose Road	B1c	-160	-3
D_8125	20/00738	Land west of Montagu Road, Discovery Park, Sandwich	B1c; B2; B8	3134	65
Total				114786	2434



Appendix H - TRICS Output

TRICS 7.3.1

Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

2 SOUTH EAST

HF HERTFORD 1 days

RE READING 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter

Parameter Gross floor area

Actual Ran 645 to 1800 (units: sqm)

Range Sele 645 to 2000 (units: sqm)

Public Transport Provision:

Selection b Include all surveys

Date Range 01/01/08 to 22/11/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are

Selected survey days:

Thursday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 2 days

Directional 0 days

This data displays the total number of surveys whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 0

Edge of Town 0

Suburban / 1

Edge of Town 1

Neighbourhood 0

Free Standing 0

Not Known 0

This data displays the number of surveys by location: Edge of Town, Suburban, Neighbourhood, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial 2

Commercial 0

Development 0

Residential 0
 Retail Zone 0
 Built-Up Zc 0
 Village 0
 Out of Tow 0
 High Street 0
 No Sub Cat 0

This data d Industrial Developm Resdentia Retail Zon Built-Up Zc Village Out of Tov High Street and No Su

Filtering Stage 3 selection:

Use Class:

B1 2 days

This data d which can be found within the Library module of TRICS®.

Population within 1 mile:

15,001 to 21 days

25,001 to 51 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

This data d within a radius of 5-miles of selected survey sites.

Travel Plan:

No 2 days

This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 HF-02-C-01 INDUSTRIA HERTFORDSHIRE
 BRIDGE ROAD EAST

WELWYN GARDEN CITY
 Suburban Area (PPS6 Out of Centre)
 Industrial Zone
 Total Gross floor area: 1800 sqm
 Survey dat THURSDAY ##### Survey Typ MANUAL

2 RE-02-C-01 SHEET ME1 READING
 COMMERCIAL ROAD

READING
 Edge of Town
 Industrial Zone
 Total Gross floor area: 645 sqm
 Survey dat THURSDAY ##### Survey Typ MANUAL

20:00-20:30
 20:30-21:00
 21:00-21:30
 21:30-22:00
 22:00-22:30
 22:30-23:00
 23:00-23:30
 23:30-24:00

Daily Trip Rates: 3.191 3.233 6.424

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 100 sqm

Count Type: TAXIS

Time Range	No. Days	Ave. GFA	ARRIVALS		DEPARTURES			TOTALS	
			Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	2	1223	0	2	1223	0	2	1223	0
07:30-08:0	2	1223	0	2	1223	0	2	1223	0
08:00-08:3	2	1223	0	2	1223	0	2	1223	0
08:30-09:0	2	1223	0	2	1223	0	2	1223	0
09:00-09:3	2	1223	0	2	1223	0	2	1223	0
09:30-10:0	2	1223	0	2	1223	0	2	1223	0
10:00-10:3	2	1223	0	2	1223	0	2	1223	0
10:30-11:0	2	1223	0	2	1223	0	2	1223	0
11:00-11:3	2	1223	0	2	1223	0	2	1223	0
11:30-12:0	2	1223	0	2	1223	0	2	1223	0
12:00-12:3	2	1223	0	2	1223	0	2	1223	0
12:30-13:0	2	1223	0	2	1223	0	2	1223	0
13:00-13:3	2	1223	0	2	1223	0	2	1223	0
13:30-14:0	2	1223	0	2	1223	0	2	1223	0
14:00-14:3	2	1223	0	2	1223	0	2	1223	0
14:30-15:0	2	1223	0	2	1223	0	2	1223	0
15:00-15:3	2	1223	0	2	1223	0	2	1223	0
15:30-16:0	2	1223	0	2	1223	0	2	1223	0
16:00-16:3	2	1223	0	2	1223	0	2	1223	0
16:30-17:0	2	1223	0	2	1223	0	2	1223	0

17:00-17:3	2	1223	0	2	1223	0	2	1223	0
17:30-18:0	2	1223	0	2	1223	0	2	1223	0
18:00-18:3	2	1223	0	2	1223	0	2	1223	0
18:30-19:0	2	1223	0	2	1223	0	2	1223	0
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0			0			0

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 100 sqm

Count Type: OGVS

Time Range	No. Days	Ave. GFA	ARRIVALS		DEPARTURES			TOTALS	
			Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	2	1223	0	2	1223	0	2	1223	0
07:30-08:0	2	1223	0	2	1223	0	2	1223	0
08:00-08:3	2	1223	0.041	2	1223	0.041	2	1223	0.082
08:30-09:0	2	1223	0.041	2	1223	0.041	2	1223	0.082
09:00-09:3	2	1223	0	2	1223	0	2	1223	0
09:30-10:0	2	1223	0.041	2	1223	0	2	1223	0.041
10:00-10:3	2	1223	0.041	2	1223	0.082	2	1223	0.123
10:30-11:0	2	1223	0.041	2	1223	0.041	2	1223	0.082
11:00-11:3	2	1223	0.041	2	1223	0.041	2	1223	0.082
11:30-12:0	2	1223	0.041	2	1223	0.041	2	1223	0.082
12:00-12:3	2	1223	0	2	1223	0	2	1223	0
12:30-13:0	2	1223	0.041	2	1223	0	2	1223	0.041
13:00-13:3	2	1223	0	2	1223	0.041	2	1223	0.041
13:30-14:0	2	1223	0	2	1223	0	2	1223	0

14:00-14:3	2	1223	0	2	1223	0	2	1223	0
14:30-15:0	2	1223	0	2	1223	0	2	1223	0
15:00-15:3	2	1223	0	2	1223	0	2	1223	0
15:30-16:0	2	1223	0	2	1223	0	2	1223	0
16:00-16:3	2	1223	0	2	1223	0	2	1223	0
16:30-17:0	2	1223	0	2	1223	0	2	1223	0
17:00-17:3	2	1223	0	2	1223	0	2	1223	0
17:30-18:0	2	1223	0	2	1223	0	2	1223	0
18:00-18:3	2	1223	0	2	1223	0	2	1223	0
18:30-19:0	2	1223	0	2	1223	0	2	1223	0

19:00-19:30

19:30-20:00

20:00-20:30

20:30-21:00

21:00-21:30

21:30-22:00

22:00-22:30

22:30-23:00

23:00-23:30

23:30-24:00

Daily Trip Rates: 0.328 0.328 0.656

Parameter summary

Trip rate p: 645 - 1800 (units: sqm)

Survey dat 01/01/08 - 22/11/12

Number of 2

Number of 0

Number of 0

Surveys ma: 0

This section followed by the total n the number of survey days that have been manually removed from the selecte

TRICS 7.3.1

Trip Rate P Retail floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 01 - RETAIL

Category A - FOOD SUPERSTORE

VEHICLES

Selected regions and areas:

2 SOUTH EAST

KC KENT 3 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter

Parameter Retail floor area

Actual Ran 2926 to 5555 (units: sqm)

Range Sele 1666 to 5555 (units: sqm)

Public Transport Provision:

Selection b Include all surveys

Date Range 01/01/98 to 09/11/03

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are

Selected survey days:

Sunday 3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 3 days

Directional 0 days

This data displays the total number of surveys whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 0

Edge of Town 0

Suburban / 0

Edge of Town 3

Neighbourhood 0

Free Stand 0

Not Known 0

This data displays the number of surveys by location: Edge of Town, Suburban, Neighbourhood, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial 2 0

Commercial 0

Development 0

Residential 2

Retail Zone 1
 Built-Up Zone 0
 Village 0
 Out of Town 0
 High Street 0
 No Sub Cat 0

This data displays the number of selected surveys within stated 1-mile radii of population.

Filtering Stage 3 selection:

Use Class:

A1 3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Population within 1 mile:

1,001 to 5,000 1 days

15,001 to 20,000 1 days

20,001 to 25,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000 1 days

50,001 to 100,000 1 days

100,001 to 250,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 2 days

This data displays the number of selected surveys within a radius of 5-miles of selected survey sites.

Petrol filling station:

PFS is present 3 days

PFS is present 0 days

There is no PFS 0 days

This data displays the number of selected surveys and the number of surveys that do not.

Travel Plan:

Not Known 1 days

No 2 days

This data displays the number of selected surveys and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 KC-01-A-1; TESCO KENT

LEYBOURNE WAY

LARKFIELD

MAIDSTONE

Edge of Town

Residential Zone

Total Retail floor area: 5555 sqm

Survey date SUNDAY ##### Survey Type MANUAL

Daily Trip Rates: 86.992 85.683 172.675

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

Calculation Factor: 100 sqm

Count Type: OGVS

Time Range	No. Days	Ave. RFA	ARRIVALS		DEPARTURES			Ave. RFA	TOTALS Trip Rate
			Trip Rate	No. Days	Trip Rate	No. Days			
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00									
08:00-09:00	2	2948	0	2	2948	0	2	2948	0
09:00-10:00	2	2948	0	2	2948	0	2	2948	0
10:00-11:00	3	3817	0.026	3	3817	0.009	3	3817	0.035
11:00-12:00	3	3817	0.017	3	3817	0.017	3	3817	0.034
12:00-13:00	3	3817	0	3	3817	0.017	3	3817	0.017
13:00-14:00	3	3817	0	3	3817	0	3	3817	0
14:00-15:00	3	3817	0	3	3817	0	3	3817	0
15:00-16:00	3	3817	0.009	3	3817	0.009	3	3817	0.018
16:00-17:00	2	2948	0	2	2948	0	2	2948	0
17:00-18:00	2	2948	0	2	2948	0	2	2948	0
18:00-19:00	2	2948	0	2	2948	0	2	2948	0
19:00-20:00	1	2970	0	1	2970	0	1	2970	0
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.052			0.052			0.104

Parameter summary

Trip rate p: 2926 - 5555 (units: sqm)

Survey dat 01/01/98 - 09/11/03

Number of 3
 Number of 3
 Number of 3
 Surveys m: 0

This section followed by the total n the number of survey days that have been manually removed from the select

07:00-08:0	3	89	0.011	3	89	0.011	3	89	0.022
08:00-09:0	3	89	0.015	3	89	0.011	3	89	0.026
09:00-10:0	3	89	0.007	3	89	0.007	3	89	0.014
10:00-11:0	3	89	0	3	89	0	3	89	0
11:00-12:0	3	89	0.004	3	89	0.007	3	89	0.011
12:00-13:0	3	89	0.004	3	89	0.004	3	89	0.008
13:00-14:0	3	89	0.011	3	89	0.007	3	89	0.018
14:00-15:0	3	89	0.004	3	89	0.007	3	89	0.011
15:00-16:0	3	89	0.007	3	89	0.007	3	89	0.014
16:00-17:0	3	89	0.007	3	89	0.007	3	89	0.014
17:00-18:0	3	89	0.007	3	89	0.007	3	89	0.014
18:00-19:0	3	89	0.007	3	89	0.007	3	89	0.014
19:00-20:0	3	89	0.011	3	89	0.011	3	89	0.022
20:00-21:0	3	89	0.004	3	89	0.004	3	89	0.008
21:00-22:0	3	89	0.007	3	89	0.007	3	89	0.014
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.106			0.104			0.21

TRIP RATE FOOD & DRINK/A - HOTELS

Calculation Factor: 1 BEDRMS

Count Type: OGVS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	3	89	0.004	3	89	0	3	89	0.004
08:00-09:0	3	89	0	3	89	0.004	3	89	0.004
09:00-10:0	3	89	0	3	89	0	3	89	0
10:00-11:0	3	89	0.004	3	89	0.004	3	89	0.008
11:00-12:0	3	89	0.004	3	89	0.004	3	89	0.008
12:00-13:0	3	89	0	3	89	0	3	89	0
13:00-14:0	3	89	0.004	3	89	0.004	3	89	0.008
14:00-15:0	3	89	0.004	3	89	0.004	3	89	0.008
15:00-16:0	3	89	0	3	89	0	3	89	0
16:00-17:0	3	89	0.007	3	89	0.007	3	89	0.014
17:00-18:0	3	89	0	3	89	0	3	89	0
18:00-19:0	3	89	0	3	89	0	3	89	0
19:00-20:0	3	89	0.004	3	89	0	3	89	0.004
20:00-21:0	3	89	0	3	89	0	3	89	0
21:00-22:0	3	89	0	3	89	0	3	89	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.031			0.027			0.058

TRICS 7.3.1

Trip Rate P Number of pupils

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 04 - EDUCATION

Category A - PRIMARY

VEHICLES

Selected regions and areas:

2 SOUTH EAST

BU BUCKINGH 1 days

EX ESSEX 1 days

SC SURREY 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter

Parameter Number of pupils

Actual Ran 79 to 414 (units:)

Range Sele 79 to 414 (units:)

Public Transport Provision:

Selection b Include all surveys

Date Range 01/01/08 to 01/10/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are

Selected survey days:

Tuesday 1 days

Wednesday 1 days

Thursday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 3 days

Directional 0 days

This data displays the total number of surveys whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 0

Edge of Town 0

Suburban / 0

Edge of Town 0

Neighbourhood 3

Free Stand 0

Not Known 0

This data displays the number of surveys by location: Edge of Town, Suburban, Neighbourhood, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Z	0
Commercial	0
Development	0
Residential	0
Retail Zone	0
Built-Up Zone	0
Village	3
Out of Town	0
High Street	0
No Sub Cat	0

This data d Industrial : Developm Residential Retail Zone Built-Up Zone Village Out of Town High Street and No Su

Filtering Stage 3 selection:

Use Class:

D1 3 days

This data d which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less 1 days

5,001 to 12 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5 3 days

This data d within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 2 days

No 1 days

This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 BU-04-A-0 PRIMARY SBUCKINGHAMSHIRE

LOWER ROAD

STOKE MANDEVILLE

NEAR AYLESBURY

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupil 208

Survey date WEDNESDAY ##### Survey Type MANUAL

2 EX-04-A-01 PRIMARY S ESSEX

THE STREET

ROXWELL

NEAR CHELMSFORD

Neighbourhood Centre (PPS6 Local Centre)

Village
 Total Number of pupil 79
 Survey dat TUESDAY ##### Survey Typ MANUAL
 3 SC-04-A-01 PRIMARY SSURREY
 SCHOOL LANE
 PIRBRIGHT
 NEAR WOKING
 Neighbourhood Centre (PPS6 Local Centre)
 Village
 Total Number of pupil 414
 Survey dat THURSDAY ##### Survey Typ MANUAL

This section displays the selected day of and whether the survey was a manual classified count or an ATC count

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Calculation Factor: 1 PUPILS

Count Type: VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	3	234	0.058	3	234	0.01	3	234	0.068
08:00-09:00	3	234	0.285	3	234	0.215	3	234	0.5
09:00-10:00	3	234	0.057	3	234	0.076	3	234	0.133
10:00-11:00	3	234	0.01	3	234	0.01	3	234	0.02
11:00-12:00	3	234	0.011	3	234	0.007	3	234	0.018
12:00-13:00	3	234	0.014	3	234	0.014	3	234	0.028
13:00-14:00	3	234	0.021	3	234	0.033	3	234	0.054
14:00-15:00	3	234	0.081	3	234	0.016	3	234	0.097
15:00-16:00	3	234	0.131	3	234	0.221	3	234	0.352
16:00-17:00	3	234	0.124	3	234	0.141	3	234	0.265
17:00-18:00	3	234	0.027	3	234	0.051	3	234	0.078
18:00-19:00	3	234	0.047	3	234	0.037	3	234	0.084
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.866			0.831			1.697

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Calculation Factor: 1 PUPILS

Count Type: TAXIS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	3	234	0.001	3	234	0	3	234	0.001
08:00-09:0	3	234	0.001	3	234	0.003	3	234	0.004
09:00-10:0	3	234	0	3	234	0	3	234	0
10:00-11:0	3	234	0	3	234	0	3	234	0
11:00-12:0	3	234	0	3	234	0	3	234	0
12:00-13:0	3	234	0	3	234	0	3	234	0
13:00-14:0	3	234	0	3	234	0	3	234	0
14:00-15:0	3	234	0	3	234	0	3	234	0
15:00-16:0	3	234	0.003	3	234	0.003	3	234	0.006
16:00-17:0	3	234	0	3	234	0	3	234	0
17:00-18:0	3	234	0	3	234	0	3	234	0
18:00-19:0	3	234	0	3	234	0	3	234	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.005			0.006			0.011

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Calculation Factor: 1 PUPILS

Count Type: OGVS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	3	234	0	3	234	0	3	234	0
08:00-09:0	3	234	0	3	234	0	3	234	0
09:00-10:0	3	234	0	3	234	0	3	234	0
10:00-11:0	3	234	0	3	234	0	3	234	0
11:00-12:0	3	234	0.001	3	234	0.001	3	234	0.002
12:00-13:0	3	234	0	3	234	0	3	234	0
13:00-14:0	3	234	0	3	234	0	3	234	0

14:00-15:0	3	234	0	3	234	0	3	234	0
15:00-16:0	3	234	0	3	234	0	3	234	0
16:00-17:0	3	234	0	3	234	0	3	234	0
17:00-18:0	3	234	0	3	234	0	3	234	0
18:00-19:0	3	234	0	3	234	0	3	234	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.001			0.001			0.002

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Calculation Factor: 1 PUPILS

Count Type: CARS

Time Range	No. Days	Ave. PUPILS	ARRIVALS		DEPARTURES			TOTALS	
			Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	3	234	0.029	3	234	0	3	234	0.029
08:00-09:0	3	234	0.087	3	234	0.071	3	234	0.158
09:00-10:0	3	234	0.013	3	234	0.017	3	234	0.03
10:00-11:0	3	234	0.004	3	234	0.006	3	234	0.01
11:00-12:0	3	234	0.003	3	234	0.001	3	234	0.004
12:00-13:0	3	234	0.004	3	234	0.003	3	234	0.007
13:00-14:0	3	234	0.004	3	234	0.01	3	234	0.014
14:00-15:0	3	234	0.019	3	234	0.004	3	234	0.023
15:00-16:0	3	234	0.021	3	234	0.056	3	234	0.077
16:00-17:0	3	234	0.046	3	234	0.044	3	234	0.09
17:00-18:0	3	234	0.003	3	234	0.02	3	234	0.023
18:00-19:0	3	234	0	3	234	0	3	234	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.233			0.232			0.465

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Calculation Factor: 1 PUPILS

Count Type: LGVS

No.	Ave.	ARRIVALS		DEPARTURES			TOTALS	
		Trip	No.	Ave.	Trip	No.	Ave.	Trip

Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate	
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:00										
06:00-07:00										
07:00-08:00		3	234	0	3	234	0	3	234	0
08:00-09:00		3	234	0.004	3	234	0.004	3	234	0.008
09:00-10:00		3	234	0.004	3	234	0.004	3	234	0.008
10:00-11:00		3	234	0.001	3	234	0.003	3	234	0.004
11:00-12:00		3	234	0.001	3	234	0.001	3	234	0.002
12:00-13:00		3	234	0.003	3	234	0.003	3	234	0.006
13:00-14:00		3	234	0.003	3	234	0.001	3	234	0.004
14:00-15:00		3	234	0.001	3	234	0	3	234	0.001
15:00-16:00		3	234	0.004	3	234	0.003	3	234	0.007
16:00-17:00		3	234	0.001	3	234	0.001	3	234	0.002
17:00-18:00		3	234	0.001	3	234	0.003	3	234	0.004
18:00-19:00		3	234	0	3	234	0	3	234	0
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.023			0.023				0.046

Parameter summary

Trip rate p: 79 - 414 (units:)

Survey date 01/01/08 - 01/10/14

Number of 3

Number of 0

Number of 0

Surveys made 0

This section followed by the total number of survey days that have been manually removed from the selection

TRICS 7.3.1

Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 06 - HOTEL FOOD & DRINK

Category B - RESTAURANTS

VEHICLES

Selected regions and areas:

2 SOUTH EAST

KC KENT 2 days

WS WEST SUSSEX 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter

Parameter Gross floor area

Actual Ran 130 to 334 (units: sqm)

Range Sele 130 to 910 (units: sqm)

Public Transport Provision:

Selection b Include all surveys

Date Rang€ 01/01/98 to 04/10/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range at

Selected survey days:

Saturday 2 days

Sunday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual co 3 days

Directional 0 days

This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Cent 0

Edge of To 0

Suburban / 0

Edge of To 0

Neighbour 3

Free Stand 0

Not Knowr 0

This data d Edge of To Suburban . Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:

Industrial 2 0

Commerci 0

Developme	0
Residential	0
Retail Zone	0
Built-Up Zc	0
Village	1
Out of Tow	0
High Street	0
No Sub Cat	2

This data d Industrial | Developm Residential Retail Zon Built-Up Z Village Out of Tov High Street and No Su

Filtering Stage 3 selection:

Use Class:

A3 3 days

This data d which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5 2 days

10,001 to 11 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 21 days

75,001 to 2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5 2 days

1.6 to 2.0 1 days

This data d within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Knowr 2 days

No 1 days

This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 KC-06-B-01 RESTAURA KENT

GRAVESEND ROAD

CULVERSTONE GREEN

Neighbourhood Centre (PPS6 Local Centre)

No Sub Category

Total Gross floor area: 150 sqm

Survey dat SATURDAY ##### Survey Typ MANUAL

2 KC-06-B-02 RESTAURA KENT

OLD CHATHAM ROAD

BLUE BELL HILL

NEAR MAIDSTONE

Neighbourhood Centre (PPS6 Local Centre)

No Sub Category
 Total Gross floor area: 334 sqm
 Survey dat SUNDAY ##### Survey Typ MANUAL
 3 WS-06-B-0 BRITISH FI WEST SUSSEX
 ARUNDEL ROAD
 TANGMERE
 NEAR CHICHESTER
 Neighbourhood Centre (PPS6 Local Centre)
 Village
 Total Gross floor area: 130 sqm
 Survey dat SATURDAY ##### Survey Typ MANUAL

This section displays the selected day of and whether the survey was a manual classified count or an ATC count

TRIP RATE FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00									
08:00-09:00									
09:00-10:00									
10:00-11:00	3	205	1.792	3	205	0.489	3	205	2.281
11:00-12:00	3	205	1.14	3	205	0.651	3	205	1.791
12:00-13:00	3	205	1.629	3	205	0.163	3	205	1.792
13:00-14:00	3	205	1.14	3	205	1.14	3	205	2.28
14:00-15:00	3	205	0.489	3	205	1.303	3	205	1.792
15:00-16:00	3	205	0.163	3	205	2.769	3	205	2.932
16:00-17:00	2	140	0	2	140	0	2	140	0
17:00-18:00	2	140	1.786	2	140	0	2	140	1.786
18:00-19:00	2	140	3.571	2	140	1.071	2	140	4.642
19:00-20:00	2	140	10.714	2	140	1.786	2	140	12.5
20:00-21:00	2	140	3.571	2	140	2.5	2	140	6.071
21:00-22:00	2	140	1.429	2	140	2.5	2	140	3.929
22:00-23:00	2	140	1.071	2	140	4.643	2	140	5.714
23:00-24:00	2	140	1.429	2	140	6.071	2	140	7.5
Daily Trip Rates:			29.924			25.086			55.01

TRIP RATE FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: OGVS

Time Range	ARRIVALS				DEPARTURES			TOTALS	
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00									
08:00-09:00									
09:00-10:00									
10:00-11:00	3	205	0	3	205	0	3	205	0
11:00-12:00	3	205	0	3	205	0	3	205	0
12:00-13:00	3	205	0	3	205	0	3	205	0
13:00-14:00	3	205	0	3	205	0	3	205	0
14:00-15:00	3	205	0	3	205	0	3	205	0
15:00-16:00	3	205	0	3	205	0	3	205	0
16:00-17:00	2	140	0	2	140	0	2	140	0
17:00-18:00	2	140	0	2	140	0	2	140	0
18:00-19:00	2	140	0	2	140	0	2	140	0
19:00-20:00	2	140	0	2	140	0	2	140	0
20:00-21:00	2	140	0	2	140	0	2	140	0
21:00-22:00	2	140	0	2	140	0	2	140	0
22:00-23:00	2	140	0	2	140	0	2	140	0
23:00-24:00	2	140	0	2	140	0	2	140	0
Daily Trip Rates:			0			0			0

Parameter summary

Trip rate p: 130 - 334 (units: sqm)

Survey dat 01/01/98 - 04/10/14

Number of 2

Number of 3

Number of 1

Surveys ma 0

This section followed by the total n the number of survey days that have been manually removed from the select

07:00-08:0	1	14693	0.054	1	14693	0.007	1	14693	0.061
08:00-09:0	2	11409	0.026	2	11409	0.031	2	11409	0.057
09:00-10:0	2	11409	0.013	2	11409	0.013	2	11409	0.026
10:00-11:0	2	11409	0.022	2	11409	0.035	2	11409	0.057
11:00-12:0	2	11409	0.031	2	11409	0.031	2	11409	0.062
12:00-13:0	2	11409	0.018	2	11409	0.035	2	11409	0.053
13:00-14:0	2	11409	0.035	2	11409	0.035	2	11409	0.07
14:00-15:0	2	11409	0.035	2	11409	0.026	2	11409	0.061
15:00-16:0	2	11409	0.018	2	11409	0.013	2	11409	0.031
16:00-17:0	2	11409	0.009	2	11409	0.026	2	11409	0.035
17:00-18:0	2	11409	0.022	2	11409	0.013	2	11409	0.035
18:00-19:0	2	11409	0.009	2	11409	0.013	2	11409	0.022
19:00-20:0	2	11409	0.004	2	11409	0	2	11409	0.004
20:00-21:0	1	14693	0	1	14693	0	1	14693	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.296			0.278			0.574

TRICS 7.3.1

Trip Rate P Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL
Category C - FLATS PRIVATELY OWNED
VEHICLES

Selected regions and areas:

2 SOUTH EAST

EX	ESSEX	2 days
HC	HAMPSHIR	1 days
HF	HERTFORD	1 days
OX	OXFORDSH	1 days
SC	SURREY	4 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter

Parameter Number of dwellings

Actual Ran 6 to 140 (units:)

Range Sele 6 to 140 (units:)

Public Transport Provision:

Selection b Include all surveys

Date Rang 01/01/08 to 22/10/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are

Selected survey days:

Monday 1 days

Tuesday 2 days

Wednesday 3 days

Thursday 1 days

Saturday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 9 days

Directional 0 days

This data displays the total number of surveys whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 0

Edge of Town 3

Suburban / 5

Edge of Town 1

Neighbourhood 0

Free Stand 0

Not Known 0

This data d Edge of Tc Suburban Neighbour Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:

Industrial 2 0

Commercial 0

Development 0

Residential 7

Retail Zone 0

Built-Up Zone 1

Village 0

Out of Town 0

High Street 0

No Sub Cat 1

This data d Industrial Development Residential Retail Zone Built-Up Zone Village Out of Town High Street and No Su

Filtering Stage 3 selection:

Use Class:

C3 9 days

This data d which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5 3 days

5,001 to 1 1 days

15,001 to 2 1 days

25,001 to 4 4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 2 days

125,001 to 6 days

250,001 to 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 8 days

This data d within a radius of 5-miles of selected survey sites.

Travel Plan:

No 9 days

This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 EX-03-C-01 FLATS ESSEX

WESTCLIFF PARADE

WESTCLIFF

SOUTHEND-ON-SEA

Edge of Town Centre

Residential Zone
Total Number of dwell 6
Survey dat TUESDAY ##### Survey Typ MANUAL

2 EX-03-C-02 BLOCK OF ESSEX
WESTCLIFF PARADE
WESTCLIFF
SOUTHEND-ON-SEA
Edge of Town Centre
Residential Zone
Total Number of dwell 94
Survey dat TUESDAY ##### Survey Typ MANUAL

3 HC-03-C-0: FLATS HAMPSHIRE
WORTING ROAD

BASINGSTOKE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 16
Survey dat THURSDAY ##### Survey Typ MANUAL

4 HF-03-C-0: FLATS HERTFORDSHIRE
BRIDGE ROAD EAST

WELWYN GARDEN CITY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwell 86
Survey dat WEDNESDAY ##### Survey Typ MANUAL

5 OX-03-C-0: BLOCK OF OXFORDSHIRE
OXFORD ROAD
COWLEY
OXFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 14
Survey dat WEDNESDAY ##### Survey Typ MANUAL

6 SC-03-C-01 FLATS SURREY
HEATHCOTE ROAD

CAMBERLEY
Edge of Town Centre
Residential Zone
Total Number of dwell 140
Survey dat MONDAY ##### Survey Typ MANUAL

7 SC-03-C-02 FLATS SURREY
CONSTITUTION HILL

WOKING
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwell 36
Survey dat WEDNESDAY ##### Survey Typ MANUAL

Daily Trip Rates: 1.59 1.552 3.142

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TAXIS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00	1	72	0	1	72	0	1	72	0
07:00-08:00	9	57	0.002	9	57	0.002	9	57	0.004
08:00-09:00	9	57	0	9	57	0	9	57	0
09:00-10:00	9	57	0	9	57	0	9	57	0
10:00-11:00	9	57	0.002	9	57	0.002	9	57	0.004
11:00-12:00	9	57	0.006	9	57	0.006	9	57	0.012
12:00-13:00	9	57	0.004	9	57	0.004	9	57	0.008
13:00-14:00	9	57	0.004	9	57	0.004	9	57	0.008
14:00-15:00	9	57	0.002	9	57	0	9	57	0.002
15:00-16:00	9	57	0	9	57	0.002	9	57	0.002
16:00-17:00	9	57	0.002	9	57	0.002	9	57	0.004
17:00-18:00	9	57	0.002	9	57	0.002	9	57	0.004
18:00-19:00	9	57	0.002	9	57	0.002	9	57	0.004
19:00-20:00	3	34	0.01	3	34	0.01	3	34	0.02
20:00-21:00	3	34	0	3	34	0	3	34	0
21:00-22:00	3	34	0	3	34	0	3	34	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.036			0.036			0.072

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: OGVS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	9	57	0	9	57	0	9	57	0
08:00-09:00	9	57	0	9	57	0	9	57	0

09:00-10:0	9	57	0	9	57	0	9	57	0
10:00-11:0	9	57	0	9	57	0	9	57	0
11:00-12:0	9	57	0.002	9	57	0.002	9	57	0.004
12:00-13:0	9	57	0.004	9	57	0.004	9	57	0.008
13:00-14:0	9	57	0	9	57	0	9	57	0
14:00-15:0	9	57	0	9	57	0	9	57	0
15:00-16:0	9	57	0	9	57	0	9	57	0
16:00-17:0	9	57	0.002	9	57	0.002	9	57	0.004
17:00-18:0	9	57	0	9	57	0	9	57	0
18:00-19:0	9	57	0	9	57	0	9	57	0
19:00-20:0	3	34	0	3	34	0	3	34	0
20:00-21:0	3	34	0	3	34	0	3	34	0
21:00-22:0	3	34	0	3	34	0	3	34	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.008			0.008			0.016

Parameter summary

Trip rate p: 6 - 140 (units:)

Survey dat 01/01/08 - 22/10/13

Number of 7

Number of 2

Number of 0

Surveys ma 0

This section followed by the total n the number of survey days that have been manually removed from the selecte

TRICS 7.3.1

Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT

Category F - WAREHOUSING (COMMERCIAL)

VEHICLES

Selected regions and areas:

2 SOUTH EAST

BD BEDFORDS 1 days

BU BUCKINGH 1 days

HC HAMPSHIR 1 days

HF HERTFORD 3 days

KC KENT 1 days

SC SURREY 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter Gross floor area

Actual Ran 4000 to 76000 (units: sqm)

Range Sele 3065 to 76000 (units: sqm)

Public Transport Provision:

Selection t Include all surveys

Date Range 01/01/98 to 10/07/08

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 1 days

Wednesda 2 days

Thursday 4 days

Friday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual co 8 days

Directional 0 days

This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Cent 0

Edge of To 0

Suburban / 1

Edge of To 7

Neighbour 0

Free Stand 0

Not Knowr 0

This data d Edge of Tc Suburban Neighbour Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:

Industrial 2 4

Commerci 1

Developm 0

Residential 0

Retail Zone 0

Built-Up Zc 0

Village 0

Out of Town 0

High Street 0

No Sub Cat 3

This data d Industrial Developm Residenti Retail Zon Built-Up Zc Village Out of Town High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

B8 8 days

This data d which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5 5 days

10,001 to 12 days

20,001 to 21 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 21 days

100,001 to 2 days

125,001 to 4 days

250,001 to 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 3 days

1.1 to 1.5 5 days

This data d within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Knowr 5 days

No 3 days

This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 BD-02-F-01 WAREHOU BEDFORDSHIRE
FRENCH'S AVENUE

DUNSTABLE
Edge of Town
Industrial Zone
Total Gross floor area 6050 sqm
Survey dat THURSDAY ##### Survey Typ MANUAL

2 BU-02-F-01 SUPERSTO BUCKINGHAMSHIRE
BLETCHAM WAY

BLETCHLEY
MILTON KEYNES
Edge of Town
Industrial Zone
Total Gross floor area 52125 sqm
Survey dat THURSDAY ##### Survey Typ MANUAL

3 HC-02-F-01 WAREHOU HAMPSHIRE

MAURETANIA ROAD
NURSILING INDUSTRIAL ESTATE
SOUTHAMPTON
Edge of Town
Industrial Zone
Total Gross floor area 4000 sqm
Survey dat WEDNESD, ##### Survey Typ MANUAL

4 HF-02-F-01 SUPERSTO HERTFORDSHIRE
LONDON ROAD

BUNTINGFORD
Edge of Town
No Sub Category
Total Gross floor area 47584 sqm
Survey dat WEDNESD, ##### Survey Typ MANUAL

5 HF-02-F-02 SUPERSTO HERTFORDSHIRE

BLACK FAN ROAD
PANSHANGER
WELWYN GARDEN CITY
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area 18600 sqm
Survey dat FRIDAY ##### Survey Typ MANUAL

6 HF-02-F-03 DISTRIBUT HERTFORDSHIRE

HATFIELD BUSINESS CEN.
HATFIELD
Edge of Town
Commercial Zone
Total Gross floor area 80000 sqm
Survey dat THURSDAY ##### Survey Typ MANUAL

7 KC-02-F-01 FOOD DIST KENT

HOLBOROUGH ROAD

SNODLAND
Edge of Town
No Sub Category
Total Gross floor area 7500 sqm
Survey dat THURSDAY ##### Survey Typ MANUAL

8 SC-02-F-04 WAREHOU SURREY

PRETORIA ROAD

CHERTSEY
Edge of Town
No Sub Category
Total Gross floor area 4460 sqm
Survey dat TUESDAY ##### Survey Typ MANUAL

This sectio it displays the select the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Rang/ Days	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	Ave.	Trip	
Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00-00:3	1	7500	0.093	1	7500	0.08	1	7500	0.173
00:30-01:0	1	7500	0.053	1	7500	0.067	1	7500	0.12
01:00-01:3	1	7500	0.013	1	7500	0.027	1	7500	0.04
01:30-02:0	1	7500	0.04	1	7500	0.067	1	7500	0.107
02:00-02:3	1	7500	0.027	1	7500	0.027	1	7500	0.054
02:30-03:0	1	7500	0.053	1	7500	0.067	1	7500	0.12
03:00-03:3	1	7500	0.027	1	7500	0.013	1	7500	0.04
03:30-04:0	1	7500	0.067	1	7500	0.053	1	7500	0.12
04:00-04:3	1	7500	0.053	1	7500	0.053	1	7500	0.106
04:30-05:0	1	7500	0.067	1	7500	0.053	1	7500	0.12
05:00-05:3	1	7500	0.08	1	7500	0.067	1	7500	0.147
05:30-06:0	1	7500	0.067	1	7500	0.053	1	7500	0.12
06:00-06:3	1	7500	0.133	1	7500	0.133	1	7500	0.266
06:30-07:0	1	7500	0.133	1	7500	0.08	1	7500	0.213
07:00-07:3	8	27040	0.042	8	27040	0.054	8	27040	0.096
07:30-08:0	8	27040	0.075	8	27040	0.04	8	27040	0.115
08:00-08:3	8	27040	0.053	8	27040	0.032	8	27040	0.085
08:30-09:0	8	27040	0.062	8	27040	0.034	8	27040	0.096
09:00-09:3	8	27040	0.051	8	27040	0.043	8	27040	0.094
09:30-10:0	8	27040	0.05	8	27040	0.039	8	27040	0.089
10:00-10:3	8	27040	0.043	8	27040	0.039	8	27040	0.082
10:30-11:0	8	27040	0.04	8	27040	0.039	8	27040	0.079
11:00-11:3	8	27040	0.052	8	27040	0.036	8	27040	0.088
11:30-12:0	8	27040	0.051	8	27040	0.04	8	27040	0.091
12:00-12:3	8	27040	0.046	8	27040	0.059	8	27040	0.105
12:30-13:0	8	27040	0.045	8	27040	0.049	8	27040	0.094
13:00-13:3	8	27040	0.069	8	27040	0.064	8	27040	0.133
13:30-14:0	8	27040	0.144	8	27040	0.109	8	27040	0.253
14:00-14:3	8	27040	0.061	8	27040	0.09	8	27040	0.151
14:30-15:0	8	27040	0.078	8	27040	0.091	8	27040	0.169
15:00-15:3	8	27040	0.049	8	27040	0.077	8	27040	0.126
15:30-16:0	8	27040	0.06	8	27040	0.067	8	27040	0.127
16:00-16:3	8	27040	0.048	8	27040	0.068	8	27040	0.116
16:30-17:0	8	27040	0.041	8	27040	0.071	8	27040	0.112
17:00-17:3	8	27040	0.027	8	27040	0.063	8	27040	0.09
17:30-18:0	8	27040	0.038	8	27040	0.053	8	27040	0.091
18:00-18:3	8	27040	0.024	8	27040	0.054	8	27040	0.078
18:30-19:0	8	27040	0.022	8	27040	0.026	8	27040	0.048
19:00-19:3	2	6775	0.03	2	6775	0.03	2	6775	0.06
19:30-20:0	2	6775	0.007	2	6775	0.037	2	6775	0.044
20:00-20:3	1	7500	0.053	1	7500	0.013	1	7500	0.066
20:30-21:0	1	7500	0.04	1	7500	0.053	1	7500	0.093
21:00-21:3	1	7500	0.04	1	7500	0.053	1	7500	0.093
21:30-22:0	1	7500	0.013	1	7500	0.027	1	7500	0.04
22:00-22:3	1	7500	0.067	1	7500	0.053	1	7500	0.12
22:30-23:0	1	7500	0.067	1	7500	0.04	1	7500	0.107
23:00-23:3	1	7500	0.04	1	7500	0.04	1	7500	0.08
23:30-24:0	1	7500	0.04	1	7500	0.04	1	7500	0.08
Daily Trip Rates:			2.574			2.563			5.137

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Calculation Factor: 100 sqm

Count Type: OGVS

Time Rang/ Days	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	Ave.	Trip	
Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00-00:3	1	7500	0.093	1	7500	0.08	1	7500	0.173
00:30-01:0	1	7500	0.053	1	7500	0.067	1	7500	0.12
01:00-01:3	1	7500	0.013	1	7500	0.027	1	7500	0.04
01:30-02:0	1	7500	0.04	1	7500	0.067	1	7500	0.107
02:00-02:3	1	7500	0.027	1	7500	0.027	1	7500	0.054
02:30-03:0	1	7500	0.053	1	7500	0.067	1	7500	0.12
03:00-03:3	1	7500	0.027	1	7500	0.013	1	7500	0.04
03:30-04:0	1	7500	0.067	1	7500	0.053	1	7500	0.12
04:00-04:3	1	7500	0.053	1	7500	0.053	1	7500	0.106
04:30-05:0	1	7500	0.067	1	7500	0.053	1	7500	0.12
05:00-05:3	1	7500	0.04	1	7500	0.067	1	7500	0.107
05:30-06:0	1	7500	0.027	1	7500	0.04	1	7500	0.067
06:00-06:3	1	7500	0.027	1	7500	0.027	1	7500	0.054
06:30-07:0	1	7500	0.12	1	7500	0.08	1	7500	0.2
07:00-07:3	8	27040	0.013	8	27040	0.01	8	27040	0.023
07:30-08:0	8	27040	0.012	8	27040	0.011	8	27040	0.023

08:00-08:3	8	27040	0.016	8	27040	0.016	8	27040	0.032
08:30-09:0	8	27040	0.016	8	27040	0.012	8	27040	0.028
09:00-09:3	8	27040	0.018	8	27040	0.02	8	27040	0.038
09:30-10:0	8	27040	0.019	8	27040	0.018	8	27040	0.037
10:00-10:3	8	27040	0.021	8	27040	0.016	8	27040	0.037
10:30-11:0	8	27040	0.013	8	27040	0.019	8	27040	0.032
11:00-11:3	8	27040	0.019	8	27040	0.016	8	27040	0.035
11:30-12:0	8	27040	0.018	8	27040	0.014	8	27040	0.032
12:00-12:3	8	27040	0.015	8	27040	0.018	8	27040	0.033
12:30-13:0	8	27040	0.013	8	27040	0.016	8	27040	0.029
13:00-13:3	8	27040	0.018	8	27040	0.014	8	27040	0.032
13:30-14:0	8	27040	0.02	8	27040	0.016	8	27040	0.036
14:00-14:3	8	27040	0.015	8	27040	0.015	8	27040	0.03
14:30-15:0	8	27040	0.021	8	27040	0.018	8	27040	0.039
15:00-15:3	8	27040	0.017	8	27040	0.015	8	27040	0.032
15:30-16:0	8	27040	0.02	8	27040	0.015	8	27040	0.035
16:00-16:3	8	27040	0.018	8	27040	0.015	8	27040	0.033
16:30-17:0	8	27040	0.018	8	27040	0.011	8	27040	0.029
17:00-17:3	8	27040	0.011	8	27040	0.012	8	27040	0.023
17:30-18:0	8	27040	0.012	8	27040	0.012	8	27040	0.024
18:00-18:3	8	27040	0.009	8	27040	0.01	8	27040	0.019
18:30-19:0	8	27040	0.011	8	27040	0.012	8	27040	0.023
19:00-19:3	2	6775	0.03	2	6775	0.015	2	6775	0.045
19:30-20:0	2	6775	0.007	2	6775	0.022	2	6775	0.029
20:00-20:3	1	7500	0.053	1	7500	0.013	1	7500	0.066
20:30-21:0	1	7500	0.04	1	7500	0.053	1	7500	0.093
21:00-21:3	1	7500	0.04	1	7500	0.053	1	7500	0.093
21:30-22:0	1	7500	0.013	1	7500	0.027	1	7500	0.04
22:00-22:3	1	7500	0.067	1	7500	0.053	1	7500	0.12
22:30-23:0	1	7500	0.067	1	7500	0.04	1	7500	0.107
23:00-23:3	1	7500	0.04	1	7500	0.04	1	7500	0.08
23:30-24:0	1	7500	0.04	1	7500	0.04	1	7500	0.08
Daily Trip Rates:			1.487			1.428			2.915

Parameter summary

Trip rate p. 4000 - 76000 (units: sqm)

Survey dat 01/01/98 - 10/07/08

Number of 8

Number of 0

Number of 0

Surveys m: 0

This section followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.3.1

Trip Rate P Number of dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: VEHICLES

Time Range Days	ARRIVALS			DEPARTURES			TOTALS		
	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip	No. Ave. Trip					
	Days DWELLS Rate	Days DWELLS Rate	Days DWELLS Rate	Days DWELLS Rate					
00:00-01:0	2 565 0.058	2 565 0.029	2 565 0.042	2 565 0.1					
01:00-02:0	2 565 0.012	2 565 0.026	2 565 0.026	2 565 0.055					
02:00-03:0	2 565 0.004	2 565 0.01	2 565 0.01	2 565 0.022					
03:00-04:0	2 565 0.001	2 565 0.004	2 565 0.004	2 565 0.008					
04:00-05:0	2 565 0.004	2 565 0.006	2 565 0.006	2 565 0.01					
05:00-06:0	2 565 0.002	2 565 0.02	2 565 0.02	2 565 0.022					
06:00-07:0	17 290 0.06	17 290 0.241	17 290 0.241	17 290 0.301					
07:00-08:0	17 290 0.106	17 290 0.351	17 290 0.351	17 290 0.457					
08:00-09:0	17 290 0.127	17 290 0.199	17 290 0.199	17 290 0.326					
09:00-10:0	17 290 0.136	17 290 0.186	17 290 0.186	17 290 0.322					
10:00-11:0	17 290 0.158	17 290 0.174	17 290 0.174	17 290 0.332					
11:00-12:0	17 290 0.21	17 290 0.18	17 290 0.18	17 290 0.39					
12:00-13:0	17 290 0.194	17 290 0.177	17 290 0.177	17 290 0.371					
13:00-14:0	17 290 0.183	17 290 0.171	17 290 0.171	17 290 0.354					
14:00-15:0	17 290 0.247	17 290 0.188	17 290 0.188	17 290 0.435					
15:00-16:0	17 290 0.263	17 290 0.174	17 290 0.174	17 290 0.437					
16:00-17:0	17 290 0.32	17 290 0.176	17 290 0.176	17 290 0.496					
17:00-18:0	17 290 0.29	17 290 0.178	17 290 0.178	17 290 0.468					
18:00-19:0	2 565 0.117	2 565 0.088	2 565 0.088	2 565 0.205					
19:00-20:0	2 565 0.108	2 565 0.083	2 565 0.083	2 565 0.191					
20:00-21:0	2 565 0.076	2 565 0.038	2 565 0.038	2 565 0.114					
21:00-22:0	2 565 0.073	2 565 0.049	2 565 0.049	2 565 0.122					
22:00-23:0	2 565 0.034	2 565 0.019	2 565 0.019	2 565 0.053					
23:00-24:0									
Daily Trip Rates:		2.812	2.783	5.595					

TRICS 7.3.1

Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT

Category A - OFFICE

VEHICLES

Selected regions and areas:

2 SOUTH EAST

BD	BEDFORDS	1 days
ES	EAST SUSSEX	2 days
EX	ESSEX	1 days
HC	HAMPSHIRE	1 days
HF	HERTFORD	2 days
KC	KENT	6 days
SC	SURREY	4 days
SO	SLOUGH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter Gross floor area

Actual Range 186 to 40000 (units: sqm)

Range Selected 186 to 135750 (units: sqm)

Public Transport Provision:

Selection Include all surveys

Date Range 01/01/08 to 26/11/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 5 days

Tuesday 6 days

Wednesday 4 days

Thursday 3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual 18 days

Directional 0 days

This data displays the total number of surveys whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 2

Edge of Town 7

Suburban / 3

Edge of Town 6

Neighbourhood 0

Free Standing 0

Not Known 0

This data displays the number of surveys by location: Edge of Town, Suburban, Neighbourhood, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial 1

Commercial 4

Development 0

Residential 5

Retail Zone 0

Built-Up Zone 6

Village 0

Out of Town 0

High Street 1

No Sub Category 1

This data displays the number of surveys by location sub-category: Industrial, Development, Residential, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

B1 18 days

This data displays the number of surveys which can be found within the Library module of TRICS®.

Population within 1 mile:

Not Known 1 days

1,001 to 5,000 1 days

5,001 to 10,000 3 days

10,001 to 15,000 3 days

15,001 to 20,000 1 days

20,001 to 25,000 8 days

50,001 to 11 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

Not Knowr 1 days

75,001 to 5 days

125,001 to 10 days

250,001 to 2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 6 days

1.1 to 1.5 11 days

1.6 to 2.0 1 days

This data d within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 13 days

No 5 days

This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 BD-02-A-0: OFFICES BEDFORDSHIRE
BROMHAM ROAD

BEDFORD

Edge of Town Centre

No Sub Category

Total Gross floor area 1469 sqm

Survey dat MONDAY ##### Survey Typ MANUAL

2 ES-02-A-11 HOUSING (EAST SUSSEX

THE SIDINGS

ORE VALLEY

HASTINGS

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area 186 sqm

Survey dat TUESDAY ##### Survey Typ MANUAL

3 ES-02-A-12 COUNCIL C EAST SUSSEX

VICARAGE LANE

HAILSHAM

Edge of Town Centre

Built-Up Zone

Total Gross floor area 3640 sqm

Survey dat THURSDAY ##### Survey Typ MANUAL

4 EX-02-A-03 HMRC ESSEX

VICTORIA AVENUE

SOUTHEND-ON-SEA

Town Centre

Built-Up Zone

Total Gross floor area 45000 sqm

Survey dat WEDNESD. ##### Survey Typ MANUAL

5 HC-02-A-1: DIY CO. HC HAMPSHIRE

CHESTNUT AVENUE

CHANDLER'S FORD

Edge of Town

Commercial Zone

Total Gross floor area 26100 sqm

Survey dat MONDAY ##### Survey Typ MANUAL

6 HF-02-A-0: OFFICE HERTFORDSHIRE

60 VICTORIA STREET

ST ALBANS

Edge of Town Centre

Built-Up Zone

Total Gross floor area 610 sqm

Survey dat WEDNESD. ##### Survey Typ MANUAL

7 HF-02-A-0: OFFICES HERTFORDSHIRE

STATION WAY

ST ALBANS

Edge of Town Centre

Residential Zone

Total Gross floor area 5000 sqm

Survey dat THURSDAY ##### Survey Typ MANUAL

8 KC-02-A-0: LAND REGI KENT

FOREST ROAD

CAMDEN PARK

TUNBRIDGE WELLS
Edge of Town
Residential Zone
Total Gross floor area 5677 sqm
Survey dat TUESDAY ##### Survey Typ MANUAL

9 KC-02-A-0; KCC HIGHV KENT
KAVELIN WAY
HENWOOD IND. ESTATE
ASHFORD
Edge of Town
Commercial Zone
Total Gross floor area 2525 sqm
Survey dat MONDAY ##### Survey Typ MANUAL

10 KC-02-A-0; KCC HIGHV KENT
ST MICHAEL'S CLOSE
CLAY WOOD
AYLESFORD
Edge of Town
Industrial Zone
Total Gross floor area 3168 sqm
Survey dat MONDAY ##### Survey Typ MANUAL

11 KC-02-A-0; COUNCIL C KENT
SANDLING ROAD

MAIDSTONE
Edge of Town Centre
Built-Up Zone
Total Gross floor area 1500 sqm
Survey dat WEDNESD, ##### Survey Typ MANUAL

12 KC-02-A-1; COUNCIL C KENT
SANDLING ROAD

MAIDSTONE
Edge of Town Centre
Built-Up Zone
Total Gross floor area 2900 sqm
Survey dat WEDNESD, ##### Survey Typ MANUAL

13 KC-02-A-11 COUNTY H KENT
SANDLING ROAD

MAIDSTONE
Edge of Town Centre
Built-Up Zone
Total Gross floor area 32793 sqm
Survey dat MONDAY ##### Survey Typ MANUAL

14 SC-02-A-14 UNILEVER SURREY
SPRINGFIELD DRIVE

LEATHERHEAD
Edge of Town
Commercial Zone
Total Gross floor area 19974 sqm
Survey dat TUESDAY ##### Survey Typ MANUAL

15 SC-02-A-15 ACCOUNTY SURREY
BOXGROVE ROAD

GUILDFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area 1896 sqm
Survey dat TUESDAY ##### Survey Typ MANUAL

16 SC-02-A-16 BANK OF A SURREY
STANHOPE ROAD

CAMBERLEY
Edge of Town
Commercial Zone
Total Gross floor area 39230 sqm
Survey dat TUESDAY ##### Survey Typ MANUAL

17 SC-02-A-17 PHARMACI SURREY
ST GEORGE'S AVENUE
THE HEATH
WEYBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area 10293 sqm
Survey dat TUESDAY ##### Survey Typ MANUAL

18 SO-02-A-0; COUNCIL C SLOUGH
HIGH STREET

SLOUGH
Town Centre

High Street
 Total Gross floor area 1800 sqm
 Survey dat THURSDAY ##### Survey Typ MANUAL

This section displays the selected day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Range	No. Days	Ave. GFA	ARRIVALS		DEPARTURES		Ave. GFA	TOTALES	ARRIVALS DEPARTUR TOTAL		
			Trip Rate	No. Days	Trip Rate	No. Days			Trip Rate	0800-0900	0800-0900
00:00-00:30									1.222	0.087	1.309
00:30-01:00											
01:00-01:30											
01:30-02:00											
02:00-02:30											
02:30-03:00											
03:00-03:30											
03:30-04:00											
04:00-04:30											
04:30-05:00											
05:00-05:3	1	19974	0	1	19974	0.005	1	19974	0.005		
05:30-06:0	1	19974	0.02	1	19974	0.005	1	19974	0.025		
06:00-06:3	1	19974	0.07	1	19974	0.005	1	19974	0.075		
06:30-07:0	1	19974	0.105	1	19974	0.025	1	19974	0.13		
07:00-07:3	18	10526	0.173	18	10526	0.01	18	10526	0.183		
07:30-08:0	18	10526	0.392	18	10526	0.031	18	10526	0.423		
08:00-08:3	18	10526	0.567	18	10526	0.035	18	10526	0.602		
08:30-09:0	18	10526	0.655	18	10526	0.052	18	10526	0.707		
09:00-09:3	18	10526	0.418	18	10526	0.057	18	10526	0.475		
09:30-10:0	18	10526	0.218	18	10526	0.049	18	10526	0.267		
10:00-10:3	18	10526	0.135	18	10526	0.061	18	10526	0.196		
10:30-11:0	18	10526	0.09	18	10526	0.062	18	10526	0.152		
11:00-11:3	18	10526	0.08	18	10526	0.054	18	10526	0.134		
11:30-12:0	18	10526	0.078	18	10526	0.061	18	10526	0.139		
12:00-12:3	18	10526	0.068	18	10526	0.092	18	10526	0.16		
12:30-13:0	18	10526	0.065	18	10526	0.09	18	10526	0.155		
13:00-13:3	18	10526	0.1	18	10526	0.069	18	10526	0.169		
13:30-14:0	18	10526	0.078	18	10526	0.061	18	10526	0.139		
14:00-14:3	18	10526	0.054	18	10526	0.067	18	10526	0.121		
14:30-15:0	18	10526	0.055	18	10526	0.099	18	10526	0.154		
15:00-15:3	18	10526	0.051	18	10526	0.138	18	10526	0.189		
15:30-16:0	18	10526	0.052	18	10526	0.186	18	10526	0.238		
16:00-16:3	18	10526	0.047	18	10526	0.305	18	10526	0.352		
16:30-17:0	18	10526	0.052	18	10526	0.425	18	10526	0.477		
17:00-17:3	18	10526	0.033	18	10526	0.695	18	10526	0.728		
17:30-18:0	18	10526	0.02	18	10526	0.371	18	10526	0.391		
18:00-18:3	18	10526	0.02	18	10526	0.243	18	10526	0.263		
18:30-19:0	18	10526	0.018	18	10526	0.134	18	10526	0.152		
19:00-19:30											
19:30-20:00											
20:00-20:30											
20:30-21:00											
21:00-21:30											
21:30-22:00											
22:00-22:30											
22:30-23:00											
23:00-23:30											
23:30-24:00											
Daily Trip Rates:			3.714			3.487			7.201		

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Calculation Factor: 100 sqm

Count Type: TAXIS

Time Range	No. Days	Ave. GFA	ARRIVALS		DEPARTURES		Ave. GFA	TOTALES	
			Trip Rate	No. Days	Trip Rate	No. Days			
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:3	1	19974	0	1	19974	0	1	19974	0

05:30-06:0	1	19974	0	1	19974	0	1	19974	0
06:00-06:3	1	19974	0.005	1	19974	0.005	1	19974	0.01
06:30-07:0	1	19974	0	1	19974	0	1	19974	0
07:00-07:3	18	10526	0.001	18	10526	0.001	18	10526	0.002
07:30-08:0	18	10526	0.003	18	10526	0.003	18	10526	0.006
08:00-08:3	18	10526	0.006	18	10526	0.006	18	10526	0.012
08:30-09:0	18	10526	0.004	18	10526	0.004	18	10526	0.008
09:00-09:3	18	10526	0.009	18	10526	0.009	18	10526	0.018
09:30-10:0	18	10526	0.004	18	10526	0.004	18	10526	0.008
10:00-10:3	18	10526	0.007	18	10526	0.008	18	10526	0.015
10:30-11:0	18	10526	0.002	18	10526	0.002	18	10526	0.004
11:00-11:3	18	10526	0.002	18	10526	0.002	18	10526	0.004
11:30-12:0	18	10526	0.001	18	10526	0.002	18	10526	0.003
12:00-12:3	18	10526	0.004	18	10526	0.003	18	10526	0.007
12:30-13:0	18	10526	0.002	18	10526	0.002	18	10526	0.004
13:00-13:3	18	10526	0.003	18	10526	0.002	18	10526	0.005
13:30-14:0	18	10526	0.002	18	10526	0.003	18	10526	0.005
14:00-14:3	18	10526	0.001	18	10526	0.001	18	10526	0.002
14:30-15:0	18	10526	0.004	18	10526	0.004	18	10526	0.008
15:00-15:3	18	10526	0.002	18	10526	0.001	18	10526	0.003
15:30-16:0	18	10526	0.001	18	10526	0.002	18	10526	0.003
16:00-16:3	18	10526	0.002	18	10526	0.002	18	10526	0.004
16:30-17:0	18	10526	0.002	18	10526	0.002	18	10526	0.004
17:00-17:3	18	10526	0.003	18	10526	0.002	18	10526	0.005
17:30-18:0	18	10526	0.003	18	10526	0.004	18	10526	0.007
18:00-18:3	18	10526	0.004	18	10526	0.004	18	10526	0.008
18:30-19:0	18	10526	0.003	18	10526	0.003	18	10526	0.006
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:		0.08			0.081			0.161	

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Calculation Factor: 100 sqm

Count Type: OGVS

Time Range/ Days	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Range/ Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:3	1	19974	0	1	19974	0	1	19974	0
05:30-06:0	1	19974	0	1	19974	0	1	19974	0
06:00-06:3	1	19974	0	1	19974	0	1	19974	0
06:30-07:0	1	19974	0.005	1	19974	0.005	1	19974	0.01
07:00-07:3	18	10526	0.001	18	10526	0	18	10526	0.001
07:30-08:0	18	10526	0.001	18	10526	0.002	18	10526	0.003
08:00-08:3	18	10526	0.002	18	10526	0.001	18	10526	0.003
08:30-09:0	18	10526	0.002	18	10526	0.003	18	10526	0.005
09:00-09:3	18	10526	0.002	18	10526	0.001	18	10526	0.003
09:30-10:0	18	10526	0.002	18	10526	0.003	18	10526	0.005
10:00-10:3	18	10526	0.003	18	10526	0.002	18	10526	0.005
10:30-11:0	18	10526	0.001	18	10526	0.001	18	10526	0.002
11:00-11:3	18	10526	0.001	18	10526	0.002	18	10526	0.003
11:30-12:0	18	10526	0.003	18	10526	0.003	18	10526	0.006
12:00-12:3	18	10526	0.001	18	10526	0.001	18	10526	0.002
12:30-13:0	18	10526	0.002	18	10526	0.001	18	10526	0.003
13:00-13:3	18	10526	0	18	10526	0.002	18	10526	0.002
13:30-14:0	18	10526	0.001	18	10526	0.001	18	10526	0.002
14:00-14:3	18	10526	0	18	10526	0	18	10526	0
14:30-15:0	18	10526	0.001	18	10526	0.002	18	10526	0.003
15:00-15:3	18	10526	0.001	18	10526	0.001	18	10526	0.002
15:30-16:0	18	10526	0.003	18	10526	0.002	18	10526	0.005
16:00-16:3	18	10526	0.002	18	10526	0.002	18	10526	0.004
16:30-17:0	18	10526	0.001	18	10526	0.001	18	10526	0.002
17:00-17:3	18	10526	0.001	18	10526	0.003	18	10526	0.004
17:30-18:0	18	10526	0	18	10526	0	18	10526	0

18:00-18:30	18	10526	0	18	10526	0	18	10526	0
18:30-19:00	18	10526	0	18	10526	0	18	10526	0
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.036			0.039			0.075

Parameter summary

Trip rate p: 186 - 40000 (units: sqm)

Survey dat 01/01/08 - 26/11/15

Number of 18

Number of 0

Number of 0

Surveys m: 9

This section followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.3.1

Trip Rate P Number of residents

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL
Category H - NURSES HOMES
VEHICLES

Selected regions and areas:

2 SOUTH EAST

RE READING 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter Number of residents

Actual Ran 30 to 30 (units:)

Range Sele 30 to 350 (units:)

Public Transport Provision:

Selection t Include all surveys

Date Range 01/01/08 to 03/12/09

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual co 1 days

Directional 0 days

This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Cent 0

Edge of To 0

Suburban / 0

Edge of To 0

Neighbour 1

Free Stand 0

Not Knowr 0

This data d Edge of Tc Suburban Neighbouri Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:

Industrial z 0

Commerci: 0

Developmε 0

Residential 0

Retail Zone 0

Built-Up Zc 0

Village 0

Out of Tow 0

High Street: 0

No Sub Cat 1

This data d Industrial Developm Residential Retail Zon Built-Up Zc Village Out of Tow High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C2 1 days

This data d which can be found within the Library module of TRICS®.

Population within 1 mile:

25,001 to 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5 1 days

This data d within a radius of 5-miles of selected survey sites.

Travel Plan:

No 1 days

This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 RE-03-H-0: NURSES ST READING
 HONEY END LANE
 TILEHURST
 READING
 Neighbourhood Centre (PPS6 Local Centre)
 No Sub Category
 Total Number of resid 30
 Survey dat THURSDAY ##### Survey Typ MANUAL

This section displays the selected day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/H - NURSES HOMES

Calculation Factor: 1 RESIDE

Count Type: VEHICLES

Time Range/ Days	No.	Ave.	ARRIVALS		DEPARTURES			TOTALS	
			Trip	No.	Ave.	Trip	No.	Ave.	Trip
	RESIDE	RESIDE	Rate	Days	RESIDE	Rate	Days	RESIDE	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	1	30	0	1	30	0.067	1	30	0.067
08:00-09:0	1	30	0.067	1	30	0.1	1	30	0.167
09:00-10:0	1	30	0.067	1	30	0.067	1	30	0.134
10:00-11:0	1	30	0	1	30	0.067	1	30	0.067
11:00-12:0	1	30	0	1	30	0	1	30	0
12:00-13:0	1	30	0.1	1	30	0.1	1	30	0.2
13:00-14:0	1	30	0.133	1	30	0.067	1	30	0.2
14:00-15:0	1	30	0.067	1	30	0.133	1	30	0.2
15:00-16:0	1	30	0.1	1	30	0.1	1	30	0.2
16:00-17:0	1	30	0.033	1	30	0	1	30	0.033
17:00-18:0	1	30	0.1	1	30	0.033	1	30	0.133
18:00-19:0	1	30	0.133	1	30	0.033	1	30	0.166
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.8			0.767			1.567

TRIP RATE for Land Use 03 - RESIDENTIAL/H - NURSES HOMES

Calculation Factor: 1 RESIDE

Count Type: TAXIS

Time Range/ Days	No.	Ave.	ARRIVALS		DEPARTURES			TOTALS	
			Trip	No.	Ave.	Trip	No.	Ave.	Trip
	RESIDE	RESIDE	Rate	Days	RESIDE	Rate	Days	RESIDE	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	1	30	0	1	30	0	1	30	0
08:00-09:0	1	30	0	1	30	0	1	30	0
09:00-10:0	1	30	0	1	30	0	1	30	0
10:00-11:0	1	30	0	1	30	0	1	30	0
11:00-12:0	1	30	0	1	30	0	1	30	0
12:00-13:0	1	30	0	1	30	0	1	30	0
13:00-14:0	1	30	0	1	30	0	1	30	0
14:00-15:0	1	30	0	1	30	0	1	30	0
15:00-16:0	1	30	0	1	30	0	1	30	0
16:00-17:0	1	30	0	1	30	0	1	30	0
17:00-18:0	1	30	0	1	30	0	1	30	0
18:00-19:0	1	30	0	1	30	0	1	30	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0			0			0

TRIP RATE for Land Use 03 - RESIDENTIAL/H - NURSES HOMES

Calculation Factor: 1 RESIDE

Count Type: OGVS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	1	30	0	1	30	0	1	30	0
08:00-09:0	1	30	0	1	30	0	1	30	0
09:00-10:0	1	30	0.033	1	30	0	1	30	0.033
10:00-11:0	1	30	0	1	30	0.033	1	30	0.033
11:00-12:0	1	30	0	1	30	0	1	30	0
12:00-13:0	1	30	0	1	30	0	1	30	0
13:00-14:0	1	30	0.033	1	30	0	1	30	0.033
14:00-15:0	1	30	0	1	30	0.033	1	30	0.033
15:00-16:0	1	30	0	1	30	0	1	30	0
16:00-17:0	1	30	0	1	30	0	1	30	0
17:00-18:0	1	30	0	1	30	0	1	30	0
18:00-19:0	1	30	0	1	30	0	1	30	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.066			0.066			0.132

Parameter summary

Trip rate p. 30 - 30 (units:)
 Survey dat 01/01/08 - 03/12/09
 Number of 1
 Number of 0
 Number of 0
 Surveys m: 0

This section followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.3.1

Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 01 - RETAIL

Category G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

VEHICLES

Selected regions and areas:

2 SOUTH EAST

BU BUCKINGH 1 days

EX ESSEX 1 days

KC KENT 3 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter Gross floor area

Actual Ran 1000 to 7900 (units: sqm)

Range Sele 1000 to 7900 (units: sqm)

Public Transport Provision:

Selection t Include all surveys

Date Rang 01/01/98 to 19/07/08

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 2 days

Sunday 3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual co 5 days

Directional 0 days

This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Cent 0

Edge of To 0

Suburban / 2

Edge of To 3

Neighbour 0

Free Stand 0

Not Knowr 0

This data d Edge of Tc Suburban Neighbour Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:

Industrial 2 0

Commerci 2

Developm 0

Residential 0

Retail Zone 1

Built-Up Zc 0

Village 0

Out of Tow 0

High Street 0

No Sub Cat 2

This data d Industrial Developm Residentie Retail Zon Built-Up Zc Village Out of Tov High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

A1 5 days

This data d which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5 1 days

5,001 to 1 1 days

10,001 to 12 days

15,001 to 2 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 3 days

100,001 to 1 days

125,001 to 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days
 1.1 to 1.5 4 days

This data d within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in 0 days
 Excluded fr 5 days

This data d and the number of surveys that do not.

Travel Plan:

Not Knowr 4 days
 No 1 days

This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

- 1 BU-01-G-0 COURTS BUCKINGHAMSHIRE
 CAIRNGORM GATE
 WINTERHILL
 MILTON KEYNES
 Suburban Area (PPS6 Out of Centre)
 Retail Zone
 Total Gross floor area 7900 sqm
 Survey dat SUNDAY ##### Survey Typ MANUAL
- 2 EX-01-G-01 MFI ESSEX
 LONDON ROAD
 LEXDEN
 COLCHESTER
 Edge of Town
 No Sub Category
 Total Gross floor area 1000 sqm
 Survey dat SATURDAY ##### Survey Typ MANUAL
- 3 KC-01-G-0: PREMUS H KENT
 SEA STREET

 HERNE BAY
 Suburban Area (PPS6 Out of Centre)
 No Sub Category
 Total Gross floor area 1248 sqm
 Survey dat SUNDAY ##### Survey Typ MANUAL
- 4 KC-01-G-0: D&A TOYS KENT
 BROADOAK ROAD

 CANTERBURY
 Edge of Town
 Commercial Zone
 Total Gross floor area 1500 sqm
 Survey dat SUNDAY ##### Survey Typ MANUAL
- 5 KC-01-G-0: TOY SUPEF KENT
 BROADOAK ROAD

 CANTERBURY
 Edge of Town
 Commercial Zone
 Total Gross floor area 1500 sqm
 Survey dat SATURDAY ##### Survey Typ MANUAL

This sectio it displays the select: the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Rang/ Days	No.	Ave.	ARRIVALS		DEPARTURES			TOTALS	
			Trip	No.	Ave.	Trip	No.	Ave.	Trip
	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	1	1000	0	1	1000	0	1	1000	0
08:00-09:0	1	1000	0.5	1	1000	0	1	1000	0.5
09:00-10:0	2	1250	2.4	2	1250	1.4	2	1250	3.8
10:00-11:0	5	2630	1.521	5	2630	0.859	5	2630	2.38
11:00-12:0	5	2630	2.928	5	2630	2.457	5	2630	5.385
12:00-13:0	5	2630	2.997	5	2630	2.959	5	2630	5.956
13:00-14:0	5	2630	2.814	5	2630	2.959	5	2630	5.773
14:00-15:0	5	2630	2.791	5	2630	2.959	5	2630	5.75
15:00-16:0	5	2630	2.198	5	2630	2.624	5	2630	4.822

16:00-17:0	4	2975	0.874	4	2975	1.387	4	2975	2.261
17:00-18:0	3	3467	0.337	3	3467	0.587	3	3467	0.924
18:00-19:0	1	1000	0	1	1000	0.2	1	1000	0.2
19:00-20:0	1	1000	0	1	1000	0	1	1000	0
20:00-21:0	1	1000	0	1	1000	0	1	1000	0
21:00-22:0	1	1000	0	1	1000	0	1	1000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:		19.36			18.391			37.751	

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

Calculation Factor: 100 sqm

Count Type: OGVS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	1	1000	0	1	1000	0	1	1000	0
08:00-09:0	1	1000	0	1	1000	0	1	1000	0
09:00-10:0	2	1250	0.04	2	1250	0.04	2	1250	0.08
10:00-11:0	5	2630	0.008	5	2630	0	5	2630	0.008
11:00-12:0	5	2630	0	5	2630	0	5	2630	0
12:00-13:0	5	2630	0.008	5	2630	0.015	5	2630	0.023
13:00-14:0	5	2630	0	5	2630	0	5	2630	0
14:00-15:0	5	2630	0	5	2630	0	5	2630	0
15:00-16:0	5	2630	0.008	5	2630	0	5	2630	0.008
16:00-17:0	4	2975	0	4	2975	0.008	4	2975	0.008
17:00-18:0	3	3467	0	3	3467	0	3	3467	0
18:00-19:0	1	1000	0	1	1000	0	1	1000	0
19:00-20:0	1	1000	0	1	1000	0	1	1000	0
20:00-21:0	1	1000	0	1	1000	0	1	1000	0
21:00-22:0	1	1000	0	1	1000	0	1	1000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.064			0.063			0.127

Parameter summary

Trip rate p. 1000 - 7900 (units: sqm)

Survey dat 01/01/98 - 19/07/08

Number of 3

Number of 4

Number of 3

Surveys m: 0

This section followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.3.1

Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 01 - RETAIL

Category 1 - SHOPPING CENTRE - LOCAL SHOPS

VEHICLES

Selected regions and areas:

2 SOUTH EAST

BD	BEDFORDS 1 days
ES	EAST SUSSEX 1 days
EX	ESSEX 1 days
HC	HAMPSHIRE 1 days
HF	HERTFORD 1 days
SC	SURREY 1 days
WS	WEST SUSSEX 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter Gross floor area

Actual Range 359 to 4045 (units: sqm)

Range Selected 359 to 8310 (units: sqm)

Public Transport Provision:

Selection Include all surveys

Date Range 01/01/98 to 24/09/10

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 1 days

Wednesday 1 days

Thursday 1 days

Friday 1 days

Saturday 3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual 7 days

Directional 0 days

This data displays the total number of surveys whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 0

Edge of Town 1

Suburban / 0

Edge of Town 2

Neighbourhood 4

Free Stand 0

Not Known 0

This data displays the total number of surveys by location: Edge of Town, Suburban, Neighbourhood, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial 2 0

Commercial 0

Development 0

Residential 7

Retail Zone 0

Built-Up Zone 0

Village 0

Out of Town 0

High Street 0

No Sub Category 0

This data displays the total number of surveys by location sub-category: Industrial, Development, Residential, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

Not Known 4 days

A1 3 days

This data displays the number of surveys which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000 1 day

5,001 to 10,000 2 days

10,001 to 15,000 1 day

15,001 to 20,000 1 day

20,001 to 25,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 1 days

75,001 to 1 days

100,001 to 2 days

125,001 to 2 days

500,001 or 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 5 days

This data d within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in 0 days

Excluded fi 7 days

This data d and the number of surveys that do not.

Travel Plan:

Not Knowr 4 days

No 3 days

This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 BD-01-I-01 DISTRICT C BEDFORDSHIRE

WIGMORE LANE

WIGMORE

LUTON

Edge of Town

Residential Zone

Total Gross floor area 4045 sqm

Survey dat SATURDAY ##### Survey Typ MANUAL

2 ES-01-I-02 LOCAL SHC EAST SUSSEX

BROWNS CLOSE

MANOR PARK

UCKFIELD

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area 676 sqm

Survey dat SATURDAY ##### Survey Typ MANUAL

3 EX-01-I-01 LOCAL SHC ESSEX

PYRLES LANE

LOUGHTON

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area 650 sqm

Survey dat THURSDAY ##### Survey Typ MANUAL

4 HC-01-I-02 LOCAL SHC HAMPSHIRE

OLIVER'S BATTERY ROAD S.

OLIVERS BATTERY

WINCHESTER

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area 1605 sqm

Survey dat TUESDAY ##### Survey Typ MANUAL

5 HF-01-I-01 LOCAL SHC HERTFORDSHIRE

NEW HOUSE PARK

ST ALBANS

Edge of Town

Residential Zone

Total Gross floor area 1120 sqm

Survey dat SATURDAY ##### Survey Typ MANUAL

6 SC-01-I-01 LOCAL SHC SURREY

CHURCH ROAD

MILFORD

Edge of Town Centre

Residential Zone

Total Gross floor area 359 sqm

Survey dat FRIDAY ##### Survey Typ MANUAL

7 WS-01-I-0J LOCAL SHC WEST SUSSEX

TILGATE PARADE

TILGATE

CRAWLEY

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area 2461 sqm

Survey dat WEDNESD. ##### Survey Typ MANUAL

This section displays the selected day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00	1	359	1.671	1	359	0.836	1	359	2.507
07:00-08:00	7	1559	2.583	7	1559	2.373	7	1559	4.956
08:00-09:00	7	1559	3.499	7	1559	3.151	7	1559	6.65
09:00-10:00	7	1559	5.02	7	1559	4.306	7	1559	9.326
10:00-11:00	7	1559	4.929	7	1559	4.855	7	1559	9.784
11:00-12:00	7	1559	5.304	7	1559	4.984	7	1559	10.288
12:00-13:00	7	1559	5.35	7	1559	5.597	7	1559	10.947
13:00-14:00	7	1559	5.313	7	1559	5.231	7	1559	10.544
14:00-15:00	7	1559	4.974	7	1559	4.855	7	1559	9.829
15:00-16:00	7	1559	5.075	7	1559	5.103	7	1559	10.178
16:00-17:00	7	1559	5.487	7	1559	5.9	7	1559	11.387
17:00-18:00	7	1559	5.249	7	1559	5.762	7	1559	11.011
18:00-19:00	7	1559	5.093	7	1559	5.442	7	1559	10.535
19:00-20:00	4	823	3.799	4	823	3.708	4	823	7.507
20:00-21:00	3	562	3.145	3	562	3.62	3	562	6.765
21:00-22:00	2	518	1.932	2	518	2.415	2	518	4.347
22:00-23:00	1	359	0.557	1	359	2.507	1	359	3.064
23:00-24:00									
Daily Trip Rates:			68.98			70.645			139.625

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Calculation Factor: 100 sqm

Count Type: OGVS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00	1	359	0.557	1	359	0.279	1	359	0.836
07:00-08:00	7	1559	0.119	7	1559	0.128	7	1559	0.247
08:00-09:00	7	1559	0.092	7	1559	0.073	7	1559	0.165
09:00-10:00	7	1559	0.119	7	1559	0.119	7	1559	0.238
10:00-11:00	7	1559	0.064	7	1559	0.082	7	1559	0.146
11:00-12:00	7	1559	0.046	7	1559	0.046	7	1559	0.092
12:00-13:00	7	1559	0.018	7	1559	0.046	7	1559	0.064
13:00-14:00	7	1559	0.037	7	1559	0.037	7	1559	0.074
14:00-15:00	7	1559	0.027	7	1559	0.027	7	1559	0.054
15:00-16:00	7	1559	0.018	7	1559	0.018	7	1559	0.036
16:00-17:00	7	1559	0.037	7	1559	0.037	7	1559	0.074
17:00-18:00	7	1559	0.037	7	1559	0.037	7	1559	0.074
18:00-19:00	7	1559	0.027	7	1559	0.027	7	1559	0.054
19:00-20:00	4	823	0.03	4	823	0	4	823	0.03
20:00-21:00	3	562	0	3	562	0	3	562	0
21:00-22:00	2	518	0	2	518	0	2	518	0
22:00-23:00	1	359	0	1	359	0	1	359	0
23:00-24:00									
Daily Trip Rates:			1.228			0.956			2.184

Parameter summary

Trip rate p. 359 - 4045 (units: sqm)

Survey date 01/01/98 - 24/09/10

Number of 4

Number of 3

Number of 0

Surveys manually removed 0

This section followed the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.3.1

Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT

Category B - BUSINESS PARK

VEHICLES

Selected regions and areas:

2 SOUTH EAST

BU BUCKINGH 1 days

HC HAMPSHIR 2 days

HF HERTFORD 1 days

OX OXFORDSH 1 days

SC SURREY 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter Gross floor area

Actual Ran 13300 to 121275 (units: sqm)

Range Sele 9290 to 121275 (units: sqm)

Public Transport Provision:

Selection Include all surveys

Date Range 01/01/98 to 18/10/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 1 days

Tuesday 2 days

Thursday 2 days

Friday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual 6 days

Directional 0 days

This data displays the total number of surveys whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 0

Edge of Town 1

Suburban 1

Edge of Town 4

Neighbourhood 0

Free Standing 0

Not Known 0

This data displays the number of surveys by location type: Edge of Town, Suburban, Neighbourhood, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial 0

Commercial 3

Development 0

Residential 0

Retail Zone 0

Built-Up Zone 0

Village 0

Out of Town 0

High Street 0

No Sub Category 3

This data displays the number of surveys by location sub-category: Industrial, Development, Residential, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

B1 6 days

This data displays the number of surveys which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000 1 days

10,001 to 25,000 3 days

20,001 to 50,000 1 days

25,001 to 75,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000 1 days

75,001 to 1,000,000 1 days

03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	6	42753	0.15	6	42753	0.038	6	42753	0.188
07:30-08:0	6	42753	0.4	6	42753	0.066	6	42753	0.466
08:00-08:3	6	42753	0.727	6	42753	0.115	6	42753	0.842
08:30-09:0	6	42753	0.893	6	42753	0.147	6	42753	1.04
09:00-09:3	6	42753	0.522	6	42753	0.111	6	42753	0.633
09:30-10:0	6	42753	0.29	6	42753	0.097	6	42753	0.387
10:00-10:3	6	42753	0.153	6	42753	0.083	6	42753	0.236
10:30-11:0	6	42753	0.106	6	42753	0.087	6	42753	0.193
11:00-11:3	6	42753	0.112	6	42753	0.089	6	42753	0.201
11:30-12:0	6	42753	0.095	6	42753	0.109	6	42753	0.204
12:00-12:3	6	42753	0.13	6	42753	0.28	6	42753	0.41
12:30-13:0	6	42753	0.213	6	42753	0.244	6	42753	0.457
13:00-13:3	6	42753	0.237	6	42753	0.264	6	42753	0.501
13:30-14:0	6	42753	0.262	6	42753	0.158	6	42753	0.42
14:00-14:3	6	42753	0.144	6	42753	0.14	6	42753	0.284
14:30-15:0	6	42753	0.11	6	42753	0.139	6	42753	0.249
15:00-15:3	6	42753	0.09	6	42753	0.184	6	42753	0.274
15:30-16:0	6	42753	0.08	6	42753	0.187	6	42753	0.267
16:00-16:3	6	42753	0.083	6	42753	0.29	6	42753	0.373
16:30-17:0	6	42753	0.099	6	42753	0.436	6	42753	0.535
17:00-17:3	6	42753	0.09	6	42753	0.695	6	42753	0.785
17:30-18:0	6	42753	0.097	6	42753	0.562	6	42753	0.659
18:00-18:3	6	42753	0.065	6	42753	0.389	6	42753	0.454
18:30-19:0	6	42753	0.06	6	42753	0.189	6	42753	0.249
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			5.208			5.099			10.307

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Calculation Factor: 100 sqm

Count Type: OGVS

Time Range/ Days	No.	Ave.	ARRIVALS		Ave.	DEPARTURES		Ave.	TOTALS
			Trip	No.		Trip	No.		
	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	6	42753	0.002	6	42753	0.001	6	42753	0.003
07:30-08:0	6	42753	0	6	42753	0.002	6	42753	0.002
08:00-08:3	6	42753	0.007	6	42753	0.003	6	42753	0.01
08:30-09:0	6	42753	0.005	6	42753	0.004	6	42753	0.009
09:00-09:3	6	42753	0.004	6	42753	0.005	6	42753	0.009
09:30-10:0	6	42753	0.006	6	42753	0.006	6	42753	0.012
10:00-10:3	6	42753	0.004	6	42753	0.004	6	42753	0.008
10:30-11:0	6	42753	0.002	6	42753	0.005	6	42753	0.007
11:00-11:3	6	42753	0.004	6	42753	0.004	6	42753	0.008
11:30-12:0	6	42753	0.003	6	42753	0.002	6	42753	0.005
12:00-12:3	6	42753	0.005	6	42753	0.004	6	42753	0.009
12:30-13:0	6	42753	0.004	6	42753	0.003	6	42753	0.007
13:00-13:3	6	42753	0.002	6	42753	0.004	6	42753	0.006
13:30-14:0	6	42753	0.003	6	42753	0.003	6	42753	0.006
14:00-14:3	6	42753	0.001	6	42753	0.002	6	42753	0.003
14:30-15:0	6	42753	0.004	6	42753	0.003	6	42753	0.007
15:00-15:3	6	42753	0.003	6	42753	0.002	6	42753	0.005

15:30-16:0	6	42753	0.002	6	42753	0.003	6	42753	0.005
16:00-16:3	6	42753	0.002	6	42753	0.002	6	42753	0.004
16:30-17:0	6	42753	0.002	6	42753	0.001	6	42753	0.003
17:00-17:3	6	42753	0.002	6	42753	0.002	6	42753	0.004
17:30-18:0	6	42753	0.001	6	42753	0.002	6	42753	0.003
18:00-18:3	6	42753	0	6	42753	0.001	6	42753	0.001
18:30-19:0	6	42753	0	6	42753	0.001	6	42753	0.001
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.068			0.069			0.137

Parameter summary

Trip rate p: 13300 - 121275 (units: sqm)

Survey dat 01/01/98 - 18/10/13

Number of 6

Number of 0

Number of 0

Surveys m: 0

This section followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.3.1

Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category D - INDUSTRIAL ESTATE
VEHICLES

Selected regions and areas:

2 SOUTH EAST
ES EAST SUSSEX 3 days
EX ESSEX 1 days
KC KENT 1 days
WG WOKINGHAM 1 days
WS WEST SUSSEX 2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter Gross floor area
Actual Ran 1216 to 27564 (units: sqm)
Range Sele 1216 to 167416 (units: sqm)

Public Transport Provision:
Selection Include all surveys

Date Range 01/01/98 to 16/10/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 1 days
Tuesday 1 days
Wednesday 4 days
Thursday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual 7 days
Directional 1 days
This data displays the total number of surveys whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 0
Edge of Town 0
Suburban 2
Edge of Town 3
Neighbourhood 1
Free Standing 2
Not Known 0

This data displays the number of surveys by location: Edge of Town, Suburban, Neighbourhood, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial 3
Commercial 0
Development 0
Residential 2
Retail Zone 0
Built-Up Zone 0
Village 1
Out of Town 2
High Street 0
No Sub Category 0

This data displays the number of surveys by location sub-category: Industrial, Development, Residential, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

Not Known 3 days
B1 2 days
B2 3 days

This data displays the number of surveys which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less 2 days
1,001 to 5,000 1 days
15,001 to 20,000 1 days
20,001 to 25,000 1 days
25,001 to 50,000 2 days
50,001 to 100,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 21 days
25,001 to 1 days
75,001 to 2 days
125,001 to 2 days
250,001 to 2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 4 days
1.1 to 1.5 3 days
1.6 to 2.0 1 days

This data d within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Knowr 1 days
No 7 days

This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

- 1 ES-02-D-04 IND. ESTAT EAST SUSSEX
WHEEL LANE
WESTFIELD
NEAR HASTINGS
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area 2016 sqm
Survey dat WEDNESD. ##### Survey Typ MANUAL
- 2 ES-02-D-06 INDUSTRIA EAST SUSSEX
COURTLANDS ROAD

EASTBOURNE
Edge of Town
Residential Zone
Total Gross floor area 7525 sqm
Survey dat MONDAY ##### Survey Typ MANUAL
- 3 ES-02-D-07 INDUSTRIA EAST SUSSEX
HUGHES ROAD

BRIGHTON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area 6625 sqm
Survey dat THURSDAY ##### Survey Typ MANUAL
- 4 EX-02-D-01 INDUSTRIA ESSEX
OAKWOOD HILL

LOUGHTON
Edge of Town
Industrial Zone
Total Gross floor area 27687 sqm
Survey dat THURSDAY ##### Survey Typ MANUAL
- 5 KC-02-D-0; INDUSTRIA KENT
SOUTHWELL ROAD

DEAL
Edge of Town
Residential Zone
Total Gross floor area 10715 sqm
Survey dat WEDNESD. ##### Survey Typ MANUAL
- 6 WG-02-D-C INDUSTRIA WOKINGHAM
FISHPONDS ROAD

WOKINGHAM
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area 3800 sqm
Survey dat TUESDAY ##### Survey Typ MANUAL
- 7 WS-02-D-0 IND. ESTAT WEST SUSSEX
BROOK LANE
GREATHAM BRIDGE
NEAR PULBOROUGH
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area 1216 sqm
Survey dat WEDNESD. ##### Survey Typ MANUAL
- 8 WS-02-D-0 IND. ESTAT WEST SUSSEX
STAIRBRIDGE LANE

NEAR BURGESS HILL

Free Standing (PPS6 Out of Town)
 Out of Town
 Total Gross floor area 5858 sqm
 Survey dat WEDNESD, ##### Survey Typ DIRECTIONAL ATC COUNT

This section displays the selected day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 Calculation Factor: 100 sqm
 Count Type: VEHICLES

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:3	1	5858	0	1	5858	0	1	5858	0
00:30-01:0	1	5858	0	1	5858	0	1	5858	0
01:00-01:3	1	5858	0	1	5858	0	1	5858	0
01:30-02:0	1	5858	0	1	5858	0	1	5858	0
02:00-02:3	1	5858	0	1	5858	0	1	5858	0
02:30-03:0	1	5858	0	1	5858	0	1	5858	0
03:00-03:3	1	5858	0	1	5858	0	1	5858	0
03:30-04:0	1	5858	0	1	5858	0	1	5858	0
04:00-04:3	1	5858	0	1	5858	0	1	5858	0
04:30-05:0	1	5858	0	1	5858	0	1	5858	0
05:00-05:3	1	5858	0.034	1	5858	0	1	5858	0.034
05:30-06:0	1	5858	0.034	1	5858	0	1	5858	0.034
06:00-06:3	1	5858	0.154	1	5858	0.051	1	5858	0.205
06:30-07:0	1	5858	0.171	1	5858	0.051	1	5858	0.222
07:00-07:3	8	7712	0.138	8	7712	0.041	8	7712	0.179
07:30-08:0	8	7712	0.352	8	7712	0.109	8	7712	0.461
08:00-08:3	8	7712	0.397	8	7712	0.097	8	7712	0.494
08:30-09:0	8	7712	0.421	8	7712	0.115	8	7712	0.536
09:00-09:3	8	7712	0.306	8	7712	0.138	8	7712	0.444
09:30-10:0	8	7712	0.237	8	7712	0.157	8	7712	0.394
10:00-10:3	8	7712	0.193	8	7712	0.175	8	7712	0.368
10:30-11:0	8	7712	0.169	8	7712	0.167	8	7712	0.336
11:00-11:3	8	7712	0.193	8	7712	0.175	8	7712	0.368
11:30-12:0	8	7712	0.157	8	7712	0.165	8	7712	0.322
12:00-12:3	8	7712	0.165	8	7712	0.216	8	7712	0.381
12:30-13:0	8	7712	0.165	8	7712	0.219	8	7712	0.384
13:00-13:3	8	7712	0.232	8	7712	0.211	8	7712	0.443
13:30-14:0	8	7712	0.186	8	7712	0.198	8	7712	0.384
14:00-14:3	8	7712	0.19	8	7712	0.159	8	7712	0.349
14:30-15:0	8	7712	0.18	8	7712	0.194	8	7712	0.374
15:00-15:3	8	7712	0.128	8	7712	0.211	8	7712	0.339
15:30-16:0	8	7712	0.17	8	7712	0.177	8	7712	0.347
16:00-16:3	8	7712	0.156	8	7712	0.219	8	7712	0.375
16:30-17:0	8	7712	0.138	8	7712	0.407	8	7712	0.545
17:00-17:3	8	7712	0.079	8	7712	0.473	8	7712	0.552
17:30-18:0	8	7712	0.044	8	7712	0.318	8	7712	0.362
18:00-18:3	8	7712	0.018	8	7712	0.175	8	7712	0.193
18:30-19:0	8	7712	0.034	8	7712	0.079	8	7712	0.113
19:00-19:3	1	5858	0	1	5858	0.034	1	5858	0.034
19:30-20:0	1	5858	0	1	5858	0.034	1	5858	0.034
20:00-20:3	1	5858	0.017	1	5858	0.017	1	5858	0.034
20:30-21:0	1	5858	0.017	1	5858	0.017	1	5858	0.034
21:00-21:3	1	5858	0.017	1	5858	0	1	5858	0.017
21:30-22:0	1	5858	0.017	1	5858	0.017	1	5858	0.034
22:00-22:3	1	5858	0	1	5858	0	1	5858	0
22:30-23:0	1	5858	0	1	5858	0	1	5858	0
23:00-23:3	1	5858	0	1	5858	0	1	5858	0
23:30-24:0	1	5858	0	1	5858	0	1	5858	0
Daily Trip Rates:			4.909			4.816			9.725

Parameter summary

Trip rate p. 1216 - 27564 (units: sqm)
 Survey dat 01/01/98 - 16/10/14
 Number of 12
 Number of 1
 Number of 1
 Surveys m: 1

This section followed the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix I - Committed Development Trip Generation

Unique_id_WSP	1	2	3	800	2852	3535	TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION					
	EXTANT APPLICATION number	ALLOCATION Policy / Site Ref	Site Address/Location	2015 - 2021 Completions	2040 Build Out	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
S_2000	13/00798		97 & 97A High Street, Wingham	2		2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2001	16/01115		Lenacre Court Farm, Lenacre Lane, Whitfield,	2		2	TRICS		703	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2002	18/01350		North Court Cottage, West Stourmouth	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2003	16/01161		Bisley Nursery, The Street, Worth, CT14 0DD	30	15	45	TRICS		240	0.351	0.106	0.457	16	5	21	0.176	0.320	0.496	8	14	22
S_2004	15/01133		Phase 1, B1, Part 2, Aylesham Village Expansion, Aylesham, CT3 3BW (Persimmon Homes)	69		69	TRICS		809	0.351	0.106	0.457	24	7	32	0.176	0.320	0.496	12	22	34
S_2005	15/01225		Land adjoining Mill Field, New Street, Ash, CT3 2BD	10		10	TRICS		241	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
S_2006	16/00968		Land at West Side, Westside, East Langdon, CT15 5JG	10		10	TRICS		78	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
S_2007	16/00521		Land east of 1 & 2, Woodnesborough Lane, Eastry, CT13 0DX	12		12	TRICS		253	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	6
S_2008	17/00468		Site at 3 Malvern Meadow, Temple Ewell	1		1	TRICS		35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2009	13/00261		Former Barwick Site, Coombe Valley Road, Dover, CT17 0EY	24		24	TRICS		94	0.351	0.106	0.457	8	3	11	0.176	0.320	0.496	4	8	12
S_2010	16/00172		6 Park Avenue, Dover,	1		1	TRICS		112	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2011	17/00054		Site at King Lear PH, Old Folkestone Road, Aycliffe	8		8	TRICS		114	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_2012	18/00596		9 St James Street, Dover	1		1	TRICS		28	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2013	17/01502		11 Maison Dieu Place	1		1	TRICS		99	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2014	17/01498		Land to the rear of 48 Valley Road & Fronting Beresford Road, River	1		1	TRICS		70	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2015	17/01360		28 Priory Hill	2		2	TRICS		105	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2016	17/00903		1st, 2nd & 3rd floors, Riverside, 27 Castle Street, Dover	3		3	TRICS		28	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2017	17/00489		Site at Kingdom Hall, North Military Road, Dover	4		4	TRICS		749	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2018	16/01211		149 Chapel Street, Capel-le-Ferne, CT18 7EY	0		0	TRICS		137	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2019	16/01034		Land adjacent to 36 Westside, East Langdon, CT15 5JG	1		1	TRICS		78	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2020	15/00908		Cliffe Place, Station Road, St. Margaret's-at-Cliffe, CT15 6ES	0		0	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2021	16/01249		Red Lion PH, Kingsdown Road, St Margaret's-at-Cliffe	1		1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2022	15/00490		Upper Freedom, Kingsdown Road, St Margaret's at Cliffe	2		2	TRICS		790	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2023	17/00698		Limes Business Centre, 6 Broad Street, Deal	1		1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2024	14/00852		22 Harold Road, Deal	1		1	TRICS		780	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2025	17/01400		297 London Road, Deal	1		1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2026	16/00282		Land adjacent to Wychway, The Rise, Kingsdown	1		1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2027	17/00268		Forge House & land rear of Dover Road, Ringwould	1		1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2028	18/01016		Hygeia, 106 Wellington Parade, Kingsdown	1		1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2029	17/00383		Land at and adjoining Gillows, Hawksdown, Walmer	1		1	TRICS		782	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2030	17/00648		32 Station Road, Walmer	1		1	TRICS		782	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2031	17/00450		Railway Hotel, 85 Station Road, Walmer	7		7	TRICS		782	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_2032	11/00430		35 Ark Lane, Deal	1		1	TRICS		803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2033	16/00838		22, 24 & 24A, Mill Hill, Deal	0		0	TRICS		784	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2034	13/00972		Part of, 86 Liverpool Road, Walmer, Deal	1		1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2035	14/00556		Folly Cottage, 14 High Street, Wingham	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2036	15/00292		Red Lion, Canterbury Road, Wingham	2		2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2037	16/00666		1 The Old Fairground, High Street, Wingham	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2038	17/01382		64-65 High Street, Wingham	-1		-1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2039	17/00548		Land adjacent to the White Horse, Church Hill, Eythorne	2		2	TRICS		254	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2040	17/01392		Preston Garage, The Street, Preston	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2041	15/00821		Former Nursery and Builders Yard, The Forstal, Preston	2		2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2042	16/01482		Largs, Mill Lane, Shepherdswell	0		0	TRICS		149	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2043	16/00212		Barn at Barton Farm, Westmarsh, Ash,	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2044	17/00731		The Dairy, Drove Farm, Drainless Road, Eastry	1		1	TRICS		253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2045	14/00642		Hammill Brickworks, Hammill, Woodnesborough	20		20	TRICS		241	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
S_2046	15/00323		Barn and Stables at Saunders House, Saunders Lane, Ash	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2047	17/00702		Land Fronting, 92A The Street, Ash	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2048	17/01418		30/32 The Street, Ash	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2049	16/00874		The Black Barn, Hoaden Court Farm, Overland Lane, Ash	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2050	17/00003		Orchard Lea, The Street, Staple	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2051	16/01191		Orchard Lea, The Street, Staple	2		2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2052	17/01534		Land adjoining Fairways, Beacon Lane, Woodnesborough	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2053	18/01246		37 The Street, Ash	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2054	18/00041		31 Dorman Avenue North, Aylesham	1		1	TRICS		251	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2055	17/00277		Fairview House, 22 Park Avenue, Dover	0		0	TRICS		111	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2056	18/00765		Church Farm, Church Lane, West Langdon	4		4	TRICS		78	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2057	18/00658		Caravan Plot 4, Rose Garden, Hay Hill	2		2	TRICS		139	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2058	05/01375		No 1 & land adjoining North Barrack Road, Walmer	4		4	TRICS														

Unique_id_WSP	EXTANT APPLICATION number	ALLOCATION Policy / Site Ref	Site Address/Location						TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION				
				2015 - 2021 Completions	2040 Build Out	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	
S_2105	16/00041		Pilgrims Nook, Willow Woods Road, Sutton, CT15 5BH	4		4	TRICS			142	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2106	16/00849		18 Salisbury Road, Dover, CT16 1EU	3		3	TRICS			111	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2107	16/00966		14 Norman Street, Dover, CT17 9RS	2		2	TRICS			749	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2108	16/00867		91-95, Folkestone Road, Dover, CT17 9SD	9		9	TRICS			60	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
S_2109	16/01017		Hillside, Collingwood Road, St. Margaret's-at-Cliffe, CT15 6EX	2		2	TRICS			790	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2110	16/01174		Land Adjoning Nemesis, Queensdown Road, Kingsdown, CT14 8EF	1		1	TRICS			787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2111	16/01011		Rosehurst, 162 Church Path, Deal, CT14 9TU	6		6	TRICS			795	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_2112	16/01142		3 The Conifers, Cross Road, Walmer, CT14 9FZ	1		1	TRICS			805	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2113	16/00980		20 The Marina, Deal, CT14 6NG	3		3	TRICS			803	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2114	16/00594		180 London Road, Deal, CT14 9PT	3		3	TRICS			795	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2115	16/01334		161 Snargate Street, Dover, CT17 9BZ	1		1	TRICS			718	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2116	16/01418		26, 28 and 30, Fisher Street, Sandwich, CT13 9EJ	2		2	TRICS			240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2117	16/00866		Townsend Paddock, Townsend Farm Road, St. Margaret's-at-Cliffe, CT15 6UJ	6		6	TRICS			790	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_2118	16/01417		Site at Cressener's, Gore Lane, Eastry, CT13 0LN	1		1	TRICS			253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2119	16/01125		Dene Cottage, Meadow View Road, Shepherdswell, CT15 7PL	1		1	TRICS			149	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2120	16/01433		32 Orchard Avenue, Deal, CT14 9RW	2		2	TRICS			800	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2121	16/01315		Land to the rear of 39 & 41 including access strip, New Street, Ash, CT3 2BH	2		2	TRICS			241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2122	17/00014		1 & 2 North Corner Cottages, Saddlers Hill, Goodnestone	1		1	TRICS			151	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2123	16/01268		Barn at Deerson Farm, Deerson Lane, Preston, CT3 1EX	1		1	TRICS			242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2124	16/01119		Land adjacent to Marshlands, Jubilee Road, Worth, CT14 0DT	2		2	TRICS			527	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2125	16/01317		Land adjacent to 1 Church Farm Cottages, Jubilee Road, Worth	2		2	TRICS			527	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2126	17/00313		Unit 3, West View Farm, Cop Street Road, Ash	2		2	TRICS			240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2127	17/00004		Doctors surgery, 13a Queen Street, Deal	3		3	TRICS			802	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2128	17/00073		Land to the rear of 100 and access, Church Lane	2		2	TRICS			791	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2129	17/00533		14 De Burgh Hill, Dover	2		2	TRICS			96	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2130	16/00994		47 Castle Street, Dover	1		1	TRICS			28	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2131	17/00325		Land rear of 22 St Leonards Road, Deal	1		1	TRICS			786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2132	17/00832		Land at Belvedere Gardens, Deal	1		1	TRICS			800	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2133	16/01396		Queen Street Surgery & Access 13a Queen Street, Deal	5		5	TRICS			802	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
S_2134	17/00294		Land adjacent to Oak Farm Barn, The Street, Preston	1		1	TRICS			242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2135	17/00583		Land adj to 2 Ottawa House, Dover	1		1	TRICS			12	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2136	17/00411		Site at 279 St Richards Road, Deal	1		1	TRICS			781	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2137	17/00276		108 Maison Dieu Road, Dover	1		1	TRICS			726	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2138	16/00472		Land adjacent to 17 Downs Close, East Studdal, CT15 5BY	1		1	TRICS			143	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2139	17/01359		8 Gerald Palmy Court, Western Road, Deal	1		1	TRICS			803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2140	07/00098		Site of King Lear PH, Old Folkestone Road, Aycliffe	12		12	TRICS			114	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	6
S_2141	09/00873		Land at Golf Road/Cannon Street, Deal	13		13	TRICS			803	0.351	0.106	0.457	5	1	6	0.176	0.320	0.496	2	4	6
S_2142	11/00127		45 Granville Road, St Margaret's Bay	1		1	TRICS			790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2143	11/00887		Site at 3 Herschell Road East, Walmer	1		1	TRICS			792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2144	12/00329		Ronaldene, Ellens Road, Deal, CT14 9JJ	1		1	TRICS			781	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2145	12/00476		41 Stanhope Road, Deal, CT14 6AD	1		1	TRICS			802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2146	10/01065		Land North East of Sandwich Road (A258) and North West of Sholden New Road, Sholden (Sholden New Fields)	71		71	TA			791	0.446	0.086	0.532	32	6	38	0.170	0.283	0.453	12	20	32
S_2147	13/00132		9-15 Station Road, Walmer, Deal, CT14 7QR	2		2	TRICS			782	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2148	13/00700		8 St Georges Passage, Deal, CT14 6TA	2		2	TRICS			802	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2149	13/00195		Chitty's Mill, Lower Mill Lane, Deal, CT14 9AG	1		1	TRICS			795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2150	13/00779		Workshop adjacent to, Northcote Road, Deal, CT14 7BZ	1		1	TRICS			796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2151	13/00370		St Giles Cottage & Access, Old Folkestone Road, Aycliffe, Dover, CT17 9HB	12		12	TRICS			114	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	6
S_2152	13/00607		Site at Phase 1A - Whitfield Urban Extension, Whitfield, Dover (Abbey Homes)	63		63	TRICS	Y		818	0.351	0.106	0.457	22	7	29	0.176	0.320	0.496	11	20	31
S_2153	14/00233		2 The Old Fairground, High Street, Wingham	1		1	TRICS			242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2154	14/00249		Site at 144 Canterbury Road, Lydden	2		2	TRICS			152	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2155	14/00301		Land at corner of Beaconsfield Road and Millais Road, Dover	4		4	TRICS			89	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2156	13/00962		Rear of St Mary's Meadow, Wingham	1		1	TRICS			242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2157	14/00432		137 Folkestone Road, Dover	4		4	TRICS			42	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2158	13/01044		Land rear of and 59 New Street, Sandwich	1		1	TRICS			240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2159	14/00320		Gregory's Yard, rear of 67 High Street, Wingham	4		4	TRICS			242	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2160	14/00245		The Follies, Downs Road, East Studdal	1		1	TRICS			143	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2161	14/00912		Site rear of 15 Bewsbury Crescent, Whitfield	1		1	TRICS			702	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2162	14/00909		43 Swaynes Way, Eastry	1		1	TRICS			253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2163	14/00913		Julia, Overland, Ash	1		1	TRICS			241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2164	14/00021		Land rear of Palmerston, Lighthouse Road, St Margaret's Bay	1		1	TRICS			790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2165	14/01146		Land adjacent to 162 Mongeham Road, Deal	1		1	TRICS			145	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2166	14/01207		Site adjacent to 9 Orchard Avenue, Deal	1		1	TRICS			800	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2167	15/00083		Land at Elm Farm House, Archers Court Road, Whitfield	3		3	TRICS			737	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2168	14/01014		Site at Garden House, Kingsdown Hill, Kingsdown, CT14 8EA	1		1	TRICS			787	0.351	0.106	0.457	0	0	0						

