

# Transport Technical Note, Highways Assessment, Capel-Le-Ferne

Capel-Le Ferne,  
Dover District,  
Kent,



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Issue	Issue date	Compiled	Checked	Authorised
1 <sup>st</sup>	28/03/2024	ART	LNS	LNS
2 <sup>nd</sup>	03/04/2023	ART	LNS	LNS

## 1 Introduction

- 1.1 GTA Civils & Transport have been commissioned by Capel-Le-Ferne Parish Council to provide highways advice on the impact of new developments within the village of Capel-Le Ferne.
- 1.2 Capel-Le-Ferne is a village located in Dover District and the county of Kent. It is located just to the east of Folkestone.
- 1.3 This Transport Technical Note will provide an assessment of traffic generated by new housing developments within the village that will contain up to 155 new residential units. There is concern about the impact of journeys from any new development impacting the junction of New Dover Road (B2011)-Capel Street-Cauldham Lane.

### Planning applications

- 1.4 Advice on highways impact is in relation to three developments with Capel-Le-Ferne:
  - *"Longships"* (Planning reference: 20/01569), development for 15 residential apartments. This was granted planning permission on 28/02/2024.
  - *"Land South of Cauldham Lane"* (Planning reference: 23/00401), development of up to 16 residential dwellings with all matters reserved except access. This was granted planning permission on 06/11/2023
  - *"Land South East of Great Cauldham Lane"* (Planning reference 24/00257), development of up to 90 residential dwellings. This development is currently pending a decision notice.
- 1.5 Decision notice for the above approved developments can be found contained in **Appendix A**.



## 2 Local Highway Network

- 2.1 All of the above-mentioned developments will have access on to either Cauldham Lane or Capel Street. This will clearly cause an increase in movements to the junction of New Dover Road (B2011)-Capel Street-Cauldham Lane
- 2.2 A plan showing location of all developments with Capel-Le-Ferne is shown below in **Figure 2.1**.

Figure 2.1: Location of developments within Capel-Le-Ferne



- 2.3 New Dover Road (B2011) is the main throughfare for Capel-Le-Ferne and is a single carriageway road subject to a 40mph speed limit. It connects to Folkestone in the west and Dover in the east. It also provides connections to the A20 in both directions. It has a hatched centreline approximately 2.5m wide and has dedicated right turn boxes for most junctions within the village. Uncontrolled pedestrian crossings have central islands. It was observed on a site visit that beacons and bollards are damaged or missing at many of the traffic islands.

- 2.4 Capel Street is a single carriageway residential road subject to a 20mph speed limit. It connects from New Dover Road in the south to rural land to the east of the village. It has parking restrictions in place in the vicinity of the junction with New Dover Road. Footways are provided on both sides of the road for the majority of its length, this is set back for some areas. The footway on the northern side of the road terminates adjacent to 28 Cauldham Lane.
- 2.5 Cauldham Lane is a single carriageway residential road that connects from Capel Street to rural land to the north of the village. No footway is provided on Cauldham Lane. The verge adjacent to the carriageway is some distance above the carriageway level with a difference of up to approximately 1m in some locations. Several properties have driveways directly on to Cauldham Lane. The road is very narrow immediately prior to the connection with Capel Street and would not be usable for 2-way traffic if a larger vehicle requires access.
- 2.6 The junction of New Dover Road (B2011)-Capel Street-Cauldham Lane is shown below in **Figure 2.2**.

Figure 2.2: Junction of New Dover Road (B2011)-Capel Street-Cauldham Lane



- 2.7 This junction is not laid out to full DMRB standards from guidance within CD123 which is the Government's standards document for the design of priority junctions. The junction of Cauldham Lane with Capel Street would ideally be placed 50m from the junction of Capel Street and New Dover Road, but this has not been achievable here.



- 2.8 The other main issue is the lack of intervisibility between all arms of the junction. The visibility splay requirements are from 2.4m back from the give way that 120m should be visible along New Dover Road and from 2.4m back, 25m should be visible in both direction from Cauldham Lane (as this is a 20mph zone).
- 2.9 In order to determine vehicle speeds on Capel Street a 7-day ATC survey was commissioned from 01/03/2024 to 07/03/2024.
- 2.10 This survey showed that the 85<sup>th</sup> percentile speed for southbound vehicles was 29mph and the 85<sup>th</sup> percentile speed for northbound vehicles was 27mph. This clearly indicates that the 20mph speed limit of the road is not being adhered to. The full ATC survey data can be found contained in **Appendix B**.
- 2.11 Visibility splay requirements for the junction of Cauldham Lane and Capel Street should be based upon 85<sup>th</sup> percentile recorded speeds rather than the speed limit of the road as recorded speeds are in excess of the speed limit.
- 2.12 Visibility splay requirements for road with recorded speeds of under 37mph are contained in government guidance documents Manual for Streets 1. The required visibility for recorded speeds will be as follows:
- 29mph: 43m
  - 27mph: 39m
- 2.13 Visibility splays for the junction of New Dover Road (B2011)-Capel Street-Cauldham Lane have been assessed based upon the above recorded speeds and the 40mph speed limit of New Dover Road. A layout showing this can be found contained in **Appendix C**. This shows the substandard visibility from Cauldham Lane.
- 2.14 The property to the west of Cauldham Lane (139 New Dover Road) has a large bank of trees within its land that block visibility here. This poses a risk as drivers exiting Cauldham Lane have substandard visibility to see any vehicles that may be entering Capel Street from the west on New Dover Road. The trees are within private land so they can not be cut back to improve visibility here.
- 2.15 The above also applies to pedestrian movements as there is no footway on Cauldham Lane putting pedestrians at risk with the same issue.

- 2.16 The angle of the junction between Capel Street and New Dover Road also presents an issue in that high vehicle speeds are likely for drivers exiting New Dover Road from the west on to Capel Street. It was observed on a site visit that vehicles making this movement also had a tendency to cross the centreline of the road on Capel Street. This has apparently been exacerbated by the placement of double yellow parking restrictions in this location as there is no physical barrier to prevent vehicles from crossing the centreline.
- 2.17 It should also be noted that 2 properties (139 Dover Road & 28 Cauldham Lane) have driveway accesses directly on to the junction.
- 2.18 Given all of the above issues, any developments that will result in additional journeys using the junction of New Dover Road (B2011)-Capel Street-Cauldham Lane should be scrutinised in order to ensure they do not exacerbate any existing issues here.
- 2.19 Accident records provided by KCC show that there have been 3 accidents in the vicinity of the junction in the past 5 years (2018-2023). A full record of accidents in the vicinity and on New Dover Road can be found contained in **Appendix D**.

### 3 Trip Generation and Impact to Junction of New Dover Road (B2011)-Capel Street-Cauldham Lane

3.1 The "*Land South East of Great Cauldham Lane*" development (reference 24/00257) has had a supporting Transport Assessment produced by Charles & Associates. Within this Transport Assessment impact to the junction of New Dover Road (B2011)-Capel Street-Cauldham Lane has been considered.

3.2 Charles & Associates have calculated trip generation for the proposed development using the nationally recognised TRICS database. GTA has reviewed the criteria used and has the following comments:

- Ideally sites limited to the South-East of England only would be used, but site selection within UK and Republic of Ireland used is in accordance with TRICS best practice guide.
- The mix of sites selected should be limited to privately owned houses only given the development proposals.
- Sites within suburban area and edge of town locations only should have been used. Neighbourhood centre locations selected are not suitable.
- Sites with a travel plan should also not have been selected.

3.3 With the above comments in mind, it has still been deemed by GTA that the trip generation figures used are likely to be a fair representation of the expected trips per dwelling for the proposed development's location. A reassessment based upon the above criteria changes is unlikely to significantly alter the trip generation for the site. The trip generation per unit as derived from TRICS by Charles & associates is shown below in **Table 3.1**.

Table 3.1: Vehicle trip generation for "*land South East of Great Cauldham Lane*"

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arr	Dep	Total	Arr	Dep	Total
Vehicle trip rate per dwelling	0.162	0.353	0.515	0.363	0.203	0.566
Vehicle trips for 90 dwellings	15	32	46	33	18	51



- 3.4 Charles & Associates have distributed traffic based upon 2011 census journey to work data. This is considered an appropriate methodology. Trip assignment as derived by Charles & Associates is shown below in **Table 3.2**.

**Table 3.2: Trip Assignment**

Location	Proportion from 2011 Census Data	Proportion from 2019 Junction Counts
New Dover Road SW	40%	49%
New Dover Road NE	42%	43%
Capel Street	18%	8%
<b>Total</b>	<b>100%</b>	<b>100%</b>

- 3.5 Charles & Associates have then used the above trip generation and assignment to calculate the number of additional journeys that will be routed through the junction of New Dover Road (B2011)-Capel Street-Cauldham Lane.
- 3.6 In addition to the above Charles & Associates has also included the following to account for future growth and other nearby consented developments so that this can also be accounted for in terms of impact to the junction of New Dover Road (B2011)-Capel Street-Cauldham Lane:
- Traffic growth from 2019 to 2029 using Temprow V8
  - "Land South of Cauldham Lane" development (23/00401)
  - "Longships" development" (20/01569)
  - "Lane at 107-127 Capel Street" (19/00669)
- 3.7 GTA considered the above traffic growth from Temprow and consideration of nearby developments to be appropriate for forecasting future traffic for the junction of New Dover Road (B2011)-Capel Street-Cauldham Lane.