Unique_id_WSP	EXTANT APPLICATION number	ALLOCATION Policy / Site Ref	Site Address/Location	2015 - 2021 Completions						TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION											
				2015	2016	2017	2018	2019	2020	2021	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way								
				800	2852	3535																								
S_2209	11/00639		30-30a Mill Hill, Deal							5			5	TRICS				784	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
S_2210	11/00787		25 High Street, Dover							2			2	TRICS				96	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2211	12/00032		223 St Richards Road, Deal, CT14 9LF							2			2	TRICS				781	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2212	12/00112		Land Adjoining Bay Hill House, The Droveaway, St. Margaret's Bay, CT15 6DJ							1			1	TRICS				790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2213	12/00128		Land Rear of 147, London Road, Dover, CT17 0TG							1			1	TRICS				80	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2214	12/00234		Land R/O 124 Church Path, Deal, CT14 9TN							1			1	TRICS				795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2215	12/00443		8 Clarendon Place, Dover, CT17 9QB							2			2	TRICS				42	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2216	12/00541		The Nursery, Minnis Lane, River, Dover, CT15 7DN							1			1	TRICS				70	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2217	12/00700		Blue Berries Early Centre and Education Centre, 10 Dover Road, Sandwich							10			10	TRICS				240	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
S_2218	12/00730		Cardrona, Minnis Lane, River, Dover, CT17 0PT							1			1	TRICS				70	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2219	12/00828		Part of 223A Telegraph Road, Deal, CT14 9DU							1			1	TRICS				784	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2220	12/00873		St Ives, New Road, Eythorne, CT15 4DF							1			1	TRICS				254	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2221	13/00030		Site R/O 273 & 275 & Access, St Richards Road, Deal, CT14 9LF							1			1	TRICS				781	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2222	13/00070		Charlton Centre, High Street, Dover, CT16 1TT							14			14	TRICS				113	0.351	0.106	0.457	5	1	6	0.176	0.320	0.496	2	4	7
S_2223	13/00095		Wheelwrights Arms P.H., Chaucer Crescent, Dover, CT16 2BN							4			4	TRICS				11	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2224	13/00211		23 Cherry Tree Avenue, Dover, CT16 2NL							1			1	TRICS				90	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2225	13/00406		Sampson Court, Mongeham Road, Deal, CT14 9PX							81			81	TA				783	0.056	0.099	0.155	5	8	13	0.067	0.066	0.133	5	5	11
S_2226	13/00522		Bede and Dunstan Houses, College Road, Deal, CT14 6DA							16			16	TRICS				780	0.351	0.106	0.457	6	2	7	0.176	0.320	0.496	3	5	8
S_2227	13/00789		Part of Orchard House, Egerton Road, Temple Ewell, Dover, CT16 3AF							1			1	TRICS				35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2228	13/00918		Site rear of 38 & 42 St Patricks Road & fronting Western Road, Deal							1			1	TRICS				803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2229	13/00921		12-14, Castle Street, Dover, CT16 1PW							8			8	TRICS				28	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_2230	13/00926		Land adjacent 28 Priory Hill, Dover, CT17 0AA							1			1	TRICS				105	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2231	13/01004		Site next to, 3 Warwick Road, Walmer, Deal, CT14 7HT							2			2	TRICS				792	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2232	13/01008		St John's Ambulance Hall, Mill Hill, Deal							10			10	TRICS				784	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
S_2233	13/01059		Land rear of 22-24 Mill Hill, Deal CT14 9EN							4			4	TRICS				784	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2234	14/00072		Old Rectory Residential Home, Sandwich Road & 2, Gardens Close, Ash							2			2	TRICS				241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2235	14/00082		10-12 South Court, Deal							3			3	TRICS				802	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2236	14/00143		site adjacent to Greenleaves, Kingsdown Hill, Kingsdown							1			1	TRICS				787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2237	14/00201		120 Sandown Road, Deal							1			1	TRICS				780	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2238	14/00357		Land adjoining 52 Salisbury Road, St Margaret's Bay							1			1	TRICS				790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2239	14/00389		70 Liverpool Road, Walmer							1			1	TRICS				792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2240	14/00420		12 & 12A Delf Street, Sandwich							3			3	TRICS				240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2241	14/00442		The Bull Inn, High Street, Eastry							1			1	TRICS				253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2242	14/00481		31 Kings Avenue, Sandwich Bay, Worth							1			1	TRICS				240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2243	14/00493		Hope Inn, 144 Canterbury Road, Lydden							1			1	TRICS				152	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2244	14/00593		18A Beauchamp Avenue, Deal							1			1	TRICS				794	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2245	14/00623		4 St George's Passage, Deal							1			1	TRICS				803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2246	14/00725		Finchley Farm, Overland, Ash							1			1	TRICS				241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2247	14/00740		Hazeldene, Alkham Valley Road, Alkham							1			1	TRICS				154	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2248	14/00821		13 Westcourt Lane, Shepherdswell, Dover, CT15 7PT							1			1	TRICS				150	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2249	14/00853		Pine Cottage, Manor Avenue, Deal							1			1	TRICS				786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2250	14/01006		Land rear of 82-84 Canterbury Road, Lydden							1			1	TRICS				152	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2251	14/01060		Land at 65 Eythorne Road, Shepherdswell							1			1	TRICS				149	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2252	14/01090		107 London Road, Temple Ewell, Dover, CT16 3BY							4			4	TRICS				35	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2253	14/01118		61 Canterbury Road, Lydden, CT15 7ET							1			1	TRICS				152	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2254	14/01215		Stables, The White House, Sandwich Road, Eastry							1			1	TRICS				253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2255	15/00073		Land Rear of Cranbrook, Dover Road, Guston, Dover, CT15 5EN							4			4	TRICS				713	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2256	15/00132		Land Between																											

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				2040 Build Out	Final Dwellings	Trip Gen Source	Explicitly Modelled		AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
S_207	16/01256		Site Adjoining The Cottage, St Monicas Road, Kingsdown	1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_224	17/00900		Land adj to Alice Cottage, Cherry Lane, Great Mongeham	3	3	TRICS		145	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_225	17/01073		Marley Farm Nurseries, Marley Lane, Finglesham	1	1	TRICS		527	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_232	16/01342		Land adjacent to the Hope Inn, Canterbury Road, Lydden	1	1	TRICS		152	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_234	18/00610		1 Lockett Cottages, The Street, Preston	-1	-1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_236	17/00197		48-50 London Road, Dover	1	1	TRICS		90	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_237	17/00201		Land at junction of Winehouse Lane & Capel Street, Capel-le-Ferne	2	2	TRICS		137	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_240	17/00697		Canton, Downs Road, East Studdal	1	1	TRICS		143	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_241	17/00267		Land adjoining Sunhillow, Gore Road, Eastry	3	3	TRICS		138	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_248	17/00984		Brick Oast Upper Goldstone Farm, Cop Street, Ash	1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_251	17/00657		Barn A, Goss Hall, Gosshall Lane, Ash	2	2	TRICS		240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_253	17/00481		Southlands Farm, Knell Lane, Ash	3	3	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_262	16/01242		Gt Mongeham House, Northbourne Road, Gt Mongeham	1	1	TRICS		145	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_266	17/01121		Dublin Man of War PH, Lower Road, River	8	8	TRICS		69	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_269	17/01256		Cedarlea, Victoria Road, Kingsdown	1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_270	17/01474		3 Channel Lea, Walmer	1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_274	17/01304		15 Castle Street, Dover	1	1	TRICS		28	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_277	16/00530		Site adj to 5 Friends Close, Deal	1	1	TRICS		804	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_281	17/01504		Land adj to Pegasus, London Rd, Sholden	2	2	TRICS		793	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_284	17/00994		111 Rectory Road, Deal	1	1	TRICS		794	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_293	17/01098		50 & 51 Biggin Street, Dover	7	7	TRICS		28	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_295	17/01004		Eastwood Manor, High Street, Wingham	2	2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_298	16/01029		Land adjoining 1 Catherine Cottages, Alkham Valley Road, Alkham	1	1	TRICS		154	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_301	16/01387		Land adjacent to 120 New Street, Ash	2	2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_302	16/01444		Land adjacent to The Caravan, Westcourt Lane, Shepherdsweil	2	2	TRICS		150	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_306	17/00425		Land adjacent to 75 Trinity Place, Deal	1	1	TRICS		794	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_312	17/00448		Former Old Chapel Tea Shop, Sea Street, St Margarets	1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_314	18/00665		355 London Road, Deal	1	1	TRICS		794	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_316	18/00122		Land rear of 18-20 Park Street & fronting West Street, Deal	1	1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_320	18/00865		25 Cattle Market, Sandwich	1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_322	18/00348		72 Clarendon Place, Dover	1	1	TRICS		42	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_331	18/00485		59 Biggin Street, Dover	1	1	TRICS		750	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_334	18/00572		Land rear of 49 Church Lane, Deal	1	1	TRICS		800	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_339	18/00440		23 Templar Street, Dover	1	1	TRICS		96	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_340	18/00067		The Forge, 83 Church Hill, Shepherdsweil	1	1	TRICS		255	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_342	18/00503		Resthaven, Queens Road, Ash	2	2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_345	18/00382		Old Barn House, Townsend Farm Road, St Margarets at Cliffe	1	1	TRICS		790	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_358	18/00670		140 West Street, Deal	2	2	TRICS		803	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_359	17/01462		173-175 Beach Street, Deal	1	1	TRICS		803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_365	18/00606		Land adjacent to 180 London Road, Deal	1	1	TRICS		795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_368	18/01070		59 Gladstone Road, Walmer	0	0	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_370	17/00483		Solleys Farm House, The Street, Worth	1	1	TRICS		527	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_375	18/01029		51 Church Lane, Deal	1	1	TRICS		800	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_377	18/00751		Land between 5 & 6 Woodside Close, Kearsney	2	2	TRICS		35	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_383	18/01145		Minters Barn, Durlock Road, Ash	1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_384	18/01308		Rookery Farm, Longmete Road, Preston	3	3	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_385	18/01227		5 Allenby Avenue, Deal	1	1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_391	18/00949		Part of Piglet Place, Fleming Road, Barnsole, Staple	1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_403	18/01291		60 Nursery Lane, Whitfield, Dover	1	1	TRICS		734	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_409	16/01050		Woodside Residential Home, Whitfield Hill, Whitfield	8	8	TRICS		708	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_410	18/00950		313 Dover Road, Walmer, Deal	2	2	TRICS		782	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_1074	18/00663		Plots 17 & 24 Bisley Nurseries, The Street, Worth	6	6	TRICS		240	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_1075	18/00888		Manor View Nursery, Lower Road, Temple Ewell	14	14	TA		35	0.420	0.160	0.580	6	2	8	0.230	0.390	0.620	3	5	9
S_1087	18/01358		36 Blenheim Road, Deal	-1	-1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1089	19/00863		37-39 High Street, Dover	2	2	TRICS		96	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_1092	19/01411		Telegraph Inn, 1 Hamilton Road, Deal	1	1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1095	19/00545		37-39 High Street, Dover	2	2	TRICS		96	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_1096	19/00083		Land north of 8 Sunnybank, Adelaide Road, Eythorne	5	5	TRICS		254	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
S_1098	19/00641		2-8 Worthington Street, Dover	3	3	TRICS		750	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_1099	19/00581		Southdown House, Easole Street, Nonington	1	1	TRICS		134	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1100	19/00109		162 Snargate Street, Dover	1	1	TRICS		718	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1105	19/00587		Agricultural Building at Richborough Farm, Richborough Road, Richborough Sandwich	1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1108	19/00683		Land to the rear of Sutherland, Dover Road, Ringwould	1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1110	19/00551		Sushael, Denton Lane, Wootton	1	1	TRICS		146	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1113	19/00173		The Cottage, Rusham Road, Shatterling	0	0	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1116	19/00139		Townsend Bungalow, Station Road, St Margarets at Cliffe	1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1122	18/00444		West View, Cop Street, Ash	1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1125	19/00454		Windy Peak, 53 Granville Road, St Margarets Bay	1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1127	19/00549		22 Meryl Gardens, Walmer	1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1133	19/00752		Lydden Garage, 166 Canterbury Road, Lydden	1	1	TRICS		152	0.351	0.106	0.457	0	0	0						

Unique_id_WSP	1	2	3	800	2852	3535	TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION					
	EXTANT APPLICATION number	ALLOCATION Policy / Site Ref	Site Address/Location	2015 - 2021 Completions	2040 Build Out	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
	S_102	15/00364		65 Folkestone Road, Dover, CT17 9RZ		10	10	TRICS		749	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3
S_103	15/01032		Land adjacent to allotments, Folkestone Road, Dover, CT17 9IU		29	29	TRICS		796	0.351	0.106	0.457	10	3	13	0.176	0.320	0.496	5	9	14
S_105	16/01049		Land off Chequer Lane, Ash		90	90	TA		241	0.396	0.124	0.520	36	11	47	0.216	0.411	0.627	19	37	56
S_106	17/01114		Land at Gore Lane, Eastry		50	50	TA		253	0.431	0.169	0.600	22	8	30	0.221	0.379	0.600	11	19	30
S_107	14/00058		Discovery Park, Ramsgate Road, Sandwich, CT13 9ND		500	500	TA	Y	813	0.837	0.235	1.072	213	72	285	0.367	0.584	0.951	88	139	227
S_108	18/00051		Bramley Hedge, Tower Street, Dover		10	10	TRICS		97	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
S_109	16/01450		Land adjacent to Fernfield Lane, Hawkinge		19	19	TA		156	0.431	0.169	0.600	8	3	11	0.221	0.379	0.600	4	7	11
S_110	17/00487		Land Opposite 423-459 Dover Road, Walmer		85	85	TA		787	0.420	0.160	0.580	36	14	49	0.230	0.390	0.620	20	33	53
S_115	10/01010		Phase 1, Whitfield Urban Extension, Whitfield, CT16 (Remainder of the O/L)		589	589	TA	Y	818	0.443	0.158	0.601	261	93	354	0.236	0.412	0.648	139	243	382
S_118	10/01011		Whitfield Urban Extension, (land to east of Sandwich Road and north west of Napchester Road) Whitfield, Dover		0	0	TRICS		739	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_119	17/00056		Phase 1A - Whitfield Urban Extension Whitfield		26	26	TA	Y	818	0.287	0.153	0.440	7	4	11	0.185	0.260	0.445	5	7	12
S_123	18/00079		Site at Buckland Mill, Crabble Hill, Dover		44	44	TRICS		80	0.351	0.106	0.457	15	5	20	0.176	0.320	0.496	8	14	22
S_127	17/01431		Land SW at Hammill Brickworks, Hammill Road, Woodnesborough		18	18	TRICS		241	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
S_132	15/01184		Land rear of, 114 Canterbury Road, Lydden, Dover		31	31	TA		152	0.541	0.204	0.745	17	6	23	0.308	0.494	0.802	10	15	25
S_137	17/00776		The Qube, St Radigunds Road, Dover		27	27	TA		85	0.082	0.106	0.112	2	3	3	0.046	0.075	0.121	1	2	3
S_141	14/00240		Eastry Hospital, Mill Lane, Eastry		100	100	TA		253	0.366	0.159	0.525	37	16	53	0.216	0.381	0.597	22	38	60
S_144	18/00300		Aylesham Sports Club, Burgess Road, Aylesham		17	17	TRICS		252	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	5	8
S_145	18/00777		Former William Muge House & Snelgrove House, Leyburne Road, Harold Street and Godwyne Road, Dover		65	65	TA		33	0.235	0.106	0.470	15	15	31	0.294	0.353	0.647	19	23	42
S_146	17/01515		Land between Homeleigh & Lansdale, Northbourne Road, Great Mongeham		12	12	TRICS		145	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	6
S_149	13/00502		Plot adjacent to Summerholme, 104 Wellington Parade, Kingsdown, Deal, CT14 8AF		1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_150	14/00193		Land rear of 17 London Road and adjacent to 1 Matthews Place, Dover		1	1	TRICS		113	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_151	14/00176		1 & 2 Hope Bay, & Hope Bay Studios, The Leas, Kingsdown		2	2	TRICS		787	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_152	13/01100		Norlands, Lower Road, Staple		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_153	15/00146		San Pio, Victoria Road, Kingsdown, CT14 8DY		2	2	TRICS		787	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_157	15/00442		60 London Road, Dover, CT17 OSP		2	2	TRICS		90	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_158	14/00818		28 The Strand & Channel View, York Road, Walmer, CT14 7ED		1	1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_159	15/00763		Site at Lindley, Station Road, St. Margaret's-at-Cliffe, Dover, CT15 6ER		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_160	15/00694		Site adjacent to 3 Herschell Road East, Walmer, CT14 7SQ		1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_161	15/00871		Old Tractor Shed, Langdon Avenue, Ash, CT3 2BP		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_162	15/00113		9 Clarence Road, Capel le Ferne		1	1	TRICS		265	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_163	15/00460		Woodville, The Street, Preston, CT3 1EB		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_165	15/00336		Denne Court Farm, Hammill, Woodnesborough, CT13 0EG		3	3	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_166	15/00995		Abbotsland Bungalow, White Cliffs Caravan Park, New Dover Road, Capel-le-Ferne		0	0	TRICS		136	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_167	15/00449		Site at Eastside Farm, The Street, East Langdon, CT15 5JF		1	1	TRICS		78	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_168	15/00910		Site Adjacent to Church Hall, Stanley Road, Deal, CT14 7BT		1	1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_172	15/01228		8 Harold Street, Dover, CT16 1SF		-1	-1	TRICS		726	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_174	15/00198		Land to the rear of 20, Archers Court Road, Whitfield, CT16 3HP		1	1	TRICS		121	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_175	14/00059		Former Carpark Site, Adjacent to The Manor House, Upper Street, Kingsdown, CT14 8EU		4	4	TRICS		787	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_176	15/01239		The Old Farmhouse, Hammill Road, Woodnesborough CT13 0EQ		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_177	16/00042		Former Bakery Site and land to rear of Hillside, High Street, Eastry, CT13 0HE		1	1	TRICS		253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_182	16/00361		Land Adjoining 458 Dover Road, Walmer, CT14 7PQ		1	1	TRICS		788	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_185	16/00226		Charles Lister Court, Lister Close, Dover, CT17 0TP		-1	-1	TRICS		84	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_186	15/01221		Land adjacent to Sessions House, Staple Road, Wingham, CT3 1LX		4	4	TRICS		242	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_188	16/00834		Land Adjacent to Mundels, Cherry Lane, Great Mongeham, CT15 0HG		1	1	TRICS		145	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_189	15/00936		Land at The Outtrigger, Chapel Lane, Ashley, Sutton, CT15 5HZ		1	1	TRICS		142	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_190	15/01073		1 Malvern Road, Dover		0	0	TRICS		42	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_191	16/00507		Site at The Old Court House, Pinners Hill, Nonington, Dover, CT15 4LL		1	1	TRICS		151	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_196	16/00048		Site at Summerfield Farm, Barnsole Road, Barnsole, Staple, CT3 1LD		0	0	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_198	15/01182		Site rear of 162 Folkestone Road, Vale View Road, Dover, CT17 9NP		3	3	TRICS		40	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_200	15/01243		Land at North End, Channel View Road, Dover, CT17 9TJ		1	1	TRICS		719	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_203	16/01159		45 High Street, Dover, CT16 1EB		1	1	TRICS		96	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_204	16/01271		7a Hayward Close, Deal, CT14 9PJ		1	1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_206	16/00470		Land opposite The Row, Barnsole Road, Barnsole, Staple, CT3 1LE		4	4	TRICS		242	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_209	18/00080		Crockshard Farm Barns, Crockshard Hill, Wingham		3	3	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_212	17/00104		Barn at Summerfield Farm, Barnsole Road, Barnsole, Staple, CT3 1LD		2	2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_214	17/00065		9 Biggin Street, Dover, CT16 1BD		1	1	TRICS		750	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_216	17/00082		22-24 Castle Street, Dover, CT16 1PW		4	4	TRICS		742	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_217	17/00538																				

Unique_id_WSP	1	2	3	800	2852	3535	TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION					
	EXTANT APPLICATION number	ALLOCATION Policy / Site Ref	Site Address/Location	2015 - 2021 Completions	2040 Build Out	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
S_283	17/01137		36 & 38 The Droeway, St Margarets Bay	0	0	0	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_285	17/00802		115 New Street, Ash	2	2	2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_286	18/00045		Agricultural Buildings, Lower Rowing Farm, Lower Rowing	3	3	3	TRICS		151	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_287	17/01236		Newssole Farm Barn, Singledge Lane, Whitfield	2	2	2	TRICS		148	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_288	17/01240		Land adj to 100 Church Lane, Deal	1	1	1	TRICS		791	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_289	17/01192		Quinces, Sheerwater Road, Preston	1	1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_290	17/01288		Land between 15 & 17 Foxborough Close, Woodnesborough	2	2	2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_291	17/01279		Land adj to 49 New Street, Ash	2	2	2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_292	17/01188		Basement, 18 Castle Street, Dover	1	1	1	TRICS		28	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_294	17/01234		The Black Barn, Great Knell Farm, Knell Lane, Ash	2	2	2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_296	15/00457		Land adjoining Pentire House, The Leas, Kingsdown	1	1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_297	15/00992		Dellbridge, 10 Dover Road, Sandwich	8	8	8	TRICS		240	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_299	16/01101		Land (beyond) to the west of Strathfleet, Victoria Road, Kingsdown	1	1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_300	16/01336		130 Canterbury Road, Lydden	1	1	1	TRICS		152	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_303	16/01467		Site at Stantenborough Farm Cottage, Felderland Lane, Worth	1	1	1	TRICS		139	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_304	18/01052		Agricultural Storage Building, East Street Farm, East Street, Ash	3	3	3	TRICS		240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_305	16/01490		Units 1 & 2 former Cold Stores, East Street Farm, East Street, Ash	2	2	2	TRICS		240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_307	18/01379		64 Archers Court Road, Whitfield	1	1	1	TRICS		121	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_308	17/00623		38a Walmer Castle Road, Walmer	1	1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_309	17/00134		1 & 2 Alphege Road, Dover	2	2	2	TRICS		110	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_310	13/00118		Silverley, Egerton Road, Temple Ewell	1	1	1	TRICS		35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_311	16/01412		Plough Filling Station, Folkestone Road, Dover	9	9	9	TRICS		743	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
S_313	18/00747		241 London Road, Dover	1	1	1	TRICS		84	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_315	18/00376		Fairacres & Land rear of Alkham Valley Road, Alkham	1	1	1	TRICS		154	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_317	18/00717		81b Crabble Hill, Dover	-1	-1	-1	TRICS		721	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_318	18/00104		23 High Street, Deal	1	1	1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_319	18/00176		2 Sondes Road, Deal	1	1	1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_321	18/00745		49-51 High Street, Dover	2	2	2	TRICS		96	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_323	18/00410		Bowling Green Tavern, 164 Church Path, Deal	1	1	1	TRICS		795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_324	18/00142		Land adjoining 6 Ash Road, Aylesham	1	1	1	TRICS		252	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_325	17/01230		Land rear of 117 Manor Road & adjoining 437 Folkestone Road, Dover	1	1	1	TRICS		744	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_326	18/00544		Land rear of 9 Hill Drive, Eastry	1	1	1	TRICS		253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_327	18/00718		The Black Barn, Lower Street, Tilmanstone	1	1	1	TRICS		144	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_328	18/00877		Agricultural Buildings, Dambridge Farm, Staple Road, Wingham	4	4	4	TRICS		242	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_329	18/00837		Sandhills Farm, Sandhills, Ash	1	1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_330	18/00155		The Piggery (Land between Overhill and Borneo), Northbourne Road, East Studdal	1	1	1	TRICS		141	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_332	18/00455		7 Castle Street, Dover	3	3	3	TRICS		28	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_333	18/00450		209 Folkestone Road, Dover	3	3	3	TRICS		42	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_335	18/00851		147 New Dover Road, Capel-le-Ferne	1	1	1	TRICS		136	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_336	18/00488		Land rear of 97 London Road, Deal	1	1	1	TRICS		795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_337	18/00431		Dial House, 23 St Margarets Road, St Margarets Bay	1	1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_338	18/00350		50 Mongeham Road, Deal	0	0	0	TRICS		783	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_341	18/00356		7 Market Square, Dover	1	1	1	TRICS		28	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_343	18/00139		Bracknell House, 34 Helena Road, Capel le Ferne	-10	-10	-10	TRICS		136	0.351	0.106	0.457	-4	-1	-5	0.176	0.320	0.496	-2	-3	-5
S_344	18/00451		Breezes, St Vincent Road, St Margarets at Cliffe	1	1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_346	17/00752		Swerford, The Avenue, Temple Ewell	1	1	1	TRICS		35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_347	18/00797		Agricultural Buildings at Great Ware Farm, Ware Farm Road, Ash	3	3	3	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_348	17/01446		Land to the rear of 59 and 61 Maison Dieu Road, Dover	2	2	2	TRICS		111	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_349	17/00931		Land at Cowgate Hill, Dover	6	6	6	TRICS		120	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_350	17/00704		Beacon Church and Christian Centre, London Road, Dover	9	9	9	TRICS		96	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
S_351	17/01536		43-65 & land adjoining, Randolph Road, Dover	5	5	5	TRICS		94	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
S_352	18/00502		104-106 High Street, Deal	1	1	1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_353	18/00862		59 Mill Road, Deal	1	1	1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_354	18/00809		134 Crabble Hill, Dover	1	1	1	TRICS		65	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_355	18/00796		113 London Road, Deal	1	1	1	TRICS		795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_356	18/00044		65 London Road, Dover	1	1	1	TRICS		90	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_357	18/00548		First & Second Floors, 96 High Street, Deal	1	1	1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_360	17/01447		Land at Vicarage Lane, Tilmanstone	1	1	1	TRICS		144	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_361	18/00649		23 Chamberlain Road, Dover	1	1	1	TRICS		97	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_362	18/00668		The Firs, 114 Dover Road, Sandwich	1	1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_363	18/00463		Leyburne House, 86 Leyburne Road, Dover	1	1	1	TRICS		33	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_364	18/00492		Linwood Youth Centre, 92 Mill Road, Deal	6	6	6	TRICS		786	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_366	18/00648		104-106 West Street, Deal	1	1	1	TRICS		803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_367	18/00317		Wincolmlee, 46 Salisbury Road, St Margarets Bay	1	1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_369	18/00786		Land to the south of Stable End, Jubilee Road, Worth	1	1	1	TRICS		527	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_371	18/01040		Meadowside, Stoneheap Road, East Studdal	0	0	0	TRICS		141	0.351	0.106	0.457	0	0	0						

Unique_id_WSP	1	2	3	800	2852	3535	TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION					
	EXTANT APPLICATION number	ALLOCATION Policy / Site Ref	Site Address/Location	2015 - 2021 Completions	2040 Build Out	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
S_1079	19/00243		Land east of Woodnesborough Road, Sandwich		120	120	TA	Y	824	0.412	0.148	0.560	49	18	67	0.124	0.370	0.494	15	44	59
S_1080	18/01322		The former Magistrates Court, Pencerst Road, Dover		46	46	TA		752	0.144	0.057	0.201	7	3	9	0.098	0.149	0.247	5	7	11
S_1081	18/00468		Land adjoining 1 Malvern Road, Dover		17	17	TRICS		42	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	5	8
S_1082	18/00682		Land to the rear 135 to 147 St Richards Road, Deal		20	20	TA		781	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000	0	0	0
S_1083	18/01263		Former United Reformed Church, High Street, Dover		16	16	TRICS		749	0.351	0.106	0.457	6	2	7	0.176	0.320	0.496	3	5	8
S_1084	18/00764		Stalco Engineering Works and Land rear of and including 126 Mongeham Road, Great Mongeham		35	35	TA		145	0.151	0.057	0.208	5	2	7	0.066	0.138	0.204	2	5	7
S_1085	19/00012		Long Lane Farm, Long Lane, Shepherdswell		4	4	TRICS		149	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_1086	19/00571		Land north west of Downs Cottage, Grove Road, Preston		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1088	18/01288		Canon Barn, Felderland Lane, Worth		1	1	TRICS		527	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1090	19/00833		Stepping Down, 248 Folkestone Road, Dover		1	1	TRICS		745	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1091	19/00385		Telegraph Inn, 1 Hamilton Road, Deal		4	4	TRICS		786	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_1093	19/00292		60 London Road, Dover		1	1	TRICS		90	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1094	19/00443		Temple Ewell Nursing Home, Wellington Road, Temple Ewell		4	4	TRICS		35	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_1097	19/00119		12 The Marina, Deal		0	0	TRICS		803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1101	19/00006		Shotfield Farm, The Street, Preston		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1102	19/00219		Office, Highleas, Old Court Hill, Aylesham		1	1	TRICS		135	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1103	19/00221		Workshop, Highleas, Old Court Hill, Aylesham		1	1	TRICS		135	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1104	19/00315		Spring Meadow, Alkham Valley Road, Drellingore,		1	1	TRICS		156	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1106	18/01321		The Old Railway Station, Canterbury Road, Wingham		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1107	19/00616		25 Brookside, Temple Ewell		0	0	TRICS		35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1109	19/00568		Flat 1, Curfew House, 14 Kingsdown Road, St Margarets at Cliffe		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1111	19/00591		64-66 High Street, Deal		5	5	TRICS		802	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
S_1112	18/01152		Former Carpenters Workshop, Corner of Reach Road & High Street, Reach Road, St Margarets		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1114	19/00231		177 Telegraph Road, Deal		1	1	TRICS		784	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1115	19/00564		7 High Street, Deal		1	1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1117	19/00434		Delf Nursery, Deal Road, Sandwich		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1118	18/01216		Lynton, Mill Lane, Nonington		2	2	TRICS		134	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_1119	19/00638		Bricklayers Arms, Coxhill, Shepherdswell		4	4	TRICS		255	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_1120	19/00805		Preston Garden Centre, The Street, Preston		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1121	19/00341		United Reformed Church, The Street, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1123	19/00161		62 Brookfield Avenue, Dover		1	1	TRICS		4	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1124	18/01278		Drellingore Barn, Stombers Lane, Drellingore		1	1	TRICS		156	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1126	19/00166		Sessions House, Goodnestone Road, Wingham		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1128	19/00704		Land to the rear of 76-78 Folkestone Road, Dover		1	1	TRICS		60	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1129	19/0116		The Workshop, Cambridge Road, Walmer		1	1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1130	18/01361		Land at Silver Hill, Northbourne Road, Great Mongeham		1	1	TRICS		145	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1131	19/00023		Land r/o 75 Westcourt Lane, Shepherdswell		1	1	TRICS		150	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1132	19/00697		Land adjacent to The Vicarage, St Marys Road, Walmer		1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1134	19/01032		Dog and Duck Inn, Plucks Gutter, Stourmouth		-1	-1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1136	19/01059		The Lodge, Elmstone Farm, Elmstone		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1139	19/01124		Tower House, Granville Street, Dover		3	3	TRICS		110	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_1140	19/00455		18 Malvern Meadow, Temple Ewell		1	1	TRICS		35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1141	18/00052		Church Farm Buildings, Mongeham Road, Great Mongeham		3	3	TRICS		781	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_1142	19/01069		115-116 Ryder House, London Road, Dover		1	1	TRICS		84	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1143	19/00804		Ivydene, Coxhill, Shepherdswell		1	1	TRICS		150	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1145	19/01028		61 Mill Lane, Shepherdswell		1	1	TRICS		255	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1146	19/01083		Land rear of Grove House, 14 Wigmore Lane, Eythorne		1	1	TRICS		254	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1147	19/01196		18A Somerset Road, Walmer		1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1148	19/00840		42 St Martins Road, Deal		1	1	TRICS		781	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1149	19/00381		Trinity Court, Easole Street, Nonington		1	1	TRICS		134	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1150	19/01044		4 Park Avenue, Dover		2	2	TRICS		112	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_1151	19/01157		223 Telegraph Road, Deal		2	2	TRICS		784	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_1152	19/00910		90 Oswald Road, Dover		1	1	TRICS		85	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1153	19/01068		Park View, Parkside, Wootton		0	0	TRICS		146	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1154	19/00291		337 Folkestone Road, Dover		-1	-1	TRICS		744	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1155	18/01334		Charity Public House, The Street, Woodnesborough		5	5	TRICS		241	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
S_1156	19/01257		The Press on The Lake, Ramsgate Road, Sandwich		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1158	19/01412		28 and 30 Mill Road, Deal		1	1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1159	19/01443		Rose Barn, Coxhill, Shepherdswell		1	1	TRICS		148	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1160	19/01397		Longlane Cottage, Long Lane, Shepherdswell		0	0	TRICS		149	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1161	19/01243		Three Chimneys, Moat Lane, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1162	19/01459		Copthorne, Dover Road, Guston		1	1	TRICS		713	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1163	19/01047		Roseacre, East Langdon Road, Martin		0	0	TRICS		789	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1164	19/01414		27a Cannon Street, Deal		-1	-1	TRICS		803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1165	19/01399		Bracknell House, 34 Helena Road, Capel le Ferne		0	0	TRICS		136	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1167	19/01563		Barn at Shallows, Brook Farm, Cooper Street, Drove Ash		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1168	19/00856		Land rear of 56 Sandwich Road, Eythorne																		

Unique_id_WSP	EXTANT APPLICATION number	ALLOCATION Policy / Site Ref	Site Address/Location	2015 - 2021 Completions			Trip Gen Source	Explicitly Modelled	Final Zone	TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
				2015 - 2021 Completions	2040 Build Out	Final Dwellings				AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
S_20237	20/00102		Depot, Masons Road, Dover		2	2	TRICS		94	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_20238	20/00075		Land west of Nandeos, Saunders Lane, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20239	20/00332		Red Lion House, The Annexe, Each End, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20240	20/00272		Air Training Corps, Albert Road, Dover		7	7	TRICS		112	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_20241	20/00359		Agricultural buildings at Great Ware Farm, Ware Farm Road, Ash		2	2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_20242	20/00201		64 Valley Road, River, Dover		1	1	TRICS		70	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20243	20/00315		Castle View, Scotland Common, Temple Ewell		1	1	TRICS		35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20244	19/01585		Land adjoining Whiteville, Lawn Road, Walmer		1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20245	19/01556		Minnis Farm, Greenwich Lane, Ewell Minnis		0	0	TRICS		156	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20246	20/00356		United Reformed Church, The Street, Ash		2	2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_20247	20/00349		18A Somerset Road, Walmer		2	2	TRICS		792	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_20248	20/00490		Barn rear of Ivy Cottage, Lower Goldstone, Ash		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20249	20/00483		New House Farm, Preston Road, Stourmouth		2	2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_20250	20/00392		38 Hill Crescent, Aylesham		1	1	TRICS		251	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20251	20/00309		Land rear of Rosslyn, Mill Road, Wingham		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20252	19/00425		Land rear of 92 & 94 Northwall Road, Deal		1	1	TRICS		804	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20253	20/00330		Land on the west side of Moat Lane, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20254	20/00185		17-19 Sheridan Road, Dover		3	3	TRICS		11	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_20255	19/01473		Newlands Farm, Stoneheap Road, East Studdal		3	3	TRICS		141	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_20256	19/01469		Holly Lodge, Crooks Court Lane, West Hougham		1	1	TRICS		25	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20257	20/00188		Garage block between 62 & 64 Stockdale Gardens, Deal		8	8	TRICS		786	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_20258	20/00470		Site at Great Mongeham Farm, Cherry Lane		4	4	TRICS		145	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_20259	20/00499		11 Malvern Meadow, Temple Ewell		0	0	TRICS		35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20260	20/00244		Hop Cottage, Saddlers Hill, Goodnestone		1	1	TRICS		151	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20261	20/00014		7 South Street, Deal		3	3	TRICS		802	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_20262	19/00487		Captains Gardens Cottage, Deal Castle, Victoria Road, Deal		1	1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20263	20/00632		Fircrest, Marshborough Road, Woodnesborough		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20264	20/00715		Malbec, 60 Granville Road, St Margarets		0	0	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20265	20/00643		Hills Down, Saunders Lane, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20266	20/00683		Land adjacent to 16 Granville Road, St Margarets Bay		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20267	20/00156		1 Clarendon Street, Dover		1	1	TRICS		42	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20268	20/00569		Townsend Paddock, Station Road, St Margarets		1	1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20269	20/00750		11 Park Street, Deal		0	0	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20270	19/01557		Willow Tree Cottage, The Old Fairground, Wingham		2	2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_20271	20/00358		90 New Street, Sandwich		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20272	20/00809		17 Somerset Road, Walmer		1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20273	19/00947		Tonkers, Hawksdown Road, Walmer		6	6	TRICS		782	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_20274	20/00425		Elmstone Court Farm, Padbrook Lane, Elmstone		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20275	20/00764		West View Farm Annexe, The Sow Yard, Cop Street Road, Ash		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20276	19/01495		The Haven, Deal Road, Sandwich		0	0	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20277	20/00947		48 Biggin Street, Dover		3	3	TRICS		28	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_20278	20/00890		River Minnis Farm, Minnis Lane, River		0	0	TRICS		70	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20279	20/00783		Land rear of 104 Maison Dieu Road and fronting Harold Street, Dover		1	1	TRICS		751	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20280	20/00860		Land between 127 & 131 Woodnesborough Road, Sandwich		2	2	TRICS		240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_20281	20/00777		Ground floor, 21 Market Street, Sandwich		3	3	TRICS		240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_20282	20/00341		269 Sandown Road, Deal		1	1	TRICS		780	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20283	20/00814		The Magnet, 267 London Road, Deal		1	1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20284	21/00038		Car park The Magnet PH, 267 London Road, Deal		1	1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20285	20/00526		Gordon Lodge, Vale View Road, Dover		1	1	TRICS		40	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20286	20/01012		Cherry Tree, Shelvin Farm Road, Wootton		0	0	TRICS		146	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20287	20/00524		The Manor, 22 The Street, West Hougham		1	1	TRICS		25	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20288	20/01369		The Manor, 22 The Street, West Hougham		2	2	TRICS		25	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_20289	20/00828		Mill House, Mill Lane, Shepherdswell		0	0	TRICS		255	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20290	20/00652		Keepers, Napchester Road, Whitfield		1	1	TRICS		703	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20291	19/01337		Beacon Lane Farm, Beacon Lane, Woodnesborough		4	4	TRICS		241	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_20292	20/00468		62 Canterbury Road, Lydden		1	1	TRICS		152	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20293	20/01015		Newssole Farm Barn, Singlede Lane, Whitfield		1	1	TRICS		148	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20294	20/00566		Delfbridge Manor, 10 Dover Road, Sandwich		8	8	TRICS		240	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_20295	20/01101		Sunshine Bungalow, Minnis Lane, River		0	0	TRICS		70	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20296	20/01063		Morfield House, 11 Bewsbury Crescent		1	1	TRICS		702	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20297	20/01242		42 Channel Lea, Walmer		1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20298	20/01076		Land north east of the Close Station Road, St Margarets		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20299	20/00971		Land adjacent to 86 Leyburne Road, Dover		1	1	TRICS		33	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20300	20/01203		Fieldings, Stoneheap Road, East Studdal		1	1	TRICS		142	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20301	20/00865		14 Meadow Cottages, Homestead Lane, East Studdal		1	1	TRICS		143	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20302	20/01230		4-6 Park Street, Deal		1	1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_20303	20/01409		Hogbrook Farm, Hogbrook Hill Lane, Alkham		1	1	TRICS		154	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0		

16/00898

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2110

2499 YES

Unique_s ite_id_W SP	EXTANT APPLICATION number	Employment use	Total area (sqm)	No Jobs - Remaining	No Total Jobs	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
													AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
E_1000	04/00591	B2	1534	43		43 CT3 (Part of Phase 3) Cooting Rd, Aylesham Ind Estate		1534	1534	TRICS		251	0.246	0.613	0.859	4	9	13	0.858	0.082	0.940	13	1	14
E_1001	07/00404	B1a	970	84		84 Minters Yard, Southwall Road		970	970	TA	Y	811	0.360	1.660	2.020	3	16	20	1.400	0.250	1.650	14	2	16
E_1001	07/00404	B2	3511	98		98 Minters Yard, Southwall Road		3511	3511	TA	Y	811	0.410	1.180	1.590	14	41	56	0.150	0.280	0.430	5	10	15
E_1002	18/00775	D1	47.6	0		0 Total Dentalcare, 64 Pencester Road		47.6	47.6	TRICS		750	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1003	10/0015511/00102	B1_B8	15715	40		40 Industrial Units, Honeywood Parkway, White Cliffs Business Park		15715	15715	TA	Y	819	0.130	0.730	0.860	20	115	135	0.620	0.130	0.750	97	20	118
E_1004	10/01011	A1	1975	226		226 Whitfield Urban Extension, (land to east of Sandwich Road and north west		1975	1975	TA	Y	739	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000	0	0	0
E_1004	10/01011	B1a	750	130		130 Whitfield Urban Extension, (land to east of Sandwich Road and north west		750	750	TA	Y	739	0.190	1.547	1.737	1	12	13	1.263	0.218	1.481	9	2	11
E_1004	10/01011	D1	6100	122		122 Whitfield Urban Extension, (land to east of Sandwich Road and north west		6100	6100	TA	Y	739	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000	0	0	0
E_1005	13/00279	D2	628	9		9 Sandwich Leisure Park, Woodnesborough Road		628	628	TRICS		240	0.727	1.424	2.151	5	9	14	1.876	1.451	3.327	12	9	21
E_1006	13/00367	D2	127	2		2 Guston Village Hall, The Street		127	127	TRICS		712	0.727	1.424	2.151	1	2	3	1.876	1.451	3.327	2	2	4
E_1007	14/00262	D2	3807	54		54 Fowlmead Country Park, Sandwich Road		3807	3807	TRICS		791	0.727	1.424	2.151	28	54	82	1.876	1.451	3.327	71	55	127
E_1008	14/01138	B2	10000	278		278 Site of former Tilamstone Colliery Tip, Pike Road		10000	10000	TRICS	Y	812	0.246	0.613	0.859	25	61	86	0.858	0.082	0.940	86	8	94
E_1009	15/00049	SG	73			1 Site adjacent to Visitor Centre, Langdon Cliffs	73		73	TRICS		715	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1010	13/00783	B1_B8	20134.5	261		261 Discovery Park, Enterprise Zone, Ramsgate Road		20134.5	20134.5	TRICS	Y	813	0.077	0.669	0.745	15	135	150	0.591	0.059	0.650	119	12	131
E_1011	15/00291	D2	10	0		0 Club House, Recreation Ground, Approach Road		10	10	TRICS		255	0.727	1.424	2.151	0	0	0	1.876	1.451	3.327	0	0	0
E_1012	15/00429	B1a	25			2 Carers' Support (Canterbury, Dover & Thanet), 80, Middle Street	25		25	TRICS		803	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_1013	14/00058	B1_B8	20134.5	261		261 Discovery Park, Ramsgate Road,		20134.5	20134.5	TRICS		813	0.077	0.669	0.745	15	135	150	0.591	0.059	0.650	119	12	131
E_1014	15/00657	C1	6	3		3 18 - 19 Market Square (Port of Call)		6	6	TRICS		28	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_1043	17/00272	B1a	-410	-35		-35 3 Market Square		-410	-410	TRICS		28	0.087	1.222	1.309	0	-5	-5	1.066	0.053	1.119	-4	0	-5
E_1015	15/00947	C1	-8			-4 Beulah House, 94 Crabble Hill		-8	-8	TRICS		80	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_1016	15/00698	B1a	78	7		7 2nd Floor, Unit 9, Waterloo Mansions, Waterloo Crescent		78	78	TRICS		722	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_1017	15/00929	B1a	-89			-8 The Old Colliery, Staple Road		-89	-89	TRICS		242	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1017	15/00929	B2	26			1 The Old Colliery, Staple Road		26	26	TRICS		242	0.246	0.613	0.859	0	0	0	0.858	0.082	0.940	0	0	0
E_1017	15/00929	B8	-618			-8 The Old Colliery, Staple Road		-618	-618	TRICS		242	0.066	0.115	0.181	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1018	15/01273	A3	195	11		11 Kearsney Abbey, Alkham Rd, River		195	195	TRICS		35	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	3	3
E_1019	16/00152	B1a	-63			-5 4 Priory Street		-63	-63	TRICS		28	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1020	16/00323	A4	7			0 The Old Lantern, The Street		7	7	TRICS		789	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1021	16/00055	B1c	314	7		7 The Wilderness & The Former All Saints Church, Church Lane		314	314	TRICS		242	0.087	1.222	1.309	0	4	4	1.066	0.053	1.119	3	0	4
E_1023	16/00284	D2	-166			-2 Church Hall, Stanley Road		-166	-166	TRICS		796	0.727	1.424	2.151	-1	-2	-4	1.876	1.451	3.327	-3	-2	-4
E_1024	16/00645	C1	26			13 Premier Inn Hotel, Marine Court, Marine Parade		26	26	TRICS		725	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_1026	16/00820	B1a	9			1 Recording Studio, Kent International campsite,		9	9	TRICS		787	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_1028	16/00898	A2	-105			-7 9 Biggin Street		-105	-105	TRICS		750	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1028	16/00898	A1	105			6 9 Biggin Street		105	105	TRICS		750	1.747	2.188	3.935	2	2	4	2.358	2.222	4.580	2	2	5
E_1030	16/01159	A5	-48	-3		-3 45 High Street, Dover		-48	-48	TRICS		96	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_1031	16/01139	B1c	2304	15		15 Land at Haig Drive, Ramsgate		2304	2304	TRICS		240	0.087	1.222	1.309	2	28	30	1.066	0.053	1.119	25	1	26
E_1032	15/01290	A1	370	21		21 Land on the west side of Albert Rd		370	370	TRICS		808	1.747	2.188	3.935	6	8	15	2.358	2.222	4.580	9	8	17
E_1032	15/01290	B1a	960	83		83 Land on the west side of Albert Rd		960	960	TRICS	Y	808	0.087	1.222	1.309	1	12	13	1.066	0.053	1.119	10	1	11
E_1032	15/01290	D1	280	3		3 Land on the west side of Albert Rd		280	280	TRICS		808	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1034	17/00065	B1a	-85			-7 9 Biggin Street		-85	-85	TRICS		750	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1033	16/00307	A1	-43			-2 10 Market Place		-43	-43	TRICS		252	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_1033	16/00307	A5	43			2 10 Market Place		43	43	TRICS		252	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_1036	17/00123	C1	-19	-10		-10 Bellrose Hotel, 18-19 East Cliff		-19	-19	TRICS		730	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_1037	17/00197	A1	58	3		3 48-50 London Road		58	58	TRICS		90	1.747	2.188	3.935	1	1	2	2.358	2.222	4.580	1	1	3
E_1038	16/00442	A4	-487	-28		-28 Three Tuns, The Street		-487	-487	TRICS		242	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-9	-9
E_1039	17/00255	B8	-127	-2		-2 Preston Garage, The Street		-127	-127	TRICS		242	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1040	17/00317	B1a	-59	-5		-5 322 London Road, Dover		-59	-59	TRICS		113	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1041	17/00136	A4	8			0 The Rose Hotel, 91 High Street		8	8	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1042	16/01412	SG	-310	-5		-5 Plough Filling Station, Folkestone Road		-310	-310	TRICS		743	0.066	0.115	0.181	0	0	-1	0.116	0.065	0.181	0	0	-1
E_1044	17/00448	D1	-96			-1 Former Old Chapel Tea Shop, Sea Street, St Marg's		-96	-96	TRICS		790	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1045	16/01128	A1	37	2		2 7 & 9 Market Place		37	37	TRICS		252	1.747	2.188	3.935	1	1	1	2.358	2.222	4.580	1	1	2
E_1045	16/01128	A3	-10			-1 7 & 9 Market Place		-10	-10	TRICS		252	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1045	16/01128	A5	-27	-2		-2 7 & 9 Market Place		-27	-27	TRICS		252	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1046	17/00542	A3	83	5		5 The Salutation, Knightrider Street		83	83	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_1047	17/00304	A1	-31	-2		-2 6 St Peters Street		-31	-31	TRICS		240	1.747	2.188	3.935	-1	-1	-1	2.358	2.222	4.580	-1	-1	-1
E_1048	17/00620	D2	165	2		2 Dover Athletic F/C, Crabble Road		165	165	TRICS		81	0.727	1.424	2.151	1	2	4	1.876	1.451	3.327	3	2	5
E_1049	17/00451	A3	350	20		20 Site at Betteshanger, Sustainable Parks		350	350	TRICS		814	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	6	6
E_1049	17/00451	B1a	1585	137		137 Site at Betteshanger, Sustainable Parks		1585	1585	TRICS	Y	814	0.087	1.222	1.309	1	19	21	1.066	0.053	1.119	17	1	18
E_1049	17/00451	B2	250	7		7 Site at Betteshanger, Sustainable Parks		250	250	TRICS		814	0.246	0.61										

Unique_site_id_WSP	EXTANT APPLICATION number	Employment use	Total area (sqm)	No Jobs - Remaining	No Total Jobs	Site Address/Location	2015 - 2019					TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
							2015 - 2019 Completions	2040 Build Out	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)
E_1072	17/00917	SG	715	12		12 Perrys Vauxhall, Honeywood Parkway, WCBP		715	715	TRICS	710	0.066	0.115	0.181	0	1	1	0.116	0.065	0.181	1	0	1
E_1073	17/00776	D2	-2440			-35 The Qube, St Radigunds Road	-2440		0	TRICS	85	0.727	1.424	2.151	0	0	0	1.876	1.451	3.327	0	0	0
E_1074	17/01334	A1	-27.5	-2		-2 60 The Strand, Walmer		-27.5	-27.5	TRICS	796	1.747	2.188	3.935	0	-1	-1	2.358	2.222	4.580	-1	-1	-1
E_1075	17/01267	A1	36			2 Site north side of Walmer Scout Hut, Marine Road	36		36	TRICS	796	1.747	2.188	3.935	1	1	1	2.358	2.222	4.580	1	1	2
E_1076	17/01304	A2	-148			-9 15 Castle Street, Dover	-148		-148	TRICS	28	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_1077	17/01382	A2	80			5 64-65 High Street	80		80	TRICS	242	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_1078	17/01315	C1	1	1		1 Les Fleurs, 6 Ladywell		1	1	TRICS	105	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_1079	17/01336	D2	-1800			-113 74-94, High Street	-1800		-1800	TRICS	113	0.087	1.222	1.309	-2	-22	-24	1.066	0.053	1.119	-19	-1	-20
E_1079	17/01336	D2	1800			26 74-94, High Street	1800		1800	TRICS	113	0.727	1.424	2.151	13	26	39	1.876	1.451	3.327	34	26	60
E_1080	17/01098	A1	-48			-3 50 & 51 Biggin Street	-48		-48	TRICS	28	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_1081	17/01465	A1	-18	-1		-1 15 Bench Street, Dover	-18		-18	TRICS	28	1.747	2.188	3.935	0	0	-1	2.358	2.222	4.580	0	0	-1
E_1082	17/00858	A1	-70	-4		-4 71 High Street	-70		-70	TRICS	242	1.747	2.188	3.935	-1	-2	-3	2.358	2.222	4.580	-2	-2	-3
E_1083	17/01188	B1a	-30	-3		-3 Basement, 18 Castle Street, Dover	-30		-30	TRICS	28	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_1084	17/01483	D1	61	1		1 Eastry Recreation Ground, Church Street	61		61	TRICS	253	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1085	17/01404	SG	244	4		4 137 Dover Road	244		244	TRICS	792	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1086	18/00014	B1a	-200	-17		-17 28 Castle Street, Dover	-200		-200	TRICS	742	0.087	1.222	1.309	0	-2	-3	1.066	0.053	1.119	-2	0	-2
E_1087	17/00903	B1a	-165			-14 1st & 2nd floors riverside, 27 Castle Street, Dover	-165		-165	TRICS	28	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_1088	17/00962	B1a	-2934			0 2-9 Cambridge Terrace	-2934		-2934	TRICS	722	0.087	1.222	1.309	-3	-36	-38	1.066	0.053	1.119	-31	-2	-33
E_1089	18/00060	D1	34	0		0 Public Conveniences (Land r/o 2-8a Buckland Avenue, Crabble Hill	34		34	TRICS	4	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1089	18/00060	SG	-34	-1		-1 Public Conveniences (Land r/o 2-8a Buckland Avenue, Crabble Hill	-34		-34	TRICS	4	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1090	17/01121	A4	-140			-8 Dublin Man of War PH, Lower Road, River	-140		-140	TRICS	69	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1091	17/01455	B1c	210	4		4 Land and access at Preston Nursery, The Street	210		210	TRICS	242	0.087	1.222	1.309	0	3	3	1.066	0.053	1.119	2	0	2
E_1092	17/01161	A1	350	20		20 Nursery, The Larch, Beacon Lane	350		350	TRICS	241	1.747	2.188	3.935	6	8	14	2.358	2.222	4.580	8	8	16
E_1093	17/01231	D2	69	1		1 Land adj CAB Building, Maison Dieu Gardens, Maison Dieu Road	69		69	TRICS	751	0.727	1.424	2.151	1	1	1	1.876	1.451	3.327	1	1	2
E_1094	18/00356	A3	-6	3		0 7 Market Square (Dickens Corner)	-6		-6	TRICS	28	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1095	18/00453	A1	-102			-6 6 Bench Street	-102		-102	TRICS	28	1.747	2.188	3.935	-2	-2	-4	2.358	2.222	4.580	-2	-2	-5
E_1095	18/00453	SG	102			2 6 Bench Street	102		102	TRICS	28	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1096	17/01447	D2	-57			-1 Land at Vicarage Lane, Tilmanstone CT14 0JG	-57		-57	TRICS	144	0.727	1.424	2.151	0	-1	-1	1.876	1.451	3.327	-1	-1	-2
E_1097	18/00042	A3	505			29 The Drill Hall, The Quay	505		505	TRICS	240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	9	9
E_1098	18/00400	A1	43	2		2 88 London Road	43		43	TRICS	90	1.747	2.188	3.935	1	1	2	2.358	2.222	4.580	1	1	2
E_1099	18/00437	A1	-8	0		0 23 Cannon Street	-8		-8	TRICS	28	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	0
E_1100	18/00439	A1	-57			-3 10 Delf Street	-57		-57	TRICS	240	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
E_1100	18/00439	A4	57			3 10 Delf Street	57		57	TRICS	240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_1101	17/00704	D1	-309	-3		-3 Beacon Church and Christian Centre, London Road	-309		-309	TRICS	96	0.100	0.067	0.167	0	0	-1	0.033	0.100	0.133	0	0	0
E_1102	18/00485	A1	-77	-4		-4 59 Biggin Street	-77		-77	TRICS	750	1.747	2.188	3.935	-1	-2	-3	2.358	2.222	4.580	-2	-2	-4
E_1103	18/00438	SG	221			4 Valeside Services B3, Unit B2B, The Old Boatyard, Sandwich Industrial Estate	221		221	TRICS	240	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1104	18/00548	A1	-23	-1		-1 First & Second Floors, 96 High Street	-23		-23	TRICS	802	1.747	2.188	3.935	0	-1	-1	2.358	2.222	4.580	-1	-1	-1
E_1105	18/00098	D2	93	1		1 Land at Selson Farm, Drainless Road	93		93	TRICS	138	0.727	1.424	2.151	1	1	2	1.876	1.451	3.327	2	1	3
E_1106	18/00275	D1	957	10		10 Land north of Honeywood Parkway, Whitfield	957		957	TRICS	604	0.100	0.067	0.167	1	1	2	0.033	0.100	0.133	0	1	1
E_1107	17/00808	A3	-230	-13		-13 78 London Road	-230		-230	TRICS	90	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-4	-4
E_1107	17/00808	A5	230	13		13 78 London Road	230		230	TRICS	90	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	4	4
E_1108	18/00321	B1_BB	-27	0		0 Unit 1, Building 5, Sandwich Ind Estate	-27		-27	TRICS	240	0.077	0.669	0.745	0	0	0	0.591	0.059	0.650	0	0	0
E_1108	18/00321	SG	27	0		0 Unit 1, Building 5, Sandwich Ind Estate	27		27	TRICS	240	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1109	18/00627	B8	185	2		2 Barn at Chilton Farm, Alkham Valley Road	185		185	TRICS	796	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1110	17/01263	B1	-593	-16		-16 Unit 1H Clock Tower Lofts, Buckland Mill, Crabble Hill	-593		-593	TRICS	84	0.087	1.222	1.309	-1	-7	-8	1.066	0.053	1.119	-6	0	-7
E_1110	17/01263	D2	593	8		8 Unit 1H Clock Tower Lofts, Buckland Mill, Crabble Hill	593		593	TRICS	84	0.727	1.424	2.151	4	8	13	1.876	1.451	3.327	11	9	20
E_1111	18/00455	A2	-155			-10 7 Castle Street	-155		-155	TRICS	28	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_1112	18/00051	D1	-530	-5		-5 Brambley Hedge, Tower Street	-530		-530	TRICS	97	0.100	0.067	0.167	-1	0	-1	0.033	0.100	0.133	0	-1	-1
E_1113	18/00596	A2	-200			-13 9 St James Street	-200		-200	TRICS	28	0.087	1.222	1.309	0	-2	-3	1.066	0.053	1.119	-2	0	-2
E_1114	18/00068	A5	66			4 McDonalds Restaurant, Sandwich Road	66		66	TRICS	702	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_1115	18/00668	D1	-250			-3 The Firs, 114 Dover Road	-250		-250	TRICS	240	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1116	18/00137	B1c	1513	32		32 Megger Ltd, Archcliffe Road	1513		1513	TRICS	718	0.087	1.222	1.309	1	18	20	1.066	0.053	1.119	16	1	17
E_1117	18/00185	B8	-608			-8 Megger Ltd, Archcliffe Road	-608		-608	TRICS	718	0.066	0.115	0.181	0	-1	-1	0.116	0.065	0.181	-1	0	-1
E_1118																							

16/00898

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2110

2499 YES

Unique_s ite_id_W SP	EXTANT APPLICATION number	Employment use	Total area (sqm)	No Jobs - Remaining	No Total Jobs	Site Address/Location	2015 - 2019					TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
							2015 - 2019 Completions	2040 Build Out	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)
E_1142	18/01065	A4	-84	-5	-5	7 Park Place		-84	-84	TRICS	105	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-2	-2
E_1142	18/01065	B1a	84	7	7	7 Park Place		84	84	TRICS	105	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_1143	18/00985	A1	299	17	17	Layham Garden Centre, Lower Road		299	299	TRICS	242	1.747	2.188	3.935	5	7	12	2.358	2.222	4.580	7	7	14
E_1144	18/00591	B1c	-46	-1	-1	1A Victoria Street		-46	-46	TRICS	86	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	0	0	-1
E_1145	18/01084	A1	-225	99	-13	Co-op Foodstore, Park Street	-1964	1739	-225	TRICS	802	1.747	2.188	3.935	-4	-5	-9	2.358	2.222	4.580	-5	-5	-10
E_1146	18/01161	A1	-45	-3	-3	4 Church Street		-45	-45	TRICS	28	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_1146	18/01161	SG	45	1	1	4 Church Street		45	45	TRICS	28	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1147	18/01078	A1	-45			1 The Droveaway, St Margarets Bay CT15 6DH	-45		-45	TRICS	790	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_1147	18/01078	A3	20			1 The Droveaway, St Margarets Bay CT15 6DH	20		20	TRICS	790	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1147	18/01078	A4	25			1 The Droveaway, St Margarets Bay CT15 6DH	25		25	TRICS	790	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1148	18/01218	B8	140	2	2	Wingham Timber & Mouldings Ltd, Goodnestone Road, Wingham CT3 1AR		140	140	TRICS	242	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1149	18/01157	A3	-106	-6	-6	49-51 High Street		-106	-106	TRICS	96	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-2	-2
E_1150	18/01210	D1	325	3	3	Maritime Skills Academy, Beechwood Business Park, Menzies Road, Old Pa		325	325	TRICS	704	0.100	0.067	0.167	0	0	1	0.033	0.100	0.133	0	0	0
E_1150	18/01210	D2	325	5	5	Maritime Skills Academy, Beechwood Business Park, Menzies Road, Old Pa		325	325	TRICS	704	0.727	1.424	2.151	2	5	7	1.876	1.451	3.327	6	5	11
E_1151	18/01246	A5	-54			37 The Street	-54		-54	TRICS	241	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_1152	18/01187	A1	-94			52 Middle Street, Deal, CT14 6HT	-94		-94	TRICS	802	1.747	2.188	3.935	-2	-2	-4	2.358	2.222	4.580	-2	-2	-4
E_1152	18/01187	A3	94	5	5	52 Middle Street, Deal, CT14 6HT		94	94	TRICS	802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_1153	18/01347	A2	83	5	5	Wellington Lodge, Basement and Flat 1, 15 Prince of Wales Terrace, Deal C		83	83	TRICS	796	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_1153	18/01347	D2	-83	-1	-1	Wellington Lodge, Basement and Flat 1, 15 Prince of Wales Terrace, Deal C		-83	-83	TRICS	796	0.727	1.424	2.151	-1	-1	-2	1.876	1.451	3.327	-2	-1	-3
E_1154	18/00970	A1	-43	-2	-2	29A London Road, Dover CT17 0SS		-43	-43	TRICS	96	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_1154	18/00970	A5	43	2	2	29A London Road, Dover CT17 0SS		43	43	TRICS	96	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_1155	18/01184	B1a	-149	-13	-13	1 Harnet House, Harnet Street		-149	-149	TRICS	240	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_1156	18/00966	A1	8			8 Odo Road, Dover	8		8	TRICS	97	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	0
E_1157	19/00040	A1	-62			39A King Street, Sandwich CT13 9BL	-62		-62	TRICS	240	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
E_1157	19/00040	A3	62	4	4	39A King Street, Sandwich CT13 9BL		62	62	TRICS	240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_1158	18/01147	B1a	-174	-15	-15	13 Castle Street, Dover		-174	-174	TRICS	28	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_1159	18/01378	D1	-137			1 Ashen Tree House, Ashen Tree Lane	-137		-137	TRICS	752	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5000	12/00218	A3	80			5 Baypoint Club, Ramsgate Road	80	0	80	TRICS	240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5000	12/00218	D2	121			2 Baypoint Club, Ramsgate Road	121	0	121	TRICS	240	0.727	1.424	2.151	1	2	3	1.876	1.451	3.327	2	2	4
E_5001	13/00574	A1	123			7 143-144, Snargate Street	123	0	123	TRICS	718	1.747	2.188	3.935	2	3	5	2.358	2.222	4.580	3	3	6
E_5002	13/00371	A1	-125			7 10, Victoria Road	-125	0	-125	TRICS	802	1.747	2.188	3.935	-2	-3	-5	2.358	2.222	4.580	-3	-3	-6
E_5002	13/00371	A3	125			7 10, Victoria Road	125	0	125	TRICS	802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_5003	14/00190	A2	-290			18 134 - 135, Snargate Street	-290	0	-290	TRICS	718	0.087	1.222	1.309	0	-4	-4	1.066	0.053	1.119	-3	0	-3
E_5004	14/00441	A4	-465			27 The Bull Inn, High Street	-465	0	-465	TRICS	253	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-8	-8
E_5005	14/00524	A1	8			0 24, Dover Road	8	0	8	TRICS	796	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	0
E_5006	14/00493	A4	-29			2 Hope Inn, 144, Canterbury Road	-29	0	-29	TRICS	152	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_5007	14/00689	A1	-60			3 152, High Street	-60	0	-60	TRICS	803	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
E_5007	14/00689	A3	100			6 152, High Street	100	0	100	TRICS	803	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_5008	14/01140	A3	57			3 Former Public Conveniences, Beach Street	57	0	57	TRICS	802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5009	15/00304	A4	37			2 7 Park Place, Dover	37	0	37	TRICS	105	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5010	15/00274	A3	12			1 Curfew Cottage, Sea Street	12	0	12	TRICS	790	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_5011	15/00050	A3	65			4 8 Park Place, Dover	65	0	65	TRICS	750	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5011	15/00050	SG	-65			1 8 Park Place, Dover	-65	0	-65	TRICS	750	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5012	15/00271	A1	50			3 Barn at Adelaide Farm House, Sandwich Rd	50	0	50	TRICS	791	1.747	2.188	3.935	1	1	2	2.358	2.222	4.580	1	1	2
E_5012	15/00271	B8	-50			1 Barn at Adelaide Farm House, Sandwich Rd	-50	0	-50	TRICS	791	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5013	15/00411	A3	20			1 352 Dover Rd, Walmer	20	0	20	TRICS	782	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_5014	10/01069	A4	-550			31 Elvington Working Mens Club, Chaucer Road	-550	0	-550	TRICS	147	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-10	-10
E_5015	15/00474	A3	56			3 47 Strand Street & 37 Harnett St	56	0	56	TRICS	240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5016	15/00719	A3	-52			3 Ground floor, 107 High Street	-52	0	-52	TRICS	96	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_5016	15/00719	A4	52			3 Ground floor, 107 High Street	52	0	52	TRICS	96	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5017	15/00870	A1	-47			3 329 Dover Road, Walmer	-47	0	-47	TRICS	782	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_5017	15/00870	A4	47			3 329 Dover Road, Walmer	47	0	47	TRICS	782	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5018	15/00897	A1	-10			1 29 Strand Street	-10	0	-10	TRICS	240	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0		

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													AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
E_5045	12/00700	D1	-1208		-12	Blue Berries Early Care and Education Centre, 10, Dover Road	-1208	0	-1208	TRICS		240	0.100	0.067	0.167	-1	-1	-2	0.033	0.100	0.133	0	-1	-2
E_5046	14/00569	D2	55		1	Deal Town Football Club, St Leonards Road	55	0	55	TRICS		786	0.727	1.424	2.151	0	1	1	1.876	1.451	3.327	1	1	2
E_5047	14/00985	D1	207		2	Market Place Surgery, Cattle Market	207	0	207	TRICS		240	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5048	14/01090	D1	-100		-1	107, London Road	-100	0	-100	TRICS		35	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5049	15/00764	D1	13		0	30 Victoria Road	13	0	13	TRICS		796	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5050	15/01026	D2	19		0	30 Mill Hill	19	0	19	TRICS		784	0.727	1.424	2.151	0	0	0	1.876	1.451	3.327	0	0	1
E_5051	15/0079815/00797	D2	-185		-3	Site of Woodnesborough Village Hall, The Street, Woodnesborough	-185	0	-185	TRICS		241	0.727	1.424	2.151	-1	-3	-4	1.876	1.451	3.327	-3	-3	-6
E_5052	15/00441	C1	5		3	The White Horse, Church Hill	5	0	5	TRICS		254	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_5053	09/00930	A1	422		24	Quarterdeck and 37, Beach Street	422	0	422	TRICS		802	1.747	2.188	3.935	7	9	17	2.358	2.222	4.580	10	9	19
E_5053	09/00930	A3	100		6	Quarterdeck and 37, Beach Street	100	0	100	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_5054	14/00195	A1	273		16	139, Folkestone Road	273	0	273	TRICS		42	1.747	2.188	3.935	5	6	11	2.358	2.222	4.580	6	6	13
E_5054	14/00195	B8	182		2	139, Folkestone Road	182	0	182	TRICS		42	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5055	14/00378	A3	246		14	Land off Honeywood Parkway, White Cliffs Business Park	246	0	246	TRICS		710	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	4	4
E_5056	07/01081	A1	477		27	Aylesham Village, Kent, Spinney Lane and Coting Road, Area banded to TH	477	0	477	TRICS		252	1.747	2.188	3.935	8	10	19	2.358	2.222	4.580	11	11	22
E_5057	14/00358	SG	1510		25	Wingham Wildlife Park, Rusham Road	1510	0	1510	TRICS		242	0.066	0.115	0.181	1	2	3	0.116	0.065	0.181	2	1	3
E_5058	14/00634	SG	10		0	Dover Ford Garage, Crabble Hill	10	0	10	TRICS		4	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5059	15/01036	SG	75		1	Land adjacent to Lime Kiln R/D	75	0	75	TRICS		719	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5060	13/00907	A1	6879.5		393	St James's Site (DTIZ) between Townwall Street, Castle Street/King Street, N	6879.5	0	6879.5	TRICS		817	1.747	2.188	3.935	120	151	271	2.358	2.222	4.580	162	153	315
E_5060	13/00907	A3	1223.5		70	St James's Site (DTIZ) between Townwall Street, Castle Street/King Street, N	1223.5	0	1223.5	TRICS	Y	817	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	22	22
E_5060	13/00907	B1a	-8000		-690	St James's Site (DTIZ) between Townwall Street, Castle Street/King Street, N	-8000	0	-8000	TRICS		817	0.087	1.222	1.309	-7	-98	-105	1.066	0.053	1.119	-85	-4	-90
E_5060	13/00907	D2	2977		43	St James's Site (DTIZ) between Townwall Street, Castle Street/King Street, N	2977	0	2977	TRICS	Y	817	0.727	1.424	2.151	22	42	64	1.876	1.451	3.327	56	43	99
E_5061	14/00418	A1	40		2	Maxted's Pet Shop, 136, High Street	40	0	40	TRICS		803	1.747	2.188	3.935	1	1	2	2.358	2.222	4.580	1	1	2
E_5061	14/00418	B1a	30		3	Maxted's Pet Shop, 136, High Street	30	0	30	TRICS		803	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_5062	15/00246	A1	20		1	Garden of Aylesham House, Dorman Avenue South	20	0	20	TRICS		252	1.747	2.188	3.935	0	0	1	2.358	2.222	4.580	0	0	1
E_5062	15/00246	A3	40		2	Garden of Aylesham House, Dorman Avenue South	40	0	40	TRICS		252	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5063	15/00288	A1	-94		-5	18 Hope Road	-94	0	-94	TRICS		796	1.747	2.188	3.935	-2	-2	-4	2.358	2.222	4.580	-2	-2	-4
E_5063	15/00288	D2	94		1	18 Hope Road	94	0	94	TRICS		796	0.727	1.424	2.151	1	1	2	1.876	1.451	3.327	2	1	3
E_5064	15/00423	A2	34		2	21 Market St, Sandwich	34	0	34	TRICS		240	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_5065	16/00572	A3	50		3	The Politicians Daughter, 32-33 High Street	50	0	50	TRICS		242	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5065	16/00572	A1	50		3	The Politicians Daughter, 32-33 High Street	50	0	50	TRICS		242	1.747	2.188	3.935	1	1	2	2.358	2.222	4.580	1	1	2
E_5066	16/00439	A1	6		0	64 & 66 Cornwallis Avenue	6	0	6	TRICS		252	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	0
E_5067	16/00279	A1	-17		-1	Newcastle House, Newcastle Lane	-17	0	-17	TRICS		156	1.747	2.188	3.935	0	0	-1	2.358	2.222	4.580	0	0	-1
E_5068	16/00021	A1	-185		-11	47 High Street	-185	0	-185	TRICS		802	1.747	2.188	3.935	-3	-4	-7	2.358	2.222	4.580	-4	-4	-8
E_5068	16/00021	A3	185		11	47 High Street	185	0	185	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	3	3
E_5069	16/00411	A3	-106		-6	50 High Street	-106	0	-106	TRICS		113	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-2	-2
E_5069	16/00411	A5	106		6	50 High Street	106	0	106	TRICS		113	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_5070	15/01126	A1	12		1	67 Cornwallis Avenue	12	0	12	TRICS		252	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	1
E_5070	15/01126	A3	42		2	67 Cornwallis Avenue	42	0	42	TRICS		252	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5071	16/00796	A1	72		4	88 Mill Hill	72	0	72	TRICS		784	1.747	2.188	3.935	1	2	3	2.358	2.222	4.580	2	2	3
E_5071	16/00796	SG	-72		-1	88 Mill Hill	-72	0	-72	TRICS		784	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5072	16/00825	A1	26		1	The Street	26	0	26	TRICS		793	1.747	2.188	3.935	0	1	1	2.358	2.222	4.580	1	1	1
E_5073	13/01037	A4	-462		-26	Snowdown Working Men's Club, Snowdown	-462	0	-462	TRICS		133	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-8	-8
E_5074	16/00809	A1	200		11	208 Coombe Valley Road	200	0	200	TRICS		716	1.747	2.188	3.935	3	4	8	2.358	2.222	4.580	5	4	9
E_5074	16/00809	A3	-200		-11	208 Coombe Valley Road	-200	0	-200	TRICS		716	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-4	-4
E_5075	16/00860	A1	-400		-23	Grosvenor Mansions 1-11 Queen St	-400	0	-400	TRICS		802	1.747	2.188	3.935	-7	-9	-16	2.358	2.222	4.580	-9	-9	-18
E_5076	16/00598	A1	-30		-2	60 King Street	-30	0	-30	TRICS		240	1.747	2.188	3.935	-1	-1	-1	2.358	2.222	4.580	-1	-1	-1
E_5076	16/00598	A3	30		2	60 King Street	30	0	30	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5077	16/01006	A1	-55		-3	20c King Street	-55	0	-55	TRICS		240	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
E_5077	16/01006	D2	55		1	20c King Street	55	0	55	TRICS		240	0.727	1.424	2.151	0	1	1	1.876	1.451	3.327	1	1	2
E_5078	16/00927	A2	-77		-5	10 King Street	-77	0	-77	TRICS		741	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_5078	16/00927	A3	77		4	10 King Street	77	0	77	TRICS		741	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5079	16/00821	A3	215		12	The Salutation, Knightrider Street	215	0	215	TRICS														

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													AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
E_5108	16/00310	D2	-195			-3 The SPA Barn, Wallets Court Hotel, Dover Rd	-195	0	-195	TRICS		790	0.727	1.424	2.151	-1	-3	-4	1.876	1.451	3.327	-4	-3	-6
E_5109	16/00668	C1	-6			-3 5 Ranelagh Road	-6	0	-6	TRICS		796	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_5110	15/00847	C1	6			3 15 Norman Street	6	0	6	TRICS		749	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_5111	16/00718	B1	-580			-16 Units 4-6, Whitfield Court, Honeywood Close	-580	0	-580	TRICS		710	0.087	1.222	1.309	-1	-7	-8	1.066	0.053	1.119	-6	0	-6
E_5111	16/00718	D1	580			6 Units 4-6, Whitfield Court, Honeywood Close	580	0	580	TRICS		710	0.100	0.067	0.167	1	0	1	0.033	0.100	0.133	0	1	1
E_5112	16/00191	B1_B8	361			5 Unit 1, Whitfield Court, Honeywood Close	361	0	361	TRICS		710	0.077	0.669	0.745	0	2	3	0.591	0.059	0.650	2	0	2
E_5112	16/00191	D2	-361			-5 Unit 1, Whitfield Court, Honeywood Close	-361	0	-361	TRICS		710	0.727	1.424	2.151	-3	-5	-8	1.876	1.451	3.327	-7	-5	-12
E_5113	13/00261	B1c	-170			-4 Former Barwick Site, Coombe Valley Road	-170	0	-170	TRICS		94	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_5114	16/00450	SG	13			0 April Lodge, Thornton Lane	13	0	13	TRICS		138	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5115	14/00367	A3	-75			-4 Upper Floors, 1 & 2, Church Street	-75	0	-75	TRICS		28	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_5116	15/00346	A3	76			4 8 Victoria Rd, Deal	76	0	76	TRICS		796	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5117	16/00503	A1	-40			-2 38 Cherry Tree Avenue	-40	0	-40	TRICS		84	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_5118	16/01334	A4	-38			-2 161 Snargate Street	-38	0	-38	TRICS		718	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_5119	16/01012	A1	-150			-9 The Booking Hall, Old Harbour Station, Elizabeth St	-150	0	-150	TRICS		719	1.747	2.188	3.935	-3	-3	-6	2.358	2.222	4.580	-4	-3	-7
E_5119	16/01012	A4	150			9 The Booking Hall, Old Harbour Station, Elizabeth St	150	0	150	TRICS		719	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	3	3
E_5120	15/01008	B8	1785			23 Tilmanstone Salads, Millyard Way	1785	0	1785	TRICS		254	0.066	0.115	0.181	1	2	3	0.116	0.065	0.181	2	1	3
E_5121	15/01234	B1a	64			6 The Yard, 109 Station Road	64	0	64	TRICS		781	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_5122	16/00805	B1a	126			11 The Boiler House, Menzies Road, Old Park	126	0	126	TRICS		709	0.087	1.222	1.309	0	2	2	1.066	0.053	1.119	1	0	1
E_5123	17/00313	B1a	-40			-3 West View Farm, Cop Street Rd	-40	0	-40	TRICS		240	0.087	1.222	1.309	0	0	-1	1.066	0.053	1.119	0	0	0
E_5124	16/00602	D1	38			0 Site at Battle of Britain Memorial	38	0	38	TRICS		265	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5125	16/01208	C1	8			4 Rose Hotel, 91 High St	8	0	8	TRICS		802	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_5126	15/00430	B2	2059	0		57 Discovery Park, land west of Ramsgate Rd, Sandwich	2059	0	2059	TRICS		240	0.246	0.613	0.859	5	13	18	0.858	0.082	0.940	18	2	19
E_5127	16/00045	B2	4162	0		116 Discovery Park, Site north East Ramsgate Rd,	4162	0	4162	TRICS	Y	813	0.246	0.613	0.859	10	26	36	0.858	0.082	0.940	36	3	39
E_5128	16/00976	A1	2760			158 Land at Honeywood Parkway, WCBP	2760	0	2760	TRICS	Y	816	1.747	2.188	3.935	48	60	109	2.358	2.222	4.580	65	61	126
E_5129	15/00595	A3	815			47 Site west side of Woolcomber Street & South of St James Street	815	0	815	TRICS	Y	817	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	15	15
E_5129	15/00595	C1	108			54 Site west side of Woolcomber Street & South of St James Street	108	0	108	TRICS		817	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_5130	16/01453	SG	149			2 19 Salisbury Road	149	0	149	TRICS		792	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5131	17/00948	A1	-36			-2 The former Shepherdswell Post Office, 1 Church Hill	-36	0	-36	TRICS		255	1.747	2.188	3.935	-1	-1	-1	2.358	2.222	4.580	-1	-1	-2
E_5132	17/00893	A1	-90			-5 9 Beauchamp Avenue	-90	0	-90	TRICS		784	1.747	2.188	3.935	-2	-2	-4	2.358	2.222	4.580	-2	-2	-4
E_5132	17/00893	A5	90			5 9 Beauchamp Avenue	90	0	90	TRICS		784	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_5133	16/01087	A4	45			3 2 South Street	45	0	45	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5133	16/01087	A5	10			1 2 South Street	10	0	10	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_5134	17/00337	A1	-16			-1 121 High Street	-16	0	-16	TRICS		802	1.747	2.188	3.935	0	0	-1	2.358	2.222	4.580	0	0	-1
E_5134	17/00337	B1a	-16			-1 121 High Street	-16	0	-16	TRICS		802	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_5135	17/00039	A3	81			5 Fiveways, The Cross	81	0	81	TRICS		253	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5136	16/01292	A2	-64			-4 Great Hougham Court Farm, Gravel Lane	-64	0	-64	TRICS		25	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_5137	17/00085	A1	-38			-2 14a King Street	-38	0	-38	TRICS		802	1.747	2.188	3.935	-1	-1	-1	2.358	2.222	4.580	-1	-1	-2
E_5137	17/00085	A5	38			2 14a King Street	38	0	38	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5138	17/00907	A3	74			4 Site at Park Farm, Queens Road	74	0	74	TRICS		241	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5139	17/01367	A1	-60			-3 16 & 16a High Street, Deal	-60	0	-60	TRICS		802	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
E_5139	17/01367	A3	95			5 16 & 16a High Street, Deal	95	0	95	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_5140	17/00370	B2	600			17 Bays 2 & 3 former Britland site, Pike Road	600	0	600	TRICS		254	0.246	0.613	0.859	1	4	5	0.858	0.082	0.940	5	0	6
E_5141	16/01199	B1a	68.4			6 Site at Knell Farm, Knell Lane	68.4	0	68.4	TRICS		241	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_5142	17/00574	B1a	72			6 Land adjoining The Old Boiler House, Menzies Road, Old Park	72	0	72	TRICS		709	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_5143	17/01289	B2	380			11 Unit 1, Primrose Industrial Estate, Coombe Valley Road	380	0	380	TRICS		88	0.246	0.613	0.859	1	2	3	0.858	0.082	0.940	3	0	4
E_5144	17/01317	B1c	-35			-1 Site at St Margaret's Farm, Napchester Road	-35	0	-35	TRICS		142	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_5144	17/01317	SG	141			2 Site at St Margaret's Farm, Napchester Road	141	0	141	TRICS		142	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5145	17/00004	D1	-83			-1 Doctors Surgery, 13a Queen Street	-83	0	-83	TRICS		802	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5146	16/01396	D1	-428			-4 Queen Street Surgery, Surgery & Access, 13a Queen Street	-428	0	-428	TRICS		802	0.100	0.067	0.167	0	0	-1	0.033	0.100	0.133	0	0	-1
E_5147	17/00276	C1	-9			-5 108 Maison Dieu Road	-9	0	-9	TRICS		726	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_5148	17/00500	B1_B8	1176			15 Land at Honeywood Parkway, WCBP	1176	0	1176	TRICS		604	0.077	0.669	0.745	1	8	9	0.591	0.059	0.650	7	1	8
E_5149	15/00292	A4	-65			-4 Red Lion PH, Canterbury Road, Wingham	-65	0	-65	TRICS		242	0.000	0.000	0									

16/00898							1		2110		2499		YES		TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION			
Unique_s	EXTANT APPLICATION	Employment use	Total area (sqm)	No Jobs - Remaining	No Total Jobs	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
E_8024	18/01395	D2	-292.5	-4	-4	The Regent and Land adjacent to the Timeball Tower, Beach Street		-292.5	-292.5	TRICS		796	0.727	1.424	2.151	-2	-4	-6	1.876	1.451	3.327	-5	-4	-10			
E_8025	18/01169	A1	350	20	20	12 King Street, Deal		350	350	TRICS		802	1.747	2.188	3.935	6	8	14	2.358	2.222	4.580	8	8	16			
E_8025	18/01169	D2	-350	-5	-5	12 King Street, Deal		-350	-350	TRICS		802	0.727	1.424	2.151	-3	-5	-8	1.876	1.451	3.327	-7	-5	-12			
E_8026	19/00741	A1	326	12	12	Car Park D, Discovery Park, Spitfire Way		326	326	TRICS		240	1.747	2.188	3.935	6	7	13	2.358	2.222	4.580	8	7	15			
E_8027	19/00502	B1c	-79	-2	-2	Cook Fabrications, Broomfield Works, Fernfield Lane		-79	-79	TRICS		156	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1			
E_8027	19/00502	B8	90	1	1	Cook Fabrications, Broomfield Works, Fernfield Lane		90	90	TRICS		156	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0			
E_8028	19/00012	B2	-64	-2	-2	Long Lane Farm, Long Lane, Shepherdswell		-64	-64	TRICS		149	0.246	0.613	0.859	0	0	-1	0.858	0.082	0.940	-1	0	-1			
E_8029	19/00777	A1	35	2	2	Alkham Valley Garden Centre, Alkham Valley Road		35	35	TRICS		156	1.747	2.188	3.935	1	1	1	2.358	2.222	4.580	1	1	2			
E_8030	19/00638	A4	-314	-18	-18	Bricklayers Arms, Coxhill, Shepherdswell		-314	-314	TRICS		255	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-6	-6			
E_8031	19/00693	B2	-637	-18	-18	Land to the west of Hollow Wood Road, Dover		-637	-637	TRICS		92	0.246	0.613	0.859	-2	-4	-5	0.858	0.082	0.940	-5	-1	-6			
E_8031	19/00693	D2	637	9	9	Land to the west of Hollow Wood Road, Dover		637	637	TRICS		92	0.727	1.424	2.151	5	9	14	1.876	1.451	3.327	12	9	21			
E_8032	19/00778	D1	-234	-2	-2	Former Village Hall, Waldershare Park, Waldershare		-234	-234	TRICS		144	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0			
E_8033	19/00368	B1a	-174	-15	-15	13 Castle Street, Dover		-174	-174	TRICS		28	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2			
E_8034	19/00812	D1	58	1	1	West View, Cop Street Road, Ash		58	58	TRICS		240	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0			
E_8035	19/00324	A1	12	1	1	Archcliffe Fort, Archcliffe Road, Dover		12	12	TRICS		719	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	1			
E_8035	19/00324	B1c	43	1	1	Archcliffe Fort, Archcliffe Road, Dover		43	43	TRICS		719	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	0	0	0			
E_8036	19/00591	A1	-16.5	-1	-1	64-66 High Street, Deal CT14 6HE		-16.5	-16.5	TRICS		802	1.747	2.188	3.935	0	0	-1	2.358	2.222	4.580	0	0	-1			
E_8037	19/000863	A1	-147	-8	-8	37-39 High Street		-147	-147	TRICS		96	1.747	2.188	3.935	-3	-3	-6	2.358	2.222	4.580	-3	-3	-7			
E_8038	19/00805	B1a	-40	-3	-3	Preston Garden Centre, The Street, Preston		-40	-40	TRICS		242	0.087	1.222	1.309	0	0	-1	1.066	0.053	1.119	0	0	0			
E_8038	19/00805	B8	-45	-1	-1	Preston Garden Centre, The Street, Preston		-45	-45	TRICS		242	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0			
E_8039	19/00788	A3	39.4	2	2	River Recreation Ground, Public Conveniences, Lower Road, River		39.4	39.4	TRICS		65	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1			
E_8039	19/00788	B8	-59.1	-1	-1	River Recreation Ground, Public Conveniences, Lower Road, River		-59.1	-59.1	TRICS		65	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0			
E_8040	19/00883	A1	-78	-4	-4	Preston Village Store, The Street, Preston		-78	-78	TRICS		242	1.747	2.188	3.935	-1	-2	-3	2.358	2.222	4.580	-2	-2	-4			
E_8041	19/01032	C1	4	2	2	Dog and Duck Inn, Plucks Gutter, Stourmouth		4	4	TRICS		242	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0			
E_8042	19/00956	C1	5	3	3	69 Folkestone Road, Dover		5	5	TRICS		749	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0			
E_8043	19/01027	B1c	1142.67	24	24	Discovery Park House, Pfizer Ltd, Ramsgate Road		0	1142.67	1142.67	TRICS	240	0.087	1.222	1.309	1	14	15	1.066	0.053	1.119	12	1	13			
E_8043	19/01027	B2	1002.67	28	28	Discovery Park House, Pfizer Ltd, Ramsgate Road		1002.67	1002.67	TRICS		240	0.246	0.613	0.859	2	6	9	0.858	0.082	0.940	9	1	9			
E_8043	19/01027	B8	988.67	13	13	Discovery Park House, Pfizer Ltd, Ramsgate Road		988.67	988.67	TRICS		240	0.066	0.115	0.181	1	1	2	0.116	0.065	0.181	1	1	2			
E_8044	19/01111	B1_B8	490	6	6	Barn at Shingleton Farm, Thornton Road, Tilmanstone		490	490	TRICS		139	0.077	0.669	0.745	0	3	4	0.591	0.059	0.650	3	0	3			
E_8045	19/01103	B8	-78.8	-1	-1	Store to the rear of 6 The Strand, Walmer		-78.8	-78.8	TRICS		796	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0			
E_8046	19/01273	B1a	-180	-16	-16	20 Castle Street		-180	-180	TRICS		742	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2			
E_8046	19/01273	D1	180	2	2	20 Castle Street		180	180	TRICS		742	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0			
E_8047	19/00674	D1	116	1	1	Eastling Down Farm, Sandwich Road, Waldershare		116	116	TRICS		144	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0			
E_8048	19/00028	C1	5	3	3	Lydden Bell PH, Canterbury Road, Lydden		5	5	TRICS		152	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0			
E_8049	19/01192	B8	-169	-2	-2	Hercules Wine Warehouse, Moat Sole, Sandwich		-169	-169	TRICS		240	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0			
E_8049	19/01192	D1	193	2	2	Hercules Wine Warehouse, Moat Sole, Sandwich		193	193	TRICS		240	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0			
E_8050	19/01255	A1	-32	-2	-2	Waterlock House, Canterbury Road, Wingham		-32	-32	TRICS		242	1.747	2.188	3.935	-1	-1	-1	2.358	2.222	4.580	-1	-1	-1			
E_8051	19/00342	A3	94.5	5	5	Land at Weatherlees Bend, Ramsgate Road		94.5	94.5	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2			
E_8051	19/00342	A5	94.5	5	5	Land at Weatherlees Bend, Ramsgate Road		94.5	94.5	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2			
E_8052	19/01261	C1	-3	-2	-2	Rolles Court, Church Whitfield Road, Whitfield		-3	-3	TRICS		738	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0			
E_8053	19/00907	A1	-54	-3	-3	65 Cornwallis Avenue		-54	-54	TRICS		252	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2			
E_8053	19/00907	A5	54	3	3	65 Cornwallis Avenue		54	54	TRICS		252	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1			
E_8054	19/01081	A2	-87	-5	-5	27 Market Square, Dover CT16 1NG		-87	-87	TRICS		28	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1			
E_8054	19/01081	A3	87	5	5	27 Market Square, Dover CT16 1NG		87	87	TRICS		28	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2			
E_8055	18/00764	A1	-704	-40	-40	Stalco Engineering Works and Land rear of and including 126 Mongeham F		-704	-704	TRICS		145	1.747	2.188	3.935	-12	-15	-28	2.358	2.222	4.580	-17	-16	-32			
E_8055	18/00764	D2	-101	-1	-1	Stalco Engineering Works and Land rear of and including 126 Mongeham F		-101	-101	TRICS		145	0.727	1.424	2.151	-1	-1	-2	1.876	1.451	3.327	-2	-1	-3			
E_8056	19/00898	A1	-50	-3	-3	Old Lorry Farm Shop, Sandwich Road,		-50	-50	TRICS		791	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2			
E_8056	19/00898	A3	135	8	8	Old Lorry Farm Shop, Sandwich Road,		135	135	TRICS		791	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2			
E_8057	19/00291	SG	142	2	2	337 Folkestone Road, Dover																					

Unique_s ite_id_W SP	EXTANT APPLICATION number	Employment use	Total area (sqm)	No Jobs - Remaining	No Total Jobs	Site Address/Location	2015 - 2019					TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION			
							2015 - 2019 Completions	2040 Build Out	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
D_8082	20/00356	D2	-166	-2	-2	United Reformed Church, The Street		-166	-166	TRICS		241	0.727	1.424	2.151	-1	-2	-4	1.876	1.451	3.327	-3	-2	-6
D_8083	19/01060	D2	486			7 Solton Manor, Solton Lane, East Langdon	486		486	TRICS		78	0.727	1.424	2.151	4	7	10	1.876	1.451	3.327	9	7	16
D_8084	20/00185	A1	-145			-8 17-19 Sheridan Road, Dover	-145		-145	TRICS		11	1.747	2.188	3.935	-3	-3	-6	2.358	2.222	4.580	-3	-3	-7
D_8085	20/00553	A1	-63			-4 34a London Road, Dover	-63		-63	TRICS		96	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
D_8086	20/00536	A3	208	12		12 Dover Town Hall, High Street		208	208	TRICS		750	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	4	4
D_8086	20/00536	D2	-533	-8		-8 Dover Town Hall, High Street		-533	-533	TRICS		750	0.727	1.424	2.151	-4	-8	-11	1.876	1.451	3.327	-10	-8	-18
D_8087	19/00598	SG	457	8		8 Land West of Montagu Road, Discovery Park, Sandwich		457	457	TRICS		240	0.066	0.115	0.181	0	1	1	0.116	0.065	0.181	1	0	1
D_8087	19/00598	A3	156	9		9 Land West of Montagu Road, Discovery Park, Sandwich		156	156	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	3	3
D_8088	20/00014	A1	-53	-3		-3 7 South Street, Deal CT14 7AW		-53	-53	TRICS		796	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
D_8089	20/00316	SG	36.7			1 20 Wood Street, Dover	36.7		36.7	TRICS		113	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
D_8090	20/00609	A1	-147			-8 Unit 24, St James's, Dover CT16 1QD		-147	-147	TRICS		742	1.747	2.188	3.935	-3	-3	-6	2.358	2.222	4.580	-3	-3	-7
D_8090	20/00609	SG	147			2 Unit 24, St James's, Dover CT16 1QD	147		147	TRICS		742	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
D_8091	20/00564	D1	175			2 20 Biggin Street, Dover	175		175	TRICS		750	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
D_8091	20/00564	A1	-175			-10 20 Biggin Street, Dover		-175	-175	TRICS		750	1.747	2.188	3.935	-3	-4	-7	2.358	2.222	4.580	-4	-4	-8
D_8092	20/00714	A4	76			4 50 Biggin Street, Dover	76		76	TRICS		28	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
D_8092	20/00714	A1	-76			-4 50 Biggin Street, Dover		-76	-76	TRICS		28	1.747	2.188	3.935	-1	-2	-3	2.358	2.222	4.580	-2	-2	-3
D_8093	20/00539	A1	28	2		3 The Units, Granville Street, Dover		28	28	TRICS		113	1.747	2.188	3.935	0	1	1	2.358	2.222	4.580	1	1	1
D_8093	20/00539	SG	-28			0 3 The Units, Granville Street, Dover		-28	-28	TRICS		113	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
D_8094	20/00647	SG	-90			-2 Carriers Arms PH, 12 West Street, Dover		-90	-90	TRICS		97	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
D_8095	20/00156	SG	48.6	1		1 Clarendon Street		48.6	48.6	TRICS		42	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
D_8096	20/00750	A2	-143	-9		-9 11 Park Street, Deal, CT14 6AG		-143	-143	TRICS		802	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
D_8097	20/00766	A5	56			3 77 London Road, Dover	56		56	TRICS		90	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
D_8097	20/00766	A1	-56			-3 77 London Road, Dover		-56	-56	TRICS		90	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
D_8098	20/00358	A1	-28	-2		-20 New Street, Sandwich		-28	-28	TRICS		240	1.747	2.188	3.935	0	-1	-1	2.358	2.222	4.580	-1	-1	-1
D_8099	20/00764	D1	68	1		1 West View Farm Annexe, The Sow Yard, Cop Street Road		68	68	TRICS		240	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
D_8100	20/00869	A1	412	24		24 Maxton Service Station, 367-371 Folkestone Road, Dover		412	412	TRICS		744	1.747	2.188	3.935	7	9	16	2.358	2.222	4.580	10	9	19
D_8100	20/00869	SG	-377	-6		-6 Maxton Service Station, 367-371 Folkestone Road, Dover		-377	-377	TRICS		744	0.066	0.115	0.181	0	0	-1	0.116	0.065	0.181	0	0	-1
D_8101	20/00940	A1	-169			-10 2-8 Worthington Street, Dover		-169	-169	TRICS		750	1.747	2.188	3.935	-3	-4	-7	2.358	2.222	4.580	-4	-4	-8
D_8102	20/00716	C1	2			1 37 The Street, Ash	2		2	TRICS		241	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
D_8103	20/00863	B1	-46			-1 Telephone Exhchange, Mill Lane, Eastry		-46	-46	TRICS		253	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	0	0	-1
D_8104	20/00439	D1	375	4		4 Preston Village Hall, Mill Lane, Preston, CT3 1HB		375	375	TRICS		242	0.100	0.067	0.167	0	0	1	0.033	0.100	0.133	0	0	0
D_8105	20/00305	A5	-40			-2 10 High Street, Dover		-40	-40	TRICS		105	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
D_8106	19/00800	A3	92			5 The Courtyard Oyster Bar & Restaurant, The Old Coach House, Soudes Road	92		92	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
D_8107	20/00853	SG	-75			-1 Jewson, 77 Albert Road, Deal CT14 9RA		-75	-75	TRICS		785	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
D_8108	20/00777	A2	-40	-3		-3 Ground Floor, 21 Market Street, Sandwich		-40	-40	TRICS		240	0.087	1.222	1.309	0	0	-1	1.066	0.053	1.119	0	0	0
D_8109	20/00814	A4	-123	-7		-7 The Magnet, 267 London Road, Deal		-123	-123	TRICS		786	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-2	-2
D_8110	19/01362	A1	-294	-17		-17 Summerfield Nurseries, Barnsole Road, Staple		-294	-294	TRICS		242	1.747	2.188	3.935	-5	-6	-12	2.358	2.222	4.580	-7	-7	-13
D_8111	20/01119	C1	-2			-1 29 London Road, River		-2	-2	TRICS		65	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
D_8112	20/00681	A1	68	4		4 137 Dover Road, Walmer		68	68	TRICS		792	1.747	2.188	3.935	1	1	3	2.358	2.222	4.580	2	2	3
D_8113	20/00515	A1	-246			-14 43 Biggin Street, Dover		-246	-246	TRICS		28	1.747	2.188	3.935	-4	-5	-10	2.358	2.222	4.580	-6	-5	-11
D_8114	20/01106	B2	-1040	-29		-29 Former Burgess Rail Welding Site, Unit 5, Channel View Road		-1040	-1040	TRICS		719	0.246	0.613	0.859	-3	-6	-9	0.858	0.082	0.940	-9	-1	-10
D_8114	20/01106	SG	1040	17		17 Former Burgess Rail Welding Site, Unit 5, Channel View Road		1040	1040	TRICS		719	0.066	0.115	0.181	1	1	2	0.116	0.065	0.181	1	1	2
D_8115	20/01230	A2	-110	-7		-7 4-6 Park Street, Deal		-110	-110	TRICS		802	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
D_8116	20/01383	D1	60.75	1		1 Eastry Parish Room, Church Street, Eastry		60.75	60.75	TRICS		138	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
D_8117	20/01463	B2	-20	-1		-1 Wingham Industrial Estate, Goodnestone Road, Wingham		-20	-20	TRICS		242	0.246	0.613	0.859	0	0	0	0.858	0.082	0.940	0	0	0
D_8118	20/01381	A5	76.2	4		4 1-1a Sheridan Road, Dover CT16 2BZ		76.2	76.2	TRICS		11	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
D_8118	20/01381	A3	-76	-4		-4 1-1a Sheridan Road, Dover CT16 2BZ		-76	-76	TRICS		11	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
D_8119	20/00822	D2	175	3		3 Lillyroo's Glamping Site, Foulmead Farm Sandwich Road, Hacklinge		175	175	TRICS		791	0.727	1.424	2.151	1	2	4	1.876	1.451	3.327	3	3	6
D_8120	21/00023	SG	-228	-4		-4 8-9 First floor and second floor, Church Street, Dover		-228	-228	TRICS		28	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
D_8121	21/00007	SG	0	0		0 40 Pencester Road, Dover		0	0	TRICS		750	0.000	0.000	0.000	0	0	0	0.116	0.065	0.181	0	0	0
D_8122	19/00895	D2	500	7		7 Land to the rear of Freemans Way, Freemans Way		500	500	TRICS		784	0.727	1.424	2.151	4	7	11	1.876	1.451	3.327	9	7	17
D_8123	20/01493	A3	-60	-3		-3 83 Beach Street, Deal																		



Appendix J - Local Plan Residential Allocations

Local Plan DS1 Housing Allocations

WSP ID	Allocation Reference	Site Address	Households
DS_2	DEA008	Land off Cross Road, Deal	100
DS_6	DOV006	Land at Dunedin Drive (south), Dover	8
DS_10	DOV017	Dover Waterfront	263
DS_11	DOV018	Mid Town	100
DS_12	DOV019	Albany Place Car Park, Dover	15
DS_14	DOV022B	Land in Coombe Valley, Dover	40
DS_15	DOV022C	Land in Coombe Valley, Dover	20
DS_16	DOV022E	Land in Coombe Valley, Dover	220
DS_17	DOV023	Buckland Mill, Dover	124
DS_19	DOV026	Westmount College, Folketone Road, Dover	60
DS_20	DOV028	Charlton Shopping Centre, High Street, Dover	100
DS_21	DOV030	Land at Durham Hill, Dover	10
DS_23	GTM003	Land to the east of Northbourne Road, Great Mongeham	10
DS_24	KIN002	Land at Woodhill Farm, Ringwould Road, Kingsdown	50
DS_25	LAN003	Land adjacent Langdon Court Bungalow, The Street, East Langdon	40
DS_28	RIN002	Land at Ringwould Alpines, Dover Road, Ringwould	5
DS_29	RIN004	Ringwould Alpines, Dover Road, Ringwould	5
DS_32	STM003	Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way	40
DS_33	STM006	Land at New Townsend Farm, Station Road, St Margaret's	10
DS_34	STM007	Land to the west of Townsend Farm Road, St Margaret's at Cliffe (Site B)	18
DS_35	STM008	Land to the west of Townsend Farm Road, St Margarets at Cliffe (Site A)	18
DS_36	STM010	Land located between Salisbury Road and The Droveaway, St Margaret's at Cliffe	10
DS_40	WHI001	Temple Whitfield	
DS_40	WHI001	Lenacre Whitfield	164
DS_40	WHI001	Napchester Whitfield (in part)	0
DS_40	WHI001	Parsonage Whitfield & Shepheds Cross (in part)	1070
DS_40	WHI001	Shepherds Cross (in part)	145
DS_40	WHI001	Napchester Whitfield (in part) & Shepherds Cross (in part)	457
DS_40	WHI001	Napchester Whitfield (in part)	164
DS_48	ALK003	Land at Short Lane, Alkham	10
DS_55	AYL001	Land at Dorman Avenue North, Aylesham	9
DS_58	AYL003	Land to the south of Spinney Lane, Aylesham	640
DS_59	AYL005	Land off Holt Street, Snowdown, Aylesham	0
DS_60	CAP011	Former Archway Filling Station, New Dover Road, Capel le Ferne	10
DS_61	CAP013	Land at Cauldham Lane, Capel le Ferne	5
DS_62	CAP006	Land to the east of Great Cauldham Farm, Capel le Ferne	50
DS_63	CAP009	Longships, Cauldham Lane, Capel le Ferne	10
DS_64	DOV008	Land adjoining 455 Folkestone Road, Dover	5
DS_66	EAS009	Eastry Court Farm, Eastry	5
DS_69	EAS002	Land at Buttssole Pond, Lower Street, Eastry	80
DS_71	EYT012	Sweetbriar Lane, Elvington	50
DS_74	EYT003	Land adjoining Terrace Road, Elvington	150
DS_75	EYT008	Land on the south eastern side of Roman Way, Elvington	50
DS_76	EYT009	Land to the east of Terrace Road, Elvington	150
DS_77	GOO006	Land adjacent to Short Street, Chillenden	5
DS_79	LYD003	Land adjacent to Lydden Court Farm, Church Lane, Lydden	30
DS_80	NON006	Prima Windows, Easole Street/Sandwich Road, Nonington	35
DS_82	PRE003	Apple Tree Farm, Stourmouth Road	5
DS_83	PRE017	Site north-west of Appletree Farm, Stourmouth Road, Preston	40
DS_84	PRE016	Site north of Discovery Drive, Preston	20
DS_85	SAN013	Land adjacent to Sandwich Technology School, Deal Road, Sandwich	40
DS_86	SAN006	Sandwich Highway Depot, Ash Road, Sandwich	32
DS_87	SAN007	Land known as Poplar Meadow, Adjacent to 10 Dover Road, Sandwich	35
DS_88	SAN008	Woods' Yard, rear of 17 Woodnesborough Road, Sandwich	35

WSP ID	Allocation Reference	Site Address	Households
DS_89	SAN023	Land at Archers Low Farm, St George's Road, Sandwich	40
DS_90	SAN019	Sydney Nursery, Dover Road, Sandwich	10
DS_92	SHE008	Land off Mill Lane, Shepherdswell	10
DS_94	SHE006	Land west of Coxhill Road, Shepherdswell	10
DS_95	SHE004	Land at Shepherdswell, between St Andrew's Gardens, Mill Lane and Meadow View Road	40
DS_97	STA004	Land at Durlock Road, Staple	3
DS_98	WIN003	Land adjacent to Staple Road	20
DS_99	WIN004	Land adjacent to White Lodge, Preston Hill	8
DS_101	WIN014	Footpath Field, Staple Road, Wingham	50
DS_103	WOO006	Land south of Sandwich Road, Woodnesborough	10
DS_104	WOO005	Beacon Lane Nursery, Beacon Lane, Woodnesborough	5
DS_105	WOR006	Land to the east of Jubilee Road	10
DS_106	WOR009	Land to the East of former Bisley Nursery, The Street, Worth	15
DS_108	WAL002	Land at Rays Bottom between Liverpool Road and Hawksdown	50
DS_109	TC4S008	Bridleway Riding School, Station Road, Deal	25
DS_110	TC4S032	Ethelbert Road garages, Deal	5
DS_111	TC4S047	104 Northwall Road, Deal	8
DS_112	TC4S026	Land at Military Road, Dover	9
DS_113	TC4S027	Land at Roosevelt Road, Dover	10
DS_114	TC4S028	Land at Peverell Road, Dover	6
DS_115	TC4S030	Land at Colton Crescent, Dover	10
DS_116	TC4S023	Land adjacent to Cross Farm, Eastry	10
DS_117	TC4S039	Land at Chapel Hill, Eythorne	5
DS_118	TC4S074	Land adjacent to Courtlands, Kingsdown	5
DS_119	SAN004	Land south of Stonar Lake and to north and east of Stonar Gardens, Stonar Road, Sandwich	40
DS_120	TC4S082	Land Adjacent to Mill House, Shepherdswell	10
DS_121	SHE013	Land opposite the Conifers Coldred	5
S_20215	WHI	Whitfield Urban Extension Phase 1D	683
DS_122	ASH000	Ash Neighbourhood Plan	196
Total			6,075
Windfall Sites			1,120
All Residential			7,195

Local Plan DS2 Housing Allocations

WSP ID	Allocation Reference	Site Address	Households
DS_2	DEA008	Land off Cross Road, Deal	100
DS_6	DOV006	Land at Dunedin Drive (south), Dover	8
DS_10	DOV017	Dover Waterfront	263
DS_11	DOV018	Mid Town	100
DS_12	DOV019	Albany Place Car Park, Dover	15
DS_14	DOV022B	Land in Coombe Valley, Dover	40
DS_15	DOV022C	Land in Coombe Valley, Dover	20
DS_16	DOV022E	Land in Coombe Valley, Dover	220
DS_17	DOV023	Buckland Mill, Dover	124
DS_19	DOV026	Westmount College, Folketone Road, Dover	60
DS_20	DOV028	Charlton Shopping Centre, High Street, Dover	100
DS_21	DOV030	Land at Durham Hill, Dover	10
DS_23	GTM003	Land to the east of Northbourne Road, Great Mongeham	10
DS_24	KIN002	Land at Woodhill Farm, Ringwould Road, Kingsdown	50
DS_25	LAN003	Land adjacent Langdon Court Bungalow, The Street, East Langdon	40
DS_28	RIN002	Land at Ringwould Alpines, Dover Road, Ringwould	5
DS_29	RIN004	Ringwould Alpines, Dover Road, Ringwould	5
DS_32	STM003	Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way	40
DS_33	STM006	Land at New Townsend Farm, Station Road, St Margaret's	10
DS_34	STM007	Land to the west of Townsend Farm Road, St Margaret's at Cliffe (Site B)	18
DS_35	STM008	Land to the west of Townsend Farm Road, St Margarets at Cliffe (Site A)	18
DS_36	STM010	Land located between Salisbury Road and The Droveaway, St Margaret's at Cliffe	10
DS_40	WHI001	Temple Whitfield	510
DS_40	WHI001	Lenacre Whitfield	1225
DS_40	WHI001	Napchester Whitfield (in part)	811
DS_40	WHI001	Parsonage Whitfield & Shepheds Cross (in part)	1070
DS_40	WHI001	Shepherds Cross (in part)	145
DS_40	WHI001	Napchester Whitfield (in part) & Shepherds Cross (in part)	457
DS_40	WHI001	Napchester Whitfield (in part)	712
DS_48	ALK003	Land at Short Lane, Alkham	10
DS_55	AYL001	Land at Dorman Avenue North, Aylesham	9
DS_58	AYL003	Land to the south of Spinney Lane, Aylesham	640
DS_59	AYL005	Land off Holt Street, Snowdown, Aylesham	0
DS_60	CAP011	Former Archway Filling Station, New Dover Road, Capel le Ferne	10
DS_61	CAP013	Land at Cauldham Lane, Capel le Ferne	5
DS_62	CAP006	Land to the east of Great Cauldham Farm, Capel le Ferne	50
DS_63	CAP009	Longships, Cauldham Lane, Capel le Ferne	10
DS_64	DOV008	Land adjoining 455 Folkestone Road, Dover	5
DS_66	EAS009	Eastry Court Farm, Eastry	5
DS_69	EAS002	Land at Buttsole Pond, Lower Street, Eastry	80
DS_71	EYT012	Sweetbriar Lane, Elvington	50
DS_74	EYT003	Land adjoining Terrace Road, Elvington	150
DS_75	EYT008	Land on the south eastern side of Roman Way, Elvington	50
DS_76	EYT009	Land to the east of Terrace Road, Elvington	150
DS_77	GOO006	Land adjacent to Short Street, Chillenden	5
DS_79	LYD003	Land adjacent to Lydden Court Farm, Church Lane, Lydden	30
DS_80	NON006	Prima Windows, Easole Street/Sandwich Road, Nonington	35
DS_82	PRE003	Apple Tree Farm, Stourmouth Road	5
DS_83	PRE017	Site north-west of Appletree Farm, Stourmouth Road, Preston	40
DS_84	PRE016	Site north of Discovery Drive, Preston	20
DS_85	SAN013	Land adjacent to Sandwich Technology School, Deal Road, Sandwich	40
DS_86	SAN006	Sandwich Highway Depot, Ash Road, Sandwich	32
DS_87	SAN007	Land known as Poplar Meadow, Adjacent to 10 Dover Road, Sandwich	35
DS_88	SAN008	Woods' Yard, rear of 17 Woodnesborough Road, Sandwich	35
DS_89	SAN023	Land at Archers Low Farm, St George's Road, Sandwich	40
DS_90	SAN019	Sydney Nursery, Dover Road, Sandwich	10

WSP ID	Allocation Reference	Site Address	Households
DS_92	SHE008	Land off Mill Lane, Shepherdswell	10
DS_94	SHE006	Land west of Coxhill Road, Shepherdswell	10
DS_95	SHE004	Land at Shepherdswell, between St Andrew's Gardens, Mill Lane and Meadow View Road	40
DS_97	STA004	Land at Durlock Road, Staple	3
DS_98	WIN003	Land adjacent to Staple Road	20
DS_99	WIN004	Land adjacent to White Lodge, Preston Hill	8
DS_101	WIN014	Footpath Field, Staple Road, Wingham	50
DS_103	WOO006	Land south of Sandwich Road, Woodnesborough	10
DS_104	WOO005	Beacon Lane Nursery, Beacon Lane, Woodnesborough	5
DS_105	WOR006	Land to the east of Jubilee Road	10
DS_106	WOR009	Land to the East of former Bisley Nursery, The Street, Worth	15
DS_108	WAL002	Land at Rays Bottom between Liverpool Road and Hawksdown	50
DS_109	TC4S008	Bridleway Riding School, Station Road, Deal	25
DS_110	TC4S032	Ethelbert Road garages, Deal	5
DS_111	TC4S047	104 Northwall Road, Deal	8
DS_112	TC4S026	Land at Military Road, Dover	9
DS_113	TC4S027	Land at Roosevelt Road, Dover	10
DS_114	TC4S028	Land at Peverell Road, Dover	6
DS_115	TC4S030	Land at Colton Crescent, Dover	10
DS_116	TC4S023	Land adjacent to Cross Farm, Eastry	10
DS_117	TC4S039	Land at Chapel Hill, Eythorne	5
DS_118	TC4S074	Land adjacent to Courtlands, Kingsdown	5
DS_119	SAN004	Land south of Stonar Lake and to north and east of Stonar Gardens, Stonar Road, Sandwich	40
DS_120	TC4S082	Land Adjacent to Mill House, Shepherdswell	10
DS_121	SHE013	Land opposite the Conifers Coldred	5
S_20215	WHI	Whitfield Urban Extension Phase 1D	683
DS_122	ASH000	Ash Neighbourhood Plan	196
Total			9,005
Windfall Sites			1,120
All Residential			10,125



Appendix K - Local Plan Employment Allocations

Local Plan Employment Allocations

WSP ID	Site Address	Employment Land Use	Area (sqm)	Jobs
LP_1	Aylesham Development Area	E(g); B1c; B2	8,000	267
LP_2	Statenborough Farm, Eastry	E(g); B1c; B2; A1	1,500	71
LP_3	Dover Waterfront	E(a,b,c); C1; A1	1,104	685
LP_4	WCBP Total	E(g); B1c; B2; B8	85,000	3,569
Total			95,604	4,591



Appendix L - Do Something Trip Generation

Unique_id_WSP	ALLOCATION Policy / Site Ref	Site Address/Location	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
							AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
DS_2	DEA008	Land off Cross Road, Deal	100	TRICS		781	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_6	DOV006	Land at Dunedin Drive (south), Dover	8	TRICS		3	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
DS_10	DOV017	Dover Waterfront	263	TRICS	Y	851	0.351	0.106	0.457	92	28	120	0.176	0.320	0.496	46	84	130
DS_11	DOV018	Mid Town	100	TRICS		751	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_12	DOV019	Albany Place Car Park, Dover	15	TRICS		120	0.351	0.106	0.457	5	2	7	0.176	0.320	0.496	3	5	7
DS_14	DOV022B	Land in Coombe Valley, Dover	40	TRICS		94	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_15	DOV022C	Land in Coombe Valley, Dover	20	TRICS		88	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_16	DOV022E	Land in Coombe Valley, Dover	220	TRICS	Y	852	0.351	0.106	0.457	77	23	101	0.176	0.320	0.496	39	70	109
DS_17	DOV023	Buckland Mill, Dover	124	TRICS	Y	853	0.351	0.106	0.457	44	13	57	0.176	0.320	0.496	22	40	62
DS_19	DOV026	Westmount College, Folketone Road, Dover	60	TRICS		42	0.351	0.106	0.457	21	6	27	0.176	0.320	0.496	11	19	30
DS_20	DOV028	Charlton Shopping Centre, High Street, Dover	100	TRICS		113	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_21	DOV030	Land at Durham Hill, Dover	10	TRICS		120	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_23	GTM003	Land to the east of Northbourne Road, Great Mongeham	10	TRICS		145	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_24	KIN002	Land at Woodhill Farm, Ringwould Road, Kingsdown	50	TRICS		787	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_25	LAN003	Land adjacent Langdon Court Bungalow, The Street, East Langdon	40	TRICS		78	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_28	RIN002	Land at Ringwould Alpines, Dover Road, Ringwould	5	TRICS		787	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_29	RIN004	Ringwould Alpines, Dover Road, Ringwould	5	TRICS		787	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_32	STM003	Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way	40	TRICS		790	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_33	STM006	Land at New Townsend Farm, Station Road, St Margaret's	10	TRICS		790	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_34	STM007	Land to the west of Townsend Farm Road, St Margaret's at Cliffe (Site B)	18	TRICS		790	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
DS_35	STM008	Land to the west of Townsend Farm Road, St Margaret's at Cliffe (Site A)	18	TRICS		790	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
DS_36	STM010	Land located between Salisbury Road and The Drove Way, St Margaret's at Cliffe	10	TRICS		790	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_40	WHI001	Temple Whitfield		TRICS		733	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
DS_40	WHI001	Lenacre Whitfield	164	TRICS	Y	734	0.351	0.106	0.457	58	17	75	0.176	0.320	0.496	29	52	81
DS_40	WHI001	Napchester Whitfield (in part)	0	TRICS	Y	735	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
DS_40	WHI001	Parsonage Whitfield & Shepheds Cross (in part)	1070	TRICS	Y	738	0.351	0.106	0.457	376	113	489	0.176	0.320	0.496	188	342	531
DS_40	WHI001	Shepherds Cross (in part)	145	TRICS	Y	739	0.351	0.106	0.457	51	15	66	0.176	0.320	0.496	26	46	72
DS_40	WHI001	Napchester Whitfield (in part) & Shepherds Cross (in part)	457	TRICS	Y	740	0.351	0.106	0.457	160	48	209	0.176	0.320	0.496	80	146	227
DS_40	WHI001	Napchester Whitfield (in part)	164	TRICS	Y	868	0.351	0.106	0.457	58	17	75	0.176	0.320	0.496	29	52	81
DS_48	ALK003	Land at Short Lane, Alkham	10	TRICS		154	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_55	AYL001	Land at Dorman Avenue North, Aylesham	9	TRICS		251	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
DS_58	AYL003	Land to the south of Spinney Lane, Aylesham	640	TRICS	Y	858	0.351	0.106	0.457	225	68	292	0.176	0.320	0.496	113	205	317
DS_59	AYL005	Land off Holt Street, Snowdown, Aylesham	0	TRICS		133	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
DS_60	CAP011	Former Archway Filling Station, New Dover Road, Capel le Ferne	10	TRICS		136	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_61	CAP013	Land at Cauldham Lane, Capel le Ferne	5	TRICS		265	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_62	CAP006	Land to the east of Great Cauldham Farm, Capel le Ferne	50	TRICS		265	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_63	CAP009	Longships, Cauldham Lane, Capel le Ferne	10	TRICS		265	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_64	DOV008	Land adjoining 455 Folkestone Road, Dover	5	TRICS		601	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_66	EAS009	Eastry Court Farm, Eastry	5	TRICS		253	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_69	EAS002	Land at Buttsole Pond, Lower Street, Eastry	80	TRICS		253	0.351	0.106	0.457	28	8	37	0.176	0.320	0.496	14	26	40
DS_71	EYT012	Sweetbriar Lane, Elvington	50	TRICS		254	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_74	EYT003	Land adjoining Terrace Road, Elvington	150	TRICS	Y	859	0.351	0.106	0.457	53	16	69	0.176	0.320	0.496	26	48	74
DS_75	EYT008	Land on the south eastern side of Roman Way, Elvington	50	TRICS		254	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_76	EYT009	Land to the east of Terrace Road, Elvington	150	TRICS	Y	860	0.351	0.106	0.457	53	16	69	0.176	0.320	0.496	26	48	74
DS_77	GOO006	Land adjacent to Short Street, Chillenden	5	TRICS		151	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_79	LYD003	Land adjacent to Lydden Court Farm, Church Lane, Lydden	30	TRICS		152	0.351	0.106	0.457	11	3	14	0.176	0.320	0.496	5	10	15
DS_80	NON006	Prima Windows, Easole Street/Sandwich Road, Nonington	35	TRICS		134	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_82	PRE003	Apple Tree Farm, Stourmouth Road	5	TRICS		242	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_83	PRE017	Site north-west of Appletree Farm, Stourmouth Road, Preston	40	TRICS		242	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_84	PRE016	Site north of Discovery Drive, Preston	20	TRICS		242	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_85	SAN013	Land adjacent to Sandwich Technology School, Deal Road, Sandwich	40	TRICS		240	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_86	SAN006	Sandwich Highway Depot, Ash Road, Sandwich	32	TRICS		240	0.351	0.106	0.457	11	3	15	0.176	0.320	0.496	6	10	16
DS_87	SAN007	Land known as Poplar Meadow, Adjacent to 10 Dover Road, Sandwich	35	TRICS		240	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_88	SAN008	Woods' Yard, rear of 17 Woodnesborough Road, Sandwich	35	TRICS		240	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_89	SAN023	Land at Archers Low Farm, St George's Road, Sandwich	40	TRICS		240	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_90	SAN019	Sydney Nursery, Dover Road, Sandwich	10	TRICS		240	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_92	SHE008	Land off Mill Lane, Shepherdswell	10	TRICS		255	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_94	SHE006	Land west of Coxhill Road, Shepherdswell	10	TRICS		255	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_95	SHE004	Land at Shepherdswell, between St Andrew's Gardens, Mill Lane and Meadow View Road	40	TRICS		255	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_97	STA004	Land at Durlock Road, Staple	3	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
DS_98	WIN003	Land adjacent to Staple Road	20	TRICS		242	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_99	WIN004	Land adjacent to White Lodge, Preston Hill	8	TRICS		242	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
DS_101	WIN014	Footpath Field, Staple Road, Wingham	50	TRICS		242	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_103	WOO006	Land south of Sandwich Road, Woodnesborough	10	TRICS		241	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_104	WOO005	Beacon Lane Nursery, Beacon Lane, Woodnesborough	5	TRICS		241	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_105	WOR006	Land to the east of Jubilee Road	10	TRICS		527	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_106	WOR009	Land to the East of former Bisley Nursery, The Street, Worth	15	TRICS		240	0.351	0.106	0.457	5	2	7	0.176	0.320	0.496	3	5	7
DS_108	WAL002	Land at Rays Bottom between Liverpool Road and Hawksdown	50	TRICS		787	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_109	TC4S008	Bridleway Riding School, Station Road, Deal	25	TRICS		781	0.351	0.106	0.457	9	3	11	0.176	0.320	0.496	4	8	12
DS_110	TC4S032	Ethelbert Road garages, Deal	5	TRICS		780	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_111	TC4S047	104 Northwall Road, Deal	8	TRICS		804	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
DS_112	TC4S026	Land at Military Road, Dover	9	TRICS		749	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
DS_113	TC4S027	Land at Roosevelt Road, Dover	11	TRICS		11	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5

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EXTANT APPLICATION number	Employment use	Total area (sqm)	No Total Jobs	Site Address/Location	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
									AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
LP_1	Aylesham Development Area	E(g)	1000	92 Aylesham Development Area	1000	TRICS		862	0.087	1.222	1.309	1	12	13	1.066	0.053	1.119	11	1	11
LP_1	Aylesham Development Area	B1c	3000	64 Aylesham Development Area	3000	TRICS		862	0.087	1.222	1.309	3	37	39	1.066	0.053	1.119	32	2	34
LP_1	Aylesham Development Area	B2	4000	111 Aylesham Development Area	4000	TRICS		862	0.246	0.613	0.859	10	25	34	0.858	0.082	0.940	34	3	38
LP_2	Statenborough Farm, Eastry	E(g)	250	23 Statenborough Farm, Eastry	250	TRICS		139	0.087	1.222	1.309	0	3	3	1.066	0.053	1.119	3	0	3
LP_2	Statenborough Farm, Eastry	B1c	250	5 Statenborough Farm, Eastry	250	TRICS		139	0.087	1.222	1.309	0	3	3	1.066	0.053	1.119	3	0	3
LP_2	Statenborough Farm, Eastry	B2	500	14 Statenborough Farm, Eastry	500	TRICS		139	0.246	0.613	0.859	1	3	4	0.858	0.082	0.940	4	0	5
LP_2	Statenborough Farm, Eastry	E(g)	500	29 Statenborough Farm, Eastry	500	TRICS		139	0.087	1.222	1.309	0	6	7	1.066	0.053	1.119	5	0	6
LP_3	Dover Waterfront	E(a,b,c)	412	38 Dover Waterfront	412	TRICS		722	0.611	1.137	1.748	3	5	7	1.141	1.354	2.495	5	6	10
LP_3	Dover Waterfront	C1	602	602 Dover Waterfront	602	TRICS		722	0.254	0.116	0.370	2	1	2	0.108	0.228	0.336	1	1	2
LP_3	Dover Waterfront	A1	90	45 Dover Waterfront	90	TRICS		722	1.747	2.188	3.935	2	2	4	2.358	2.222	4.580	2	2	4
LP_4	WCBP Total	E(g)	9000	1284 WCBP Total	9000	TRICS		863	0.087	1.222	1.309	8	110	118	1.066	0.053	1.119	96	5	101
LP_4	WCBP Total	B1c	38000	968 WCBP Total	38000	TRICS		863	0.087	1.222	1.309	33	464	497	1.066	0.053	1.119	405	20	425
LP_4	WCBP Total	B2	19000	875 WCBP Total	19000	TRICS		863	0.246	0.613	0.859	47	116	163	0.858	0.082	0.940	163	16	179
LP_4	WCBP Total	B8	19000	442 WCBP Total	19000	TRICS		863	0.066	0.115	0.181	13	22	34	0.116	0.065	0.181	22	12	34

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	ALLOCATION Policy / Site Ref	Site Address/Location	Uncertainty	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way			
DS_2	DEA008	Land off Cross Road, Deal	Local Plan	100	TRICS		781	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50			
DS_6	DOV006	Land at Dunedin Drive (south), Dover	Local Plan	8	TRICS		3	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4			
DS_10	DOV017	Dover Waterfront	Local Plan	263	TRICS	Y	851	0.351	0.106	0.457	92	28	120	0.176	0.320	0.496	46	84	130			
DS_11	DOV018	Mid Town	Local Plan	100	TRICS		751	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50			
DS_12	DOV019	Albany Place Car Park, Dover	Local Plan	15	TRICS		120	0.351	0.106	0.457	5	2	7	0.176	0.320	0.496	3	5	7			
DS_14	DOV022B	Land in Coombe Valley, Dover	Local Plan	40	TRICS		94	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20			
DS_15	DOV022C	Land in Coombe Valley, Dover	Local Plan	20	TRICS		88	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10			
DS_16	DOV022E	Land in Coombe Valley, Dover	Local Plan	220	TRICS	Y	852	0.351	0.106	0.457	77	23	101	0.176	0.320	0.496	39	70	109			
DS_17	DOV023	Buckland Mill, Dover	Local Plan	124	TRICS	Y	853	0.351	0.106	0.457	44	13	57	0.176	0.320	0.496	22	40	62			
DS_19	DOV026	Westmount College, Folketone Road, Dover	Local Plan	60	TRICS		42	0.351	0.106	0.457	21	6	27	0.176	0.320	0.496	11	19	30			
DS_20	DOV028	Charlton Shopping Centre, High Street, Dover	Local Plan	100	TRICS		113	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50			
DS_21	DOV030	Land at Durham Hill, Dover	Local Plan	10	TRICS		120	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5			
DS_23	GTM003	Land to the east of Northbourne Road, Great Mongeham	Local Plan	10	TRICS		145	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5			
DS_24	KIN002	Land at Woodhill Farm, Ringwould Road, Kingsdown	Local Plan	50	TRICS		787	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25			
DS_25	LAN003	Land adjacent Langdon Court Bungalow, The Street, East Langdon	Local Plan	40	TRICS		78	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20			
DS_28	RIN002	Land at Ringwould Alpines, Dover Road, Ringwould	Local Plan	5	TRICS		787	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2			
DS_29	RIN004	Ringwould Alpines, Dover Road, Ringwould	Local Plan	5	TRICS		787	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2			
DS_32	STM003	Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way	Local Plan	40	TRICS		790	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20			
DS_33	STM006	Land at New Townsend Farm, Station Road, St Margaret's	Local Plan	10	TRICS		790	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5			
DS_34	STM007	Land to the west of Townsend Farm Road, St Margaret's at Cliffe (Site B)	Local Plan	18	TRICS		790	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9			
DS_35	STM008	Land to the west of Townsend Farm Road, St Margaret's at Cliffe (Site A)	Local Plan	18	TRICS		790	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9			
DS_36	STM010	Land located between Salisbury Road and The Droveaway, St Margaret's at Cliffe	Local Plan	10	TRICS		790	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5			
DS_40	WHI001	Temple Whitfield	Local Plan	510	TRICS	Y	733	0.351	0.106	0.457	179	54	233	0.176	0.320	0.496	90	163	253			
DS_40	WHI001	Lenacre Whitfield	Local Plan	1225	TRICS	Y	734	0.351	0.106	0.457	430	130	560	0.176	0.320	0.496	216	392	608			
DS_40	WHI001	Napchester Whitfield (in part)	Local Plan	811	TRICS	Y	735	0.351	0.106	0.457	285	86	371	0.176	0.320	0.496	143	260	402			
DS_40	WHI001	Parsonage Whitfield & Shepheds Cross (in part)	Local Plan	1070	TRICS	Y	738	0.351	0.106	0.457	376	113	489	0.176	0.320	0.496	188	342	531			
DS_40	WHI001	Shepherds Cross (in part)	Local Plan	145	TRICS	Y	739	0.351	0.106	0.457	51	15	66	0.176	0.320	0.496	26	46	72			
DS_40	WHI001	Napchester Whitfield (in part) & Shepherds Cross (in part)	Local Plan	457	TRICS	Y	740	0.351	0.106	0.457	160	48	209	0.176	0.320	0.496	80	146	227			
DS_40	WHI001	Napchester Whitfield (in part)	Local Plan	712	TRICS	Y	868	0.351	0.106	0.457	250	75	325	0.176	0.320	0.496	125	228	353			
DS_48	ALK003	Land at Short Lane, Alkham	Local Plan	10	TRICS		154	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5			
DS_55	AYL001	Land at Dorman Avenue North, Aylesham	Local Plan	9	TRICS		251	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4			
DS_58	AYL003	Land to the south of Spinney Lane, Aylesham	Local Plan	640	TRICS	Y	858	0.351	0.106	0.457	225	68	292	0.176	0.320	0.496	113	205	317			
DS_59	AYL005	Land off Holt Street, Snowdown, Aylesham	Local Plan	0	TRICS		133	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0			
DS_60	CAP011	Former Archway Filling Station, New Dover Road, Capel le Ferne	Local Plan	10	TRICS		136	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5			
DS_61	CAP013	Land at Cauldham Lane, Capel le Ferne	Local Plan	5	TRICS		265	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2			
DS_62	CAP006	Land to the east of Great Cauldham Farm, Capel le Ferne	Local Plan	50	TRICS		265	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25			
DS_63	CAP009	Longships, Cauldham Lane, Capel le Ferne	Local Plan	10	TRICS		265	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5			
DS_64	DOV008	Land adjoining 455 Folkestone Road, Dover	Local Plan	5	TRICS		601	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2			
DS_66	EAS009	Eastry Court Farm, Eastry	Local Plan	5	TRICS		253	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2			
DS_69	EAS002	Land at Buttsale Pond, Lower Street, Eastry	Local Plan	80	TRICS		253	0.351	0.106	0.457	28	8	37	0.176	0.320	0.496	14	26	40			
DS_71	EYT012	Sweetbriar Lane, Elvington	Local Plan	50	TRICS		254	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25			
DS_74	EYT003	Land adjoining Terrace Road, Elvington	Local Plan	150	TRICS	Y	859	0.351	0.106	0.457	53	16	69	0.176	0.320	0.496	26	48	74			
DS_75	EYT008	Land on the south eastern side of Roman Way, Elvington	Local Plan	50	TRICS		254	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25			
DS_76	EYT009	Land to the east of Terrace Road, Elvington	Local Plan	150	TRICS	Y	860	0.351	0.106	0.457	53	16	69	0.176	0.320	0.496	26	48	74			
DS_77	GOO006	Land adjacent to Short Street, Chillenden	Local Plan	5	TRICS		151	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2			
DS_79	LYD003	Land adjacent to Lydden Court Farm, Church Lane, Lydden	Local Plan	30	TRICS		152	0.351	0.106	0.457	11	3	14	0.176	0.320	0.496	5	10	15			
DS_80	NON006	Prima Windows, Easole Street/Sandwich Road, Nonington	Local Plan	35	TRICS		134	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17			
DS_82	PRE003	Apple Tree Farm, Stourmouth Road	Local Plan	5	TRICS		242	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2			
DS_83	PRE017	Site north-west of Appletree Farm, Stourmouth Road, Preston	Local Plan	40	TRICS		242	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20			
DS_84	PRE016	Site north of Discovery Drive, Preston	Local Plan	20	TRICS		242	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10			
DS_85	SAN013	Land adjacent to Sandwich Technology School, Deal Road, Sandwich	Local Plan	40	TRICS		240	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20			
DS_86	SAN006	Sandwich Highway Depot, Ash Road, Sandwich	Local Plan	32	TRICS		240	0.351	0.106	0.457	11	3	15	0.176	0.320	0.496	6	10	16			
DS_87	SAN007	Land known as Poplar Meadow, Adjacent to 10 Dover Road, Sandwich	Local Plan	35	TRICS		240	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17			
DS_88	SAN008	Woods' Yard, rear of 17 Woodnesborough Road, Sandwich	Local Plan	35	TRICS		240	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17			
DS_89	SAN023	Land at Archers Low Farm, St George's Road, Sandwich	Local Plan	40	TRICS		240	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20			
DS_90	SAN019	Sydney Nursery, Dover Road, Sandwich	Local Plan	10	TRICS		240	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5			
DS_92	SHE008	Land off Mill Lane, Shepherdswell	Local Plan	10	TRICS		255	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5			
DS_94	SHE006	Land west of Coxhill Road, Shepherdswell	Local Plan	10	TRICS		255	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5			
DS_95	SHE004	Land at Shepherdswell, between St Andrew's Gardens, Mill Lane and Meadow View Road	Local Plan	40	TRICS		255	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20			
DS_97	STA004	Land at Durlock Road, Staple	Local Plan	3	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1			
DS_98	WIN003	Land adjacent to Staple Road	Local Plan	20	TRICS		242	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10			
DS_99	WIN004	Land adjacent to White Lodge, Preston Hill	Local Plan	8	TRICS		242	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4			
DS_101	WIN014	Footpath Field, Staple Road, Wingham	Local Plan	50	TRICS		242	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25			
DS_103	WOO006	Land south of Sandwich Road, Woodnesborough	Local Plan	10	TRICS		241	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5			
DS_104	WOO005	Beacon Lane Nursery, Beacon Lane, Woodnesborough	Local Plan	5	TRICS		241	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2			
DS_105	WOR006	Land to the east of Jubilee Road	Local Plan	10	TRICS		527	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5			
DS_106	WOR009	Land to the East of former Bisley Nursery, The Street, Worth	Local Plan	15	TRICS		240	0.351	0.106	0.457	5	2	7	0.176	0.320	0.496	3	5	7			
DS_108	WAL002	Land at Rays Bottom between Liverpool Road and Hawksdown	Local Plan	50	TRICS		787	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25			
DS_109	TC4S008	Bridleway Riding School, Station Road, Deal	Local Plan	25	TRICS		781	0.351	0.106	0.457	9	3	11	0.176	0.320	0.496	4	8	12			
DS_110	TC4S032	Ethelbert Road garages, Deal	Local Plan	5	TRICS		780	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2			
DS_111	TC4S047	104 Northwall Road, Deal	Local Plan	8																		

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EXTANT APPLICATION number	Employment use	Total area (sqm)	No Total Jobs	Site Address/Location	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
									AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
LP_1	Aylesham Development Area	E(g)	1000	92 Aylesham Development Area	1000	TRICS		862	0.087	1.222	1.309	1	12	13	1.066	0.053	1.119	11	1	11
LP_1	Aylesham Development Area	B1c	3000	64 Aylesham Development Area	3000	TRICS		862	0.087	1.222	1.309	3	37	39	1.066	0.053	1.119	32	2	34
LP_1	Aylesham Development Area	B2	4000	111 Aylesham Development Area	4000	TRICS		862	0.246	0.613	0.859	10	25	34	0.858	0.082	0.940	34	3	38
LP_2	Statenborough Farm, Eastry	E(g)	250	23 Statenborough Farm, Eastry	250	TRICS		139	0.087	1.222	1.309	0	3	3	1.066	0.053	1.119	3	0	3
LP_2	Statenborough Farm, Eastry	B1c	250	5 Statenborough Farm, Eastry	250	TRICS		139	0.087	1.222	1.309	0	3	3	1.066	0.053	1.119	3	0	3
LP_2	Statenborough Farm, Eastry	B2	500	14 Statenborough Farm, Eastry	500	TRICS		139	0.246	0.613	0.859	1	3	4	0.858	0.082	0.940	4	0	5
LP_2	Statenborough Farm, Eastry	E(g)	500	29 Statenborough Farm, Eastry	500	TRICS		139	0.087	1.222	1.309	0	6	7	1.066	0.053	1.119	5	0	6
LP_3	Dover Waterfront	E(a,b,c)	412	38 Dover Waterfront	412	TRICS		722	0.611	1.137	1.748	3	5	7	1.141	1.354	2.495	5	6	10
LP_3	Dover Waterfront	C1	602	602 Dover Waterfront	602	TRICS		722	0.254	0.116	0.370	2	1	2	0.108	0.228	0.336	1	1	2
LP_3	Dover Waterfront	A1	90	45 Dover Waterfront	90	TRICS		722	1.747	2.188	3.935	2	2	4	2.358	2.222	4.580	2	2	4
LP_4	WCBP Total	E(g)	9000	1284 WCBP Total	9000	TRICS		863	0.087	1.222	1.309	8	110	118	1.066	0.053	1.119	96	5	101
LP_4	WCBP Total	B1c	38000	968 WCBP Total	38000	TRICS		863	0.087	1.222	1.309	33	464	497	1.066	0.053	1.119	405	20	425
LP_4	WCBP Total	B2	19000	875 WCBP Total	19000	TRICS		863	0.246	0.613	0.859	47	116	163	0.858	0.082	0.940	163	16	179
LP_4	WCBP Total	B8	19000	442 WCBP Total	19000	TRICS		863	0.066	0.115	0.181	13	22	34	0.116	0.065	0.181	22	12	34

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EXTANT APPLICATION number	Employment use	Total area (sqm)	No Total Jobs	Site Address/Location	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
									AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
LP_1	Aylesham Development Area	E(g)	1000	92 Aylesham Development Area	1000	TRICS		862	0.087	1.222	1.309	1	12	13	1.066	0.053	1.119	11	1	11
LP_1	Aylesham Development Area	B1c	3000	64 Aylesham Development Area	3000	TRICS		862	0.087	1.222	1.309	3	37	39	1.066	0.053	1.119	32	2	34
LP_1	Aylesham Development Area	B2	4000	111 Aylesham Development Area	4000	TRICS		862	0.246	0.613	0.859	10	25	34	0.858	0.082	0.940	34	3	38
LP_2	Statenborough Farm, Eastry	E(g)	250	23 Statenborough Farm, Eastry	250	TRICS		139	0.087	1.222	1.309	0	3	3	1.066	0.053	1.119	3	0	3
LP_2	Statenborough Farm, Eastry	B1c	250	5 Statenborough Farm, Eastry	250	TRICS		139	0.087	1.222	1.309	0	3	3	1.066	0.053	1.119	3	0	3
LP_2	Statenborough Farm, Eastry	B2	500	14 Statenborough Farm, Eastry	500	TRICS		139	0.246	0.613	0.859	1	3	4	0.858	0.082	0.940	4	0	5
LP_2	Statenborough Farm, Eastry	E(g)	500	29 Statenborough Farm, Eastry	500	TRICS		139	0.087	1.222	1.309	0	6	7	1.066	0.053	1.119	5	0	6
LP_3	Dover Waterfront	E(a,b,c)	412	38 Dover Waterfront	412	TRICS		722	0.611	1.137	1.748	3	5	7	1.141	1.354	2.495	5	6	10
LP_3	Dover Waterfront	C1	602	602 Dover Waterfront	602	TRICS		722	0.254	0.116	0.370	2	1	2	0.108	0.228	0.336	1	1	2
LP_3	Dover Waterfront	A1	90	45 Dover Waterfront	90	TRICS		722	1.747	2.188	3.935	2	2	4	2.358	2.222	4.580	2	2	4
LP_4	WCBP Total	E(g)	9000	1284 WCBP Total	9000	TRICS		863	0.087	1.222	1.309	8	110	118	1.066	0.053	1.119	96	5	101
LP_4	WCBP Total	B1c	38000	968 WCBP Total	38000	TRICS		863	0.087	1.222	1.309	33	464	497	1.066	0.053	1.119	405	20	425
LP_4	WCBP Total	B2	19000	875 WCBP Total	19000	TRICS		863	0.246	0.613	0.859	47	116	163	0.858	0.082	0.940	163	16	179
LP_4	WCBP Total	B8	19000	442 WCBP Total	19000	TRICS		863	0.066	0.115	0.181	13	22	34	0.116	0.065	0.181	22	12	34

Unique_id_WSP	ALLOCATION Policy / Site Ref	Site Address/Location	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
							AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
DS_2	DEA008	Land off Cross Road, Deal	100	TRICS		781	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_6	DOV006	Land at Dunedin Drive (south), Dover	8	TRICS		3	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
DS_10	DOV017	Dover Waterfront	263	TRICS	Y	851	0.351	0.106	0.457	92	28	120	0.176	0.320	0.496	46	84	130
DS_11	DOV018	Mid Town	100	TRICS		751	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_12	DOV019	Albany Place Car Park, Dover	15	TRICS		120	0.351	0.106	0.457	5	2	7	0.176	0.320	0.496	3	5	7
DS_14	DOV022B	Land in Coombe Valley, Dover	40	TRICS		94	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_15	DOV022C	Land in Coombe Valley, Dover	20	TRICS		88	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_16	DOV022E	Land in Coombe Valley, Dover	220	TRICS	Y	852	0.351	0.106	0.457	77	23	101	0.176	0.320	0.496	39	70	109
DS_17	DOV023	Buckland Mill, Dover	124	TRICS	Y	853	0.351	0.106	0.457	44	13	57	0.176	0.320	0.496	22	40	62
DS_19	DOV026	Westmount College, Folketone Road, Dover	60	TRICS		42	0.351	0.106	0.457	21	6	27	0.176	0.320	0.496	11	19	30
DS_20	DOV028	Charlton Shopping Centre, High Street, Dover	100	TRICS		113	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_21	DOV030	Land at Durham Hill, Dover	10	TRICS		120	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_23	GTM003	Land to the east of Northbourne Road, Great Mongeham	10	TRICS		145	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_24	KIN002	Land at Woodhill Farm, Ringwould Road, Kingsdown	50	TRICS		787	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_25	LAN003	Land adjacent Langdon Court Bungalow, The Street, East Langdon	40	TRICS		78	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_28	RIN002	Land at Ringwould Alpines, Dover Road, Ringwould	5	TRICS		787	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_29	RIN004	Ringwould Alpines, Dover Road, Ringwould	5	TRICS		787	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_32	STM003	Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way	40	TRICS		790	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_33	STM006	Land at New Townsend Farm, Station Road, St Margaret's	10	TRICS		790	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_34	STM007	Land to the west of Townsend Farm Road, St Margaret's at Cliffe (Site B)	18	TRICS		790	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
DS_35	STM008	Land to the west of Townsend Farm Road, St Margaret's at Cliffe (Site A)	18	TRICS		790	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
DS_36	STM010	Land located between Salisbury Road and The Droveaway, St Margaret's at Cliffe	10	TRICS		790	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_40	WHI001	Temple Whitfield		TRICS		733	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
DS_40	WHI001	Lenacre Whitfield	164	TRICS	Y	734	0.351	0.106	0.457	58	17	75	0.176	0.320	0.496	29	52	81
DS_40	WHI001	Napchester Whitfield (in part)	0	TRICS	Y	735	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
DS_40	WHI001	Parsonage Whitfield & Shepheds Cross (in part)	1070	TRICS	Y	738	0.351	0.106	0.457	376	113	489	0.176	0.320	0.496	188	342	531
DS_40	WHI001	Shepherds Cross (in part)	145	TRICS	Y	739	0.351	0.106	0.457	51	15	66	0.176	0.320	0.496	26	46	72
DS_40	WHI001	Napchester Whitfield (in part) & Shepherds Cross (in part)	457	TRICS	Y	740	0.351	0.106	0.457	160	48	209	0.176	0.320	0.496	80	146	227
DS_40	WHI001	Napchester Whitfield (in part)	164	TRICS	Y	868	0.351	0.106	0.457	58	17	75	0.176	0.320	0.496	29	52	81
DS_48	ALK003	Land at Short Lane, Alkham	10	TRICS		154	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_55	AYL001	Land at Dorman Avenue North, Aylesham	9	TRICS		251	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
DS_58	AYL003	Land to the south of Spinney Lane, Aylesham	640	TRICS	Y	858	0.351	0.106	0.457	225	68	292	0.176	0.320	0.496	113	205	317
DS_59	AYL005	Land off Holt Street, Snowdown, Aylesham	0	TRICS		133	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
DS_60	CAP011	Former Archway Filling Station, New Dover Road, Capel le Ferne	10	TRICS		136	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_61	CAP013	Land at Cauldham Lane, Capel le Ferne	5	TRICS		265	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_62	CAP006	Land to the east of Great Cauldham Farm, Capel le Ferne	50	TRICS		265	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_63	CAP009	Longships, Cauldham Lane, Capel le Ferne	10	TRICS		265	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_64	DOV008	Land adjoining 455 Folkestone Road, Dover	5	TRICS		601	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_66	EAS009	Eastry Court Farm, Eastry	5	TRICS		253	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_69	EAS002	Land at Buttsole Pond, Lower Street, Eastry	80	TRICS		253	0.351	0.106	0.457	28	8	37	0.176	0.320	0.496	14	26	40
DS_71	EYT012	Sweetbriar Lane, Elvington	50	TRICS		254	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_74	EYT003	Land adjoining Terrace Road, Elvington	150	TRICS	Y	859	0.351	0.106	0.457	53	16	69	0.176	0.320	0.496	26	48	74
DS_75	EYT008	Land on the south eastern side of Roman Way, Elvington	50	TRICS		254	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_76	EYT009	Land to the east of Terrace Road, Elvington	150	TRICS	Y	860	0.351	0.106	0.457	53	16	69	0.176	0.320	0.496	26	48	74
DS_77	GOO006	Land adjacent to Short Street, Chillenden	5	TRICS		151	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_79	LYD003	Land adjacent to Lydden Court Farm, Church Lane, Lydden	30	TRICS		152	0.351	0.106	0.457	11	3	14	0.176	0.320	0.496	5	10	15
DS_80	NON006	Prima Windows, Easole Street/Sandwich Road, Nonington	35	TRICS		134	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_82	PRE003	Apple Tree Farm, Stourmouth Road	5	TRICS		242	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_83	PRE017	Site north-west of Appletree Farm, Stourmouth Road, Preston	40	TRICS		242	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_84	PRE016	Site north of Discovery Drive, Preston	20	TRICS		242	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_85	SAN013	Land adjacent to Sandwich Technology School, Deal Road, Sandwich	40	TRICS		240	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_86	SAN006	Sandwich Highway Depot, Ash Road, Sandwich	32	TRICS		240	0.351	0.106	0.457	11	3	15	0.176	0.320	0.496	6	10	16
DS_87	SAN007	Land known as Poplar Meadow, Adjacent to 10 Dover Road, Sandwich	35	TRICS		240	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_88	SAN008	Woods' Yard, rear of 17 Woodnesborough Road, Sandwich	35	TRICS		240	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_89	SAN023	Land at Archers Low Farm, St George's Road, Sandwich	40	TRICS		240	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_90	SAN019	Sydney Nursery, Dover Road, Sandwich	10	TRICS		240	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_92	SHE008	Land off Mill Lane, Shepherdswell	10	TRICS		255	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_94	SHE006	Land west of Coxhill Road, Shepherdswell	10	TRICS		255	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_95	SHE004	Land at Shepherdswell, between St Andrew's Gardens, Mill Lane and Meadow View Road	40	TRICS		255	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_97	STA004	Land at Durlock Road, Staple	3	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
DS_98	WIN003	Land adjacent to Staple Road	20	TRICS		242	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_99	WIN004	Land adjacent to White Lodge, Preston Hill	8	TRICS		242	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
DS_101	WIN014	Footpath Field, Staple Road, Wingham	50	TRICS		242	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_103	WOO006	Land south of Sandwich Road, Woodnesborough	10	TRICS		241	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_104	WOO005	Beacon Lane Nursery, Beacon Lane, Woodnesborough	5	TRICS		241	0.351	0.106	0.457									

2		3		3535			TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION			
Unique_id_WSP	ALLOCATION Policy / Site Ref	Site Address/Location	Uncertainty	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
DS_2	DEA008	Land off Cross Road, Deal	Local Plan	100	TRICS		781	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_6	DOV006	Land at Dunedin Drive (south), Dover	Local Plan	8	TRICS		3	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
DS_10	DOV017	Dover Waterfront	Local Plan	263	TRICS	Y	851	0.351	0.106	0.457	92	28	120	0.176	0.320	0.496	46	84	130
DS_11	DOV018	Mid Town	Local Plan	100	TRICS		751	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_12	DOV019	Albany Place Car Park, Dover	Local Plan	15	TRICS		120	0.351	0.106	0.457	5	2	7	0.176	0.320	0.496	3	5	7
DS_14	DOV022B	Land in Coombe Valley, Dover	Local Plan	40	TRICS		94	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_15	DOV022C	Land in Coombe Valley, Dover	Local Plan	20	TRICS		88	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_16	DOV022E	Land in Coombe Valley, Dover	Local Plan	220	TRICS	Y	852	0.351	0.106	0.457	77	23	101	0.176	0.320	0.496	39	70	109
DS_17	DOV023	Buckland Mill, Dover	Local Plan	124	TRICS	Y	853	0.351	0.106	0.457	44	13	57	0.176	0.320	0.496	22	40	62
DS_19	DOV026	Westmount College, Folketone Road, Dover	Local Plan	60	TRICS		42	0.351	0.106	0.457	21	6	27	0.176	0.320	0.496	11	19	30
DS_20	DOV028	Charlton Shopping Centre, High Street, Dover	Local Plan	100	TRICS		113	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_21	DOV030	Land at Durham Hill, Dover	Local Plan	10	TRICS		120	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_23	GTM003	Land to the east of Northbourne Road, Great Mongeham	Local Plan	10	TRICS		145	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_24	KIN002	Land at Woodhill Farm, Ringwould Road, Kingsdown	Local Plan	50	TRICS		787	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_25	LAN003	Land adjacent Langdon Court Bungalow, The Street, East Langdon	Local Plan	40	TRICS		78	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_28	RIN002	Land at Ringwould Alpines, Dover Road, Ringwould	Local Plan	5	TRICS		787	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_29	RIN004	Ringwould Alpines, Dover Road, Ringwould	Local Plan	5	TRICS		787	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_32	STM003	Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way	Local Plan	40	TRICS		790	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_33	STM006	Land at New Townsend Farm, Station Road, St Margaret's	Local Plan	10	TRICS		790	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_34	STM007	Land to the west of Townsend Farm Road, St Margaret's at Cliffe (Site B)	Local Plan	18	TRICS		790	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
DS_35	STM008	Land to the west of Townsend Farm Road, St Margaret's at Cliffe (Site A)	Local Plan	18	TRICS		790	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
DS_36	STM010	Land located between Salisbury Road and The Droveaway, St Margaret's at Cliffe	Local Plan	10	TRICS		790	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_40	WHI001	Temple Whitfield	Local Plan	510	TRICS	Y	733	0.351	0.106	0.457	179	54	233	0.176	0.320	0.496	90	163	253
DS_40	WHI001	Lenacre Whitfield	Local Plan	1225	TRICS	Y	734	0.351	0.106	0.457	430	130	560	0.176	0.320	0.496	216	392	608
DS_40	WHI001	Napchester Whitfield (in part)	Local Plan	811	TRICS	Y	735	0.351	0.106	0.457	285	86	371	0.176	0.320	0.496	143	260	402
DS_40	WHI001	Parsonage Whitfield & Shepheds Cross (in part)	Local Plan	1070	TRICS	Y	738	0.351	0.106	0.457	376	113	489	0.176	0.320	0.496	188	342	531
DS_40	WHI001	Shepherds Cross (in part)	Local Plan	145	TRICS	Y	739	0.351	0.106	0.457	51	15	66	0.176	0.320	0.496	26	46	72
DS_40	WHI001	Napchester Whitfield (in part) & Shepherds Cross (in part)	Local Plan	457	TRICS	Y	740	0.351	0.106	0.457	160	48	209	0.176	0.320	0.496	80	146	227
DS_40	WHI001	Napchester Whitfield (in part)	Local Plan	712	TRICS	Y	868	0.351	0.106	0.457	250	75	325	0.176	0.320	0.496	125	228	353
DS_48	ALK003	Land at Short Lane, Alkham	Local Plan	10	TRICS		154	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_55	AYL001	Land at Dorman Avenue North, Aylesham	Local Plan	9	TRICS		251	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
DS_58	AYL003	Land to the south of Spinney Lane, Aylesham	Local Plan	640	TRICS	Y	858	0.351	0.106	0.457	225	68	292	0.176	0.320	0.496	113	205	317
DS_59	AYL005	Land off Holt Street, Snowdown, Aylesham	Local Plan	0	TRICS		133	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
DS_60	CAP011	Former Archway Filling Station, New Dover Road, Capel le Ferne	Local Plan	10	TRICS		136	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_61	CAP013	Land at Cauldham Lane, Capel le Ferne	Local Plan	5	TRICS		265	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_62	CAP006	Land to the east of Great Cauldham Farm, Capel le Ferne	Local Plan	50	TRICS		265	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_63	CAP009	Longships, Cauldham Lane, Capel le Ferne	Local Plan	10	TRICS		265	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_64	DOV008	Land adjoining 455 Folkestone Road, Dover	Local Plan	5	TRICS		601	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_66	EAS009	Eastry Court Farm, Eastry	Local Plan	5	TRICS		253	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_69	EAS002	Land at Buttsole Pond, Lower Street, Eastry	Local Plan	80	TRICS		253	0.351	0.106	0.457	28	8	37	0.176	0.320	0.496	14	26	40
DS_71	EYT012	Sweetbriar Lane, Elvington	Local Plan	50	TRICS		254	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_74	EYT003	Land adjoining Terrace Road, Elvington	Local Plan	150	TRICS	Y	859	0.351	0.106	0.457	53	16	69	0.176	0.320	0.496	26	48	74
DS_75	EYT008	Land on the south eastern side of Roman Way, Elvington	Local Plan	50	TRICS		254	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_76	EYT009	Land to the east of Terrace Road, Elvington	Local Plan	150	TRICS	Y	860	0.351	0.106	0.457	53	16	69	0.176	0.320	0.496	26	48	74
DS_77	GOO006	Land adjacent to Short Street, Chillenden	Local Plan	5	TRICS		151	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_79	LYD003	Land adjacent to Lydden Court Farm, Church Lane, Lydden	Local Plan	30	TRICS		152	0.351	0.106	0.457	11	3	14	0.176	0.320	0.496	5	10	15
DS_80	NON006	Prima Windows, Easole Street/Sandwich Road, Nonington	Local Plan	35	TRICS		134	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_82	PRE003	Apple Tree Farm, Stourmouth Road	Local Plan	5	TRICS		242	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_83	PRE017	Site north-west of Appletree Farm, Stourmouth Road, Preston	Local Plan	40	TRICS		242	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_84	PRE016	Site north of Discovery Drive, Preston	Local Plan	20	TRICS		242	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_85	SAN013	Land adjacent to Sandwich Technology School, Deal Road, Sandwich	Local Plan	40	TRICS		240	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_86	SAN006	Sandwich Highway Depot, Ash Road, Sandwich	Local Plan	32	TRICS		240	0.351	0.106	0.457	11	3	15	0.176	0.320	0.496	6	10	16
DS_87	SAN007	Land known as Poplar Meadow, Adjacent to 10 Dover Road, Sandwich	Local Plan	35	TRICS		240	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_88	SAN008	Woods' Yard, rear of 17 Woodnesborough Road, Sandwich	Local Plan	35	TRICS		240	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_89	SAN023	Land at Archers Low Farm, St George's Road, Sandwich	Local Plan	40	TRICS		240	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_90	SAN019	Sydney Nursery, Dover Road, Sandwich	Local Plan	10	TRICS		240	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_92	SHE008	Land off Mill Lane, Shepherdswell	Local Plan	10	TRICS		255	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_94	SHE006	Land west of Coxhill Road, Shepherdswell	Local Plan	10	TRICS		255	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_95	SHE004	Land at Shepherdswell, between St Andrew's Gardens, Mill Lane and Meadow View Road	Local Plan	40	TRICS		255	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_97	STA004	Land at Durlock Road, Staple	Local Plan	3	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
DS_98	WIN003	Land adjacent to Staple Road	Local Plan	20	TRICS		242	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_99	WIN004	Land adjacent to White Lodge, Preston Hill	Local Plan	8	TRICS		242	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
DS_101	WIN014	Footpath Field, Staple Road, Wingham	Local Plan	50	TRICS		242	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_103	WOO006	Land south of Sandwich Road, Woodnesborough	Local Plan	10	TRICS		241	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_104	WOO005	Beacon Lane Nursery, Beacon Lane, Woodnesborough	Local Plan	5	TRICS		241	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_105	WOR006	Land to the east of Jubilee Road	Local Plan	10	TRICS		527	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_106	WOR009	Land to the East of former Bisley Nursery, The Street, Worth	Local Plan	15	TRICS		240	0.351	0.106	0.457	5	2	7	0.176	0.320	0.496	3	5	7
DS_108	WAL002	Land at Rays Bottom between Liverpool Road and Hawksdown	Local Plan	50	TRICS		787	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_109	TC4S008	Bridleway Riding School, Station Road, Deal	Local Plan	25	TRICS		781	0.351	0.106	0.457	9	3	11	0.176	0.320	0.496	4	8	12
DS_110	TC4S032	Ethelbert Road garages, Deal	Local Plan	5	TRICS		780	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_111	TC4S047	1																	



Appendix M - National Highways Technical Note



TECHNICAL NOTE 1

DATE:	17 October 2022	CONFIDENTIALITY:	Restricted
SUBJECT:	National Highways Regulation 18 Comments		
PROJECT:	70089926 – Dover Local Plan	AUTHOR:	Hayden McCarthy, Jess Denny
CHECKED:	Christine Elphicke	APPROVED:	Christine Elphicke

INTRODUCTION

WSP were commissioned by Dover District Council (DDC) to assess their Local Plan within the Dover and Deal Transport Model (DDTM) for Regulation 19. As part of the Regulation 18 Local Plan consultation National Highways (NH) provided DDC comments which they required to be addressed as part of Regulation 19. This report has been compiled to address the NH comments raised at Regulation 18 as part of the Regulation 19 process.

The DDTM was developed within the VISUM software with a 2015 base year which was agreed by NH and Kent County Council (KCC) as being 'fit for purpose' for use in developing forecast scenarios.

The DDTM has been used to represent the Regulation 19 Local Plan proposals. It is important to note that as part of Whitfield Phase 1/1a only 800 houses have been assumed to be built in the 2040 Do Minimum as the inclusion of 801 dwellings (or more) would trigger improvements at Whitfield roundabout. It was agreed between all parties that it was more robust to assume improvements at Whitfield were incorporated only in the Do Something Scenarios when assessing the potential impacts of the Local Plan proposals.

The following scenarios were used to understand address the comments received by National Highways:

- 2040 Do Minimum (DM) Reg 19
- 2040 Do Something (DS1) Reg 19
- 2040 Do Something (DS2) Reg 19

The above 2040 scenarios have a range of land use growth scenarios and junction improvements incorporated within them which include the following:

- Port growth and TEMPRO growth external to Dover
- 2015-2021 Development completions
 - 2,852 dwellings
 - 369 jobs
- 2020-2040 Extant development (sites with planning permission granted)
 - 5,063 dwellings
 - 2,407 jobs
- Local Plan Regulation 19 proposed growth
 - DS1 – Whitfield Urban Expansion (WUE) 2,000 dwellings
 - 7,195 dwellings
 - 4,591 jobs
 - DS2 – Whitfield Urban Expansion (WUE) 4,930 dwellings



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CHECKED:	Christine Elphicke	APPROVED:	Christine Elphicke

- 10,125 dwellings
- 4,591 jobs
- Proposed mitigation at the Duke of York and Whitfield roundabouts as agreed with by NH and KCC incorporated within DS1 and DS2

This Technical Note is divided into the following sections:

- Actual Flows along the A2
- Change in Actual Flows along the A2
- Delays along the A2 and surrounding areas
- Merge / Diverge Assessment at the A2/A256 Dumbbells
- Junction Turning Flows at 5 key junctions
- Summary

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ACTUAL FLOWS ALONG THE A2

To understand the actual peak hour flows along the A2 WSP have provided figures for the following scenarios:

- 2015 Base;
- 2040 Do Minimum;
- 2040 Do Something 1; and
- 2040 Do Something 2.



Figure 1: Actual Flows along the A2, 2015 Base Scenario, AM Peak

Figure 1 shows that in the AM peak base year scenario, there are 1016 vehicles travelling eastbound along the A2 from the west of Whitfield, which reduces to 831 on the approach to A2/ A256 interchange. East of the A256 interchange traffic flows increase to 1,302 towards the Duke of York (DoY) roundabout.

There are 501 vehicles travelling northbound towards the DoY roundabout, increasing to 1,098 on the approach to the A256 interchange, before reducing to 710 on the approach to Whitfield roundabout.

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Figure 2: Actual Flows along the A2, 2015 Base Scenario, PM Peak

Figure 2 shows that in the PM peak base year scenario, there are 921 eastbound vehicles using the A2 to access Whitfield roundabout, reducing to 754 between the Whitfield roundabout and A256 interchange. Vehicular flows increase to 1,004 on the western approach to the DoY roundabout before decreasing to 333 going south.

There are 680 vehicles which use the DoY roundabout accessed from the A2 Jubilee Way approach, increasing to 1,126 westbound between the DoY roundabout and the A2/A256 interchange. Vehicular flows on east of the A2/ A256 interchange, reduce to 597 which decrease to 557 the west of the Whitfield roundabout.

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Figure 3: Actual Flows along the A2, 2040 Do Minimum Scenario, AM Peak

Figure 3 shows that in the AM peak of the Do Minimum scenario, there are 1077 vehicles travelling eastbound along the A2 from the west of Whitfield, which reduces to 1015 between the Whitfield roundabout and A256 interchange. The flows then increase to 1518 going eastbound towards the DoY roundabout before decreasing to 685 going south from the DoY roundabout.

There are 605 vehicles travelling north on Jubilee Way to access the DoY roundabout, increasing to 1,467 between the DoY roundabout and the A2/A256 interchange. West of the interchange, traffic flow reduces to 984 on the A2 approach to Whitfield roundabout, further decreasing to 859 the west of the Whitfield roundabout.

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Figure 4: Actual Flows along the A2, 2040 Do Minimum Scenario, PM Peak

Figure 4 shows that in the PM peak Do Minimum scenario, there are 1,101 vehicles travelling eastbound along the A2 West of Whitfield, which increases to 1,337 between the Whitfield roundabout and A2/A256 interchange. Eastbound traffic flow between the A2/A256 interchange and the DoY roundabout are 1,437. There are 733 vehicles travelling Northbound on Jubilee Way to access the DoY roundabout, increasing to 1,497 westbound between the DoY roundabout and the A2/A256 interchange. West of the interchange, flows reduce to 989, west of the Whitfield roundabout traffic flows are 721.

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Figure 5: Actual Flows along the A2, 2040 Do Something 1 Scenario, AM Peak

Figure 5 shows that in the AM peak of the DS1 scenario, there are 1,021 flows travelling eastbound along the A2 south of Coldred where flows of similar magnitude are seen on the A2 eastbound approach to Whitfield roundabout. Between Whitfield roundabout and the A2/A256 interchange there are 1,375 vehicles, east of this junction there are 1,949 vehicles.

There are 943 vehicles travelling north on A2 Jubilee Way towards the DoY roundabout, with 1,929 vehicles travelling westbound between the DoY roundabout and the A2/ A256 interchange. West of the interchange, flows are 1,042 before decreasing to 810 to the west of the Whitfield roundabout. There are 972 vehicles travelling westbound south of Coldred.

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Figure 6: Actual Flows along the A2, 2040 Do Something 1 Scenario, PM Peak

Figure 6 shows that in the PM peak of the DS1 scenario, there are 1,343 vehicles travelling eastbound along the A2 south of Coldred, which decreases to 1,079 on the western approach to the Whitfield roundabout. Flows decrease further, to 1,022 between the Whitfield roundabout and A256 interchange. Eastbound traffic flow approaching the DoY roundabout is 1,748 with 548 travelling south on A2 Jubilee Way.

There are 1,179 vehicles travelling north on the A2 Jubilee Way towards the DoY roundabout, there are 1,815 vehicles travelling westbound between the DoY roundabout and the A2/ A256 interchange. west of the interchange, flows are 1,220.

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Figure 7: Actual Flows along the A2, 2040 Do Something 2 Scenario, AM Peak

Figure 7 shows that in the AM peak of the DS2 scenario, there are 917 vehicles travelling eastbound along the A2 from the West and 1,152 accessing the Whitfield roundabout from A2 western arm. Flows between Whitfield Roundabout and the A2/A256 interchange are 1,389 with additional flow seen to use the A2 between the A2/ A256 interchange and DoY of 1,940 flows.

There are 938 vehicles travelling north of A2 Jubilee Way towards the DoY roundabout, which increases to 2,041 westbound between the DoY roundabout and the A2/A256 interchange. West of the interchange, vehicular flows are 1,121.

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Figure 8: Actual Flows along the A2, 2040 Do Something 2 Scenario, PM Peak

Figure 8 shows that in the PM peak of the DS2 scenario, there are 1,518 vehicles travelling eastbound along the A2 south of Coldred. There are 1,072 vehicles accessing the Whitfield roundabout from the A2 western arm where 890 continue between the Whitfield roundabout and A2/A256 interchange. There are 1,755 vehicles travelling westbound to the DoY with 532 continue south on Jubilee Way.

There are 1,205 vehicles travelling north on A2 Jubilee Way towards the DoY roundabout, which increases to 1,914 between the DoY roundabout and the A2/A256 interchange. West of the interchange, traffic flows reduce to 1,247 before decreasing to 1,108 to the west of the Whitfield roundabout.

Flows along the A2 and the surrounding areas have been presented in Appendix A.

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CHANGE IN ACTUAL FLOWS ALONG THE A2

To understand change in traffic flows along the A2 with the consented growth between 2015 and the 2040 scenarios, flow difference plots have been created these are displayed in Figure 9 to Figure 15.

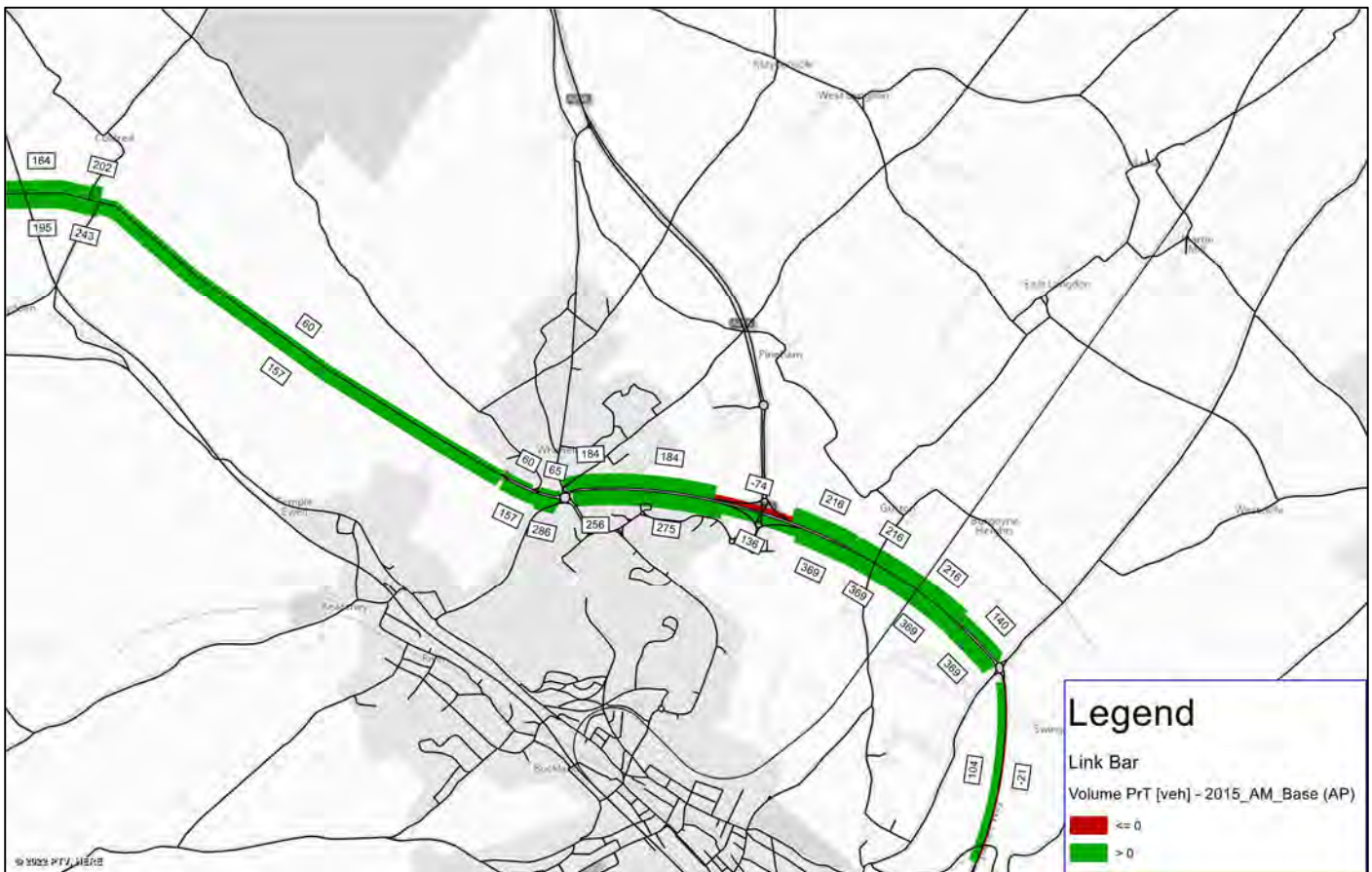


Figure 9: Actual Flow Differences along the A2, 2040 Do Minimum vs 2015 Base Year, AM Peak

Figure 9 shows that in the AM peak Do Minimum, there are increases in actual flow of 60 vehicles travelling eastbound towards the Whitfield roundabout when compared to the 2015 Base Year. Increases of 184 vehicles are experienced between the Whitfield roundabout and the A256 interchange, and there is a decrease of 74 vehicles between A2/A256 interchange off-slip and on-slip.

Increased flows of 216 are experienced travelling eastbound on the A2 between the A256 interchange and the DoY roundabout, with a slightly lower increase of 140 vehicles on the approach to the roundabout. On the A2 going southbound from the roundabout there is a decrease of 21 vehicles in the Do Minimum. There is an increase of 104 vehicles travelling northbound towards the DoY roundabout, with the difference increasing to 369 going west from the roundabout.

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Figure 10: Actual Flow Differences along the A2, 2040 Do Minimum Scenario vs 2015 Base Year Scenario - PM Peak

Figure 10 shows that in the PM peak Do Minimum scenario, there are increases in actual flow of 180 vehicles travelling east towards the Whitfield roundabout when compared to the 2015 Base Year scenario, larger increases of 583 vehicles are experienced between the Whitfield roundabout and the A2/A256 interchange. There is an additional 416 vehicles approaching the DoY roundabout from the A2 west approach during the DM scenario.

There is an increase of 53 vehicles travelling north on A2 Jubilee Way, with larger increases (371) experienced travelling west towards the A2/A256 interchange. Smaller magnitudes of increases are observed on the A2 westbound south of Coldred.

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It is important to note that as a result of highway network changes between DM and DS scenarios, additional highway network has been incorporated and some links will show high differences in traffic flow. Figure 11 illustrates the links within the DS scenarios which have no flow in the DM, because the highway network is different. New links have been coded at the A2 south of the Whitfield Urban Expansion site, A256 and A258.

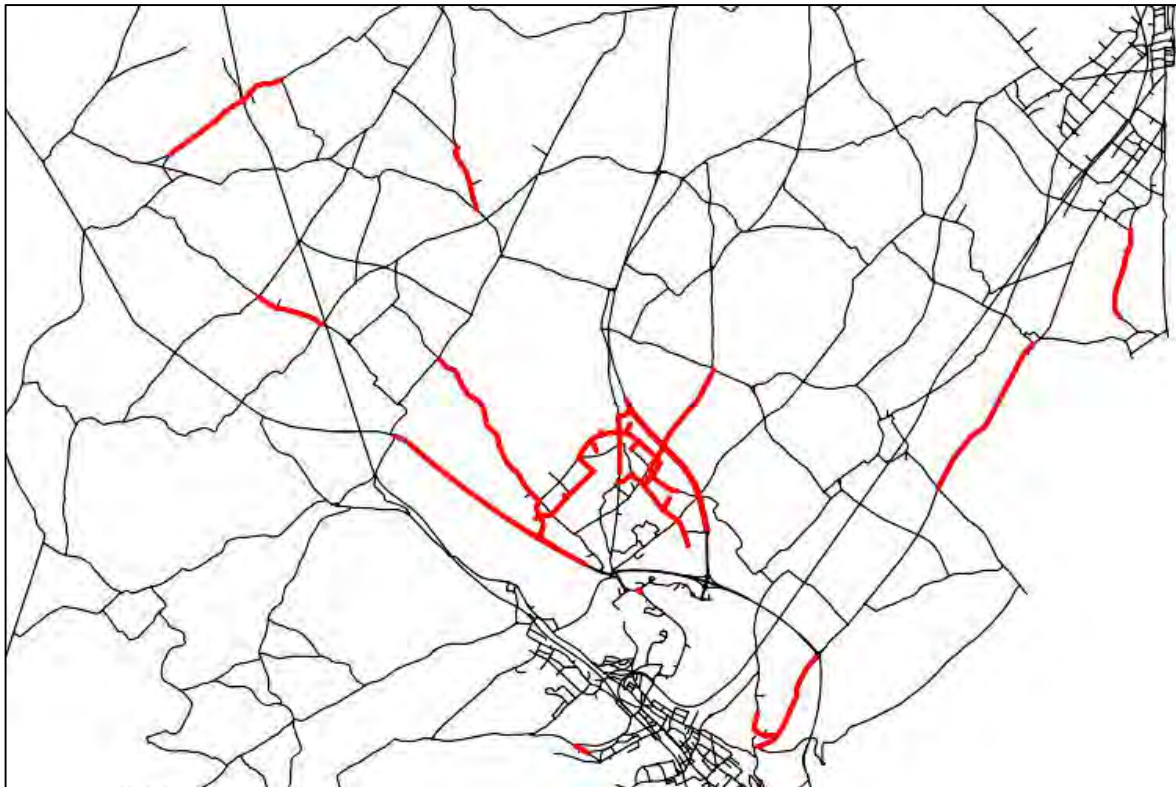


Figure 11: Links in DS Scenarios which have no DM Traffic Flow

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Figure 12: Actual Flow Differences along the A2, 2040 Do Something 1 Scenario vs 2040 Do Minimum Scenario - AM Peak

Figure 12 shows the flow differences in the AM peak between Do Something 1 and Do Minimum; there are decreases in actual flow of 59 vehicles travelling east towards the Whitfield roundabout. This is likely due to rerouting using the proposed spine road around Whitfield. There are increases of 360 vehicles on the eastbound approach to the A2/A256 interchange, increases of 104 are experienced between the off-slip and on-slip suggesting over 200 vehicles in the Do Something travel north on the A256.

An additional 338 vehicles access the DoY roundabout via A2 Jubilee Way, and larger magnitudes of traffic flow travelling westbound on the approach to the A2/A256 interchange. Reductions are experienced on the A2 western arm at the Whitfield roundabout of approximately 200 two-way flows.

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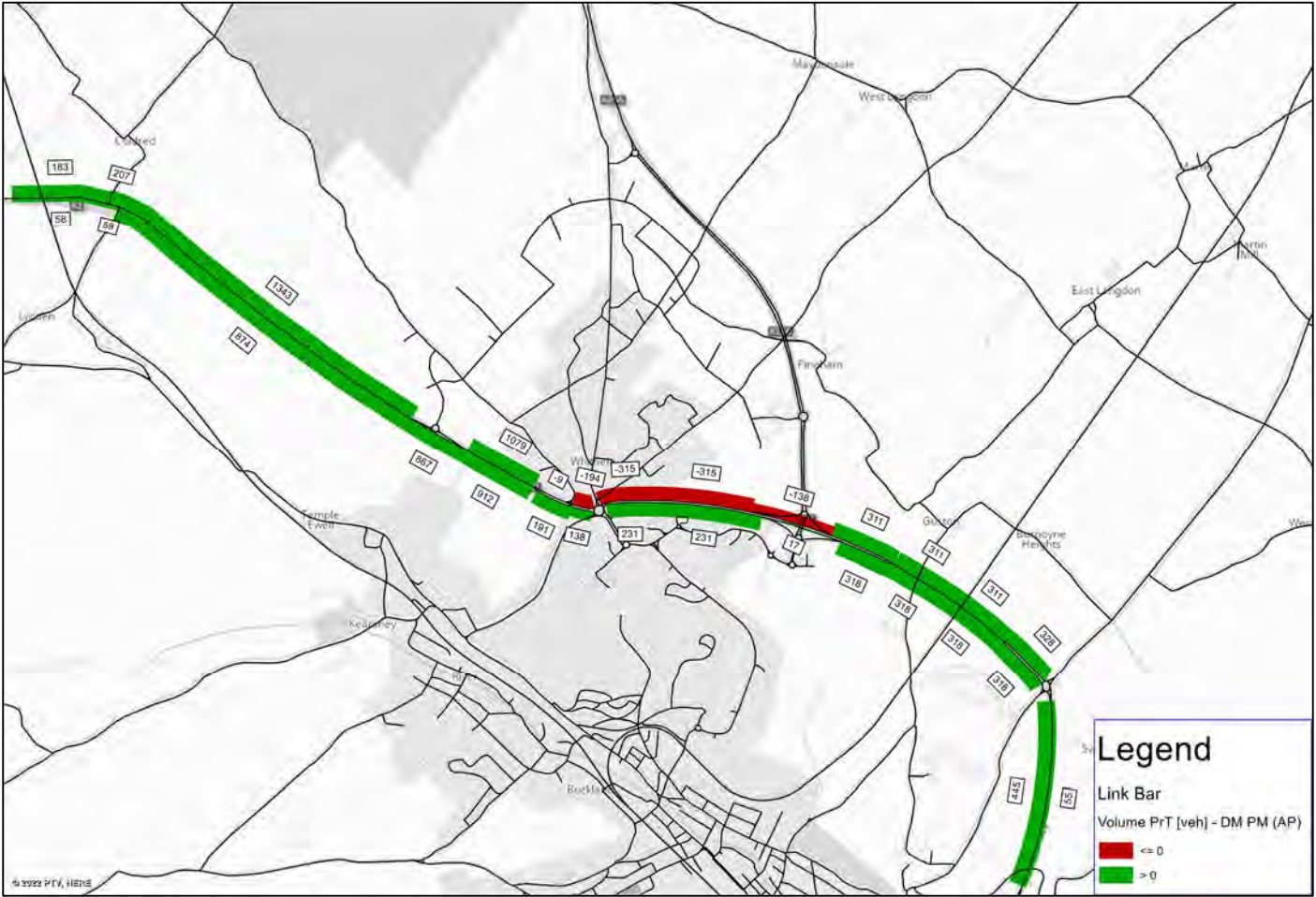


Figure 13: Actual Flow Differences along the A2, 2040 Do Something 1 Scenario vs 2040 Do Minimum Scenario - PM Peak

Figure 13 shows that in the PM peak Do Something 1 scenario compared to the 2040 Do Minimum, there are 194 fewer vehicles accessing the Whitfield roundabout from the A2 western arm. Further decreases are seen to the east of the Whitfield roundabout and the A2/A256 interchange eastbound on-slip of up to 315 flows. An additional 328 vehicles access the DoY roundabout from the A2 west.

There is an increase of 445 vehicles travelling north on A2 Jubilee Way access to the DoY, and an additional 318 vehicles travelling westbound on the A2 mainline towards the A2/A256 interchange. There are 231 additional vehicles using the Whitfield roundabout via the A2 eastern approach.

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Figure 14: Actual Flow Differences along the A2, 2040 Do Something 2 Scenario vs 2040 Do Minimum Scenario - AM Peak

Figure 14 presents the change in actual flows between the Do Something 2 and the Do Minimum during the AM peak. There are decreases of 71 vehicles using the A2 western approach arm to the Whitfield roundabout, with increases of 375 observed on the A2 eastbound between Whitfield Roundabout and the A2/A256 interchange. There are an additional 498 vehicles accessing the DoY roundabout via the A2 western arm and an additional of 255 vehicles travel south on A2 Jubilee Way.

There are an additional 334 vehicles travelling north on Jubilee Way to access the DoY roundabout, with the difference increasing to 574 going west from the roundabout. Between the A256 eastbound off-slip and eastbound on-slip the increases are 219 before falling to 137 going Westbound towards the Whitfield roundabout.

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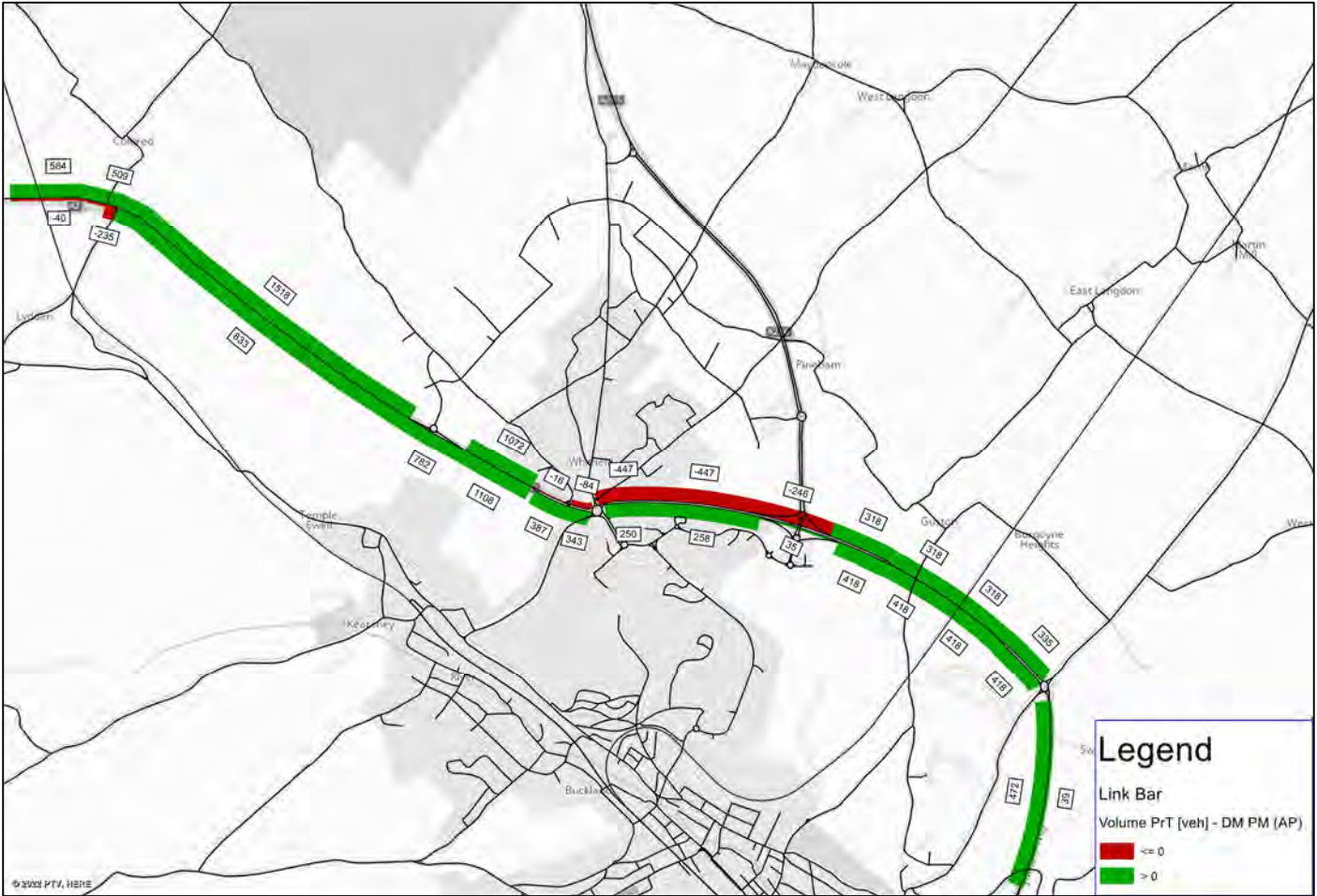


Figure 15: Actual Flow Differences along the A2, 2040 Do Something 2 Scenario vs 2040 Do Minimum Scenario - PM Peak

Figure 15 shows that in the PM peak of the Do Something 2, there are decreases in actual flow of 84 vehicles on the approach A2 west approach to the Whitfield roundabout. East of the Whitfield roundabout decreases of 447 flows are experienced. East of the A2/ A256 interchange there are increased flow of up to 335.

There are an additional 472 vehicles travelling north on A2 Jubilee Way to access the DoY roundabout, between the A256 westbound off slip and westbound on slip the increase in vehicles is 35 before rising to 258 travelling westbound towards the Whitfield roundabout.

Differences in flows along the A2 and the surrounding areas have been presented in Appendix A.

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DELAYS ALONG THE A2

National Highways requested that delays along the A2 were obtained to understand if any additional delays were resulting in changing traffic flow behaviour. The plots show the mean delay time in minutes. Figure 16 shows that in the AM peak of the Base Year scenario, there are no delays present on the A2, there are delays of 1 minute 58 seconds on the A258 Deal Road approach to the Duke of York roundabout suggesting that this approach is currently experiencing delays in the existing situation.



Figure 16: 2015 Base Year Scenario Delays - AM Peak

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Figure 17 shows that there are no delays present in the Dover and Whitfield area in the PM peak 2015 Base Year.



Figure 17: 2015 Base Year Scenario Delays - PM Peak

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Figure 18 and Figure 19 show that in the AM peak of the Do Minimum, there are delays of 31 and 32 seconds on the A2 eastbound and westbound approach to the Whitfield Roundabout respectively. The Duke of York roundabout also experiences delays on the A2 eastbound, A258 Deal Road and A2 Jubilee Way approaches of 1 minute 30 seconds, 1 minute 59 seconds and 50 seconds respectively.



Figure 18: Do Minimum Scenario Delays - AM Peak

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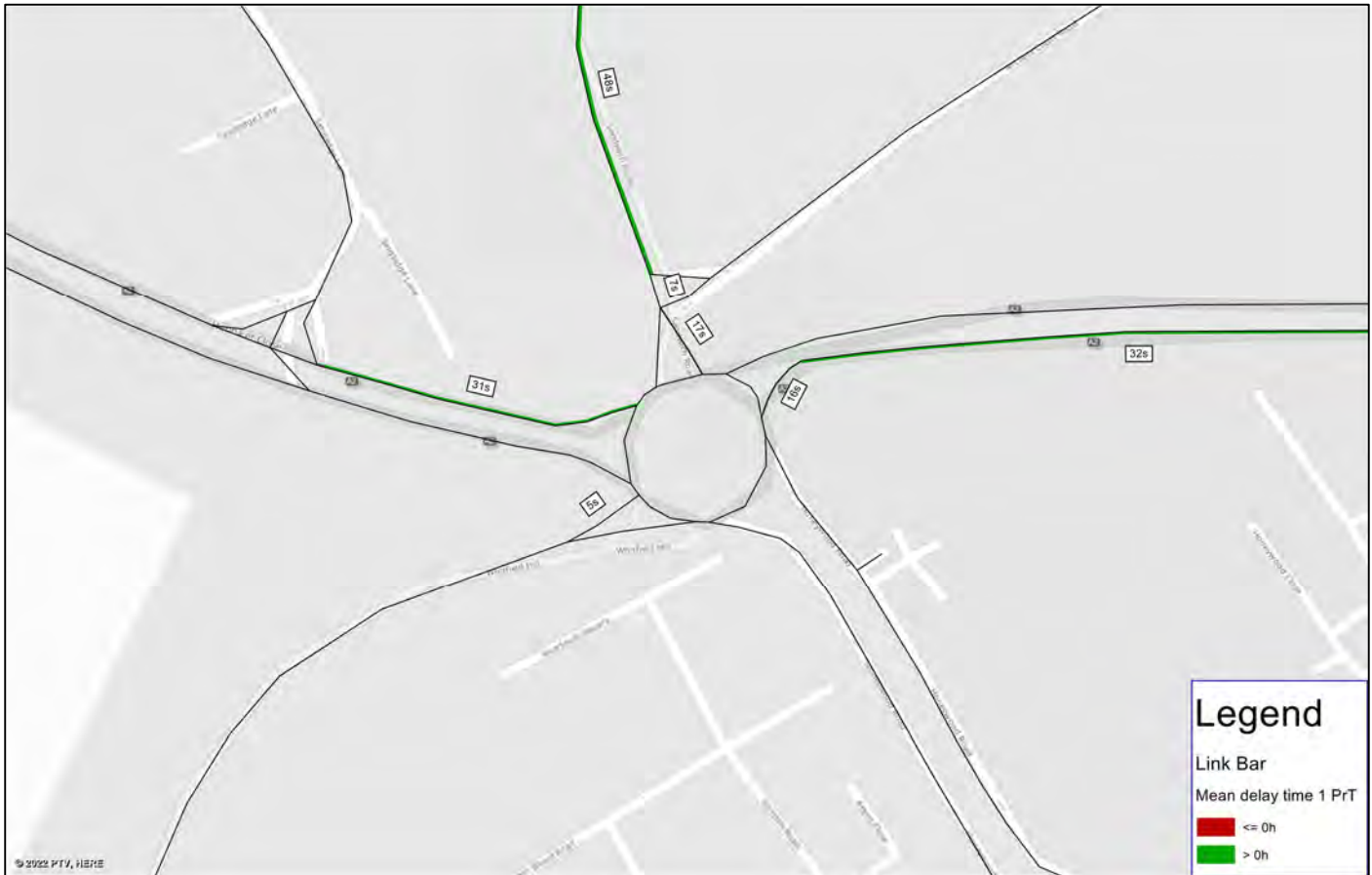


Figure 19: Do Minimum Scenario Delays at the Whitfield Roundabout - AM Peak

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Figure 20 and Figure 21 show that in the PM peak of the Do Minimum, there are delays of 1 minute 9 seconds on the A2 to the eastbound approach to the Whitfield Roundabout. The Duke of York roundabout sees delays on the A2 eastbound arm, A2 Jubilee Way and A258 northbound approach of 21 seconds 1 minute 33 seconds and 1 minute 44 seconds respectively.

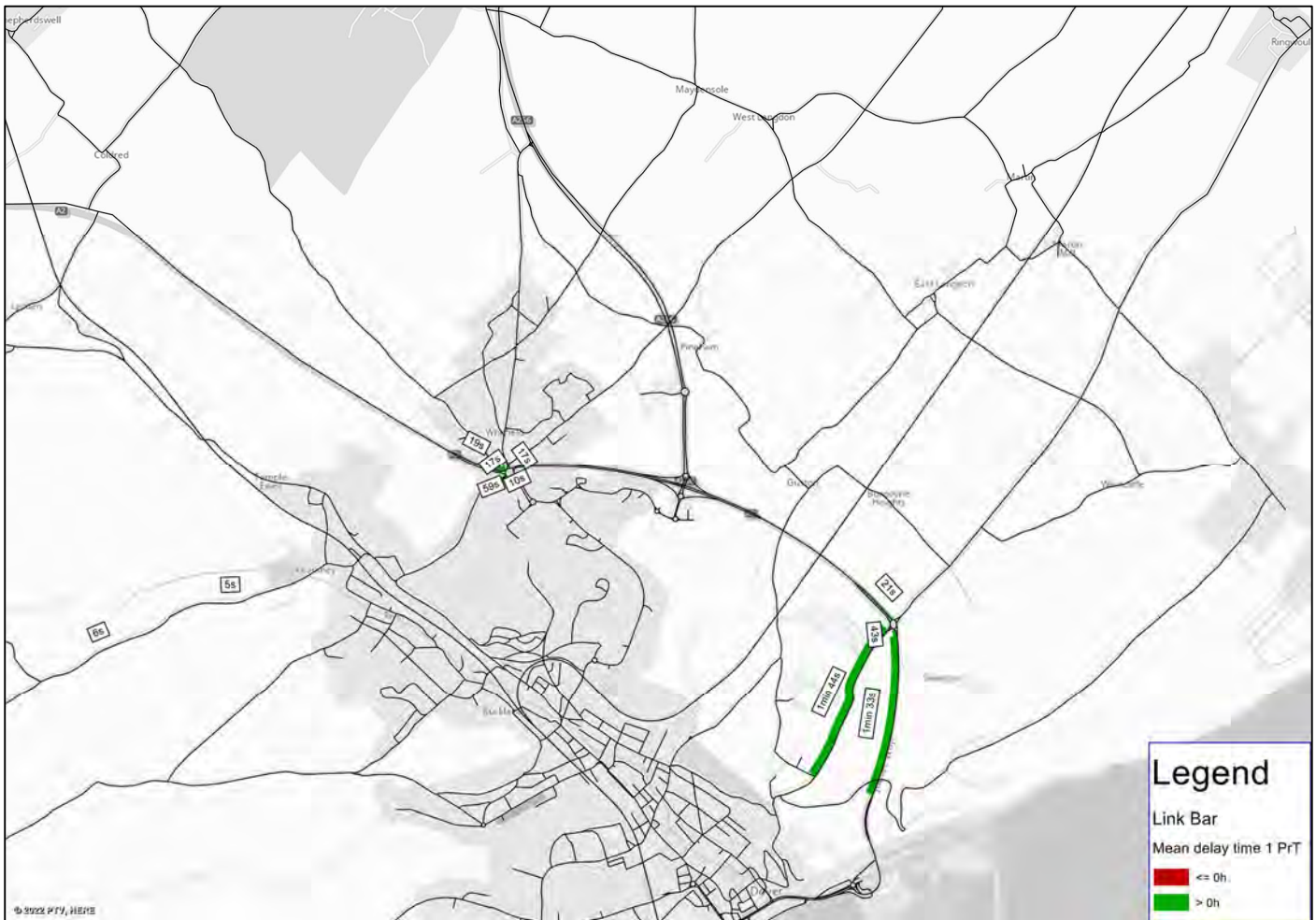


Figure 20: Do Minimum Scenario Delays - PM Peak

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Figure 21: Do Minimum Scenario Delays at the Whitfield Roundabout - PM Peak

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Figure 22 and Figure 23 show that in the AM peak of the Do Something 1, the only delays present on the A2 are of 1 minute 15 seconds on the westbound approach to the Whitfield roundabout. It is important to note that the traffic flows from the Do Something scenario have been extracted and fed into the detailed Transyt model of Whitfield roundabout which NH and KCC have agreed to. There are delays experienced on A256 southbound and A258 northbound of 1 minute 57 seconds and 1 minute 16 seconds respectively.



Figure 22: Do Something 1 Scenario Delays - AM Peak

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Figure 23: Do Something Scenario 1 Delays at the Whitfield Roundabout - AM Peak

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Figure 24 and Figure 25 show that there are delays of 18 seconds on the A2 eastbound approach to the Whitfield roundabout in the PM peak Do Something 1. Northbound flow on the A256 and A258 of 46 seconds and 2 minutes 45 respectively, this is the reverse of that shown for the AM peak in Figure 22 suggesting a tidality of flow.



Figure 24: Do Something 1 Scenario Delays - PM Peak

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Figure 25: Do Something Scenario 1 Delays at the Whitfield Roundabout - PM Peak

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Figure 26 and Figure 27 show the AM peak Do Something 2, there are delays experienced at the Whitfield roundabout of up to 1 minute 24 seconds, the A2 eastbound arm experiences 1 minute 12 delays. The A256 southbound sees delays of 2 minutes 27 seconds, suggesting that the additional flow accessing the A2 via this junction is likely to experience additional delay.



Figure 26: Do Something 2 Scenario Delays - AM Peak

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Figure 27: Do Something Scenario 2 Delays at the Whitfield Roundabout - AM Peak

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Figure 28 and Figure 29 show the delays experienced in the PM peak Do Something 2. The Whitfield roundabout has delays on the A2 eastern and western approach arms of 20 seconds and 10 seconds respectively.



Figure 28: Do Something 2 Scenario Delays - PM Peak

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Figure 29: Do Something Scenario 2 Delays at the Whitfield Roundabout - PM Peak

MERGE/ DIVERGE ASSESSMENT

With the additional demand forecast to use the A2/A256 interchange in the forecast years, it was requested by National Highways that a Merge/ Diverge assessment was undertaken. This uses the Design Manual for Road and Bridges guidance for CD122 Geometric design of Grade Separated junctions.

The merge/ diverge assessment was undertaken for the 2040 Do Minimum, 2040 Do Something 1 and 2040 Do Something 2 scenarios. The eastbound/ westbound merge and diverge analysis undertaken presented that all movements in all scenarios would operate within capacity with the current layout of the road and there was little difference in performance between DS1 and DS2 scenarios.

The full results for the analysis undertaken can be found in Appendix B.

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JUNCTION TURNING FLOWS AT KEY JUNCTIONS

It was requested by National Highways that the delays and flows at five junctions on the A20 were obtained for the 2015 Base Year, 2040 Do Minimum and the 2040 Do Something Scenarios. The five junctions requested were:

- A20 / A256 Woolcomber Street;
- A20 / A256 York Street;
- A20 / Union Street;
- A20 / Elizabeth Street; and
- Western Heights Roundabout.



Figure 30: Junction Analysis requested by National Highways

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A summary of the junction flows at the five junctions illustrated in Figure 30 are presented below .

A20 / A256 Woolcomber Street; An additional 212 and 311 vehicles using the junction between the DM and Base for the AM and PM peak respectively. During the Do Something scenarios there were an additional 515 and 432 AM and PM peak flows using the junction compared with the Do Minimum. Delays were mostly experienced on the A20 arms. There are decreases in delay between the base year and Do Minimum this is because in the Do Minimum the signal timings have been optimised to take into account the changes in traffic flows. However, it is important to note that between the Base Year model and Do Minimum model signal stages have remained and signal timings and staging remain constant between DM and DS1/ DS2.

A20 / A256 York Street; there was a reduction in total flow of 22 vehicles using the junction between the DM and Base for the AM, with increases of similar magnitudes experienced in the PM peak. During the Do Something scenarios there were an additional 424 and 404 flows in the AM and PM peak in DS1 using the junction compared with the Do Minimum. Delays were mostly experienced on the A20 arms.

A20 / Union Street; there was an increase in total flow using the junction of 81 vehicles between the DM and Base for the AM, with decreases observed during the PM peak of 12 vehicles. During the Do Something scenarios there were an additional 178 flows observed at the junction during the DS1 AM peak, with increases observed in the PM peak of 213 and 241 for the DS1 and DS2 scenarios respectively. In the stakeholder meeting on 6th October 2022 NH asked to understand the number vehicles turning right from A20 into Union Street and how this changed between DM and DS scenarios. The volumes were extracted from the model and the traffic flows shown in Table 1. The table shows that over the peak hour in DS1 and DS2 there are only very small increases, 8 vehicles in the AM peak hour and 19 vehicles in the PM peak hour, in traffic turning right from A20 to Union Street.

Table 1: Traffic Volumes Turning Right from A20 to Union Street

Scenario	Do Minimum		DS1		Difference		DS2		Difference	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
From A20 onto Union Street	77	19	85	38	8	19	85	38	8	19

Total delays of up to 321 seconds in the AM peak were observed in DS2 on the A20 southbound approach to the junction, increasing from 229 seconds in the Do Minimum. Within the DDTM the signal timing for junctions remain the same for the peak hour. However, in reality the signal timings would optimise to the traffic flow at the junction and therefore a delay of this extent would be unlikely to occur. NH have confirmed that the signals operate prioritising the A20 to reduce delays. It is important to note that within the base year model the junction between A20 and Union Street is the original roundabout layout and in the DM, DS1 and DS2 options it becomes signalised. Signal timings and staging between DM, DS1 and DS2 remain the same. No arms of this junction are over capacity in DS1 or DS2 and therefore our understanding is that MOVA would optimise the signal timings. WSP have undertaken a quick model test

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in DS1 AM peak increasing the green time that is given to the A20 by 3 seconds and reducing the Union Street green time by 1 second. This is what the signal timings are set up to do on the ground, reduce A20 delays. This generated very small changes in flow, see Figure 31, but reduced delays at the junction in DS1 to 410 seconds, previously they were 503 seconds, compared to the DM of 404 seconds. See Table 2. This demonstrates that small changes in signal timings will improve the delays that occur at the junction which MOVA will be able to implement.

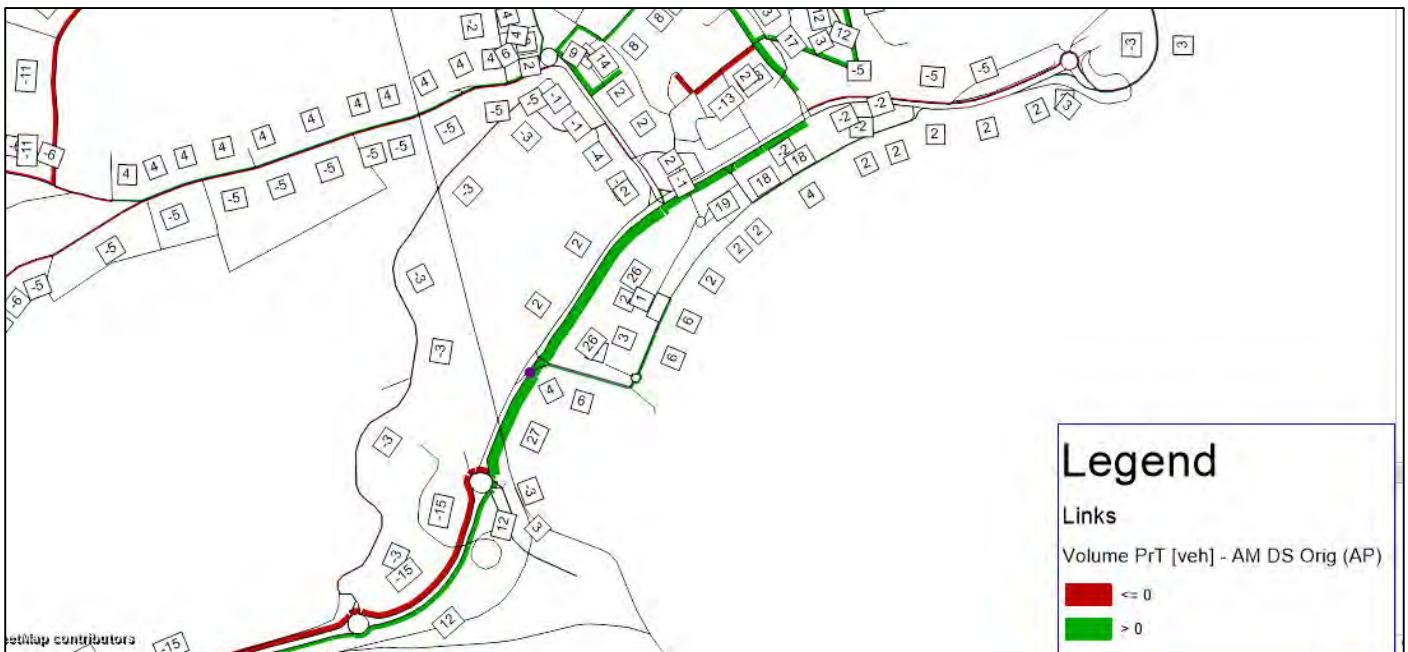


Figure 31: AM Peak DS1 Difference in Flows with Signal Optimisation

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Table 2: A20/ Union Street AM Peak DS1 Difference in Delays with Signal Optimisation

DM AM

Delay					
All		To Arm			
		A	B	C	TOTAL
From Arm	A		86	143	229
	B	61		72	133
	C	16	26		42
	TOTAL	78	112	215	404

DS1 AM

Delay					
All		To Arm			
		A	B	C	TOTAL
From Arm	A	0	88	143	231
	B	63	0	76	139
	C	15	26	0	41
	TOTAL	78	114	219	410

DS1 - DM AM

Delay					
All		To Arm			
		A	B	C	TOTAL
From Arm	A		2	0	2
	B	2		4	5
	C	-1	0		-1
	TOTAL	0	2	4	6

DS1 - DM AM

Delay					
All		To Arm			
		A	B	C	TOTAL
From Arm	A		2%	0%	1%
	B	3%		5%	4%
	C	-9%	1%		-3%
	TOTAL	0%	2%	2%	2%

A20 / Elizabeth Street; there were increases in total flow of 176 and 79 vehicles using the junction between the DM and Base for the AM and PM peak respectively. The Do Something scenarios saw increases of 212 flows using the junction compared with the Do Minimum scenario. Delays of up to 10 seconds were observed on all approach arms.