### Junction Assessments produced by Charles & Associates

- 3.8 A Junctions 9 model has been produced by Charles & Associates to assess the junction of New Dover Road (B2011)-Capel Street-Cauldham Lane. Junctions 9 is industry standard software used for modelling priority junctions.
- 3.9 The Junctions 9 model of the junction of New Dover Road (B2011)-Capel Street has considered the following:
- Base flows are from a manual classified count survey of the junction;
  - Growth to 2029 as derived from Temprow V8
  - Trip generation as per the TRICS data base
  - All developments listed in paragraph 3.6;
  - For a stringent assessment all vehicles have been routed to turn right out of the development onto Capel Street and then using the junction of New Dover Road (B2011)-Capel Street-Cauldham Lane.
- 3.10 GTA agrees with the parameters used for the Junctions 9 model as listed above. The Charles & Associates Junctions 9 model shows no congestion forming with all of the above traffic considered.
- 3.11 GTA has completed an in-depth review of the Junctions 9 reports produced by Charles & Associates and has the following comments:
- The model only accounts for New Dover Road and Capel Street. Given the close proximity of the junction of Capel Street and Cauldham Lane it would be more appropriate for this to be modelled as a mini network including Cauldham Lane. (Junctions 9 has the capability to model a junction with this layout.)
  - The reasons for the above not being undertaken are unclear. In particular as Appendix I of Charles & Associates Transport Assessment shows geometry inputs for the Cauldham Lane-Capel Street junction.
  - The results indicate no congestion forming but this does not negate any safety concerns this junction may experience with additional traffic from new developments.
  - Further explanation is required on how development traffic from "*Longships*" and "*Land South of Cauldham Lane*" has been distributed in the Junctions 9 model.
- 3.12 GTA is of the opinion that the Junctions 9 work undertaken by Charles & Associates is insufficient to demonstrate no congestion issues at the junction and further work is required to establish that the additional journeys will not cause safety issues here.
- 3.13 The Junctions 9 reports as produced by Charles & Associates is contained in **Appendix E**.

## 4 Possible Improvements to Junction of New Dover Road (B2011)-Capel Street-Cauldham Lane

- 4.1 Any increase in journeys using the junction of New Dover Road (B2011)-Capel Street-Cauldham Lane will likely increase the risk of an accident given the existing issues at the junction as listed in Section 2 of this Technical Note.
- 4.2 None of the other developments in the area have suggested any alterations to this junction as part of development proposals with the exception of additional footway facilities.
- 4.3 The main safety concern GTA has with the junction is the low level of visibility from the Cauldham Lane arm to New Dover Road.

## 5 Conclusions

- 5.1 This Transport Technical Note has been composed to advise on highway safety in relation to proposed housing developments in Capel-Le-Ferne in Dover District, Kent.
- 5.2 In specific, in relation to developments that will add up to 155 additional dwellings in Capel-Le-Ferne. This will be one approved development for 15 new dwellings, one new approved development of 16 dwellings and a planning application for up to 90 new residential dwellings.
- 5.3 The main concern is the impact of additional journeys from new developments and their impact to the junction of New Dover Road (B2011)-Capel Street-Cauldham Lane.
- 5.4 The junction of New Dover Road (B2011)-Capel Street-Cauldham Lane has substandard visibility from Cauldham Lane and issues with high vehicle speeds for cars entering Capel Street from the west from New Dover Road (B2011). Any additional journeys through this junction from any development needs to be scrutinised in order to ensure the junction can continue to operate safely.
- 5.5 A Transport Assessment in support of the development of up to 90 residential dwellings, *Land South East of Great Cauldham Lane (Ref: 24/00257)* has been prepared by Charles & Associates. This Transport Assessment has been reviewed by GTA to assess the following;
- Assessment of trip generation derived from TRICS database
  - Assessment of distribution of trip generation to local highway network
  - Assessment of Junctions 9 model produced for the junction of New Dover Road (B2011) and Capel Street
- 5.6 It is of GTA's opinion that this model redone to also include the junction with Cauldham Lane. It is accepted that congestion is unlikely to be an issue as per the results of the model, however this does not negate any safety concerns.
- 5.7 GTA recommends that potential improvements and consideration of trip impact to the junction of New Dover Road (B2011)-Capel Street-Cauldham Lane be taken into account for any development in the area. In particular with concern to safety in addition to congestion.

- End of Report



## Appendix A

### Decision Notices for approved developments



Mrs. M Presnell  
c/o Mr Dan Codrea Architect  
Garden Cottage  
Elms Hill  
Hougham  
Dover  
SW7 4ES

**Town and Country Planning Act 1990 (As Amended)**

**APPLICATION NUMBER 20/01569**

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**NOTIFICATION OF GRANT OF FULL PLANNING PERMISSION**

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Proposal: The erection of two storey building incorporating 15 apartments (independent living accommodation), communal social areas and associated parking and landscaping

Location: Longships, Cauldham Lane, Capel Le Ferne, CT18 7HG

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**TAKE NOTICE** that Dover District Council, the District Planning Authority under the Town and Country Planning Act, **HAS GRANTED** Full Planning Permission for the proposal in accordance with the application and accompanying plans received.

**SUBJECT TO SUCH CONDITIONS AS ARE SPECIFIED** hereunder together with the reasons for their imposition:-

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.  
Reason: To comply with the requirements of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (or any legislation revoking or re-enacting that legislation with or without modification).
- 2 The development hereby permitted shall be carried out in accordance with the following approved plans/documents: S\_003 Rev C received 31st August 2022, LS-LE-GEN-XX-DR-CE-100 Rev D, LS-LE-GEN-XX-DR-CE-101 Rev A, SA 3515 Rev 2 (Revised Stage 1 Road Safety Audit, March 2022, Waterman) and LS-LE-GEN-XX-RP-CE-Highway Response Technical Note received 22nd April 2022, 1217 (Landscape Specification, 19 May 2021, Skilled Ecology Consultancy Ltd), 1217-01 Rev B, 625 (Arboricultural Impact Assessment, 18th May 2021, Skilled Ecology Consultancy Ltd), D\_002 Rev B, P\_001 Rev A, P\_002 Rev A, P\_003, P\_004, P\_005 Rev A, P\_006 Rev A, P\_007 Rev A, P\_008 Rev A, P\_009 Rev A, P\_010 Rev A, P\_011 Rev A and Drainage Strategy Report Rev B (9th June 2021) received 10th June 2021, 01 (Topographical Survey), E\_001, E\_002, E\_003, RS\_001, Kent Archaeological Projects (Site Code: CLCLF-APR-19, November 2019), Further Bat Survey Report (August 2020, Skilled Ecology Consultancy Ltd), Biodiversity Assessment (June 2017, Skilled Ecology Consultancy Ltd), Flood Risk Assessment (18th November 2019) and Application Form received 30th December 2020.  
Reason: For the avoidance of doubt.

- 3 No development above ground level (other than demolition) shall take place until samples of materials to be used in the construction of the external surfaces of the building hereby permitted, as well as details of the finishes of all windows and doors to be installed, have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.  
Reason: In the interests of visual amenity.
- 4 Prior to the first occupation of the development hereby approved, obscured glazing 1.7m in height from internal floor level and sufficient to prevent through views shall be installed in the first floor level windows as shown on drawings P\_006 Rev A and P\_007 Rev A (received 10th June 2021) as being fitted with a translucent glass panel 1.7m in height in the southeast and southwest elevations. The obscured glazing shall be retained thereafter.  
Reason: In the interests of the residential amenities of occupants of nearby properties.
- 5 No development shall take place until full details of existing and proposed finished ground levels, eaves levels and ridge levels have been submitted to and approved in writing by the local planning authority. The works shall be carried out as approved.  
Reason: These details are required prior to the commencement of the development to ensure that the development is carried out at suitable levels in relation to adjoining land and buildings and in the interests of amenity.
- 6 No development other than demolition shall take place until a "lighting design strategy for biodiversity" for the site has been submitted to and approved in writing by the local planning authority. The lighting strategy shall:  
a) Identify those areas/features on and around the site that, due to their potential for use by bats, are particularly sensitive to lighting impacts (including any roost compensation and biodiversity enhancement features)  
b) Show how and where external lighting will be installed in accordance with 'Guidance Note 8 Bats and Artificial Lighting' (Bat Conservation Trust and Institute of Lighting Professionals). For clarity, the submitted details of external lighting shall also include fittings, illumination levels and spread of light. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy and shall be maintained thereafter in accordance with the strategy.  
Reason: In the interests of ecology and to protect local residential amenity.
- 7 Prior to the first occupation of the development hereby approved, details of secured refuse and recycling storage shall be submitted to and approved in writing by the Local Planning Authority. The approved storage shall be provided prior to the first occupation of the development and shall be retained and maintained thereafter.  
Reason: In the interests of visual and residential amenity.
- 8 Prior to the first occupation of the development hereby approved, details of bicycle storage shall be submitted to and approved in writing by the Local Planning Authority. The approved storage shall be provided prior to the first occupation of the development and shall be retained and maintained thereafter.  
Reason: In the interests of visual amenity and to encourage sustainable transport methods in accordance with Paragraphs 114 and 116 of the NPPF.
- 9 Prior to the first occupation of the development hereby approved, the existing dwelling and outbuildings shall be demolished and all materials arising therefrom shall be removed from the site.  
Reason: In the interests of visual and residential amenity.
- 10 Prior to the commencement of development a Construction Management Plan/ a scheme shall be submitted to and approved by the local planning authority to include hours of operation, dust mitigation, the control of noise and vibration in accordance with BS5228:2009 'Noise and Vibration Control on Construction and Open Sites', and the prevention of mud being carried on to the highway. Upon commencement of the development, work shall be carried out in accordance with the approved scheme.  
During demolition and construction no noisy activity shall take place outside of the following hours:  
Monday to Friday                      0800 to 1800 hours  
Saturday                                      0800 to 1300 hours  
With no noisy activity taking place on Sundays or Bank Holidays.