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Western Heights roundabout; there were increases in total flow of 239 and 83 vehicles using the junction between the DM and Base for the AM and PM peak respectively. The Do Something scenarios saw increases of up to 210 vehicles in the AM peak and 198 in the PM peak. Delays on all approaches were observed to be 9 seconds or less.

A full summary of the junction turning flows and delays can be found in Appendix C.

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GEDDINGE LANE/ COXHILL AND LYDDEN HILL JUNCTIONS

NH have raised queries around the A2 Geddinge Lane/ Coxhill and A2 Lydden Hill junctions. These junctions lie outside the area of simulation for the Dover and Deal Transport model (DDTM). Figure 32 shows the location of these junctions and the area of simulation of the DDTM which was agreed by all stakeholders including NH at the time the model was developed. The area that is in the detailed modelled area is everything inside the purple line everything outside the purple area is not represented in detail. Figure 32 shows that the Lydden Hill and Coxhill signalised junctions are outside the detailed modelled area and are therefore within the DDTM not represented as signalised junctions and no base year calibration/ validation has been undertaken in this area.



Figure 32: DDTM Model Simulation Area and A2 Junctions

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It was agreed at our stakeholder meeting on 6th October 2022 that the changes in in traffic flows in these areas between the Do Something scenarios and Do Minimum were to be presented in this note. Figure 33 to Figure 36 present the differences in traffic flow between the Do Something scenarios and Do Minimum around the A2 Geddinge Lane/ Cox Hill and Lydden Hill junctions. There are generally increases in traffic on the A2 and Lydden Hill with some decreases on Coldred Hill, in the AM peak.

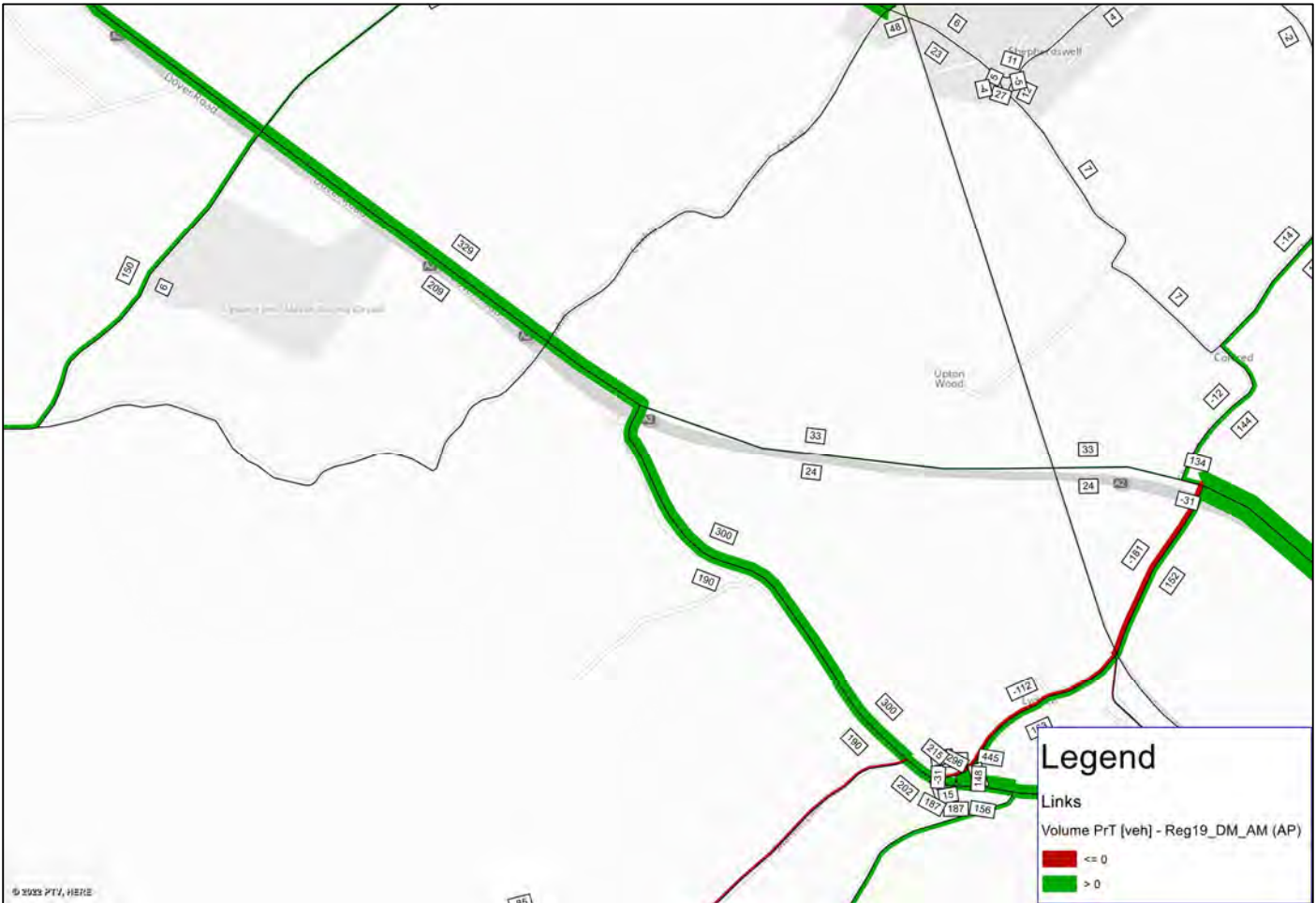


Figure 33: AM Peak Traffic Flow Differences DS1-DM A2 Junctions

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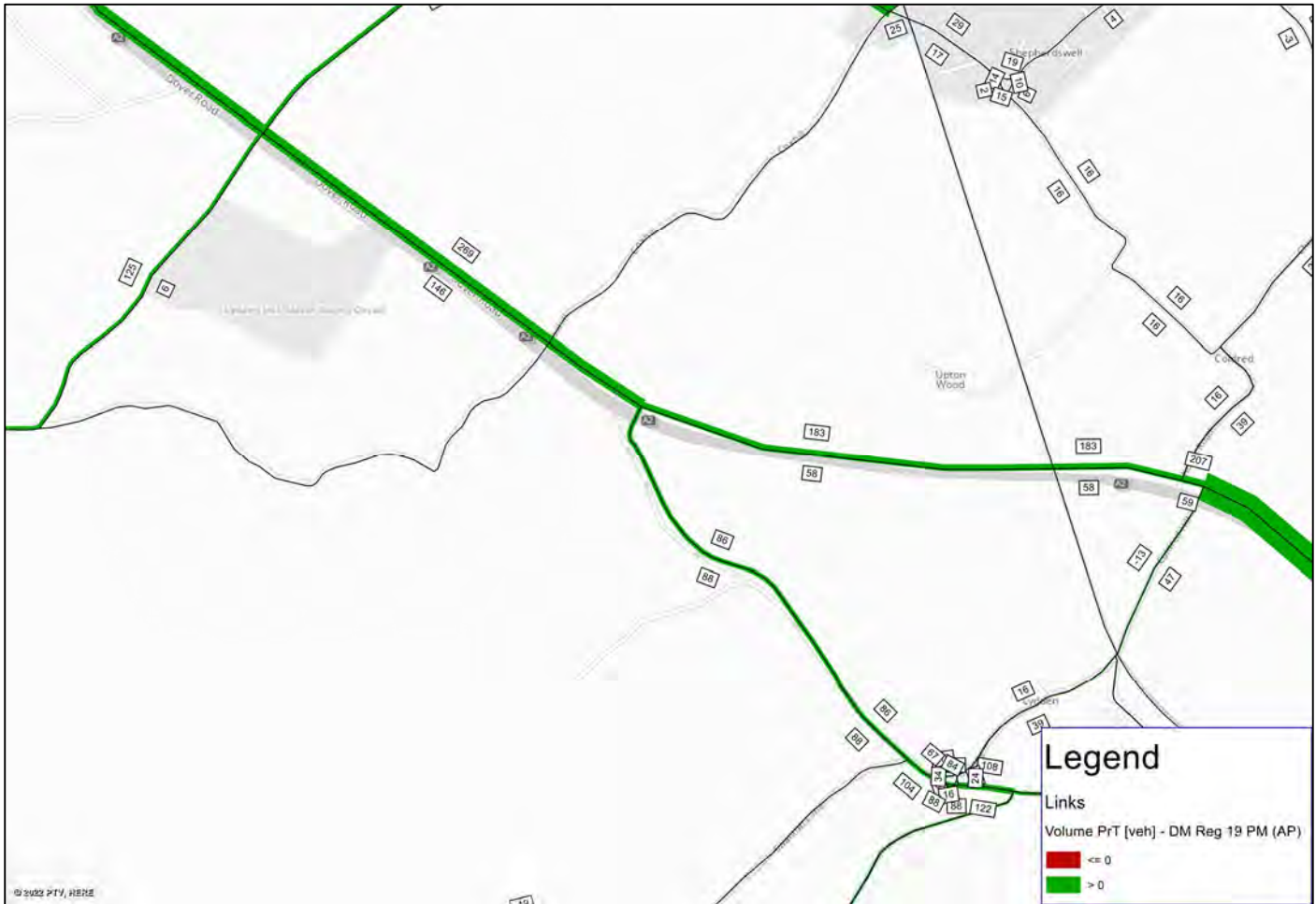


Figure 34: PM Peak Traffic Flow Differences DS1-DM A2 Junctions

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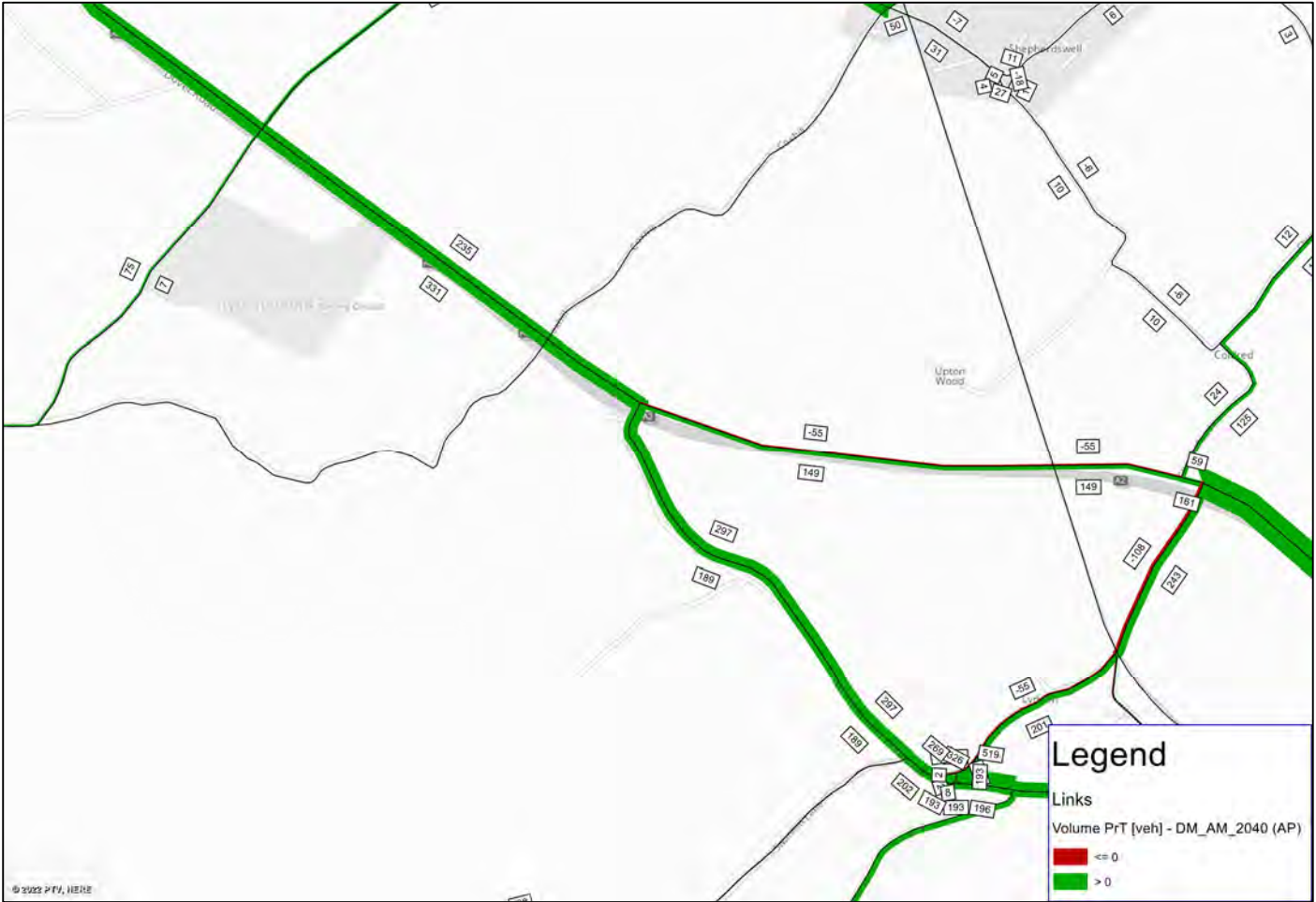


Figure 35: AM Peak Traffic Flow Differences DS2-DM A2 Junctions

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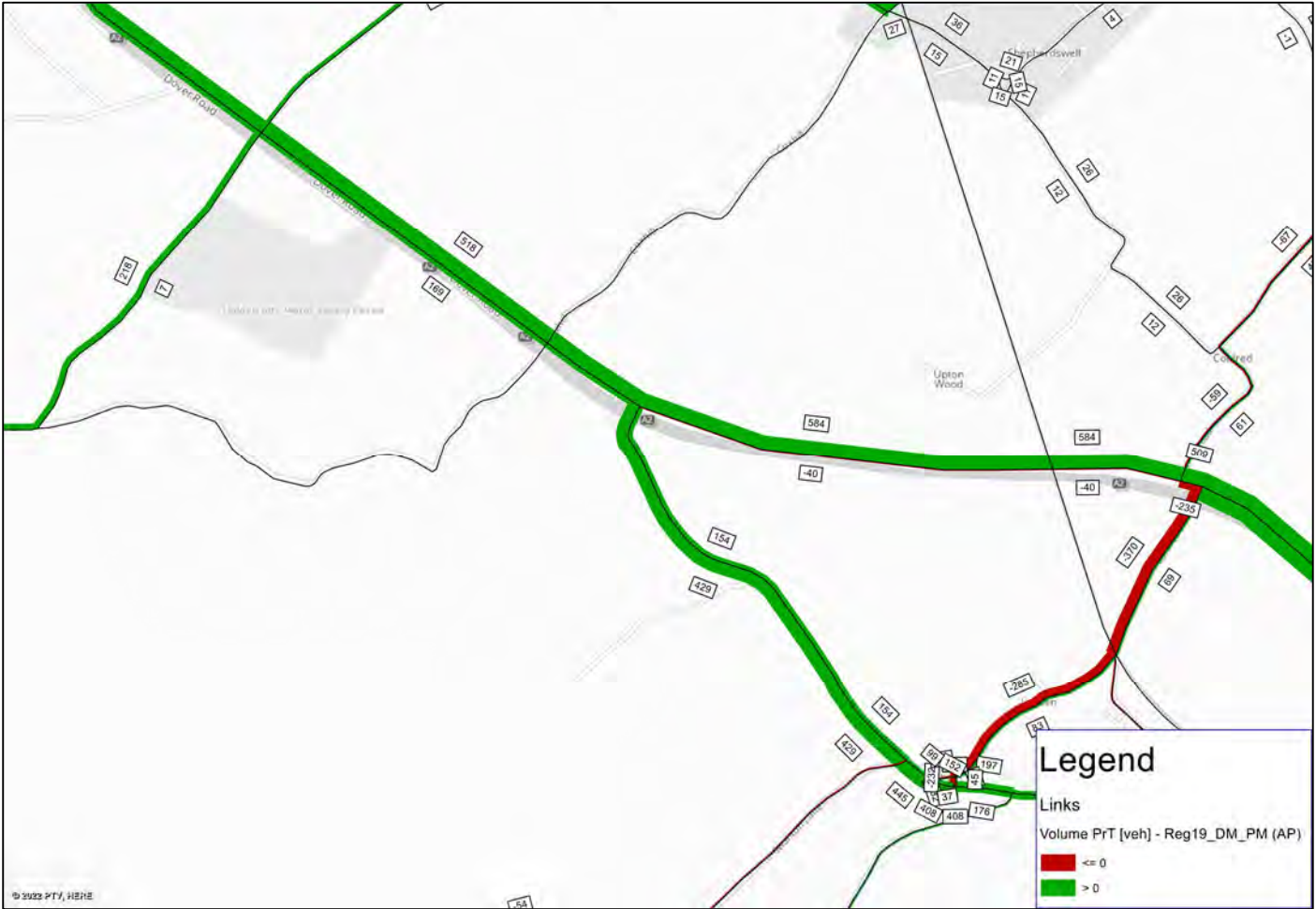


Figure 36: PM Peak Traffic Flow Differences DS2-DM A2 Junctions



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SUMMARY

WSP were commissioned by DDC to address comments by NH received as part of the Regulation 18 Local Plan work as part of the Regulation 19 process.

The comments received were based upon the Dover Local Plan Regulation 18 findings, since then the Regulation 19 has revised assumptions and as such these models were used to address the comments. This note has incorporated comments received from NH on 16th September 2022 on their original note.

The actual flows along the A2 highlighted that the Local Plan growth in Dover District will result in additional flow using the A2. The Do Something scenarios include the mitigations at the Whitfield and Duke of York roundabout..

Delays are experienced at junctions along the A2 such as the Whitfield roundabout, Duke of York roundabout and the A2/A256 interchange. Delays on the A2 improve in the Do Something scenarios compared to the Do Minimum as a result of the junction improvements.

A merge/ diverge assessment was undertaken at the A2/ A256 eastbound off slip/ on slip and westbound off slip/ on slip for the 2040 Do Minimum, 2040 Do Something 1 and 2040 Do Something 2 scenarios. The highlighted that all movements in all scenarios would operate within capacity with the current layout of the road and there was little difference in performance between DS1 and DS2 scenarios.

Junction turning flows and delays were obtained for the following five junctions along the A20;

- A20 / A256 Woolcomber Street;
- A20 / A256 York Street;
- A20 / Union Street;
- A20 / Elizabeth Street; and
- Western Heights Roundabout.

The junction turning flows and delays highlighted that there were generally increases in total flows at the junctions, with the largest differences seen between the Do Something scenarios and the Do Minimum.

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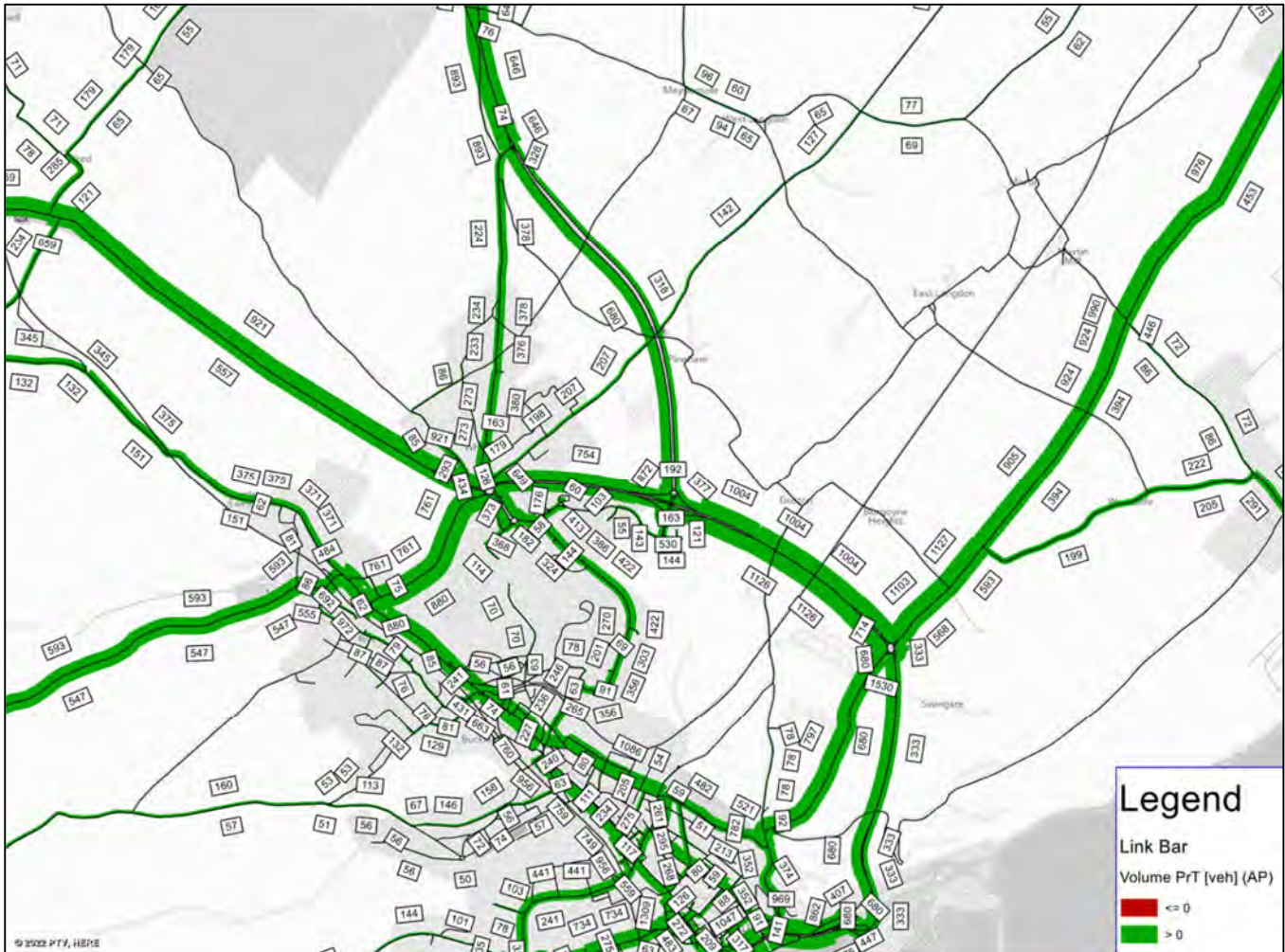
APPENDIX A – DOVER AND WHITFIELD FLOW PLOTS



Actual Flow: 2015 Base Year Scenario AM Peak

TECHNICAL NOTE 1

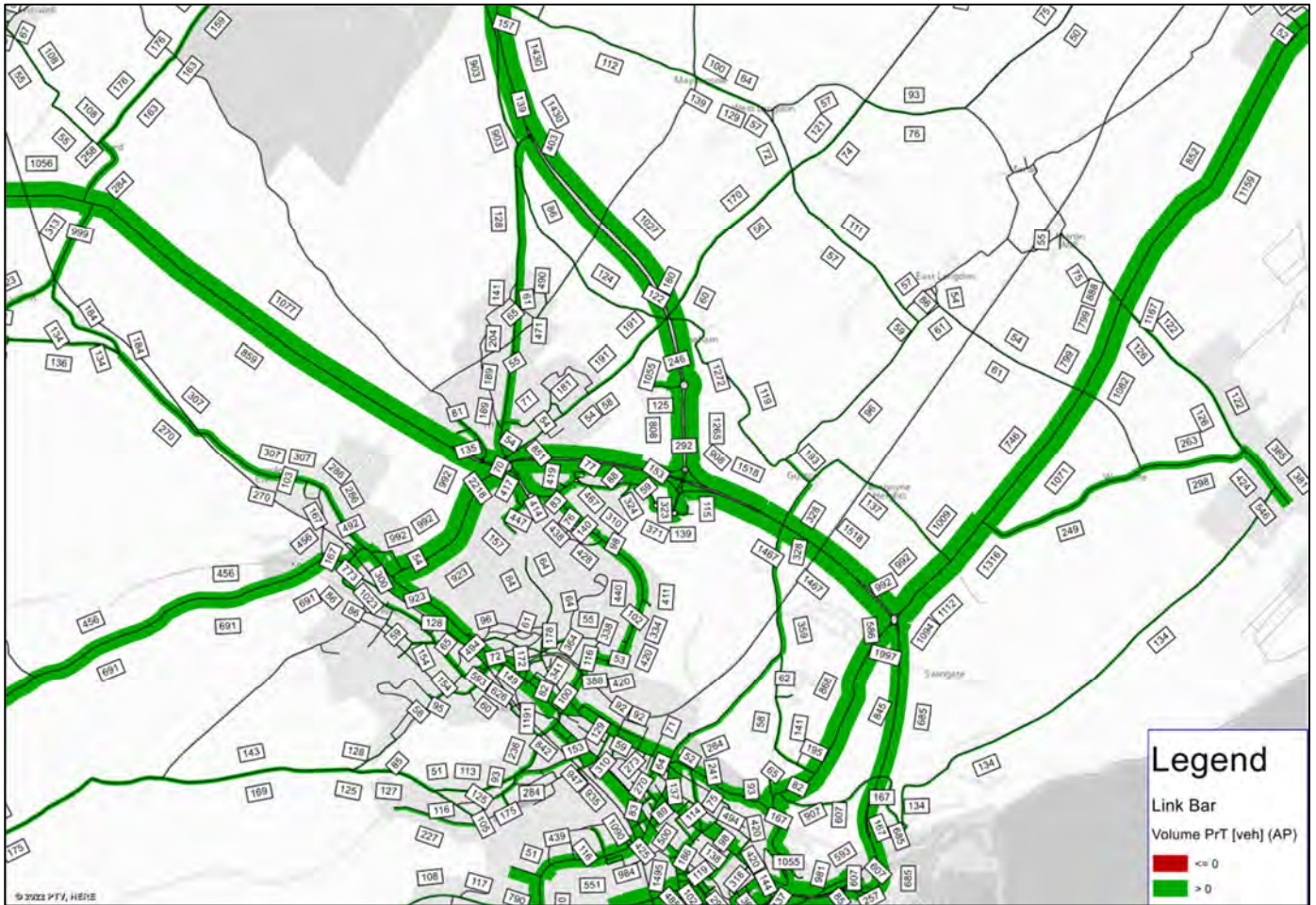
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Actual Flow: 2015 Base Year Scenario PM Peak

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Actual Flow: 2040 Do Minimum Scenario AM Peak

TECHNICAL NOTE 1

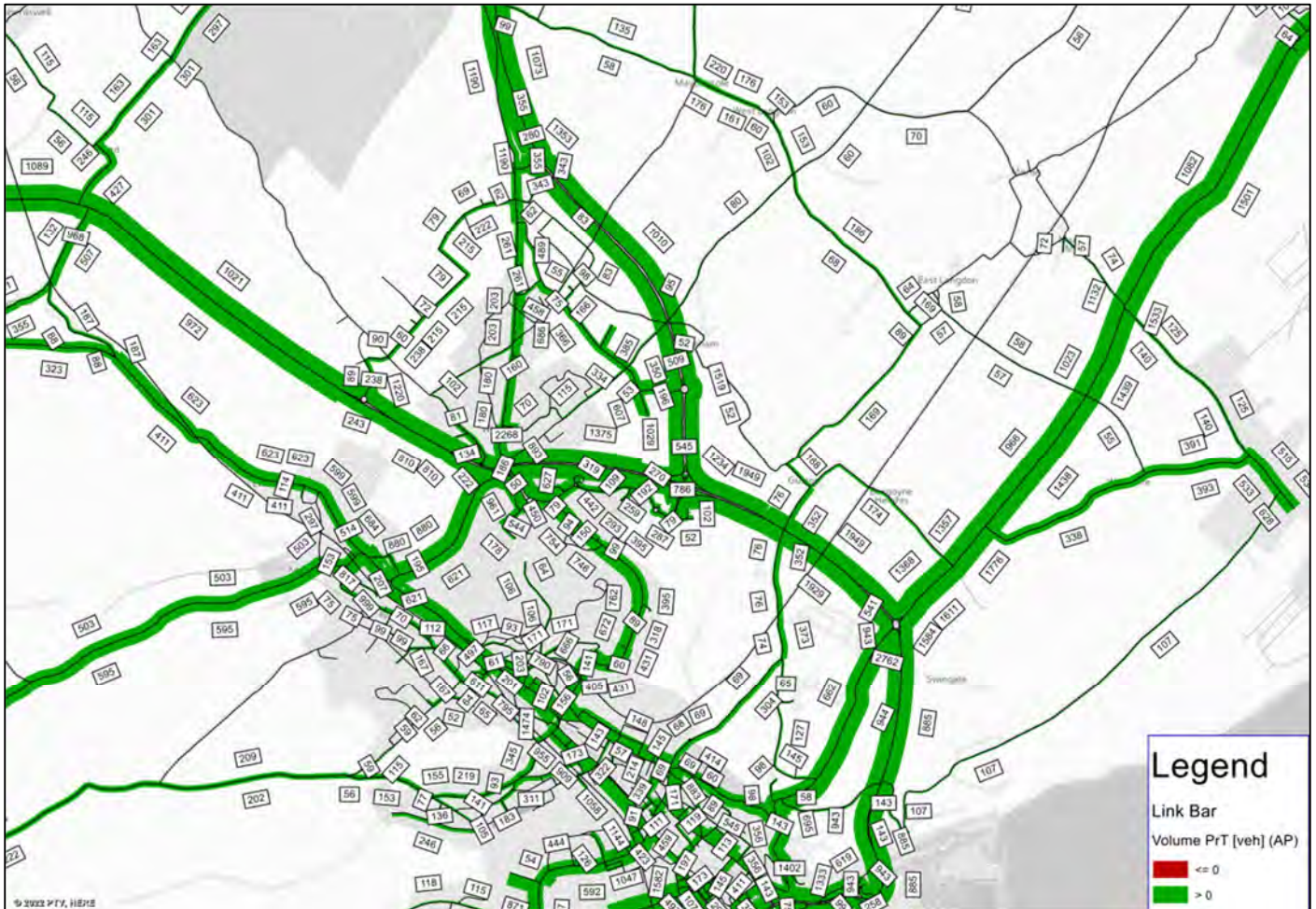
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Actual Flow: 2040 Do Minimum Scenario PM Peak

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Actual Flow: 2040 Do Something 1 Scenario AM Peak

TECHNICAL NOTE 1

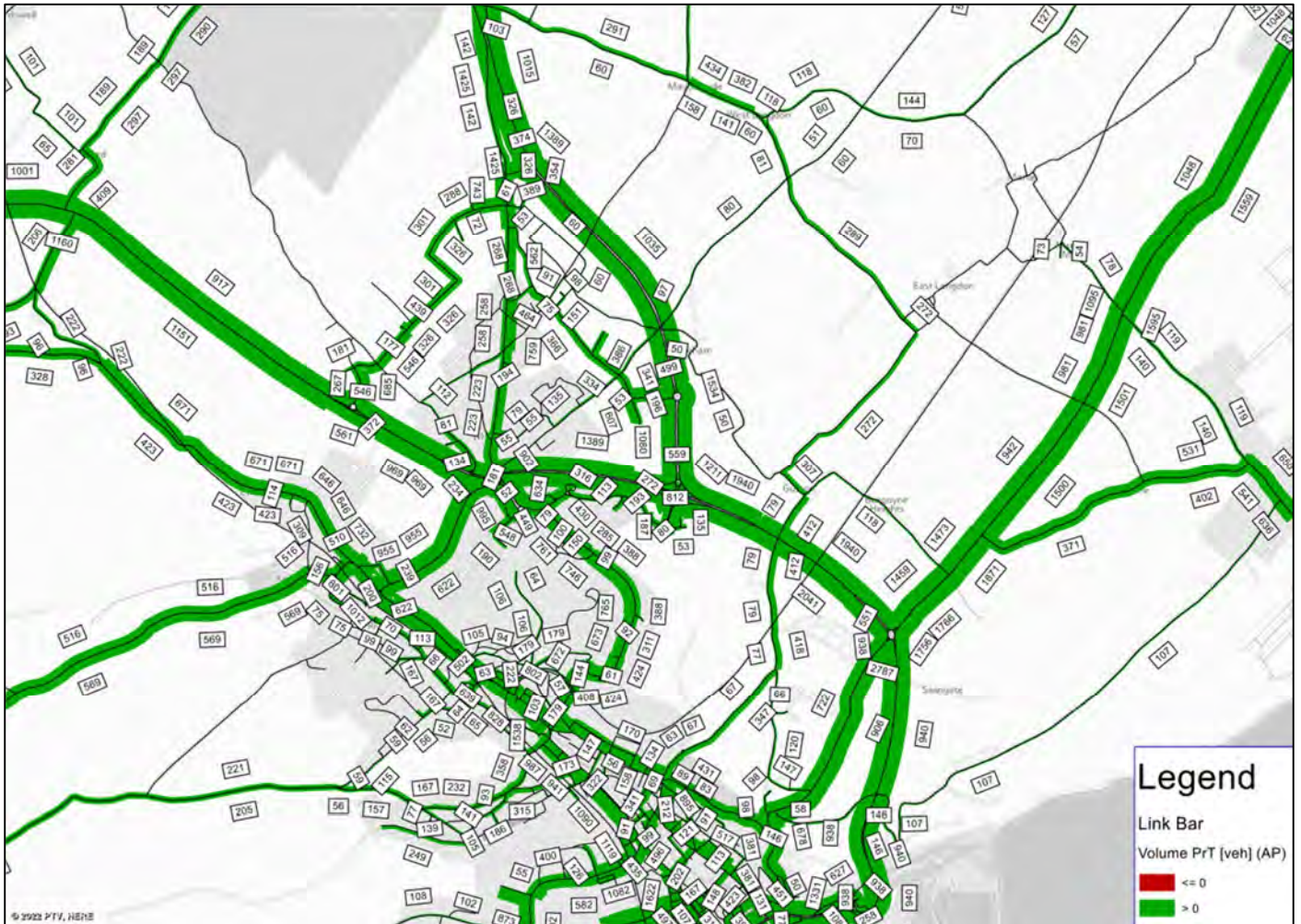
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Actual Flow: 2040 Do Something 1 Scenario PM Peak

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Actual Flow: 2040 Do Something 2 Scenario AM Peak

TECHNICAL NOTE 1

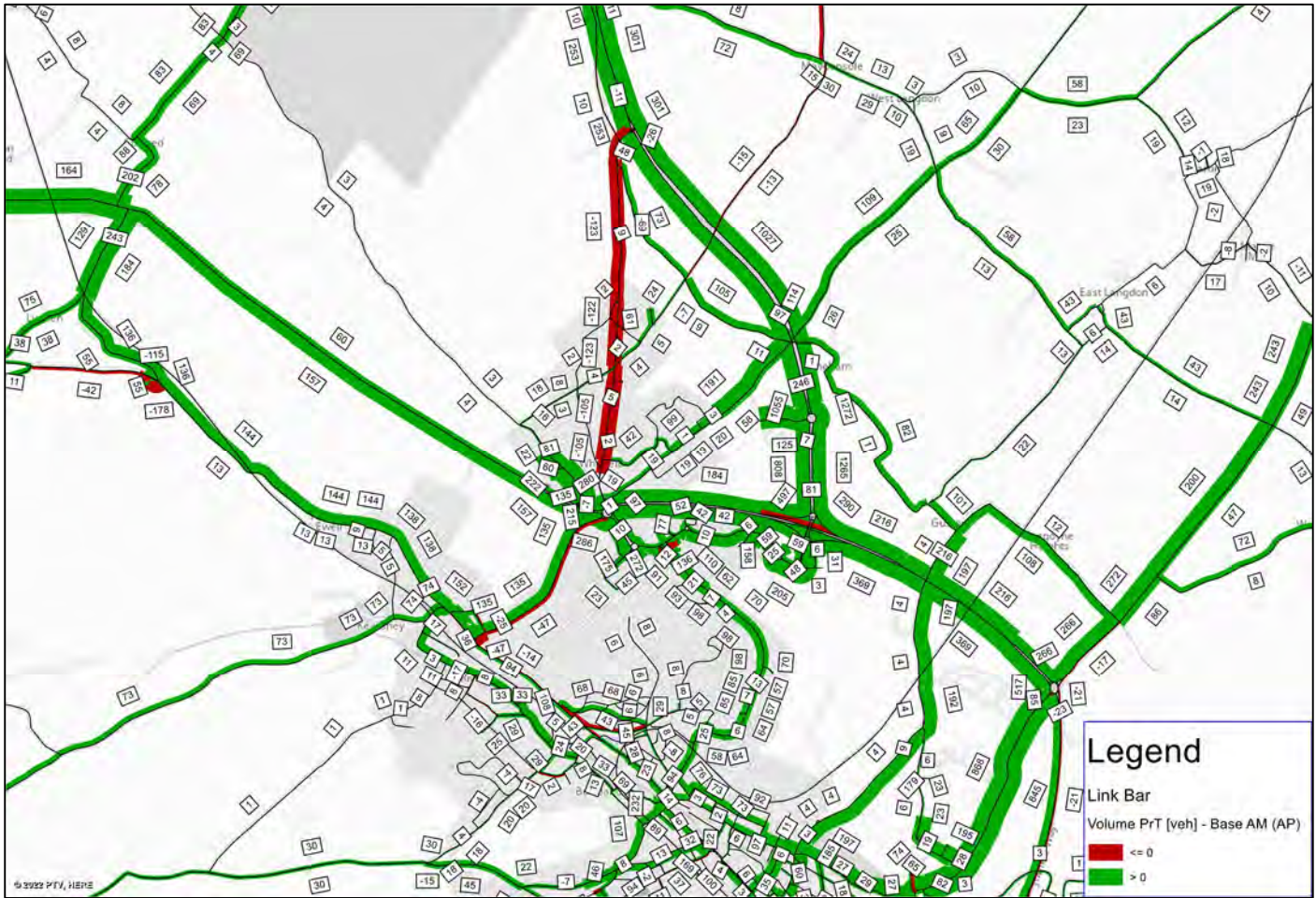
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Actual Flow: 2040 Do Something 2 Scenario PM Peak

TECHNICAL NOTE 1

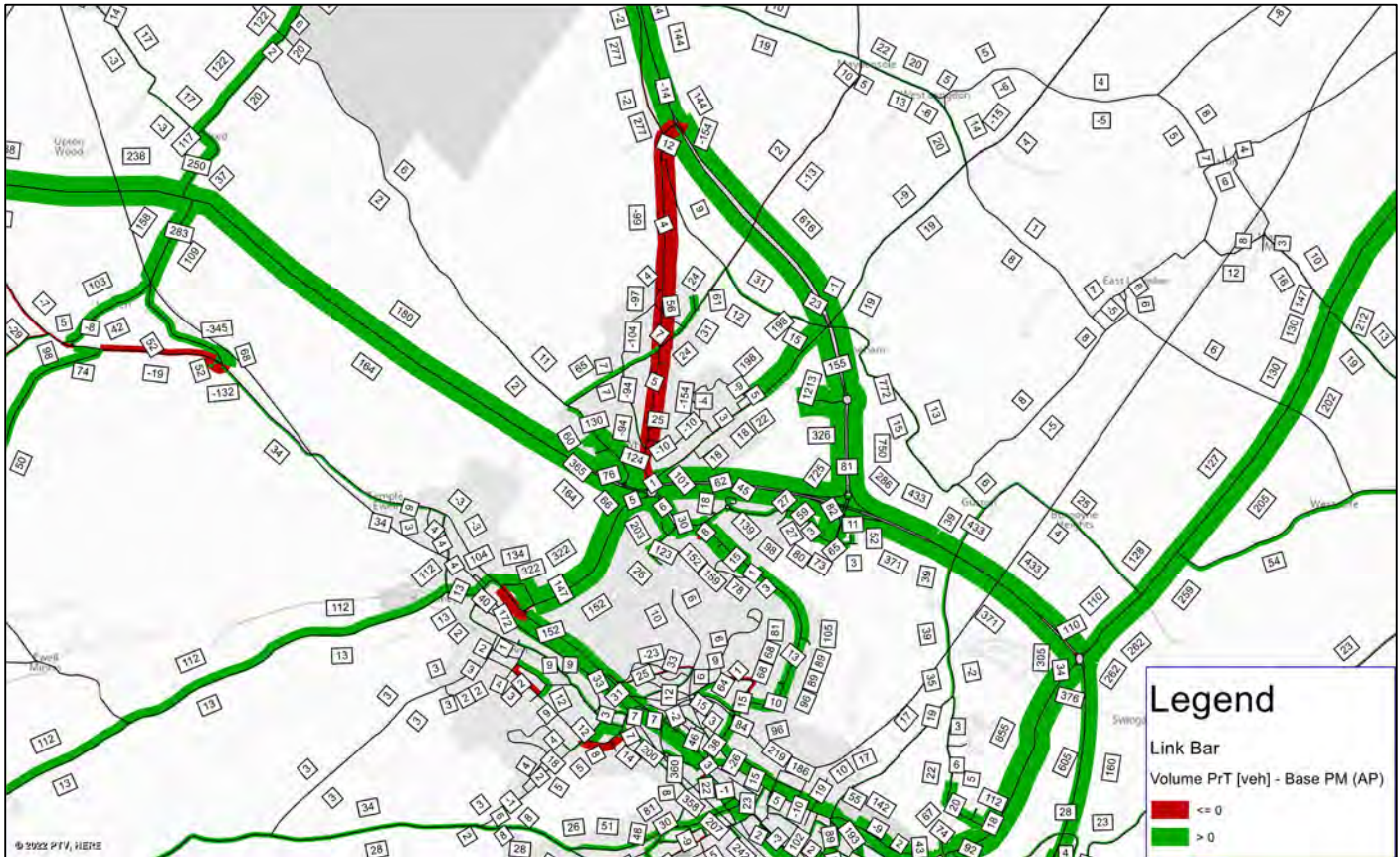
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Actual Flow Differences: 2040 Do Minimum Scenario vs 2015 Base Year Scenario AM Peak

TECHNICAL NOTE 1

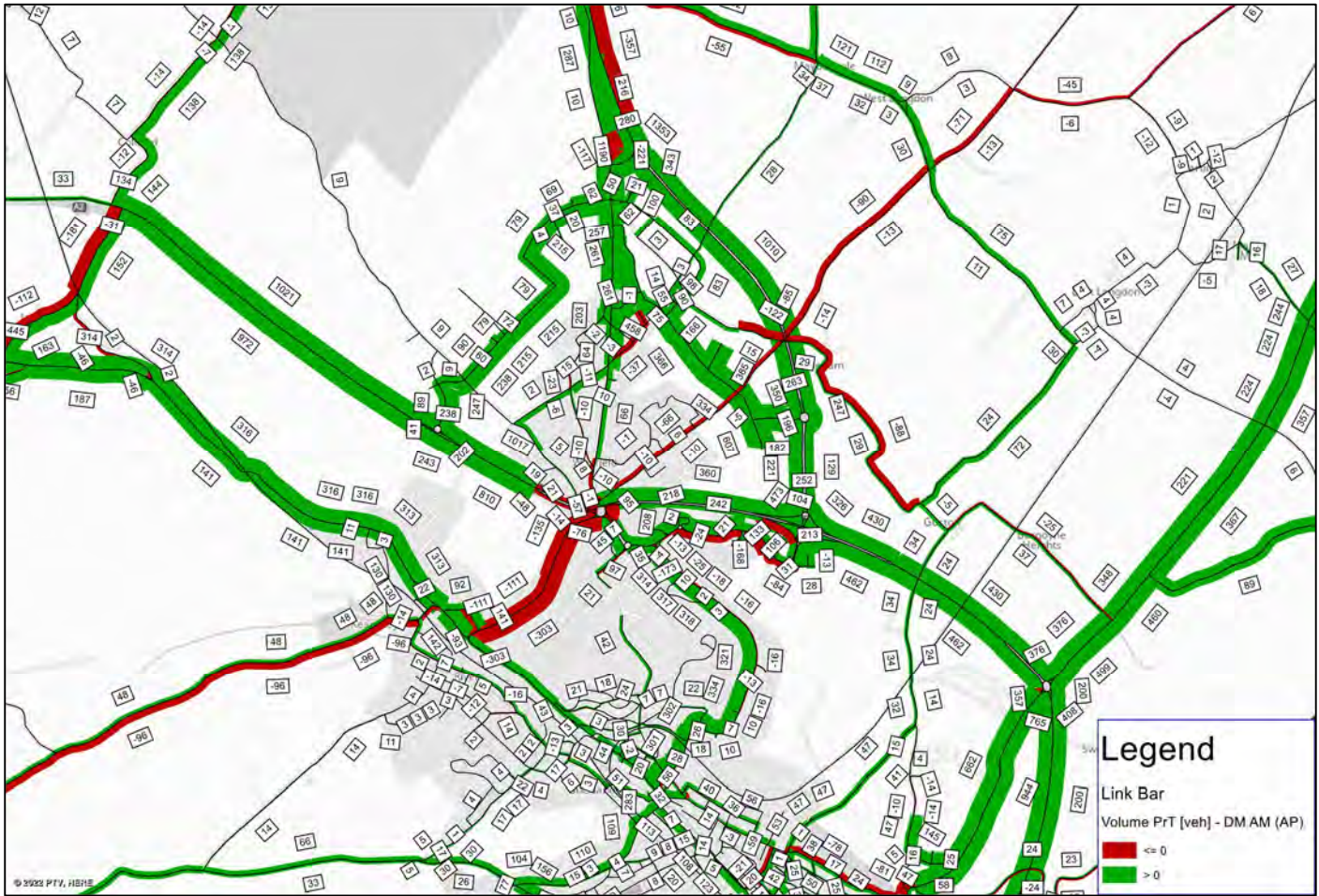
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Actual Flow Differences: 2040 Do Minimum Scenario vs 2015 Base Year Scenario PM Peak

TECHNICAL NOTE 1

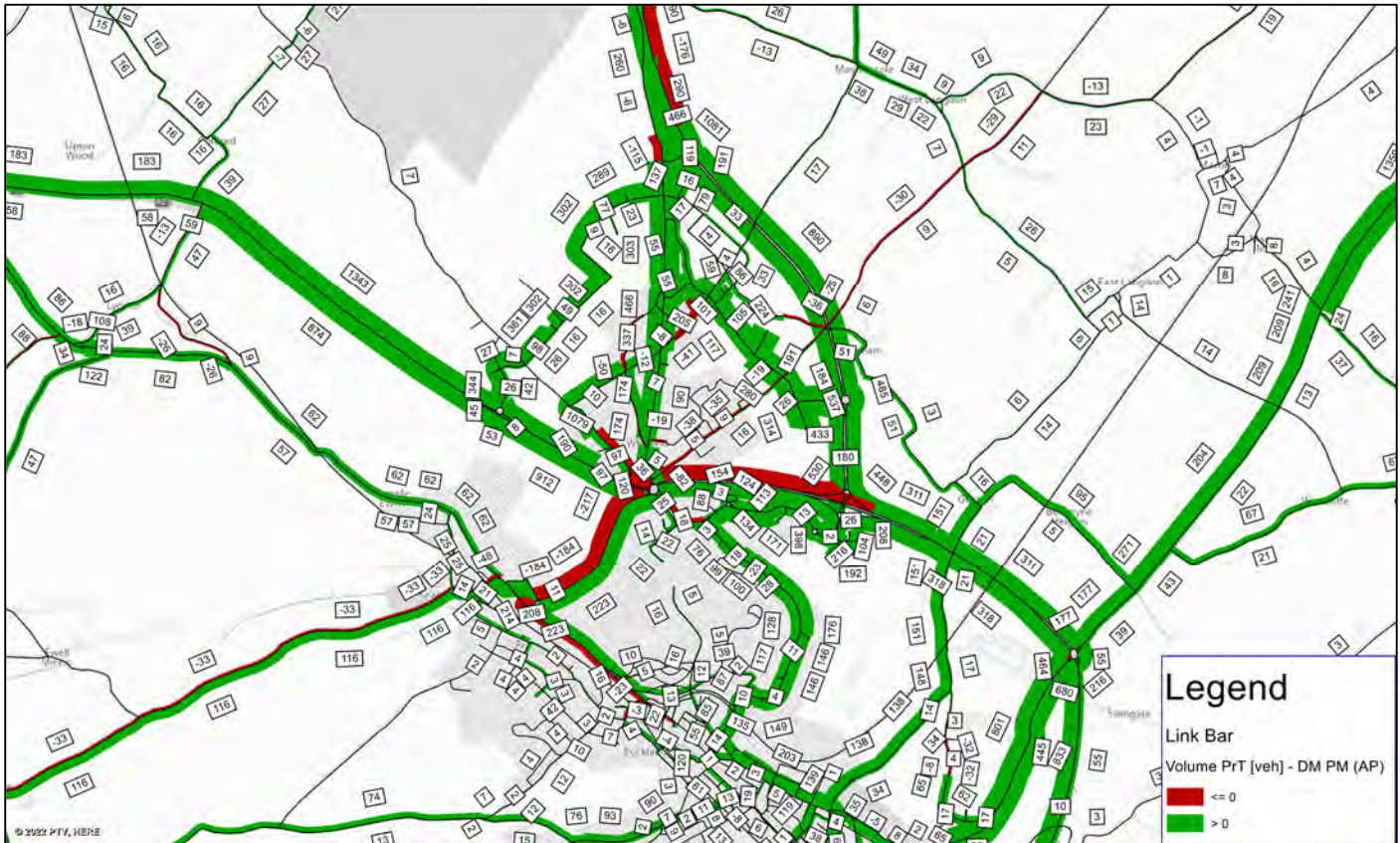
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Actual Flow Differences: 2040 Do Something 1 Scenario vs 2040 Do Minimum Scenario AM Peak

TECHNICAL NOTE 1

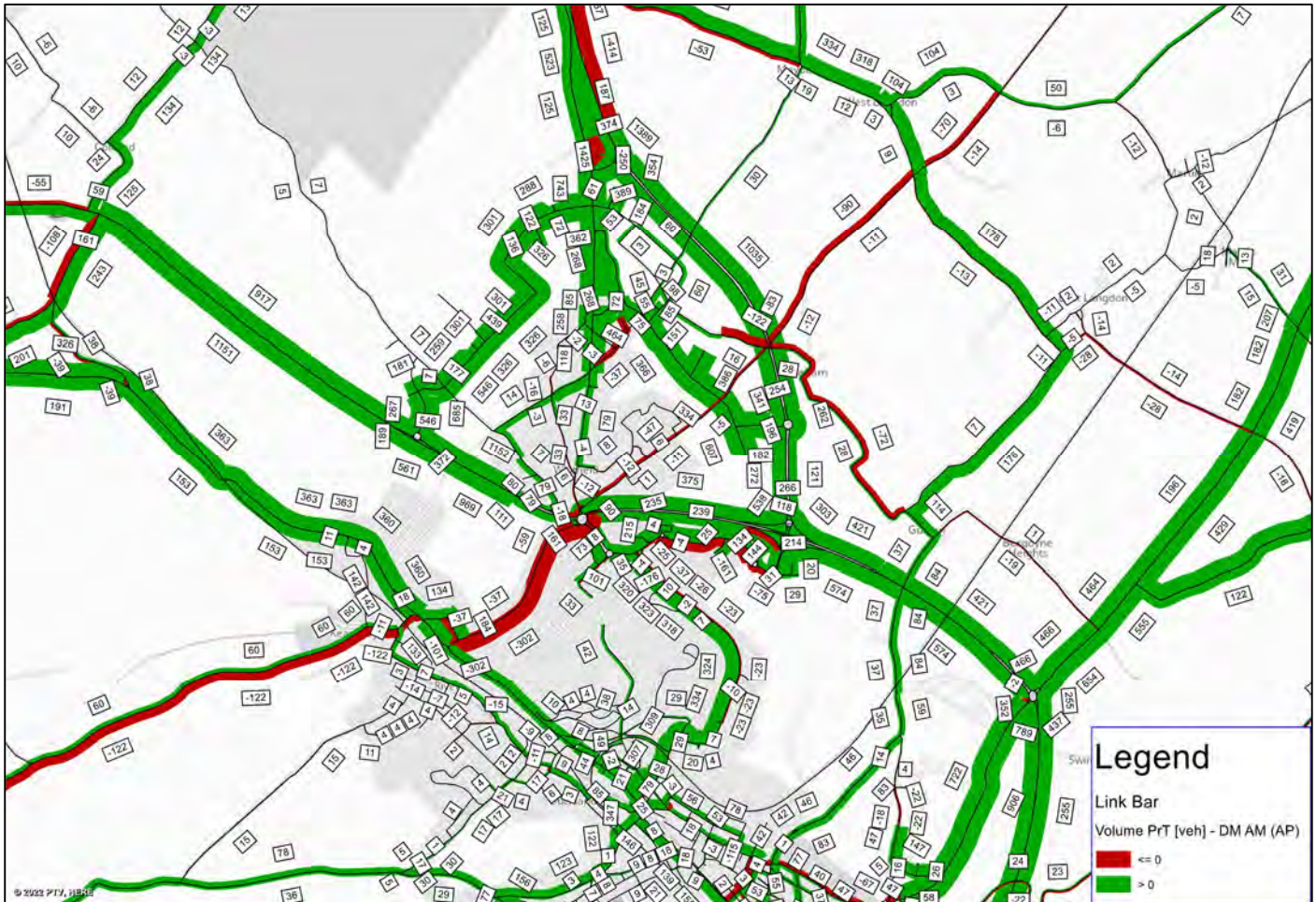
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Actual Flow Differences: 2040 Do Something 1 Scenario vs 2040 Do Minimum Scenario PM Peak

TECHNICAL NOTE 1

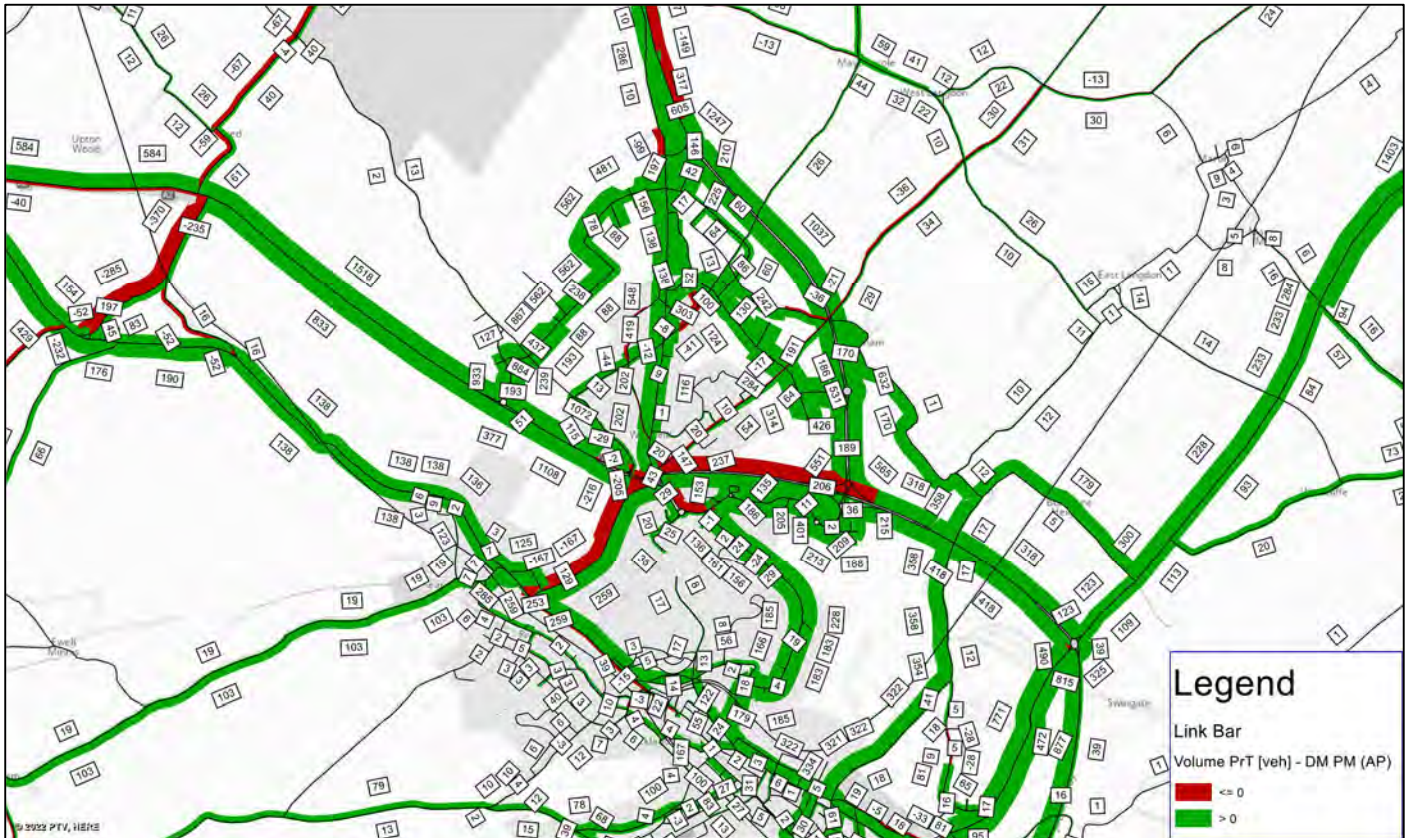
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Actual Flow Differences: 2040 Do Something 2 Scenario vs 2040 Do Minimum Scenario AM Peak

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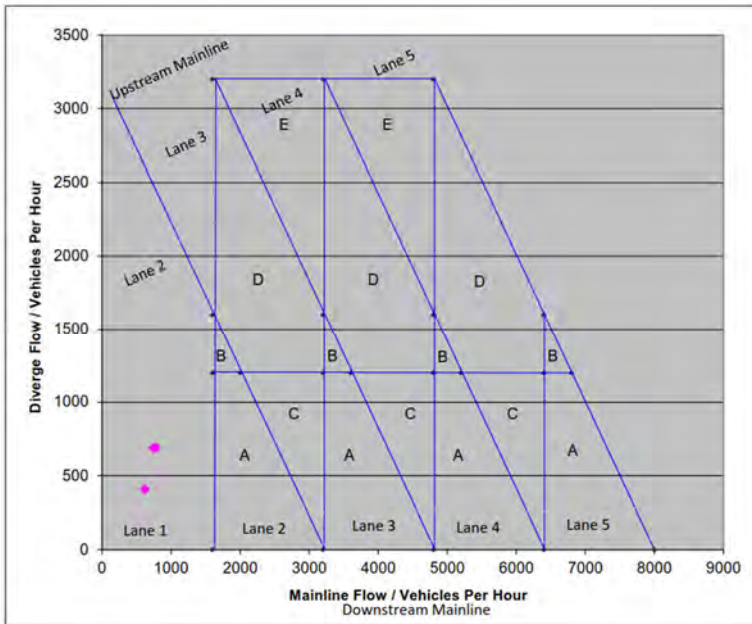
Actual Flow Differences: 2040 Do Something 2 Scenario vs 2040 Do Minimum Scenario PM Peak



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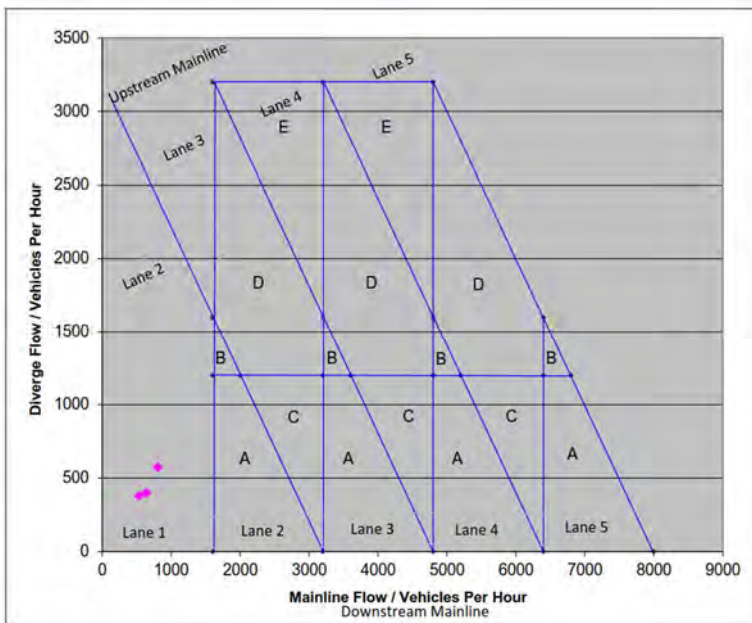
APPENDIX B – A2/ A256 INTERCHANGE MERGE/ DIVERGE ASSESSMENT



CD 122 Figure 3.26a All Purpose Road Diverge

Key:
A - Taper Merge
B - Parallel Merge
C - Ghost Island Merge
D - Lane Gain
E - Lane Gain with Ghost Island Merge
F - 2 Lane Gain with Ghost Island
- Area of Uncertainty
* - If Layout F Option 2 is used consider extended Auxillary Lane

A2 Eastbound Diverge, AM Peak



CD 122 Figure 3.26a All Purpose Road Diverge

Key:
A - Taper Merge
B - Parallel Merge
C - Ghost Island Merge
D - Lane Gain
E - Lane Gain with Ghost Island Merge
F - 2 Lane Gain with Ghost Island
- Area of Uncertainty
* - If Layout F Option 2 is used consider extended Auxillary Lane

A2 Eastbound Diverge, PM Peak

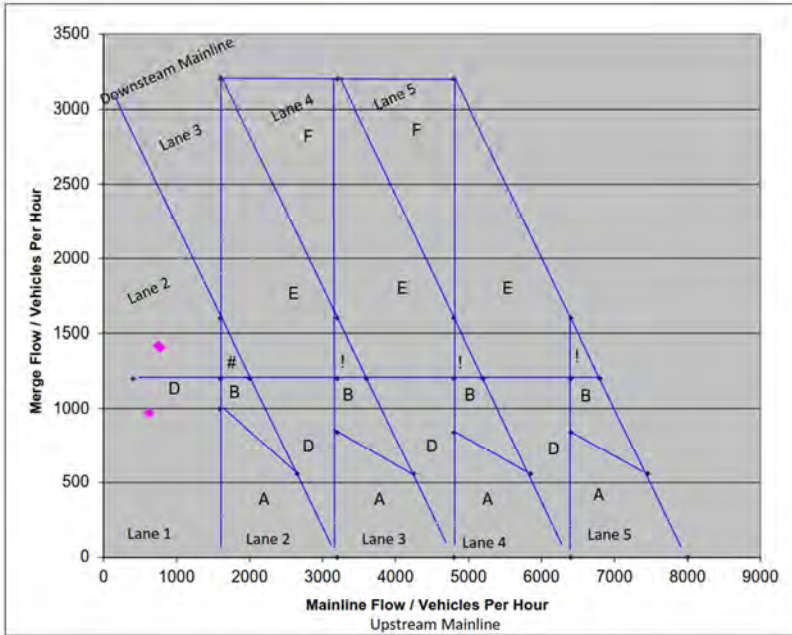
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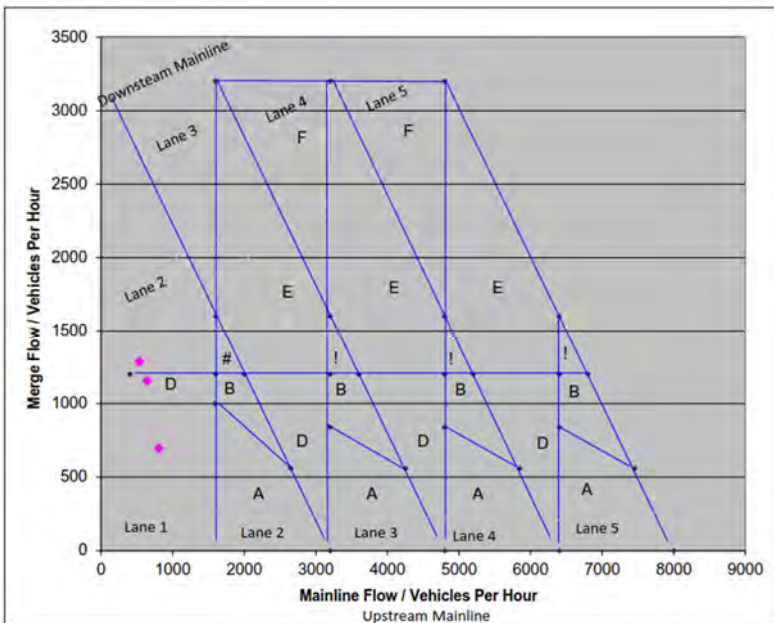


Key:

- A - Taper Merge
- B - Parallel Merge
- C - Ghost Island Merge
- D - Lane Gain
- E - Lane Gain with Ghost Island Merge
- F - 2 Lane Gain with Ghost Island
- # - Area of Uncertainty
- * - If Layout F Option 2 is used consider extended Auxillary Lane

CD 122 Figure 3.12a All-purpose road merging diagram

A2 Eastbound Merge, AM Peak



Key:

- A - Taper Merge
- B - Parallel Merge
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- D - Lane Gain
- E - Lane Gain with Ghost Island Merge
- F - 2 Lane Gain with Ghost Island
- # - Area of Uncertainty
- * - If Layout F Option 2 is used consider extended Auxillary Lane

CD 122 Figure 3.12a All-purpose road merging diagram

A2 Eastbound Merge, PM Peak



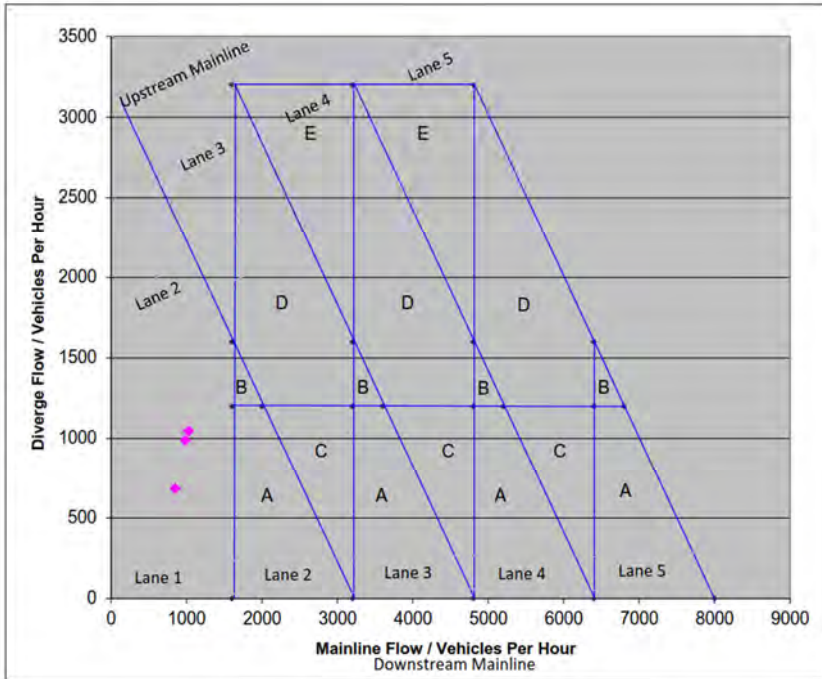
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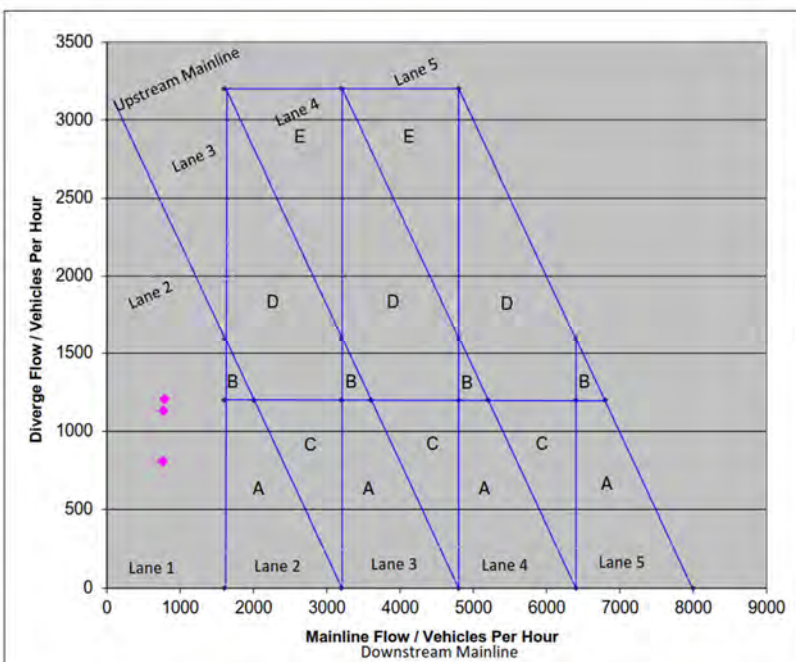
PROJECT: 70089926 – Dover Local Plan **AUTHOR:** Hayden McCarthy, Jess Denny

CHECKED: Christine Elphicke **APPROVED:** Christine Elphicke



Key:	
A	- Taper Merge
B	- Parallel Merge
C	- Ghost Island Merge
D	- Lane Gain
E	- Lane Gain with Ghost Island Merge
F	- 2 Lane Gain with Ghost Island
#	- Area of Uncertainty
*	- If Layout F Option 2 is used consider extended Auxillary Lane

A2 Westbound Diverge, AM Peak



Key:	
A	- Taper Merge
B	- Parallel Merge
C	- Ghost Island Merge
D	- Lane Gain
E	- Lane Gain with Ghost Island Merge
F	- 2 Lane Gain with Ghost Island
#	- Area of Uncertainty
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A2 Westbound Diverge, PM Peak



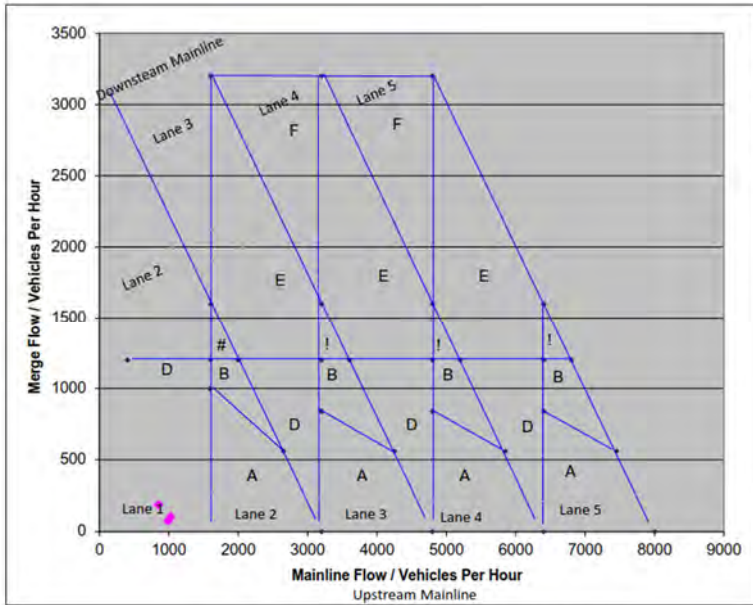
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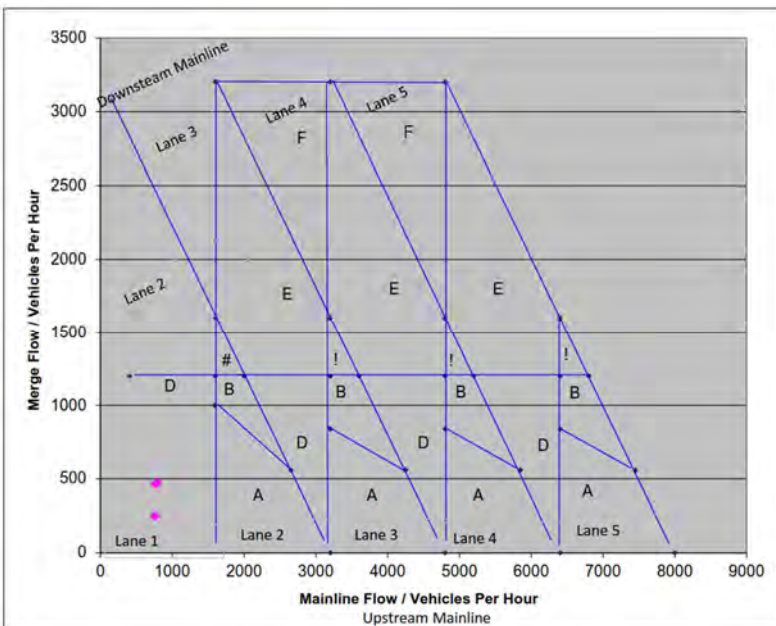


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- F - 2 Lane Gain with Ghost Island
- # - Area of Uncertainty
- * - If Layout F Option 2 is used consider extended Auxiliary Lane

CD 122 Figure 3.12a All-purpose road merging diagram

A2 Westbound Merge, AM Peak



Key:

- A - Taper Merge
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CD 122 Figure 3.12a All-purpose road merging diagram

A2 Westbound Merge, PM Peak

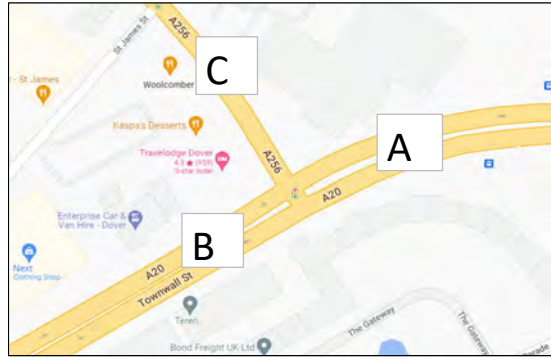


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APPENDIX C – JUNCTION TURNING FLOWS AND DELAYS

A20 / Woolcomber Street



Arm	Name	IB from node	IB to node	OB from node	OB to node
A	A20 E	1354	1307	1305	1352
B	A20 W	1282	1300	1302	1283
C	Woolcomber Street	1296	1305	1300	1296

Base AM

		Total flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	13	866	90	969
	B	746	12	57	815
	C	129	273	1	403
	TOTAL	887	1151	149	2187

DM AM

		Total flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	18	657	207	881
	B	897	0	147	1044
	C	141	320	13	475
	TOTAL	1055	977	367	2399

DS1 AM

		Total flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	23	879	245	1147
	B	1156	0	124	1280
	C	223	243	20	487
	TOTAL	1402	1123	389	2914

DS2 AM

		Total flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	25	866	249	1140
	B	1157	0	124	1281
	C	210	219	22	451
	TOTAL	1391	1086	395	2872

DM - Base AM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	5	-209	116	-88
	B	151	-12	90	229
	C	12	47	12	71
	TOTAL	168	-174	218	212

DS1 - DM AM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	223	38	266	527
	B	260	0	-23	236
	C	82	-77	7	12
	TOTAL	347	146	22	515

DS2 - DM AM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	7	210	42	259
	B	260	0	-23	237
	C	69	-101	9	-23
	TOTAL	336	109	28	473

DM - Base AM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	38%	-24%	129%	-9%
	B	20%	-100%	157%	28%
	C	9%	17%	923%	18%
	TOTAL	19%	-15%	147%	10%

DS1 - DM AM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	29%	34%	19%	30%
	B	29%		-16%	23%
	C	58%	-24%	52%	3%
	TOTAL	33%	15%	6%	21%

DS2 - DM AM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	42%	32%	20%	29%
	B	29%		-16%	23%
	C	49%	-32%	69%	-5%
	TOTAL	32%	11%	8%	20%

Base PM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	18	739	106	863
	B	828	0	193	1021
	C	124	270	18	411
	TOTAL	969	1009	317	2294

DM PM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	19	781	290	1081
	B	895	0	166	1061
	C	143	301	20	464
	TOTAL	1057	1082	467	2606

DS1 PM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	20	855	297	1172
	B	1154	0	158	1311
	C	243	290	21	554
	TOTAL	1416	1146	475	3037

DS2 PM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	20	847	291	1158
	B	1154	0	126	1279
	C	266	291	21	577
	TOTAL	1440	1138	437	3015

DM - Base PM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	2	42	175	218
	B	67	0	-27	40
	C	20	31	2	52
	TOTAL	88	73	150	311

DS1 - DM PM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	1	74	16	91
	B	259	0	-9	250
	C	99	-10	1	90
	TOTAL	359	64	8	432

DS2 - DM PM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	1	66	11	77
	B	259	0	-41	218
	C	122	-9	1	114
	TOTAL	382	57	-29	410

DM - Base PM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	9%	6%	165%	25%
	B	8%		-14%	4%
	C	16%	11%	11%	13%
	TOTAL	9%	7%	47%	14%

DS1 - DM PM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	5%	9%	6%	8%
	B	29%		-5%	24%
	C	69%	-3%	4%	19%
	TOTAL	34%	6%	2%	17%

DS2 - DM PM

		Total Flow (vehicles)			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	5%	8%	4%	7%
	B	29%		-25%	21%
	C	85%	-3%	4%	25%
	TOTAL	36%	5%	-6%	16%

Base AM

		Delay			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	26	79	106	211
	B	43		48	92
	C	33	32		64
	TOTAL	76	58	128	262

DM AM

		Delay			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	10	32	42	84
	B	21		22	43
	C	15	15		30
	TOTAL	36	24	54	115

DS1 AM

		Delay			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	11	51	63	125
	B	47		21	68
	C	18	14		32
	TOTAL	64	25	73	163

DS2 AM

		Delay			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	11	55	66	132
	B	46		21	68
	C	17	14		31
	TOTAL	63	25	77	165

DM - Base AM

		Delay			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	-17	-47	-64	-128
	B	-23		-26	-49
	C	-17	-17		-34
	TOTAL	-40	-34	-73	-147

DS1 - DM AM

		Delay			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	1	19	21	41
	B	26		-1	26
	C	2	-1		1
	TOTAL	29	1	19	48

DS2 - DM AM

		Delay			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	1	23	25	49
	B	26		-1	25
	C	2	-1		1
	TOTAL	28	1	22	51

DM - Base AM

		Delay			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	-63%	-60%	-60%	-61%
	B	-53%		-54%	-53%
	C	-53%	-54%		-54%
	TOTAL	-53%	-58%	-57%	-56%

DS1 - DM AM

		Delay			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	14%	61%	6%	21%
	B	129%		-4%	60%
	C	14%	-3%		6%
	TOTAL	80%	4%	34%	42%

DS2 - DM AM

		Delay			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	13%	72%	59%	48%
	B	125%		-4%	58%
	C	12%	-4%		4%
	TOTAL	77%	3%	41%	44%

Base PM

		Delay			
		To Arm			TOTAL
All		A	B	C	
From Arm	A	26	90	117	233
	B	48			

A20 / York Street



Arm	Name	IB from	IB to	OB from	OB to
A	A20 E	1246	1241	1237	1244
B	A20 W	1197	1217	1211	1163
C	YorkSt	1199	1220	1215	1195

Base AM					
Total flow (vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	20	922	234	1176
	B	687	0	147	834
	C	168	230	65	462
	TOTAL	875	1151	446	2472

DM AM					
Total flow (vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	0	713	248	961
	B	880	0	159	1039
	C	283	168	0	451
	TOTAL	1163	881	407	2451

DS1 AM					
Total flow (vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	0	823	312	1135
	B	954	0	155	1110
	C	451	179	0	629
	TOTAL	1405	1002	467	2874

DS2 AM					
Total flow (vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	0	736	365	1101
	B	946	0	155	1101
	C	460	179	0	639
	TOTAL	1406	914	520	2841

DM - Base AM					
Total Flow (vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	-20	-208	14	-215
	B	192	0	13	205
	C	115	-62	-65	-12
	TOTAL	288	-270	-39	-22

DS1 - DM AM					
Total Flow (vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	0	110	64	175
	B	75	0	-4	71
	C	168	11	0	179
	TOTAL	243	121	60	424

DS2 - DM AM					
Total Flow (vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	0	23	118	140
	B	66	0	-4	62
	C	177	11	0	188
	TOTAL	243	33	113	390

DM - Base AM					
Total Flow (vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	-100%	-23%	6%	-18%
	B	28%	9%	25%	6%
	C	69%	-27%	-100%	-3%
	TOTAL	33%	-23%	-9%	-1%

DS1 - DM AM					
Total Flow (vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	9%	15%	26%	18%
	B	9%	6%	-3%	7%
	C	59%	6%	40%	17%
	TOTAL	21%	14%	15%	17%

DS2 - DM AM					
Total Flow (vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	8%	3%	47%	15%
	B	63%	6%	-3%	6%
	C	63%	6%	42%	16%
	TOTAL	21%	4%	28%	16%

Base PM					
Total Flow (vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	14	750	237	1000
	B	897	0	109	1006
	C	137	191	59	387
	TOTAL	1048	941	405	2394

DM PM					
Total Flow (vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	0	721	278	999
	B	886	0	183	1068
	C	265	83	0	349
	TOTAL	1151	804	460	2416

DS1 PM					
Total Flow (vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	0	720	319	1039
	B	1052	0	180	1232
	C	433	115	0	548
	TOTAL	1485	835	499	2819

DS2 PM					
Total Flow (vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	0	734	317	1051
	B	1068	0	179	1247
	C	381	108	0	490
	TOTAL	1450	843	496	2788

DM - Base PM					
Total Flow (Vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	-14	-29	41	-1
	B	-11	0	73	62
	C	128	-108	-59	-39
	TOTAL	103	-136	55	22

DS1 - DM PM					
Total Flow (Vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	0	-1	41	40
	B	166	0	-3	164
	C	168	32	0	200
	TOTAL	334	31	38	404

DS2 - DM PM					
Total Flow (Vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	0	13	39	52
	B	183	0	-4	179
	C	116	25	0	141
	TOTAL	299	38	35	372

DM - Base PM					
Total Flow (Vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	-100%	-4%	17%	0%
	B	-1%	67%	6%	6%
	C	93%	-56%	-100%	-10%
	TOTAL	10%	-14%	14%	1%

DS1 - DM PM					
Total Flow (Vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	0%	15%	4%	17%
	B	19%	-1%	15%	17%
	C	63%	38%	57%	17%
	TOTAL	29%	4%	8%	17%

DS2 - DM PM					
Total Flow (Vehicles)					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	2%	14%	5%	17%
	B	21%	-2%	17%	17%
	C	44%	30%	40%	15%
	TOTAL	26%	5%	8%	15%

Base AM					
Delay					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	0	0	0	0
	B	9	0	0	9
	C	0	0	0	0
	TOTAL	9	0	0	9

DM AM					
Delay					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	15	0	15	15
	B	52	0	52	52
	C	0	0	0	0
	TOTAL	52	15	0	67

DS1 AM					
Delay					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	17	0	17	17
	B	57	0	57	57
	C	0	0	0	0
	TOTAL	57	17	0	74

DS2 AM					
Delay					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	18	0	18	18
	B	68	0	68	68
	C	0	0	0	0
	TOTAL	68	18	0	86

DM - Base AM					
Delay					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	15	0	15	15
	B	43	0	43	43
	C	0	0	0	0
	TOTAL	43	15	0	58

DS1 - DM AM					
Delay					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	2	0	2	2
	B	5	0	5	5
	C	0	0	0	0
	TOTAL	5	2	0	7

DS2 - DM AM					
Delay					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	3	0	3	3
	B	16	0	16	16
	C	0	0	0	0
	TOTAL	16	3	0	19

DM - Base AM					
Delay					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A				
	B	451%			451%
	C				
	TOTAL	451%			613%

DS1 - DM AM					
Delay					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A				11%
	B	10%			10%
	C				
	TOTAL	10%	11%		10%

DS2 - DM AM					
Delay					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A				19%
	B	31%			31%
	C				
	TOTAL	31%	19%		29%

Base PM					
Delay					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	0	0	0	0
	B	10	0	0	10
	C	0	0	0	0
	TOTAL	10	0	0	10

DM PM					
Delay					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	18	0	18	18
	B	58	0	58	58
	C	0	0	0	0
	TOTAL	58	18	0	76

DS1 PM					
Delay					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	17	0	17	17
	B	74	0	74	74
	C	0	0	0	0
	TOTAL	74	17	0	91

DS2 PM					
Delay					
From Arm	All	To Arm			TOTAL
		A	B	C	
From Arm	A	18	0	18	18
	B				

A20 / Union Street



Arm	Name	IB from node	IB to node	OB from node	OB to node
A	A20 N	1144	1141	1125	1142
B	Union St	1201	1140	1140	1201
C	A20 S	1071	1122	1131	1081

Base AM						
Total Flow (vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	56	1096	1151	
	B	12	0	18	30	
	C	822	61	0	884	
	TOTAL	834	117	1114	2065	

DM AM						
Total Flow (vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	39	842	881	
	B	9	0	150	159	
	C	1030	77	0	1106	
	TOTAL	1039	116	991	2146	

DS1 AM						
Total Flow (vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	45	957	1002	
	B	6	0	127	133	
	C	1104	85	0	1188	
	TOTAL	1110	130	1085	2324	

DS2 AM						
Total Flow (vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	45	869	914	
	B	3	0	176	180	
	C	1098	84	0	1182	
	TOTAL	1101	130	1045	2276	

DM - Base AM						
Total Flow (vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	-16	-254	-270	
	B	-3	0	131	129	
	C	207	15	0	223	
	TOTAL	205	-1	-123	81	

DS1 - DM AM						
Total Flow (vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	5	116	121	
	B	-3	0	-22	-25	
	C	74	8	0	82	
	TOTAL	71	14	94	178	

DS2 - DM AM						
Total Flow (vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	6	27	33	
	B	-6	0	27	21	
	C	68	8	0	76	
	TOTAL	62	14	54	130	

DM - Base AM						
Total Flow (vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	29%	-23%	-23%	
	B	-21%	0	729%	431%	
	C	25%	25%	0	25%	
	TOTAL	25%	-1%	-11%	4%	

DS1 - DM AM						
Total Flow (vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	14%	14%	14%	
	B	-36%	0	-15%	-16%	
	C	7%	11%	0	7%	
	TOTAL	7%	12%	9%	8%	

DS2 - DM AM						
Total Flow (vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	15%	3%	4%	
	B	-65%	0	16%	13%	
	C	7%	10%	0	7%	
	TOTAL	6%	12%	5%	6%	

Base PM						
Total Flow (Vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	54	887	941	
	B	27	0	32	58	
	C	980	15	0	995	
	TOTAL	1006	69	918	1994	

DM PM						
Total Flow (Vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	13	791	804	
	B	12	0	90	102	
	C	1056	19	0	1075	
	TOTAL	1068	32	881	1982	

DS1 PM						
Total Flow (Vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	59	776	835	
	B	35	0	90	125	
	C	1197	38	0	1235	
	TOTAL	1232	97	866	2195	

DS2 PM						
Total Flow (Vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	71	772	843	
	B	27	0	95	122	
	C	1220	38	0	1258	
	TOTAL	1247	109	867	2223	

DM - Base PM						
Total Flow (Vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	-41	-96	-136	
	B	-14	0	58	44	
	C	77	4	0	80	
	TOTAL	62	-37	-37	-12	

DS1 - DM PM						
Total Flow (Vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	46	-15	31	
	B	23	0	0	23	
	C	141	19	0	159	
	TOTAL	164	64	-15	213	

DS2 - DM PM						
Total Flow (Vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	57	-19	38	
	B	15	0	5	20	
	C	163	19	0	182	
	TOTAL	179	76	-14	241	

DM - Base PM						
Total Flow (Vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	-75%	-11%	-14%	
	B	-54%	0	186%	76%	
	C	8%	24%	0	8%	
	TOTAL	6%	-53%	-4%	-1%	

DS1 - DM PM						
Total Flow (Vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	347%	-2%	4%	
	B	192%	0	0%	22%	
	C	13%	98%	0%	15%	
	TOTAL	15%	200%	-2%	11%	

DS2 - DM PM						
Total Flow (Vehicles)						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	435%	-2%	5%	
	B	127%	0	5%	20%	
	C	15%	99%	0%	17%	
	TOTAL	17%	236%	-2%	12%	

Base AM						
Delay						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	8	8	16	
	B	9	0	9	18	
	C	9	9	0	18	
	TOTAL	18	17	17	52	

DM AM						
Delay						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	86	143	229	
	B	61	0	72	133	
	C	16	26	0	42	
	TOTAL	78	112	215	404	

DS1 AM						
Delay						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	106	178	284	
	B	65	0	113	178	
	C	15	26	0	41	
	TOTAL	80	132	290	503	

DS2 AM						
Delay						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	121	200	321	
	B	61	0	133	194	
	C	19	26	0	45	
	TOTAL	80	147	333	560	

DM - Base AM						
Delay						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	78	135	213	
	B	52	0	63	115	
	C	7	17	0	24	
	TOTAL	60	95	197	352	

DS1 - DM AM						
Delay						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	20	35	55	
	B	4	0	41	45	
	C	-1	0	0	0	
	TOTAL	3	20	76	99	

DS2 - DM AM						
Delay						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	35	57	92	
	B	-1	0	61	60	
	C	3	0	0	3	
	TOTAL	2	35	119	156	

DM - Base AM						
Delay						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	946%	1640%	1293%	
	B	569%	0	682%	626%	
	C	83%	191%	0	137%	
	TOTAL	331%	555%	1134%	670%	

DS1 - DM AM						
Delay						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	23%	24%	24%	
	B	6%	0	57%	33%	
	C	-5%	1%	0	-1%	
	TOTAL	4%	18%	35%	24%	

DS2 - DM AM						
Delay						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	41%	40%	40%	
	B	-1%	0	85%	45%	
	C	19%	1%	0	8%	
	TOTAL	3%	32%	55%	39%	

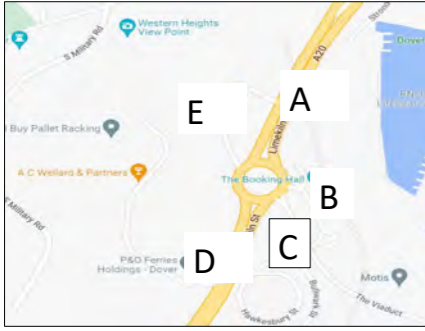
Base PM						
Delay						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	8	8	16	
	B	9	0	9	18	
	C	9	9	0	19	
	TOTAL	18	17	17	53	

DM PM						
Delay						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	62	120	182	
	B	66	0	53	118	
	C	16	24	0	40	
	TOTAL	81	86	172	340	

DS1 PM						
Delay						
From Arm	All	To Arm			TOTAL	
	A	B	C			
From Arm	A	0	74	116	190	
	B	71	0	52	123	
	C	26	24	0	51	
	TOTAL	97	98	168	363	

DS2 PM						
Delay						
From Arm	All	To Arm			TOTAL	
	A	B	C			

A20 / Elizabeth Street



Arm	Name	IB from node	IB to node	OB from node	OB to node
A	A20 N	1131	1081	1071	1122
B	Elizabeth Street	1096	1085	1086	1096
C	The Viaduct	1169	1080	1080	1169
D	A20 S	1053	1067	1079	1062
E	Zone Connector St	90047	90048	90048	90047

Base AM							
Total Flows (Vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A	0	116	157	841	0	1114
	B	0	0	0	0	0	0
	C	97	0	0	37	0	133
	D	741	4	85	0	0	830
	E	45	0	0	0	0	45
	TOTAL	884	120	242	878	0	2122

DM AM							
Total Flows (Vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A	0	131	138	816	0	1085
	B	0	0	0	0	0	0
	C	107	0	0	37	0	144
	D	950	48	116	0	0	1113
	E	50	0	0	0	0	50
	TOTAL	1106	191	249	752	0	2298

DS1 AM							
Total Flows (Vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A	0	144	138	816	0	1098
	B	0	0	0	0	0	0
	C	114	0	0	38	0	152
	D	1021	69	122	0	0	1213
	E	53	0	0	0	0	53
	TOTAL	1188	200	260	854	0	2503

DS2 AM							
Total Flows (Vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A	0	129	137	779	0	1045
	B	0	0	0	0	0	0
	C	114	0	0	38	0	152
	D	1016	69	127	0	0	1212
	E	53	0	0	0	0	53
	TOTAL	1183	199	264	817	0	2462

DM - Base AM							
Total Flows (Vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A	0	28	-24	-126	0	-123
	B	0	0	0	0	0	0
	C	10	0	0	1	0	11
	D	209	44	31	0	0	284
	E	4	0	0	0	0	4
	TOTAL	223	72	7	-125	0	176

DS1 - DM AM							
Total Flows (Vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A	0	-13	5	101	0	94
	B	0	0	0	0	0	0
	C	7	0	0	1	0	8
	D	71	22	6	0	0	99
	E	3	0	0	0	0	3
	TOTAL	82	9	11	102	0	204

DS2 - DM AM							
Total Flows (Vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A	0	-14	4	64	0	54
	B	0	0	0	0	0	0
	C	7	0	0	1	0	8
	D	68	22	11	0	0	99
	E	3	0	0	0	0	3
	TOTAL	77	8	15	64	0	164

DM - Base AM							
Total Flows (Vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A		24%	-16%	-15%		-4%
	B						
	C	10%			2%		8%
	D	28%	1113%	37%			34%
	E	9%					9%
	TOTAL	25%	60%	3%	-14%		8%

DS1 - DM AM							
Total Flows (Vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A		-9%	4%	14%		9%
	B						
	C	7%			2%		6%
	D	8%	46%	5%			9%
	E	7%					7%
	TOTAL	7%	5%	5%	14%		9%

DS2 - DM AM							
Total Flows (Vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A		-10%	3%	9%		5%
	B						
	C	7%			2%		6%
	D	7%	46%	9%			9%
	E	7%					7%
	TOTAL	7%	4%	6%	9%		7%

Base PM							
Total Flows (vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A	0	23	62	833	0	918
	B	107	0	0	36	0	143
	C	67	0	0	48	0	115
	D	757	8	20	0	0	785
	E	63	0	0	0	0	63
	TOTAL	995	32	82	917	0	2025

DM PM							
Total Flows (vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A	0	29	64	789	0	881
	B	169	0	0	37	0	206
	C	56	0	0	77	0	133
	D	773	12	22	0	0	807
	E	78	0	0	0	0	78
	TOTAL	1075	41	85	903	0	2104

DS1 PM							
Total Flows (vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A	0	7	54	806	0	866
	B	214	0	0	23	0	237
	C	50	0	0	106	0	156
	D	879	37	35	0	0	951
	E	91	0	0	0	0	91
	TOTAL	1235	44	88	935	0	2301

DS2 PM							
Total Flows (vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A	0	9	54	804	0	866
	B	177	0	0	75	0	252
	C	118	0	0	49	0	167
	D	867	35	33	0	0	935
	E	97	0	0	0	0	97
	TOTAL	1258	44	88	928	0	2317

DM - Base PM							
Total Flows (vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A	0	5	-2	-44	0	-37
	B	62	0	0	0	0	62
	C	-11	0	0	29	0	18
	D	16	4	2	0	0	22
	E	14	0	0	0	0	14
	TOTAL	60	9	4	-14	0	79

DS1 - DM PM							
Total Flows (vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A	0	-21	-11	17	0	-15
	B	46	0	0	-14	0	32
	C	-5	0	0	29	0	23
	D	106	24	14	0	0	143
	E	13	0	0	0	0	13
	TOTAL	159	3	3	32	0	197

DS2 - DM PM							
Total Flows (vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A	0	-20	-9	15	0	-14
	B	8	0	0	38	0	47
	C	62	0	0	-28	0	34
	D	93	22	12	0	0	127
	E	19	0	0	0	0	19
	TOTAL	182	3	2	25	0	212

DM - Base PM							
Total Flows (vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A			3%	-5%		-4%
	B	57%	23%		1%		43%
	C	-17%			62%		16%
	D	2%	49%	10%			3%
	E	22%					22%
	TOTAL	8%	30%	5%	-2%		4%

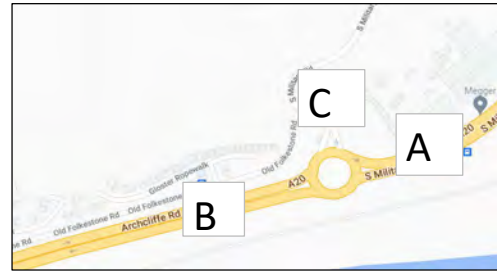
DS1 - DM PM							
Total Flows (vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A		-7%	-17%	2%		-2%
	B	27%			-38%		16%
	C	-10%			37%		18%
	D	14%	194%	63%			18%
	E	17%					17%
	TOTAL	15%	7%	3%	4%		9%

DS2 - DM PM							
Total Flows (vehicles)							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A		-68%	-15%	2%		-2%
	B	5%			105%		23%
	C	111%			-36%		25%
	D	12%	180%	55%			16%
	E	25%					25%
	TOTAL	17%	7%	3%	3%		10%

Base AM							
Delay							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A		8	8	8		25
	B	9		9	9		27
	C	9	9		9		28
	D	9	9	9			27
	E	9	9	9	9		36
	TOTAL	36	35	35	35	0	141

DM AM							
Delay							
From Arm	All	To Arm					TOTAL
		A	B	C	D	E	
From Arm	A		8	8	8		25
	B	9		9	9		26
	C	9	9		9		27
	D	8	8	8			25
	E	9	9	9	9		38
	TOTAL	36	35	35	35	0	

Western Heights Roundabout



Arm	Name	IB from node	IB to node	OB from node	OB to node
A	A20 E	1062	982	977	1053
B	A20 W	943	957	965	952
C	Old Folkestone Road	964	975	959	964

Base AM					
From Arr	Total Flow (vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	780	98	878
	B	757	0	89	846
	C	73	74	0	147
	TOTAL	830	854	187	1871

DM AM					
From Arr	Total Flow (vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	698	55	752
	B	1020	0	158	1179
	C	93	85	0	178
	TOTAL	1113	783	213	2109

DS1 AM					
From Arr	Total Flow (vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	793	61	854
	B	1103	0	162	1265
	C	110	90	0	200
	TOTAL	1213	883	223	2319

DS2 AM					
From Arr	Total Flow (vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	755	62	817
	B	1102	0	162	1264
	C	110	101	0	210
	TOTAL	1212	856	224	2291

DM - Base AM					
From Arr	Total Flow (vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	-82	-43	-125
	B	263	0	69	333
	C	20	12	0	32
	TOTAL	284	-71	26	239

DS1 - DM AM					
From Arr	Total Flow (vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	95	7	102
	B	83	0	3	86
	C	17	5	0	22
	TOTAL	99	100	10	210

DS2 - DM AM					
From Arr	Total Flow (vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	57	7	64
	B	82	0	3	85
	C	16	16	0	32
	TOTAL	99	73	11	182

DM - Base PM					
From Arr	Total Flow (vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	-11%	-44%	-14%
	B	35%		77%	39%
	C	27%	16%		22%
	TOTAL	34%	-8%	14%	

DS1 - DM PM					
From Arr	Total Flow (vehicles)				
	All	To Arm			TOTAL
From Arr	A	14%	12%	14%	
	B	8%		2%	7%
	C	18%	6%		12%
	TOTAL	9%	13%	5%	10%

DS2 - DM PM					
From Arr	Total Flow (vehicles)				
	All	To Arm			TOTAL
From Arr	A	8%	8%	14%	9%
	B	8%		2%	7%
	C	18%	18%		18%
	TOTAL	9%	9%	5%	9%

Base PM					
From Arr	Total Flow (Vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	800	117	917
	B	730	0	58	788
	C	55	65	0	120
	TOTAL	785	865	175	1825

DM PM					
From Arr	Total Flow (Vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	809	93	903
	B	734	0	85	819
	C	74	113	0	187
	TOTAL	807	923	178	1909

DS1 PM					
From Arr	Total Flow (Vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	852	82	935
	B	871	0	104	975
	C	80	117	0	198
	TOTAL	951	970	186	2107

DS2 PM					
From Arr	Total Flow (Vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	863	64	928
	B	853	0	123	976
	C	82	118	0	200
	TOTAL	935	981	187	2103

DM - Base PM					
From Arr	Total Flow (Vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	9	-24	-14
	B	3	0	27	30
	C	19	49	0	67
	TOTAL	22	58	3	83

DS1 - DM PM					
From Arr	Total Flow (Vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	43	-11	32
	B	137	0	19	156
	C	6	4	0	10
	TOTAL	143	47	8	198

DS2 - DM PM					
From Arr	Total Flow (Vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	54	-29	25
	B	119	0	38	157
	C	8	5	0	13
	TOTAL	127	58	9	194

DM - Base PM					
From Arr	Total Flow (Vehicles)				
	All	To Arm			TOTAL
From Arr	A	0	1%	-20%	-2%
	B	0%		46%	4%
	C	34%	76%		56%
	TOTAL	3%	7%	2%	5%

DS1 - DM PM					
From Arr	Total Flow (Vehicles)				
	All	To Arm			TOTAL
From Arr	A	5%	-12%		4%
	B	19%		22%	19%
	C	9%	3%		6%
	TOTAL	18%	5%	5%	10%

DS2 - DM PM					
From Arr	Total Flow (Vehicles)				
	All	To Arm			TOTAL
From Arr	A	8%	7%	-31%	3%
	B	16%		44%	19%
	C	11%	4%		7%
	TOTAL	16%	6%	5%	10%

Base AM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	9	9	18
	B	9	0	9	18
	C	9	9	0	17
	TOTAL	18	18	18	53

DM AM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	9	9	17
	B	8	0	8	17
	C	9	9	0	19
	TOTAL	18	18	17	53

DS1 AM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	9	9	18
	B	8	0	8	17
	C	9	9	0	19
	TOTAL	18	18	17	54

DS2 AM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	9	9	18
	B	8	0	8	17
	C	10	10	0	19
	TOTAL	18	18	17	54

DM - Base AM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	0	0	0
	B	-1	0	-1	-1
	C	1	1	0	1
	TOTAL	0	0	-1	-1

DS1 - DM AM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	TOTAL	0	0	0	1

DS2 - DM AM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	TOTAL	0	0	0	1

DM - Base PM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	-3%	-3%	-3%
	B	-7%		-7%	-7%
	C	7%	7%		7%
	TOTAL	0%	2%	-5%	-1%

DS1 - DM PM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	3%	3%		3%
	B	2%		2%	2%
	C	2%	2%		2%
	TOTAL	2%	3%	2%	2%

DS2 - DM PM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	2%	2%	2%	2%
	B	2%		2%	2%
	C	3%	3%		3%
	TOTAL	2%	2%	2%	2%

Base PM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	9	9	18
	B	9	0	9	18
	C	9	9	0	17
	TOTAL	18	18	18	54

DM PM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	9	9	19
	B	8	0	8	16
	C	9	9	0	18
	TOTAL	17	18	17	52

DS1 PM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	9	9	19
	B	8	0	8	17
	C	9	9	0	18
	TOTAL	17	19	18	54

DS2 PM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	9	9	19
	B	8	0	8	16
	C	9	9	0	18
	TOTAL	17	19	18	54

DM - Base PM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	0	0	0
	B	-1	0	-1	-2
	C	0	0	0	0
	TOTAL	-1	0	-1	-2

DS1 - DM PM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	0	0	0
	B	0	0	0	1
	C	0	0	0	1
	TOTAL	1	0	0	1

DS2 - DM PM					
From Arr	Delay				
	All	To Arm			TOTAL
From Arr	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	1
	TOTAL	1	0	0	1

DM - Base PM					
From Arr	Delay				
	All	To Arm			TOTAL



Appendix N - Duke of York Triggerpoint Assessment



TECHNICAL NOTE 1

DATE:	12 October 2022	CONFIDENTIALITY:	Public
SUBJECT:	Duke of York Trigger-point Assessment		
PROJECT:	Dover Local Plan Reg19	AUTHOR:	Jess Denny
CHECKED:	Christine Elphicke	APPROVED:	Christine Elphicke

INTRODUCTION

WSP were commissioned by Dover District Council (DDC) to undertake local junction modelling at Duke of York roundabout to assess the current and future year junction performance with the existing alignment. The strategic modelling undertaken to assess the Regulation 18 Draft Local Plan sites demonstrated a deterioration of performance at the Duke of York roundabout when considering the completed and consented growth. The same was true for the assessment undertaken as part of the Regulation 19 Draft Local Plan sites. It was determined that individual junction modelling was required to assess the impacts of the forecast demand at a localised level and understand at what point the junction is oversaturated and requires mitigation.

This Technical Note has been written to summarise the work undertaken to assess the 'trigger point' as to when the Duke of York junction improvement is required to be implemented.

JUNCTION MODELLING RESULTS

The Duke of York Roundabout has been assessed using TRL's Junctions 10 software which determines the level of queueing and RFC for each approach based on specific junction geometry and flow volumes, including the % of HGVs. The models have been developed based upon scaled CAD layouts of the junctions, where detailed junction geometries, including lane and entry widths, turning radii and intercept points, have been input to help determine driving behaviour. The models used are the same as those used to assess the Duke of York improvements as outlined in Duke of York Mitigation Technical Note 10th May 2021. In November 2017 manual classified counts were undertaken by Traffic Survey Partners (TSP) at the Duke of York roundabout to collect information on observed traffic volumes, queue lengths and driver behaviour on each approach.

The observed 2017 Base Year flows were then input into the Junctions 10 model and the performance was assessed; this demonstrated that all arms operate within capacity in the AM and PM Peak. During the AM Peak all approach arms had an RFC value of 0.79 and queues of 4 PCUs or less, with exception of the A258 Deal Road approach arm that nears capacity with an RFC of 0.92 and queues of 10 PCUs. During the PM peak all arms operate within capacity with RFC of 0.58 and queues of 2 PCUs or less. The junction performance by each arm is detailed in Table 1.

Table 1: Duke of York Roundabout Performance, 2017 Base Year

	AM		PM	
	Queues (PCU)	RFC	Queues (PCU)	RFC
A258 Deal Road	10	0.92	1	0.32
A2 East	1	0.43	2	0.50
A258 Castle Hill Road	1	0.47	2	0.58
A2 West	4	0.79	2	0.54

TECHNICAL NOTE 1

DATE:	12 October 2022	CONFIDENTIALITY:	Public
SUBJECT:	Duke of York Trigger-point Assessment		
PROJECT:	Dover Local Plan Reg19	AUTHOR:	Jess Denny
CHECKED:	Christine Elphicke	APPROVED:	Christine Elphicke

As the junction model demonstrated that the junction was operating within capacity in the 2017 it was key to understand at what point the junction becomes oversaturated, having adverse impacts on the surrounding network and therefore requiring mitigation. Initially the worst-case scenario was assessed using the 2040 Do Something scenario with the inclusion of 4,930 houses at the Whitfield development site (DS2). This model scenario was developed to support the Regulation 19 Local Plan proposals as is reported on in detail within the Regulation 19 Transport Modelling Forecasting Report.

To obtain the 2040 future year DS2 flows for the Duke of York junction the 2015 and 2040 Dover and Deal Transport Model (DDTM) was used to understand the changes in flows which occur in the future by link. The detailed approach is outlined below:

1. Link flows on approach arms to the junction were obtained from 2015 DDTM
2. Link flows on approach arms to the junction were obtained for the 2040 DM/DS DDTM
3. The absolute difference of link flows was calculated between the 2015 DDTM and 2040 DS2 DDTM
4. Link flow difference between the 2015 and 2040 strategic models were pro-rated to obtain a 23-year growth difference to understand the change between observed 2017 counts and 2040
5. Turning proportion information from the 2017 MCC observed data was applied to the difference in link flows (growth between 2017-2040)
6. The growth between the 2017 and 2040 forecast models was added to the observed 2017 MCC data to understand the future year traffic flows at the junction.

Once the 2040 DS2 future year flows had been obtained these were input into the existing layout junction model, this highlighted that the junction exceeds capacity in both the AM and PM peak. The A258 Deal Road approach arm had an RFC of 1.14 and queues of 90 PCUs during in the AM peak; and the A258 Castle Hill Road and A2 West arms near capacity (RFC of 0.88 and 0.98 respectively). During the PM peak the A2 West arm exceeds capacity with an RFC of 1.07 and queues of 79, suggesting a tidal nature of flows. The junction performance results are detailed in Table 2.

Table 2: Duke of York Roundabout Performance, 2040 Do Something 2

	AM		PM	
	Queues (PCU)	RFC	Queues (PCU)	RFC
A258 Deal Road	90	1.14	3	0.73
A2 East	1	0.46	2	0.55
A258 Castle Hill Road	8	0.88	2	0.63
A2 West	24	0.98	79	1.07

The DDTM has a base year of 2015 and a forecast year of 2040 and no intermediary years. To understand the Duke of York junction operation in 2030, growth between 2015 and 2040 was pro-rated to calculate the 13-year growth between observed 2017 counts and 2030. When these flows were input into the junction model it was evident that the junction was over capacity in the AM peak and neared capacity during the PM

TECHNICAL NOTE 1

DATE:	12 October 2022	CONFIDENTIALITY:	Public
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CHECKED:	Christine Elphicke	APPROVED:	Christine Elphicke

peak, see Table 3.

In AM peak the A258 Deal Road approach arm has an RFC of 1.09 and queues of 65 PCUs, and the A2 west nearing capacity with an RFC of 0.92. During the PM peak all arms operate well within capacity with the exception of the A2 west arm that neared capacity with an RFC value of 0.94. The results of the junction performance in 2030 are further detailed in Table 3.

Table 3: Duke of York Roundabout Performance, 2030 Do Something Future Year

	AM		PM	
	Queues (PCU)	RFC	Queues (PCU)	RFC
A258 Deal Road	65	1.09	2	0.58
A2 East	1	0.43	2	0.54
A258 Castle Hill Road	3	0.72	2	0.59
A2 West	12	0.92	14	0.94

To understand if the junction could theoretically operate within capacity with an additional three years of growth (to 2020), the same methodology detailed above was applied to obtain anticipated flows at the junction in 2020. This analysis showed that the junction is over capacity in the AM peak with A258 Deal Road presenting an RFC value of 1.04, and queues of 39 PCUs, all other arms operate within capacity and have queues of 7 PCUs or less. During the PM peak all approach arms at the junction operate within capacity with queues of 5 PCUs or less. This is further detailed in Table 4.

Table 4: Duke of York Roundabout Performance, 2020 Do Something Future Year

	AM		PM	
	Queues (PCU)	RFC	Queues (PCU)	RFC
A258 Deal Road	39	1.04	1	0.43
A2 East	1	0.40	2	0.52
A258 Castle Hill Road	2	0.57	2	0.55
A2 West	7	0.86	5	0.81

The results for a three-year growth period along with typical traffic patterns obtained from Googlemaps in 2022, suggest that the junction is already overcapacity. This is based on the assumption that traffic flows have continued to increase between 2017 and 2020 and does not take into account any impacts that the Covid Pandemic has had on traffic demand.

As queue lengths increase at the Duke of York roundabout it is anticipated that driver behaviour will change and rat running onto parallel, less congested roads will occur. This is seen within the 2040 DS1 and DS2

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DDTM where as a result of increased delays at Duke of York roundabout additional traffic uses roads to the east of Guston such as Hangmans Lane, East Langdon Road and Pond Road. Additional traffic on these single-track roads would generate potential safety issues. Therefore, it was agreed with Kent County Council (KCC) that the trigger point for the implementation of the Duke of York roundabout would be associated with increased rat running on these roads.

RAT RUNNING ANALYSIS

To understand at what point the growth in houses and employment in traffic generates rat running, analysis of flow on three key rat running roads through Guston have been obtained, these are detailed in Figure 1 and are Hangmans Lane, East Langdon Road and Pond Road.

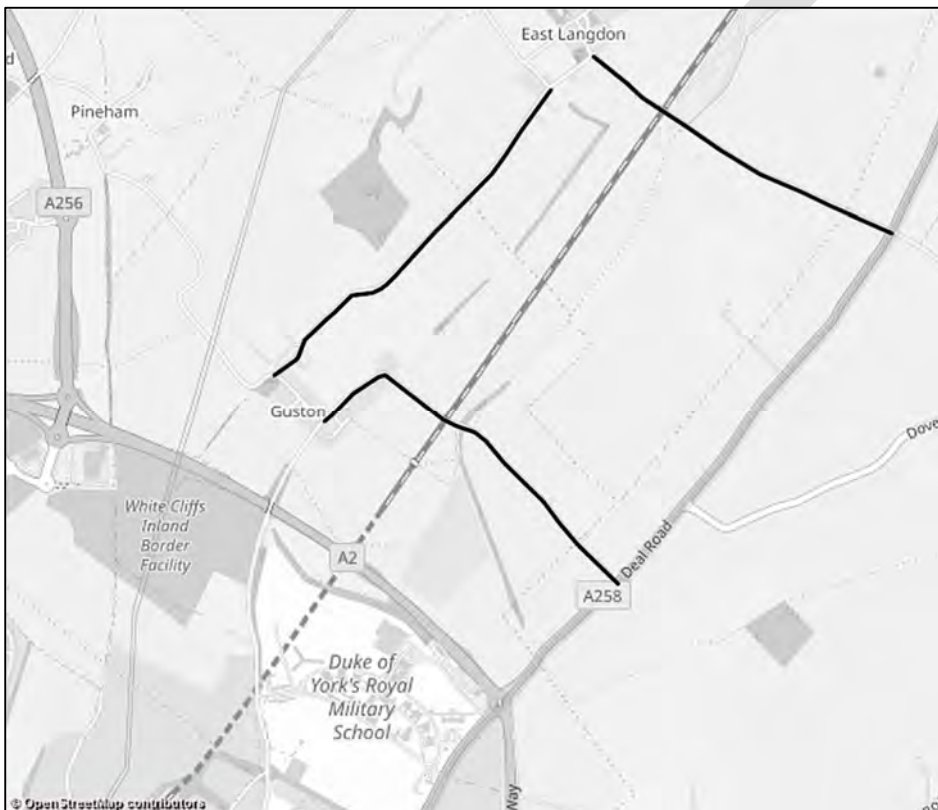


Figure 1: Rat Running Road Assessment

The analysis considered the vehicular flow using the road network from the DDTM strategic model for the AM and PM peaks in the following four scenarios:

- 2015 Base Year
- 2040 Do Minimum (DM)
- 2040 Do Something (DS1 - 2,000 additional houses at Whitfield)
- 2040 Do Something (DS2 - 4,930 additional houses at Whitfield)

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Table 5 shows the changes in traffic flow on the three key roads around the Duke of York roundabout. Increased flows occur on these routes with the 2040 DS1 and DS2 development assumptions as highlighted by the orange shading. No significant rat running occurs on these routes in the 2040 Do Minimum scenario apart from an increase in 105 vehicles on Hangmans Lane WB in the AM peak. Given the increase in flow at this location is in one direction and the traffic flow in the opposing direction is low, 26 vehicles over an hour, this is not anticipated to generate any safety issue.

Table 5: Traffic on Local Roads around Duke of York Roundabout

Scenario		Hangmans Lane EB		Hangmans Lane WB		East Langdon Rd NB		East Langdon Rd SB		Pond Lane EB		Pond Lane WB	
		Flow	Difference all Vehicles	Flow	Difference all Vehicles	Flow	Difference	Flow	Difference all Vehicles	Flow	Difference	Flow	Difference
Base		14		28		9		75		47		11	
2040 DM	AM	26	12	133	105	9	0	107	32	45	-2	67	56
2040 DS1		20	-6	19	-114	17	8	522	416	58	13	227	159
2040 DS2		18	-8	13	-120	29	20	579	472	180	135	238	171
Base		27		28		12		16		7		20	
2040 DM	PM	52	25	32	4	20	8	11	-5	7	0	26	6
2040 DS1		261	209	35	3	56	36	26	15	8	1	58	32
2040 DS2		346	294	36	4	106	86	24	13	15	8	48	22

Analysis was undertaken to understand where the rat running traffic was coming from and it was identified as being a mixture of existing trips and trips from new developments.

Table 6 summarises the information on the Duke of York trigger point assessment for both the junction modelling and rat running.

Table 6: Duke of York Trigger Point Summary

Year	Scenario	DoY Junction 10 results	Rat Running Local Roads	Total Jobs	Total Dwellings
2040	Do Minimum	Over Capacity	No	2,771	7,915
2030	Do Minimum	Over Capacity	No – as none in 2040		
2040	Do Something (DS2)	Over Capacity	Yes	7,367	18,040
2030	Do Something	Over Capacity	We do not know		
2020	Do Something	Over Capacity	We do not know		

Table 6 indicates that the Duke of York roundabout is not needed with the development quantum assumed in the 2040 Do Minimum scenario. This level of development is similar to that proposed by 2030 in the Local Plan. Therefore the trigger point for the Duke of York improvement is somewhere between the



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development quantum in the Do Minimum and the Do Something, between 2,771-7367 jobs and 7,915-18,040 houses (DS2).

Therefore, very simply if you reduce additional jobs and dwellings in DS2 (compared to the Do Minimum) by 75% you could assume a 75% reduction in the rat running traffic on the local roads. This has been derived from looking at the Table 7 which suggest that the trigger point for the scheme is somewhere between 2771 jobs/ 7915 houses and 7,367 jobs and 18,040 houses. We undertook some calculations in a spreadsheet and if you reduced the traffic volumes on the roads which were experiencing rate running by 75% they come roughly down to what is experienced in the DM. This reduction equates to an additional 3,920 jobs and 10,446 dwellings, see Table 7. This is a very simple approach and we have applied this as shown in Table 8 and the rat running traffic is relatively similar to the DM. This does not take into consideration the location of the development which will have an impact on the amount of traffic which uses the Duke of York roundabout.

Table 7: Duke of York Trigger Point Summary

Year	Scenario	DoY Junction 10 results	Rat Running Local Roads	Total Jobs	Total Dwellings	Local Plan trajectory Year
2040	Do Minimum	Over Capacity	No	2,771	7,915	2028
2030	Do Minimum	Over Capacity	No – as none in 2040			
2040		Over Capacity	Potential trigger point for DoY improvement	3,920	10,446	2030
2040	Do Something (DS2)	Over Capacity	Yes	7,367	18,040	



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Table 8: Duke of York Rat Running Traffic Assuming 25% of DS2 Development

Scenario	Hangmans Lane EB			Hangmans Lane WB	East Langdon Rd NB			East Langdon Rd SB			Pond Lane EB			Pond Lane WB		
	Flow	Difference all Vehicles	Flow in vehicles if DS dwellings and jobs are 25% of that proposed	Flow	Difference all Vehicles	Flow	Difference	Flow	Difference all Vehicles	Flow in vehicles if DS dwellings and jobs are 25% of that proposed	Flow	Difference	Flow in vehicles if DS dwellings and jobs are 25% of that proposed	Flow	Difference	Flow in vehicles if DS dwellings and jobs are 25% of that proposed
Base	14			28		9		75			47			11		
2040 DM	26	12		133	105	9	0	107	32		45	-2		67	56	
2040 DS1	20	-6		19	-114	17	8	522	416	211	58	13	48	227	159	107
2040 DS2	18	-8		13	-120	29	20	579	472	225	180	135	78	238	171	110
Base	27			28		12		16			7			20		
2040 DM	52	25		32	4	20	8	11	-5		7	0		26	6	
2040 DS1	261	209	104	35	3	56	36	26	15		8	1		58	32	
2040 DS2	346	294	126	36	4	106	86	24	13		15	8		48	22	



Appendix O - Feasibility of Signalised Junctions

TECHNICAL NOTE: STATION ROAD/DOVER ROAD & GRAM'S RD DOVER RD TRAFFIC SIGNAL CONTROLLED JUNCTION FEASIBILITY ASSESSMENT

DATE:	June 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Station Road/Dover Road & Gram's Road/Dover Road Feasibility Assessment		
PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa	APPROVED:	Tony Adebajo

INTRODUCTION

WSP have been commissioned by Dover District Council (DDC) to undertake a high level assessment of the feasibility of introducing a traffic signal controlled junction at the intersection of Station Road/Dover Road and Gram's Road/Dover Road.

WSP has completed a geometric design review against Design Manual Roads and Bridges (DMRB) standard CD 123 Version 2.1.0 Geometric design of at-grade signal-controlled junction.

Table 1- Station Road/Gram's Road Dover Road Location plan





TECHNICAL NOTE: STATION ROAD/DOVER ROAD & GRAM'S RD DOVER RD TRAFFIC SIGNAL CONTROLLED JUNCTION FEASIBILITY ASSESSMENT

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PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa	APPROVED:	Tony Adebajo

STATION ROAD/DOVER ROAD & GRAM'S RD/DOVER RD -SIGNAL-CONTROLLED JUNCTION JUSTIFICATION CRITERIA

The primary objective in providing traffic signal control at a junction is to reduce the conflict between opposing traffic streams, as these conflicts can result in traffic delay and accidents. Traffic signal installations are designed to minimise the occurrence of both of these.

There are four main factors to take into account when assessing the need for the justification of traffic signal control :-

- **Traffic Delays:** In absence of traffic data it is assumed that delays and queues occur at these junctions in the busiest hour
- **Accident Records:** the average accident rate for the junction is unavailable. The provision of traffic signals is typically considered if the site has an accident rate equal to or greater than the average signal junction on the roads in the borough area and it achieves a positive outcome within a defined timescale.
- **Traffic Management:** In absence of traffic data WSP assumes that the signalisation of both Station Road/Dover Road and Gram's Road/Dover Road will help provide better traffic management control in the area..
- **Providing a Pedestrian and/or cycling facility:** There is an existing signalised pedestrian crossing 50m south of the junction of Station Road and Dover Road. In absence of pedestrian movement data the signalisation of the junction facilitate the introduction of controlled pedestrian crossing points which could improve pedestrian movements along the junction.

TECHNICAL NOTE: STATION ROAD/DOVER ROAD & GRAM'S RD DOVER RD TRAFFIC SIGNAL CONTROLLED JUNCTION FEASIBILITY ASSESSMENT

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PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa	APPROVED:	Tony Adebajo

STATION ROAD/DOVER ROAD & GRAM'S RD DOVER RD - COMPLIANCE WITH GEOMETRIC DESIGN REQUIREMENTS FOR A SIGNAL -CONTROLLED JUNCTION

Table 1 below summarises the outcome of the assessment of compliance of the junction geometry with the requirements set out in DMRB CD123 Version 2.1.0

The horizontal layout of the existing layout of Station Road/Dover Road and Gram's Road/Dover Road junctions has been taken from aerial photography which has been exported to ATOCAD, please note it is approximate only. The vertical geometry is not available.

Table 1 is informed by the proposed layout sketches that can be found on Appendix A

**TECHNICAL NOTE: STATION ROAD/DOVER ROAD & GRAM'S RD DOVER RD
TRAFFIC SIGNAL CONTROLLED JUNCTION FEASIBILITY ASSESSMENT**

DATE:	June 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Station Road/Dover Road & Gram's Road/Dover Road Feasibility Assessment		
PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa	APPROVED:	Tony Adebajo

Table 2-Geometric Design Review

	CD123 V 2.1.0 Requirement	Measured Value	Measured Value				Mitigation/Comments
			Arm 1	Arm 2	Arm 3	Arm 4	
Junction intersection angle	>70 degrees		97 degrees ✓		94 degrees ✓		
Visibility of signals	70m		✓	✓	✓	✓	
Junction intervisibility zone					✓		
Lane widths	>3m		✓	✓	✗	✓	The width of Dover Road north of Gram's Rd is approximately 5.7m
Exit lane continuity			N/A	N/A	N/A	N/A	Not applicable since the layout will comprise single lane approaches
Swept path and corner radii			✗	✗	✗	✗	WSP have assessed refuge vehicle and single decker buse since it appears a number of bus routes operate across the junction. Major changes the kerb lines would be required resulting in loss of footway space and parking .
Staggered Junction	stagger length > (75 to 250m)				✗		Stagger length less than 75m and reservoir distance less that 15m so considered as a single signal controlled crossroad with special account being taken of longer clearance distances. Note that Staggered signal-controlled junctions with short stagger distances could suffer from junction blocking due to a limited reservoir length between the two staggered arms



TECHNICAL NOTE: STATION ROAD/DOVER ROAD & GRAM'S RD DOVER RD TRAFFIC SIGNAL CONTROLLED JUNCTION FEASIBILITY ASSESSMENT

DATE:	June 2021	CONFIDENTIALITY:	Confidential
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PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa	APPROVED:	Tony Adebajo

CONCLUSION

WSP have assessed the swept path analysis of a refuse vehicle and a single decker bus (it appears a number of bus routes operate across the junction). This assumption needs to be reviewed and confirmed by DCC since some of the turning movements may not need to be completed by these vehicles on a regular basis. Most of the movements can be accommodated however major changes to the kerb lines would be required resulting in loss of footway space and parking. WSP has been made aware of some potential changes to the kerb line across the junction to accommodate the Millers Retreat Development proposals

Dover Road carriageway appears to reduce north of Gram's Road rendering this arm not compliant in terms of lane widths. The existing carriageway width at this location could result in conflict between large vehicles cross each other. Due to proximity of the adjacent buildings widening the carriageway is not a feasible option

In absence of traffic data this assessment assumes that traffic signals are installed at both Station Road/Dover Road and Gram's Road/Dover Road. In this case the two junctions would need to be treated as a traffic signal controlled crossroad since the staggered distance is less than 75m and the reservoir for right turning movements is less than 15m. Staggered signal-controlled junctions with short stagger distances could suffer from junction blocking due to a limited reservoir length between the two staggered arms. A traffic modelling assessment would be required to confirm if it is feasible to provide a signal staggering/timings able to mitigate the potential blockages.



TECHNICAL NOTE: STATION ROAD/DOVER ROAD & GRAM'S RD DOVER RD TRAFFIC SIGNAL CONTROLLED JUNCTION FEASIBILITY ASSESSMENT

DATE:	June 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Station Road/Dover Road & Gram's Road/Dover Road Feasibility Assessment		
PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa	APPROVED:	Tony Adebajo

APPENDIX A - DRAWINGS

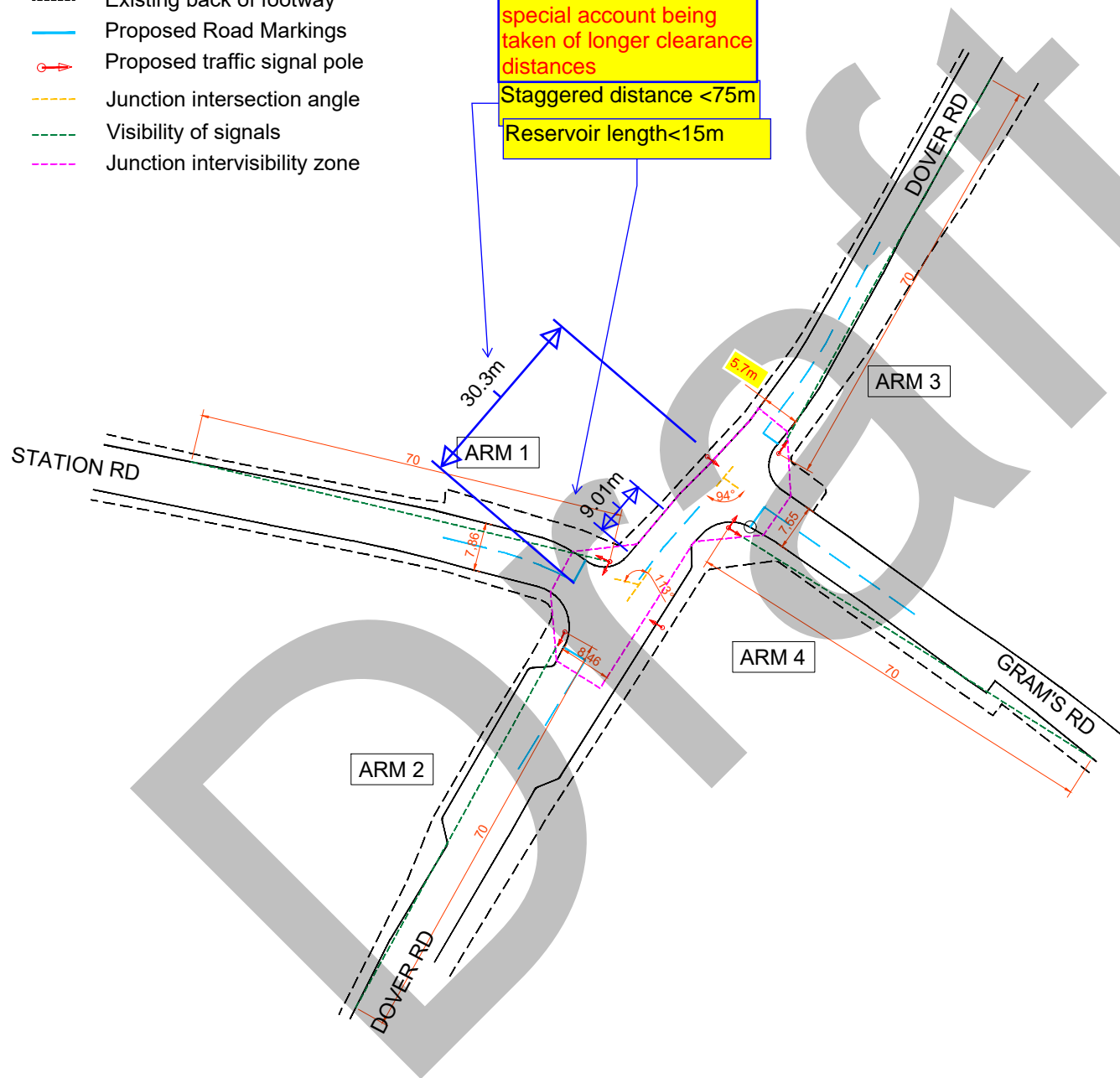
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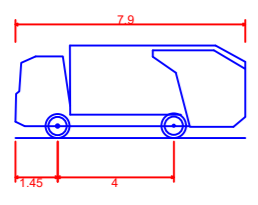
- Existing Kerb line
- - - Existing back of footway
- Proposed Road Markings
- 🚦 Proposed traffic signal pole
- Junction intersection angle
- - - Visibility of signals
- - - Junction intervisibility zone

The junction is normally treated as a signal controlled crossroad with special account being taken of longer clearance distances

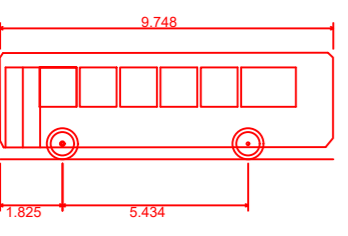
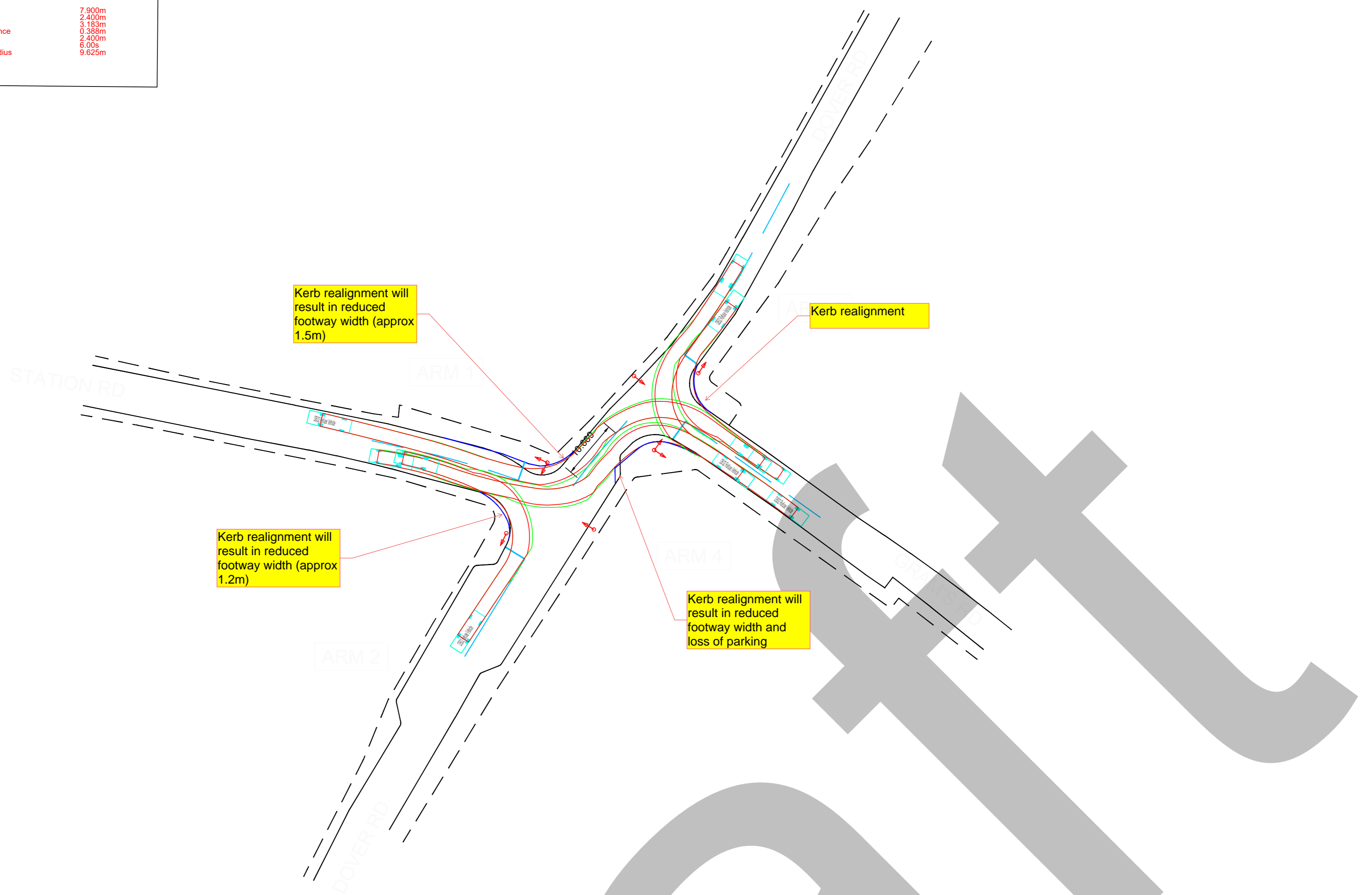
Staggered distance <75m

Reservoir length <15m

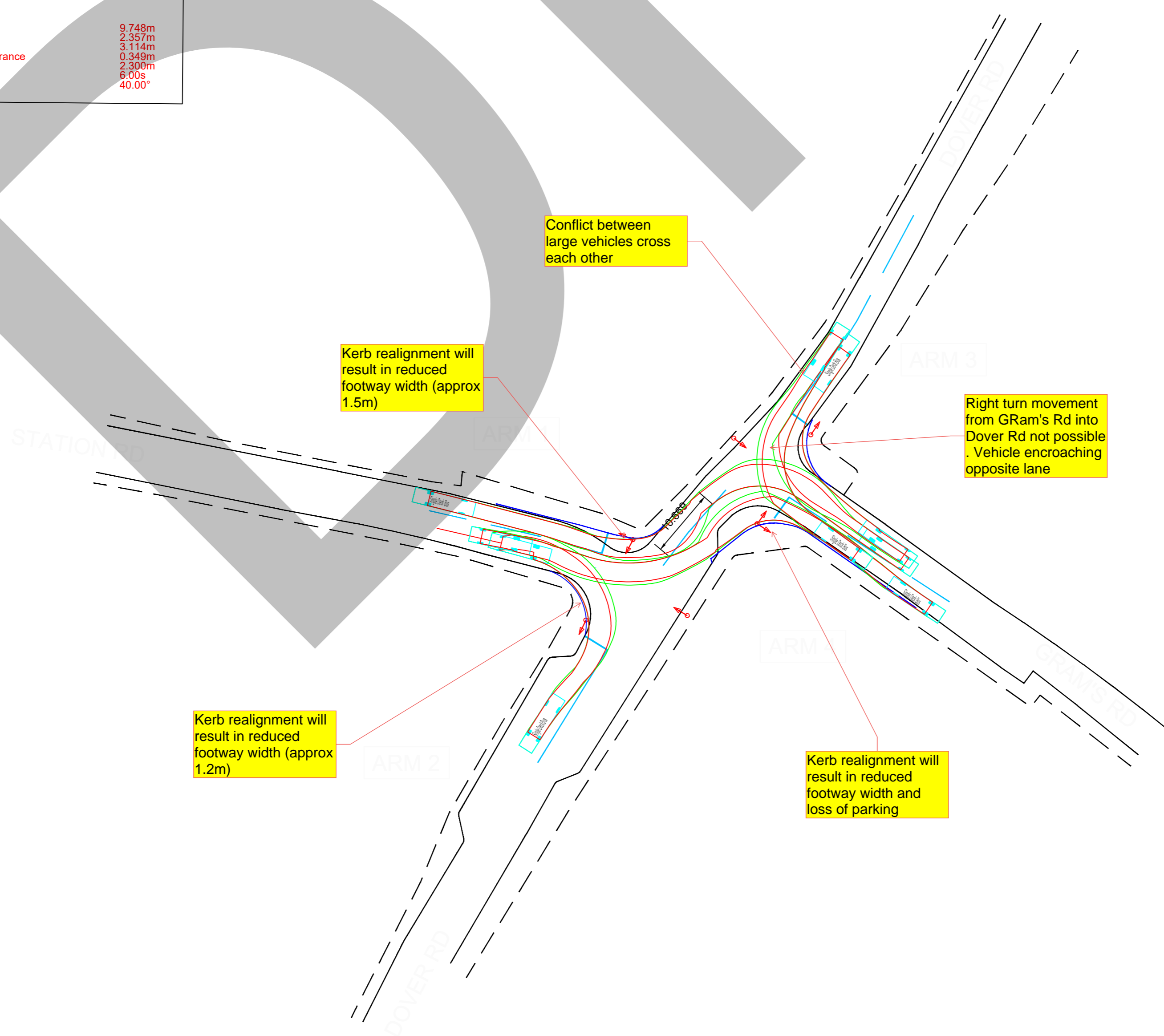




DB32 Refuse Vehicle
Overall Length 7.90m
Overall Width 2.40m
Overall Body Height 3.18m
Min Body Ground Clearance 0.35m
Max Track Width 2.40m
Lock-to-lock time 5.0s
Curb to Curb Turning Radius 9.625m



Single Deck Bus
Overall Length 9.78m
Overall Width 2.57m
Overall Body Height 3.14m
Min Body Ground Clearance 0.34m
Track Width 2.30m
Lock-to-lock time 6.0s
Max Wheel Angle 40.00°



TECHNICAL NOTE: ALKHAM ROAD/LONDON ROAD TRAFFIC SIGNAL CONTROLLED JUNCTION FEASIBILITY ASSESSMENT

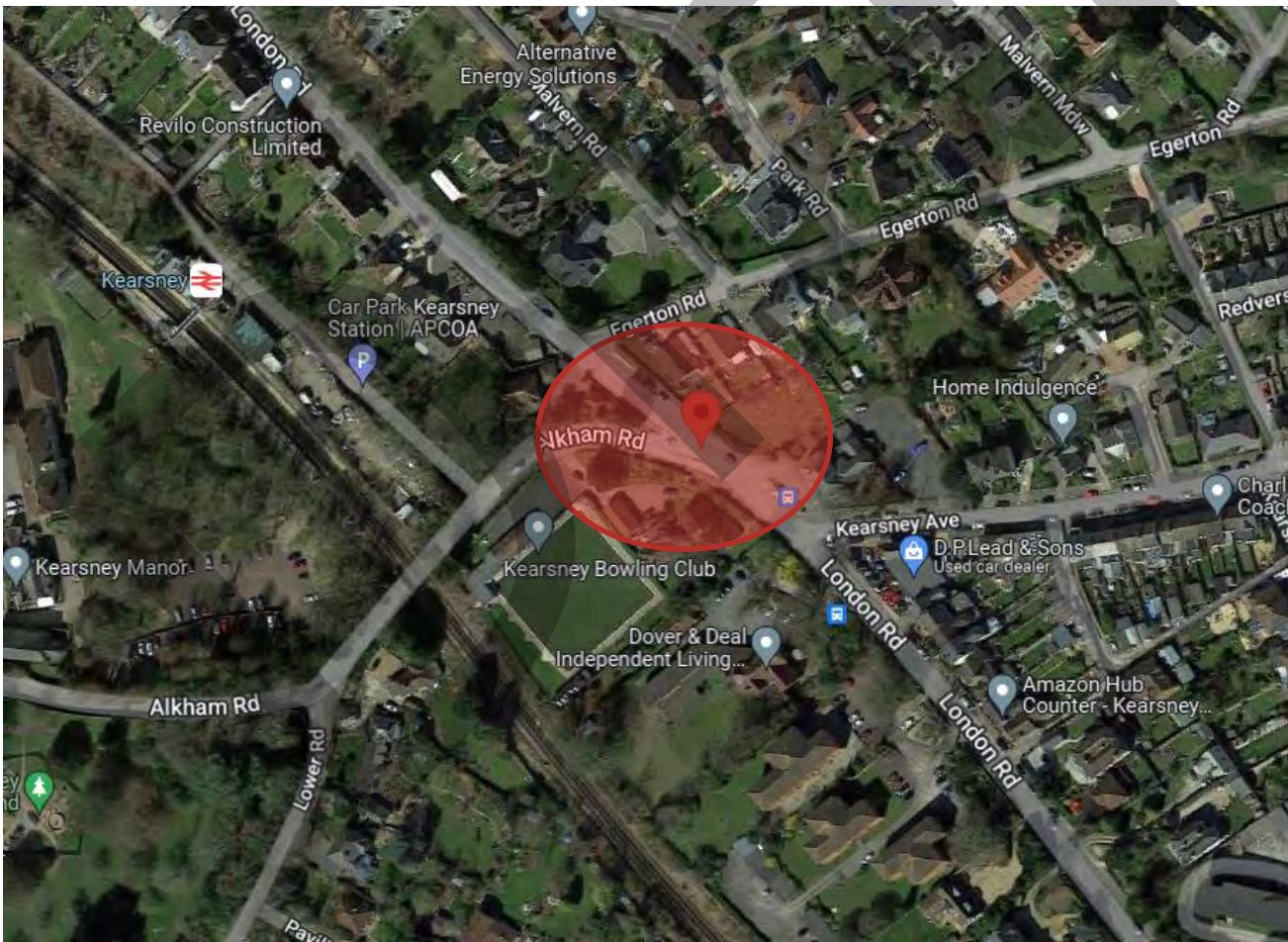
DATE:	June 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	London Road/ Alkham Road Feasibility Assessment		
PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa	APPROVED:	Tony Adebajo

INTRODUCTION

WSP have been commissioned by Dover District Council (DDC) to undertake a high level assessment of the feasibility of introducing a traffic signal controlled junction at the intersection of Alkham Road/London Road

WSP has completed a geometric design review against Design Manual Roads and Bridges (DMRB) standard CD 123 Version 2.1.0 Geometric design of at-grade signal-controlled junction.

Table 1-Alkham Road/London Road Location plan



TECHNICAL NOTE: ALKHAM ROAD/LONDON ROAD TRAFFIC SIGNAL CONTROLLED JUNCTION FEASIBILITY ASSESSMENT

DATE:	June 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	London Road/ Alkham Road Feasibility Assessment		
PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa	APPROVED:	Tony Adebajo

LONDON ROAD /ACKHAM ROAD -SIGNAL-CONTROLLED JUNCTION JUSTIFICATION CRITERIA

The primary objective in providing traffic signal control at a junction is to reduce the conflict between opposing traffic streams, as these conflicts can result in traffic delay and accidents. Traffic signal installations are designed to minimise the occurrence of both of these.

There are four main factors to take into account when assessing the need for the justification of traffic signal control :-

- **Traffic Delays:** In absence of traffic data it is assumed that delay and queues occur in Alkham Road in the busiest hour
- **Accident Records:** the average accident rate for the junction is unavailable. The provision of traffic signals is typically considered if the site has an accident rate equal to or greater than the average signal junction on the roads in the borough area and it achieves a positive outcome within a defined timescale.
- **Traffic Management:** A junction may be signalised to provide better traffic management control within a certain region of the road network. The signalisation of Alkham Road and London Road will provide a better traffic management at the junction itself. . However based on limited information the engineers is uncertain whether the junction can be linked and co-ordinated with other adjacent traffic signalled junctions to influence the pattern and speed of traffic progression.
- **Providing a Pedestrian and/or cycling facility:** In absence of pedestrian movement data the signalisation of the junction could improve pedestrian movements along the southern footway of London Road.

TECHNICAL NOTE: ALKHAM ROAD/LONDON ROAD TRAFFIC SIGNAL CONTROLLED JUNCTION FEASIBILITY ASSESSMENT

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LONDON ROAD /ACKHAM ROAD JUNCTION -COMPLIANCE WITH GEOMETRIC DESIGN REQUIREMENTS FOR A SIGNAL - CONTROLLED JUNCTION

Table 1 below summarises the outcome of the assessment of compliance of the junction geometry with the requirements set out in DMRB CD123 Version 2.1.0

The horizontal layout of the existing junction of Alkham Road and London Road has been taken from aerial photography which has been exported to ATOCAD, please note it is approximate only. The vertical geometry is not available.

Table 1 is informed by the proposed layout sketches that can be found on Appendix A

TECHNICAL NOTE: ALKHAM ROAD/LONDON ROAD TRAFFIC SIGNAL CONTROLLED JUNCTION FEASIBILITY ASSESSMENT

DATE:	June 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	London Road/ Alkham Road Feasibility Assessment		
PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa	APPROVED:	Tony Adebajo

Table 2-Geometric Design Review

	CD123 V 2.1.0 Requirement		Measured Value			Mitigation/Comments
			Arm 1	Arm 2	Arm 3	
Junction intersection angle	>70 degrees			35 degrees X		The intersection angle precludes the left turn movement from Alkham Rd into London Road. This is an existing problem in any case . A potential mitigation of this problem could be banning the left turn movement from Alkham Road into London Road . Vehicles aiming to turn left would need to turn right and turn at the roundabout located 150m east of the junction
Visibility of signals	70m		35m (estimation based on horizontal alignment and street views) X	✓	✓	Visibility is an existing problem on the Alkham Road approach since it doesn't meet the minimum visibility distance for a priority junction. Visibility would be below the minimum 70m required for a signalised junction. A potential mitigation for this could be the introduction of adequate warning signage in advance of the junction
Junction intervisibility zone				✓		
Lane widths	>3m		✓	✓	✓	
Exit lane continuity			✓	✓	✓	Not applicable since the layout will comprise single lane approaches
Swept path and corner radii			X	ü	ü	The designers consider the worst case vehicle that can be reasonably expected to turn in/from Alkham Road on a frequent basis is a 10m rigid vehicle. This manoeuvre is not possible for vehicles turning left from Alkham Road into London Road. A potential mitigation of this problem could be banning the left turn movement from Alkham Road into London Road . Vehicles aiming to turn left would need to turn right and turn at the roundabout located 150m east of the junction

TECHNICAL NOTE: ALKHAM ROAD/LONDON ROAD TRAFFIC SIGNAL CONTROLLED JUNCTION FEASIBILITY ASSESSMENT

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CONCLUSION

A number of Departures may be required in order to enable a traffic signal controlled junction at the intersection of Alkham Road and London Road. These departures are highlighted on Table 1 and relate main to the visibility on the Alkham Road approach visibility and swept path analysis . Mitigation measures are also suggested in table 1.

The existing junction layout is not compliant with the minimum geometrical requirements set out in CD123 Version 2.1.0 for a “priority junction” and that existing layout appears to result in delays and difficulties for vehicles incorporating London Road from Alkham Road.. The introduction of traffic signals could be a way to mitigate traffic delays (subject to the results of traffic modelling) and improve traffic movements the junction.

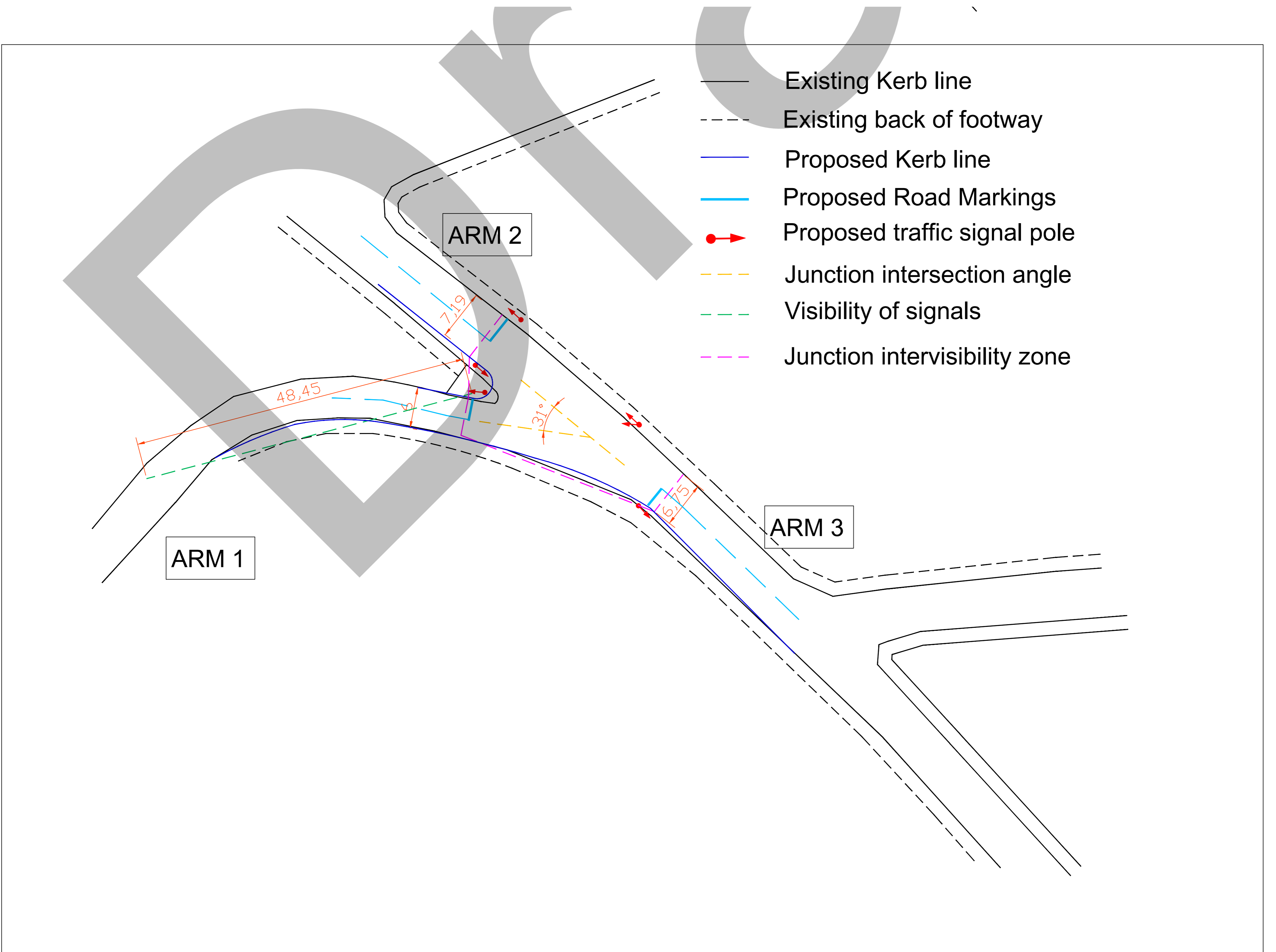


TECHNICAL NOTE: ALKHAM ROAD/LONDON ROAD TRAFFIC SIGNAL CONTROLLED JUNCTION FEASIBILITY ASSESSMENT

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PROJECT:	Dover Local Plan Mitigation	AUTHOR:	Mohsin Khan
CHECKED:	Juan Balboa	APPROVED:	Tony Adebajo

APPENDIX A - DRAWINGS

Draft





Appendix P - Junction Modelling Outputs

Junctions 10													
ARCADY 10 - Roundabout Module													
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021													
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Filename: Whitfield Interchange N_Whitfield Interchange S.j10

Path: \\uk.wspgroup.com\Central Data\Projects\70089xxx\70089926 - Dover Local Plan Reg 19 Work\03 WIP\TP Transport Planning\01 Analysis & Calcs\Junctions10\Dover Rnbts\Base_DM_DS2 models

Report generation date: 13/10/2022 11:38:45

»Base, AM
»Base, PM
»DM, AM
»DM, PM
»DS2, AM
»DS2, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
Base														
1 - Whitfield Interchange N - D - Whitfield Bypass	D1	0.5	2.38	0.34	A	2.27	104 % [1 - Whitfield Interchange N - B - A256]	D2	0.2	1.77	0.15	A	2.37	61 % [1 - Whitfield Interchange N - B - A256]
1 - Whitfield Interchange N - B - A256		0.3	2.22	0.23	A				0.6	2.64	0.37	A		
1 - Whitfield Interchange N - C - A2 Offslip Road		0.1	1.91	0.08	A				0.1	2.28	0.08	A		
2 - Whitfield Interchange S - D - A256		0.2	2.10	0.15	A	2.16			0.1	1.68	0.07	A		
2 - Whitfield Interchange S - A - A2 Offslip Road		0.3	2.13	0.22	A				0.4	2.20	0.29	A		
2 - Whitfield Interchange S - B - Honeywood Parkway		0.1	2.31	0.12	A				0.2	2.68	0.20	A		
DM														
1 - Whitfield Interchange N - D - Whitfield Bypass	D3	1.9	4.64	0.66	A	3.72	39 % [1 - Whitfield Interchange N - D - Whitfield Bypass]	D4	0.6	2.48	0.38	A	3.29	34 % [1 - Whitfield Interchange N - B - A256]
1 - Whitfield Interchange N - B - A256		0.5	2.61	0.35	A				1.2	3.59	0.54	A		
1 - Whitfield Interchange N - C - A2 Offslip Road		0.3	2.51	0.24	A				0.7	3.82	0.40	A		
2 - Whitfield Interchange S - D - A256		0.5	2.38	0.33	A	2.77			0.2	1.85	0.18	A		
2 - Whitfield Interchange S - A - A2 Offslip Road		0.7	3.17	0.40	A				0.7	2.90	0.42	A		
2 - Whitfield Interchange S - B - Honeywood Parkway		0.2	2.79	0.20	A				0.6	3.86	0.37	A		
DS2														
1 - Whitfield Interchange N - D - Whitfield Bypass	D5	6.7	13.96	0.88	B	8.74	7 % [1 - Whitfield Interchange N - D - Whitfield Bypass]	D6	1.7	4.52	0.63	A	10.99	-8 % [2 - Whitfield Interchange S - B - Honeywood Parkway]
1 - Whitfield Interchange N - B - A256		1.0	3.33	0.50	A				8.6	16.40	0.91	C		
1 - Whitfield Interchange N - C - A2 Offslip Road		0.8	3.97	0.46	A				0.7	5.91	0.41	A		
2 - Whitfield Interchange S - D - A256		0.6	2.70	0.39	A	4.16			0.3	1.92	0.21	A		
2 - Whitfield Interchange S - A - A2 Offslip Road		1.8	5.70	0.65	A				1.8	4.81	0.64	A		
2 - Whitfield Interchange S - B - Honeywood Parkway		0.4	3.27	0.30	A				53.6	123.13	1.06	F		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	13/03/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUSER\hougjm
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

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Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	Base	PM	ONE HOUR	17:00	18:30	15	✓
D3	DM	AM	ONE HOUR	08:00	09:30	15	✓
D4	DM	PM	ONE HOUR	17:00	18:30	15	✓
D5	DS2	AM	ONE HOUR	08:00	09:30	15	✓
D6	DS2	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Whitfield Interchange N - B - A256	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Whitfield Interchange S - D - A256	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Whitfield Interchange N	Standard Roundabout		D, A, B, C	2.27	A
2	Whitfield Interchange S	Standard Roundabout		D, A, B, C	2.16	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	104	1 - Whitfield Interchange N - B - A256	2.23	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line
1 - Whitfield Interchange N	D	Whitfield Bypass		
	A	A2 Onslip Road		
	B	A256		
	C	A2 Offslip Road		
2 - Whitfield Interchange S	D	A256		
	A	A2 Offslip Road		
	B	Honeywood Parkway		
	C	A2 Onslip Road		

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Whitfield Interchange N	D - Whitfield Bypass	7.60	8.40	7.3	46.0	60.4	29.0		
	A - A2 Onslip Road								✓
	B - A256	7.20	9.00	3.7	28.8	60.4	56.0		
	C - A2 Offslip Road	7.20	8.70	4.5	38.6	60.4	34.0	✓	
2 - Whitfield Interchange S	D - A256	7.70	8.40	7.2	29.1	61.1	48.0		
	A - A2 Offslip Road	7.30	7.70	7.1	62.6	61.1	26.0	✓	
	B - Honeywood Parkway	6.70	6.90	4.4	18.3	61.1	33.0		
	C - A2 Onslip Road								✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - Whitfield Interchange N	D - Whitfield Bypass	0.711	2560
	A - A2 Onslip Road		
	B - A256	0.624	2213
	C - A2 Offslip Road	0.683	2425
2 - Whitfield Interchange S	D - A256	0.655	2377
	A - A2 Offslip Road	0.687	2424
	B - Honeywood Parkway	0.607	2052
	C - A2 Onslip Road		

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)

✓	✓	HV Percentages	2.00
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Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Whitfield Interchange N	B - A256	2	D	Simple (vertical queueing)	Normal	0	100.00	
2 - Whitfield Interchange S	D - A256	1	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Whitfield Interchange N	D - Whitfield Bypass		ONE HOUR	✓	700	100.000
	A - A2 Onslip Road					
	B - A256	✓				
	C - A2 Offslip Road		ONE HOUR	✓	148	100.000
2 - Whitfield Interchange S	D - A256	✓				
	A - A2 Offslip Road		ONE HOUR	✓	445	100.000
	B - Honeywood Parkway		ONE HOUR	✓	198	100.000
	C - A2 Onslip Road					

Origin-Destination Data

Demand (Veh/hr)

		To				
		D - Whitfield Bypass	A - A2 Onslip Road	B - A256	C - A2 Offslip Road	
1 - Whitfield Interchange N	From					
		D - Whitfield Bypass	0	553	147	0
		A - A2 Onslip Road	0	0	0	0
		B - A256	392	65	0	0
	C - A2 Offslip Road	0	0	148	0	

Demand (Veh/hr)

		To				
		D - A256	A - A2 Offslip Road	B - Honeywood Parkway	C - A2 Onslip Road	
2 - Whitfield Interchange S	From					
		D - A256	0	0	295	0
		A - A2 Offslip Road	309	0	136	0
		B - Honeywood Parkway	148	0	0	50
	C - A2 Onslip Road	0	0	0	0	

Vehicle Mix

Heavy Vehicle Percentages

		To				
		D - Whitfield Bypass	A - A2 Onslip Road	B - A256	C - A2 Offslip Road	
1 - Whitfield Interchange N	From					
		D - Whitfield Bypass	0	1	18	0
		A - A2 Onslip Road	0	0	0	0
		B - A256	5	5	0	0
	C - A2 Offslip Road	0	0	1	0	

Heavy Vehicle Percentages

		To				
		D - A256	A - A2 Offslip Road	B - Honeywood Parkway	C - A2 Onslip Road	
2 - Whitfield Interchange S	From					
		D - A256	0	1	18	0
		A - A2 Offslip Road	0	0	0	0
		B - Honeywood Parkway	5	5	0	0
	C - A2 Onslip Road	0	0	1	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Whitfield Interchange N	D - Whitfield Bypass	0.34	2.38	0.5	A	642	963
	A - A2 Onslip Road						
	B - A256	0.23	2.22	0.3	A	405	608
	C - A2 Offslip Road	0.08	1.91	0.1	A	136	204
2 - Whitfield Interchange S	D - A256	0.15	2.10	0.2	A	252	377
	A - A2 Offslip Road	0.22	2.13	0.3	A	408	613
	B - Honeywood Parkway	0.12	2.31	0.1	A	182	273
	C - A2 Onslip Road						

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	527	132	158	2334	0.226	526	284	0.0	0.3	1.990	A
	A - A2 Onslip Road			222				463				
	B - A256	332	83	0	2105	0.158	331	222	0.0	0.2	2.028	A
	C - A2 Offslip Road	111	28	331	2156	0.052	111	0	0.0	0.1	1.760	A
2 - Whitfield Interchange S	D - A256	206	52	0	2014	0.102	206	343	0.0	0.1	1.991	A
	A - A2 Offslip Road	335	84	206	2257	0.148	334	0	0.0	0.2	1.872	A
	B - Honeywood Parkway	149	37	232	1839	0.081	149	308	0.0	0.1	2.129	A
	C - A2 Onslip Road			343				38				

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	629	157	189	2312	0.272	629	341	0.3	0.4	2.138	A
	A - A2 Onslip Road			265				553				
	B - A256	397	99	0	2105	0.189	397	265	0.2	0.2	2.107	A
	C - A2 Offslip Road	133	33	397	2109	0.063	133	0	0.1	0.1	1.820	A
2 - Whitfield Interchange S	D - A256	246	62	0	2014	0.122	246	411	0.1	0.1	2.036	A
	A - A2 Offslip Road	400	100	246	2224	0.180	400	0	0.2	0.2	1.973	A
	B - Honeywood Parkway	178	44	278	1812	0.098	178	369	0.1	0.1	2.202	A
	C - A2 Onslip Road			411				45				

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	771	193	232	2283	0.338	770	417	0.4	0.5	2.380	A
	A - A2 Onslip Road			325				678				
	B - A256	486	122	0	2105	0.231	486	325	0.2	0.3	2.223	A
	C - A2 Offslip Road	163	41	486	2046	0.080	163	0	0.1	0.1	1.910	A
2 - Whitfield Interchange S	D - A256	302	75	0	2014	0.150	302	503	0.1	0.2	2.102	A
	A - A2 Offslip Road	490	122	302	2179	0.225	490	0	0.2	0.3	2.131	A
	B - Honeywood Parkway	218	55	340	1776	0.123	218	451	0.1	0.1	2.310	A
	C - A2 Onslip Road			503				55				

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	771	193	232	2283	0.338	771	417	0.5	0.5	2.380	A
	A - A2 Onslip Road			325				678				
	B - A256	487	122	0	2105	0.231	487	325	0.3	0.3	2.224	A
	C - A2 Offslip Road	163	41	487	2046	0.080	163	0	0.1	0.1	1.910	A
2 - Whitfield Interchange S	D - A256	302	75	0	2014	0.150	302	503	0.2	0.2	2.102	A
	A - A2 Offslip Road	490	122	302	2179	0.225	490	0	0.3	0.3	2.131	A
	B - Honeywood Parkway	218	55	340	1776	0.123	218	452	0.1	0.1	2.310	A
	C - A2 Onslip Road			503				55				

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	629	157	190	2312	0.272	630	341	0.5	0.4	2.141	A
	A - A2 Onslip Road			265				554				
	B - A256	398	99	0	2105	0.189	398	265	0.3	0.2	2.109	A
	C - A2 Offslip Road	133	33	398	2109	0.063	133	0	0.1	0.1	1.824	A
2 - Whitfield Interchange S	D - A256	247	62	0	2014	0.123	247	411	0.2	0.1	2.037	A
	A - A2 Offslip Road	400	100	247	2223	0.180	400	0	0.3	0.2	1.976	A
	B - Honeywood Parkway	178	44	278	1812	0.098	178	369	0.1	0.1	2.202	A
	C - A2 Onslip Road			411				45				

09:15 - 09:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	527	132	159	2334	0.226	527	286	0.4	0.3	1.993	A
	A - A2 Onslip Road			222				464				
	B - A256	333	83	0	2105	0.158	333	222	0.2	0.2	2.033	A
	C - A2 Offslip Road	111	28	333	2155	0.052	111	0	0.1	0.1	1.761	A
2 - Whitfield Interchange S	D - A256	207	52	0	2014	0.103	207	344	0.1	0.1	1.992	A
	A - A2 Offslip Road	335	84	207	2256	0.149	335	0	0.2	0.2	1.876	A
	B - Honeywood Parkway	149	37	233	1839	0.081	149	309	0.1	0.1	2.130	A

C - A2 Onslip Road	344	38
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Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Whitfield Interchange N - B - A256	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Whitfield Interchange S - D - A256	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Whitfield Interchange N	Standard Roundabout		D, A, B, C	2.37	A
2	Whitfield Interchange S	Standard Roundabout		D, A, B, C	2.26	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	61	1 - Whitfield Interchange N - B - A256	2.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Whitfield Interchange N	B - A256	2	D	Simple (vertical queueing)	Normal	0	100.00	
2 - Whitfield Interchange S	D - A256	1	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Whitfield Interchange N	D - Whitfield Bypass		ONE HOUR	✓	318	100.000
	A - A2 Onslip Road					
	B - A256	✓				
	C - A2 Offslip Road		ONE HOUR	✓	127	100.000
2 - Whitfield Interchange S	D - A256	✓				
	A - A2 Offslip Road		ONE HOUR	✓	613	100.000
	B - Honeywood Parkway		ONE HOUR	✓	299	100.000
	C - A2 Onslip Road					

Origin-Destination Data

Demand (Veh/hr)

		To				
		D - Whitfield Bypass	A - A2 Onslip Road	B - A256	C - A2 Offslip Road	
1 - Whitfield Interchange N	From	D - Whitfield Bypass	0	311	7	0
		A - A2 Onslip Road	0	0	0	0
		B - A256	680	65	0	0
		C - A2 Offslip Road	0	0	127	0

Demand (Veh/hr)

		To			
		D - A256	A - A2 Offslip Road	B - Honeywood Parkway	C - A2 Onslip Road
2 - Whitfield Interchange S	From	D - A256	0	134	0
		A - A2 Offslip Road	530	83	0
		B - Honeywood Parkway	215	0	84
		C - A2 Onslip Road	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Whitfield Interchange N

		To			
		D - Whitfield Bypass	A - A2 Onslip Road	B - A256	C - A2 Offslip Road
From	D - Whitfield Bypass	0	1	3	0
	A - A2 Onslip Road	0	0	0	0
	B - A256	2	0	0	0
	C - A2 Offslip Road	0	0	8	0

Heavy Vehicle Percentages

2 - Whitfield Interchange S

		To			
		D - A256	A - A2 Offslip Road	B - Honeywood Parkway	C - A2 Onslip Road
From	D - A256	0	1	3	0
	A - A2 Offslip Road	0	0	0	0
	B - Honeywood Parkway	2	0	0	0
	C - A2 Onslip Road	0	0	8	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Whitfield Interchange N	D - Whitfield Bypass	0.15	1.77	0.2	A	292	438
	A - A2 Onslip Road						
	B - A256	0.37	2.64	0.6	A	675	1013
	C - A2 Offslip Road	0.08	2.28	0.1	A	117	175
2 - Whitfield Interchange S	D - A256	0.07	1.68	0.1	A	129	193
	A - A2 Offslip Road	0.29	2.20	0.4	A	562	844
	B - Honeywood Parkway	0.20	2.68	0.2	A	274	412
	C - A2 Onslip Road						

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	239	60	144	2427	0.099	239	503	0.0	0.1	1.644	A
	A - A2 Onslip Road			101				282				
	B - A256	553	138	0	2174	0.254	551	101	0.0	0.3	2.216	A
	C - A2 Offslip Road	96	24	551	1883	0.051	95	0	0.0	0.1	2.013	A
2 - Whitfield Interchange S	D - A256	105	26	0	2300	0.046	105	560	0.0	0.0	1.639	A
	A - A2 Offslip Road	461	115	105	2349	0.196	461	0	0.0	0.2	1.906	A
	B - Honeywood Parkway	225	56	398	1785	0.126	225	168	0.0	0.1	2.307	A
	C - A2 Onslip Road			560				63				

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	286	71	172	2406	0.119	286	603	0.1	0.1	1.696	A
	A - A2 Onslip Road			120				337				
	B - A256	661	165	0	2174	0.304	661	120	0.3	0.4	2.379	A
	C - A2 Offslip Road	114	29	661	1813	0.063	114	0	0.1	0.1	2.119	A
2 - Whitfield Interchange S	D - A256	126	32	0	2300	0.055	126	669	0.0	0.1	1.655	A
	A - A2 Offslip Road	551	138	126	2334	0.236	551	0	0.2	0.3	2.018	A
	B - Honeywood Parkway	269	67	476	1738	0.155	269	201	0.1	0.2	2.449	A
	C - A2 Onslip Road			669				75				

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	350	88	210	2378	0.147	350	739	0.1	0.2	1.774	A
	A - A2 Onslip Road			147				413				
	B - A256	810	202	0	2174	0.372	809	147	0.4	0.6	2.636	A
	C - A2 Offslip Road	140	35	809	1718	0.081	140	0	0.1	0.1	2.281	A
2 - Whitfield Interchange S	D - A256	154	39	0	2300	0.067	154	820	0.1	0.1	1.676	A
	A - A2 Offslip Road	675	169	154	2314	0.292	675	0	0.3	0.4	2.195	A
	B - Honeywood Parkway	329	82	583	1674	0.197	329	246	0.2	0.2	2.675	A

	C - A2 Onslip Road			820				92				
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17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	350	88	211	2377	0.147	350	740	0.2	0.2	1.774	A
	A - A2 Onslip Road			148				413				
	B - A256	810	203	0	2174	0.373	810	148	0.6	0.6	2.639	A
	C - A2 Offslip Road	140	35	810	1717	0.081	140	0	0.1	0.1	2.282	A
2 - Whitfield Interchange S	D - A256	154	39	0	2300	0.067	154	820	0.1	0.1	1.676	A
	A - A2 Offslip Road	675	169	154	2314	0.292	675	0	0.4	0.4	2.196	A
	B - Honeywood Parkway	329	82	584	1674	0.197	329	246	0.2	0.2	2.676	A
	C - A2 Onslip Road			820				92				

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	286	71	172	2406	0.119	286	605	0.2	0.1	1.700	A
	A - A2 Onslip Road			121				338				
	B - A256	662	166	0	2174	0.305	663	121	0.6	0.4	2.384	A
	C - A2 Offslip Road	114	29	663	1812	0.063	114	0	0.1	0.1	2.122	A
2 - Whitfield Interchange S	D - A256	126	32	0	2300	0.055	126	670	0.1	0.1	1.655	A
	A - A2 Offslip Road	551	138	126	2334	0.236	551	0	0.4	0.3	2.019	A
	B - Honeywood Parkway	269	67	477	1738	0.155	269	201	0.2	0.2	2.450	A
	C - A2 Onslip Road			670				76				

18:15 - 18:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	239	60	144	2427	0.099	240	506	0.1	0.1	1.645	A
	A - A2 Onslip Road			101				283				
	B - A256	554	139	0	2174	0.255	555	101	0.4	0.3	2.225	A
	C - A2 Offslip Road	96	24	555	1881	0.051	96	0	0.1	0.1	2.018	A
2 - Whitfield Interchange S	D - A256	106	26	0	2300	0.046	106	561	0.1	0.0	1.642	A
	A - A2 Offslip Road	461	115	106	2349	0.197	462	0	0.3	0.2	1.907	A
	B - Honeywood Parkway	225	56	399	1785	0.126	225	168	0.2	0.1	2.310	A
	C - A2 Onslip Road			561				63				

DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Whitfield Interchange N - B - A256	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Whitfield Interchange S - D - A256	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Whitfield Interchange N	Standard Roundabout		D, A, B, C	3.72	A
2	Whitfield Interchange S	Standard Roundabout		D, A, B, C	2.77	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	39	1 - Whitfield Interchange N - D - Whitfield Bypass	3.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	DM	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Whitfield Interchange N	B - A256	2	D	Simple (vertical queueing)	Normal	0	100.00	
2 - Whitfield Interchange S	D - A256	1	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Whitfield Interchange N	D - Whitfield Bypass		ONE HOUR	✓	1351	100.000
	A - A2 Onslip Road					
	B - A256	✓				
	C - A2 Offslip Road		ONE HOUR	✓	408	100.000
2 - Whitfield Interchange S	D - A256	✓				
	A - A2 Offslip Road		ONE HOUR	✓	683	100.000
	B - Honeywood Parkway		ONE HOUR	✓	285	100.000
	C - A2 Onslip Road					

Origin-Destination Data

Demand (Veh/hr)

		To				
		D - Whitfield Bypass	A - A2 Onslip Road	B - A256	C - A2 Offslip Road	
1 - Whitfield Interchange N	From	D - Whitfield Bypass	0	894	457	0
		A - A2 Onslip Road	0	0	0	0
		B - A256	624	76	0	0
		C - A2 Offslip Road	189	0	219	0

Demand (Veh/hr)

		To			
		D - A256	A - A2 Offslip Road	B - Honeywood Parkway	C - A2 Onslip Road
2 - Whitfield Interchange S	From	D - A256	0	571	105
		A - A2 Offslip Road	499	184	0
		B - Honeywood Parkway	201	0	84
		C - A2 Onslip Road	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Whitfield Interchange N

		To			
		D - Whitfield Bypass	A - A2 Onslip Road	B - A256	C - A2 Offslip Road
From	D - Whitfield Bypass	0	1	7	0
	A - A2 Onslip Road	0	0	0	0
	B - A256	4	4	0	0
	C - A2 Offslip Road	0	0	1	0

Heavy Vehicle Percentages

2 - Whitfield Interchange S

		To			
		D - A256	A - A2 Offslip Road	B - Honeywood Parkway	C - A2 Onslip Road
From	D - A256	0	1	7	0
	A - A2 Offslip Road	0	0	0	0
	B - Honeywood Parkway	4	4	0	0
	C - A2 Onslip Road	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Whitfield Interchange N	D - Whitfield Bypass	0.66	4.64	1.9	A	1240	1860
	A - A2 Onslip Road						
	B - A256	0.35	2.61	0.5	A	624	936
	C - A2 Offslip Road	0.24	2.51	0.3	A	374	562
2 - Whitfield Interchange S	D - A256	0.33	2.38	0.5	A	616	924
	A - A2 Offslip Road	0.40	3.17	0.7	A	627	940
	B - Honeywood Parkway	0.20	2.79	0.2	A	262	392
	C - A2 Onslip Road						

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1017	254	220	2336	0.435	1014	596	0.0	0.8	2.718	A
	A - A2 Onslip Road			508				726				
	B - A256	511	128	0	2126	0.240	510	508	0.0	0.3	2.227	A
	C - A2 Offslip Road	307	77	510	2051	0.150	306	0	0.0	0.2	2.062	A
2 - Whitfield Interchange S	D - A256	504	126	0	2253	0.224	503	526	0.0	0.3	2.056	A
	A - A2 Offslip Road	514	129	503	2059	0.250	513	0	0.0	0.3	2.326	A
	B - Honeywood Parkway	215	54	453	1728	0.124	214	563	0.0	0.1	2.379	A
	C - A2 Onslip Road			526				141				

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1215	304	263	2305	0.527	1213	714	0.8	1.1	3.291	A
	A - A2 Onslip Road			607				869				
	B - A256	611	153	0	2126	0.287	611	607	0.3	0.4	2.375	A
	C - A2 Offslip Road	367	92	611	1979	0.185	367	0	0.2	0.2	2.231	A
2 - Whitfield Interchange S	D - A256	603	151	0	2253	0.268	603	629	0.3	0.4	2.181	A
	A - A2 Offslip Road	614	154	603	1987	0.309	614	0	0.3	0.4	2.622	A
	B - Honeywood Parkway	256	64	542	1675	0.153	256	674	0.1	0.2	2.537	A
	C - A2 Onslip Road			629				169				

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1487	372	322	2264	0.657	1484	874	1.1	1.9	4.601	A
	A - A2 Onslip Road			743				1063				
	B - A256	748	187	0	2126	0.352	748	743	0.4	0.5	2.610	A
	C - A2 Offslip Road	449	112	748	1883	0.239	449	0	0.2	0.3	2.510	A
2 - Whitfield Interchange S	D - A256	738	184	0	2253	0.328	737	770	0.4	0.5	2.375	A
	A - A2 Offslip Road	752	188	737	1889	0.398	751	0	0.4	0.7	3.163	A
	B - Honeywood Parkway	314	78	663	1603	0.196	314	825	0.2	0.2	2.791	A

	C - A2 Onslip Road			770				207				
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08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1487	372	322	2263	0.657	1487	876	1.9	1.9	4.638	A
	A - A2 Onslip Road			744				1066				
	B - A256	749	187	0	2126	0.352	749	744	0.5	0.5	2.613	A
2 - Whitfield Interchange S	C - A2 Offslip Road	449	112	749	1882	0.239	449	0	0.3	0.3	2.512	A
	D - A256	739	185	0	2253	0.328	739	771	0.5	0.5	2.377	A
	A - A2 Offslip Road	752	188	739	1888	0.398	752	0	0.7	0.7	3.169	A
	B - Honeywood Parkway	314	78	664	1603	0.196	314	827	0.2	0.2	2.792	A
	C - A2 Onslip Road			771				207				

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1215	304	264	2305	0.527	1218	716	1.9	1.1	3.319	A
	A - A2 Onslip Road			609				872				
	B - A256	612	153	0	2126	0.288	613	609	0.5	0.4	2.379	A
	C - A2 Offslip Road	367	92	613	1978	0.185	367	0	0.3	0.2	2.234	A
2 - Whitfield Interchange S	D - A256	605	151	0	2253	0.268	605	630	0.5	0.4	2.187	A
	A - A2 Offslip Road	614	154	605	1985	0.309	615	0	0.7	0.4	2.630	A
	B - Honeywood Parkway	256	64	543	1674	0.153	256	677	0.2	0.2	2.541	A
	C - A2 Onslip Road			630				170				

09:15 - 09:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1017	254	221	2335	0.436	1018	600	1.1	0.8	2.738	A
	A - A2 Onslip Road			510				730				
	B - A256	513	128	0	2126	0.241	513	510	0.4	0.3	2.233	A
	C - A2 Offslip Road	307	77	513	2049	0.150	307	0	0.2	0.2	2.069	A
2 - Whitfield Interchange S	D - A256	506	126	0	2253	0.225	506	527	0.4	0.3	2.061	A
	A - A2 Offslip Road	514	129	506	2057	0.250	515	0	0.4	0.3	2.336	A
	B - Honeywood Parkway	215	54	455	1726	0.124	215	566	0.2	0.1	2.383	A
	C - A2 Onslip Road			527				142				

DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Whitfield Interchange N - B - A256	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Whitfield Interchange S - D - A256	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Whitfield Interchange N	Standard Roundabout		D, A, B, C	3.29	A
2	Whitfield Interchange S	Standard Roundabout		D, A, B, C	2.94	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	34	1 - Whitfield Interchange N - B - A256	3.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	DM	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Whitfield Interchange N	B - A256	2	D	Simple (vertical queueing)	Normal	0	100.00	
2 - Whitfield Interchange S	D - A256	1	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Whitfield Interchange N	D - Whitfield Bypass		ONE HOUR	✓	792	100.000
	A - A2 Onslip Road					
	B - A256	✓				
	C - A2 Offslip Road		ONE HOUR	✓	576	100.000
2 - Whitfield Interchange S	D - A256	✓				
	A - A2 Offslip Road		ONE HOUR	✓	808	100.000
	B - Honeywood Parkway		ONE HOUR	✓	488	100.000
	C - A2 Onslip Road					

Origin-Destination Data

Demand (Veh/hr)

		To			
		D - Whitfield Bypass	A - A2 Onslip Road	B - A256	C - A2 Offslip Road
1 - Whitfield Interchange N	From D - Whitfield Bypass	0	585	207	0
	From A - A2 Onslip Road	0	0	0	0
	From B - A256	970	111	0	0
	From C - A2 Offslip Road	408	0	168	0

Demand (Veh/hr)

		To			
		D - A256	A - A2 Offslip Road	B - Honeywood Parkway	C - A2 Onslip Road
2 - Whitfield Interchange S	From D - A256	0	0	276	99
	From A - A2 Offslip Road	745	0	63	0
	From B - Honeywood Parkway	336	0	0	152
	From C - A2 Onslip Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		D - Whitfield Bypass	A - A2 Onslip Road	B - A256	C - A2 Offslip Road
1 - Whitfield Interchange N	From D - Whitfield Bypass	0	1	0	0
	A - A2 Onslip Road	0	0	0	0
	B - A256	2	0	0	0
	C - A2 Offslip Road	0	0	7	0

Heavy Vehicle Percentages

		To			
		D - A256	A - A2 Offslip Road	B - Honeywood Parkway	C - A2 Onslip Road
2 - Whitfield Interchange S	From D - A256	0	1	0	0
	A - A2 Offslip Road	0	0	0	0
	B - Honeywood Parkway	2	0	0	0
	C - A2 Onslip Road	0	0	7	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Whitfield Interchange N	D - Whitfield Bypass	0.38	2.48	0.6	A	727	1090
	A - A2 Onslip Road						
	B - A256	0.54	3.59	1.2	A	982	1474
	C - A2 Offslip Road	0.40	3.82	0.7	A	529	793
2 - Whitfield Interchange S	D - A256	0.18	1.85	0.2	A	355	533
	A - A2 Offslip Road	0.42	2.90	0.7	A	741	1112
	B - Honeywood Parkway	0.37	3.86	0.6	A	448	672
	C - A2 Onslip Road						

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	596	149	208	2393	0.249	595	1026	0.0	0.3	2.001	A
	A - A2 Onslip Road			282				522				
	B - A256	804	201	0	2182	0.369	802	282	0.0	0.6	2.603	A
	C - A2 Offslip Road	434	108	802	1832	0.237	432	0	0.0	0.3	2.570	A
2 - Whitfield Interchange S	D - A256	291	73	0	2375	0.122	290	812	0.0	0.1	1.726	A
	A - A2 Offslip Road	608	152	290	2224	0.274	607	0	0.0	0.4	2.224	A
	B - Honeywood Parkway	367	92	636	1648	0.223	366	261	0.0	0.3	2.806	A
	C - A2 Onslip Road			812				191				

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	712	178	250	2363	0.301	712	1229	0.3	0.4	2.180	A
	A - A2 Onslip Road			337				624				
	B - A256	962	241	0	2182	0.441	961	337	0.6	0.8	2.947	A
	C - A2 Offslip Road	518	129	961	1724	0.300	517	0	0.3	0.4	2.982	A
2 - Whitfield Interchange S	D - A256	348	87	0	2375	0.146	348	971	0.1	0.2	1.774	A
	A - A2 Offslip Road	726	182	348	2185	0.333	726	0	0.4	0.5	2.468	A
	B - Honeywood Parkway	439	110	761	1573	0.279	438	312	0.3	0.4	3.173	A
	C - A2 Onslip Road			971				228				

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	872	218	305	2321	0.376	871	1504	0.4	0.6	2.481	A
	A - A2 Onslip Road			412				764				
	B - A256	1178	294	0	2182	0.540	1176	412	0.8	1.2	3.575	A
	C - A2 Offslip Road	634	159	1176	1578	0.402	633	0	0.4	0.7	3.808	A
2 - Whitfield Interchange S	D - A256	426	106	0	2375	0.179	425	1189	0.2	0.2	1.845	A
	A - A2 Offslip Road	890	222	425	2131	0.417	889	0	0.5	0.7	2.897	A
	B - Honeywood Parkway	537	134	932	1470	0.365	537	382	0.4	0.6	3.852	A
	C - A2 Onslip Road											

	C - A2 Onslip Road			1189				279				
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17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	872	218	306	2321	0.376	872	1507	0.6	0.6	2.483	A
	A - A2 Onslip Road			413				765				
	B - A256	1179	295	0	2182	0.540	1179	413	1.2	1.2	3.588	A
	C - A2 Offslip Road	634	159	1179	1576	0.402	634	0	0.7	0.7	3.821	A
2 - Whitfield Interchange S	D - A256	426	107	0	2375	0.179	426	1190	0.2	0.2	1.846	A
	A - A2 Offslip Road	890	222	426	2131	0.418	890	0	0.7	0.7	2.900	A
	B - Honeywood Parkway	537	134	933	1470	0.366	537	383	0.6	0.6	3.860	A
	C - A2 Onslip Road			1190				280				

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	712	178	250	2362	0.301	713	1234	0.6	0.4	2.184	A
	A - A2 Onslip Road			338				626				
	B - A256	964	241	0	2182	0.442	966	338	1.2	0.8	2.964	A
	C - A2 Offslip Road	518	129	966	1721	0.301	519	0	0.7	0.4	2.996	A
2 - Whitfield Interchange S	D - A256	348	87	0	2375	0.147	349	973	0.2	0.2	1.778	A
	A - A2 Offslip Road	726	182	349	2184	0.333	727	0	0.7	0.5	2.472	A
	B - Honeywood Parkway	439	110	763	1572	0.279	439	313	0.6	0.4	3.182	A
	C - A2 Onslip Road			973				229				

18:15 - 18:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	596	149	210	2392	0.249	597	1032	0.4	0.3	2.006	A
	A - A2 Onslip Road			283				524				
	B - A256	807	202	0	2182	0.370	808	283	0.8	0.6	2.620	A
	C - A2 Offslip Road	434	108	808	1828	0.237	434	0	0.4	0.3	2.585	A
2 - Whitfield Interchange S	D - A256	292	73	0	2375	0.123	292	815	0.2	0.1	1.729	A
	A - A2 Offslip Road	608	152	292	2223	0.274	609	0	0.5	0.4	2.230	A
	B - Honeywood Parkway	367	92	638	1647	0.223	368	262	0.4	0.3	2.817	A
	C - A2 Onslip Road			815				192				

DS2, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Whitfield Interchange N - B - A256	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Whitfield Interchange S - D - A256	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Whitfield Interchange N	Standard Roundabout		D, A, B, C	8.74	A
2	Whitfield Interchange S	Standard Roundabout		D, A, B, C	4.16	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	7	1 - Whitfield Interchange N - D - Whitfield Bypass	6.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DS2	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Whitfield Interchange N	B - A256	2	D	Simple (vertical queueing)	Normal	0	100.00	
2 - Whitfield Interchange S	D - A256	1	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Whitfield Interchange N	D - Whitfield Bypass		ONE HOUR	✓	1633	100.000
	A - A2 Onslip Road					
	B - A256	✓				
	C - A2 Offslip Road		ONE HOUR	✓	690	100.000
2 - Whitfield Interchange S	D - A256	✓				
	A - A2 Offslip Road		ONE HOUR	✓	1047	100.000
	B - Honeywood Parkway		ONE HOUR	✓	424	100.000
	C - A2 Onslip Road					

Origin-Destination Data

Demand (Veh/hr)

		To			
		D - Whitfield Bypass	A - A2 Onslip Road	B - A256	C - A2 Offslip Road
1 - Whitfield Interchange N	From D - Whitfield Bypass	0	1279	354	0
	From A - A2 Onslip Road	0	0	0	0
	From B - A256	868	126	0	0
	From C - A2 Offslip Road	230	0	460	0

Demand (Veh/hr)

		To			
		D - A256	A - A2 Offslip Road	B - Honeywood Parkway	C - A2 Onslip Road
2 - Whitfield Interchange S	From D - A256	0	0	814	0
	From A - A2 Offslip Road	676	0	371	0
	From B - Honeywood Parkway	318	0	0	106
	From C - A2 Onslip Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Whitfield Interchange N

		To			
		D - Whitfield Bypass	A - A2 Onslip Road	B - A256	C - A2 Offslip Road
From	D - Whitfield Bypass	0	1	8	0
	A - A2 Onslip Road	0	0	0	0
	B - A256	3	3	0	0
	C - A2 Offslip Road	0	0	1	0

Heavy Vehicle Percentages

2 - Whitfield Interchange S

		To			
		D - A256	A - A2 Offslip Road	B - Honeywood Parkway	C - A2 Onslip Road
From	D - A256	0	1	8	0
	A - A2 Offslip Road	0	0	0	0
	B - Honeywood Parkway	3	3	0	0
	C - A2 Onslip Road	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Whitfield Interchange N	D - Whitfield Bypass	0.88	13.96	6.7	B	1498	2248
	A - A2 Onslip Road						
	B - A256	0.50	3.33	1.0	A	896	1343
	C - A2 Offslip Road	0.46	3.97	0.8	A	633	950
2 - Whitfield Interchange S	D - A256	0.39	2.70	0.6	A	716	1074
	A - A2 Offslip Road	0.65	5.70	1.8	A	961	1441
	B - Honeywood Parkway	0.30	3.27	0.4	A	389	584
	C - A2 Onslip Road						

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1229	307	438	2195	0.560	1224	811	0.0	1.3	3.689	A
	A - A2 Onslip Road			611				1052				
	B - A256	733	183	0	2156	0.340	731	611	0.0	0.5	2.523	A
	C - A2 Offslip Road	519	130	731	1907	0.272	518	0	0.0	0.4	2.590	A
2 - Whitfield Interchange S	D - A256	585	146	0	2192	0.267	584	746	0.0	0.4	2.237	A
	A - A2 Offslip Road	788	197	584	1988	0.396	786	0	0.0	0.7	2.987	A
	B - Honeywood Parkway	319	80	507	1710	0.187	318	862	0.0	0.2	2.586	A
	C - A2 Onslip Road			746				80				

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1468	367	524	2134	0.688	1464	972	1.3	2.2	5.345	A
	A - A2 Onslip Road			731				1258				
	B - A256	877	219	0	2156	0.407	876	731	0.5	0.7	2.812	A
	C - A2 Offslip Road	620	155	876	1805	0.344	620	0	0.4	0.5	3.035	A
2 - Whitfield Interchange S	D - A256	700	175	0	2192	0.320	700	893	0.4	0.5	2.413	A
	A - A2 Offslip Road	941	235	700	1902	0.495	940	0	0.7	1.0	3.737	A
	B - Honeywood Parkway	381	95	607	1650	0.231	381	1033	0.2	0.3	2.835	A
	C - A2 Onslip Road			893				95				

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1798	449	641	2052	0.876	1781	1189	2.2	6.4	12.582	B
	A - A2 Onslip Road			892				1531				
	B - A256	1073	268	0	2156	0.498	1072	892	0.7	1.0	3.318	A
	C - A2 Offslip Road	760	190	1072	1669	0.455	758	0	0.5	0.8	3.950	A
2 - Whitfield Interchange S	D - A256	855	214	0	2192	0.390	854	1092	0.5	0.6	2.689	A
	A - A2 Offslip Road	1153	288	854	1787	0.645	1150	0	1.0	1.8	5.616	A
	B - Honeywood Parkway	467	117	742	1570	0.297	466	1261	0.3	0.4	3.260	A
	C - A2 Onslip Road											

	C - A2 Onslip Road			1092				117				
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08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1798	449	643	2051	0.877	1797	1192	6.4	6.7	13.959	B
	A - A2 Onslip Road			896				1543				
	B - A256	1075	269	0	2156	0.499	1075	896	1.0	1.0	3.330	A
	C - A2 Offslip Road	760	190	1075	1666	0.456	760	0	0.8	0.8	3.970	A
2 - Whitfield Interchange S	D - A256	859	215	0	2192	0.392	859	1094	0.6	0.6	2.699	A
	A - A2 Offslip Road	1153	288	859	1784	0.646	1153	0	1.8	1.8	5.704	A
	B - Honeywood Parkway	467	117	744	1569	0.298	467	1267	0.4	0.4	3.266	A
	C - A2 Onslip Road			1094				117				

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1468	367	526	2133	0.688	1486	977	6.7	2.2	5.711	A
	A - A2 Onslip Road			736				1275				
	B - A256	880	220	0	2156	0.408	881	736	1.0	0.7	2.827	A
	C - A2 Offslip Road	620	155	881	1801	0.344	622	0	0.8	0.5	3.053	A
2 - Whitfield Interchange S	D - A256	706	177	0	2192	0.322	707	896	0.6	0.5	2.426	A
	A - A2 Offslip Road	941	235	707	1897	0.496	944	0	1.8	1.0	3.791	A
	B - Honeywood Parkway	381	95	610	1649	0.231	382	1041	0.4	0.3	2.844	A
	C - A2 Onslip Road			896				95				

09:15 - 09:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1229	307	440	2193	0.561	1233	817	2.2	1.3	3.763	A
	A - A2 Onslip Road			614				1059				
	B - A256	736	184	0	2156	0.342	737	614	0.7	0.5	2.540	A
	C - A2 Offslip Road	519	130	737	1902	0.273	520	0	0.5	0.4	2.604	A
2 - Whitfield Interchange S	D - A256	589	147	0	2192	0.269	589	749	0.5	0.4	2.246	A
	A - A2 Offslip Road	788	197	589	1985	0.397	790	0	1.0	0.7	3.015	A
	B - Honeywood Parkway	319	80	510	1708	0.187	319	869	0.3	0.2	2.594	A
	C - A2 Onslip Road			749				80				

DS2, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Whitfield Interchange N - B - A256	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Whitfield Interchange S - D - A256	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Whitfield Interchange N	Standard Roundabout		D, A, B, C	10.99	B
2	Whitfield Interchange S	Standard Roundabout		D, A, B, C	56.24	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-8	2 - Whitfield Interchange S - B - Honeywood Parkway	31.66	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	DS2	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Whitfield Interchange N	B - A256	2	D	Simple (vertical queueing)	Normal	0	100.00	
2 - Whitfield Interchange S	D - A256	1	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Whitfield Interchange N	D - Whitfield Bypass		ONE HOUR	✓	1254	100.000
	A - A2 Onslip Road					
	B - A256	✓				
	C - A2 Offslip Road		ONE HOUR	✓	381	100.000
2 - Whitfield Interchange S	D - A256	✓				
	A - A2 Offslip Road		ONE HOUR	✓	1206	100.000
	B - Honeywood Parkway		ONE HOUR	✓	1291	100.000
	C - A2 Onslip Road					

Origin-Destination Data

Demand (Veh/hr)

		To			
		D - Whitfield Bypass	A - A2 Onslip Road	B - A256	C - A2 Offslip Road
1 - Whitfield Interchange N	From D - Whitfield Bypass	0	983	271	0
	From A - A2 Onslip Road	0	0	0	0
	From B - A256	1562	303	0	0
	From C - A2 Offslip Road	206	0	175	0

Demand (Veh/hr)

		To			
		D - A256	A - A2 Offslip Road	B - Honeywood Parkway	C - A2 Onslip Road
2 - Whitfield Interchange S	From D - A256	0	0	388	58
	From A - A2 Offslip Road	992	0	214	0
	From B - Honeywood Parkway	874	0	0	417
	From C - A2 Onslip Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Whitfield Interchange N

		To			
		D - Whitfield Bypass	A - A2 Onslip Road	B - A256	C - A2 Offslip Road
From	D - Whitfield Bypass	0	0	0	0
	A - A2 Onslip Road	0	0	0	0
	B - A256	1	0	0	0
	C - A2 Offslip Road	0	0	7	0

Heavy Vehicle Percentages

2 - Whitfield Interchange S

		To			
		D - A256	A - A2 Offslip Road	B - Honeywood Parkway	C - A2 Onslip Road
From	D - A256	0	0	0	0
	A - A2 Offslip Road	0	0	0	0
	B - Honeywood Parkway	1	0	0	0
	C - A2 Onslip Road	0	0	7	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Whitfield Interchange N	D - Whitfield Bypass	0.63	4.52	1.7	A	1151	1726
	A - A2 Onslip Road						
	B - A256	0.91	16.40	8.6	C	1705	2557
	C - A2 Offslip Road	0.41	5.91	0.7	A	350	524
2 - Whitfield Interchange S	D - A256	0.21	1.92	0.3	A	420	630
	A - A2 Offslip Road	0.64	4.81	1.8	A	1107	1660
	B - Honeywood Parkway	1.06	123.13	53.6	F	1185	1777
	C - A2 Onslip Road						

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	944	236	356	2292	0.412	941	1316	0.0	0.7	2.659	A
	A - A2 Onslip Road			335				963				
	B - A256	1393	348	0	2195	0.635	1386	335	0.0	1.7	4.413	A
	C - A2 Offslip Road	287	72	1386	1426	0.201	286	0	0.0	0.3	3.154	A
2 - Whitfield Interchange S	D - A256	344	86	0	2375	0.145	343	1398	0.0	0.2	1.771	A
	A - A2 Offslip Road	908	227	343	2188	0.415	905	0	0.0	0.7	2.801	A
	B - Honeywood Parkway	972	243	789	1563	0.622	965	459	0.0	1.6	5.968	A
	C - A2 Onslip Road			1398				356				

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1127	282	427	2241	0.503	1126	1575	0.7	1.0	3.226	A
	A - A2 Onslip Road			400				1152				
	B - A256	1665	416	0	2195	0.759	1660	400	1.7	3.1	6.658	A
	C - A2 Offslip Road	343	86	1660	1244	0.275	342	0	0.3	0.4	3.991	A
2 - Whitfield Interchange S	D - A256	411	103	0	2375	0.173	411	1671	0.2	0.2	1.831	A
	A - A2 Offslip Road	1084	271	411	2141	0.506	1083	0	0.7	1.0	3.397	A
	B - Honeywood Parkway	1161	290	944	1469	0.790	1153	550	1.6	3.6	11.119	B
	C - A2 Onslip Road			1671				426				

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1381	345	509	2181	0.633	1378	1860	1.0	1.7	4.467	A
	A - A2 Onslip Road			490				1397				
	B - A256	1969	492	0	2195	0.897	1951	490	3.1	7.6	13.792	B
	C - A2 Offslip Road	419	105	1951	1050	0.400	418	0	0.4	0.7	5.692	A
2 - Whitfield Interchange S	D - A256	503	126	0	2375	0.212	503	1977	0.2	0.3	1.922	A
	A - A2 Offslip Road	1328	332	503	2078	0.639	1325	0	1.0	1.7	4.764	A
	B - Honeywood Parkway	1421	355	1155	1342	1.059	1310	673	3.6	31.4	59.352	F

C - A2 Onslip Road			1977				488					
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17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1381	345	515	2177	0.634	1381	1888	1.7	1.7	4.520	A
	A - A2 Onslip Road			491				1404				
	B - A256	1987	497	0	2195	0.905	1983	491	7.6	8.6	16.399	C
	C - A2 Offslip Road	419	105	1983	1028	0.408	419	0	0.7	0.7	5.913	A
2 - Whitfield Interchange S	D - A256	504	126	0	2375	0.212	504	1994	0.3	0.3	1.923	A
	A - A2 Offslip Road	1328	332	504	2077	0.639	1328	0	1.7	1.8	4.805	A
	B - Honeywood Parkway	1421	355	1158	1340	1.061	1333	674	31.4	53.6	123.128	F
	C - A2 Onslip Road			1994				496				

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	1127	282	454	2222	0.507	1130	1712	1.7	1.0	3.304	A
	A - A2 Onslip Road			402				1182				
	B - A256	1807	452	0	2195	0.823	1822	402	8.6	4.9	10.003	B
	C - A2 Offslip Road	343	86	1822	1135	0.302	344	0	0.7	0.4	4.550	A
2 - Whitfield Interchange S	D - A256	413	103	0	2375	0.174	413	1813	0.3	0.2	1.836	A
	A - A2 Offslip Road	1084	271	413	2140	0.507	1087	0	1.8	1.0	3.431	A
	B - Honeywood Parkway	1161	290	948	1467	0.791	1358	552	53.6	4.3	58.873	F
	C - A2 Onslip Road			1813				492				

18:15 - 18:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Whitfield Interchange N	D - Whitfield Bypass	944	236	363	2288	0.413	945	1345	1.0	0.7	2.683	A
	A - A2 Onslip Road			336				972				
	B - A256	1408	352	0	2195	0.641	1420	336	4.9	1.8	4.717	A
	C - A2 Offslip Road	287	72	1420	1403	0.204	288	0	0.4	0.3	3.227	A
2 - Whitfield Interchange S	D - A256	345	86	0	2375	0.145	346	1413	0.2	0.2	1.775	A
	A - A2 Offslip Road	908	227	346	2186	0.415	909	0	1.0	0.7	2.821	A
	B - Honeywood Parkway	972	243	793	1560	0.623	983	462	4.3	1.7	6.342	A
	C - A2 Onslip Road			1413				362				

<h1>Junctions 10</h1>
<h2>ARCADY 10 - Roundabout Module</h2>
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021
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Filename: A256 Sandwich Bypass_A258 Deal Road.j10

Path: \\uk.wspgroup.com\Central Data\Projects\70089xxx\70089926 - Dover Local Plan Reg 19 Work\03 WIP\TTP Transport Planning\01 Analysis & Calcs\Junctions10\Dover Rnpts\Base_DM_DS Sandwich Bypass models

Report generation date: 13/10/2022 11:56:38

- »Base, AM
- »Base, PM
- »DM, AM
- »DM, PM
- »DS, AM
- »DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
Base										
1 - Sandwich Bypass (NW)	D1	5.3	20.06	0.85	C	D2	3.7	14.45	0.79	B
2 - A258 Deal Road (E)		0.7	3.88	0.42	A		0.4	2.91	0.26	A
3 - A256 (S)		1.5	7.85	0.61	A		1.2	6.29	0.55	A
4 - Sandwich Wildlife Park (W)		0.0	10.54	0.01	B		0.0	8.47	0.00	A
DM										
1 - Sandwich Bypass (NW)	D3	16.7	59.99	0.96	F	D4	10.0	35.38	0.92	E
2 - A258 Deal Road (E)		0.7	3.98	0.42	A		0.7	3.77	0.41	A
3 - A256 (S)		4.5	17.14	0.82	C		2.1	9.37	0.68	A
4 - Sandwich Wildlife Park (W)		0.0	15.26	0.01	C		0.0	11.44	0.01	B
DS										
1 - Sandwich Bypass (NW)	D5	7.6	29.02	0.89	D	D6	13.9	49.05	0.95	E
2 - A258 Deal Road (E)		0.7	3.87	0.42	A		0.8	4.03	0.45	A
3 - A256 (S)		5.4	20.00	0.85	C		4.4	17.16	0.82	C
4 - Sandwich Wildlife Park (W)		0.0	16.17	0.01	C		0.0	15.64	0.01	C

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	07/10/2022
Version	
Status	(new file)
Identifier	
Client	

Jobnumber	
Enumerator	CORP\UKAXG056
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	Base	AM	DIRECT	08:00	09:00	60	15
D2	Base	PM	DIRECT	17:00	18:00	60	15
D3	DM	AM	DIRECT	08:00	09:00	60	15
D4	DM	PM	DIRECT	17:00	18:00	60	15
D5	DS	AM	DIRECT	08:00	09:00	60	15
D6	DS	PM	DIRECT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - Base, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.78	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.78	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Sandwich Bypass (NW)		
2	A258 Deal Road (E)		
3	A256 (S)		
4	Sandwich Wildlife Park (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Sandwich Bypass (NW)	3.52	6.81	3.6	16.0	27.9	31.0		
2 - A258 Deal Road (E)	6.40	8.10	3.8	19.0	27.9	49.0		
3 - A256 (S)	4.92	7.70	3.1	8.6	27.9	59.0		
4 - Sandwich Wildlife Park (W)	3.23	6.03	0.6	8.5	27.9	63.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sandwich Bypass (NW)	0.573	1299
2 - A258 Deal Road (E)	0.701	2004
3 - A256 (S)	0.552	1425
4 - Sandwich Wildlife Park (W)	0.428	847

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario	Time Period	Traffic profile	Start time	Finish time	Time period length	Time segment length
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	name	name	type	(HH:mm)	(HH:mm)	(min)	(min)
D1	Base	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Sandwich Bypass (NW)		✓	100.000
2 - A258 Deal Road (E)		✓	100.000
3 - A256 (S)		✓	100.000
4 - Sandwich Wildlife Park (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Sandwich Bypass (NW)	2 - A258 Deal Road (E)	3 - A256 (S)	4 - Sandwich Wildlife Park (W)
From	1 - Sandwich Bypass (NW)	2	396	577	1
	2 - A258 Deal Road (E)	462	1	206	2
	3 - A256 (S)	457	251	0	0
	4 - Sandwich Wildlife Park (W)	2	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandwich Bypass (NW)	2 - A258 Deal Road (E)	3 - A256 (S)	4 - Sandwich Wildlife Park (W)
From	1 - Sandwich Bypass (NW)	0	0	0	0
	2 - A258 Deal Road (E)	0	0	0	0
	3 - A256 (S)	0	0	0	0
	4 - Sandwich Wildlife Park (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Sandwich Bypass (NW)	0.85	20.06	5.3	C
2 - A258 Deal Road (E)	0.42	3.88	0.7	A
3 - A256 (S)	0.61	7.85	1.5	A
4 - Sandwich Wildlife Park (W)	0.01	10.54	0.0	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	976	251	1155	0.845	957	4.8	16.803	C
2 - A258 Deal Road (E)	671	569	1606	0.418	668	0.7	3.828	A
3 - A256 (S)	708	466	1168	0.606	702	1.5	7.633	A
4 - Sandwich Wildlife Park (W)	3	1165	348	0.009	3	0.0	10.431	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	976	253	1154	0.846	975	5.1	19.775	C
2 - A258 Deal Road (E)	671	579	1598	0.420	671	0.7	3.882	A
3 - A256 (S)	708	468	1167	0.607	708	1.5	7.843	A
4 - Sandwich Wildlife Park (W)	3	1173	345	0.009	3	0.0	10.537	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	976	253	1154	0.846	976	5.2	19.984	C
2 - A258 Deal Road (E)	671	580	1598	0.420	671	0.7	3.883	A
3 - A256 (S)	708	468	1167	0.607	708	1.5	7.847	A
4 - Sandwich Wildlife Park (W)	3	1173	345	0.009	3	0.0	10.538	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	976	253	1154	0.846	976	5.3	20.061	C
2 - A258 Deal Road (E)	671	580	1598	0.420	671	0.7	3.884	A
3 - A256 (S)	708	468	1167	0.607	708	1.5	7.848	A
4 - Sandwich Wildlife Park (W)	3	1173	345	0.009	3	0.0	10.538	B

Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - Base, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	Base	PM	DIRECT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Sandwich Bypass (NW)		✓	100.000
2 - A258 Deal Road (E)		✓	100.000
3 - A256 (S)		✓	100.000
4 - Sandwich Wildlife Park (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Sandwich Bypass (NW)	2 - A258 Deal Road (E)	3 - A256 (S)	4 - Sandwich Wildlife Park (W)
From	1 - Sandwich Bypass (NW)	1	468	465	0
	2 - A258 Deal Road (E)	285	1	156	0
	3 - A256 (S)	492	201	1	0
	4 - Sandwich Wildlife Park (W)	2	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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		To			
		1 - Sandwich Bypass (NW)	2 - A258 Deal Road (E)	3 - A256 (S)	4 - Sandwich Wildlife Park (W)
From	1 - Sandwich Bypass (NW)	0	0	0	0
	2 - A258 Deal Road (E)	0	0	0	0
	3 - A256 (S)	0	0	0	0
	4 - Sandwich Wildlife Park (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Sandwich Bypass (NW)	0.79	14.45	3.7	B
2 - A258 Deal Road (E)	0.26	2.91	0.4	A
3 - A256 (S)	0.55	6.29	1.2	A
4 - Sandwich Wildlife Park (W)	0.00	8.47	0.0	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	934	202	1183	0.789	920	3.5	13.059	B
2 - A258 Deal Road (E)	442	460	1682	0.263	441	0.4	2.898	A
3 - A256 (S)	694	286	1267	0.548	689	1.2	6.180	A
4 - Sandwich Wildlife Park (W)	2	975	429	0.005	2	0.0	8.424	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	934	203	1183	0.790	933	3.6	14.379	B
2 - A258 Deal Road (E)	442	467	1677	0.264	442	0.4	2.914	A
3 - A256 (S)	694	287	1267	0.548	694	1.2	6.286	A
4 - Sandwich Wildlife Park (W)	2	981	427	0.005	2	0.0	8.473	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	934	203	1183	0.790	934	3.7	14.430	B
2 - A258 Deal Road (E)	442	467	1677	0.264	442	0.4	2.914	A
3 - A256 (S)	694	287	1267	0.548	694	1.2	6.286	A
4 - Sandwich Wildlife Park (W)	2	981	427	0.005	2	0.0	8.473	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	934	203	1183	0.790	934	3.7	14.447	B
2 - A258 Deal Road (E)	442	467	1677	0.264	442	0.4	2.914	A
3 - A256 (S)	694	287	1267	0.548	694	1.2	6.286	A
4 - Sandwich Wildlife Park (W)	2	981	427	0.005	2	0.0	8.473	A

DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D3 - DM, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	30.77	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	30.77	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	DM	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Sandwich Bypass (NW)		✓	100.000
2 - A258 Deal Road (E)		✓	100.000
3 - A256 (S)		✓	100.000
4 - Sandwich Wildlife Park (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Sandwich Bypass (NW)	2 - A258 Deal Road (E)	3 - A256 (S)	4 - Sandwich Wildlife Park (W)
From	1 - Sandwich Bypass (NW)	2	429	625	1
	2 - A258 Deal Road (E)	456	1	203	2
	3 - A256 (S)	620	341	0	0
	4 - Sandwich Wildlife Park (W)	2	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

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		To			
		1 - Sandwich Bypass (NW)	2 - A258 Deal Road (E)	3 - A256 (S)	4 - Sandwich Wildlife Park (W)
From	1 - Sandwich Bypass (NW)	0	0	0	0
	2 - A258 Deal Road (E)	0	0	0	0
	3 - A256 (S)	0	0	0	0
	4 - Sandwich Wildlife Park (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Sandwich Bypass (NW)	0.96	59.99	16.7	F
2 - A258 Deal Road (E)	0.42	3.98	0.7	A
3 - A256 (S)	0.82	17.14	4.5	C
4 - Sandwich Wildlife Park (W)	0.01	15.26	0.0	C

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	1057	337	1106	0.956	1013	10.9	30.871	D
2 - A258 Deal Road (E)	662	602	1582	0.418	659	0.7	3.888	A
3 - A256 (S)	961	460	1171	0.821	944	4.2	14.938	B
4 - Sandwich Wildlife Park (W)	3	1401	247	0.012	3	0.0	14.760	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	1057	343	1103	0.959	1045	13.9	49.884	E
2 - A258 Deal Road (E)	662	621	1569	0.422	662	0.7	3.969	A
3 - A256 (S)	961	462	1170	0.821	960	4.4	16.991	C
4 - Sandwich Wildlife Park (W)	3	1419	239	0.013	3	0.0	15.245	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	1057	343	1102	0.959	1050	15.5	56.165	F
2 - A258 Deal Road (E)	662	624	1567	0.423	662	0.7	3.978	A
3 - A256 (S)	961	462	1170	0.821	961	4.4	17.100	C
4 - Sandwich Wildlife Park (W)	3	1420	239	0.013	3	0.0	15.261	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	1057	343	1102	0.959	1052	16.7	59.988	F
2 - A258 Deal Road (E)	662	625	1566	0.423	662	0.7	3.982	A
3 - A256 (S)	961	462	1170	0.821	961	4.5	17.141	C
4 - Sandwich Wildlife Park (W)	3	1420	239	0.013	3	0.0	15.265	C

DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - DM, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	18.81	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.81	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	DM	PM	DIRECT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Sandwich Bypass (NW)		✓	100.000
2 - A258 Deal Road (E)		✓	100.000
3 - A256 (S)		✓	100.000
4 - Sandwich Wildlife Park (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Sandwich Bypass (NW)	2 - A258 Deal Road (E)	3 - A256 (S)	4 - Sandwich Wildlife Park (W)
From	1 - Sandwich Bypass (NW)	1	535	533	0
	2 - A258 Deal Road (E)	435	1	238	1
	3 - A256 (S)	566	232	1	0
	4 - Sandwich Wildlife Park (W)	3	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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		To			
		1 - Sandwich Bypass (NW)	2 - A258 Deal Road (E)	3 - A256 (S)	4 - Sandwich Wildlife Park (W)
From	1 - Sandwich Bypass (NW)	0	0	0	0
	2 - A258 Deal Road (E)	0	0	0	0
	3 - A256 (S)	0	0	0	0
	4 - Sandwich Wildlife Park (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Sandwich Bypass (NW)	0.92	35.38	10.0	E
2 - A258 Deal Road (E)	0.41	3.77	0.7	A
3 - A256 (S)	0.68	9.37	2.1	A
4 - Sandwich Wildlife Park (W)	0.01	11.44	0.0	B

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	1069	232	1166	0.917	1037	8.0	23.852	C
2 - A258 Deal Road (E)	675	519	1640	0.411	672	0.7	3.707	A
3 - A256 (S)	799	436	1184	0.675	791	2.0	8.981	A
4 - Sandwich Wildlife Park (W)	3	1226	322	0.009	3	0.0	11.289	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	1069	234	1165	0.918	1064	9.2	33.011	D
2 - A258 Deal Road (E)	675	533	1631	0.414	675	0.7	3.765	A
3 - A256 (S)	799	438	1183	0.675	799	2.0	9.357	A
4 - Sandwich Wildlife Park (W)	3	1236	318	0.009	3	0.0	11.440	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	1069	234	1165	0.918	1067	9.7	34.618	D
2 - A258 Deal Road (E)	675	534	1630	0.414	675	0.7	3.768	A
3 - A256 (S)	799	438	1183	0.675	799	2.1	9.363	A
4 - Sandwich Wildlife Park (W)	3	1236	318	0.009	3	0.0	11.442	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	1069	234	1165	0.918	1068	10.0	35.378	E
2 - A258 Deal Road (E)	675	534	1630	0.414	675	0.7	3.770	A
3 - A256 (S)	799	438	1183	0.675	799	2.1	9.365	A
4 - Sandwich Wildlife Park (W)	3	1236	318	0.009	3	0.0	11.442	B

DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D5 - DS, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	19.29	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.29	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	DS	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Sandwich Bypass (NW)		✓	100.000
2 - A258 Deal Road (E)		✓	100.000
3 - A256 (S)		✓	100.000
4 - Sandwich Wildlife Park (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Sandwich Bypass (NW)	2 - A258 Deal Road (E)	3 - A256 (S)	4 - Sandwich Wildlife Park (W)
From	1 - Sandwich Bypass (NW)	2	398	581	1
	2 - A258 Deal Road (E)	457	1	205	2
	3 - A256 (S)	650	341	0	0
	4 - Sandwich Wildlife Park (W)	2	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

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		To			
		1 - Sandwich Bypass (NW)	2 - A258 Deal Road (E)	3 - A256 (S)	4 - Sandwich Wildlife Park (W)
From	1 - Sandwich Bypass (NW)	0	0	0	0
	2 - A258 Deal Road (E)	0	0	0	0
	3 - A256 (S)	0	0	0	0
	4 - Sandwich Wildlife Park (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Sandwich Bypass (NW)	0.89	29.02	7.6	D
2 - A258 Deal Road (E)	0.42	3.87	0.7	A
3 - A256 (S)	0.85	20.00	5.4	C
4 - Sandwich Wildlife Park (W)	0.01	16.17	0.0	C

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	982	336	1106	0.888	956	6.4	21.340	C
2 - A258 Deal Road (E)	665	569	1606	0.414	662	0.7	3.805	A
3 - A256 (S)	991	461	1171	0.847	971	4.9	16.737	C
4 - Sandwich Wildlife Park (W)	3	1429	235	0.013	3	0.0	15.532	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	982	343	1103	0.891	979	7.1	27.781	D
2 - A258 Deal Road (E)	665	582	1596	0.417	665	0.7	3.866	A
3 - A256 (S)	991	463	1169	0.847	990	5.2	19.713	C
4 - Sandwich Wildlife Park (W)	3	1450	226	0.013	3	0.0	16.143	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	982	343	1102	0.891	981	7.4	28.654	D
2 - A258 Deal Road (E)	665	583	1595	0.417	665	0.7	3.869	A
3 - A256 (S)	991	463	1169	0.847	991	5.3	19.921	C
4 - Sandwich Wildlife Park (W)	3	1451	226	0.013	3	0.0	16.168	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	982	343	1102	0.891	981	7.6	29.017	D
2 - A258 Deal Road (E)	665	584	1595	0.417	665	0.7	3.870	A
3 - A256 (S)	991	463	1169	0.847	991	5.4	20.000	C
4 - Sandwich Wildlife Park (W)	3	1451	226	0.013	3	0.0	16.174	C

DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D6 - DS, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	26.11	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	26.11	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	DS	PM	DIRECT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Sandwich Bypass (NW)		✓	100.000
2 - A258 Deal Road (E)		✓	100.000
3 - A256 (S)		✓	100.000
4 - Sandwich Wildlife Park (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Sandwich Bypass (NW)	2 - A258 Deal Road (E)	3 - A256 (S)	4 - Sandwich Wildlife Park (W)
From	1 - Sandwich Bypass (NW)	1	546	533	0
	2 - A258 Deal Road (E)	483	1	251	1
	3 - A256 (S)	676	271	1	0
	4 - Sandwich Wildlife Park (W)	3	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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		To			
		1 - Sandwich Bypass (NW)	2 - A258 Deal Road (E)	3 - A256 (S)	4 - Sandwich Wildlife Park (W)
From	1 - Sandwich Bypass (NW)	0	0	0	0
	2 - A258 Deal Road (E)	0	0	0	0
	3 - A256 (S)	0	0	0	0
	4 - Sandwich Wildlife Park (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Sandwich Bypass (NW)	0.95	49.05	13.9	E
2 - A258 Deal Road (E)	0.45	4.03	0.8	A
3 - A256 (S)	0.82	17.16	4.4	C
4 - Sandwich Wildlife Park (W)	0.01	15.64	0.0	C

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	1080	268	1145	0.943	1040	9.9	28.023	D
2 - A258 Deal Road (E)	736	515	1643	0.448	733	0.8	3.942	A
3 - A256 (S)	948	484	1158	0.819	932	4.1	14.975	B
4 - Sandwich Wildlife Park (W)	3	1414	241	0.012	3	0.0	15.108	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	1080	273	1143	0.945	1071	12.1	42.855	E
2 - A258 Deal Road (E)	736	531	1632	0.451	736	0.8	4.016	A
3 - A256 (S)	948	486	1157	0.820	947	4.3	17.015	C
4 - Sandwich Wildlife Park (W)	3	1432	234	0.013	3	0.0	15.615	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	1080	273	1142	0.945	1075	13.2	46.844	E
2 - A258 Deal Road (E)	736	533	1631	0.451	736	0.8	4.023	A
3 - A256 (S)	948	486	1157	0.820	948	4.4	17.124	C
4 - Sandwich Wildlife Park (W)	3	1433	233	0.013	3	0.0	15.631	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (NW)	1080	273	1142	0.945	1077	13.9	49.049	E
2 - A258 Deal Road (E)	736	534	1630	0.451	736	0.8	4.025	A
3 - A256 (S)	948	486	1157	0.820	948	4.4	17.163	C
4 - Sandwich Wildlife Park (W)	3	1433	233	0.013	3	0.0	15.635	C

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.3.1598
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Filename: A256_Boys Hill Roundabout.j10
Path: C:\Users\INKM02566\Desktop\Dover Junction
Report generation date: 19-08-2022 21:08:57

- »2015 Base, AM
- »2015 Base , PM
- »2040 Do Minimum, AM
- »2040 Do Minimum, PM
- »2040 Do Something 2, AM
- »2040 Do Something 2, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2015 Base										
1 - Tilmanstone Bypass Rd	D1	1.2	3.73	0.55	A	D2	0.6	2.59	0.37	A
2 - Boys Hill		0.5	5.79	0.30	A		0.1	3.32	0.11	A
3 - A256 South		0.3	2.25	0.23	A		0.4	2.31	0.29	A
4 - Barville Rd		0.3	2.60	0.23	A		0.3	2.60	0.22	A
2040 Do Minimum										
1 - Tilmanstone Bypass Rd	D3	3.6	8.01	0.78	A	D4	1.0	3.58	0.49	A
2 - Boys Hill		2.1	14.55	0.66	B		0.2	3.81	0.14	A
3 - A256 South		0.6	2.84	0.38	A		0.8	2.90	0.44	A
4 - Barville Rd		0.6	3.33	0.35	A		0.9	4.49	0.48	A
2040 Do Something 2										
1 - Tilmanstone Bypass Rd	D5	11.0	23.06	0.93	C	D6	1.1	3.75	0.52	A
2 - Boys Hill		1.3	10.54	0.55	B		0.2	3.87	0.20	A
3 - A256 South		1.4	4.47	0.58	A		1.3	3.71	0.55	A
4 - Barville Rd		0.8	4.47	0.44	A		1.0	5.16	0.49	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

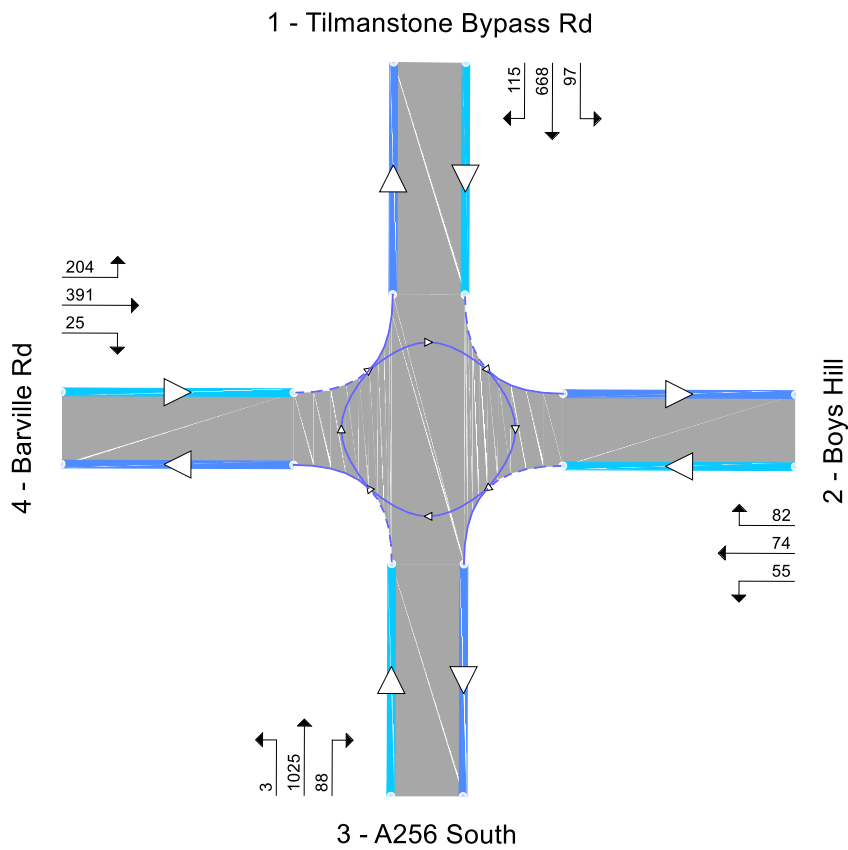
File Description

Title	Dover Road/ Boys Hill Roundabout
-------	----------------------------------

Location	51.206152, 1.298709
Site number	
Date	09-08-2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INKM02566
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2015 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2015 Base	PM	ONE HOUR	17:00	18:30	15	✓
D3	2040 Do Minimum	AM	ONE HOUR	08:00	09:30	15	✓
D4	2040 Do Minimum	PM	ONE HOUR	17:00	18:30	15	✓
D5	2040 Do Something 2	AM	ONE HOUR	08:00	09:30	15	✓
D6	2040 Do Something 2	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2015 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Barville Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A256/ Boys Hill Roundabout	Standard Roundabout		1, 2, 3, 4	3.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.47	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Tilmanstone Bypass Rd		
2	Boys Hill		
3	A256 South		
4	Barville Rd		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Tilmanstone Bypass Rd	7.90	8.60	4.6	14.3	64.5	43.0		
2 - Boys Hill	2.90	7.80	15.8	52.7	64.5	23.0		
3 - A256 South	7.80	8.40	21.5	22.0	64.5	37.0		
4 - Barville Rd	3.50	8.10	61.0	21.2	64.5	17.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Tilmanstone Bypass Rd	0.628	2372
2 - Boys Hill	0.548	1713
3 - A256 South	0.657	2480
4 - Barville Rd	0.642	2288

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2015 Base	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tilmanstone Bypass Rd		ONE HOUR	✓	1085	100.000
2 - Boys Hill		ONE HOUR	✓	268	100.000
3 - A256 South		ONE HOUR	✓	471	100.000
4 - Barville Rd		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
1 - Tilmanstone Bypass Rd	41	24	946	74
2 - Boys Hill	78	0	94	96
3 - A256 South	446	23	2	0
4 - Barville Rd	153	105	133	0

Proportions

From	To			
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
1 - Tilmanstone Bypass Rd	0.04	0.02	0.87	0.07
2 - Boys Hill	0.29	0.00	0.35	0.36
3 - A256 South	0.95	0.05	0.00	0.00
4 - Barville Rd	0.39	0.27	0.34	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
1 - Tilmanstone Bypass Rd	11	4	3	1
2 - Boys Hill	4	0	22	10
3 - A256 South	10	5	0	0
4 - Barville Rd	0	18	0	0

Average PCU Per Veh

From	To			
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
1 - Tilmanstone Bypass Rd	1.110	1.040	1.030	1.010
2 - Boys Hill	1.040	1.000	1.220	1.100
3 - A256 South	1.100	1.050	1.000	1.000
4 - Barville Rd	1.000	1.180	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Tilmanstone Bypass Rd	08:00-08:15	817	817
	08:15-08:30	975	975
	08:30-08:45	1195	1195
	08:45-09:00	1195	1195
	09:00-09:15	975	975
	09:15-09:30	817	817
2 - Boys Hill	08:00-08:15	202	202
	08:15-08:30	241	241
	08:30-08:45	295	295
	08:45-09:00	295	295
	09:00-09:15	241	241
	09:15-09:30	202	202
3 - A256 South	08:00-08:15	355	355
	08:15-08:30	423	423
	08:30-08:45	519	519
	08:45-09:00	519	519
	09:00-09:15	423	423
	09:15-09:30	355	355
4 - Barville Rd	08:00-08:15	294	294
	08:15-08:30	352	352
	08:30-08:45	430	430
	08:45-09:00	430	430
	09:00-09:15	352	352
	09:15-09:30	294	294

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Tilmanstone Bypass Rd	0.55	3.73	1.2	A	996	1493
2 - Boys Hill	0.30	5.79	0.5	A	246	369
3 - A256 South	0.23	2.25	0.3	A	432	648

4 - Barville Rd	0.23	2.60	0.3	A	359	538
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Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	817	204	198	2249	0.363	815	539	0.0	0.6	2.585	A
2 - Boys Hill	202	50	898	1220	0.165	201	114	0.0	0.2	3.951	A
3 - A256 South	355	89	217	2338	0.152	354	882	0.0	0.2	1.989	A
4 - Barville Rd	294	74	443	2004	0.147	294	128	0.0	0.2	2.194	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	975	244	236	2224	0.439	975	645	0.6	0.8	2.970	A
2 - Boys Hill	241	60	1074	1124	0.214	241	137	0.2	0.3	4.564	A
3 - A256 South	423	106	259	2310	0.183	423	1055	0.2	0.2	2.093	A
4 - Barville Rd	352	88	530	1948	0.180	351	153	0.2	0.2	2.351	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	1195	299	289	2191	0.545	1193	790	0.8	1.2	3.715	A
2 - Boys Hill	295	74	1315	992	0.298	294	167	0.3	0.5	5.777	A
3 - A256 South	519	130	318	2272	0.228	518	1292	0.2	0.3	2.252	A
4 - Barville Rd	430	108	649	1871	0.230	430	187	0.2	0.3	2.604	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	1195	299	290	2191	0.545	1195	791	1.2	1.2	3.727	A
2 - Boys Hill	295	74	1317	991	0.298	295	167	0.5	0.5	5.794	A
3 - A256 South	519	130	318	2271	0.228	519	1294	0.3	0.3	2.252	A

4 - Barville Rd	430	108	650	1871	0.230	430	187	0.3	0.3	2.605	A
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09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	975	244	237	2224	0.439	977	646	1.2	0.8	2.984	A
2 - Boys Hill	241	60	1077	1122	0.215	242	137	0.5	0.3	4.582	A
3 - A256 South	423	106	260	2309	0.183	424	1058	0.3	0.2	2.094	A
4 - Barville Rd	352	88	531	1947	0.181	352	153	0.3	0.2	2.353	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	817	204	198	2248	0.363	818	541	0.8	0.6	2.597	A
2 - Boys Hill	202	50	901	1218	0.166	202	115	0.3	0.2	3.967	A
3 - A256 South	355	89	218	2337	0.152	355	886	0.2	0.2	1.993	A
4 - Barville Rd	294	74	445	2003	0.147	295	128	0.2	0.2	2.197	A

2015 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Barville Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A256/ Boys Hill Roundabout	Standard Roundabout		1, 2, 3, 4	2.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.55	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2015 Base	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tilmanstone Bypass Rd		ONE HOUR	✓	734	100.000
2 - Boys Hill		ONE HOUR	✓	120	100.000
3 - A256 South		ONE HOUR	✓	597	100.000
4 - Barville Rd		ONE HOUR	✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd	
1 - Tilmanstone Bypass Rd	59	42	556	77	
2 - Boys Hill	58	0	15	47	
3 - A256 South	570	27	0	0	
4 - Barville Rd	143	127	84	0	

Proportions

From	To				
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd	
1 - Tilmanstone Bypass Rd	0.08	0.06	0.76	0.10	
2 - Boys Hill	0.48	0.00	0.13	0.39	
3 - A256 South	0.95	0.05	0.00	0.00	
4 - Barville Rd	0.40	0.36	0.24	0.00	

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd	
1 - Tilmanstone Bypass Rd	0	2	1	0	
2 - Boys Hill	2	0	0	4	
3 - A256 South	6	0	0	0	
4 - Barville Rd	0	2	0	0	

Average PCU Per Veh

From	To				
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd	
1 - Tilmanstone Bypass Rd	1.000	1.020	1.010	1.000	
2 - Boys Hill	1.020	1.000	1.000	1.040	
3 - A256 South	1.060	1.000	1.000	1.000	
4 - Barville Rd	1.000	1.020	1.000	1.000	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Tilmanstone Bypass Rd	17:00-17:15	553	553
	17:15-17:30	660	660
	17:30-17:45	808	808
	17:45-18:00	808	808

	18:00-18:15	660	660
	18:15-18:30	553	553
2 - Boys Hill	17:00-17:15	90	90
	17:15-17:30	108	108
	17:30-17:45	132	132
	17:45-18:00	132	132
	18:00-18:15	108	108
	18:15-18:30	90	90
3 - A256 South	17:00-17:15	449	449
	17:15-17:30	537	537
	17:30-17:45	657	657
	17:45-18:00	657	657
	18:00-18:15	537	537
	18:15-18:30	449	449
4 - Barville Rd	17:00-17:15	267	267
	17:15-17:30	318	318
	17:30-17:45	390	390
	17:45-18:00	390	390
	18:00-18:15	318	318
	18:15-18:30	267	267

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Tilmanstone Bypass Rd	0.37	2.59	0.6	A	674	1010
2 - Boys Hill	0.11	3.32	0.1	A	110	165
3 - A256 South	0.29	2.31	0.4	A	548	822
4 - Barville Rd	0.22	2.60	0.3	A	325	487

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	553	138	179	2260	0.244	551	623	0.0	0.3	2.124	A
2 - Boys Hill	90	23	583	1393	0.065	90	147	0.0	0.1	2.832	A
3 - A256 South	449	112	181	2361	0.190	448	492	0.0	0.2	1.988	A
4 - Barville Rd	267	67	536	1944	0.137	266	93	0.0	0.2	2.161	A

17:15 - 17:30

Arm	Total Demand	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue	End queue	Delay (s)	Unsignalised level of service
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	(PCU/hr)							(PCU)	(PCU)		
1 - Tilmanstone Bypass Rd	660	165	214	2238	0.295	659	746	0.3	0.4	2.300	A
2 - Boys Hill	108	27	697	1330	0.081	108	176	0.1	0.1	3.018	A
3 - A256 South	537	134	217	2338	0.230	536	588	0.2	0.3	2.112	A
4 - Barville Rd	318	80	642	1876	0.170	318	111	0.2	0.2	2.326	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	808	202	262	2208	0.366	808	913	0.4	0.6	2.591	A
2 - Boys Hill	132	33	854	1245	0.106	132	216	0.1	0.1	3.316	A
3 - A256 South	657	164	265	2306	0.285	657	721	0.3	0.4	2.307	A
4 - Barville Rd	390	97	786	1784	0.219	389	136	0.2	0.3	2.600	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	808	202	262	2208	0.366	808	914	0.6	0.6	2.593	A
2 - Boys Hill	132	33	854	1244	0.106	132	216	0.1	0.1	3.317	A
3 - A256 South	657	164	265	2306	0.285	657	721	0.4	0.4	2.308	A
4 - Barville Rd	390	97	786	1783	0.219	390	137	0.3	0.3	2.601	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	660	165	214	2238	0.295	660	747	0.6	0.4	2.304	A
2 - Boys Hill	108	27	698	1330	0.081	108	176	0.1	0.1	3.020	A
3 - A256 South	537	134	217	2338	0.230	537	589	0.4	0.3	2.113	A
4 - Barville Rd	318	80	642	1876	0.170	319	112	0.3	0.2	2.330	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	553	138	179	2260	0.245	553	625	0.4	0.3	2.127	A
2 - Boys Hill	90	23	585	1392	0.065	90	148	0.1	0.1	2.834	A

3 - A256 South	449	112	182	2361	0.19 0	450	493	0.3	0.2	1.99 2	A
4 - Barville Rd	267	67	538	1943	0.13 7	267	93	0.2	0.2	2.16 4	A

2040 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Barville Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A256/ Boys Hill Roundabout	Standard Roundabout		1, 2, 3, 4	6.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2040 Do Minimum	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tilmanstone Bypass Rd		ONE HOUR	✓	1478	100.000
2 - Boys Hill		ONE HOUR	✓	473	100.000
3 - A256 South		ONE HOUR	✓	747	100.000
4 - Barville Rd		ONE HOUR	✓	546	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
From	1 - Tilmanstone Bypass Rd	50	73	1238	117
	2 - Boys Hill	40	0	221	212
	3 - A256 South	641	76	6	24
	4 - Barville Rd	218	200	128	0

Proportions

		To			
		1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
From	1 - Tilmanstone Bypass Rd	0.03	0.05	0.84	0.08
	2 - Boys Hill	0.08	0.00	0.47	0.45
	3 - A256 South	0.86	0.10	0.01	0.03
	4 - Barville Rd	0.40	0.37	0.23	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
From	1 - Tilmanstone Bypass Rd	11	3	3	0
	2 - Boys Hill	3	0	9	5
	3 - A256 South	8	0	0	0
	4 - Barville Rd	1	7	0	0

Average PCU Per Veh

		To			
		1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
From	1 - Tilmanstone Bypass Rd	1.110	1.030	1.030	1.000
	2 - Boys Hill	1.030	1.000	1.090	1.050
	3 - A256 South	1.080	1.000	1.000	1.000
	4 - Barville Rd	1.010	1.070	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Tilmanstone Bypass Rd	08:00-08:15	1113	1113
	08:15-08:30	1329	1329
	08:30-08:45	1627	1627
	08:45-09:00	1627	1627
	09:00-09:15	1329	1329
	09:15-09:30	1113	1113
2 - Boys Hill	08:00-08:15	356	356
	08:15-08:30	425	425
	08:30-08:45	521	521
	08:45-09:00	521	521
	09:00-09:15	425	425
	09:15-09:30	356	356
3 - A256 South	08:00-08:15	562	562
	08:15-08:30	672	672
	08:30-08:45	822	822
	08:45-09:00	822	822
	09:00-09:15	672	672
	09:15-09:30	562	562

4 - Barville Rd	08:00-08:15	411	411
	08:15-08:30	491	491
	08:30-08:45	601	601
	08:45-09:00	601	601
	09:00-09:15	491	491
	09:15-09:30	411	411

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Tilmanstone Bypass Rd	0.78	8.01	3.6	A	1356	2034
2 - Boys Hill	0.66	14.55	2.1	B	434	651
3 - A256 South	0.38	2.84	0.6	A	685	1028
4 - Barville Rd	0.35	3.33	0.6	A	501	752

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	1113	278	308	2179	0.511	1108	712	0.0	1.1	3.448	A
2 - Boys Hill	356	89	1154	1080	0.330	354	262	0.0	0.5	5.275	A
3 - A256 South	562	141	314	2274	0.247	561	1194	0.0	0.3	2.242	A
4 - Barville Rd	411	103	610	1896	0.217	410	264	0.0	0.3	2.491	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	1329	332	368	2141	0.620	1326	852	1.1	1.7	4.535	A
2 - Boys Hill	425	106	1381	955	0.445	424	313	0.5	0.8	7.206	A
3 - A256 South	672	168	376	2233	0.301	671	1429	0.3	0.5	2.460	A
4 - Barville Rd	491	123	730	1819	0.270	490	317	0.3	0.4	2.787	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
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1 - Tilmanstone Bypass Rd	1627	407	451	2090	0.779	1620	1043	1.7	3.5	7.778	A
2 - Boys Hill	521	130	1687	788	0.661	516	384	0.8	2.0	13.916	B
3 - A256 South	822	206	458	2179	0.377	822	1745	0.5	0.6	2.830	A
4 - Barville Rd	601	150	894	1714	0.351	600	386	0.4	0.6	3.323	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	1627	407	451	2089	0.779	1627	1045	3.5	3.6	8.010	A
2 - Boys Hill	521	130	1694	784	0.664	521	384	2.0	2.1	14.549	B
3 - A256 South	822	206	461	2177	0.378	822	1754	0.6	0.6	2.836	A
4 - Barville Rd	601	150	895	1713	0.351	601	389	0.6	0.6	3.328	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	1329	332	369	2141	0.621	1336	855	3.6	1.7	4.648	A
2 - Boys Hill	425	106	1391	950	0.448	430	314	2.1	0.9	7.446	A
3 - A256 South	672	168	380	2231	0.301	672	1441	0.6	0.5	2.467	A
4 - Barville Rd	491	123	732	1818	0.270	492	320	0.6	0.4	2.795	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	1113	278	309	2179	0.511	1115	715	1.7	1.1	3.497	A
2 - Boys Hill	356	89	1161	1076	0.331	357	263	0.9	0.5	5.352	A
3 - A256 South	562	141	316	2272	0.247	563	1202	0.5	0.4	2.250	A
4 - Barville Rd	411	103	613	1895	0.217	411	267	0.4	0.3	2.498	A

2040 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Barville Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A256/ Boys Hill Roundabout	Standard Roundabout		1, 2, 3, 4	3.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2040 Do Minimum	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tilmanstone Bypass Rd		ONE HOUR	✓	884	100.000
2 - Boys Hill		ONE HOUR	✓	140	100.000
3 - A256 South		ONE HOUR	✓	916	100.000
4 - Barville Rd		ONE HOUR	✓	684	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
1 - Tilmanstone Bypass Rd	74	82	637	91
2 - Boys Hill	41	0	47	52
3 - A256 South	856	52	4	4
4 - Barville Rd	182	326	176	0

Proportions

From	To			
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
1 - Tilmanstone Bypass Rd	0.08	0.09	0.72	0.10
2 - Boys Hill	0.29	0.00	0.34	0.37
3 - A256 South	0.93	0.06	0.00	0.00
4 - Barville Rd	0.27	0.48	0.26	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
1 - Tilmanstone Bypass Rd	0	1	1	1
2 - Boys Hill	3	0	0	4
3 - A256 South	4	0	0	0
4 - Barville Rd	2	1	0	0

Average PCU Per Veh

From	To			
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
1 - Tilmanstone Bypass Rd	1.000	1.010	1.010	1.010
2 - Boys Hill	1.030	1.000	1.000	1.040
3 - A256 South	1.040	1.000	1.000	1.000
4 - Barville Rd	1.020	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Tilmanstone Bypass Rd	17:00-17:15	666	666
	17:15-17:30	795	795
	17:30-17:45	973	973
	17:45-18:00	973	973
	18:00-18:15	795	795
	18:15-18:30	666	666
2 - Boys Hill	17:00-17:15	105	105
	17:15-17:30	126	126
	17:30-17:45	154	154
	17:45-18:00	154	154
	18:00-18:15	126	126
	18:15-18:30	105	105
3 - A256 South	17:00-17:15	690	690
	17:15-17:30	823	823
	17:30-17:45	1009	1009
	17:45-18:00	1009	1009
	18:00-18:15	823	823
	18:15-18:30	690	690
4 - Barville Rd	17:00-17:15	515	515
	17:15-17:30	615	615
	17:30-17:45	753	753
	17:45-18:00	753	753
	18:00-18:15	615	615
	18:15-18:30	515	515

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Tilmanstone Bypass Rd	0.49	3.58	1.0	A	811	1217
2 - Boys Hill	0.14	3.81	0.2	A	128	193
3 - A256 South	0.44	2.90	0.8	A	841	1261

4 - Barville Rd	0.48	4.49	0.9	A	628	941
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Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	666	166	419	2110	0.315	664	866	0.0	0.5	2.509	A
2 - Boys Hill	105	26	737	1308	0.081	105	345	0.0	0.1	3.061	A
3 - A256 South	690	172	194	2353	0.293	688	649	0.0	0.4	2.241	A
4 - Barville Rd	515	129	771	1793	0.287	513	110	0.0	0.4	2.837	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	795	199	501	2058	0.386	794	1036	0.5	0.6	2.872	A
2 - Boys Hill	126	31	882	1229	0.102	126	413	0.1	0.1	3.338	A
3 - A256 South	823	206	232	2328	0.354	823	776	0.4	0.6	2.481	A
4 - Barville Rd	615	154	923	1696	0.363	614	132	0.4	0.6	3.360	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	973	243	613	1988	0.490	972	1268	0.6	1.0	3.572	A
2 - Boys Hill	154	39	1080	1121	0.138	154	506	0.1	0.2	3.810	A
3 - A256 South	1009	252	284	2294	0.440	1008	950	0.6	0.8	2.902	A
4 - Barville Rd	753	188	1130	1563	0.482	752	162	0.6	0.9	4.473	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	973	243	614	1987	0.490	973	1269	1.0	1.0	3.583	A
2 - Boys Hill	154	39	1081	1120	0.138	154	506	0.2	0.2	3.813	A
3 - A256 South	1009	252	284	2294	0.440	1009	951	0.8	0.8	2.905	A

4 - Barville Rd	753	188	1131	1562	0.48 2	753	162	0.9	0.9	4.49 3	A
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18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	795	199	503	2057	0.38 6	796	1038	1.0	0.6	2.88 5	A
2 - Boys Hill	126	31	884	1228	0.10 3	126	414	0.2	0.1	3.34 6	A
3 - A256 South	823	206	232	2328	0.35 4	824	778	0.8	0.6	2.48 5	A
4 - Barville Rd	615	154	924	1695	0.36 3	616	132	0.9	0.6	3.37 5	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	666	166	421	2109	0.31 6	666	869	0.6	0.5	2.52 1	A
2 - Boys Hill	105	26	740	1307	0.08 1	106	347	0.1	0.1	3.06 8	A
3 - A256 South	690	172	194	2352	0.29 3	690	651	0.6	0.4	2.24 8	A
4 - Barville Rd	515	129	774	1791	0.28 7	516	111	0.6	0.4	2.85 3	A

2040 Do Something 2, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Barville Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A256/ Boys Hill Roundabout	Standard Roundabout		1, 2, 3, 4	13.45	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.45	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2040 Do Something 2	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tilmanstone Bypass Rd		ONE HOUR	✓	1655	100.000
2 - Boys Hill		ONE HOUR	✓	399	100.000
3 - A256 South		ONE HOUR	✓	1068	100.000
4 - Barville Rd		ONE HOUR	✓	573	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd	
1 - Tilmanstone Bypass Rd	53	165	1184	253	
2 - Boys Hill	99	0	63	237	
3 - A256 South	786	261	0	21	
4 - Barville Rd	250	303	20	0	

Proportions

From	To				
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd	
1 - Tilmanstone Bypass Rd	0.03	0.10	0.72	0.15	
2 - Boys Hill	0.25	0.00	0.16	0.59	
3 - A256 South	0.74	0.24	0.00	0.02	
4 - Barville Rd	0.44	0.53	0.03	0.00	

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd	
1 - Tilmanstone Bypass Rd	10	1	3	2	
2 - Boys Hill	4	0	24	4	
3 - A256 South	6	0	0	0	
4 - Barville Rd	0	0	24	0	

Average PCU Per Veh

From	To				
	1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd	
1 - Tilmanstone Bypass Rd	1.100	1.010	1.030	1.020	
2 - Boys Hill	1.040	1.000	1.240	1.040	
3 - A256 South	1.060	1.000	1.000	1.000	
4 - Barville Rd	1.000	1.000	1.240	1.000	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Tilmanstone Bypass Rd	08:00-08:15	1246	1246
	08:15-08:30	1488	1488
	08:30-08:45	1822	1822
	08:45-09:00	1822	1822

	09:00-09:15	1488	1488
	09:15-09:30	1246	1246
2 - Boys Hill	08:00-08:15	300	300
	08:15-08:30	359	359
	08:30-08:45	439	439
	08:45-09:00	439	439
	09:00-09:15	359	359
	09:15-09:30	300	300
3 - A256 South	08:00-08:15	804	804
	08:15-08:30	960	960
	08:30-08:45	1176	1176
	08:45-09:00	1176	1176
	09:00-09:15	960	960
	09:15-09:30	804	804
4 - Barville Rd	08:00-08:15	431	431
	08:15-08:30	515	515
	08:30-08:45	631	631
	08:45-09:00	631	631
	09:00-09:15	515	515
	09:15-09:30	431	431

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Tilmanstone Bypass Rd	0.93	23.06	11.0	C	1519	2278
2 - Boys Hill	0.55	10.54	1.3	B	366	549
3 - A256 South	0.58	4.47	1.4	A	980	1470
4 - Barville Rd	0.44	4.47	0.8	A	526	789

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	1246	311	438	2097	0.594	1240	891	0.0	1.5	4.290	A
2 - Boys Hill	300	75	1131	1092	0.275	299	547	0.0	0.4	4.831	A
3 - A256 South	804	201	481	2164	0.372	802	949	0.0	0.6	2.752	A
4 - Barville Rd	431	108	900	1710	0.252	430	383	0.0	0.3	2.828	A

08:15 - 08:30

Arm	Total Demand	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue	End queue	Delay (s)	Unsignalised level of service
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	(PCU/hr)							(PCU)	(PCU)		
1 - Tilmanstone Bypass Rd	1488	372	524	2043	0.728	1483	1067	1.5	2.7	6.552	A
2 - Boys Hill	359	90	1353	971	0.369	358	654	0.4	0.6	6.258	A
3 - A256 South	960	240	576	2102	0.457	959	1135	0.6	0.9	3.283	A
4 - Barville Rd	515	129	1076	1597	0.323	515	458	0.3	0.5	3.346	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	1822	456	642	1970	0.925	1793	1304	2.7	9.9	18.587	C
2 - Boys Hill	439	110	1637	815	0.539	437	799	0.6	1.2	10.086	B
3 - A256 South	1176	294	700	2021	0.582	1174	1374	0.9	1.4	4.423	A
4 - Barville Rd	631	158	1316	1443	0.437	630	557	0.5	0.8	4.450	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	1822	456	643	1969	0.925	1818	1308	9.9	11.0	23.062	C
2 - Boys Hill	439	110	1659	803	0.547	439	802	1.2	1.3	10.536	B
3 - A256 South	1176	294	706	2017	0.583	1176	1392	1.4	1.4	4.467	A
4 - Barville Rd	631	158	1320	1441	0.438	631	562	0.8	0.8	4.474	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	1488	372	526	2042	0.729	1520	1072	11.0	2.8	7.517	A
2 - Boys Hill	359	90	1387	952	0.377	361	660	1.3	0.7	6.523	A
3 - A256 South	960	240	585	2096	0.458	962	1163	1.4	0.9	3.319	A
4 - Barville Rd	515	129	1082	1594	0.323	516	466	0.8	0.5	3.369	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	1246	311	440	2096	0.594	1251	896	2.8	1.5	4.410	A
2 - Boys Hill	300	75	1142	1087	0.276	301	550	0.7	0.4	4.898	A

3 - A256 South	804	201	485	2162	0.37 2	805	958	0.9	0.6	2.77 3	A
4 - Barville Rd	431	108	904	1708	0.25 3	432	386	0.5	0.3	2.84 1	A

2040 Do Something 2, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Barville Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A256/ Boys Hill Roundabout	Standard Roundabout		1, 2, 3, 4	4.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2040 Do Something 2	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tilmanstone Bypass Rd		ONE HOUR	✓	960	100.000
2 - Boys Hill		ONE HOUR	✓	211	100.000
3 - A256 South		ONE HOUR	✓	1116	100.000
4 - Barville Rd		ONE HOUR	✓	620	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
From	1 - Tilmanstone Bypass Rd	80	97	668	115
	2 - Boys Hill	82	0	55	74
	3 - A256 South	1025	88	0	3
	4 - Barville Rd	204	391	25	0

Proportions

		To			
		1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
From	1 - Tilmanstone Bypass Rd	0.08	0.10	0.70	0.12
	2 - Boys Hill	0.39	0.00	0.26	0.35
	3 - A256 South	0.92	0.08	0.00	0.00
	4 - Barville Rd	0.33	0.63	0.04	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
From	1 - Tilmanstone Bypass Rd	0	1	1	0
	2 - Boys Hill	1	0	0	3
	3 - A256 South	3	0	0	0
	4 - Barville Rd	1	1	0	0

Average PCU Per Veh

		To			
		1 - Tilmanstone Bypass Rd	2 - Boys Hill	3 - A256 South	4 - Barville Rd
From	1 - Tilmanstone Bypass Rd	1.000	1.010	1.010	1.000
	2 - Boys Hill	1.010	1.000	1.000	1.030
	3 - A256 South	1.030	1.000	1.000	1.000
	4 - Barville Rd	1.010	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Tilmanstone Bypass Rd	17:00-17:15	723	723
	17:15-17:30	863	863
	17:30-17:45	1057	1057
	17:45-18:00	1057	1057
	18:00-18:15	863	863
	18:15-18:30	723	723
2 - Boys Hill	17:00-17:15	159	159
	17:15-17:30	190	190
	17:30-17:45	232	232
	17:45-18:00	232	232
	18:00-18:15	190	190
	18:15-18:30	159	159
3 - A256 South	17:00-17:15	840	840
	17:15-17:30	1003	1003
	17:30-17:45	1229	1229
	17:45-18:00	1229	1229
	18:00-18:15	1003	1003
	18:15-18:30	840	840

4 - Barville Rd	17:00-17:15	467	467
	17:15-17:30	557	557
	17:30-17:45	683	683
	17:45-18:00	683	683
	18:00-18:15	557	557
	18:15-18:30	467	467

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Tilmanstone Bypass Rd	0.52	3.75	1.1	A	881	1321
2 - Boys Hill	0.20	3.87	0.2	A	194	290
3 - A256 South	0.55	3.71	1.3	A	1024	1536
4 - Barville Rd	0.49	5.16	1.0	A	569	853

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	723	181	378	2135	0.339	721	1044	0.0	0.5	2.562	A
2 - Boys Hill	159	40	667	1347	0.118	158	432	0.0	0.1	3.069	A
3 - A256 South	840	210	263	2307	0.364	838	562	0.0	0.6	2.513	A
4 - Barville Rd	467	117	957	1674	0.279	465	144	0.0	0.4	3.003	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	863	216	453	2088	0.413	862	1249	0.5	0.7	2.958	A
2 - Boys Hill	190	47	798	1275	0.149	190	517	0.1	0.2	3.362	A
3 - A256 South	1003	251	315	2273	0.441	1002	672	0.6	0.8	2.910	A
4 - Barville Rd	557	139	1145	1553	0.359	557	172	0.4	0.6	3.646	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
-----	-----------------------	-------------------------	---------------------------	-------------------	-----	---------------------	---------------------------------	-------------------	-----------------	-----------	-------------------------------

1 - Tilmanstone Bypass Rd	1057	264	554	2025	0.52 2	1055	1529	0.7	1.1	3.73 5	A
2 - Boys Hill	232	58	976	1177	0.19 7	232	633	0.2	0.2	3.86 1	A
3 - A256 South	1229	307	386	2227	0.55 2	1227	822	0.8	1.3	3.69 4	A
4 - Barville Rd	683	171	1402	1388	0.49 2	681	211	0.6	1.0	5.12 8	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	1057	264	555	2024	0.52 2	1057	1531	1.1	1.1	3.75 0	A
2 - Boys Hill	232	58	978	1177	0.19 7	232	634	0.2	0.2	3.86 6	A
3 - A256 South	1229	307	386	2226	0.55 2	1229	824	1.3	1.3	3.70 6	A
4 - Barville Rd	683	171	1404	1387	0.49 2	683	211	1.0	1.0	5.15 9	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	863	216	454	2087	0.41 3	865	1253	1.1	0.7	2.97 0	A
2 - Boys Hill	190	47	800	1274	0.14 9	190	519	0.2	0.2	3.37 0	A
3 - A256 South	1003	251	316	2273	0.44 1	1005	674	1.3	0.8	2.92 3	A
4 - Barville Rd	557	139	1148	1551	0.35 9	559	173	1.0	0.6	3.66 8	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tilmanstone Bypass Rd	723	181	380	2134	0.33 9	724	1048	0.7	0.5	2.57 5	A
2 - Boys Hill	159	40	669	1346	0.11 8	159	434	0.2	0.1	3.07 9	A
3 - A256 South	840	210	265	2306	0.36 4	841	564	0.8	0.6	2.52 7	A
4 - Barville Rd	467	117	961	1671	0.27 9	467	145	0.6	0.4	3.02 0	A

<h1>Junctions 10</h1>
<h2>ARCADY 10 - Roundabout Module</h2>
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021
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Filename: A257_Sandwich Bypass_Ash Road_JA.j10

Path: \\uk.wspgroup.com\Central Data\Projects\70089xxx\70089926 - Dover Local Plan Reg 19 Work\03 WIP\TP Transport Planning\01 Analysis & Calcs\Junctions10\Dover Rnpts\Base_DM_DS Sandwich Bypass models

Report generation date: 13/10/2022 12:21:34

- »Base, AM
- »Base, PM
- »DM, AM
- »DM, PM
- »DS, AM
- »DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
Base										
1 - Sandwich Bypass (N)	D1	1.9	6.75	0.66	A	D2	1.9	6.85	0.66	A
2 - Ash Road (E)		0.4	7.02	0.27	A		0.2	6.50	0.19	A
3 - Sandwich Bypass (S)		2.1	8.30	0.68	A		1.4	6.20	0.59	A
4 - A257 Each End (W)		1.0	5.19	0.49	A		0.8	4.50	0.44	A
DM										
1 - Sandwich Bypass (N)	D3	8.7	24.13	0.90	C	D4	7.2	20.36	0.88	C
2 - Ash Road (E)		0.9	14.28	0.48	B		0.5	11.46	0.35	B
3 - Sandwich Bypass (S)		11.8	36.83	0.93	E		9.0	28.00	0.91	D
4 - A257 Each End (W)		2.9	11.99	0.75	B		2.2	9.84	0.69	A
DS										
1 - Sandwich Bypass (N)	D5	43.9	108.56	1.01	F	D6	28.4	73.37	0.99	F
2 - Ash Road (E)		1.3	21.11	0.58	C		0.8	16.01	0.44	C
3 - Sandwich Bypass (S)		23.9	70.88	0.98	F		45.2	121.80	1.01	F
4 - A257 Each End (W)		4.3	17.09	0.82	C		3.4	14.22	0.78	B

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	07/10/2022
Version	
Status	(new file)
Identifier	
Client	

Jobnumber	
Enumerator	CORP\UKAXG056
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	Base	AM	DIRECT	08:00	09:00	60	15
D2	Base	PM	DIRECT	17:00	18:00	60	15
D3	DM	AM	DIRECT	08:00	09:00	60	15
D4	DM	PM	DIRECT	17:00	18:00	60	15
D5	DS	AM	DIRECT	08:00	09:00	60	15
D6	DS	PM	DIRECT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - Base, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.91	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Sandwich Bypass (N)		
2	Ash Road (E)		
3	Sandwich Bypass (S)		
4	A257 Each End (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Sandwich Bypass (N)	4.92	6.25	5.0	22.3	39.4	23.0		
2 - Ash Road (E)	3.01	7.13	7.9	27.4	39.4	32.0		
3 - Sandwich Bypass (S)	4.75	6.67	5.0	18.8	39.4	37.0		
4 - A257 Each End (W)	4.40	7.80	8.8	26.0	39.4	9.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sandwich Bypass (N)	0.664	1758
2 - Ash Road (E)	0.583	1388
3 - Sandwich Bypass (S)	0.626	1654
4 - A257 Each End (W)	0.718	1943

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario	Time Period	Traffic profile	Start time	Finish time	Time period length	Time segment length
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	name	name	type	(HH:mm)	(HH:mm)	(min)	(min)
D1	Base	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Sandwich Bypass (N)		✓	100.000
2 - Ash Road (E)		✓	100.000
3 - Sandwich Bypass (S)		✓	100.000
4 - A257 Each End (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Sandwich Bypass (N)	2 - Ash Road (E)	3 - Sandwich Bypass (S)	4 - A257 Each End (W)
From	1 - Sandwich Bypass (N)	0	35	686	296
	2 - Ash Road (E)	45	0	26	119
	3 - Sandwich Bypass (S)	745	13	0	174
	4 - A257 Each End (W)	373	106	195	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandwich Bypass (N)	2 - Ash Road (E)	3 - Sandwich Bypass (S)	4 - A257 Each End (W)
From	1 - Sandwich Bypass (N)	0	0	0	0
	2 - Ash Road (E)	0	0	0	0
	3 - Sandwich Bypass (S)	0	0	0	0
	4 - A257 Each End (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Sandwich Bypass (N)	0.66	6.75	1.9	A
2 - Ash Road (E)	0.27	7.02	0.4	A
3 - Sandwich Bypass (S)	0.68	8.30	2.1	A
4 - A257 Each End (W)	0.49	5.19	1.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1017	312	1551	0.656	1010	1.9	6.559	A
2 - Ash Road (E)	190	1169	707	0.269	189	0.4	6.921	A
3 - Sandwich Bypass (S)	932	457	1368	0.681	924	2.1	7.963	A
4 - A257 Each End (W)	674	796	1372	0.491	670	1.0	5.100	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1017	314	1550	0.656	1017	1.9	6.751	A
2 - Ash Road (E)	190	1177	702	0.270	190	0.4	7.024	A
3 - Sandwich Bypass (S)	932	460	1366	0.682	932	2.1	8.289	A
4 - A257 Each End (W)	674	803	1367	0.493	674	1.0	5.191	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1017	314	1550	0.656	1017	1.9	6.754	A
2 - Ash Road (E)	190	1177	702	0.271	190	0.4	7.024	A
3 - Sandwich Bypass (S)	932	460	1366	0.682	932	2.1	8.296	A
4 - A257 Each End (W)	674	803	1367	0.493	674	1.0	5.192	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1017	314	1550	0.656	1017	1.9	6.754	A
2 - Ash Road (E)	190	1177	702	0.271	190	0.4	7.025	A
3 - Sandwich Bypass (S)	932	460	1366	0.682	932	2.1	8.297	A
4 - A257 Each End (W)	674	803	1367	0.493	674	1.0	5.192	A

Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - Base, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	Base	PM	DIRECT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Sandwich Bypass (N)		✓	100.000
2 - Ash Road (E)		✓	100.000
3 - Sandwich Bypass (S)		✓	100.000
4 - A257 Each End (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Sandwich Bypass (N)	2 - Ash Road (E)	3 - Sandwich Bypass (S)	4 - A257 Each End (W)
From	1 - Sandwich Bypass (N)	0	26	712	291
	2 - Ash Road (E)	30	0	19	83
	3 - Sandwich Bypass (S)	677	10	0	133
	4 - A257 Each End (W)	332	94	203	0

Vehicle Mix

Heavy Vehicle Percentages

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		To			
		1 - Sandwich Bypass (N)	2 - Ash Road (E)	3 - Sandwich Bypass (S)	4 - A257 Each End (W)
From	1 - Sandwich Bypass (N)	0	0	0	0
	2 - Ash Road (E)	0	0	0	0
	3 - Sandwich Bypass (S)	0	0	0	0
	4 - A257 Each End (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Sandwich Bypass (N)	0.66	6.85	1.9	A
2 - Ash Road (E)	0.19	6.50	0.2	A
3 - Sandwich Bypass (S)	0.59	6.20	1.4	A
4 - A257 Each End (W)	0.44	4.50	0.8	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1029	305	1556	0.661	1021	1.9	6.648	A
2 - Ash Road (E)	132	1198	690	0.191	131	0.2	6.426	A
3 - Sandwich Bypass (S)	820	401	1403	0.585	814	1.4	6.064	A
4 - A257 Each End (W)	629	712	1432	0.439	626	0.8	4.447	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1029	307	1555	0.662	1029	1.9	6.845	A
2 - Ash Road (E)	132	1206	686	0.193	132	0.2	6.502	A
3 - Sandwich Bypass (S)	820	404	1401	0.585	820	1.4	6.197	A
4 - A257 Each End (W)	629	717	1429	0.440	629	0.8	4.499	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1029	307	1555	0.662	1029	1.9	6.848	A
2 - Ash Road (E)	132	1206	685	0.193	132	0.2	6.503	A
3 - Sandwich Bypass (S)	820	404	1401	0.585	820	1.4	6.197	A
4 - A257 Each End (W)	629	717	1429	0.440	629	0.8	4.499	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1029	307	1555	0.662	1029	1.9	6.848	A
2 - Ash Road (E)	132	1206	685	0.193	132	0.2	6.503	A
3 - Sandwich Bypass (S)	820	404	1401	0.585	820	1.4	6.197	A
4 - A257 Each End (W)	629	717	1429	0.440	629	0.8	4.499	A

DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D3 - DM, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	24.81	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	24.81	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	DM	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Sandwich Bypass (N)		✓	100.000
2 - Ash Road (E)		✓	100.000
3 - Sandwich Bypass (S)		✓	100.000
4 - A257 Each End (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Sandwich Bypass (N)	2 - Ash Road (E)	3 - Sandwich Bypass (S)	4 - A257 Each End (W)
From	1 - Sandwich Bypass (N)	0	43	939	361
	2 - Ash Road (E)	55	0	31	145
	3 - Sandwich Bypass (S)	1000	15	0	198
	4 - A257 Each End (W)	485	138	254	0

Vehicle Mix

Heavy Vehicle Percentages

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		To			
		1 - Sandwich Bypass (N)	2 - Ash Road (E)	3 - Sandwich Bypass (S)	4 - A257 Each End (W)
From	1 - Sandwich Bypass (N)	0	0	0	0
	2 - Ash Road (E)	0	0	0	0
	3 - Sandwich Bypass (S)	0	0	0	0
	4 - A257 Each End (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Sandwich Bypass (N)	0.90	24.13	8.7	C
2 - Ash Road (E)	0.48	14.28	0.9	B
3 - Sandwich Bypass (S)	0.93	36.83	11.8	E
4 - A257 Each End (W)	0.75	11.99	2.9	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1343	402	1492	0.900	1313	7.4	17.981	C
2 - Ash Road (E)	231	1522	501	0.461	228	0.8	13.017	B
3 - Sandwich Bypass (S)	1213	550	1309	0.926	1177	8.9	23.133	C
4 - A257 Each End (W)	877	1039	1198	0.732	867	2.6	10.563	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1343	407	1488	0.902	1340	8.2	23.196	C
2 - Ash Road (E)	231	1551	485	0.477	231	0.9	14.167	B
3 - Sandwich Bypass (S)	1213	560	1303	0.931	1206	10.6	33.435	D
4 - A257 Each End (W)	877	1064	1180	0.743	876	2.8	11.815	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1343	407	1488	0.902	1342	8.5	23.855	C
2 - Ash Road (E)	231	1553	483	0.478	231	0.9	14.253	B
3 - Sandwich Bypass (S)	1213	561	1303	0.931	1210	11.3	35.718	E
4 - A257 Each End (W)	877	1067	1178	0.745	877	2.9	11.945	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1343	407	1488	0.902	1342	8.7	24.128	C
2 - Ash Road (E)	231	1553	483	0.478	231	0.9	14.276	B
3 - Sandwich Bypass (S)	1213	561	1303	0.931	1211	11.8	36.830	E
4 - A257 Each End (W)	877	1068	1177	0.745	877	2.9	11.987	B

DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - DM, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	20.12	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.12	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	DM	PM	DIRECT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Sandwich Bypass (N)		✓	100.000
2 - Ash Road (E)		✓	100.000
3 - Sandwich Bypass (S)		✓	100.000
4 - A257 Each End (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Sandwich Bypass (N)	2 - Ash Road (E)	3 - Sandwich Bypass (S)	4 - A257 Each End (W)
From	1 - Sandwich Bypass (N)	0	33	916	373
	2 - Ash Road (E)	39	0	25	107
	3 - Sandwich Bypass (S)	1019	13	0	173
	4 - A257 Each End (W)	428	121	261	0

Vehicle Mix

Heavy Vehicle Percentages

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		To			
		1 - Sandwich Bypass (N)	2 - Ash Road (E)	3 - Sandwich Bypass (S)	4 - A257 Each End (W)
From	1 - Sandwich Bypass (N)	0	0	0	0
	2 - Ash Road (E)	0	0	0	0
	3 - Sandwich Bypass (S)	0	0	0	0
	4 - A257 Each End (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Sandwich Bypass (N)	0.88	20.36	7.2	C
2 - Ash Road (E)	0.35	11.46	0.5	B
3 - Sandwich Bypass (S)	0.91	28.00	9.0	D
4 - A257 Each End (W)	0.69	9.84	2.2	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1322	391	1499	0.882	1296	6.4	16.160	C
2 - Ash Road (E)	171	1522	501	0.341	169	0.5	10.776	B
3 - Sandwich Bypass (S)	1205	510	1334	0.903	1175	7.4	19.937	C
4 - A257 Each End (W)	810	1045	1193	0.679	802	2.0	9.015	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1322	395	1496	0.884	1320	6.9	19.869	C
2 - Ash Road (E)	171	1548	486	0.352	171	0.5	11.409	B
3 - Sandwich Bypass (S)	1205	518	1329	0.907	1201	8.4	26.557	D
4 - A257 Each End (W)	810	1068	1177	0.688	810	2.2	9.769	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1322	395	1496	0.884	1321	7.1	20.221	C
2 - Ash Road (E)	171	1549	485	0.352	171	0.5	11.445	B
3 - Sandwich Bypass (S)	1205	519	1329	0.907	1203	8.8	27.566	D
4 - A257 Each End (W)	810	1070	1176	0.689	810	2.2	9.825	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1322	395	1496	0.884	1322	7.2	20.357	C
2 - Ash Road (E)	171	1550	485	0.352	171	0.5	11.456	B
3 - Sandwich Bypass (S)	1205	519	1329	0.907	1204	9.0	27.996	D
4 - A257 Each End (W)	810	1070	1176	0.689	810	2.2	9.843	A

DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D5 - DS, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	69.08	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	69.08	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	DS	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Sandwich Bypass (N)		✓	100.000
2 - Ash Road (E)		✓	100.000
3 - Sandwich Bypass (S)		✓	100.000
4 - A257 Each End (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Sandwich Bypass (N)	2 - Ash Road (E)	3 - Sandwich Bypass (S)	4 - A257 Each End (W)
From	1 - Sandwich Bypass (N)	0	44	1039	380
	2 - Ash Road (E)	53	0	34	145
	3 - Sandwich Bypass (S)	1043	18	0	209
	4 - A257 Each End (W)	495	146	300	0

Vehicle Mix

Heavy Vehicle Percentages

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		To			
		1 - Sandwich Bypass (N)	2 - Ash Road (E)	3 - Sandwich Bypass (S)	4 - A257 Each End (W)
From	1 - Sandwich Bypass (N)	0	0	0	0
	2 - Ash Road (E)	0	0	0	0
	3 - Sandwich Bypass (S)	0	0	0	0
	4 - A257 Each End (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Sandwich Bypass (N)	1.01	108.56	43.9	F
2 - Ash Road (E)	0.58	21.11	1.3	C
3 - Sandwich Bypass (S)	0.98	70.88	23.9	F
4 - A257 Each End (W)	0.82	17.09	4.3	C

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1463	456	1456	1.005	1385	19.6	35.846	E
2 - Ash Road (E)	232	1638	433	0.535	228	1.1	17.144	C
3 - Sandwich Bypass (S)	1270	554	1307	0.972	1216	13.4	30.566	D
4 - A257 Each End (W)	941	1068	1177	0.799	926	3.7	13.652	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1463	463	1451	1.008	1424	29.2	70.546	F
2 - Ash Road (E)	232	1681	409	0.568	231	1.3	20.213	C
3 - Sandwich Bypass (S)	1270	567	1299	0.978	1251	18.2	53.433	F
4 - A257 Each End (W)	941	1098	1156	0.814	939	4.1	16.410	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1463	464	1451	1.009	1432	37.0	91.061	F
2 - Ash Road (E)	232	1688	404	0.574	232	1.3	20.820	C
3 - Sandwich Bypass (S)	1270	570	1297	0.979	1257	21.5	63.626	F
4 - A257 Each End (W)	941	1103	1152	0.817	940	4.3	16.883	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1463	464	1451	1.009	1435	43.9	108.562	F
2 - Ash Road (E)	232	1692	402	0.577	232	1.3	21.110	C
3 - Sandwich Bypass (S)	1270	571	1296	0.980	1260	23.9	70.883	F
4 - A257 Each End (W)	941	1106	1150	0.818	941	4.3	17.093	C

DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D6 - DS, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	74.17	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	74.17	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	DS	PM	DIRECT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Sandwich Bypass (N)		✓	100.000
2 - Ash Road (E)		✓	100.000
3 - Sandwich Bypass (S)		✓	100.000
4 - A257 Each End (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Sandwich Bypass (N)	2 - Ash Road (E)	3 - Sandwich Bypass (S)	4 - A257 Each End (W)
From	1 - Sandwich Bypass (N)	0	34	1013	398
	2 - Ash Road (E)	39	0	28	107
	3 - Sandwich Bypass (S)	1112	17	0	205
	4 - A257 Each End (W)	448	125	299	0

Vehicle Mix

Heavy Vehicle Percentages

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		To			
		1 - Sandwich Bypass (N)	2 - Ash Road (E)	3 - Sandwich Bypass (S)	4 - A257 Each End (W)
From	1 - Sandwich Bypass (N)	0	0	0	0
	2 - Ash Road (E)	0	0	0	0
	3 - Sandwich Bypass (S)	0	0	0	0
	4 - A257 Each End (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Sandwich Bypass (N)	0.99	73.37	28.4	F
2 - Ash Road (E)	0.44	16.01	0.8	C
3 - Sandwich Bypass (S)	1.01	121.80	45.2	F
4 - A257 Each End (W)	0.78	14.22	3.4	B

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1445	434	1470	0.983	1382	15.7	30.685	D
2 - Ash Road (E)	174	1645	430	0.405	171	0.7	13.791	B
3 - Sandwich Bypass (S)	1334	524	1325	1.006	1259	18.8	37.898	E
4 - A257 Each End (W)	872	1104	1152	0.757	860	3.0	11.917	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1445	440	1466	0.985	1422	21.4	54.693	F
2 - Ash Road (E)	174	1687	405	0.430	174	0.7	15.541	C
3 - Sandwich Bypass (S)	1334	537	1317	1.013	1294	28.9	76.108	F
4 - A257 Each End (W)	872	1134	1130	0.772	871	3.2	13.794	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1445	440	1466	0.986	1429	25.4	65.499	F
2 - Ash Road (E)	174	1695	401	0.434	174	0.8	15.861	C
3 - Sandwich Bypass (S)	1334	540	1316	1.014	1300	37.5	100.366	F
4 - A257 Each End (W)	872	1139	1126	0.774	872	3.3	14.090	B

17:45 - 18:00

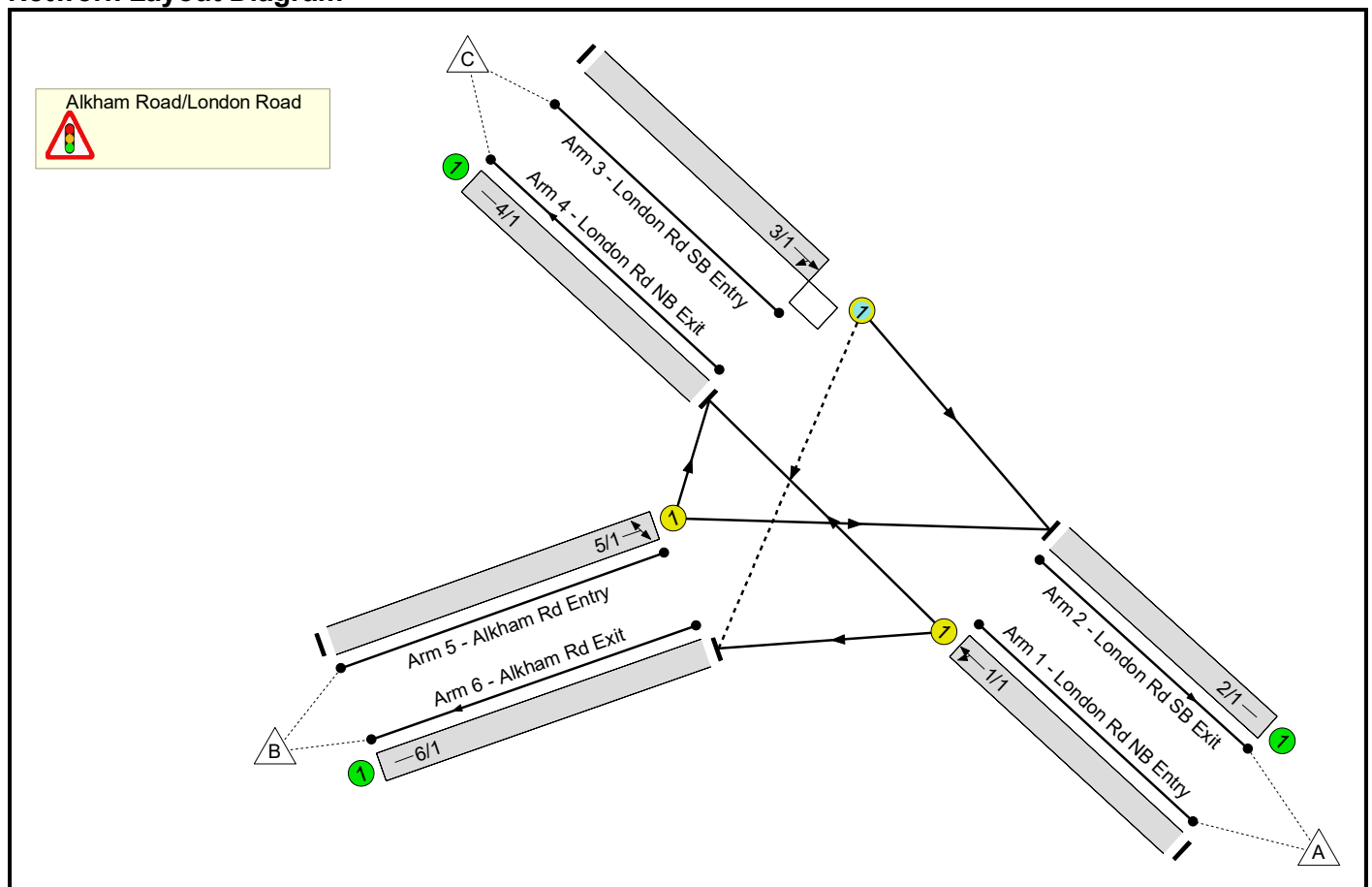
Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandwich Bypass (N)	1445	441	1466	0.986	1433	28.4	73.371	F
2 - Ash Road (E)	174	1698	399	0.436	174	0.8	16.013	C
3 - Sandwich Bypass (S)	1334	541	1315	1.014	1303	45.2	121.799	F
4 - A257 Each End (W)	872	1142	1124	0.776	872	3.4	14.222	B

Full Input Data And Results
Full Input Data And Results

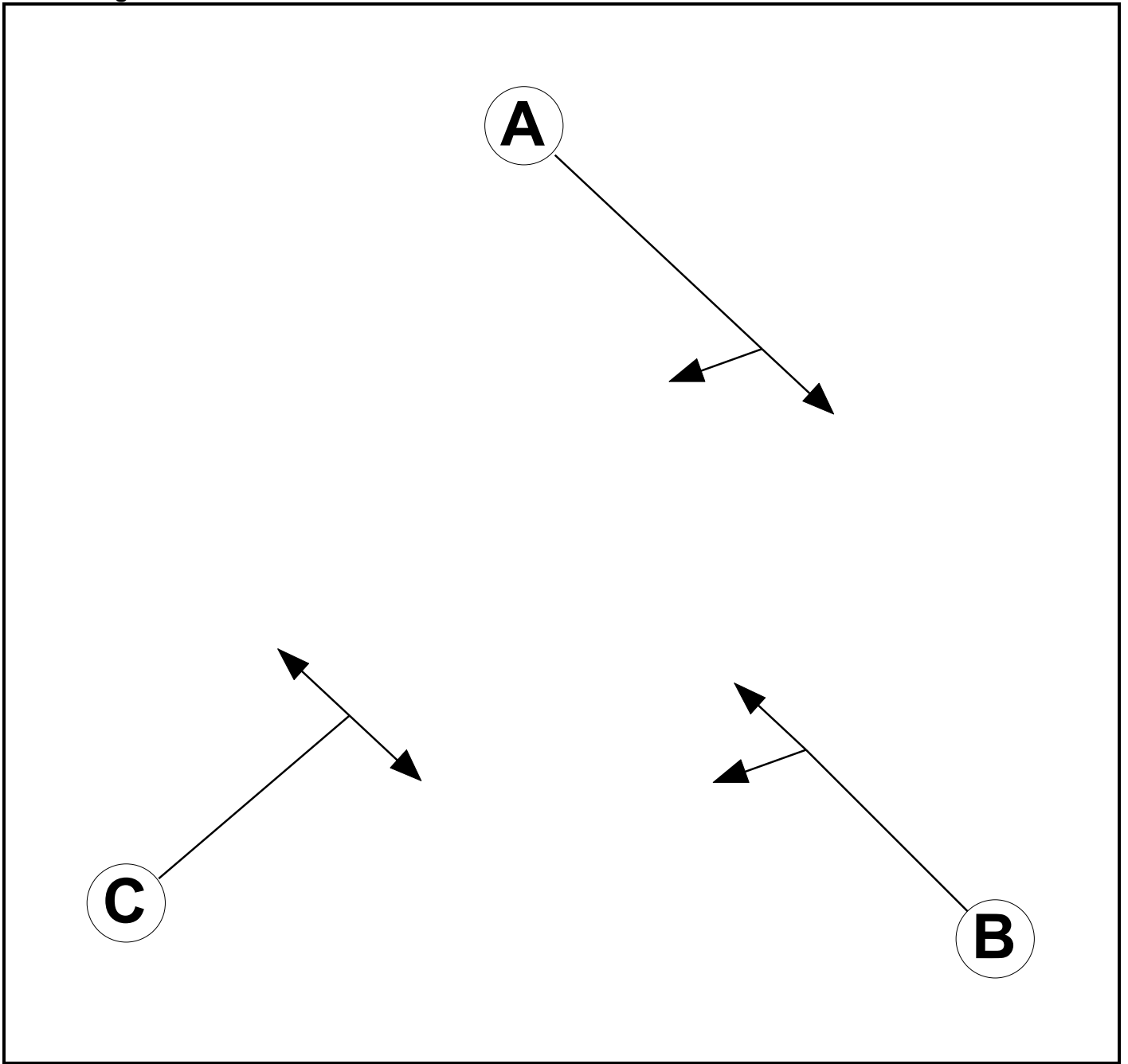
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Alkham Rd_London Rd_v2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	6
B	Traffic		7	7
C	Traffic		7	7

Full Input Data And Results

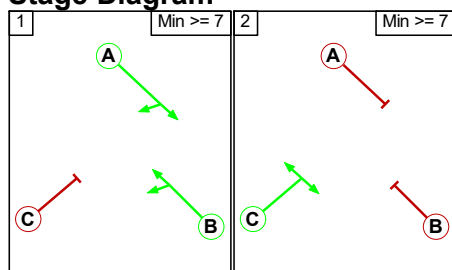
Phase Intergreens Matrix

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

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	1	1

Prohibited Stage Change

	To Stage	
	1	2
From Stage	1	6
	2	5

Full Input Data And Results

Give-Way Lane Input Data

Junction: Alkham Road/London Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (London Rd SB Entry)	6/1 (Right)	1439	0	1/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Alkham Road/London Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (London Rd NB Entry)	U	B	2	3	60.0	Geom	-	3.11	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	30.00
2/1 (London Rd SB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (London Rd SB Entry)	O	A	2	3	60.0	Geom	-	4.09	0.00	Y	Arm 2 Ahead	Inf
											Arm 6 Right	4.00
4/1 (London Rd NB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Alkham Rd Entry)	U	C	2	3	60.0	Geom	-	2.91	0.00	Y	Arm 2 Right	35.00
											Arm 4 Left	3.00
6/1 (Alkham Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2040 DM AM'	08:00	09:00	01:00	
2: '2040 DM PM'	17:00	18:00	01:00	
3: '2040 DS2 AM'	08:00	09:00	01:00	
4: '2040 DS2 PM'	17:00	18:00	01:00	

Scenario 1: '2040 DM AM' (FG1: '2040 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	688	138	826
	B	448	0	48	496
	C	145	224	0	369
	Tot.	593	912	186	1691

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2040 DM AM
Junction: Alkham Road/London Road	
1/1	826
2/1	593
3/1	369
4/1	186
5/1	496
6/1	912

Lane Saturation Flows

Junction: Alkham Road/London Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (London Rd NB Entry)	3.11	0.00	Y	Arm 4 Ahead	Inf	16.7 %	1849	1849
				Arm 6 Left	30.00	83.3 %		
2/1 (London Rd SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Rd SB Entry)	4.09	0.00	Y	Arm 2 Ahead	Inf	39.3 %	1649	1649
				Arm 6 Right	4.00	60.7 %		
4/1 (London Rd NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Alkham Rd Entry)	2.91	0.00	Y	Arm 2 Right	35.00	90.3 %	1753	1753
				Arm 4 Left	3.00	9.7 %		
6/1 (Alkham Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2040 DM PM' (FG2: '2040 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				Tot.
	A	B	C	Tot.	
A	0	655	95	750	
B	592	0	0	592	
C	352	59	0	411	
Tot.	944	714	95	1753	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2040 DM PM
Junction: Alkham Road/London Road	
1/1	750
2/1	944
3/1	411
4/1	95
5/1	592
6/1	714

Lane Saturation Flows

Junction: Alkham Road/London Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (London Rd NB Entry)	3.11	0.00	Y	Arm 4 Ahead	Inf	12.7 %	1845	1845
				Arm 6 Left	30.00	87.3 %		
2/1 (London Rd SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Rd SB Entry)	4.09	0.00	Y	Arm 2 Ahead	Inf	85.6 %	1921	1921
				Arm 6 Right	4.00	14.4 %		
4/1 (London Rd NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Alkham Rd Entry)	2.91	0.00	Y	Arm 2 Right	35.00	100.0 %	1828	1828
				Arm 4 Left	3.00	0.0 %		
6/1 (Alkham Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2040 DS2 AM' (FG3: '2040 DS2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination			
	A	B	C	Tot.
A	0	549	286	835
B	474	0	42	516
C	469	265	0	734
Tot.	943	814	328	2085

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2040 DS2 AM
Junction: Alkham Road/London Road	
1/1	835
2/1	943
3/1	734
4/1	328
5/1	516
6/1	814

Lane Saturation Flows

Junction: Alkham Road/London Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (London Rd NB Entry)	3.11	0.00	Y	Arm 4 Ahead	Inf	34.3 %	1865	1865
				Arm 6 Left	30.00	65.7 %		
2/1 (London Rd SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Rd SB Entry)	4.09	0.00	Y	Arm 2 Ahead	Inf	63.9 %	1783	1783
				Arm 6 Right	4.00	36.1 %		
4/1 (London Rd NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Alkham Rd Entry)	2.91	0.00	Y	Arm 2 Right	35.00	91.9 %	1765	1765
				Arm 4 Left	3.00	8.1 %		
6/1 (Alkham Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2040 DS2 PM' (FG4: '2040 DS2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				Tot.
	A	B	C	Tot.	
A	0	814	221	1035	
B	600	0	0	600	
C	479	74	0	553	
Tot.	1079	888	221	2188	

Full Input Data And Results

Traffic Lane Flows

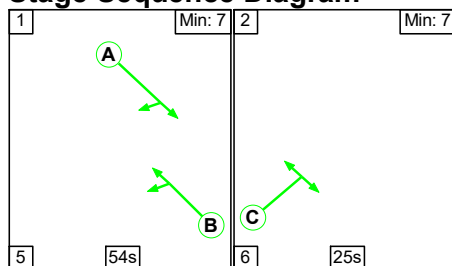
Lane	Scenario 4: 2040 DS2 PM
Junction: Alkham Road/London Road	
1/1	1035
2/1	1079
3/1	553
4/1	221
5/1	600
6/1	888

Lane Saturation Flows

Junction: Alkham Road/London Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (London Rd NB Entry)	3.11	0.00	Y	Arm 4 Ahead	Inf	21.4 %	1853	1853
				Arm 6 Left	30.00	78.6 %		
2/1 (London Rd SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Rd SB Entry)	4.09	0.00	Y	Arm 2 Ahead	Inf	86.6 %	1927	1927
				Arm 6 Right	4.00	13.4 %		
4/1 (London Rd NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Alkham Rd Entry)	2.91	0.00	Y	Arm 2 Right	35.00	100.0 %	1828	1828
				Arm 4 Left	3.00	0.0 %		
6/1 (Alkham Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2040 DM AM' (FG1: '2040 DM AM', Plan 1: 'Network Control Plan 1')

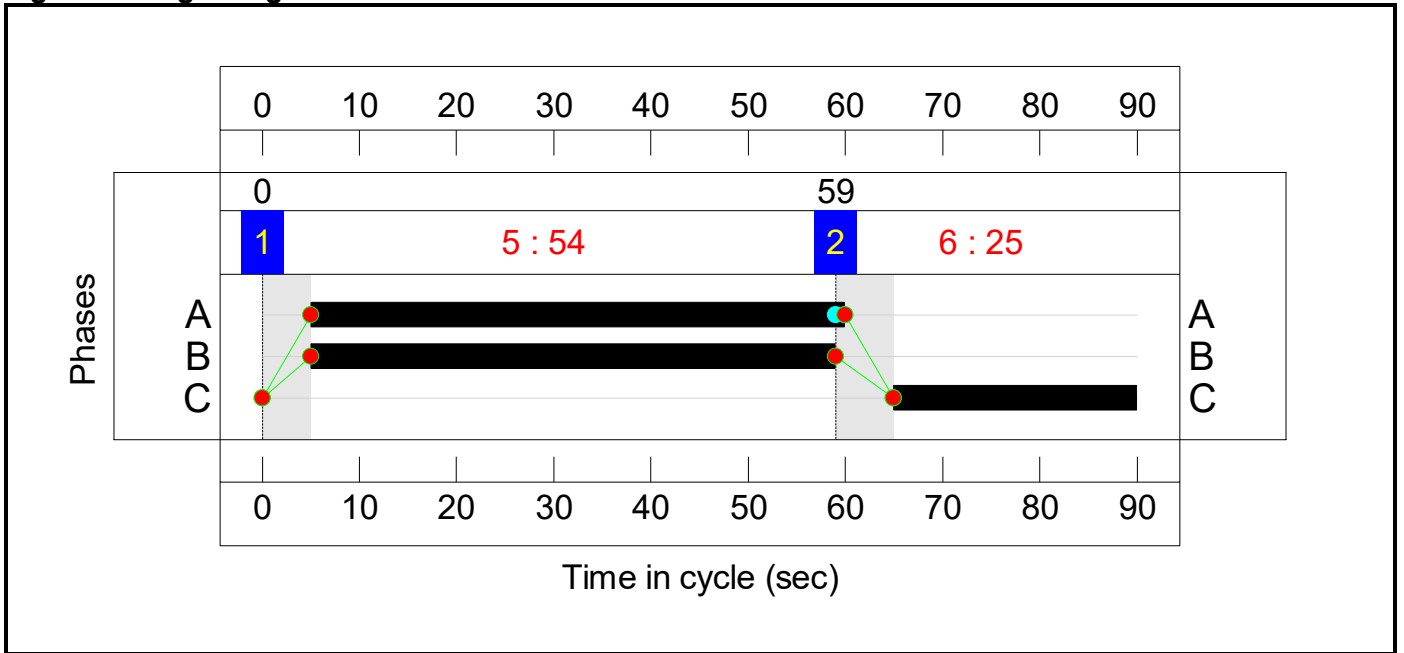
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	54	25
Change Point	0	59

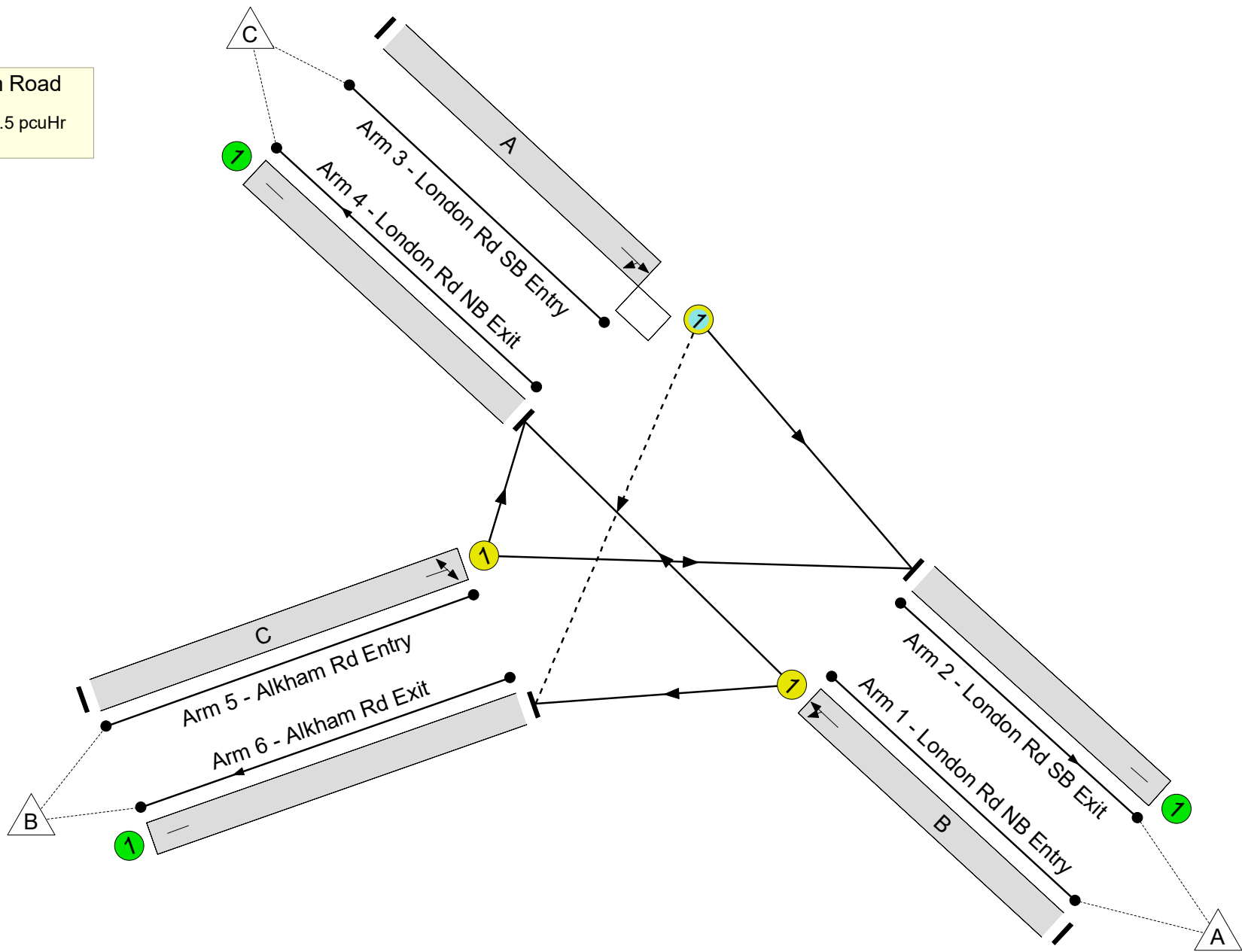

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Alkham Road/London Road
PRC: -8.8 %
Total Traffic Delay: 27.5 pcuHr



Full Input Data And Results

Network Results

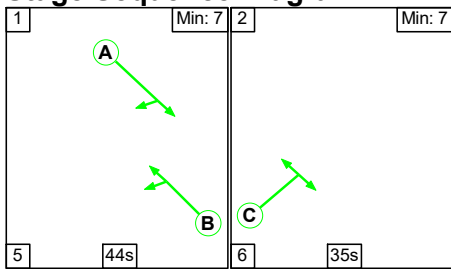
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.9%
Alkham Road/London Road	-	-	N/A	-	-		-	-	-	-	-	-	97.9%
1/1	London Rd NB Entry Ahead Left	U	N/A	N/A	B		1	54	-	826	1849	1130	73.1%
2/1	London Rd SB Exit	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
3/1	London Rd SB Entry Ahead Right	O	N/A	N/A	A		1	55	-	369	1649	380	97.1%
4/1	London Rd NB Exit	U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
5/1	Alkham Rd Entry Right Left	U	N/A	N/A	C		1	25	-	496	1753	506	97.9%
6/1	Alkham Rd Exit	U	N/A	N/A	-		-	-	-	912	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	158	0	66	9.0	17.4	1.1	27.5	-	-	-	-
Alkham Road/London Road	-	-	158	0	66	9.0	17.4	1.1	27.5	-	-	-	-
1/1	826	826	-	-	-	2.8	1.3	-	4.2	18.2	14.5	1.3	15.8
2/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	369	369	158	0	66	1.8	7.2	1.1	10.1	98.8	9.0	7.2	16.2
4/1	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	496	496	-	-	-	4.4	8.8	-	13.2	95.8	12.3	8.8	21.1
6/1	912	912	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): -8.8		-8.8		Total Delay for Signalled Lanes (pcuHr): 27.50		27.50		Cycle Time (s): 90		
			PRC Over All Lanes (%): -8.8		-8.8		Total Delay Over All Lanes(pcuHr): 27.50		27.50				

Full Input Data And Results

Full Input Data And Results

Scenario 2: '2040 DM PM' (FG2: '2040 DM PM', Plan 1: 'Network Control Plan 1')

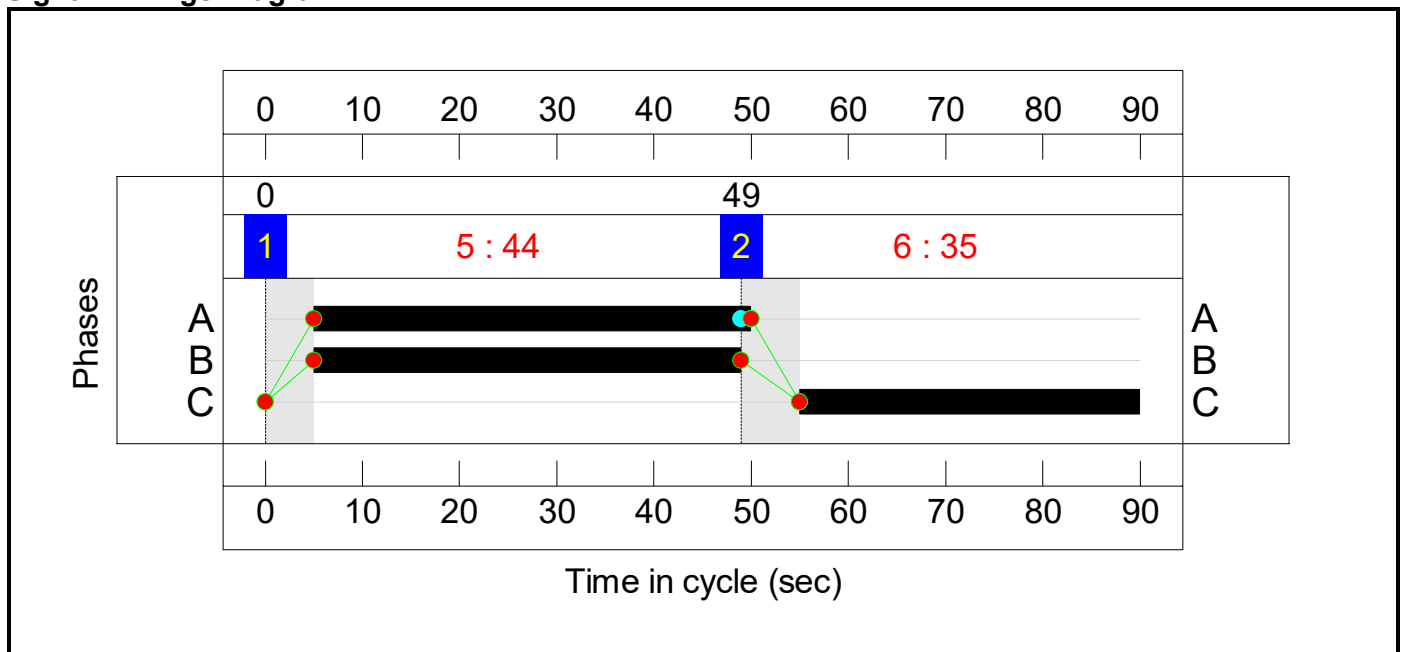
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	44	35
Change Point	0	49

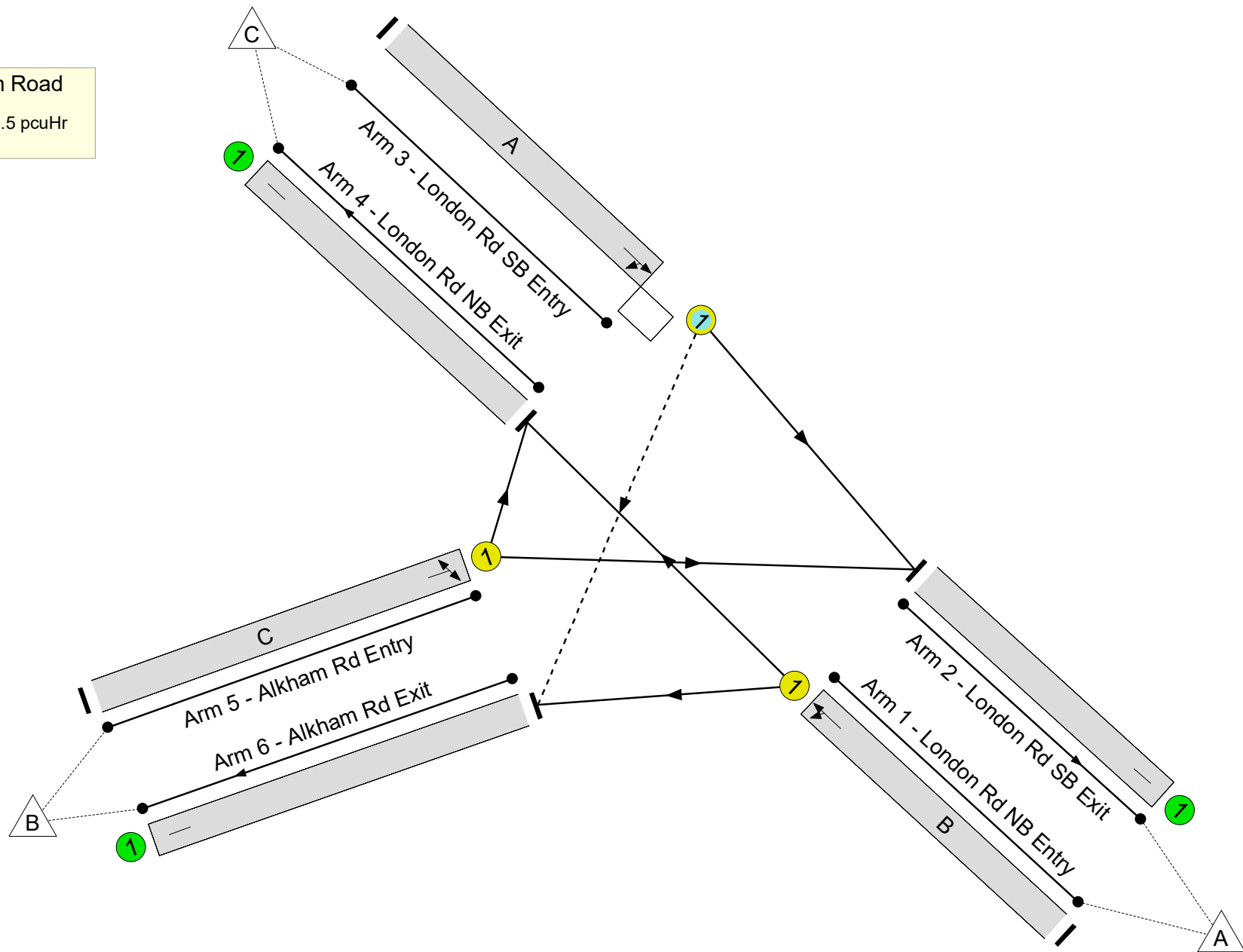

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Alkham Road/London Road
PRC: 10.7 %
Total Traffic Delay: 14.5 pcuHr



Full Input Data And Results

Network Results

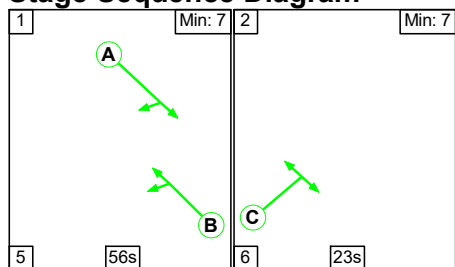
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
Alkham Road/London Road	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
1/1	London Rd NB Entry Ahead Left	U	N/A	N/A	B		1	44	-	750	1845	923	81.3%
2/1	London Rd SB Exit	U	N/A	N/A	-		-	-	-	944	Inf	Inf	0.0%
3/1	London Rd SB Entry Ahead Right	O	N/A	N/A	A		1	45	-	411	1921	792	51.9%
4/1	London Rd NB Exit	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
5/1	Alkham Rd Entry Right Left	U	N/A	N/A	C		1	35	-	592	1828	731	81.0%
6/1	Alkham Rd Exit	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	58	0	1	9.5	4.7	0.3	14.5	-	-	-	-
Alkham Road/London Road	-	-	58	0	1	9.5	4.7	0.3	14.5	-	-	-	-
1/1	750	750	-	-	-	3.9	2.1	-	6.1	29.1	15.6	2.1	17.7
2/1	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	411	411	58	0	1	1.6	0.5	0.3	2.4	21.4	6.3	0.5	6.8
4/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	592	592	-	-	-	3.9	2.1	-	6.0	36.5	13.0	2.1	15.1
6/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	10.7	Total Delay for Signalled Lanes (pcuHr):			14.52	Cycle Time (s):		90		
			PRC Over All Lanes (%):	10.7	Total Delay Over All Lanes(pcuHr):			14.52					

Full Input Data And Results

Full Input Data And Results

Scenario 3: '2040 DS2 AM' (FG3: '2040 DS2 AM', Plan 1: 'Network Control Plan 1')

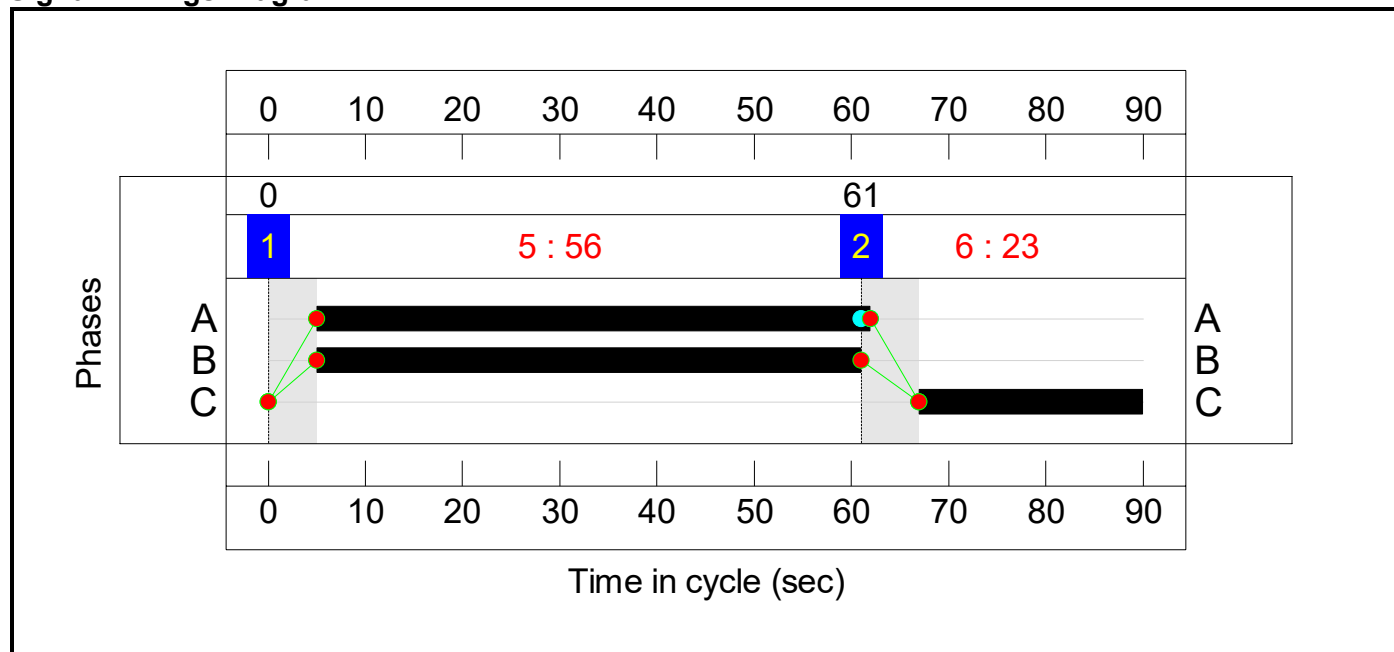
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	56	23
Change Point	0	61