Reason: These details are required prior to the commencement of the development in the interests of minimising the impact of the development during the construction phase.

- 11 In the event that, at any time while the development is being carried out, contamination is found that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority. No further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until an investigation and risk assessment has been undertaken and where remediation is necessary a remediation scheme shall be prepared. The results shall be submitted to the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report shall be prepared and submitted to the Local Planning Authority.  
Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land, together with those to controlled waters, property and ecological systems, are minimised in line with Paragraph 180 of the NPPF and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors.
- 12 The visibility splays shown on the approved plan (drawing LS-LE-GEN-XX-DR-CE-100 Rev D received 22nd April 2022) shall be provided prior to the first use of the access hereby approved and shall be retained and maintained thereafter, with no obstructions above 1.05m in height above carriageway level within the splays.  
Reason: In the interests of highways safety.
- 13 Prior to the completion of the parking area hereby approved, a plan shall be submitted to and approved in writing by the local planning authority, identifying the location of parking spaces which are to be fitted with cable ducting and electrical wiring suitable to facilitate any subsequent installation of (an) 7kW 32amp OLEV compliant wall or ground mounted charge point(s) adjacent to the car parking space(s). The cabling shall be installed in accordance with the approved plan and shall thereafter be retained such that it remains capable to providing the electricity required by any future electric vehicle charging point.  
Reason: To facilitate the charging of electric vehicles as a more sustainable form of transport, in accordance with Paragraphs 114 and 116 of the NPPF.
- 14 Prior to the first occupation of the development hereby approved, the parking spaces and turning areas shown on the approved plan (S\_003 Rec C received 31st August 2022) shall be completed and retained thereafter, with drainage measures installed to prevent the run-off of surface water from the site onto the highway.  
Reason: In the interests of highways safety.
- 15 The access hereby permitted shall be constructed with the use of a bound surface for the first 5m of the access from the edge of the highway.  
Reason: In the interests of highways safety.
- 16 Prior to the first occupation of the development hereby approved, the offsite footpath and highway works shown on the approved plan (S\_003 Rec C received 31st August 2022) shall be fully implemented and operational.  
Reason: In the interests of visual amenity and highways safety.
- 17 No development shall take place (including any demolition, ground works, site or vegetation clearance) until details of the locations, specifications, and timings of measures and/or features to enhance biodiversity on the site have been submitted to and approved in writing by the Local Planning Authority. These enhancements shall include provision of integrated bat roosting features, bird nest boxes and native species planting. The approved enhancement measures shall be implemented and thereafter retained in accordance with the approved details and timings.  
Reason: In the interests of enhancing biodiversity in accordance with NPPF Paragraph 180.
- 18 No development shall take place (including any demolition, ground works, site or vegetation clearance), until a method statement for the protection of protected and designated species, including bats, reptiles and hedgehogs, during site clearance and demolition of the building has been submitted to and approved in writing by the local planning authority. The method statement shall be informed by up-to-date site ecological appraisal and specific bat surveys, including internal inspection and bat emergence surveys undertaken and reported in accordance with good practice guidelines. The method statement shall also include:



- a) Confirmation of the need for a European protected species mitigation licence for bats
- b) Purpose and objectives for the proposed mitigation / compensation measures for protected and designated species
- c) Working method, including timings, necessary to achieve stated objectives
- d) Extent and location of proposed works shown on appropriate scale plans
- e) Persons responsible for implementing works, including times when specialist ecologists need to be present on site to undertake / oversee works.

The works shall be carried out in accordance with the approved details and timings.

Reason: In the interests of enhancing biodiversity in accordance with NPPF Paragraph 180.

- 19 The development hereby approved shall be constructed in accordance with the details and method statement set out in the Arboricultural Impact Assessment (Project Ref: 625, 18th May 2021, Skilled Ecology Consultancy Ltd received 10th June 2021). The tree protection measures detailed within the report shall be put in place prior to the commencement of the development and shall remain throughout the construction period.

Reason: To protect and enhance the appearance and character of the site and locality.

- 20 The development hereby approved shall be carried out in accordance with the landscape specification (Skilled Ecology Consultancy Ltd, Project Ref: 1217 received 10th June 2021). The approved landscaping scheme shall be carried out fully within 12 months of the completion of the development. Any trees or other plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species unless the local planning authority give prior written consent to any variation.

Reason: In order to protect and enhance the amenity of the area and scenic beauty of the countryside in accordance with the objectives of Paragraph 180 of the NPPF.

- 21 No infiltration of surface water drainage into the ground is permitted other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To prevent groundwaters from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 180 of the Policy Framework.

- 22 No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written specification and timetable which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that features of archaeological interest are properly examined and recorded.

- 23 Prior to the first occupation of the development hereby approved, fixed telecommunication infrastructure and High Speed Fibre Optic (minimal internal speed of 1000mb) connections to multi point destinations shall be installed. The infrastructure shall be capable of connection to commercial broadband providers.

Reason: To provide high quality digital infrastructure in new developments as required by paragraph 118 NPPF.

- 24 Development shall not begin in any phase until a detailed sustainable surface water drainage scheme for the site has been submitted to (and approved in writing by) the local planning authority. The detailed drainage scheme shall be based upon the Drainage Strategy Report Rev B dated 9th June 2021 prepared by DC Architecture (received 10th June 2021) and shall demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of within the curtilage of the site without increase to flood risk on or off-site. The drainage scheme shall also demonstrate (with reference to published guidance):

- o that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters.

- o appropriate operational, maintenance and access requirements for each drainage feature or SuDS component are adequately considered, including any proposed arrangements for future adoption by any public body or statutory undertaker.

The drainage scheme shall be implemented in accordance with the approved details.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water and to ensure that the development does not exacerbate the risk of on/off site flooding. These details and accompanying calculations are required prior to the commencement of the development as they form an intrinsic part of the proposal, the approval of which cannot be disaggregated from the carrying out of the rest of the development.

- 25 No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved by the Local Planning Authority. The Report shall demonstrate that the drainage system constructed is consistent with that which was approved. The Report shall contain information and evidence (including photographs) of details and locations of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and, the submission of an operation and maintenance manual for the sustainable drainage scheme as constructed.

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of paragraph 180 of the National Planning Policy Framework.

In reaching the decision to grant planning permission, the Local Planning Authority has taken into account the requirement in Section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine the application in accordance with the Development Plan, the policies of the Development Plan and all other material considerations. Policies are referred to in conditions where appropriate.

Dated: 28th February 2024

<p>DISTRICT COUNCIL OFFICES WHITE CLIFFS BUSINESS PARK DOVER, KENT CT16 3PJ</p> <p>TEL: (01304) 821199</p>	<p>Signed:</p>  <p><b>Sarah Platts</b> Head of Planning &amp; Development</p>
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**YOUR ATTENTION IS DRAWN TO THE REQUIREMENTS OF THE CONDITIONS SET OUT IN THIS DECISION NOTICE. THE PLANNING PERMISSION IS CONDITIONAL ON COMPLIANCE WITH THESE REQUIREMENTS. SOME CONDITIONS MAY REQUIRE THE SUBMISSION AND APPROVAL OF FURTHER DETAILS BEFORE ANY WORK IS COMMENCED AND SUCH SUBMISSIONS WILL BE SUBJECT TO A FURTHER FEE.**

**ANY CHANGE TO THE APPROVED PLANS IS LIKELY TO REQUIRE A FURTHER PLANNING PERMISSION.**

**FAILURE TO COMPLY WITH THESE REQUIREMENTS MAY LEAD TO LEGAL ACTION BY THE DISTRICT COUNCIL AND /OR MEAN THAT THE PERMISSION IS VOID.**

In accordance with paragraph 38 of the NPPF, Dover District Council (DDC) takes a positive and proactive approach to development proposals focused on solutions. DDC works with applicants/agents in a positive and proactive manner by: Offering a pre-application advice service; where possible, suggesting solutions to secure a successful outcome; and, as appropriate, updating applicants/agents of any issues that may arise in the process of their application.

**YOUR ATTENTION IS ALSO DRAWN TO THE FOLLOWING NOTES/INFORMATIVES WHICH FORM PART OF THIS NOTICE.**

1. The agent was provided the opportunity to submit amendments to the scheme to address issues.
2. The application was considered by the Planning Committee where the applicant/agent has the opportunity to speak to the committee and promote the application.
3. Environment Agency Informative:  
If there is a reason to believe contamination could be an issue, applicants should provide proportionate but sufficient site investigation information (a risk assessment) prepared by a competent person to determine the existence or otherwise of contamination, its nature and extent, the risks it may pose and to whom/what (the 'receptors') so that these risks can be assessed and satisfactorily reduced to an acceptable level. The National Quality Mark Scheme (NQMS) accredits competent persons with regard to assessing and reporting land contamination issues  
Non planning consents - Although we have no comments on this planning application, the applicant may be required to apply for other consents directly from us. The term 'consent' covers consents, permissions or licenses for different activities (such as water abstraction or discharging to a stream), and we have a regulatory role in issuing and monitoring them. The applicant should contact 03708 506 506 or consult our website (<https://www.gov.uk/guidance/check-if-you-need-an-environmental-permit>) to establish whether a consent will be required.
4. Southern Water Informative:  
Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer. To make an application visit: [southernwater.co.uk/developing](https://southernwater.co.uk/developing) and please read our New Connections Services Charging Arrangements documents which are available on our website via the following link: [southernwater.co.uk/connection-charging-arrangements](https://southernwater.co.uk/connection-charging-arrangements)  
The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development. It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site. For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119). Website: [southernwater.co.uk](https://southernwater.co.uk) by email at: [SouthernWaterPlanning@southernwater.co.uk](mailto:SouthernWaterPlanning@southernwater.co.uk)
5. KCC Archaeology:  
Would be pleased to supply the applicant, on request, with a specification for the archaeological works. They can be contacted by email at [HeritageConsultations@kent.gov.uk](mailto:HeritageConsultations@kent.gov.uk)
6. KCC Highways and Transportation Informative:  
It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway. Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process. Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.  
Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by

the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site. Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: <https://www.kent.gov.uk/roads-and-travel>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

7. Kent Fire and Rescue Service Informative:

Applicants should be aware that in the event of planning permission being granted the Fire and Rescue Service would require emergency access, as required under the Building Regulations 2010, to be Established Fire Service access and facility provisions are a requirement under B5 of the Building Regulations 2010 and must be complied with to the satisfaction of the Building Control Authority. A full plans submission should be made to the relevant building control body who have a statutory obligation to consult with the Fire and Rescue Service. If you require any further advice please contact this Fire Safety Office (Telephone: 01622 212421, Email: [FET@kent.fire-uk.org](mailto:FET@kent.fire-uk.org)). Please be aware that the Building Safety office hours are 09:00-17:00 Monday to Friday.

8. KCC Flood and Water Management Informative:

As of the 10th of May 2022, the Environment Agency's climate change allowances have been updated. As part of this update, revisions have been made to the 'Peak Rainfall Intensity Allowances' that are used in applying climate change percentages to new drainage schemes.

The LLFA would now seek the 'upper end' allowance is designed for both the 30 (3.3%) and 100 (1%) year storm scenarios. The latest information on the allowances and map can be found at the following link: <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

This analysis must determine if the impacts of the greater allowance are significant and exacerbate any flood risk. The design may need to be minimally modified but may also need additional mitigation allowances, for example attenuation features or provision of exceedance routes. This will tie into existing designing for exceedance principles.

Given the site is located within Zone 3 Groundwater Source Protection Zone. We would recommend consultation is undertaken with the Environment Agency's groundwater protection team regarding the use of infiltration on this site, and their comments included within the submission.

We would emphasize that additional ground investigation will be required to support the use of infiltration. It is recommended that soakage tests be compliant with BRE 365, notably the requirement to fill the test pit several times. Detailed design should utilise a modified infiltrate rate and demonstrate that any soakaway will have an appropriate half drain time. At the detailed design stage, we would expect to see the drainage system modelled using FeH rainfall data in any appropriate modelling or simulation software. Where FeH data is not available, 26.25mm should be manually input for the M5-60 value, as per the requirements of our latest drainage and planning policy statement (November 2019); the FSR dataset should not be used:

[http://www.kent.gov.uk/\\_\\_data/assets/pdf\\_file/0003/49665/Drainage-and-Planning-policy-statement.pdf](http://www.kent.gov.uk/__data/assets/pdf_file/0003/49665/Drainage-and-Planning-policy-statement.pdf)

9. Informative: As part of the Section 278 agreement to be secured with the local highways authority, details will need to be provided of any utilities which will need to be relocated in order to complete the highways works and footpaths.



## **Appeals to the Secretary of State**

- \* If you are aggrieved by the decision of the Council to refuse permission for the proposed development, or to grant permission subject to conditions, you may wish to discuss with the Council whether a revised proposal would be likely to succeed; the District Council is likely to charge for such discussions. Otherwise you may appeal to the First Secretary of State under Section 78 of the Town and Country Planning Act 1990. If you wish to appeal, you must do so within 6 months of the date of this notice or within 12 weeks of this date if your application concerned is householder development or minor commercial. Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN, Tel: 0303 444 5000, or online at [www.planningportal.gov.uk/pcs](http://www.planningportal.gov.uk/pcs).

The Secretary of State has power to allow a longer period for giving notice of an appeal, but he will not be prepared to use this power unless there are extraordinary circumstances which excuse the delay in giving notice of appeal.

- \* The Secretary of State need not consider an appeal if it seems to him that the Council could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the Council based its decision on a direction given by him.

\*

## **Purchase Notices**

- \* If either the Council or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- \* In these circumstances, the owner may serve a purchase notice on the Council. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

## **Environmental Statements**

- \* If you submitted an Environmental Statement, the Local Planning Authority has taken that environmental information into consideration in reaching its decision.

## **Other Matters**

- \* Any planning permission or approval granted is confined to permission under the Town and Country Planning Act and the Town and Country Planning (General Development Procedure) Order 2015, and does not negate the need for compliance with any other enactment, bylaw, or other provision whatsoever or of obtaining from the appropriate authority or authorities any permission, consent, approval or authorisation which may be required. This includes the need to apply for Listed Building Consent should the proposal involve the demolition or alteration (internal or external) of, or extension to, a building listed as being of Architectural or Historic Interest, or of any structure built before July 1948 within the curtilage of a listed building, for the total or substantial demolition of any unlisted building if it is situated within a designated conservation area.
- \* You are advised particularly to contact the Building Control Officer at the District Council Offices, White Cliffs Business Park, Dover (01304 821199) to ascertain whether permission is necessary under the Building Regulations. Attention is also drawn in particular to the provisions of Section 53 of the County of Kent Act 1981, which may be applicable, the requirements of the Party Wall Etc Act 1996 concerning notifying affected neighbours and the Housing Act 2004 concerning the adequacy of lighting to habitable rooms. Many species of wildlife and their habitat are protected by law.
- \* Should any change be required to your proposal, however minor, in connection with other legislation or otherwise, a further planning permission is likely to be required to ensure that the development is authorised.



Miss Rosie Cavalier Esquire Developments Ltd  
Studio 3, The Old Laundry  
Longfield  
Kent  
DA2 8EB

## **Town and Country Planning Act 1990 (As Amended)**

**APPLICATION NUMBER 23/00401**

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### **NOTIFICATION OF GRANT OF OUTLINE PERMISSION**

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Proposal: Outline application for the erection of up to 16 dwellings (with all matters reserved except access)

Location: Land South Of Cauldham Lane, Capel-Le-Ferne, CT18 7HG

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**TAKE NOTICE** that Dover District Council, the District Planning Authority under the Town and Country Planning Act, **HAS GRANTED** Outline Permission for the proposal in accordance with the application and accompanying plans

**SUBJECT TO SUCH CONDITIONS AS ARE SPECIFIED** hereunder together with the reasons for their imposition:-

- 1 Approval of the details of the layout, scale, landscaping and appearance (hereafter called "the Reserved Matters") shall be obtained from the local planning authority in writing before development commences and the development shall be carried out as approved.  
Reason: To comply with the provisions of the Town and Country Planning (General Development Procedure) Order and the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (or any Order/legislation revoking or re-enacting that Order/ legislation with or without modification).
- 2 Application for approval of the Reserved Matters shall be made to the local planning authority not later than the expiration of 3 years from the date of this permission.  
Reason: To comply with the provisions of the Town and Country Planning (General Development Procedure) Order and the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (or any Order/legislation revoking or re-enacting that Order/ legislation with or without modification).
- 3 The development hereby permitted shall be begun not later than the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.  
Reason: To comply with the provisions of the Town and Country Planning (General Development Procedure) Order and the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (or any Order/legislation revoking or re-enacting that Order/ legislation with or without modification).
- 4 The development hereby permitted shall be carried out in accordance with the following approved plans:

- 22.128 - 100 P1- SITE LOCATION PLAN (Received 17th March 2023)
- 22.128 - 102 - PARAMETERS PLAN (Received 17th March 2023)
- 19064-H-02 P1 -PROPOSED ACCESS PLAN (Received 17th March 2023)
- 19064-H-03 P1 -PROPOSED OFF SITE HIGHWAYS WORKS (Received 8th June 2023)

Reason: For the avoidance of doubt.

- 5 At the same time as any Reserved Matters application for the approval of 'appearance', samples of materials to be used in the construction of the external surfaces of the building hereby permitted shall be submitted to the local planning authority for approval. No development shall take place until the submitted details have been approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.  
Reason: In the interests of visual amenity.
- 6 No dwelling shall be occupied unless that dwelling has been provided with refuse and recycling facilities together with details of storage facilities or specific collection points. Full details the refuse and recycling facilities shall be submitted with the reserved matters application. These facilities shall be fully implemented as approved and be retained thereafter.  
Reason: In the interests of residential and visual amenity.
- 7 No dwelling shall be occupied unless that dwelling has been provided with covered cycle parking facilities. Full details of the covered cycle parking facilities shall be submitted with the reserved matters application. These facilities shall be retained thereafter.  
Reason: In the interests of sustainability and reducing the need for car travel.
- 8 No dwelling shall be occupied until the vehicular parking spaces, turning facilities, visitor and communal parking spaces and access road to serve it, have been provided in accordance with details provided at the reserved matters application. These shall be permanently retained as approved thereafter.  
Reason: In the interests of highway safety and the free flow of traffic.
- 9 No development approved by this planning permission shall commence until a strategy to deal with the potential risks associated with any contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority (LPA). This strategy will include the following components:
  1. A preliminary risk assessment, which has already been submitted as part of the planning application (Phase I desk study and site reconnaissance report, LP3157/REV I, 14th March 2023)
  2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
  3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
  4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the LPA. The scheme shall be implemented as approved.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 174 of the National Planning Policy Framework (NPPF).
- 10 Prior to any part of the permitted development being occupied a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the LPA. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.  
Reason To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 174 of the NPPF.