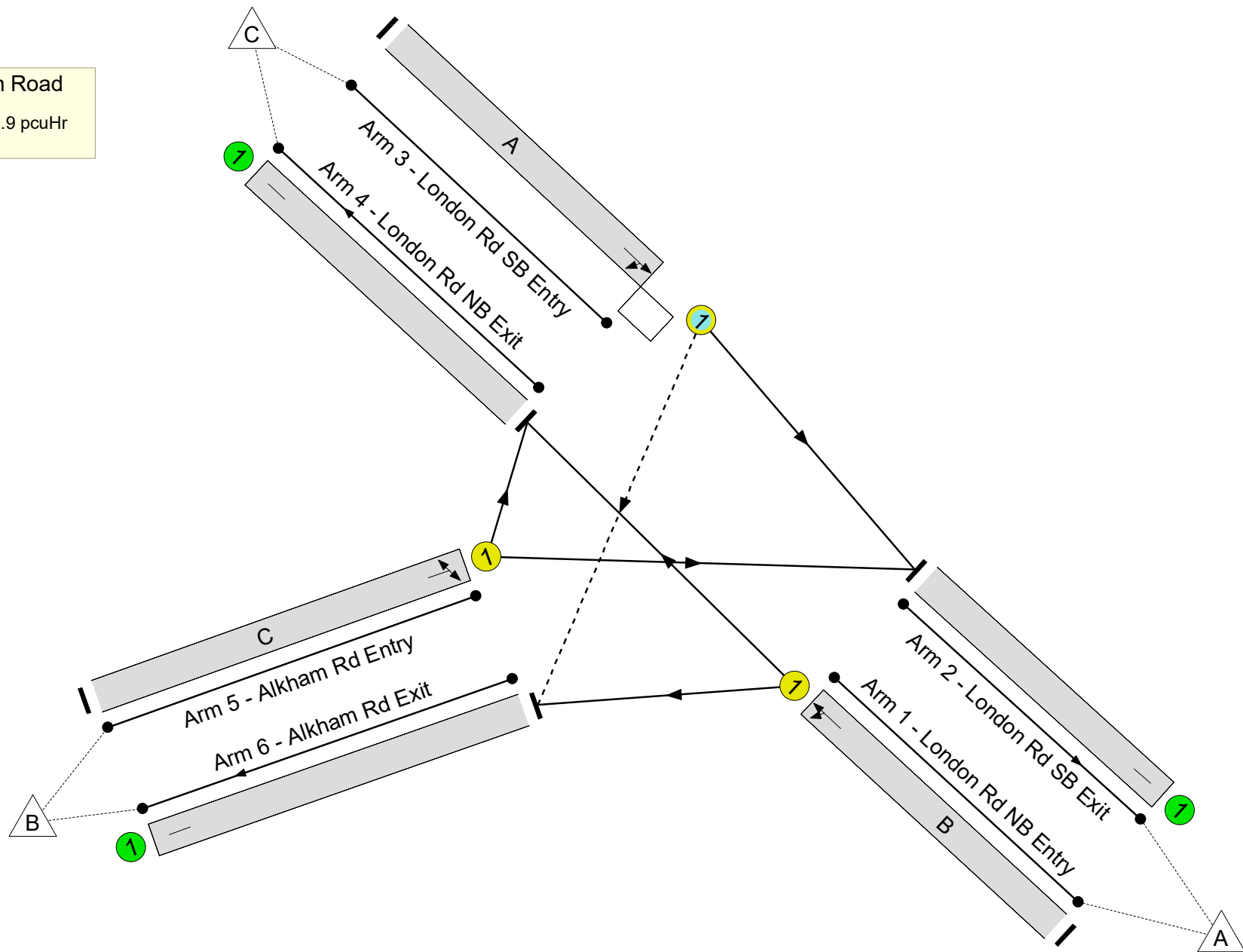

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Alkham Road/London Road
PRC: -21.8 %
Total Traffic Delay: 79.9 pcuHr



Full Input Data And Results

Network Results

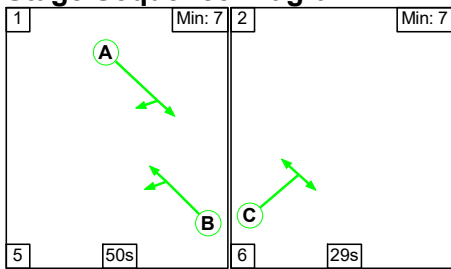
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	
Network	-	-	N/A	-	-		-	-	-	-	-	-	109.6%	
Alkham Road/London Road	-	-	N/A	-	-		-	-	-	-	-	-	109.6%	
1/1	London Rd NB Entry Ahead Left	U	N/A	N/A	B		1	56	-	835	1865	1181	70.7%	
2/1	London Rd SB Exit	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%	
3/1	London Rd SB Entry Ahead Right	O	N/A	N/A	A		1	57	-	734	1783	676	108.7%	
4/1	London Rd NB Exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%	
5/1	Alkham Rd Entry Right Left	U	N/A	N/A	C		1	23	-	516	1765	471	109.6%	
6/1	Alkham Rd Exit	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	176	0	68	15.7	63.1	1.0	79.9	-	-	-	-	
Alkham Road/London Road	-	-	176	0	68	15.7	63.1	1.0	79.9	-	-	-	-	
1/1	835	835	-	-	-	2.5	1.2	-	3.7	16.1	13.7	1.2	14.9	
2/1	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	734	676	176	0	68	6.1	34.6	1.0	41.7	204.4	19.8	34.6	54.4	
4/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	516	471	-	-	-	7.1	27.4	-	34.5	240.7	14.7	27.4	42.1	
6/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	-21.8	Total Delay for Signalled Lanes (pcuHr):			79.90	Cycle Time (s):		90			
			PRC Over All Lanes (%):	-21.8	Total Delay Over All Lanes(pcuHr):			79.90						

Full Input Data And Results

Full Input Data And Results

Scenario 4: '2040 DS2 PM' (FG4: '2040 DS2 PM', Plan 1: 'Network Control Plan 1')

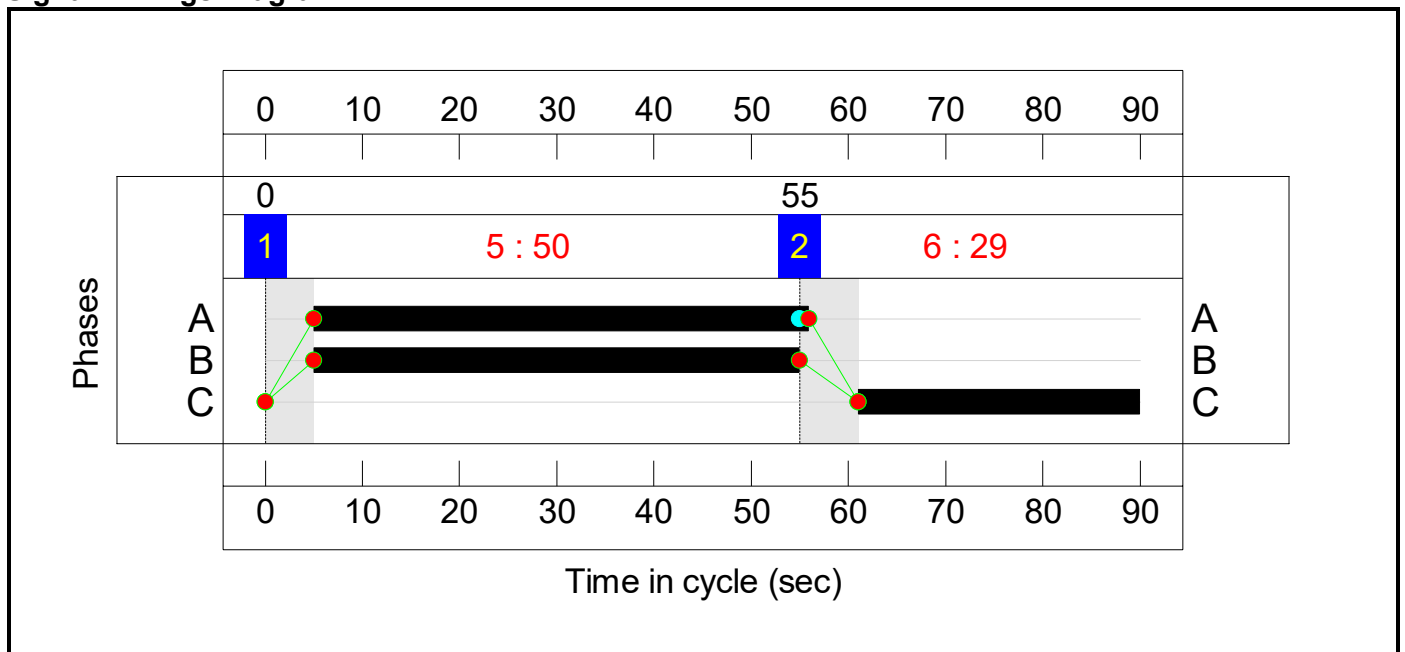
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	50	29
Change Point	0	55

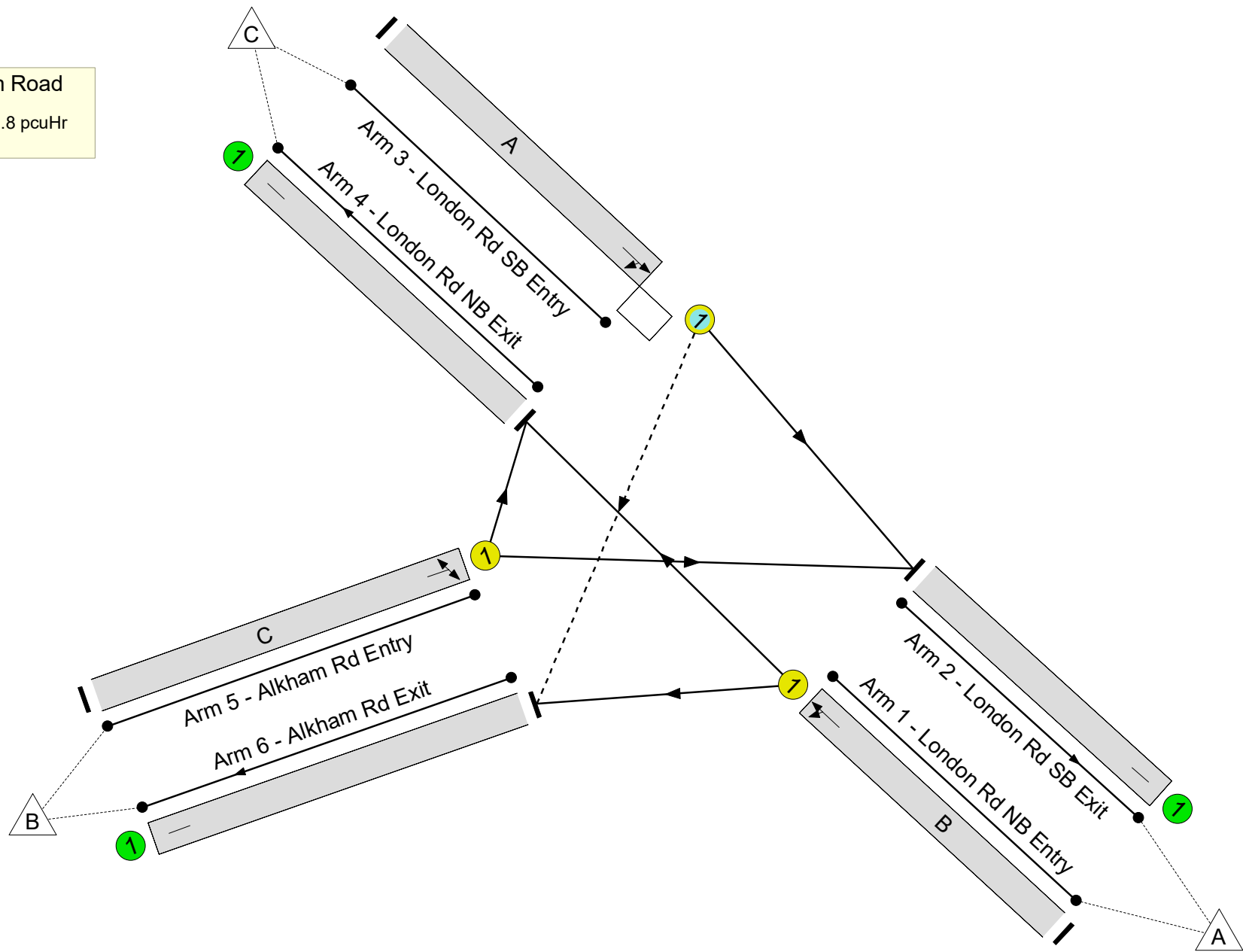

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Alkham Road/London Road
PRC: -9.5 %
Total Traffic Delay: 40.8 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	98.6%
Alkham Road/London Road	-	-	N/A	-	-		-	-	-	-	-	-	98.6%
1/1	London Rd NB Entry Ahead Left	U	N/A	N/A	B		1	50	-	1035	1853	1050	98.6%
2/1	London Rd SB Exit	U	N/A	N/A	-		-	-	-	1079	Inf	Inf	0.0%
3/1	London Rd SB Entry Ahead Right	O	N/A	N/A	A		1	51	-	553	1927	598	92.5%
4/1	London Rd NB Exit	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
5/1	Alkham Rd Entry Right Left	U	N/A	N/A	C		1	29	-	600	1828	609	98.5%
6/1	Alkham Rd Exit	U	N/A	N/A	-		-	-	-	888	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	3	0	71	12.2	27.9	0.7	40.8	-	-	-	-
Alkham Road/London Road	-	-	3	0	71	12.2	27.9	0.7	40.8	-	-	-	-
1/1	1035	1035	-	-	-	5.5	12.8	-	18.3	63.5	25.3	12.8	38.1
2/1	1079	1079	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	553	553	3	0	71	1.7	5.0	0.7	7.5	48.6	8.1	5.0	13.2
4/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	600	600	-	-	-	5.0	10.1	-	15.1	90.6	14.8	10.1	25.0
6/1	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): -9.5		-9.5		Total Delay for Signalled Lanes (pcuHr): 40.83		40.83		Cycle Time (s): 90		
			PRC Over All Lanes (%): -9.5		-9.5		Total Delay Over All Lanes(pcuHr): 40.83		40.83				

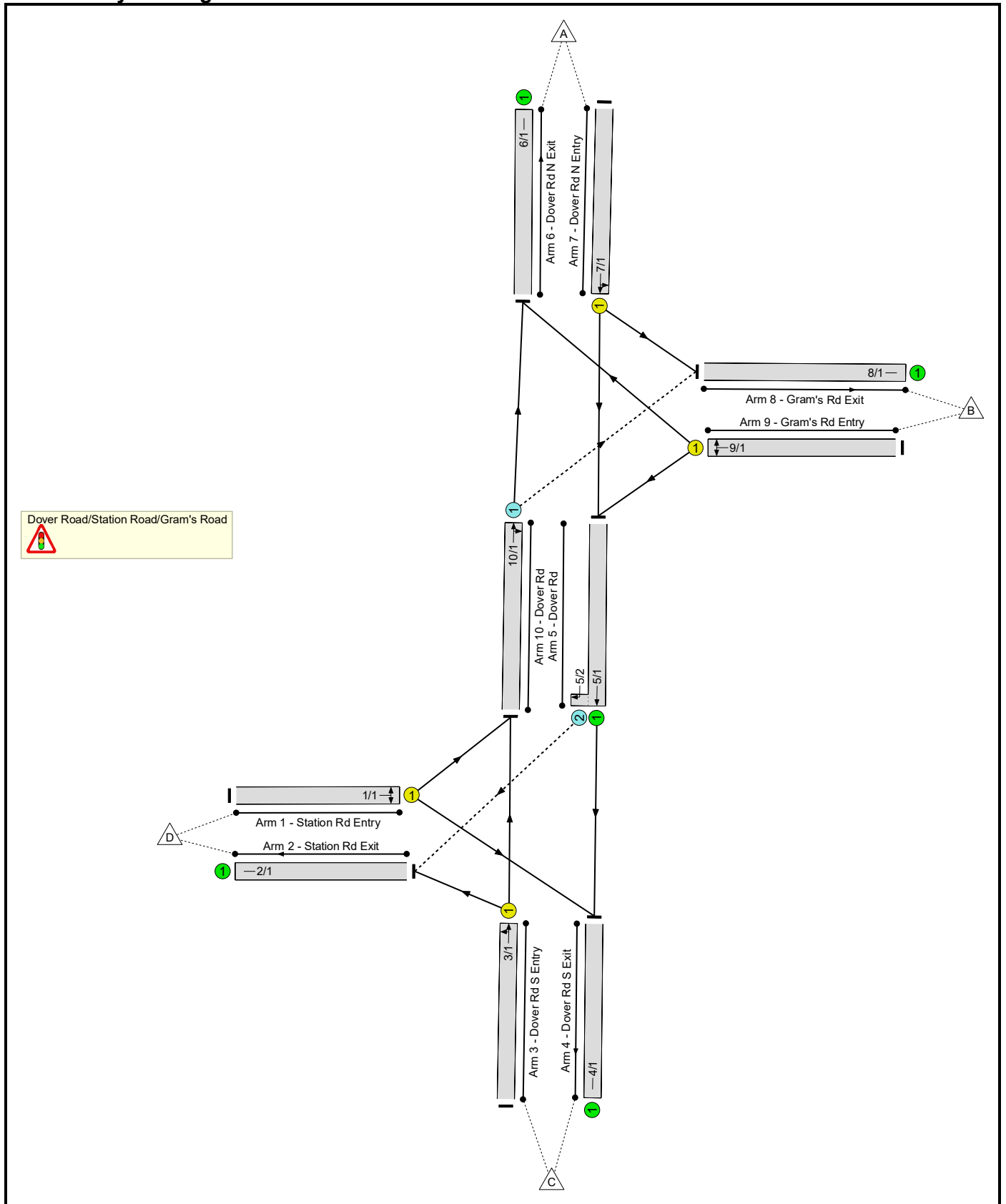
Full Input Data And Results

Full Input Data And Results

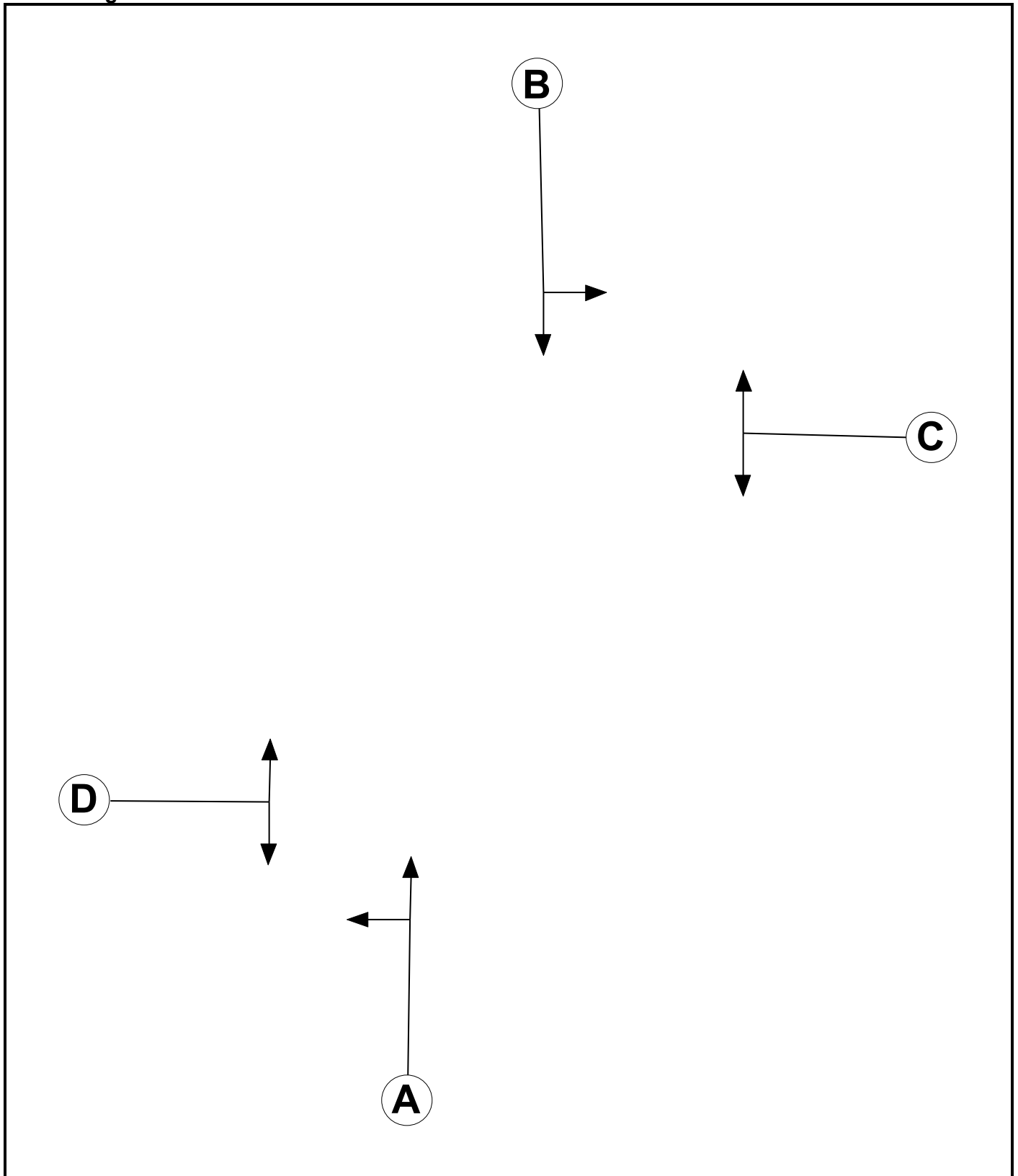
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Dover Rd_Gram's Rd_Station Rd_v2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

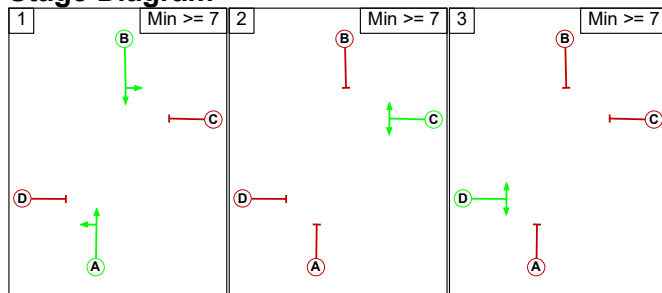
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A	-	8	5	
	B	5	-	7	
	C	8	5	-	7
	D	5	5	8	-

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1	-	8	7
	2	8	-	7
	3	5	8	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: Dover Road/Station Road/Gram's Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
5/2 (Dover Rd)	2/1 (Right)	1439	0	3/1	1.09	All	-	-	-	-	-
10/1 (Dover Rd)	8/1 (Right)	1439	0	7/1	1.09	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: Dover Road/Station Road/Gram's Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Station Rd Entry)	U	D	2	3	60.0	Geom	-	3.46	0.00	Y	Arm 4 Right	11.00
											Arm 10 Left	8.00
2/1 (Station Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Dover Rd S Entry)	U	A	2	3	60.0	Geom	-	4.13	0.00	Y	Arm 2 Left	8.00
											Arm 10 Ahead	Inf
4/1 (Dover Rd S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Dover Rd)	U		2	3	3.5	Geom	-	3.37	0.00	Y	Arm 4 Ahead	Inf
5/2 (Dover Rd)	O		2	3	1.0	Geom	-	2.00	0.00	Y	Arm 2 Right	10.00
6/1 (Dover Rd N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Dover Rd N Entry)	U	B	2	3	60.0	Geom	-	2.98	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	8.00
8/1 (Gram's Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Gram's Rd Entry)	U	C	2	3	60.0	Geom	-	4.02	0.00	Y	Arm 5 Left	10.00
											Arm 6 Right	10.00
10/1 (Dover Rd)	O		2	3	3.5	Geom	-	3.77	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Right	10.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2040 DM AM'	08:00	09:00	01:00	
2: '2040 DM PM'	17:00	18:00	01:00	
3: '2040 DS2 AM'	08:00	09:00	01:00	
4: '2040 DS2 PM'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: '2040 DM AM' (FG1: '2040 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	3	856	3	862	
B	21	0	104	58	183	
C	602	27	0	168	797	
D	0	6	129	0	135	
Tot.	623	36	1089	229	1977	

Traffic Lane Flows

Lane	Scenario 1: 2040 DM AM
Junction: Dover Road/Station Road/Gram's Road	
1/1	135
2/1	229
3/1	797
4/1	1089
5/1 (with short)	1021(In) 960(Out)
5/2 (short)	61
6/1	623
7/1	862
8/1	36
9/1	183
10/1	635

Full Input Data And Results

Lane Saturation Flows

Junction: Dover Road/Station Road/Gram's Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Station Rd Entry)	3.46	0.00	Y	Arm 4 Right	11.00	95.6 %	1722	1722
				Arm 10 Left	8.00	4.4 %		
2/1 (Station Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Dover Rd S Entry)	4.13	0.00	Y	Arm 2 Left	8.00	21.1 %	1951	1951
				Arm 10 Ahead	Inf	78.9 %		
4/1 (Dover Rd S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Dover Rd)	3.37	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1952	1952
5/2 (Dover Rd)	2.00	0.00	Y	Arm 2 Right	10.00	100.0 %	1578	1578
6/1 (Dover Rd N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dover Rd N Entry)	2.98	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1912	1912
				Arm 8 Left	8.00	0.3 %		
8/1 (Gram's Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Gram's Rd Entry)	4.02	0.00	Y	Arm 5 Left	10.00	88.5 %	1754	1754
				Arm 6 Right	10.00	11.5 %		
10/1 (Dover Rd)	3.77	0.00	Y	Arm 6 Ahead	Inf	94.8 %	1977	1977
				Arm 8 Right	10.00	5.2 %		

Scenario 2: '2040 DM PM' (FG2: '2040 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	7	568	14	589	
B	33	0	27	5	65	
C	704	54	0	251	1009	
D	0	17	49	0	66	
Tot.	737	78	644	270	1729	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2040 DM PM
Junction: Dover Road/Station Road/Gram's Road	
1/1	66
2/1	270
3/1	1009
4/1	644
5/1 (with short)	614(In) 595(Out)
5/2 (short)	19
6/1	737
7/1	589
8/1	78
9/1	65
10/1	775

Lane Saturation Flows

Junction: Dover Road/Station Road/Gram's Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Station Rd Entry)	3.46	0.00	Y	Arm 4 Right Arm 10 Left	11.00 8.00	74.2 % 25.8 %	1706	1706
2/1 (Station Rd Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
3/1 (Dover Rd S Entry)	4.13	0.00	Y	Arm 2 Left Arm 10 Ahead	8.00 Inf	24.9 % 75.1 %	1938	1938
4/1 (Dover Rd S Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
5/1 (Dover Rd)	3.37	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1952	1952
5/2 (Dover Rd)	2.00	0.00	Y	Arm 2 Right	10.00	100.0 %	1578	1578
6/1 (Dover Rd N Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (Dover Rd N Entry)	2.98	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 8.00	98.8 % 1.2 %	1909	1909
8/1 (Gram's Rd Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
9/1 (Gram's Rd Entry)	4.02	0.00	Y	Arm 5 Left Arm 6 Right	10.00 10.00	49.2 % 50.8 %	1754	1754
10/1 (Dover Rd)	3.77	0.00	Y	Arm 6 Ahead Arm 8 Right	Inf 10.00	90.8 % 9.2 %	1965	1965

Full Input Data And Results

Scenario 3: '2040 DS2 AM' (FG3: '2040 DS2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	6	931	5	942	
B	15	0	97	52	164	
C	725	32	0	203	960	
D	12	27	272	0	311	
Tot.	752	65	1300	260	2377	

Traffic Lane Flows

Lane	Scenario 3: 2040 DS2 AM
Junction: Dover Road/Station Road/Gram's Road	
1/1	311
2/1	260
3/1	960
4/1	1300
5/1 (with short)	1085(In) 1028(Out)
5/2 (short)	57
6/1	752
7/1	942
8/1	65
9/1	164
10/1	796

Full Input Data And Results

Lane Saturation Flows

Junction: Dover Road/Station Road/Gram's Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Station Rd Entry)	3.46	0.00	Y	Arm 4 Right	11.00	87.5 %	1716	1716
				Arm 10 Left	8.00	12.5 %		
2/1 (Station Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Dover Rd S Entry)	4.13	0.00	Y	Arm 2 Left	8.00	21.1 %	1951	1951
				Arm 10 Ahead	Inf	78.9 %		
4/1 (Dover Rd S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Dover Rd)	3.37	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1952	1952
5/2 (Dover Rd)	2.00	0.00	Y	Arm 2 Right	10.00	100.0 %	1578	1578
6/1 (Dover Rd N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dover Rd N Entry)	2.98	0.00	Y	Arm 5 Ahead	Inf	99.4 %	1911	1911
				Arm 8 Left	8.00	0.6 %		
8/1 (Gram's Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Gram's Rd Entry)	4.02	0.00	Y	Arm 5 Left	10.00	90.9 %	1754	1754
				Arm 6 Right	10.00	9.1 %		
10/1 (Dover Rd)	3.77	0.00	Y	Arm 6 Ahead	Inf	92.6 %	1970	1970
				Arm 8 Right	10.00	7.4 %		

Scenario 4: '2040 DS2 PM' (FG4: '2040 DS2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	7	618	16	641	
B	34	0	29	7	70	
C	825	58	0	341	1224	
D	6	29	95	0	130	
Tot.	865	94	742	364	2065	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2040 DS2 PM
Junction: Dover Road/Station Road/Gram's Road	
1/1	130
2/1	364
3/1	1224
4/1	742
5/1 (with short)	670(In) 647(Out)
5/2 (short)	23
6/1	865
7/1	641
8/1	94
9/1	70
10/1	918

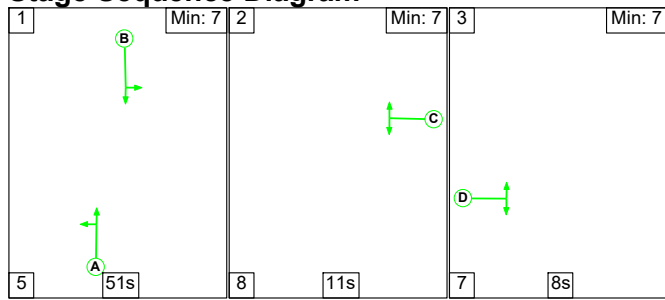
Lane Saturation Flows

Junction: Dover Road/Station Road/Gram's Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Station Rd Entry)	3.46	0.00	Y	Arm 4 Right	11.00	73.1 %	1705	1705
				Arm 10 Left	8.00	26.9 %		
2/1 (Station Rd Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
3/1 (Dover Rd S Entry)	4.13	0.00	Y	Arm 2 Left	8.00	27.9 %	1927	1927
				Arm 10 Ahead	Inf	72.1 %		
4/1 (Dover Rd S Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
5/1 (Dover Rd)	3.37	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1952	1952
5/2 (Dover Rd)	2.00	0.00	Y	Arm 2 Right	10.00	100.0 %	1578	1578
6/1 (Dover Rd N Exit Lane 1)								
7/1 (Dover Rd N Entry)	2.98	0.00	Y	Arm 5 Ahead	Inf	98.9 %	1909	1909
				Arm 8 Left	8.00	1.1 %		
8/1 (Gram's Rd Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
9/1 (Gram's Rd Entry)	4.02	0.00	Y	Arm 5 Left	10.00	51.4 %	1754	1754
				Arm 6 Right	10.00	48.6 %		
10/1 (Dover Rd)	3.77	0.00	Y	Arm 6 Ahead	Inf	90.5 %	1964	1964
				Arm 8 Right	10.00	9.5 %		

Full Input Data And Results

Scenario 1: '2040 DM AM' (FG1: '2040 DM AM', Plan 1: 'Network Control Plan 1')

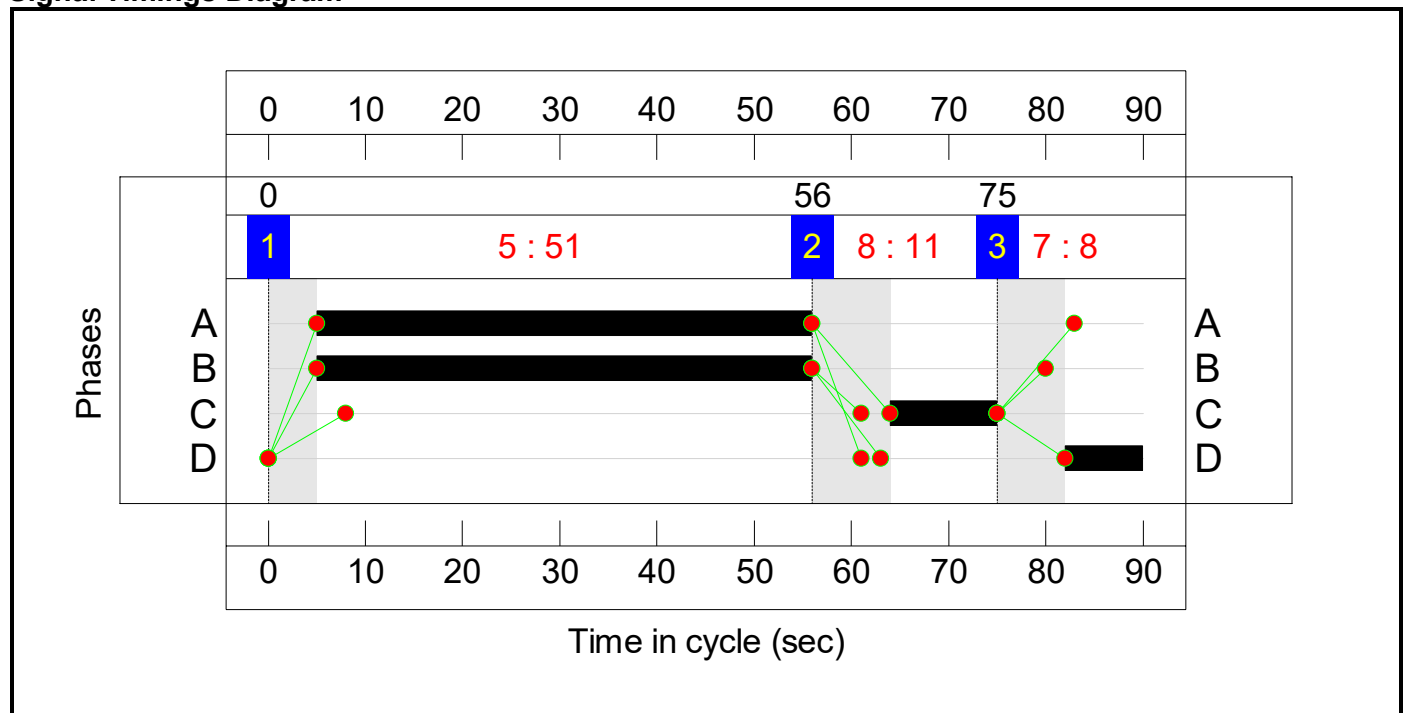
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	51	11	8
Change Point	0	56	75

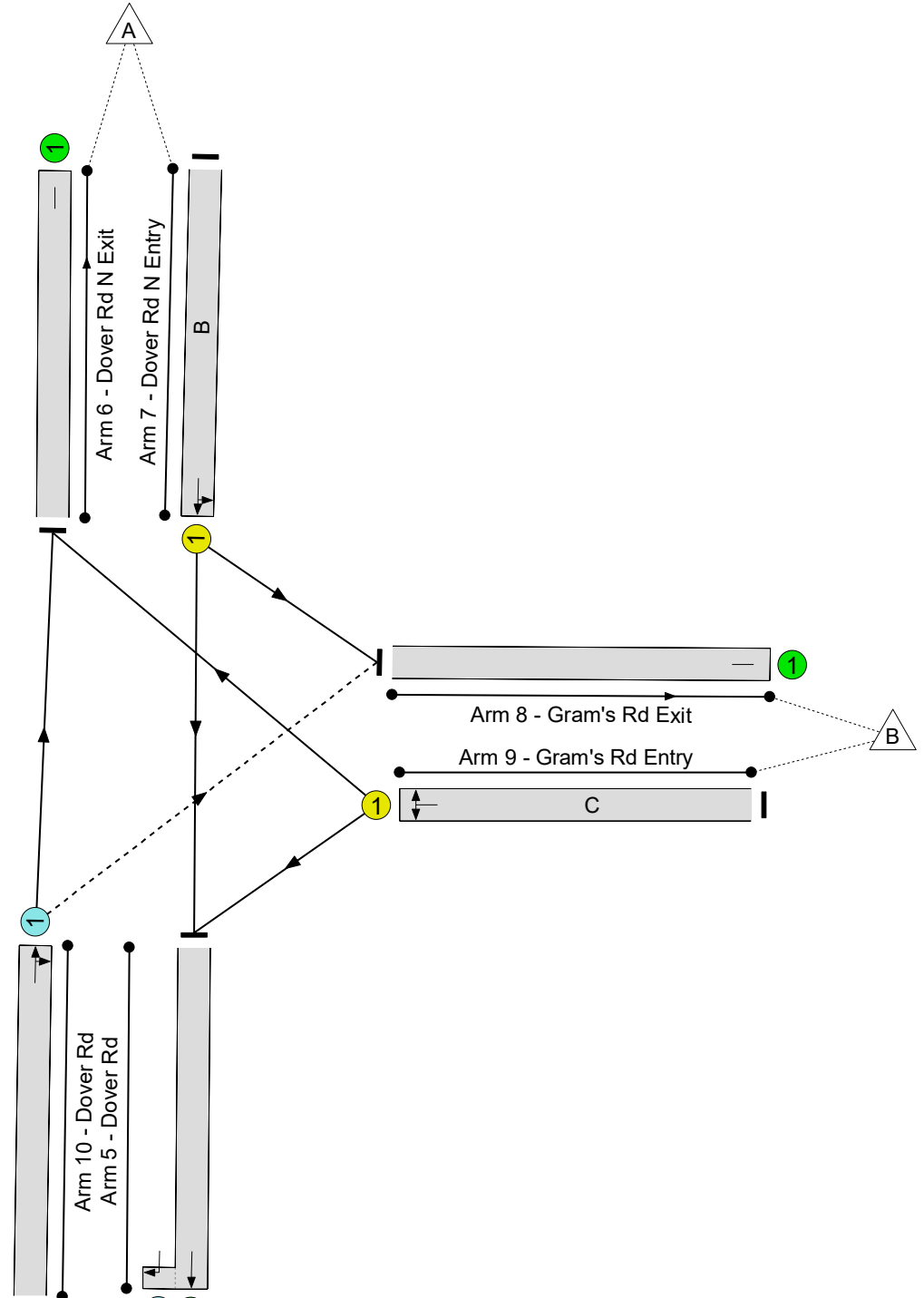
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Dover Road/Station Road/Gram's Road
PRC: 14.8 %
Total Traffic Delay: 21.8 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	78.4%
Dover Road/Station Road/Gram's Road	-	-	N/A	-	-		-	-	-	-	-	-	78.4%
1/1	Station Rd Entry Right Left	U	N/A	N/A	D		1	8	-	135	1722	172	78.4%
2/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
3/1	Dover Rd S Entry Left Ahead	U	N/A	N/A	A		1	51	-	797	1951	1127	70.7%
4/1	Dover Rd S Exit	U	N/A	N/A	-		-	-	-	1089	Inf	Inf	0.0%
5/1+5/2	Dover Rd Right Ahead	U+O	N/A	N/A	-		-	-	-	1021	1952:1578	1800+114	53.3 : 53.3%
6/1	Dover Rd N Exit	U	N/A	N/A	-		-	-	-	623	Inf	Inf	0.0%
7/1	Dover Rd N Entry Ahead Left	U	N/A	N/A	B		1	51	-	862	1912	1105	78.0%
8/1	Gram's Rd Exit	U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
9/1	Gram's Rd Entry Left Right	U	N/A	N/A	C		1	11	-	183	1754	234	78.2%
10/1	Dover Rd Ahead Right	O	N/A	N/A	-		-	-	-	635	1977	1216	52.2%

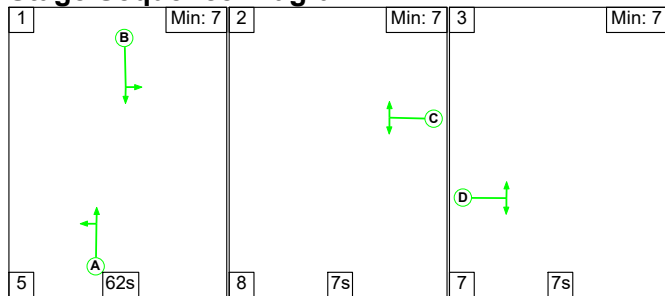
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	20	74	0	14.4	7.4	0.0	21.8	-	-	-	-
Dover Road/Station Road/Gram's Road	-	-	20	74	0	14.4	7.4	0.0	21.8	-	-	-	-
1/1	135	135	-	-	-	1.5	1.7	-	3.1	84.0	3.3	1.7	4.9
2/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	797	797	-	-	-	3.0	1.2	-	4.2	19.0	14.2	1.2	15.4
4/1	1089	1089	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	1021	1021	3	58	0	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
6/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	862	862	-	-	-	3.5	1.8	-	5.2	21.9	16.5	1.8	18.3
8/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	183	183	-	-	-	1.9	1.7	-	3.6	70.9	4.4	1.7	6.1
10/1	635	635	17	16	0	4.5	0.5	-	5.1	28.6	15.7	0.5	16.3
C1			PRC for Signalled Lanes (%):		14.8	Total Delay for Signalled Lanes (pcuHr):		16.20	Cycle Time (s):		90		
			PRC Over All Lanes (%):		14.8	Total Delay Over All Lanes(pcuHr):		21.83					

Full Input Data And Results

Scenario 2: '2040 DM PM' (FG2: '2040 DM PM', Plan 1: 'Network Control Plan 1')

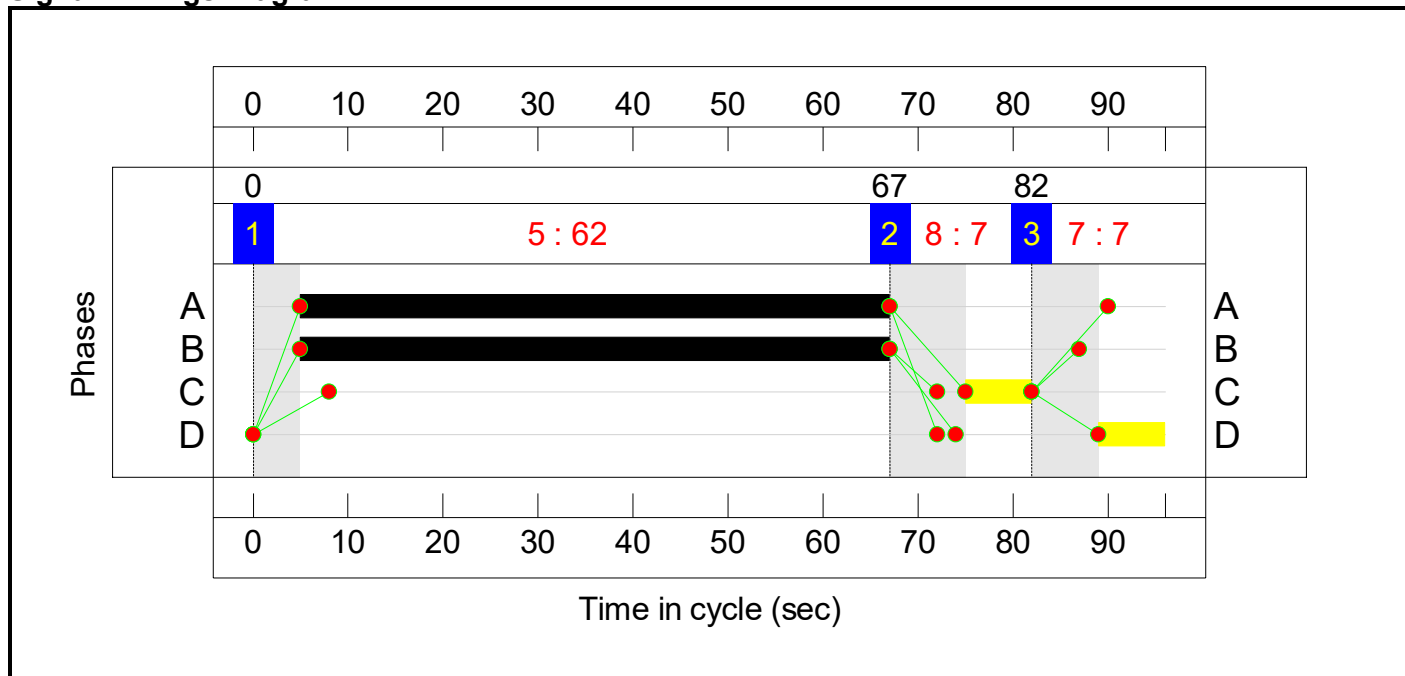
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	62	7	7
Change Point	0	67	82

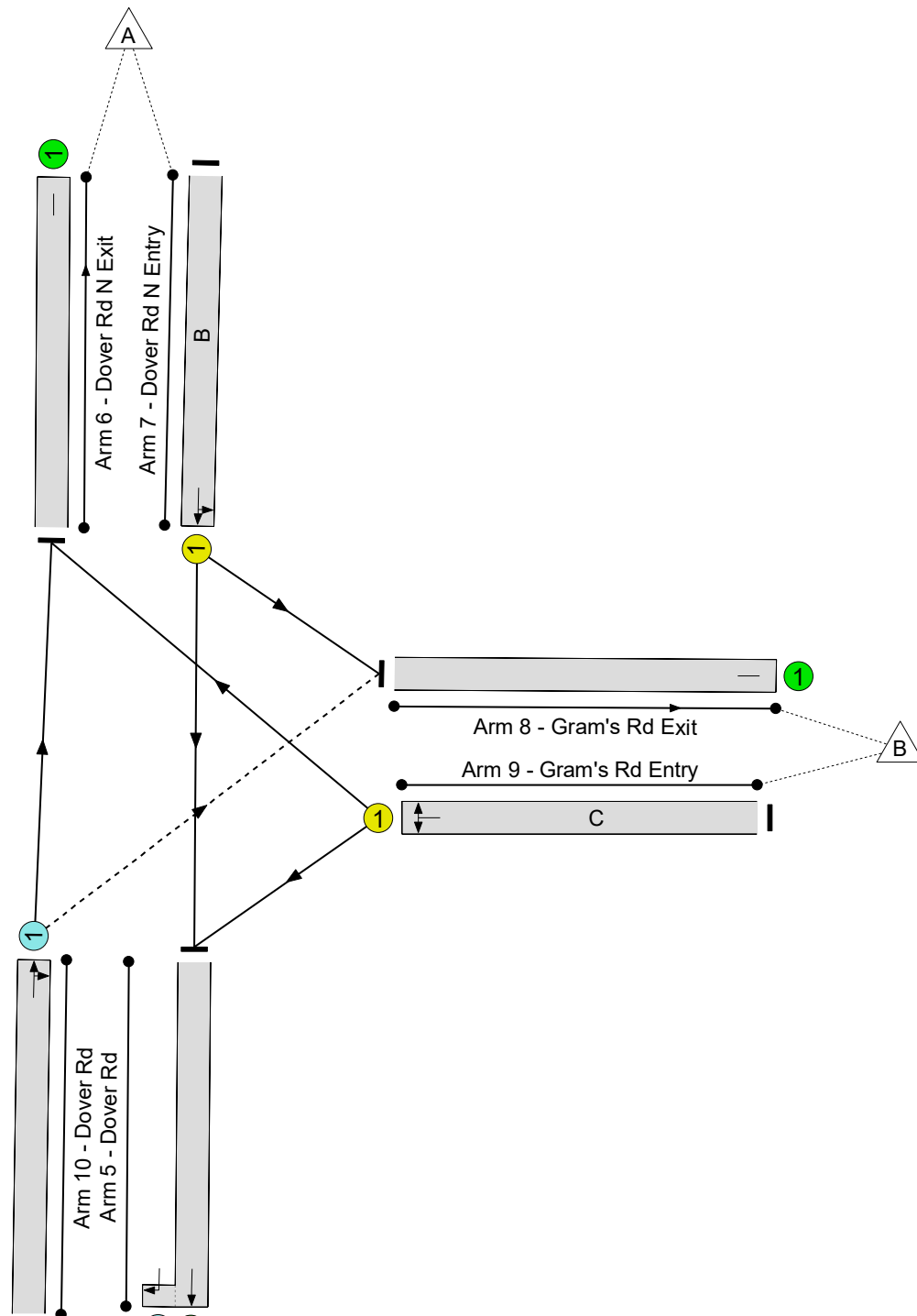
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Dover Road/Station Road/Gram's Road
PRC: 13.4 %
Total Traffic Delay: 11.9 pcuHr



Full Input Data And Results

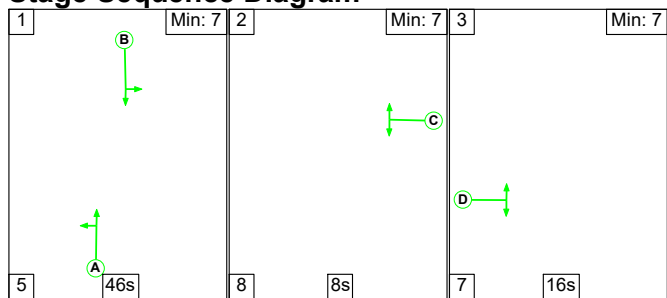
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	79.3%
Dover Road/Station Road/Gram's Road	-	-	N/A	-	-		-	-	-	-	-	-	79.3%
1/1	Station Rd Entry Right Left	U	N/A	N/A	D		1	7	-	66	1706	142	46.4%
2/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
3/1	Dover Rd S Entry Left Ahead	U	N/A	N/A	A		1	62	-	1009	1938	1272	79.3%
4/1	Dover Rd S Exit	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
5/1+5/2	Dover Rd Right Ahead	U+O	N/A	N/A	-		-	-	-	614	1952:1578	1878+60	31.7 : 31.7%
6/1	Dover Rd N Exit	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
7/1	Dover Rd N Entry Ahead Left	U	N/A	N/A	B		1	62	-	589	1909	1253	47.0%
8/1	Gram's Rd Exit	U	N/A	N/A	-		-	-	-	78	Inf	Inf	0.0%
9/1	Gram's Rd Entry Left Right	U	N/A	N/A	C		1	7	-	65	1754	146	44.5%
10/1	Dover Rd Ahead Right	O	N/A	N/A	-		-	-	-	775	1965	1520	51.0%

Full Input Data And Results

Scenario 3: '2040 DS2 AM' (FG3: '2040 DS2 AM', Plan 1: 'Network Control Plan 1')

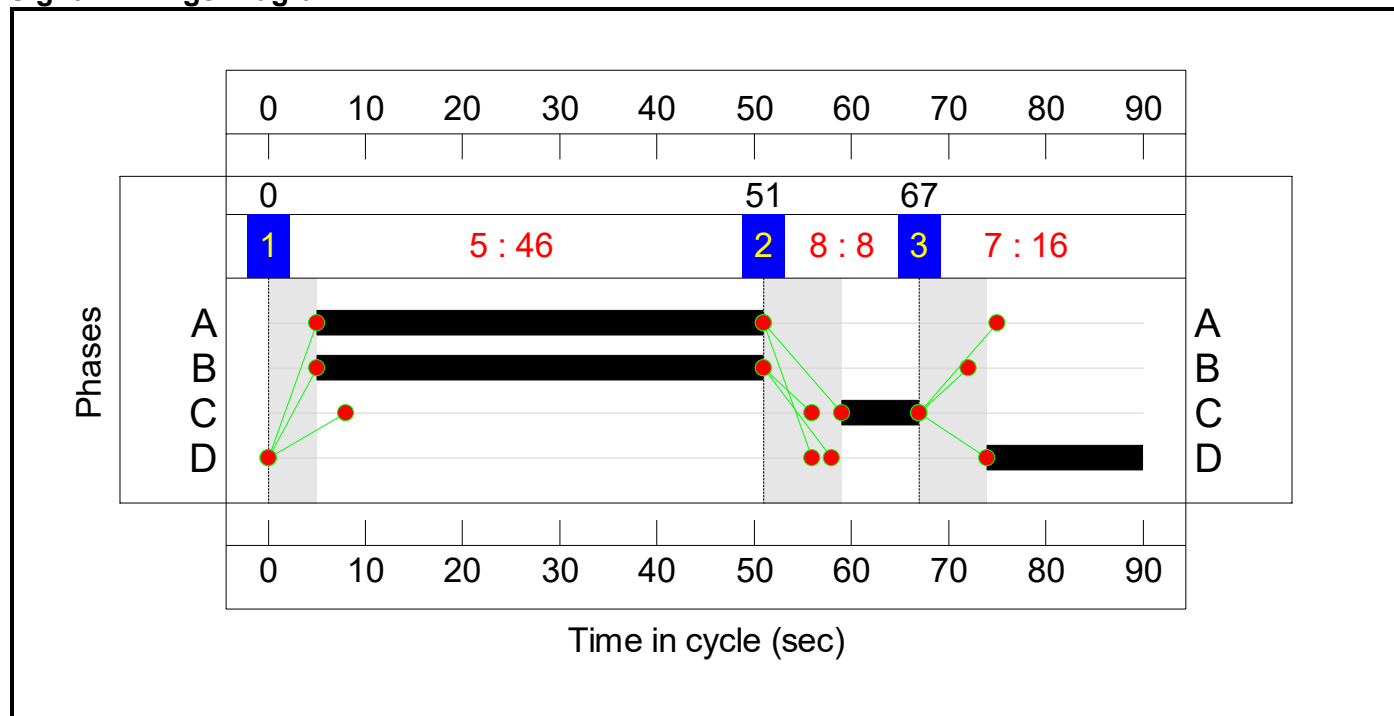
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	46	8	16
Change Point	0	51	67

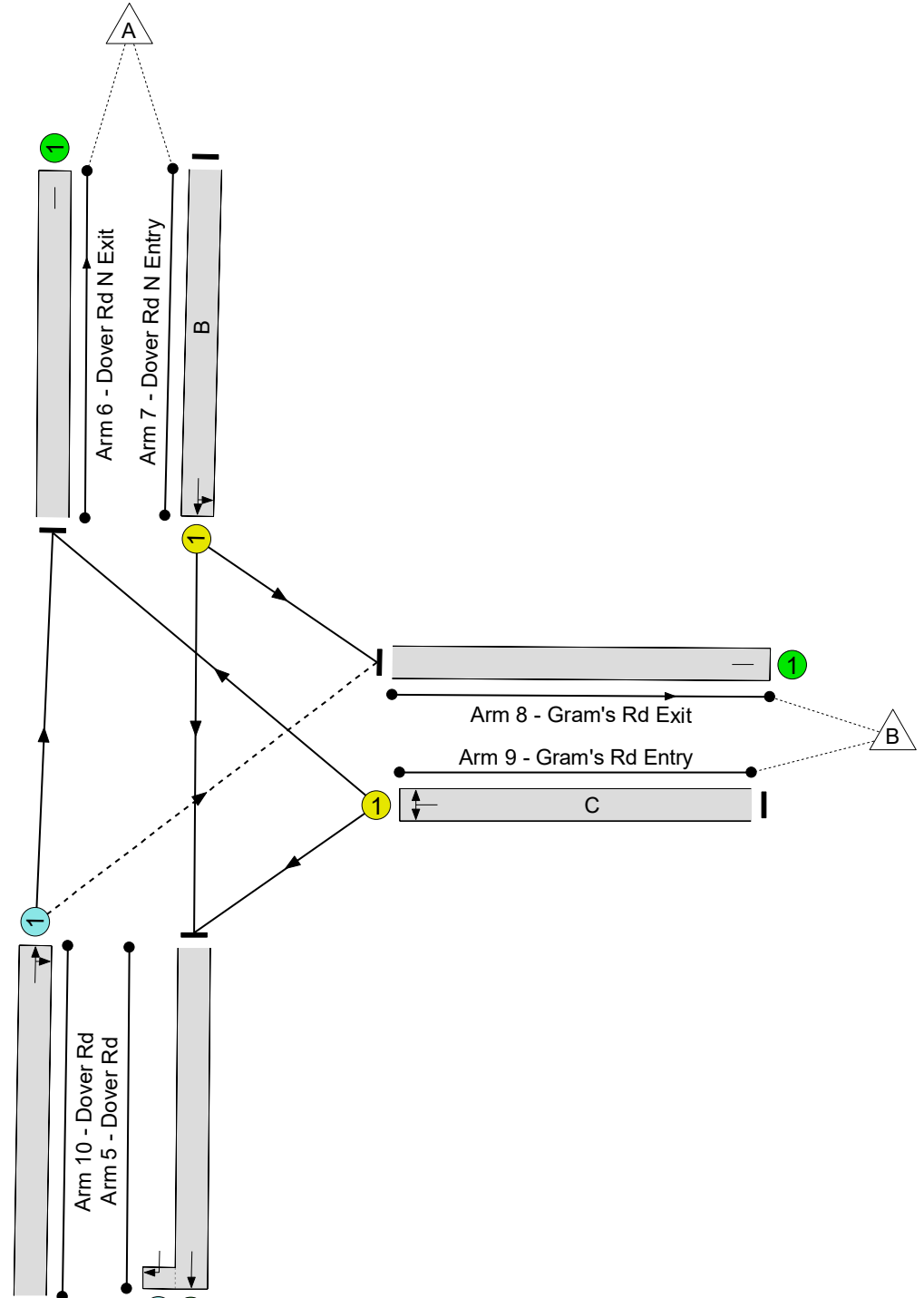
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Dover Road/Station Road/Gram's Road
PRC: -6.6 %
Total Traffic Delay: 50.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.9%
Dover Road/Station Road/Gram's Road	-	-	N/A	-	-		-	-	-	-	-	-	95.9%
1/1	Station Rd Entry Right Left	U	N/A	N/A	D		1	16	-	311	1716	324	95.9%
2/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
3/1	Dover Rd S Entry Left Ahead	U	N/A	N/A	A		1	46	-	960	1951	1019	94.2%
4/1	Dover Rd S Exit	U	N/A	N/A	-		-	-	-	1300	Inf	Inf	0.0%
5/1+5/2	Dover Rd Right Ahead	U+O	N/A	N/A	-		-	-	-	1085	1952:1578	1653+92	62.2 : 62.2%
6/1	Dover Rd N Exit	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dover Rd N Entry Ahead Left	U	N/A	N/A	B		1	46	-	942	1911	998	94.4%
8/1	Gram's Rd Exit	U	N/A	N/A	-		-	-	-	65	Inf	Inf	0.0%
9/1	Gram's Rd Entry Left Right	U	N/A	N/A	C		1	8	-	164	1754	175	93.5%
10/1	Dover Rd Ahead Right	O	N/A	N/A	-		-	-	-	796	1970	1002	79.5%

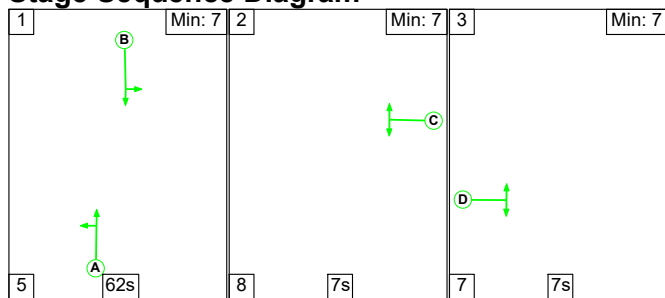
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	9	107	0	23.5	26.4	0.0	50.0	-	-	-	-
Dover Road/Station Road/Gram's Road	-	-	9	107	0	23.5	26.4	0.0	50.0	-	-	-	-
1/1	311	311	-	-	-	3.1	6.1	-	9.2	107.1	7.7	6.1	13.8
2/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	960	960	-	-	-	5.4	6.7	-	12.0	45.2	22.4	6.7	29.1
4/1	1300	1300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	1085	1085	5	52	0	0.0	0.8	-	0.8	2.8	0.1	0.8	0.9
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	942	942	-	-	-	5.3	6.8	-	12.1	46.2	22.0	6.8	28.8
8/1	65	65	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	164	164	-	-	-	1.8	4.2	-	6.0	131.5	4.1	4.2	8.2
10/1	796	796	4	55	0	7.9	1.9	-	9.8	44.1	19.5	1.9	21.4
C1 PRC for Signalled Lanes (%): -6.6 Total Delay for Signalled Lanes (pcuHr): 39.36 Cycle Time (s): 90 PRC Over All Lanes (%): -6.6 Total Delay Over All Lanes(pcuHr): 49.96													

Full Input Data And Results

Scenario 4: '2040 DS2 PM' (FG4: '2040 DS2 PM', Plan 1: 'Network Control Plan 1')

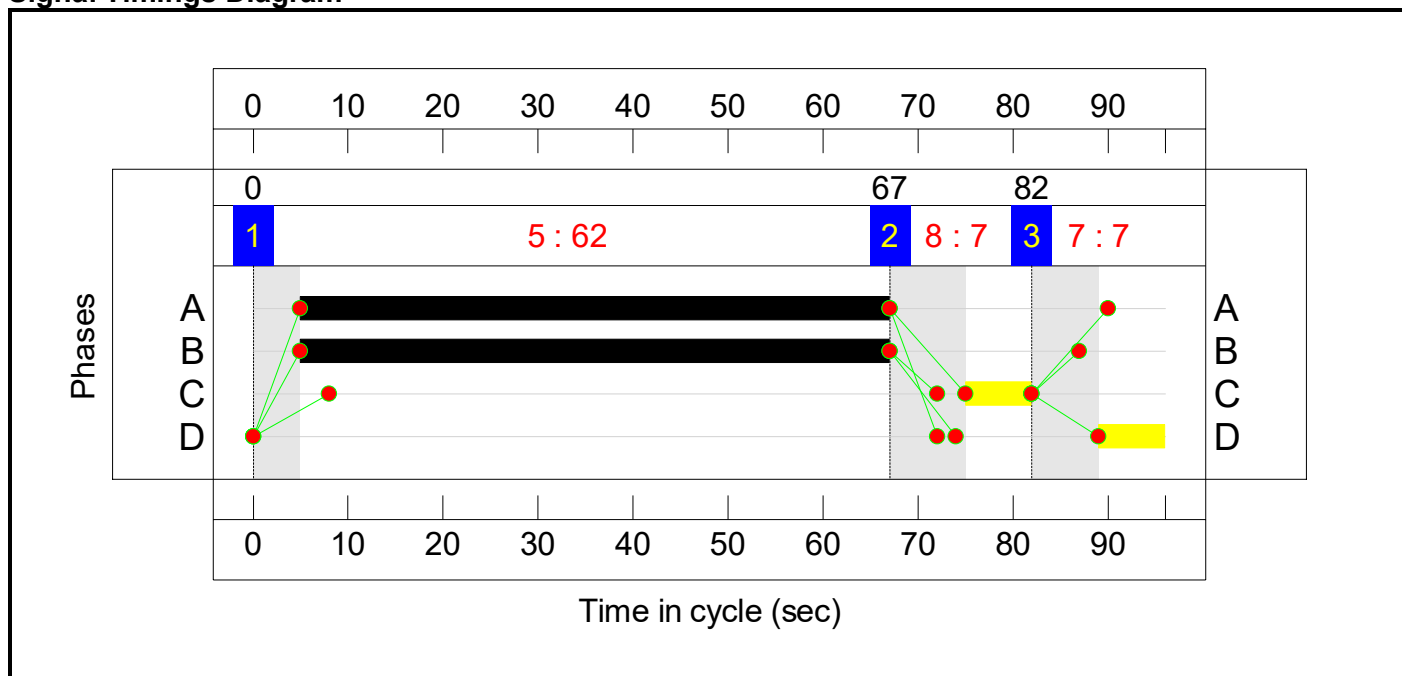
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	62	7	7
Change Point	0	67	82

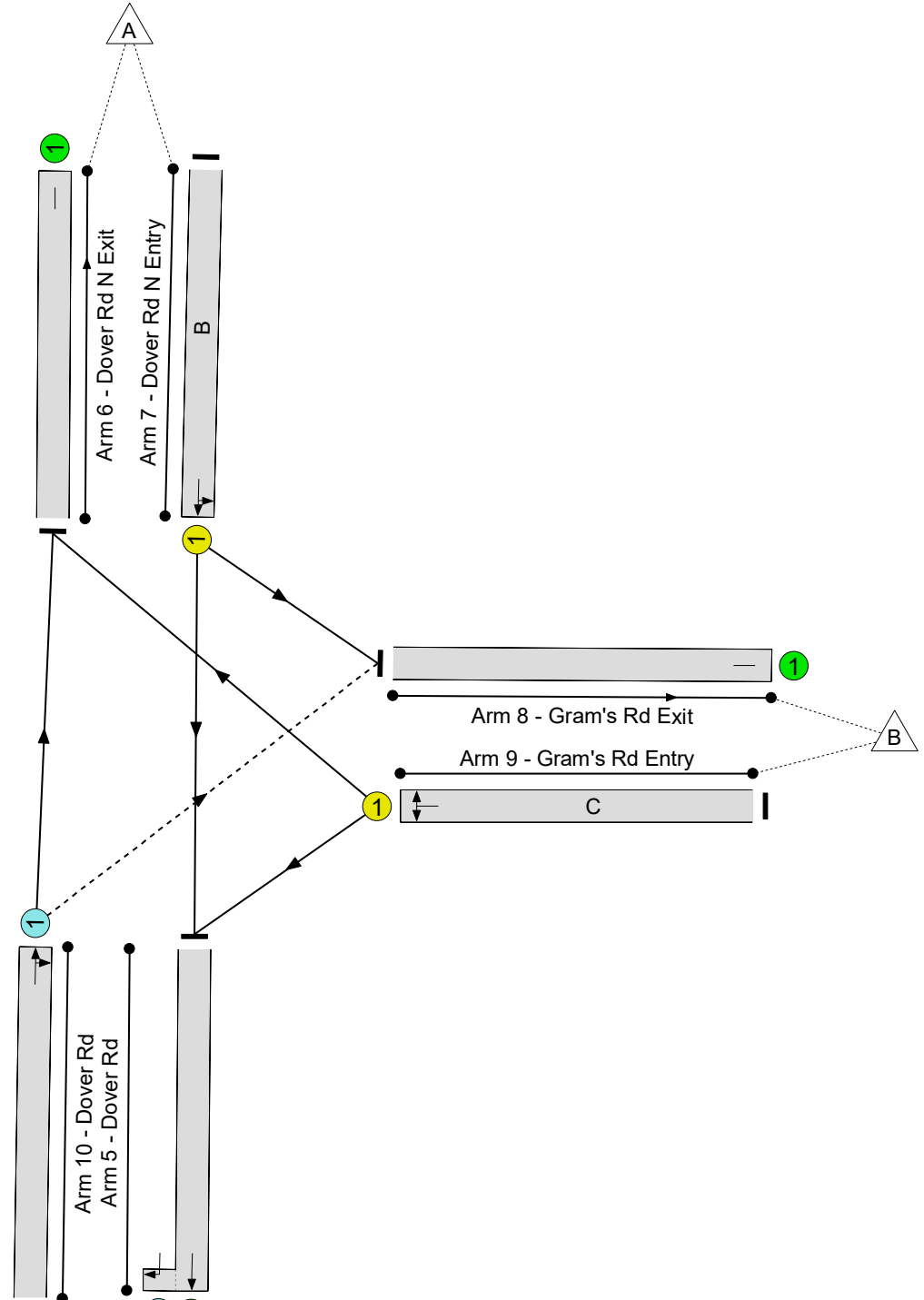
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Dover Road/Station Road/Gram's Road
PRC: -7.5 %
Total Traffic Delay: 27.4 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	96.8%
Dover Road/Station Road/Gram's Road	-	-	N/A	-	-		-	-	-	-	-	-	96.8%
1/1	Station Rd Entry Right Left	U	N/A	N/A	D		1	7	-	130	1705	142	91.5%
2/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
3/1	Dover Rd S Entry Left Ahead	U	N/A	N/A	A		1	62	-	1224	1927	1265	96.8%
4/1	Dover Rd S Exit	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
5/1+5/2	Dover Rd Right Ahead	U+O	N/A	N/A	-		-	-	-	670	1952:1578	1743+62	37.1 : 37.1%
6/1	Dover Rd N Exit	U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
7/1	Dover Rd N Entry Ahead Left	U	N/A	N/A	B		1	62	-	641	1909	1253	51.2%
8/1	Gram's Rd Exit	U	N/A	N/A	-		-	-	-	94	Inf	Inf	0.0%
9/1	Gram's Rd Entry Left Right	U	N/A	N/A	C		1	7	-	70	1754	146	47.9%
10/1	Dover Rd Ahead Right	O	N/A	N/A	-		-	-	-	918	1964	1466	62.6%

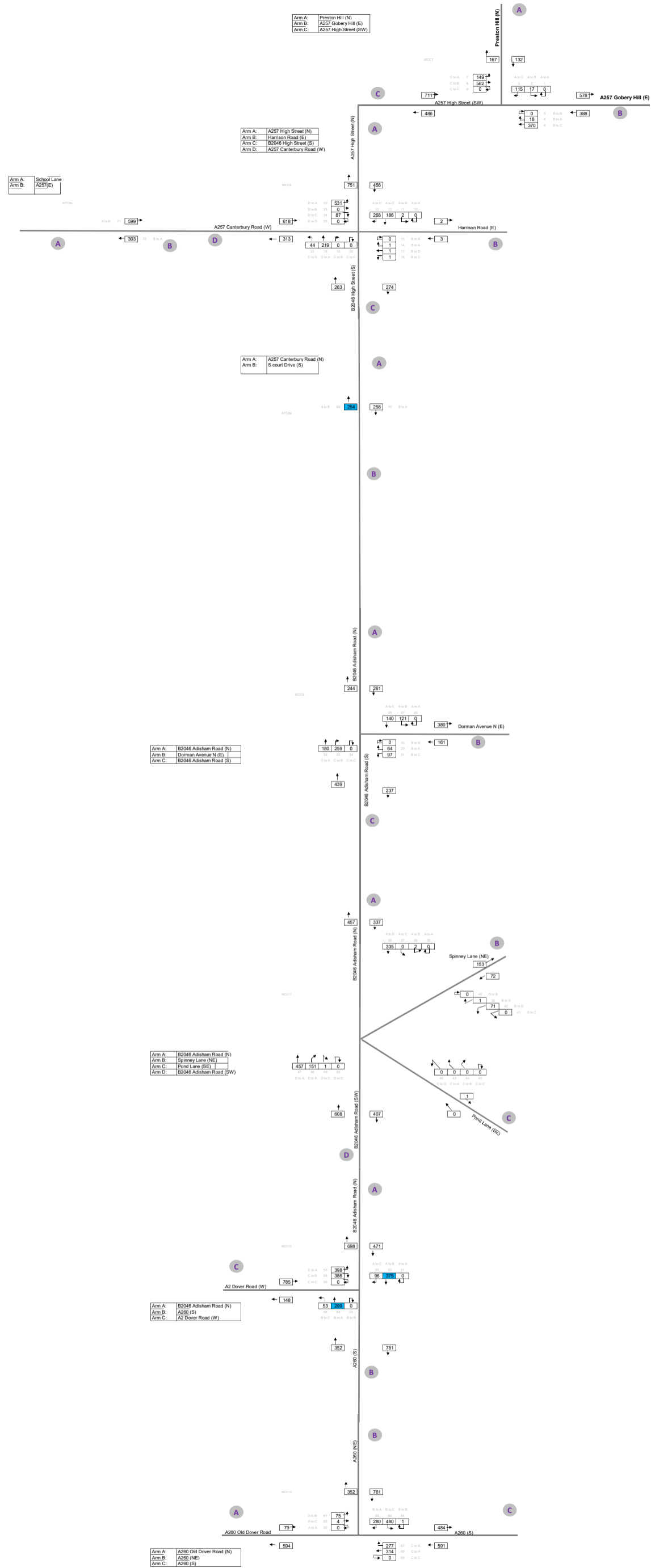


Appendix Q - Excel Models - Observed Flows

Key
123 Total Vehicles



Flow Balancing



Cluster 1
2019 Base
PM Peak (17:00 - 18:00)

FIGURE No 2



Flow Balancing

Key
123 Total Vehicles

Arm A: A256 Richborough Way (NW)
Arm B: Sandwich Road (NE)
Arm C: A256 (S)
Arm D: Jules Lane (W)

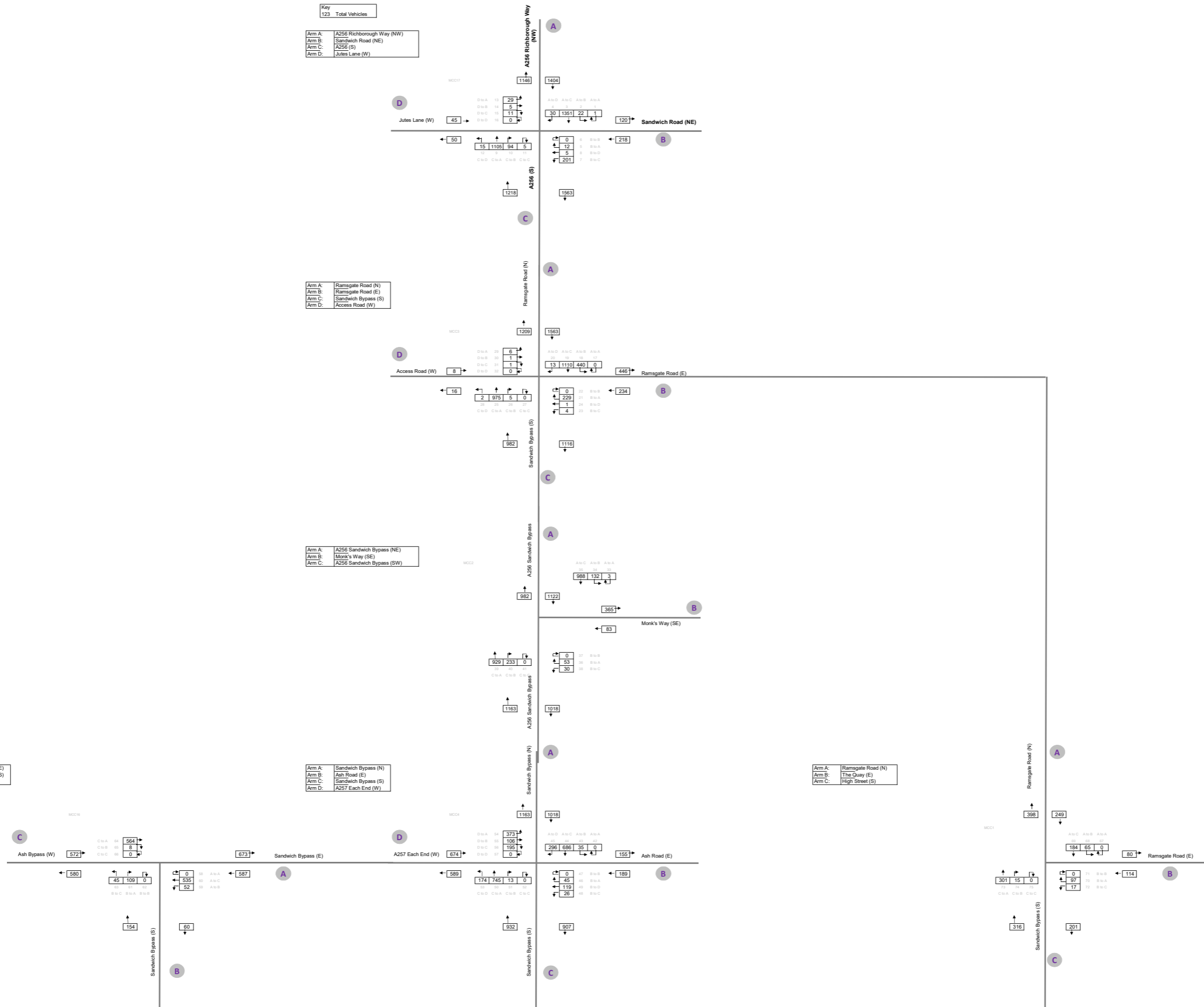
Arm A: Ramsgate Road (N)
Arm B: Ramsgate Road (E)
Arm C: Sandwich Bypass (S)
Arm D: Access Road (W)

Arm A: A256 Sandwich Bypass (NE)
Arm B: Monk's Way (SE)
Arm C: A256 Sandwich Bypass (SW)

Arm A: Sandwich Bypass (E)
Arm B: Sandwich Bypass (S)
Arm C: Ash Bypass (W)

Arm A: Sandwich Bypass (N)
Arm B: Ash Road (E)
Arm C: Sandwich Bypass (S)
Arm D: A257 Each End (W)

Arm A: Ramsgate Road (N)
Arm B: The Quay (E)
Arm C: High Street (S)



Cluster 2
2019 Base
AM Peak (08:00 - 09:00)

FIGURE No 3



Flow Balancing

Key
123 Total Vehicles

Arm A: A256 Richborough Way (NW)
Arm B: Sandwich Road (NE)
Arm C: A256 (S)
Arm D: Jules Lane (W)

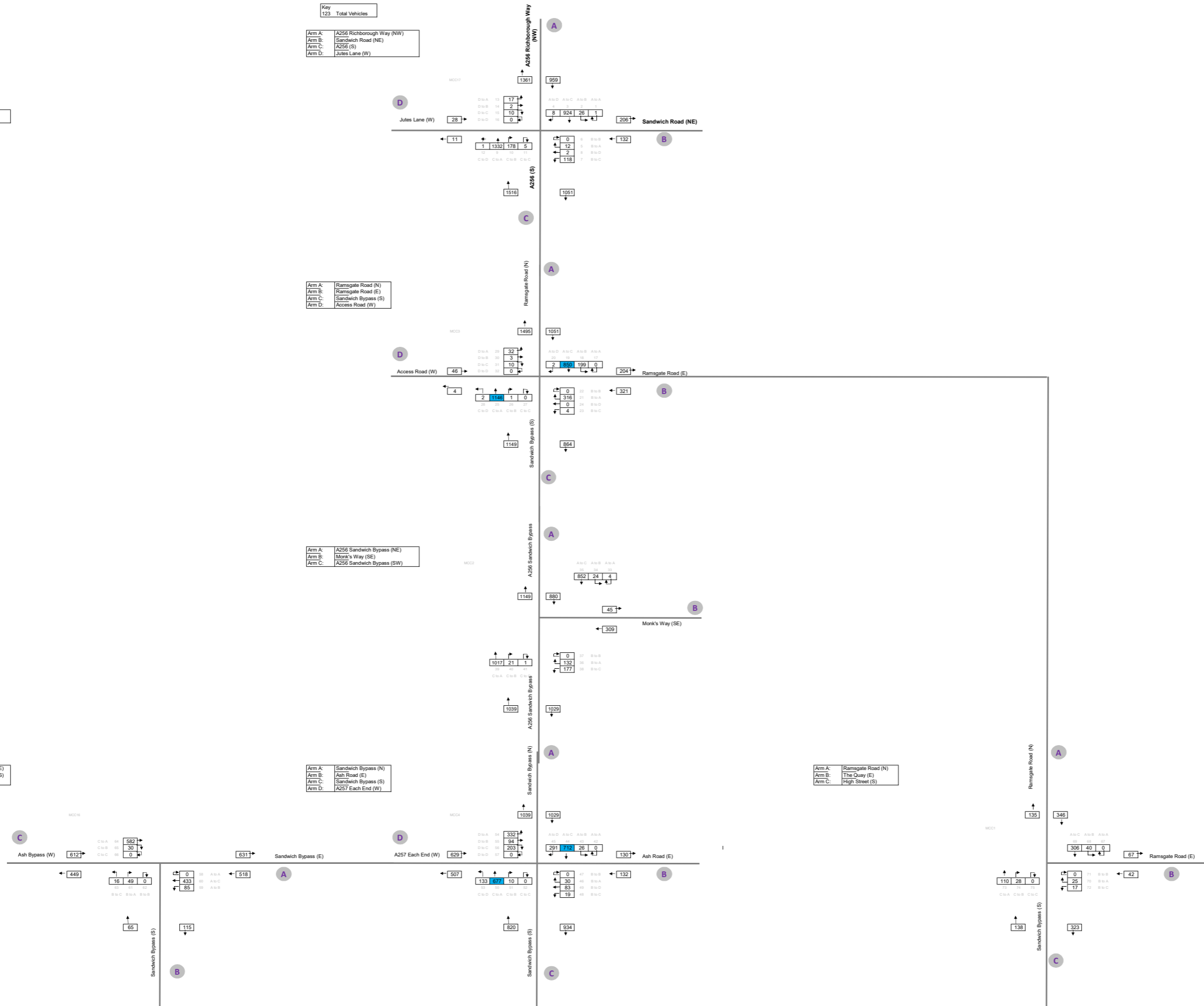
Arm A: Ramsgate Road (N)
Arm B: Ramsgate Road (E)
Arm C: Sandwich Bypass (S)
Arm D: Access Road (W)

Arm A: A256 Sandwich Bypass (NE)
Arm B: Monk's Way (SE)
Arm C: A256 Sandwich Bypass (SW)

Arm A: Sandwich Bypass (E)
Arm B: Sandwich Bypass (S)
Arm C: Ash Bypass (W)

Arm A: Sandwich Bypass (N)
Arm B: Ash Road (E)
Arm C: Sandwich Bypass (S)
Arm D: A257 Each End (W)

Arm A: Ramsgate Road (N)
Arm B: The Quay (E)
Arm C: High Street (S)



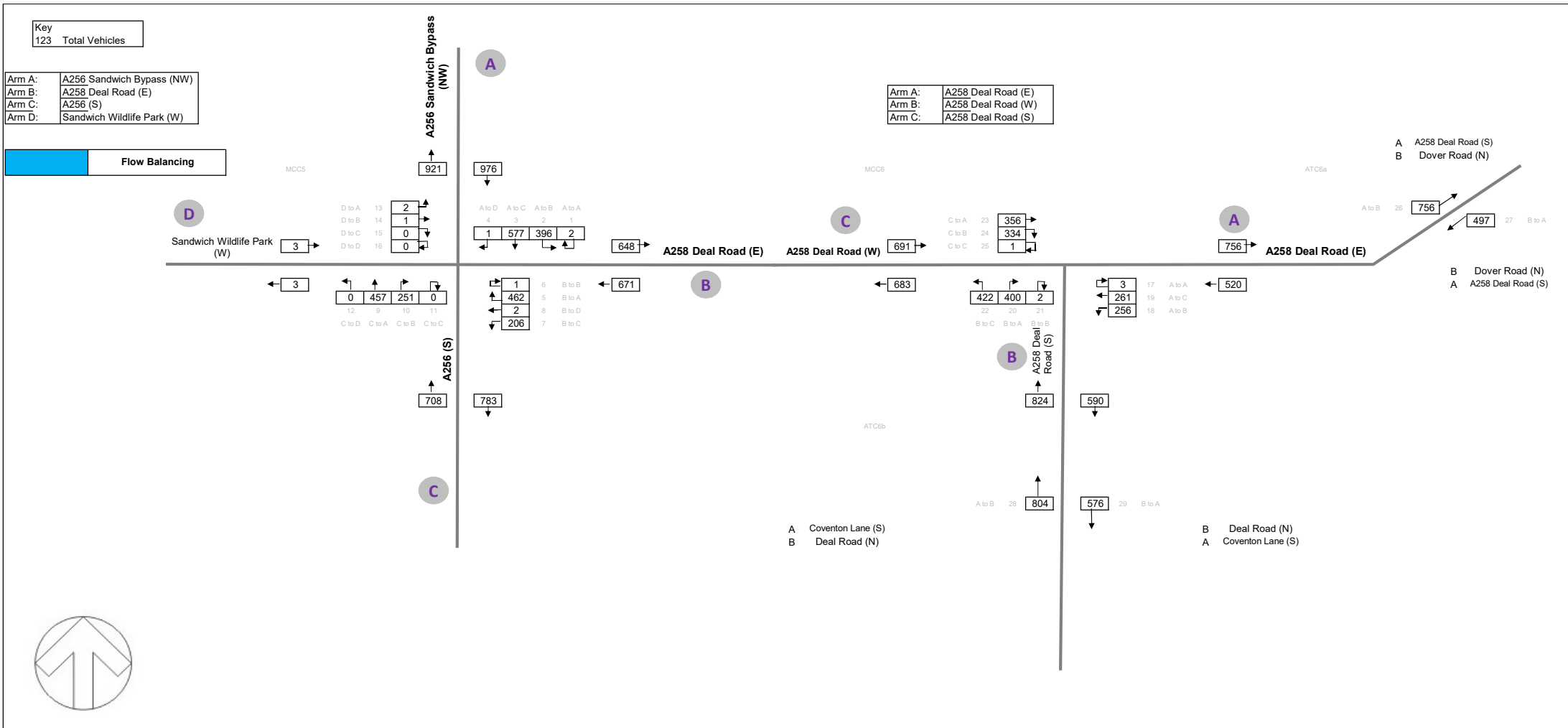
Cluster 2
2019 Base
PM Peak (17:00 - 18:00)

FIGURE No 4

Key
123 Total Vehicles

Arm A: A256 Sandwich Bypass (NW)
 Arm B: A258 Deal Road (E)
 Arm C: A256 (S)
 Arm D: Sandwich Wildlife Park (W)

Flow Balancing



TITLE

Cluster 3
 2019 Base
 AM Peak (08:00 - 09:00)

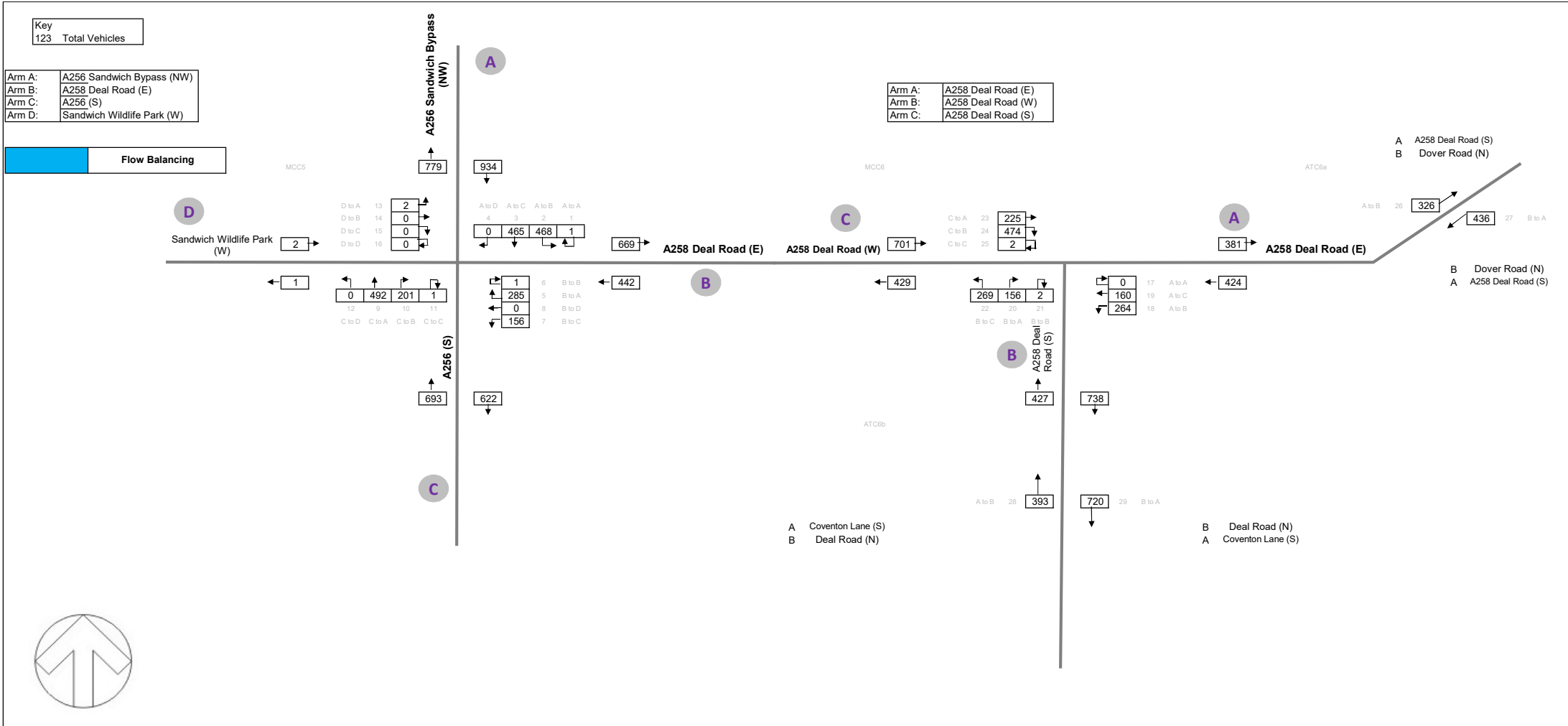
FIGURE No:

FIGURE No 5

Key
123 Total Vehicles

Arm A: A256 Sandwich Bypass (NW)
 Arm B: A258 Deal Road (E)
 Arm C: A256 (S)
 Arm D: Sandwich Wildlife Park (W)

Flow Balancing



TITLE

Cluster 3
 2019 Base
 PM Peak (17:00 - 18:00)

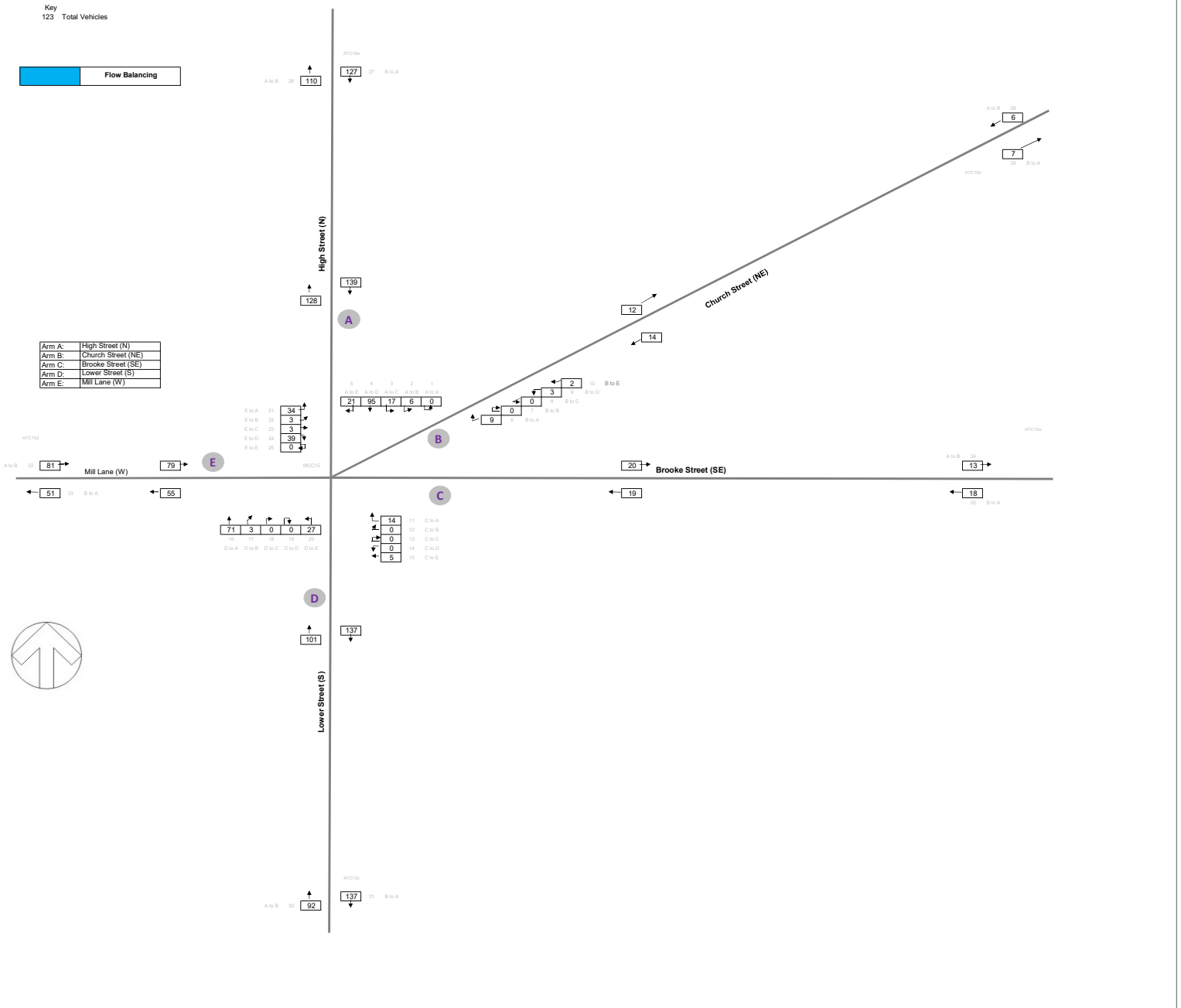
FIGURE No:

FIGURE No 6

Key
123 Total Vehicles

Flow Balancing

- Arm A: High Street (N)
- Arm B: Church Street (NE)
- Arm C: Brooke Street (SE)
- Arm D: Lower Street (S)
- Arm E: Mill Lane (W)



Cluster 4
2019 Base
AM Peak (08:00 - 09:00)

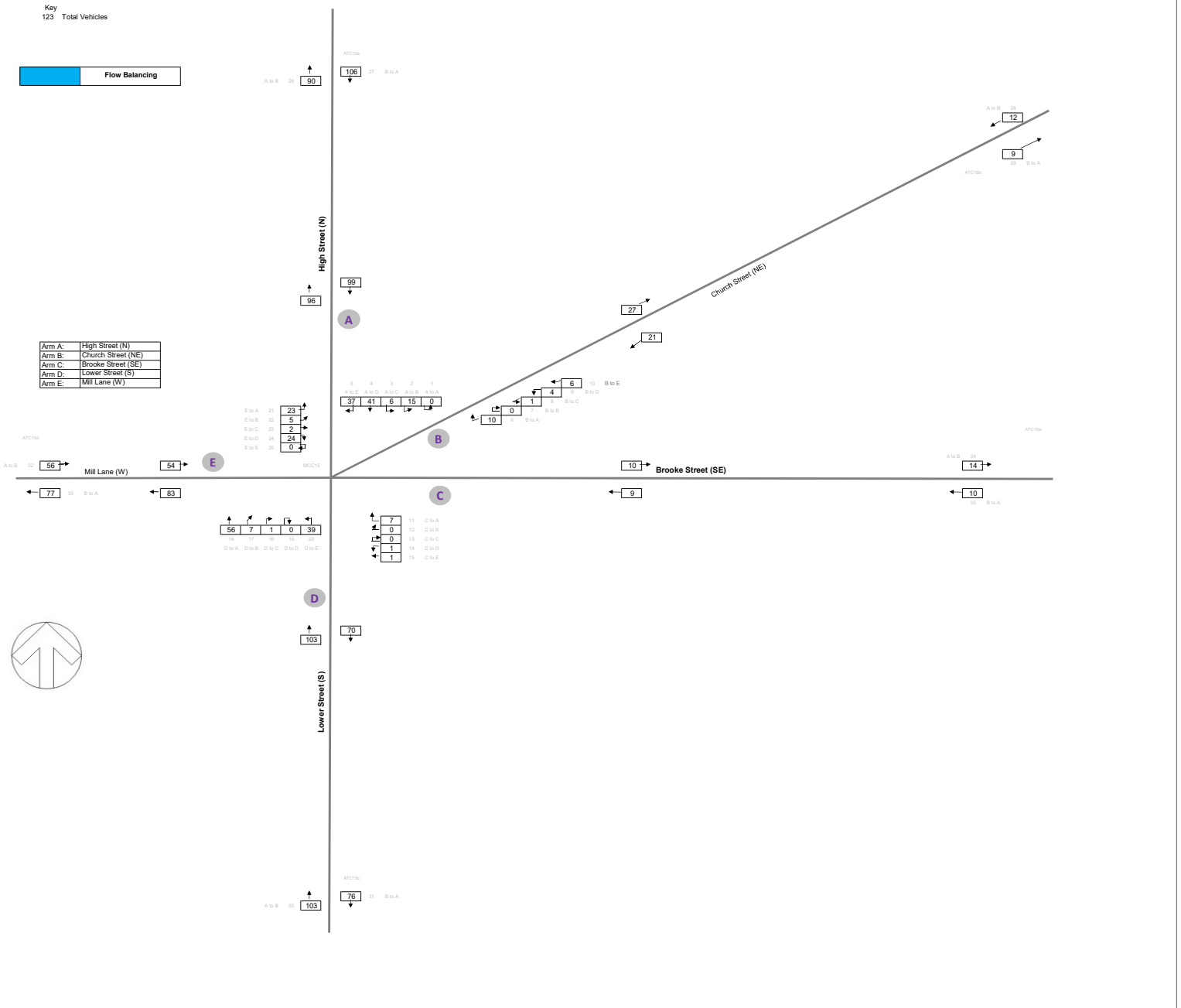
FIGURE No.

FIGURE No 7

Key
123 Total Vehicles

Flow Balancing

- Arm A: High Street (N)
- Arm B: Church Street (NE)
- Arm C: Brooke Street (SE)
- Arm D: Lower Street (S)
- Arm E: Mill Lane (W)



TITLE

Cluster 4
2019 Base
PM Peak (17:00 - 18:00)

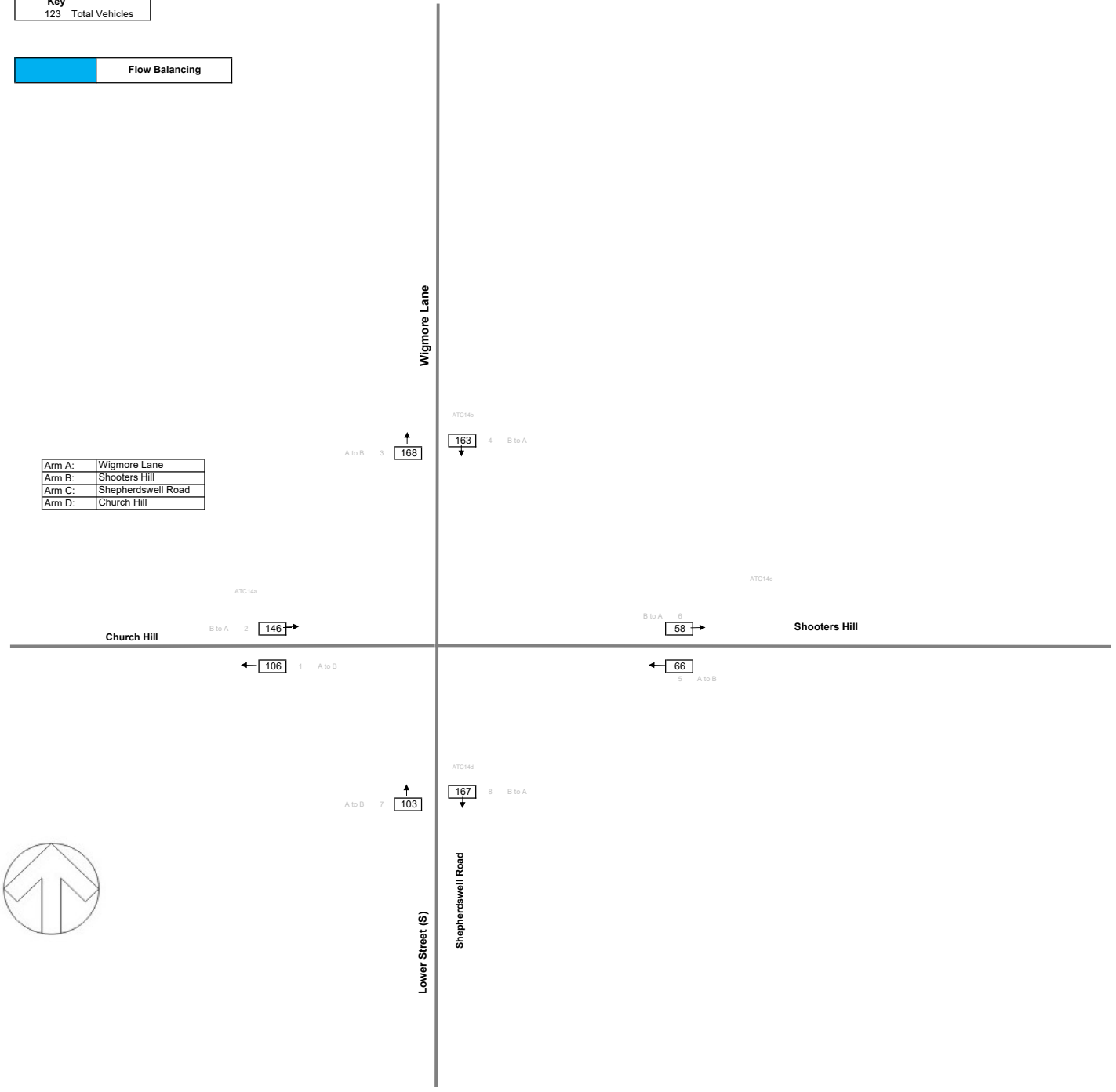
FIGURE No.