- 11 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the LPA. The remediation strategy shall be implemented as approved.  
Reason To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 174 of the NPPF.
- 12 Where infiltration is to be used to manage the surface water from the development hereby permitted, it will only be allowed within those parts of the site where information is submitted to demonstrate to the Local Planning Authority's satisfaction that there is no resultant unacceptable risk to controlled waters and/or ground stability. The development shall only then be carried out in accordance with the approved details.  
Reason: To protect vulnerable groundwater resources and ensure compliance with the National Planning Policy Framework.
- 13 No drainage systems infiltration of surface water drainage into the ground is permitted unless details for the drainage are first submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.  
Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 174 of the NPPF.
- 14 Piling or any other foundation designs using penetrative methods shall not be permitted unless details of such foundations are first submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, approval will only be given for those parts of the site where it has been demonstrated by a piling risk assessment that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.  
Reason To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 174 of the NPPF.
- 15 No dwelling shall be occupied until the vehicular and pedestrian access to the site has been provided in accordance with the approved plans.  
Reason: In the interests of accessibility and a highway safety and convenience.
- 16 Before the construction of the access road/access hereby permitted, details to prevent the discharge of surface water on the public highway shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved plans.  
Reason: In order to prevent the discharge of surface water on the public highway in the interests of highway safety.
- 17 The visibility splays shown on the approved plans shall be provided prior to the first occupation of the development and thereafter shall be so maintained. No structure, tree or plant within the approved splays shall exceed 1 metre in height.  
Reason: In the interests of highway safety and convenience.
- 18 Prior to first occupation of any dwelling, the following off-site highway works shall be fully implemented in accordance with the approved details, as shown on drawing number 19064-H-03 P1 -PROPOSED OFF SITE HIGHWAYS WORKS (Received 8th June 2023), unless otherwise agreed in writing by the local planning authority: the provision of a footway between the site and Cauldham Close; uncontrolled pedestrian crossing points on Cauldham Lane and Capel Street; widening of the highway; the creation of a passing place at 2a Caudham Lane; and any associated works.  
Reason: In the interests in the safe and free flow of traffic on the local highway network.



- 19 No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The said plan shall include details of parking and turning areas for construction and delivery vehicles and site personnel, and the timing of deliveries. The approved Construction Management Plan shall be fully complied with throughout the construction period.

Reason These details are required prior to the commencement of the development in the interests of minimising the impact of the development during the construction phase.

- 20 The details required by Condition 1 (Reserved Matters condition for layout) shall demonstrate that the requirements for surface water drainage for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm can be accommodated within the proposed development layout.
- Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water and that they are incorporated into the proposed layouts.

- 21 Prior to the commencement of the development, a detailed sustainable surface water drainage scheme for the site shall be submitted to and approved in writing by the local planning authority. The detailed drainage scheme shall be based upon the Drainage Statement report prepared by DHA Environment (February 2023) and shall demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of within the curtilage of the site without increase to flood risk on or off-site. The drainage scheme shall also demonstrate (with reference to published guidance):

- that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters.
- appropriate operational, maintenance and access requirements for each drainage feature or SuDS component are adequately considered, including any proposed arrangements for future adoption by any public body or statutory undertaker.

The drainage scheme shall be implemented in accordance with the approved details.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water and to ensure that the development does not exacerbate the risk of on/off site flooding. These details and accompanying calculations are required prior to the commencement of the development as they form an intrinsic part of the proposal, the approval of which cannot be disaggregated from the carrying out of the rest of the development.

- 22 No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved by the Local Planning Authority. The Report shall demonstrate that the drainage system constructed is consistent with that which was approved. The Report shall contain information and evidence (including photographs) of details and locations of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and, the submission of an operation and maintenance manual for the sustainable drainage scheme as constructed.

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of paragraph 169 of the National Planning Policy Framework. No resultant unacceptable risk to controlled waters from infiltration.

- 23 No development shall take place until a scheme for the disposal of foul sewerage has been submitted to and approved in writing by the local planning authority. The approved scheme shall be fully implemented and operational before any of the dwellings hereby permitted are first occupied and shall be maintained in accordance with the approved scheme thereafter.

Reason: These details are required prior to the commencement of the development to ensure the development is served by satisfactory arrangements for the disposal of foul sewage.

- 24 No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written specification and timetable which has been submitted to and approved in writing by the local planning authority.  
Reason: To ensure that features of archaeological interest are properly examined and recorded. These details are required prior to the commencement of the development as they form an intrinsic part of the proposal, the approval of which cannot be disaggregated from the carrying out of the rest of the development.
- 25 All homes shall be built to Building Regulations M4(2): Accessible and Adaptable Dwellings standard.  
Reason: In the interests of good design and living standards and the wider objective of sustainable development.
- 26 The details required by Condition 1 (reserved matters condition for layout) shall demonstrate that the proposed development accords with Secured by Design Principles, following guidance contained within "Secure by Design Homes 2023".  
Reason: To ensure the development seeks to address measures for the prevention of crime.
- 27 No development shall commence unless and until a tree and hedge protection scheme has been submitted to and approved in writing by the local planning authority. The protection scheme shall identify the retained trees and hedges and where excavations or changes to land levels or underground works are proposed that might affect the root protection area, the scheme shall detail the appropriate working methods (the arboricultural method statement) in accordance with British Standard BS 5837: 2012 (Trees in relation to design, demolition and construction). The scheme for the protection of the retained trees and hedges shall be carried out as approved. In this condition "retained tree or hedge" means an existing tree or hedgerow which is to be retained in accordance with the submitted and approved plans and particulars. If any retained tree or hedgerow is cut down, uprooted or destroyed or dies within 5 years of the completion of development, the tree/hedgerow shall be replaced by a tree/hedgerow of a similar type and species in the next planting season after the damage or loss.  
Reason: To protect and prevent damage to existing trees and hedges on the application site, in the interests of visual and rural amenity.
- 28 No development will take place (including any ground works, site or vegetation clearance), until a method statement for the protection of biodiversity, including badgers, bats, hedgehogs, nesting birds, reptiles, and hedgehogs, during site, vegetation clearance and construction works has been submitted to and approved in writing by the local planning authority. The content of the method statement will be informed by up-to-date ecological surveys of the site (if necessary), and will include:
- a. Purpose and objectives of the method statement.
  - b. Working method, including timings, necessary to achieve stated objectives.
  - c. Extent and location of all features with potential ecological interest shown on appropriate scale plans.
  - d. Provision for species rescue, as necessary.
  - e. Persons responsible for implementing works, including times during site clearance / construction when specialist ecologists need to be present on site to undertake / oversee works.
  - f. 'Toolbox talk' information regarding protected species encounters that will be provided to contractors prior to works commencing.

The works will be carried out in accordance with the approved details.

Reason: These details are required prior to commencement to protect the existing populations of species and areas of wildlife habitats and to improve habitat on the site.

- 29 Prior to first occupation of the development hereby permitted, a "lighting design strategy for biodiversity" for the site shall be submitted to and approved in writing by the local planning authority. The lighting strategy will:
- a. Identify those areas/features on site that, due to their potential for use by bats, are particularly sensitive to lighting impacts (including any biodiversity enhancement features)
  - b. Show how and where external lighting will be installed in accordance with 'Guidance Note 8 Bats and Artificial Lighting' (Bat Conservation Trust and Institute of Lighting Professionals)

All external lighting will be installed in accordance with the specifications and locations set out in the strategy and will be maintained thereafter in accordance with the strategy.

Reason: These details are required prior to commencement to protect the existing populations of species and areas of wildlife habitats and to improve habitat on the site.

- 30 No development will take place (including any ground works, site, or vegetation clearance), until an ecological design strategy (EDS) has been submitted to and approved in writing by the local planning authority addressing:

1. Biodiversity Gain Plan, demonstrating a measurable biodiversity net gain.
2. Biodiversity enhancement measures for the site, including native species landscape planting, hibernacula for herpetofauna and invertebrates, hedgehog boxes, specifications for hedgehog highways for walls and fences, and the inclusion of building-integrated bat and bird boxes.

The EDS will include the following:

- a) Purpose and conservation objectives for the proposed ecological design works.
- b) Detailed design(s) to achieve stated objectives.
- c) Extent and location/area of proposed works on appropriate scale maps and plans.
- d) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- e) Timetable for implementation.
- f) Persons responsible for implementing the works.
- g) Details of initial aftercare.

The EDS will be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: These details are required prior to commencement to protect the existing populations of species and areas of wildlife habitats and to improve habitat on the site.

- 31 Prior to first occupation of the development hereby approved, a habitat management and monitoring plan (HMMP) will be submitted to and approved in writing by the local planning authority. The HMMP will address:

1. Management of habitats to achieve biodiversity net gain in accordance with the Biodiversity Gain Plan submitted in respect of condition 30 (Ecological Design Strategy).
2. Management of all other habitats.