FIGURE No 8

Key
123 Total Vehicles

Flow Balancing

Arm A:	Wigmore Lane
Arm B:	Shooters Hill
Arm C:	Shepherdswell Road
Arm D:	Church Hill



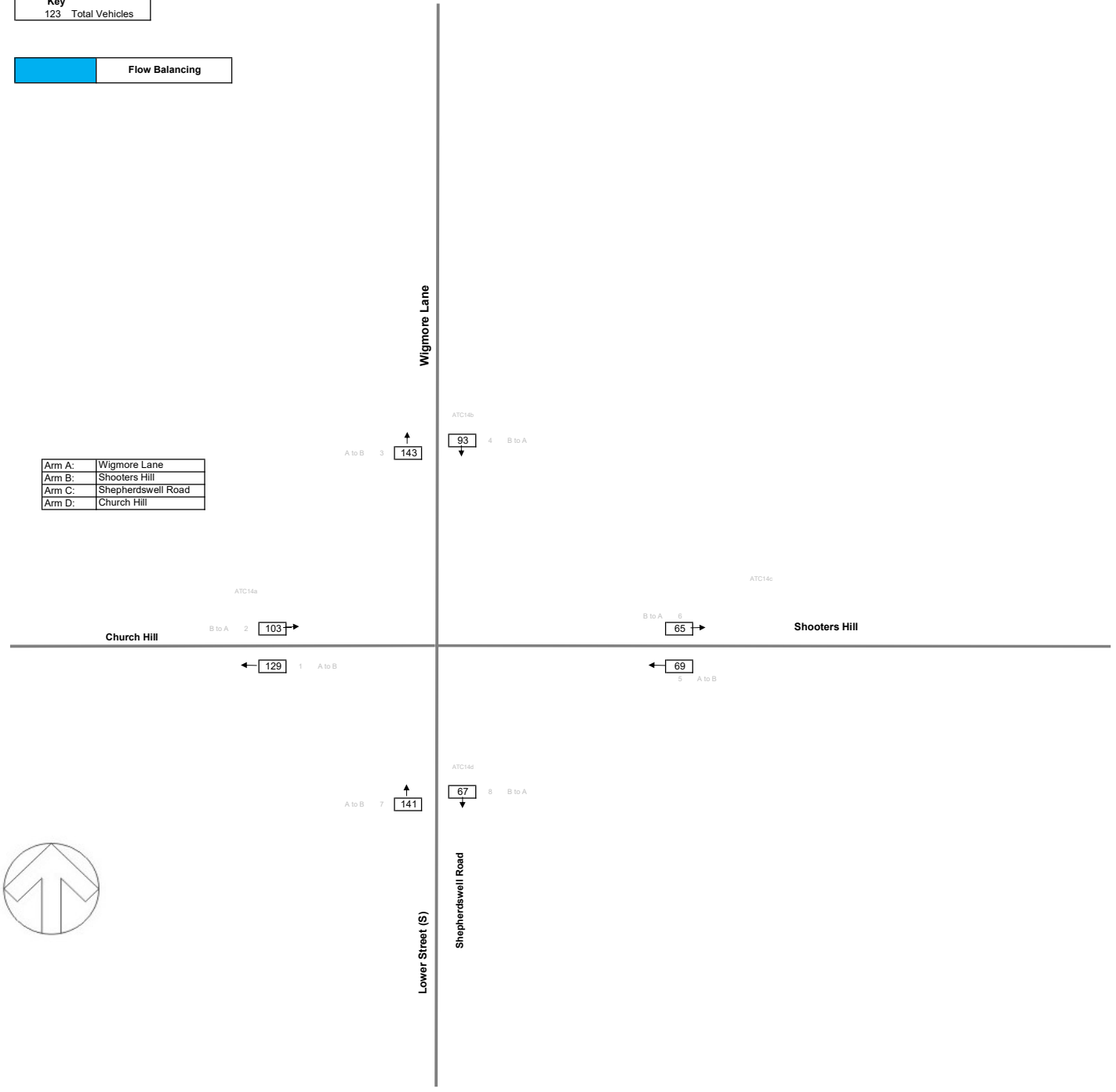
TITLE
Cluster 5
2019 Base
AM Peak (08:00 - 09:00)

FIGURE No.
FIGURE No 9

Key
123 Total Vehicles

Flow Balancing

Arm A:	Wigmore Lane
Arm B:	Shooters Hill
Arm C:	Shepherdswell Road
Arm D:	Church Hill



TITLE

Cluster 5
2019 Base
PM Peak (17:00 - 18:00)

FIGURE No

FIGURE No 10

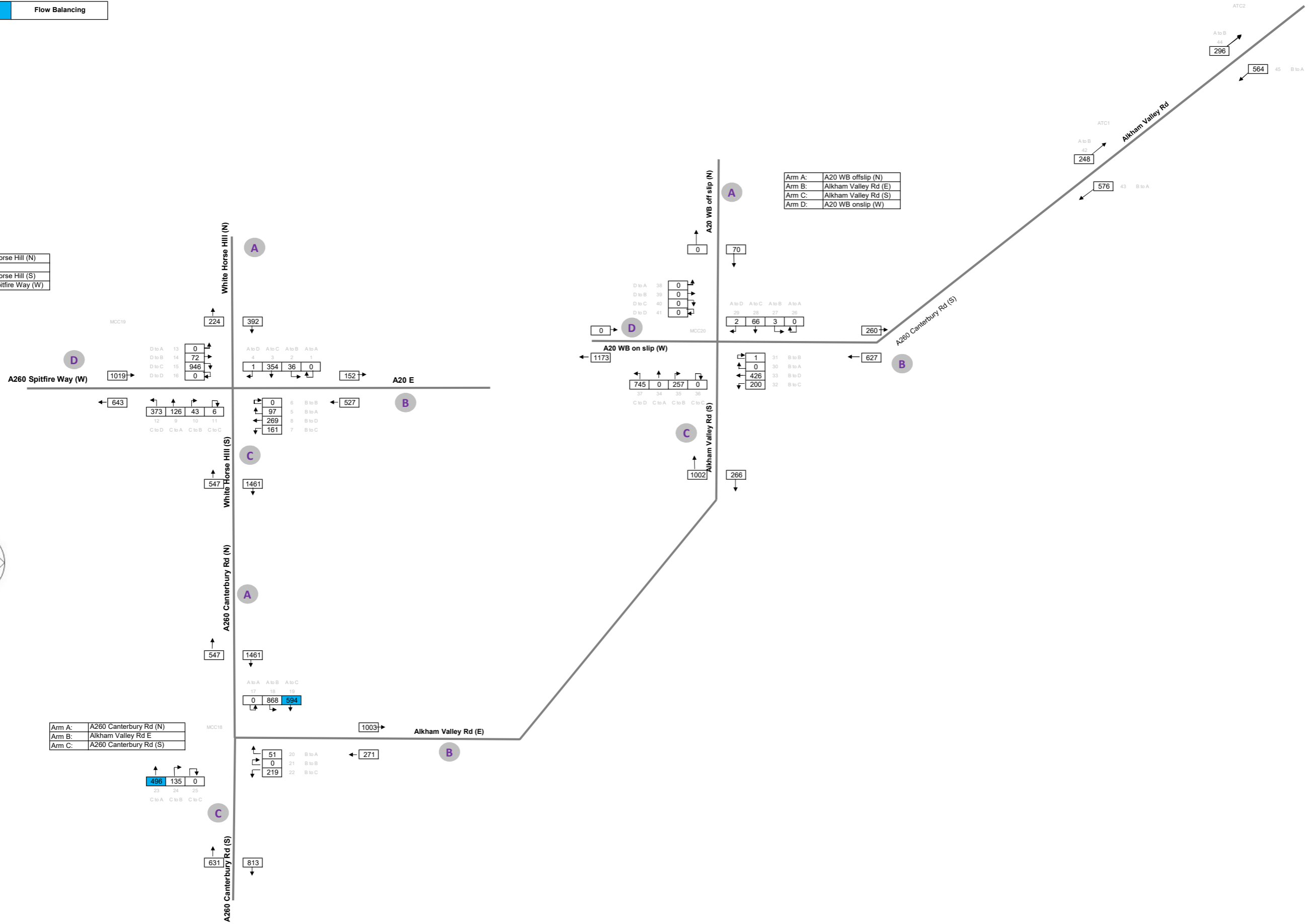
Key
123 Total Vehicles

Flow Balancing

Arm A:	White Horse Hill (N)
Arm B:	A20 E
Arm C:	White Horse Hill (S)
Arm D:	A260 Spitfire Way (W)

Arm A:	A20 WB offslip (N)
Arm B:	Alkham Valley Rd (E)
Arm C:	Alkham Valley Rd (S)
Arm D:	A20 WB onslip (W)

Arm A:	A260 Canterbury Rd (N)
Arm B:	Alkham Valley Rd E
Arm C:	A260 Canterbury Rd (S)



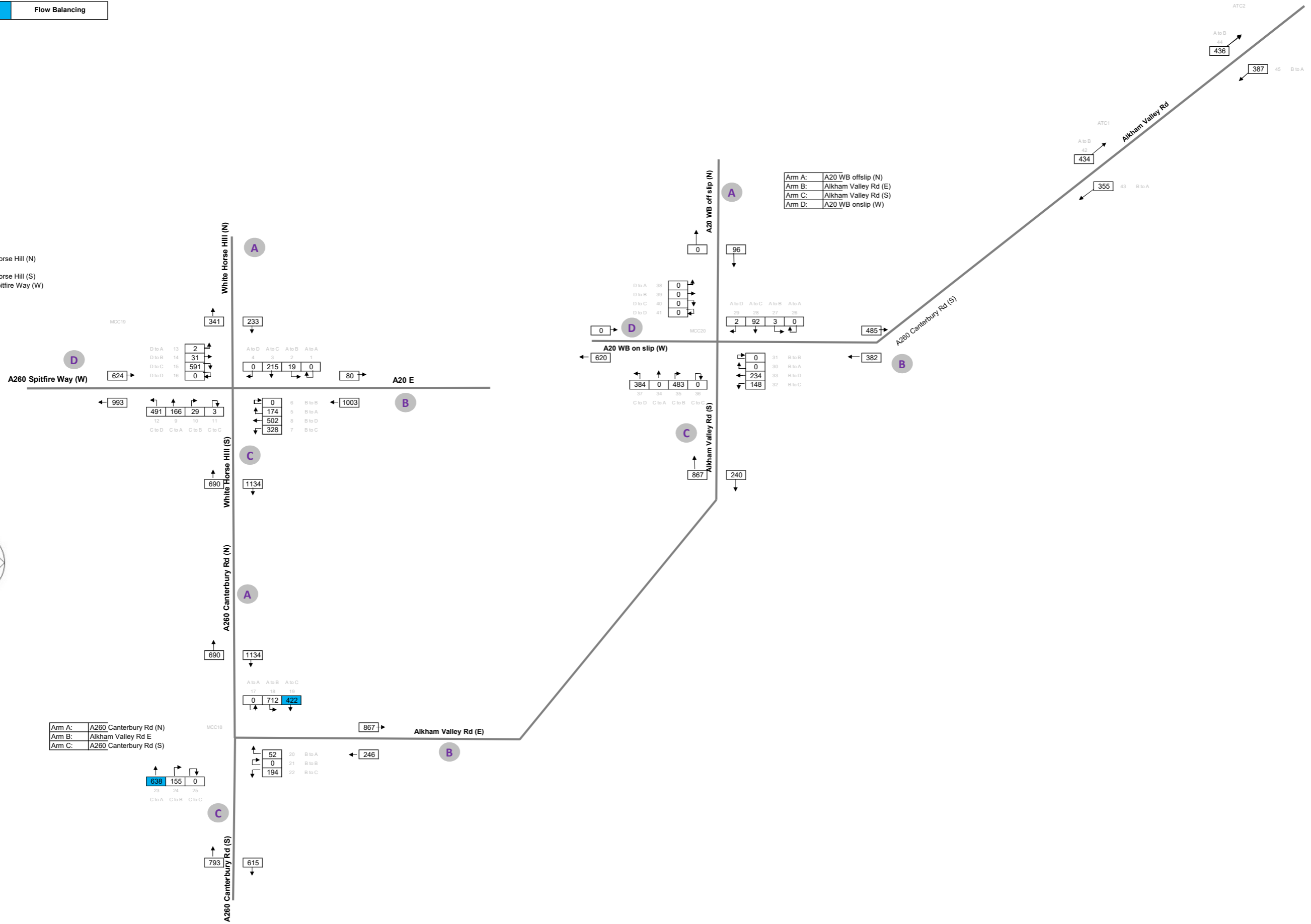
Key
123 Total Vehicles

Flow Balancing

Arm A: White Horse Hill (N)
Arm B: A20 E
Arm C: White Horse Hill (S)
Arm D: A260 Spitfire Way (W)

Arm A: A20 WB offslip (N)
Arm B: Alkham Valley Rd (E)
Arm C: Alkham Valley Rd (S)
Arm D: A20 WB onslip (W)

Arm A: A260 Canterbury Rd (N)
Arm B: Alkham Valley Rd E
Arm C: A260 Canterbury Rd (S)



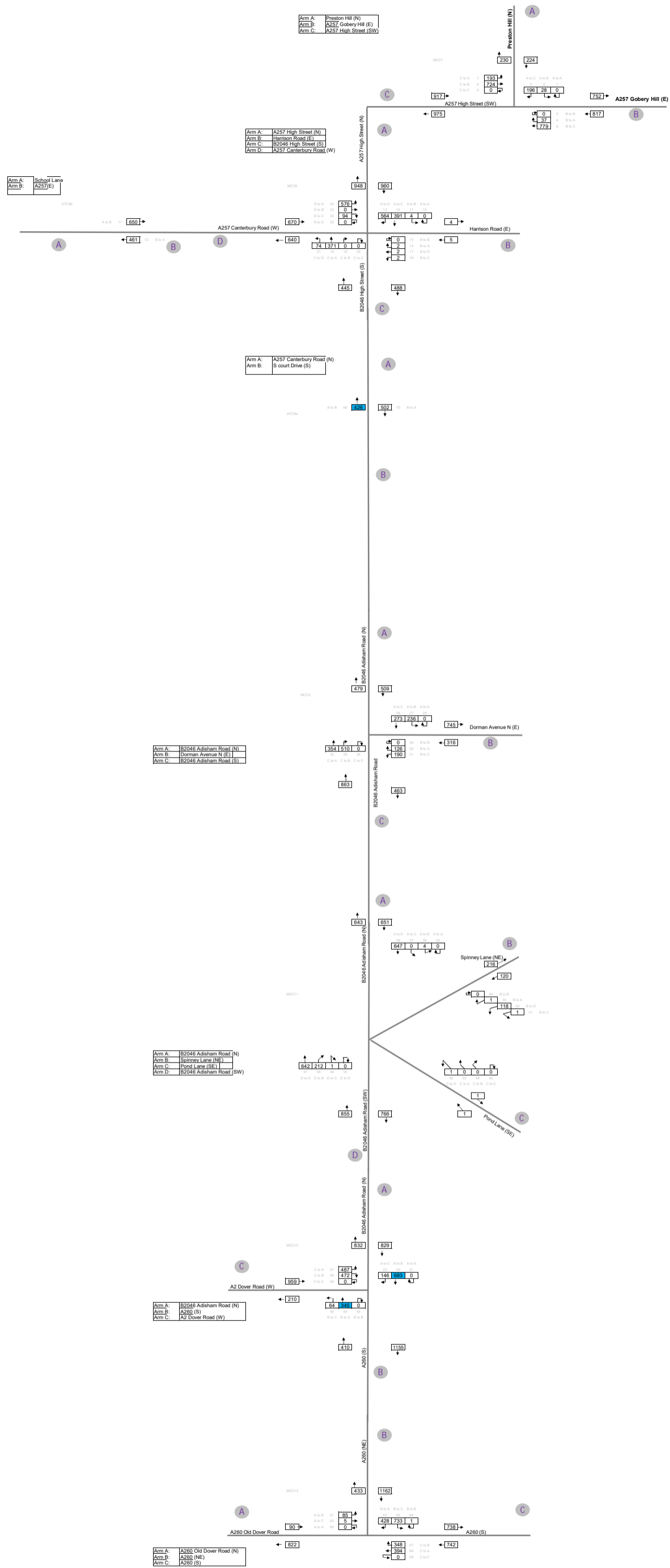


Appendix R - Excel Models - Do Minimum Flows

Key
123 Total Vehicles



Flow Balancing



Cluster 1
2040 Do Minimum
PM Peak (17:00 - 18:00)

FIGURE No 2



Flow Balancing

Key
123 Total Vehicles

Arm A: A256 Richborough Way (NW)
Arm B: Sandwich Road (NE)
Arm C: A256 (S)
Arm D: Jules Lane (W)

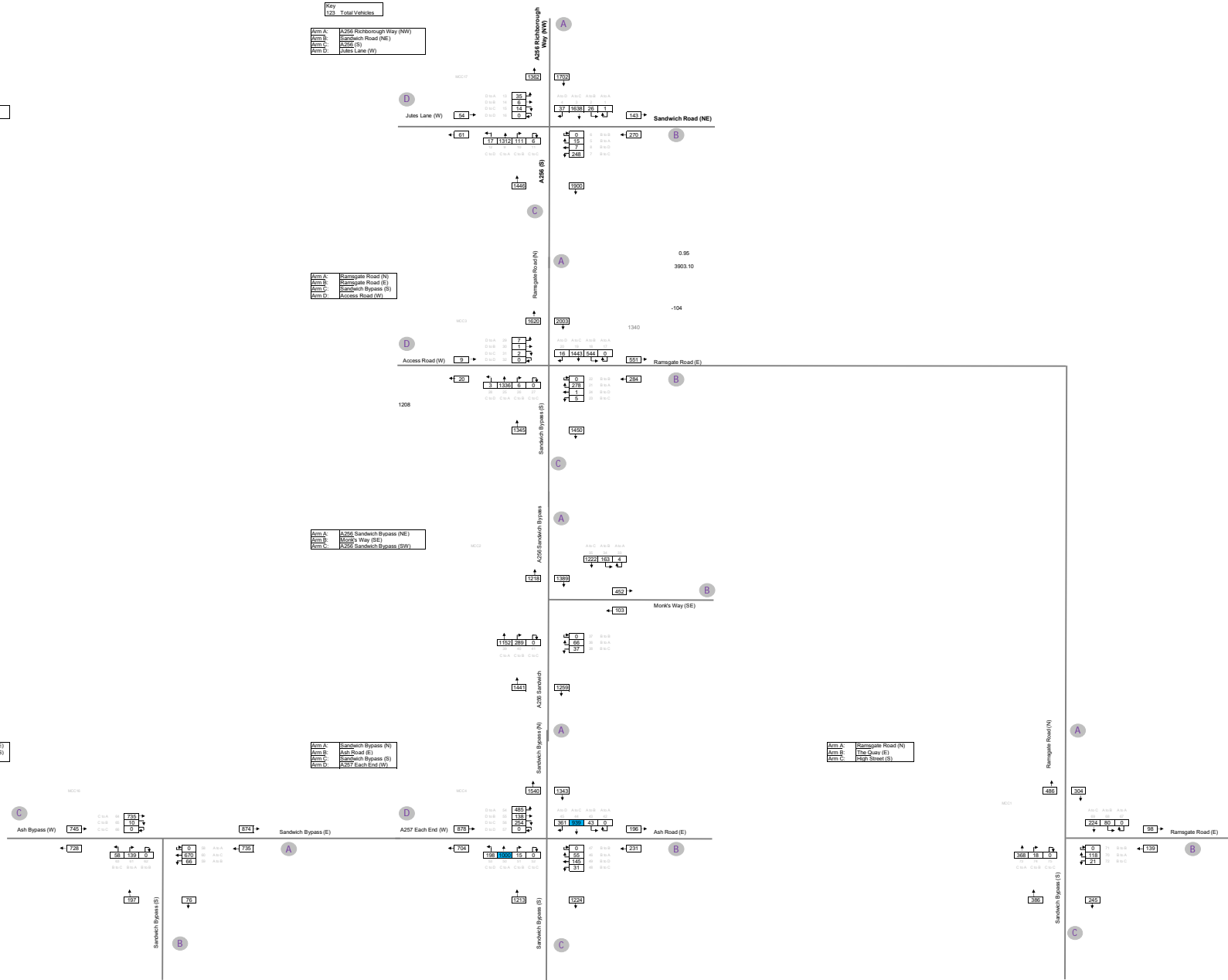
Arm A: Ramsgate Road (N)
Arm B: Ramsgate Road (E)
Arm C: Sandwich Bypass (S)
Arm D: Access Road (W)

Arm A: A256 Sandwich Bypass (NE)
Arm B: Monk's Way (SE)
Arm C: A256 Sandwich Bypass (SW)

Arm A: Sandwich Bypass (E)
Arm B: Sandwich Bypass (S)
Arm C: Ash Bypass (W)

Arm A: Sandwich Bypass (N)
Arm B: Ash Road (E)
Arm C: Sandwich Bypass (S)
Arm D: A257 Each End (W)

Arm A: Ramsgate Road (N)
Arm B: The Quay (E)
Arm C: Monk's Way (E)



Cluster 2
2040 Do Minimum
AM Peak (08:00 - 09:00)

FIGURE No 3



Flow Balancing

Key

125 Total Vehicles

Arm A	Richborough Way (NW)
Arm B	Sandwich Road (NE)
Arm C	Stow (S)
Arm D	Wales Lane (W)

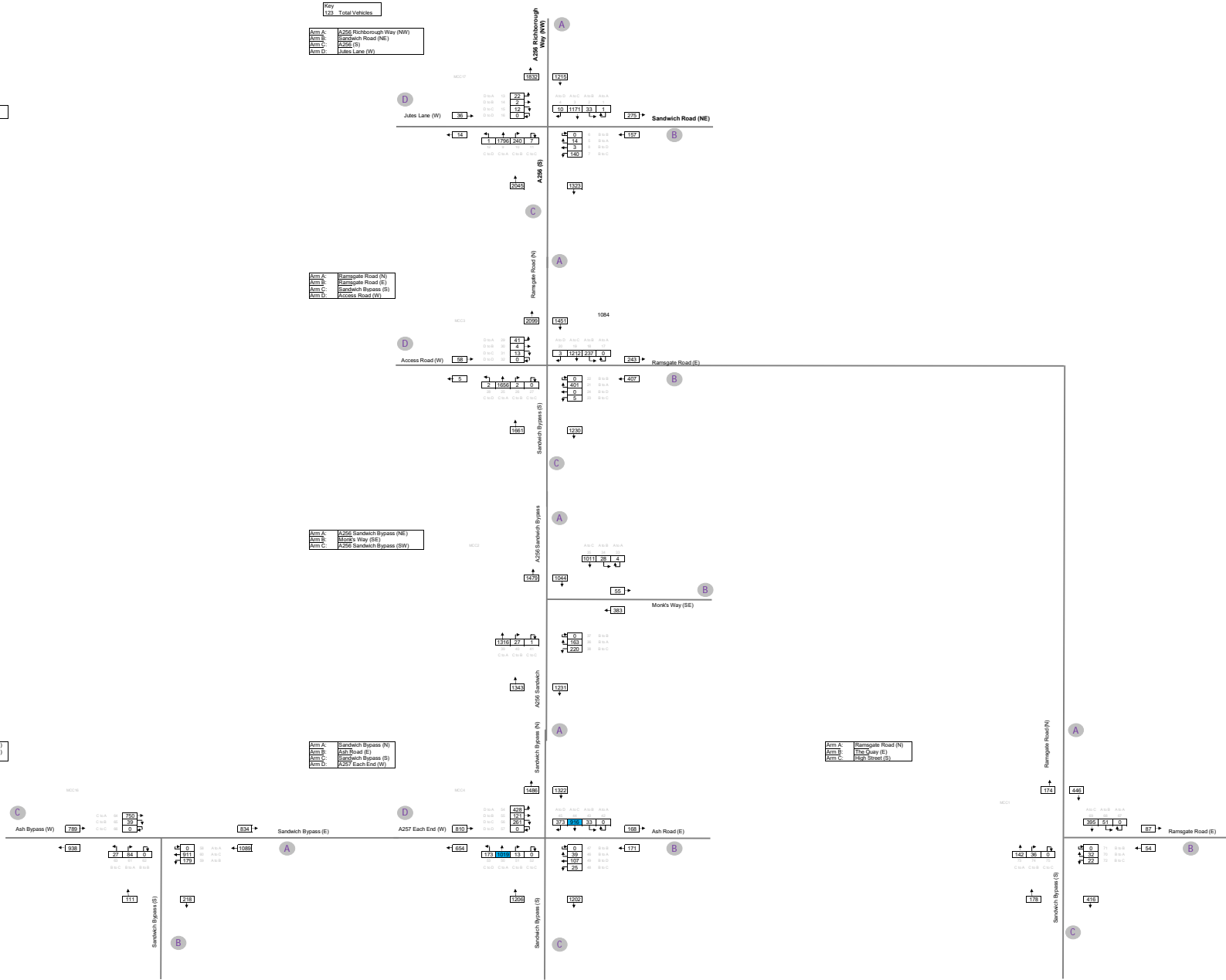
Arm A	Ramsgate Road (N)
Arm B	Ramsgate Road (E)
Arm C	Sandwich Bypass (S)
Arm D	Access Road (W)

Arm A	A206 Sandwich Bypass (NE)
Arm B	Monk's Way (SE)
Arm C	A206 Sandwich Bypass (SW)

Arm A	Sandwich Bypass (E)
Arm B	Sandwich Bypass (S)
Arm C	A207 Bypass (W)

Arm A	Sandwich Bypass (N)
Arm B	Stow (E)
Arm C	Sandwich Bypass (S)
Arm D	A207 Each End (W)

Arm A	Ramsgate Road (N)
Arm B	170 Quay (E)
Arm C	149 Street (S)



Cluster 2
2040 Do Minimum
PM Peak (17:00 - 18:00)

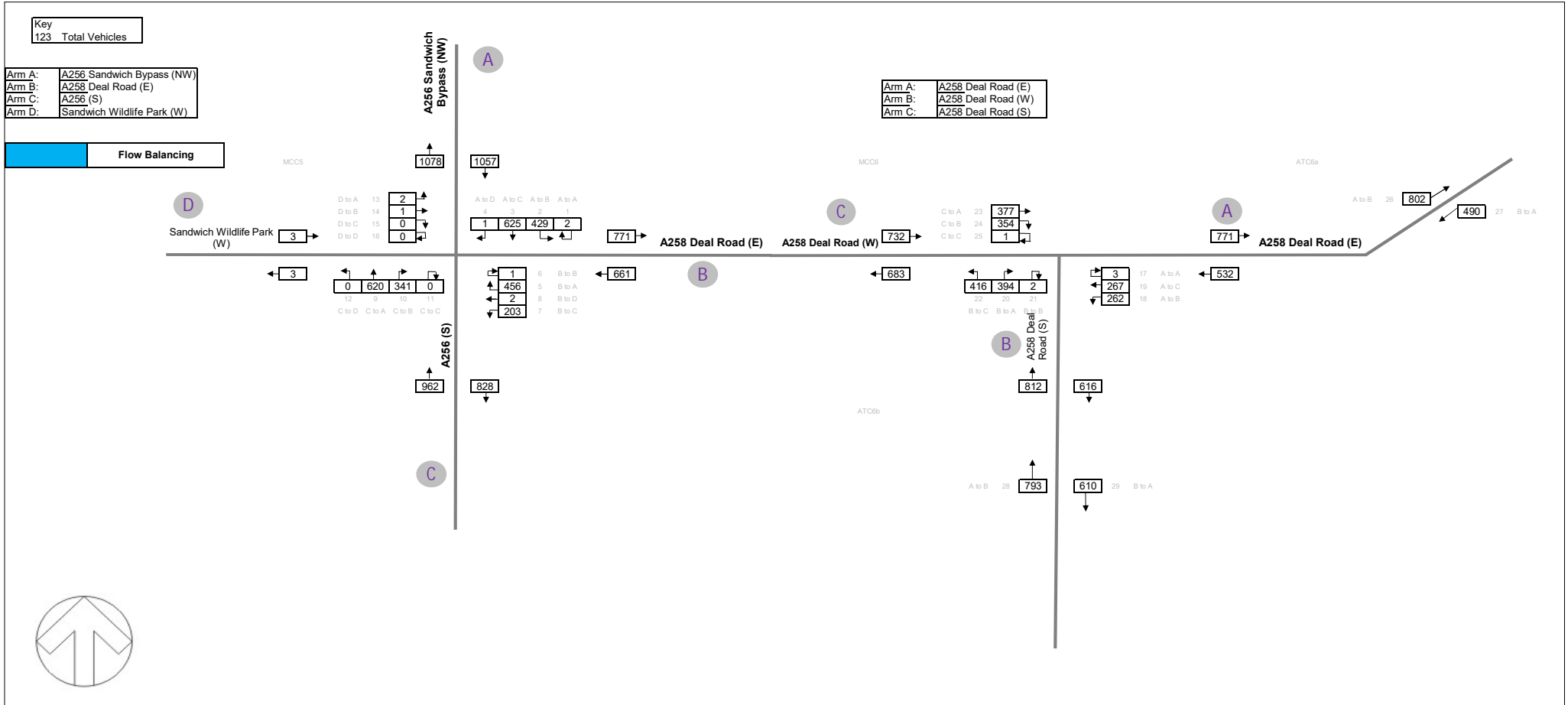
FIGURE No 4

Key
123 Total Vehicles

Arm A: A256 Sandwich Bypass (NW)
 Arm B: A258 Deal Road (E)
 Arm C: A256 (S)
 Arm D: Sandwich Wildlife Park (W)

Arm A: A258 Deal Road (E)
 Arm B: A258 Deal Road (W)
 Arm C: A258 Deal Road (S)

Flow Balancing



TITLE

Cluster 3
 2040 Do Minimum
 AM Peak (08:00 - 09:00)

FIGURE No:

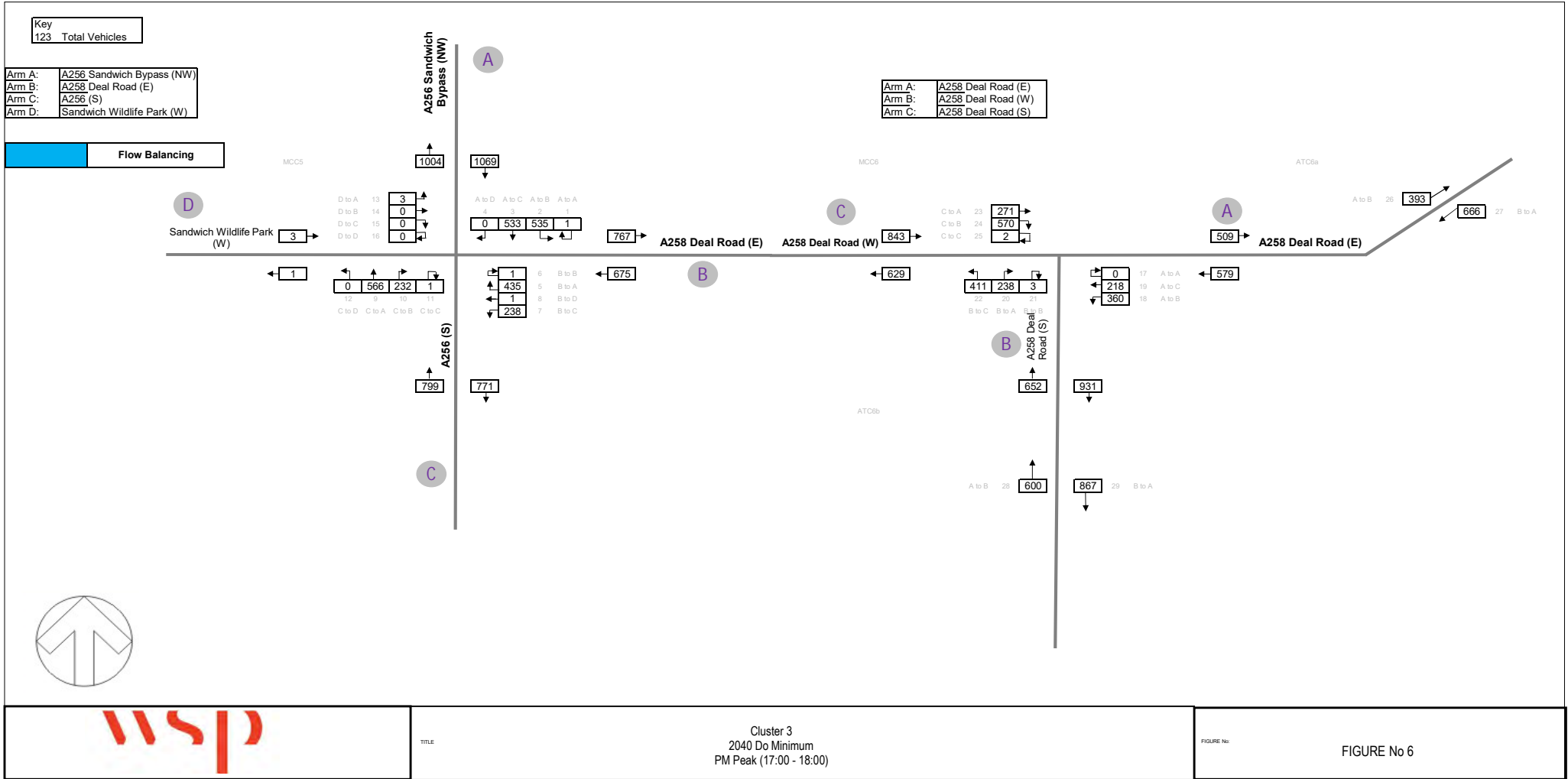
FIGURE No 5

Key
123 Total Vehicles

Arm A: A256 Sandwich Bypass (NW)
 Arm B: A258 Deal Road (E)
 Arm C: A256 (S)
 Arm D: Sandwich Wildlife Park (W)

Arm A: A258 Deal Road (E)
 Arm B: A258 Deal Road (W)
 Arm C: A258 Deal Road (S)

Flow Balancing



TITLE

Cluster 3
 2040 Do Minimum
 PM Peak (17:00 - 18:00)

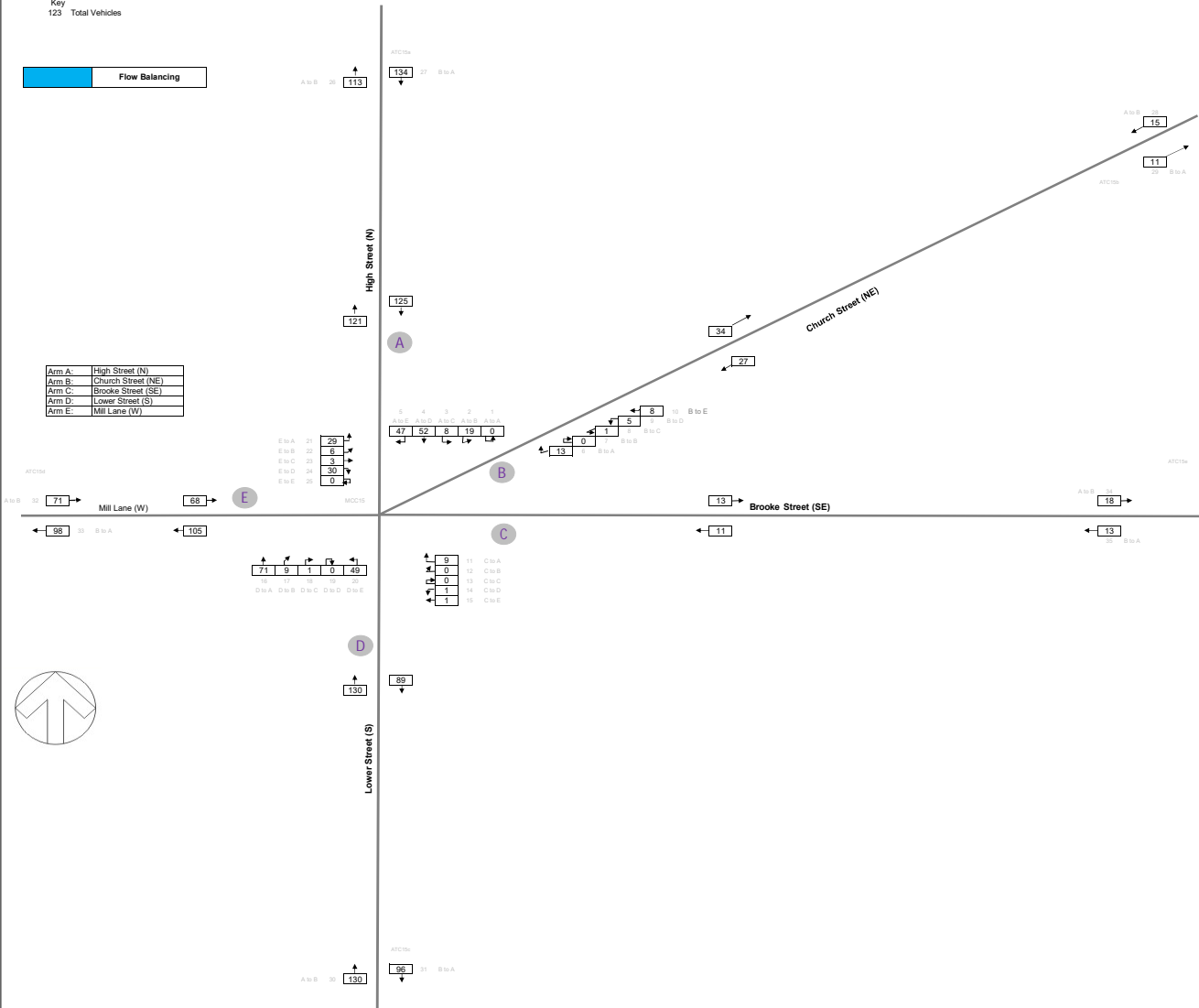
FIGURE No:

FIGURE No 6

Key
123 Total Vehicles

Flow Balancing

- Arm A: High Street (N)
- Arm B: Church Street (NE)
- Arm C: Brooke Street (SE)
- Arm D: Lower Street (S)
- Arm E: Mill Lane (W)



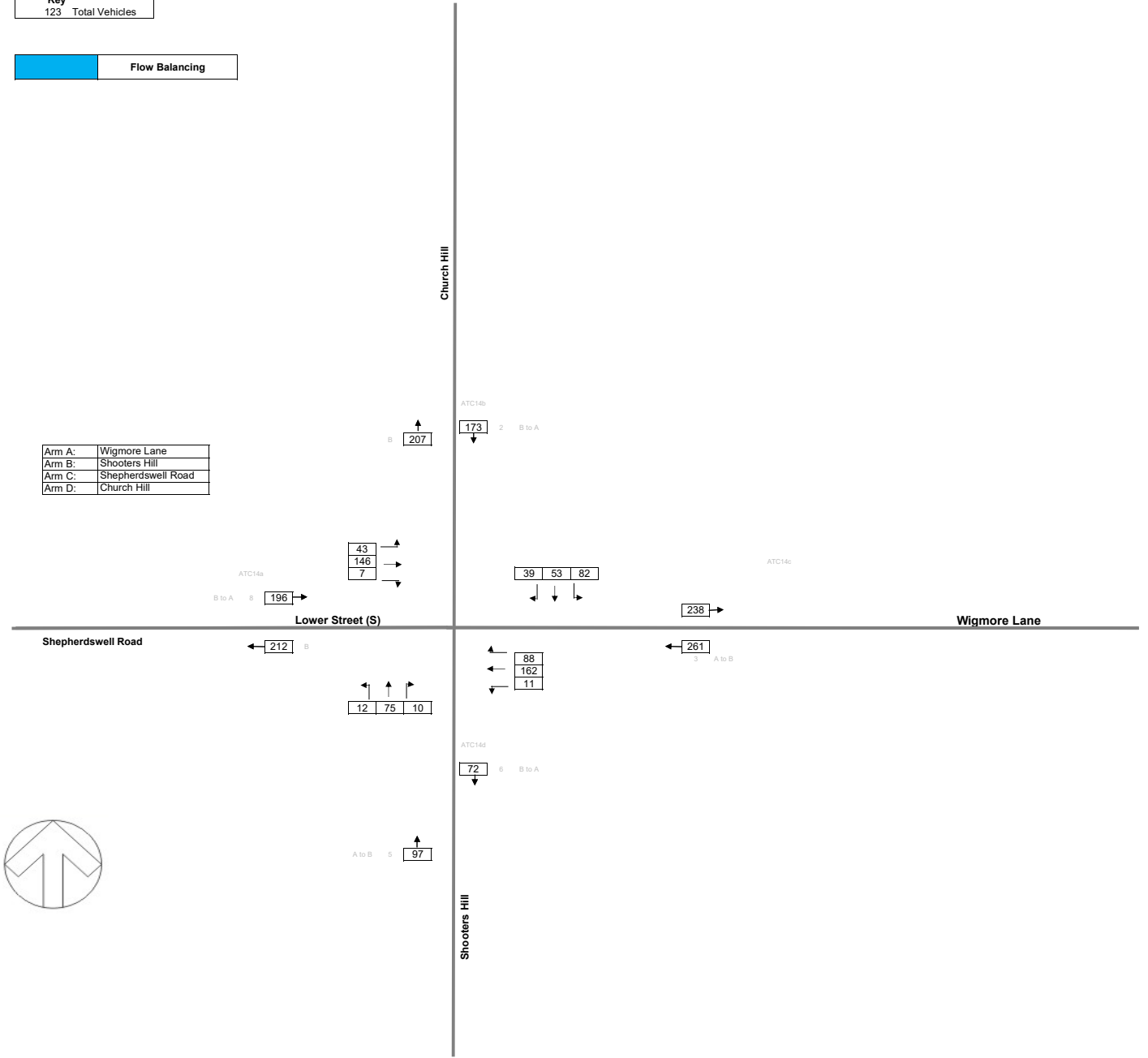
Cluster 4
2040 Do Minimum
PM Peak (17:00 - 18:00)

FIGURE No 8

Key
123 Total Vehicles

Flow Balancing

Arm A:	Wigmore Lane
Arm B:	Shooters Hill
Arm C:	Shepherdswell Road
Arm D:	Church Hill



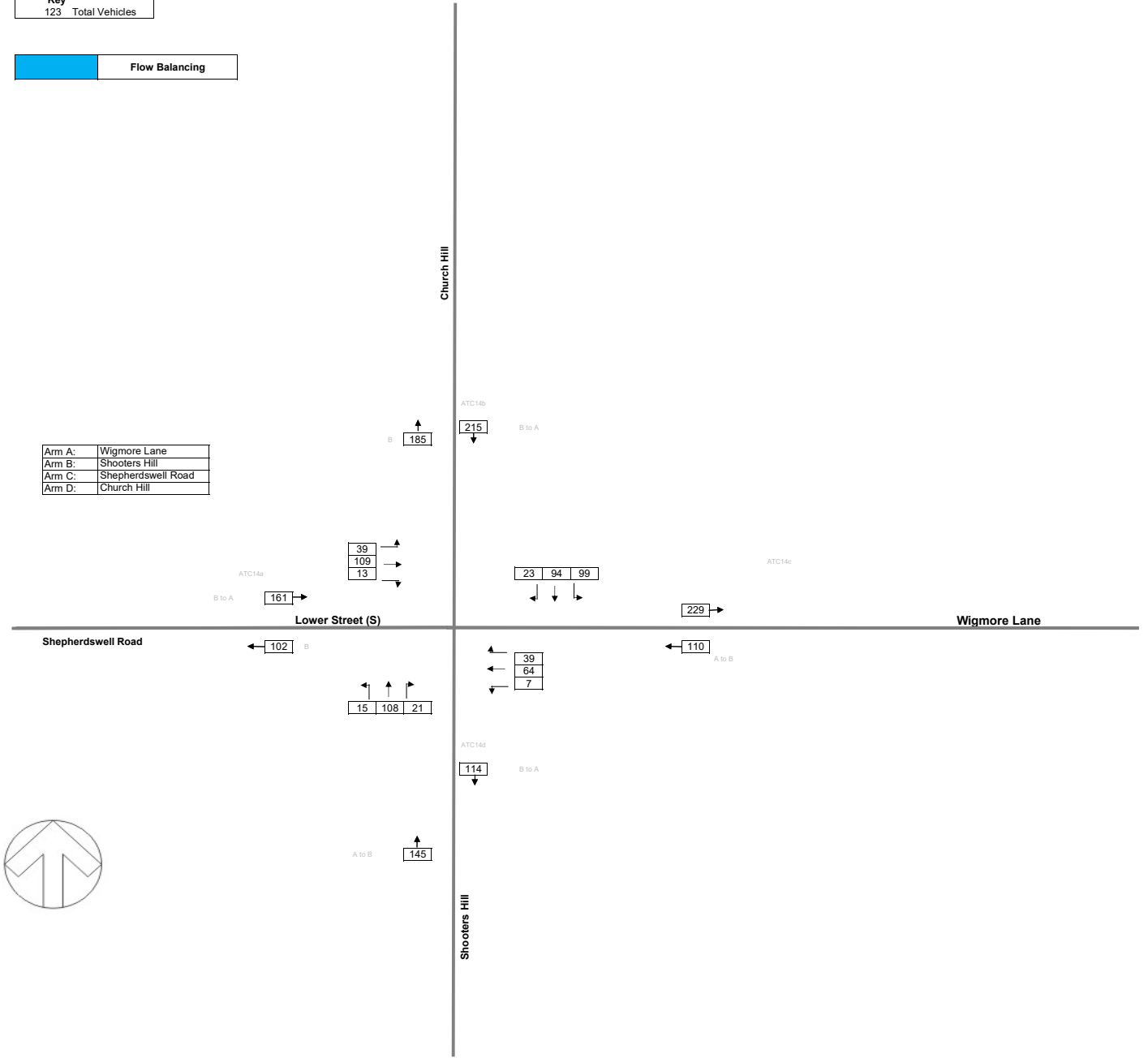
TITLE
Cluster 5
2040 Do Minimum
AM Peak (08:00 - 09:00)

FIGURE No:
FIGURE No 3

Key
123 Total Vehicles

Flow Balancing

Arm A:	Wigmore Lane
Arm B:	Shooters Hill
Arm C:	Shepherdswell Road
Arm D:	Church Hill



TITLE
Cluster 5
2040 Do Minimum
AM Peak (08:00 - 09:00)

FIGURE No:
FIGURE No 3

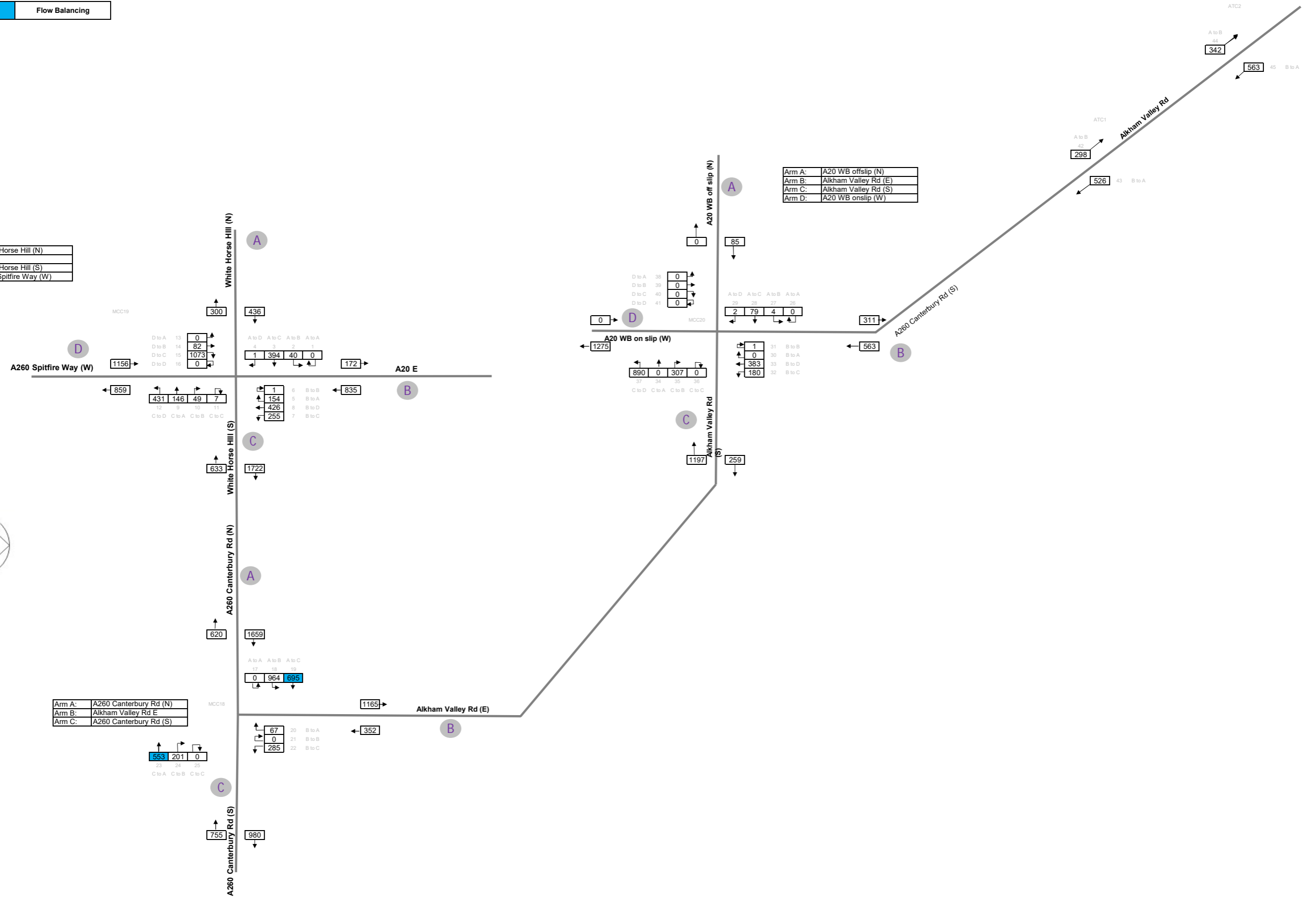
Key
123 Total Vehicles

Flow Balancing

Arm A:	White Horse Hill (N)
Arm B:	A20 E
Arm C:	White Horse Hill (S)
Arm D:	A260 Spitfire Way (W)

Arm A:	A20 WB offslip (N)
Arm B:	Alkham Valley Rd (E)
Arm C:	Alkham Valley Rd (S)
Arm D:	A20 WB onslip (W)

Arm A:	A260 Canterbury Rd (N)
Arm B:	Alkham Valley Rd E
Arm C:	A260 Canterbury Rd (S)



TITLE

Cluster 6
2040 Do Minimum

FIGURE No

FIGURE No 11

Key
123 Total Vehicles

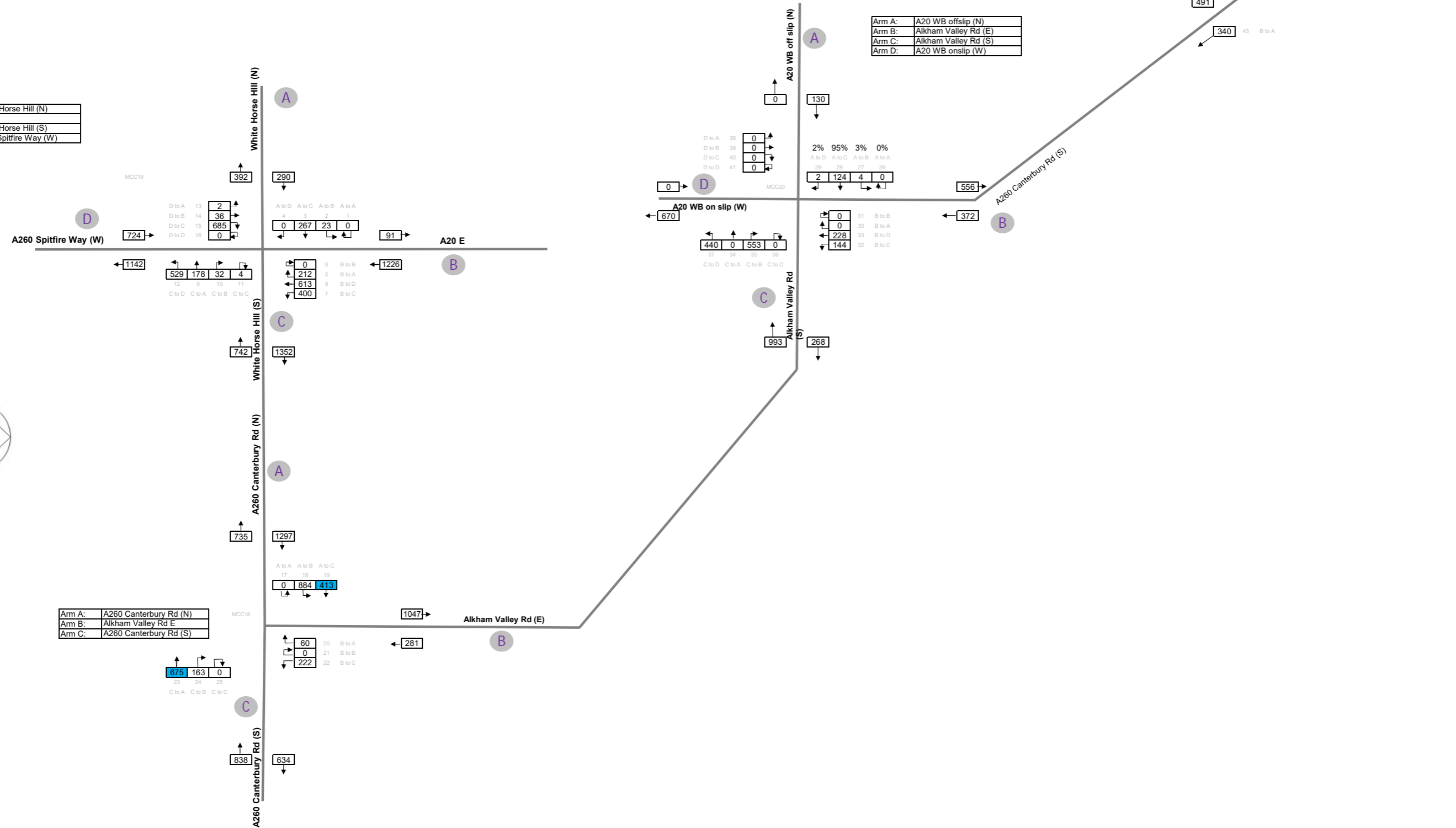
Flow Balancing

Arm A:	White Horse Hill (N)
Arm B:	A20 E
Arm C:	White Horse Hill (S)
Arm D:	A260 Spitfire Way (W)



Arm A:	A20 WB offslip (N)
Arm B:	Alkham Valley Rd (E)
Arm C:	Alkham Valley Rd (S)
Arm D:	A20 WB onslip (W)

Arm A:	A260 Canterbury Rd (N)
Arm B:	Alkham Valley Rd E
Arm C:	A260 Canterbury Rd (S)



TITLE

Cluster 6
2040 Do Minimum

FIGURE No:

FIGURE No 12

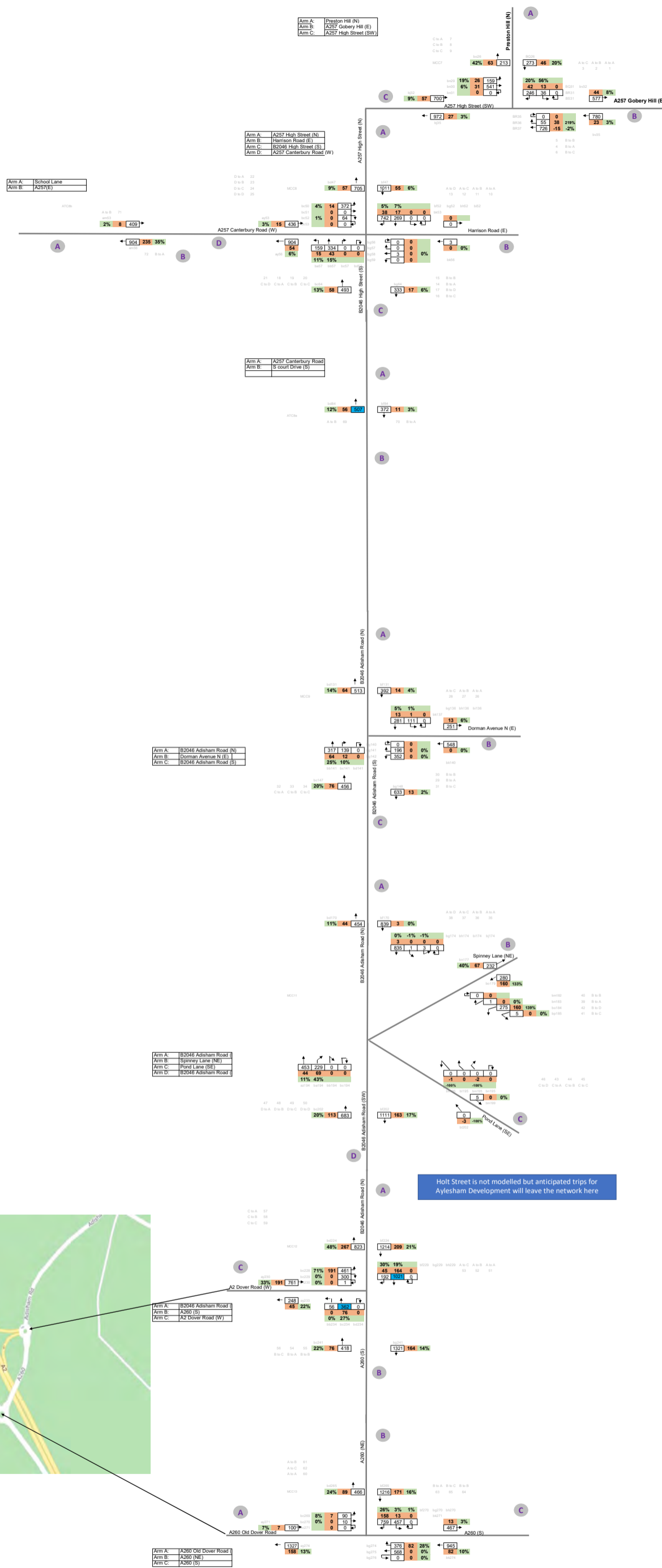


Appendix S - Excel Models - Do Something Flows

Key
123 Total Vehicles



Flow Balancing
Flow Increase
% Flow Difference



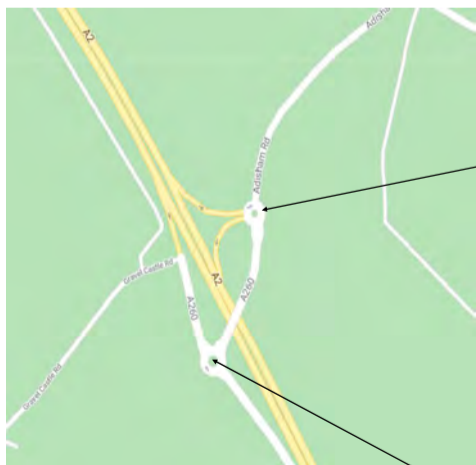
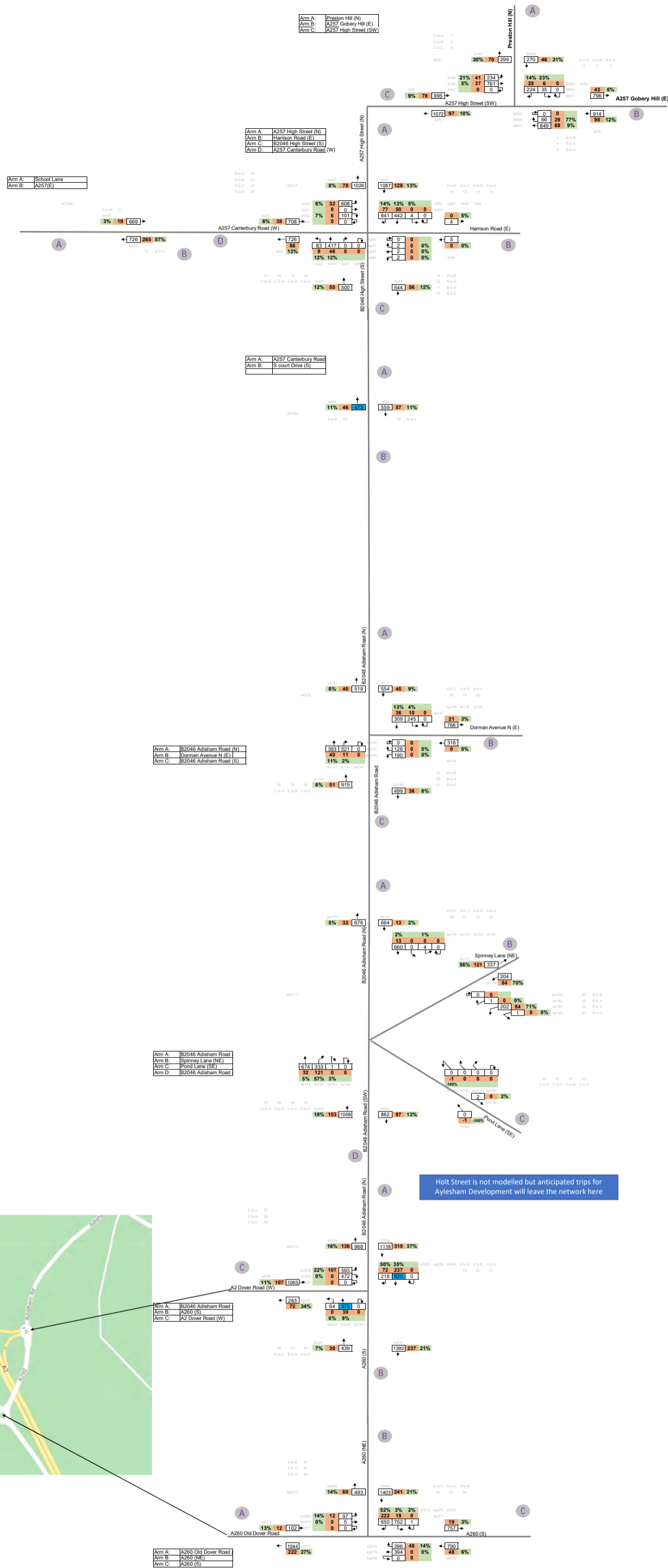
Holt Street is not modelled but anticipated trips for Aylesham Development will leave the network here



Key
123 Total Vehicles



Flow Balancing
Flow Increase
% Flow Difference



Cluster 1
2040 Do Something
PM Peak (17:00 - 18:00)

FIGURE No 2



	Flow Balancing
	Flow Increase
	% Flow Difference

Key
125 Total Vehicles

- Arm A: A252 Richborough Way (NW)
- Arm B: Sandwich Road (NE)
- Arm C: A252 (S)
- Arm D: East Lane (W)

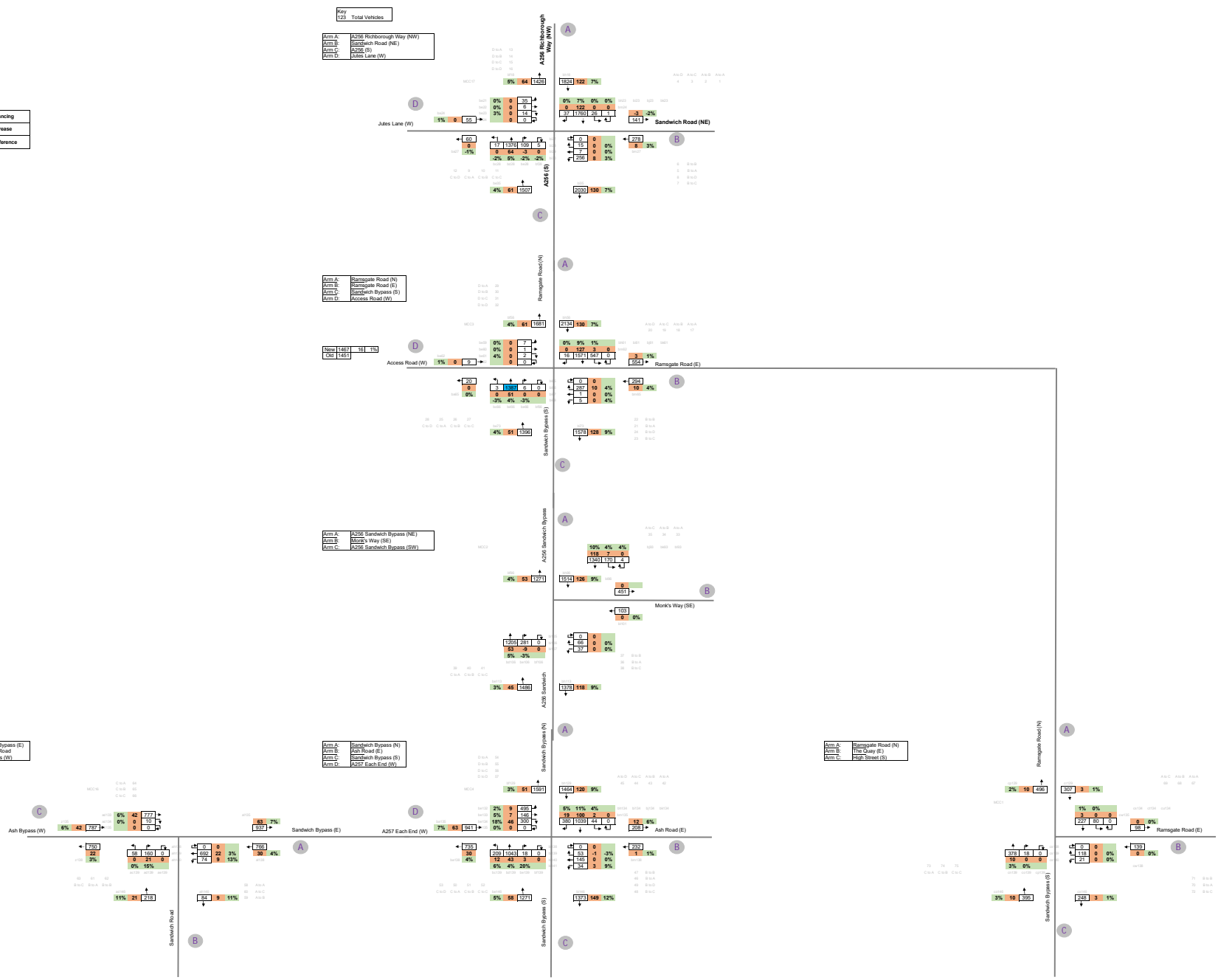
- Arm A: Ramsgate Road (N)
- Arm B: Ramsgate Road (E)
- Arm C: Sandwich Bypass (E)
- Arm D: Access Road (W)

- Arm A: A252 Sandwich Bypass (NE)
- Arm B: Monk's Way (SE)
- Arm C: A252 Sandwich Bypass (SW)

- Arm A: Sandwich Bypass (N)
- Arm B: Ash Road (E)
- Arm C: Sandwich Bypass (S)
- Arm D: A257 Each End (W)

- Arm A: Ramsgate Road (N)
- Arm B: The Quay (E)
- Arm C: The Quay (S)

- Arm A: Sandwich Bypass (E)
- Arm B: Sandwich Road
- Arm C: Ash Bypass (W)





Flow Balancing
Flow Increase
% Flow Difference

Key
L23 Total Vehicles

- Arm A: A256 Reithborough Way (NW)
- Arm B: Sandwich Road (NE)
- Arm C: A256 (S)
- Arm D: Jules Lane (W)

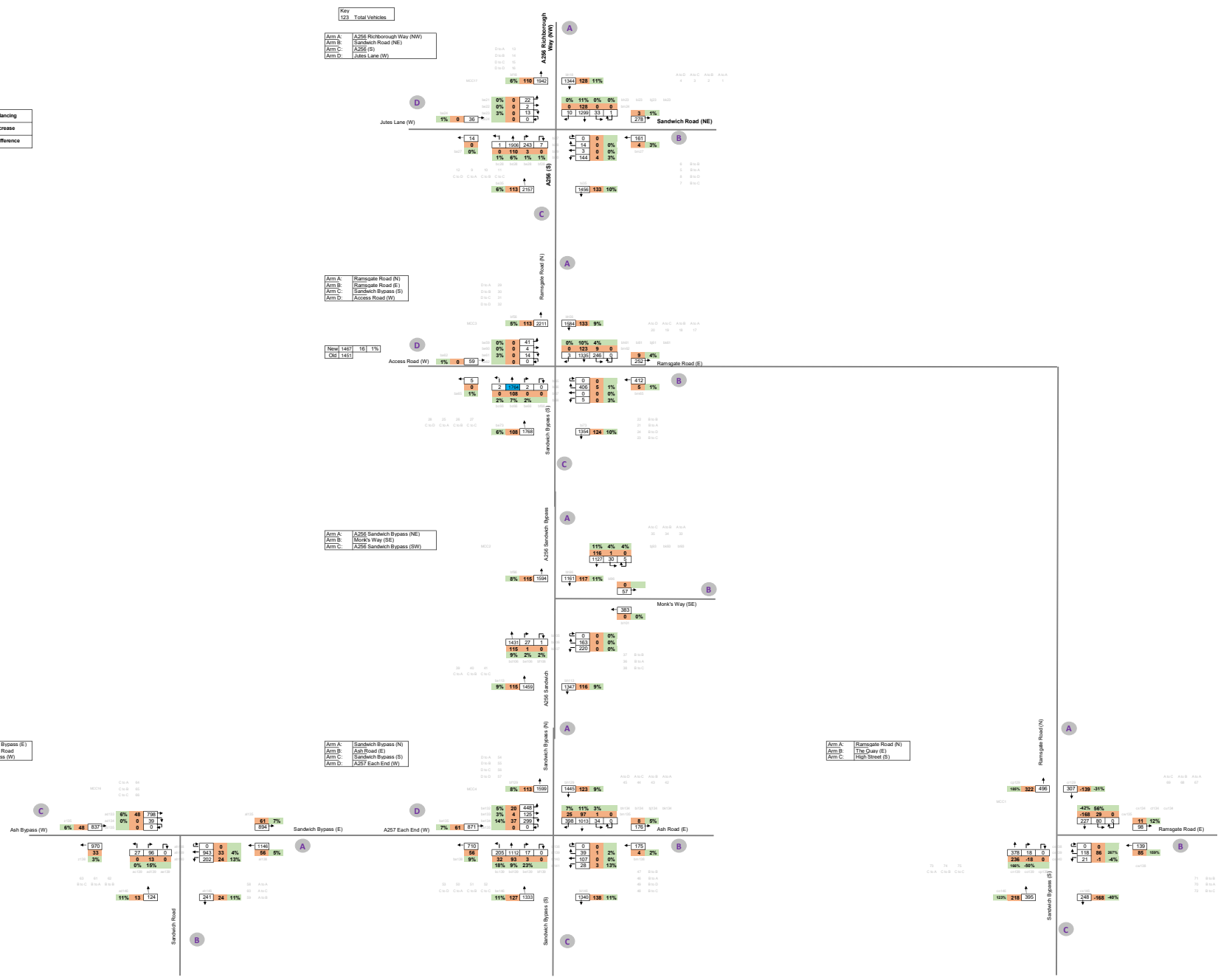
- Arm A: Ramsgate Road (N)
- Arm B: Ramsgate Road (E)
- Arm C: Sandwich Bypass (S)
- Arm D: Access Road (W)

- Arm A: A256 Sandwich Bypass (NE)
- Arm B: Monk's Way (SE)
- Arm C: A256 Sandwich Bypass (SW)

- Arm A: Sandwich Bypass (E)
- Arm B: Sandwich Road
- Arm C: A25 Bypass (W)

- Arm A: Sandwich Bypass (N)
- Arm B: Ash Road (E)
- Arm C: Sandwich Bypass (S)
- Arm D: A257 Each End (W)

- Arm A: Ramsgate Road (N)
- Arm B: The Dalry (E)
- Arm C: High Street (E)



123 Total Vehicles

Arm A: A256 Sandwich Bypass (NW)
 Arm B: A258 Deal Road (E)
 Arm C: A256 (S)
 Arm D: Sandwich Wildlife Park (W)

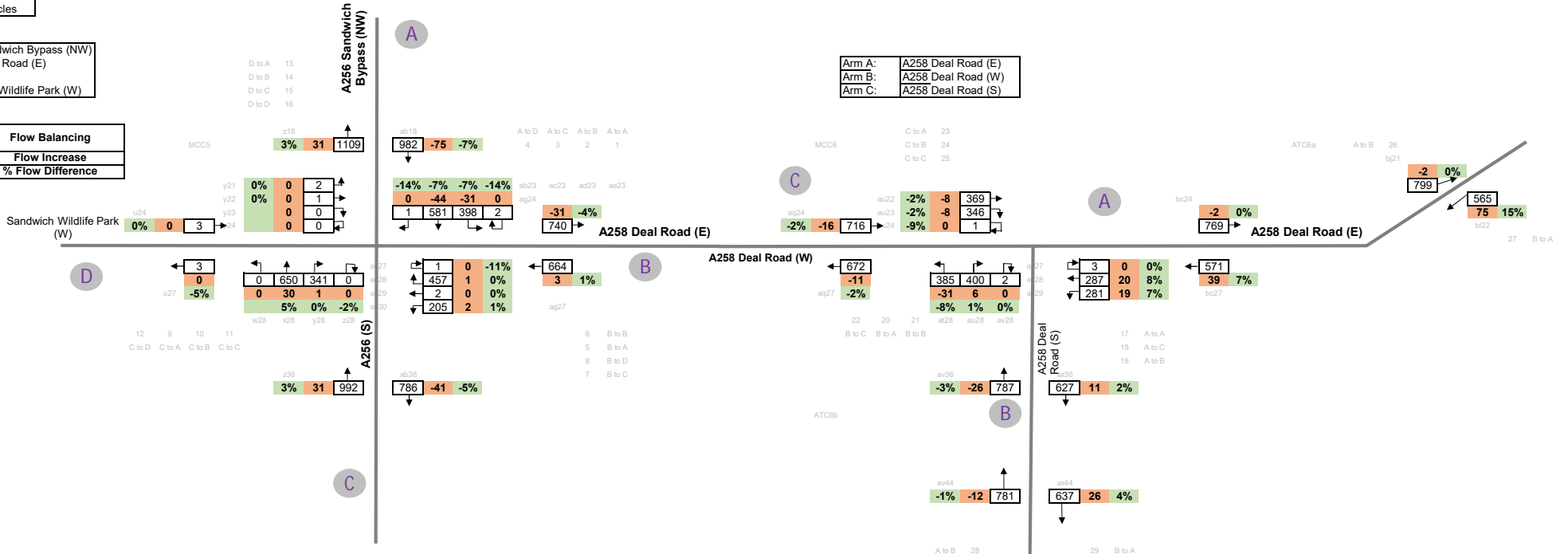
D to A 13
 D to B 14
 D to C 15
 D to D 16

Flow Balancing
Flow Increase
% Flow Difference

Arm A: A258 Deal Road (E)
 Arm B: A258 Deal Road (W)
 Arm C: A258 Deal Road (S)

C to A 23
 C to B 24
 C to C 25

ATC6a A to B 26
 bj21



TITLE

Cluster 3
 2040 Do Something
 AM Peak (08:00 - 09:00)

FIGURE No:

FIGURE No 5

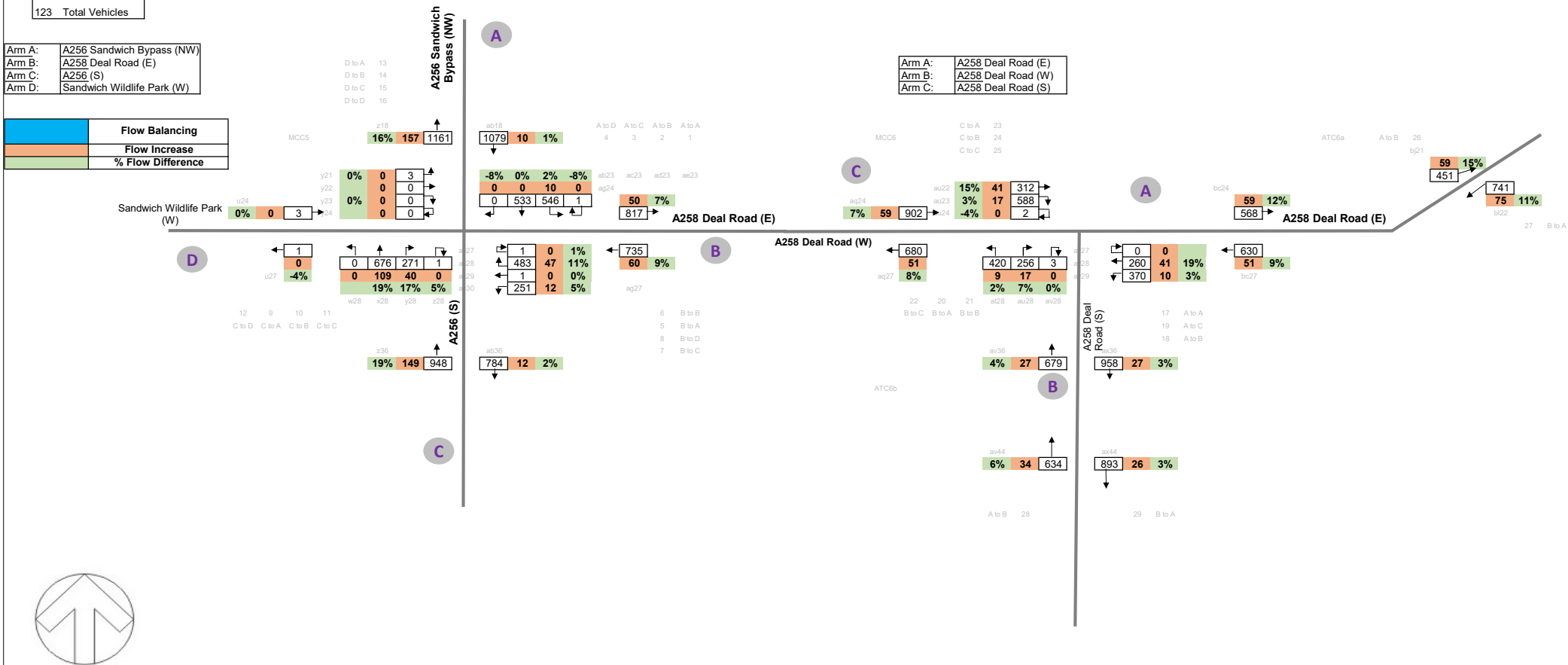
123 Total Vehicles

Arm A:	A256 Sandwich Bypass (NW)
Arm B:	A258 Deal Road (E)
Arm C:	A256 (S)
Arm D:	Sandwich Wildlife Park (W)

D to A 13
D to B 14
D to C 15
D to D 16

Arm A:	A258 Deal Road (E)
Arm B:	A258 Deal Road (W)
Arm C:	A258 Deal Road (S)

Flow Balancing
Flow Increase
% Flow Difference



TITLE

Cluster 3
2040 Do Something
PM Peak (17:00 - 18:00)

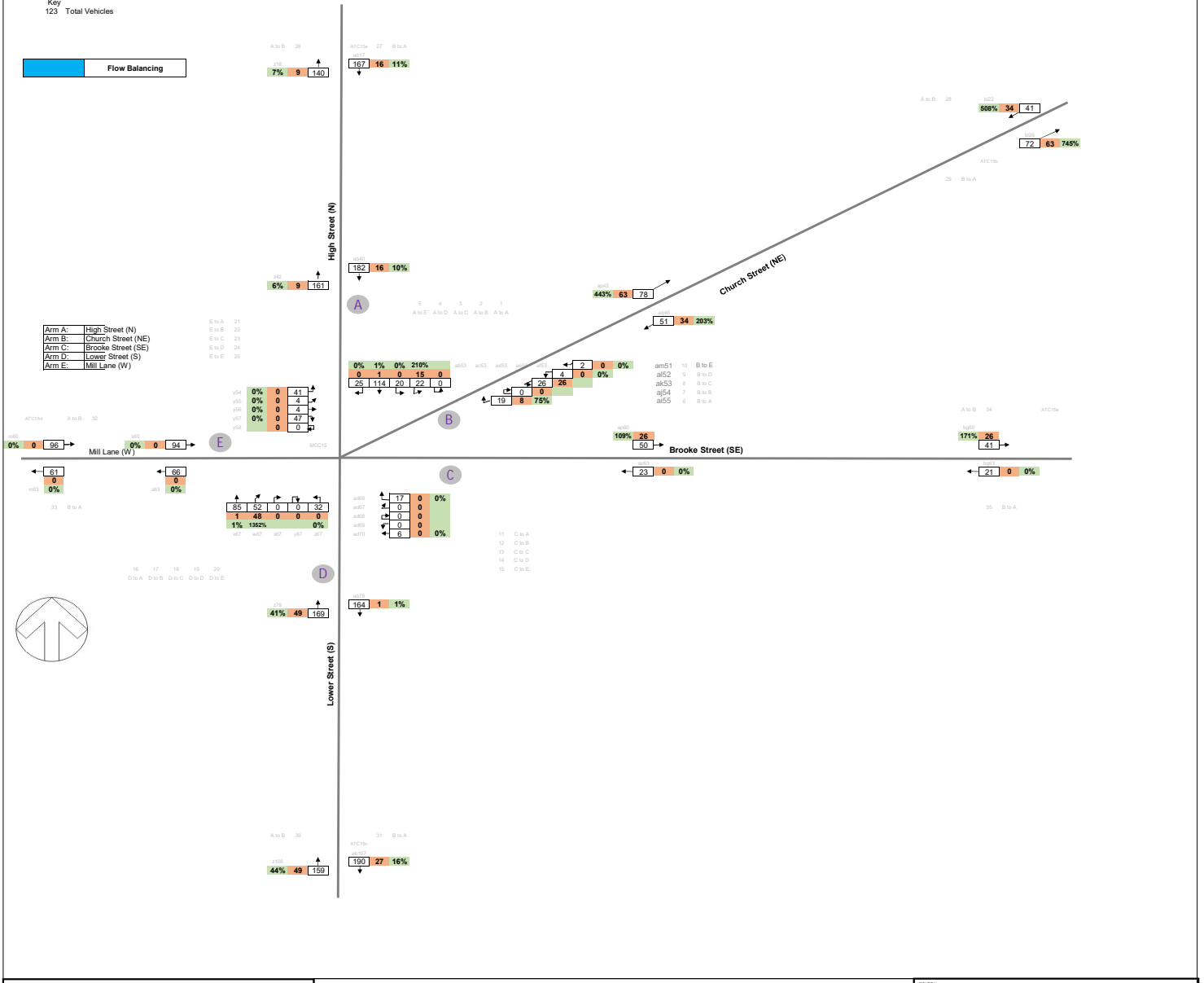
FIGURE No.

FIGURE No 5

Key
123 Total Vehicles

Flow Balancing

- Arm A: High Street (N)
- Arm B: Church Street (NE)
- Arm C: Brooke Street (SE)
- Arm D: Lower Street (S)
- Arm E: Mill Lane (W)



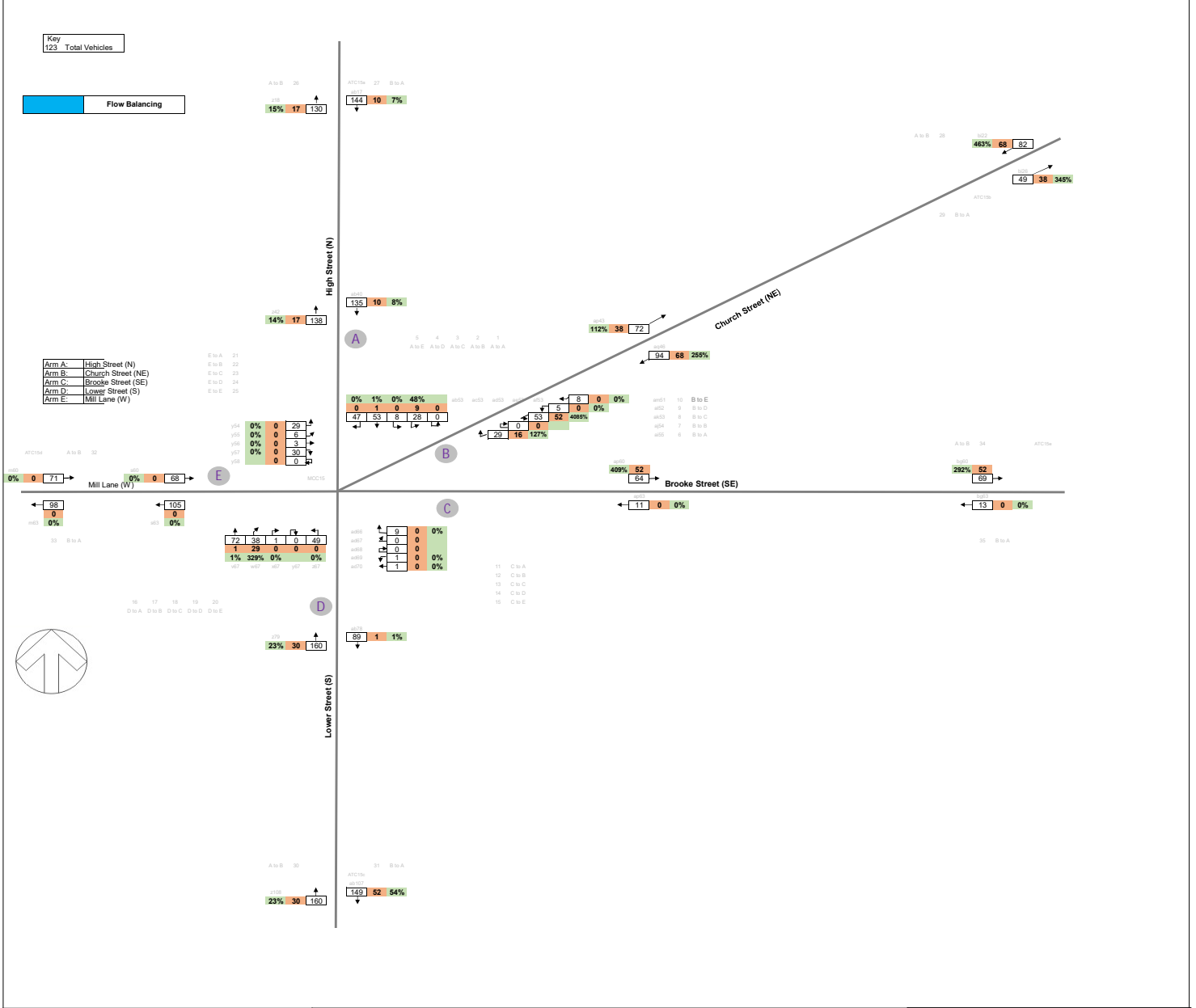
TITLE
Cluster 4
2040 Do Something
AM Peak (06:00 - 09:00)

FIGURE No
FIGURE No 7

Key
123 Total Vehicles

Flow Balancing

- Arm A: High Street (N)
- Arm B: Church Street (NE)
- Arm C: Brooke Street (SE)
- Arm D: Lower Street (S)
- Arm E: Mill Lane (W)



TMS

Cluster 4
2040 Do Something
PM Peak (17:00 - 18:00)

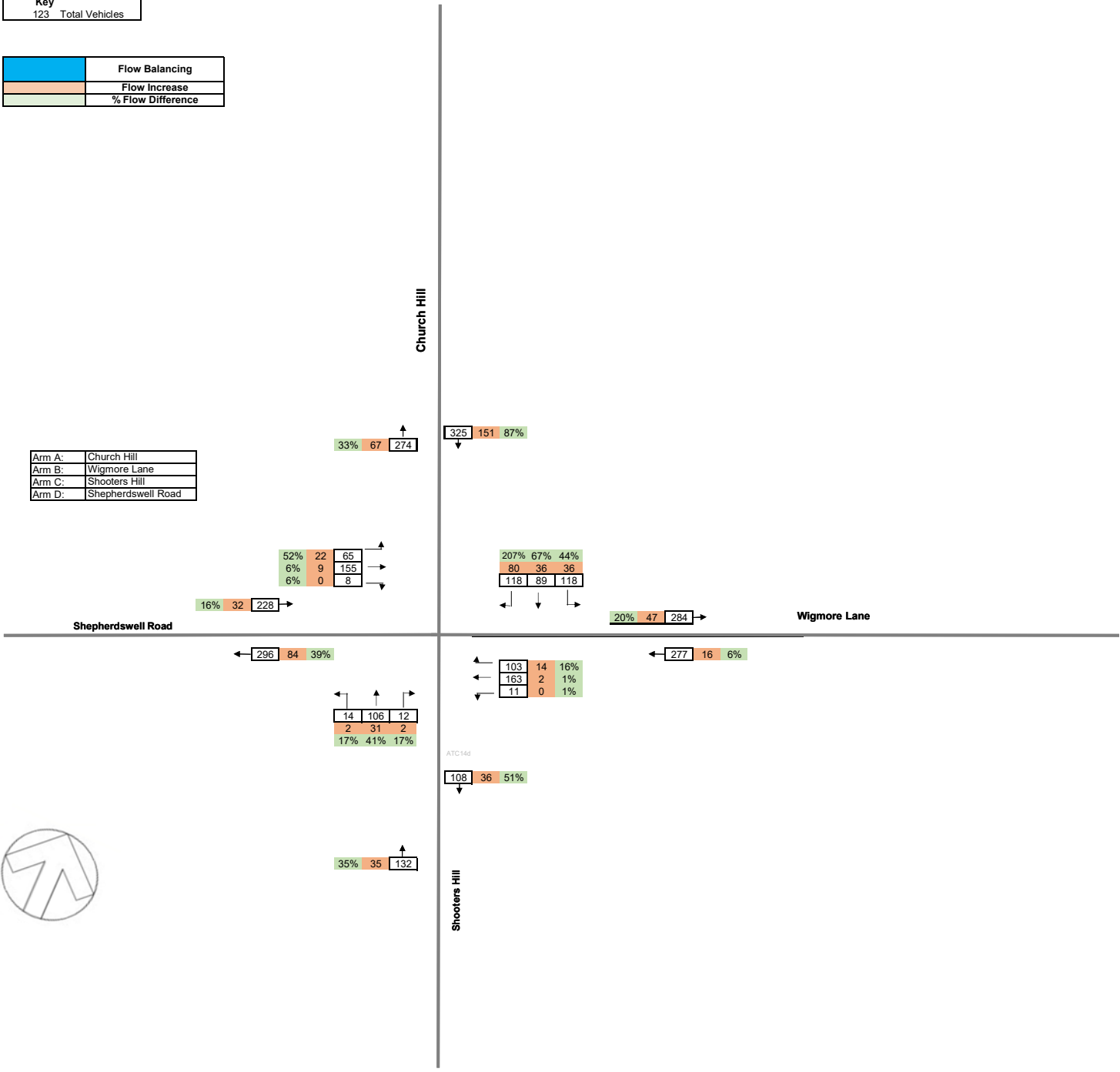
TMS

FIGURE No 8

Key
123 Total Vehicles

	Flow Balancing
	Flow Increase
	% Flow Difference

Arm A:	Church Hill
Arm B:	Wigmore Lane
Arm C:	Shooters Hill
Arm D:	Shepherdswell Road



TITLE

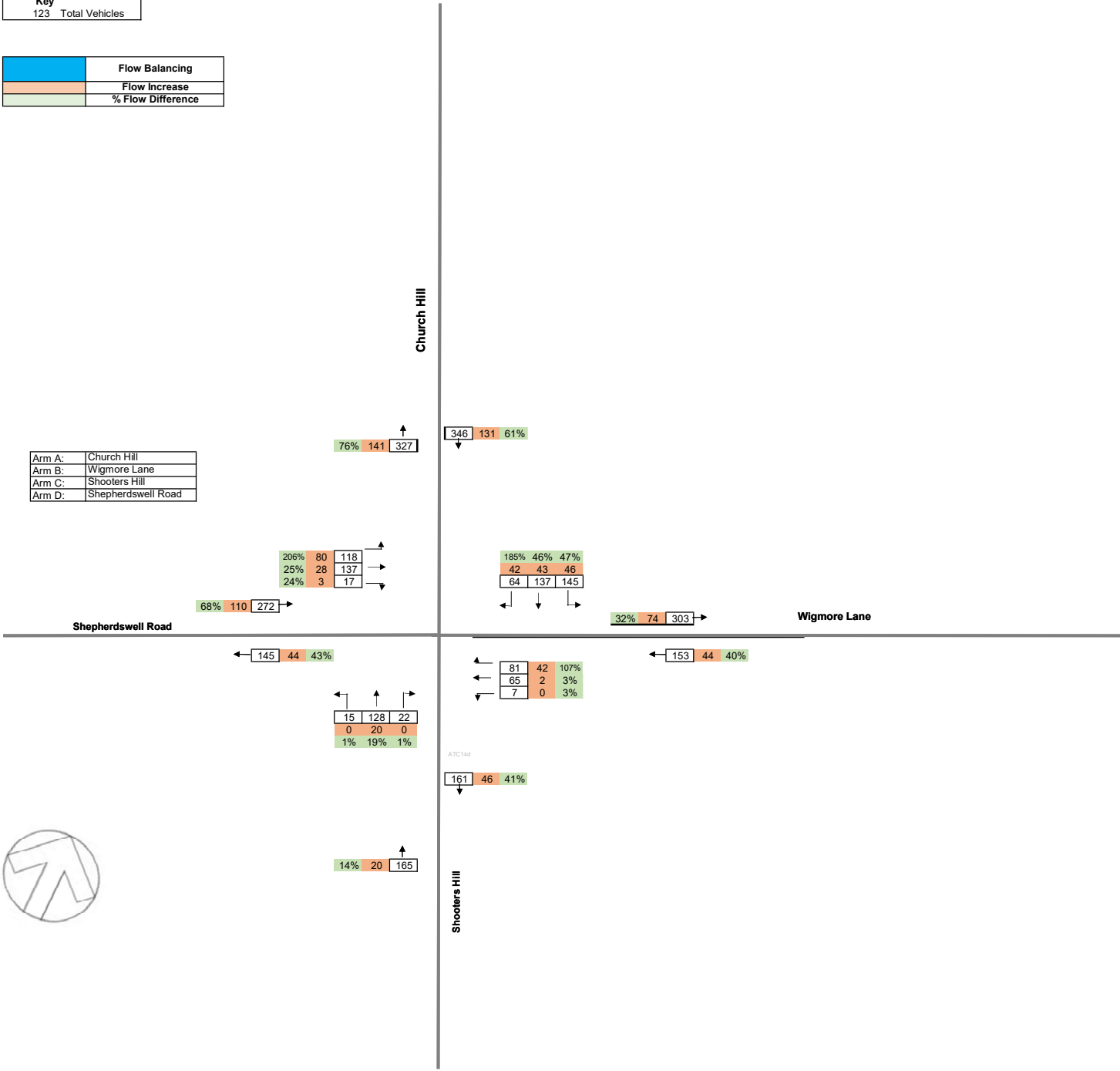
Cluster 5
2040 Do Something
AM Peak (08:00 - 09:00)

FIGURE NO.

Key
123 Total Vehicles

	Flow Balancing
	Flow Increase
	% Flow Difference

Arm A:	Church Hill
Arm B:	Wigmore Lane
Arm C:	Shooters Hill
Arm D:	Shepherdswell Road



TITLE

Cluster 5
2040 Do Something
PM Peak (17:00 - 18:00)

FIGURE NO:

Key
123 Total Vehicles

	Flow Balancing
	Flow Increase
	% Flow Difference

Arm A:	White Horse Hill (N)
Arm B:	A20 E
Arm C:	White Horse Hill (S)
Arm D:	A260 Spitfire Way (W)

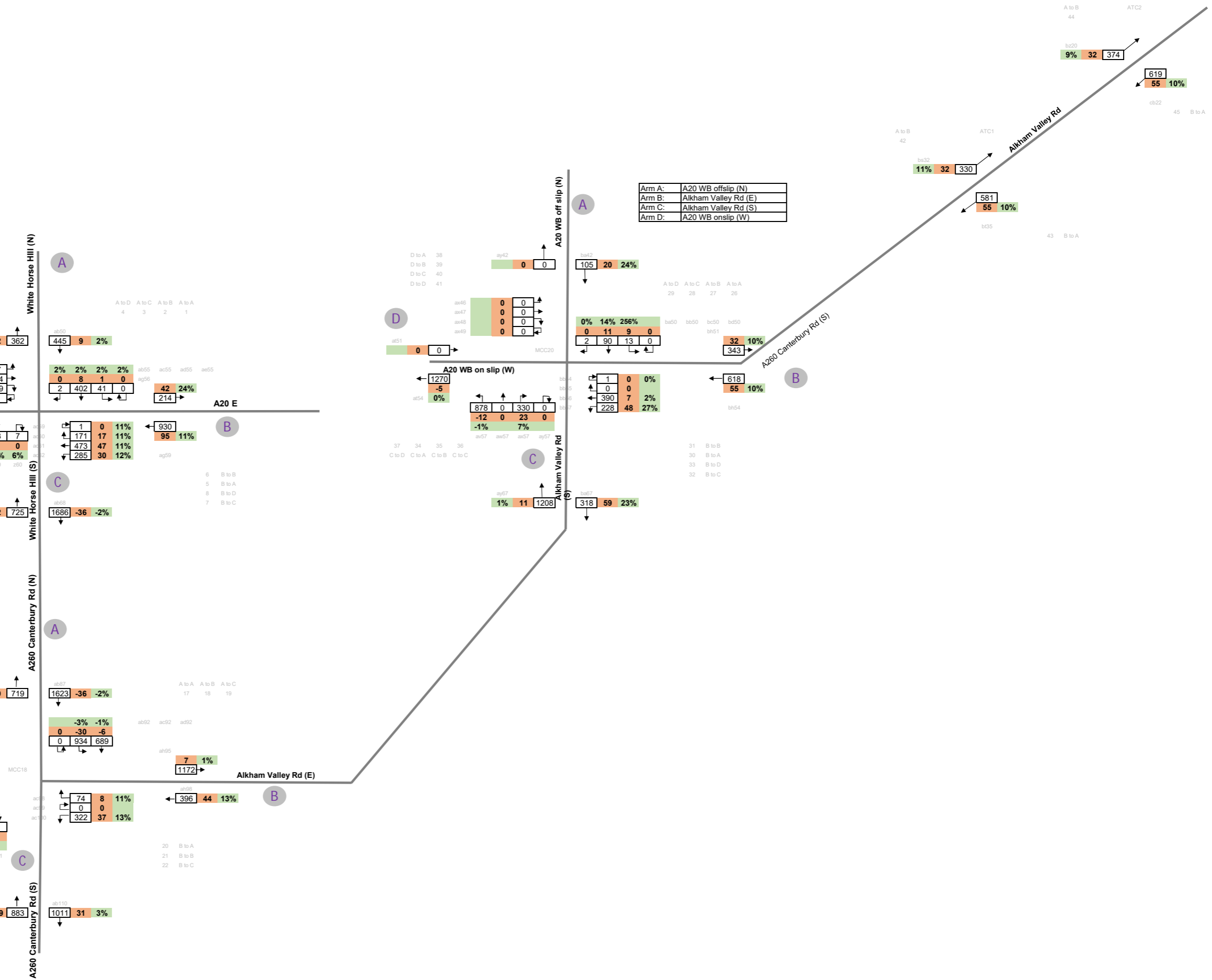
D to A 13
D to B 14
D to C 15
D to D 16

A to D 4
A to C 3
A to B 2
A to A 1

Arm A:	A20 WB offslip (N)
Arm B:	Alkham Valley Rd (E)
Arm C:	Alkham Valley Rd (S)
Arm D:	A20 WB onslip (W)

Arm A:	A260 Canterbury Rd (N)
Arm B:	Alkham Valley Rd E
Arm C:	A260 Canterbury Rd (S)

23 C to A
24 C to B
25 C to C



Key
123 Total Vehicles

	Flow Balancing
	Flow Increase
	% Flow Difference

Arm A:	White Horse Hill (N)
Arm B:	A20 E
Arm C:	White Horse Hill (S)
Arm D:	A260 Spitfire Way (W)

D to A 13
D to B 14
D to C 15
D to D 16

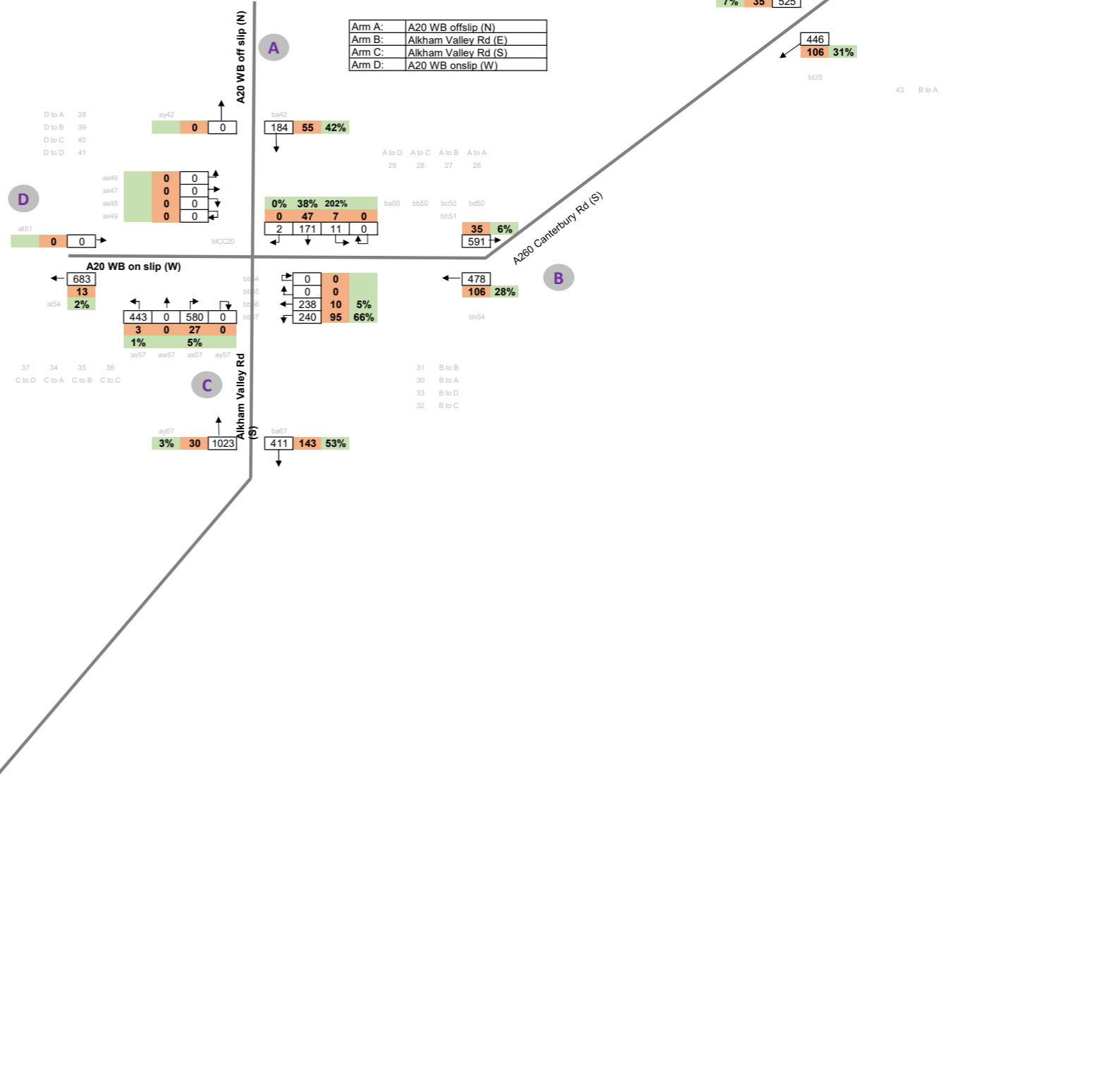
White Horse Hill (N)
White Horse Hill (S)
A260 Canterbury Rd (N)
A260 Canterbury Rd (S)



Arm A:	A260 Canterbury Rd (N)
Arm B:	Alkham Valley Rd E
Arm C:	A260 Canterbury Rd (S)

23 C to A
24 C to B
25 C to C

Arm A:	A20 WB offslip (N)
Arm B:	Alkham Valley Rd (E)
Arm C:	Alkham Valley Rd (S)
Arm D:	A20 WB onslip (W)





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