The HMMP will include the following:

- a) description and evaluation of features to be managed.
- b) ecological trends and constraints on site that might influence management.
- c) aims and objectives of management.
- d) prescriptions for management actions, together with a plan of management compartments.
- e) preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period for at least 30 years.)
- f) details of the body or organisation(s) responsible for implementation of the plan.
- g) habitat monitoring provisions.
- h) provision for the submission of monitoring reports to the local planning authority in years 2, 5, 10, 20 and 30.

The HMMP will also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The HMMP will also set out (where the results from monitoring show that conservation aims and objectives of the HMMP, including biodiversity net gains, are not being met) how contingencies and/or remedial action will be identified, agreed, and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: These details are required prior to commencement to protect the existing populations of species and areas of wildlife habitats and to improve habitat on the site.

In reaching the decision to grant planning permission, the Local Planning Authority has taken into account the requirement in Section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine the application in accordance with the Development Plan, the policies of the Development Plan and all other material considerations. Policies are referred to in conditions where appropriate.

Dated: 6th November 2023

DISTRICT COUNCIL OFFICES WHITE CLIFFS BUSINESS PARK DOVER, KENT CT16 3PJ TEL: (01304) 821199	Signed:  <b>Sarah Platts</b> Head of Planning & Development
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**YOUR ATTENTION IS DRAWN TO THE REQUIREMENTS OF THE CONDITIONS SET OUT IN THIS DECISION NOTICE. THE PLANNING PERMISSION IS CONDITIONAL ON COMPLIANCE WITH THESE REQUIREMENTS. SOME CONDITIONS MAY REQUIRE THE SUBMISSION AND APPROVAL OF FURTHER DETAILS BEFORE ANY WORK IS COMMENCED AND SUCH SUBMISSIONS WILL BE SUBJECT TO A FURTHER FEE.**

**ANY CHANGE TO THE APPROVED PLANS IS LIKELY TO REQUIRE A FURTHER PLANNING PERMISSION.**

**FAILURE TO COMPLY WITH THESE REQUIREMENTS MAY LEAD TO LEGAL ACTION BY THE DISTRICT COUNCIL AND /OR MEAN THAT THE PERMISSION IS VOID.**

In accordance with paragraph 38 of the NPPF, Dover District Council (DDC) takes a positive and proactive approach to development proposals focused on solutions. DDC works with applicants/agents in a positive and proactive manner by: Offering a pre-application advice service; where possible, suggesting solutions to secure a successful outcome; and, as appropriate, updating applicants/agents of any issues that may arise in the process of their application.

**YOUR ATTENTION IS ALSO DRAWN TO THE FOLLOWING NOTES/INFORMATIVES WHICH FORM PART OF THIS NOTICE.**

The applicant/agent was provided the opportunity to submit amendments to the scheme to address issues.

The application was considered by the Planning Committee where the applicant/agent has the opportunity to speak to the committee and promote the application.

Development Low Risk Area - Standing Advice

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:  
[www.gov.uk/government/organisations/the-coal-authority](http://www.gov.uk/government/organisations/the-coal-authority)

Standing Advice valid from 1st January 2023 until 31st December 2024

- \* No furniture may be erected on or across Public Rights of Way without the express consent of the Highway Authority
- \* There must be no disturbance of the surface of the right of way, or obstruction of its use, either during or following any approved development.
- \* Planning consent does not confer consent or a right to disturb or unofficially divert any Public Right of Way at any time without the express permission of the Highway Authority.
- \* No trees or shrubs should be planted within 1.5 metres of the public right of way

Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

To make an application visit Southern Water's Get Connected service: [developerservices.southernwater.co.uk](https://developerservices.southernwater.co.uk) and please read our New Connections Charging Arrangements documents which are available on our website via the following link: [southernwater.co.uk/developing-building/connection-charging-arrangements](https://southernwater.co.uk/developing-building/connection-charging-arrangements)

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissionsand-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

## **Appeals to the Secretary of State**

- \* If you are aggrieved by the decision of the Council to refuse permission for the proposed development, or to grant permission subject to conditions, you may wish to discuss with the Council whether a revised proposal would be likely to succeed; the District Council is likely to charge for such discussions. Otherwise you may appeal to the First Secretary of State under Section 78 of the Town and Country Planning Act 1990. If you wish to appeal, you must do so within 6 months of the date of this notice or within 12 weeks of this date if your application concerned is householder development or minor commercial. Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN, Tel: 0303 444 5000, or online at [www.planningportal.gov.uk/pcs](http://www.planningportal.gov.uk/pcs).

The Secretary of State has power to allow a longer period for giving notice of an appeal, but he will not be prepared to use this power unless there are extraordinary circumstances which excuse the delay in giving notice of appeal.

- \* The Secretary of State need not consider an appeal if it seems to him that the Council could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the Council based its decision on a direction given by him.

\*

## **Purchase Notices**

- \* If either the Council or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- \* In these circumstances, the owner may serve a purchase notice on the Council. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

## **Environmental Statements**

- \* If you submitted an Environmental Statement, the Local Planning Authority has taken that environmental information into consideration in reaching its decision.

## **Other Matters**

- \* Any planning permission or approval granted is confined to permission under the Town and Country Planning Act and the Town and Country Planning (General Development Procedure) Order 2015, and does not negate the need for compliance with any other enactment, bylaw, or other provision whatsoever or of obtaining from the appropriate authority or authorities any permission, consent, approval or authorisation which may be required. This includes the need to apply for Listed Building Consent should the proposal involve the demolition or alteration (internal or external) of, or extension to, a building listed as being of Architectural or Historic Interest, or of any structure built before July 1948 within the curtilage of a listed building, for the total or substantial demolition of any unlisted building if it is situated within a designated conservation area.
- \* You are advised particularly to contact the Building Control Officer at the District Council Offices, White Cliffs Business Park, Dover (01304 821199) to ascertain whether permission is necessary under the Building Regulations. Attention is also drawn in particular to the provisions of Section 53 of the County of Kent Act 1981, which may be applicable, the requirements of the Party Wall Etc Act 1996 concerning notifying affected neighbours and the Housing Act 2004 concerning the adequacy of lighting to habitable rooms. Many species of wildlife and their habitat are protected by law.
- \* Should any change be required to your proposal, however minor, in connection with other legislation or otherwise, a further planning permission is likely to be required to ensure that the development is authorised.



## Appendix B

### ATC Speed Survey Data

## AUTOMATIC TRAFFIC COUNT REPORT

REF: Site No: 29022401

SITE LOCATION: Capel Street, Folkestone

Client: GTA Civils

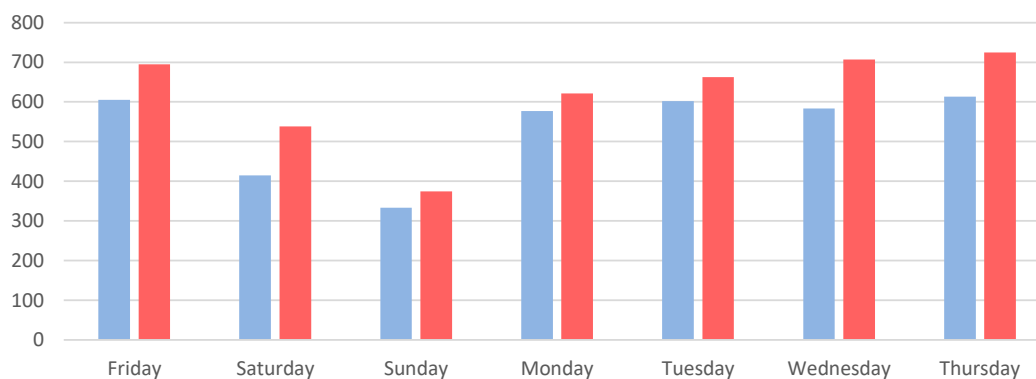
DATE: Friday 1st March - Thursday 7th March 2024

Requester: Lawrence Stringer



			Direction 1			Direction 2		
Summary			South Bound			North Bound		
			Total Vehicles	Mean Average	85%ile Speed	Total Vehicles	Mean Average	85%ile Speed
Day 1	Friday	01/03/2024	605	26	30	695	22	27
Day 2	Saturday	02/03/2024	415	25	28	538	21	26
Day 3	Sunday	03/03/2024	333	25	29	374	23	27
Day 4	Monday	04/03/2024	577	26	30	622	23	28
Day 5	Tuesday	05/03/2024	602	25	28	663	22	25
Day 6	Wednesday	06/03/2024	583	25	29	707	23	28
Day 7	Thursday	07/03/2024	614	25	29	725	22	27
Week Total			3729	25	29	4324	22	27

Total Vehicles





Site No: 29022401

Site: Capel Street, Folkestone

DIRECTION: 1 South Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Friday	From	To																			
01/03/24	00:00	01:00	4	0	1	2	1	0	0	0	0	0	0	22	25	27	0	0	4	0	0
01/03/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
01/03/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
01/03/24	03:00	04:00	1	0	0	1	0	0	0	0	0	0	0	28	28	28	0	0	0	0	1
01/03/24	04:00	05:00	2	0	0	1	1	0	0	0	0	0	0	29	31	32	0	0	1	1	0
01/03/24	05:00	06:00	5	0	0	4	1	0	0	0	0	0	0	26	27	28	0	0	4	0	1
01/03/24	06:00	07:00	8	0	0	6	2	0	0	0	0	0	0	24	28	31	0	6	1	1	0
01/03/24	07:00	08:00	31	0	5	19	6	1	0	0	0	0	0	21	26	31	1	29	1	0	0
01/03/24	08:00	09:00	65	0	5	48	11	1	0	0	0	0	0	22	27	31	0	64	1	0	0
01/03/24	09:00	10:00	59	0	9	45	5	0	0	0	0	0	0	21	25	29	0	58	1	0	0
01/03/24	10:00	11:00	31	1	7	20	3	0	0	0	0	0	0	19	24	28	0	27	4	0	0
01/03/24	11:00	12:00	36	0	8	24	4	0	0	0	0	0	0	19	23	27	0	30	4	2	0
01/03/24	12:00	13:00	36	0	4	27	5	0	0	0	0	0	0	21	25	30	0	35	0	1	0
01/03/24	13:00	14:00	36	1	2	32	1	0	0	0	0	0	0	21	24	28	0	33	1	2	0
01/03/24	14:00	15:00	39	0	6	27	6	0	0	0	0	0	0	21	25	29	0	37	2	0	0
01/03/24	15:00	16:00	72	2	5	51	14	0	0	0	0	0	0	22	26	31	1	71	0	0	0
01/03/24	16:00	17:00	47	0	8	37	2	0	0	0	0	0	0	20	24	29	1	42	2	2	0
01/03/24	17:00	18:00	53	0	9	33	11	0	0	0	0	0	0	20	25	31	2	51	0	0	0
01/03/24	18:00	19:00	31	0	3	22	6	0	0	0	0	0	0	22	27	32	0	16	14	1	0
01/03/24	19:00	20:00	23	0	3	15	5	0	0	0	0	0	0	22	27	32	0	2	20	1	0
01/03/24	20:00	21:00	11	0	3	7	1	0	0	0	0	0	0	19	25	29	0	1	10	0	0
01/03/24	21:00	22:00	6	0	0	5	1	0	0	0	0	0	0	24	27	29	0	0	5	1	0
01/03/24	22:00	23:00	6	0	0	5	1	0	0	0	0	0	0	24	27	30	0	1	5	0	0
01/03/24	23:00	24:00	3	0	1	2	0	0	0	0	0	0	0	18	24	29	0	0	3	0	0
01/03/24		06:00-09:00	104	0	10	73	19	2	0	0	0	0	0	22	27	31	1	99	3	1	0
01/03/24		15:00-19:00	203	2	25	143	33	0	0	0	0	0	0	21	25	31	4	180	16	3	0
01/03/24		06:00-22:00	584	4	77	418	83	2	0	0	0	0	0	21	25	30	5	502	66	11	0
01/03/24		00:00-24:00	605	4	79	433	87	2	0	0	0	0	0	22	26	30	5	503	83	12	2



Site No: 29022401

Site: Capel Street, Folkestone

DIRECTION: 1

South Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Saturday	From	To																			
02/03/24	00:00	01:00	2	0	0	1	1	0	0	0	0	0	0	27	31	34	0	1	1	0	0
02/03/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
02/03/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
02/03/24	03:00	04:00	1	0	0	1	0	0	0	0	0	0	0	23	23	23	0	0	1	0	0
02/03/24	04:00	05:00	1	0	0	0	1	0	0	0	0	0	0	34	34	34	0	0	1	0	0
02/03/24	05:00	06:00	1	0	1	0	0	0	0	0	0	0	0	11	11	11	0	0	1	0	0
02/03/24	06:00	07:00	3	0	0	3	0	0	0	0	0	0	0	24	26	29	0	0	3	0	0
02/03/24	07:00	08:00	7	0	2	3	2	0	0	0	0	0	0	20	26	31	0	0	7	0	0
02/03/24	08:00	09:00	28	0	7	17	4	0	0	0	0	0	0	20	25	29	0	3	22	3	0
02/03/24	09:00	10:00	33	0	4	27	2	0	0	0	0	0	0	21	25	29	0	2	28	3	0
02/03/24	10:00	11:00	44	2	6	32	4	0	0	0	0	0	0	19	23	27	2	5	34	3	0
02/03/24	11:00	12:00	41	0	6	31	4	0	0	0	0	0	0	21	25	29	0	4	33	3	1
02/03/24	12:00	13:00	39	1	7	27	4	0	0	0	0	0	0	19	25	29	1	4	31	3	0
02/03/24	13:00	14:00	36	1	5	28	2	0	0	0	0	0	0	20	24	28	0	5	31	0	0
02/03/24	14:00	15:00	38	0	6	29	3	0	0	0	0	0	0	21	24	28	0	14	24	0	0
02/03/24	15:00	16:00	26	0	6	19	1	0	0	0	0	0	0	19	24	27	0	5	19	2	0
02/03/24	16:00	17:00	21	0	4	14	3	0	0	0	0	0	0	20	25	29	0	5	15	1	0
02/03/24	17:00	18:00	31	0	5	23	2	1	0	0	0	0	0	21	24	27	0	5	22	4	0
02/03/24	18:00	19:00	19	0	2	14	3	0	0	0	0	0	0	22	26	29	0	2	17	0	0
02/03/24	19:00	20:00	18	0	6	9	3	0	0	0	0	0	0	19	23	27	0	2	15	1	0
02/03/24	20:00	21:00	9	0	1	6	1	1	0	0	0	0	0	21	27	35	0	1	6	2	0
02/03/24	21:00	22:00	9	0	1	6	2	0	0	0	0	0	0	22	25	33	0	0	9	0	0
02/03/24	22:00	23:00	7	0	2	5	0	0	0	0	0	0	0	20	22	26	0	0	7	0	0
02/03/24	23:00	24:00	1	0	0	1	0	0	0	0	0	0	0	24	24	24	0	0	1	0	0
02/03/24		06:00-09:00	38	0	9	23	6	0	0	0	0	0	0	21	26	30	0	3	32	3	0
02/03/24		15:00-19:00	97	0	17	70	9	1	0	0	0	0	0	21	25	28	0	17	73	7	0
02/03/24		06:00-22:00	402	4	68	288	40	2	0	0	0	0	0	21	25	29	3	57	316	25	1
02/03/24		00:00-24:00	415	4	71	296	42	2	0	0	0	0	0	21	25	28	3	58	328	25	1



Site No: 29022401

Site: Capel Street, Folkestone

DIRECTION: 1

South Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Sunday	From	To																			
03/03/24	00:00	01:00	1	0	0	0	1	0	0	0	0	0	0	31	31	31	0	0	1	0	0
03/03/24	01:00	02:00	1	0	0	0	1	0	0	0	0	0	0	36	36	36	0	0	1	0	0
03/03/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
03/03/24	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
03/03/24	04:00	05:00	1	0	0	0	1	0	0	0	0	0	0	32	32	32	0	0	1	0	0
03/03/24	05:00	06:00	2	1	0	1	0	0	0	0	0	0	0	7	16	24	0	1	1	0	0
03/03/24	06:00	07:00	4	0	0	4	0	0	0	0	0	0	0	24	26	25	0	0	4	0	0
03/03/24	07:00	08:00	7	0	2	5	0	0	0	0	0	0	0	20	24	29	0	1	6	0	0
03/03/24	08:00	09:00	12	1	4	6	1	0	0	0	0	0	0	18	23	30	1	1	9	1	0
03/03/24	09:00	10:00	20	2	2	12	3	1	0	0	0	0	0	20	26	32	1	3	16	0	0
03/03/24	10:00	11:00	38	0	3	30	5	0	0	0	0	0	0	22	26	30	0	1	34	3	0
03/03/24	11:00	12:00	24	0	4	16	4	0	0	0	0	0	0	21	25	29	0	0	23	1	0
03/03/24	12:00	13:00	33	1	5	25	2	0	0	0	0	0	0	19	24	29	0	5	28	0	0
03/03/24	13:00	14:00	30	1	4	23	2	0	0	0	0	0	0	19	24	29	1	6	23	0	0
03/03/24	14:00	15:00	33	0	5	25	2	1	0	0	0	0	0	21	24	27	0	2	29	2	0
03/03/24	15:00	16:00	25	0	4	20	1	0	0	0	0	0	0	21	24	27	0	1	22	2	0
03/03/24	16:00	17:00	29	0	4	21	4	0	0	0	0	0	0	21	25	30	0	4	24	1	0
03/03/24	17:00	18:00	18	0	4	12	2	0	0	0	0	0	0	18	25	29	0	2	16	0	0
03/03/24	18:00	19:00	24	3	4	14	3	0	0	0	0	0	0	19	22	27	0	5	19	0	0
03/03/24	19:00	20:00	9	2	1	4	2	0	0	0	0	0	0	10	23	34	0	1	7	1	0
03/03/24	20:00	21:00	4	0	1	3	0	0	0	0	0	0	0	24	24	26	0	1	2	1	0
03/03/24	21:00	22:00	10	0	5	4	1	0	0	0	0	0	0	17	22	27	1	3	5	1	0
03/03/24	22:00	23:00	5	2	1	2	0	0	0	0	0	0	0	9	16	22	0	3	2	0	0
03/03/24	23:00	24:00	3	0	0	2	1	0	0	0	0	0	0	21	27	32	0	0	2	1	0
03/03/24		06:00-09:00	23	1	6	15	1	0	0	0	0	0	0	21	24	28	1	2	19	1	0
03/03/24		15:00-19:00	96	3	16	67	10	0	0	0	0	0	0	20	24	28	0	12	81	3	0
03/03/24		06:00-22:00	320	10	52	224	32	2	0	0	0	0	0	20	24	29	4	36	267	13	0
03/03/24		00:00-24:00	333	13	53	229	36	2	0	0	0	0	0	20	25	29	4	40	275	14	0



Site No: 29022401

Site: Capel Street, Folkestone

DIRECTION: 1 South Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Monday	From	To																			
04/03/24	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
04/03/24	01:00	02:00	1	0	1	0	0	0	0	0	0	0	0	15	15	15	0	0	1	0	0
04/03/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
04/03/24	03:00	04:00	1	0	0	0	1	0	0	0	0	0	0	36	36	36	0	0	1	0	0
04/03/24	04:00	05:00	1	0	0	0	1	0	0	0	0	0	0	35	35	35	0	0	1	0	0
04/03/24	05:00	06:00	9	1	2	5	1	0	0	0	0	0	0	19	23	28	0	0	7	1	1
04/03/24	06:00	07:00	11	1	0	8	1	1	0	0	0	0	0	21	25	29	0	8	3	0	0
04/03/24	07:00	08:00	22	0	4	12	6	0	0	0	0	0	0	20	26	31	0	20	1	1	0
04/03/24	08:00	09:00	77	0	4	61	12	0	0	0	0	0	0	23	27	30	1	72	3	1	0
04/03/24	09:00	10:00	47	0	4	35	8	0	0	0	0	0	0	22	26	31	0	42	3	1	1
04/03/24	10:00	11:00	40	0	3	35	1	1	0	0	0	0	0	22	26	29	0	36	4	0	0
04/03/24	11:00	12:00	33	1	3	23	6	0	0	0	0	0	0	21	26	31	0	30	2	0	1
04/03/24	12:00	13:00	40	0	1	30	8	1	0	0	0	0	0	22	27	32	1	38	1	0	0
04/03/24	13:00	14:00	39	2	1	32	4	0	0	0	0	0	0	22	25	30	2	30	6	1	0
04/03/24	14:00	15:00	29	0	7	21	1	0	0	0	0	0	0	18	23	28	0	25	3	1	0
04/03/24	15:00	16:00	68	0	9	53	6	0	0	0	0	0	0	21	26	29	2	64	1	1	0
04/03/24	16:00	17:00	49	0	8	38	3	0	0	0	0	0	0	20	24	29	1	47	1	0	0
04/03/24	17:00	18:00	47	1	8	31	7	0	0	0	0	0	0	19	25	30	0	46	1	0	0
04/03/24	18:00	19:00	26	1	6	16	3	0	0	0	0	0	0	19	24	30	2	3	17	4	0
04/03/24	19:00	20:00	18	1	1	13	3	0	0	0	0	0	0	21	26	29	0	3	13	2	0
04/03/24	20:00	21:00	13	0	1	10	2	0	0	0	0	0	0	22	26	30	0	2	11	0	0
04/03/24	21:00	22:00	4	0	1	3	0	0	0	0	0	0	0	22	23	23	0	0	4	0	0
04/03/24	22:00	23:00	1	0	0	0	1	0	0	0	0	0	0	32	32	32	0	0	1	0	0
04/03/24	23:00	24:00	1	0	0	0	1	0	0	0	0	0	0	36	36	36	0	0	1	0	0
04/03/24		06:00-09:00	110	1	8	81	19	1	0	0	0	0	0	21	26	30	1	100	7	2	0
04/03/24		15:00-19:00	190	2	31	138	19	0	0	0	0	0	0	20	24	30	5	160	20	5	0
04/03/24		06:00-22:00	563	7	61	421	71	3	0	0	0	0	0	21	25	29	9	466	74	12	2
04/03/24		00:00-24:00	577	8	64	426	76	3	0	0	0	0	0	23	26	30	9	466	86	13	3



Site No: 29022401

Site: Capel Street, Folkestone

DIRECTION: 1 South Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Tuesday	From	To																			
05/03/24	00:00	01:00	4	0	0	2	2	0	0	0	0	0	0	25	29	31	0	0	3	1	0
05/03/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
05/03/24	02:00	03:00	1	0	1	0	0	0	0	0	0	0	0	14	14	14	0	0	0	0	1
05/03/24	03:00	04:00	1	0	0	1	0	0	0	0	0	0	0	24	24	24	0	0	0	0	1
05/03/24	04:00	05:00	1	0	0	0	1	0	0	0	0	0	0	32	32	32	0	0	1	0	0
05/03/24	05:00	06:00	6	0	2	4	0	0	0	0	0	0	0	19	23	26	0	1	3	0	2
05/03/24	06:00	07:00	10	0	0	7	2	1	0	0	0	0	0	24	29	34	0	2	5	3	0
05/03/24	07:00	08:00	28	0	3	16	9	0	0	0	0	0	0	23	27	33	0	24	3	1	0
05/03/24	08:00	09:00	68	1	5	57	5	0	0	0	0	0	0	21	25	29	0	66	2	0	0
05/03/24	09:00	10:00	59	1	7	49	2	0	0	0	0	0	0	21	24	29	1	54	4	0	0
05/03/24	10:00	11:00	39	0	7	26	6	0	0	0	0	0	0	20	25	29	0	37	1	1	0
05/03/24	11:00	12:00	50	1	14	28	7	0	0	0	0	0	0	19	24	30	1	46	2	0	1
05/03/24	12:00	13:00	39	0	7	26	6	0	0	0	0	0	0	20	25	30	1	31	6	0	1
05/03/24	13:00	14:00	35	1	3	27	4	0	0	0	0	0	0	21	25	29	1	31	3	0	0
05/03/24	14:00	15:00	36	1	2	28	5	0	0	0	0	0	0	22	26	30	1	33	2	0	0
05/03/24	15:00	16:00	58	1	5	47	5	0	0	0	0	0	0	22	25	29	1	55	1	1	0
05/03/24	16:00	17:00	48	0	6	33	9	0	0	0	0	0	0	21	26	32	0	43	5	0	0
05/03/24	17:00	18:00	42	0	5	34	3	0	0	0	0	0	0	22	25	29	2	33	6	0	1
05/03/24	18:00	19:00	31	1	7	18	5	0	0	0	0	0	0	19	24	30	1	25	5	0	0
05/03/24	19:00	20:00	18	0	4	11	3	0	0	0	0	0	0	19	26	29	0	18	0	0	0
05/03/24	20:00	21:00	10	0	3	5	2	0	0	0	0	0	0	19	25	31	0	9	1	0	0
05/03/24	21:00	22:00	14	0	2	8	2	2	0	0	0	0	0	24	28	31	0	14	0	0	0
05/03/24	22:00	23:00	1	1	0	0	0	0	0	0	0	0	0	10	10	10	0	1	0	0	0
05/03/24	23:00	24:00	3	0	0	3	0	0	0	0	0	0	0	27	28	29	0	3	0	0	0
05/03/24		06:00-09:00	106	1	8	80	16	1	0	0	0	0	0	23	27	32	0	92	10	4	0
05/03/24		15:00-19:00	179	2	23	132	22	0	0	0	0	0	0	21	25	30	4	156	17	1	1
05/03/24		06:00-22:00	585	7	80	420	75	3	0	0	0	0	0	21	26	30	9	521	46	6	3
05/03/24		00:00-24:00	602	8	83	430	78	3	0	0	0	0	0	21	25	28	9	526	53	7	7





Site No: 29022401

Site: Capel Street, Folkestone

DIRECTION: 1

South Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Wednesday	From	To																			
06/03/24	00:00	01:00	1	0	1	0	0	0	0	0	0	0	0	12	12	12	0	0	0	0	1
06/03/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
06/03/24	02:00	03:00	1	0	0	0	1	0	0	0	0	0	0	32	32	32	0	1	0	0	0
06/03/24	03:00	04:00	1	0	0	1	0	0	0	0	0	0	0	26	26	26	0	0	0	1	0
06/03/24	04:00	05:00	3	0	0	0	3	0	0	0	0	0	0	31	32	34	0	2	0	1	0
06/03/24	05:00	06:00	5	0	1	4	0	0	0	0	0	0	0	22	23	27	0	4	0	1	0
06/03/24	06:00	07:00	13	0	3	5	5	0	0	0	0	0	0	18	26	32	0	12	1	0	0
06/03/24	07:00	08:00	24	0	4	15	5	0	0	0	0	0	0	21	26	32	0	24	0	0	0
06/03/24	08:00	09:00	61	0	3	52	6	0	0	0	0	0	0	22	26	29	0	58	3	0	0
06/03/24	09:00	10:00	53	0	10	38	5	0	0	0	0	0	0	19	24	29	0	50	2	0	1
06/03/24	10:00	11:00	34	0	7	23	4	0	0	0	0	0	0	19	24	29	0	28	5	1	0
06/03/24	11:00	12:00	33	0	6	21	6	0	0	0	0	0	0	20	25	31	1	32	0	0	0
06/03/24	12:00	13:00	42	0	10	27	5	0	0	0	0	0	0	19	24	30	0	40	2	0	0
06/03/24	13:00	14:00	36	1	7	25	3	0	0	0	0	0	0	19	24	29	0	32	3	1	0
06/03/24	14:00	15:00	36	0	6	26	4	0	0	0	0	0	0	20	24	29	0	30	3	2	1
06/03/24	15:00	16:00	66	0	6	50	9	1	0	0	0	0	0	21	26	30	0	64	2	0	0
06/03/24	16:00	17:00	56	0	12	37	7	0	0	0	0	0	0	19	25	29	0	52	4	0	0
06/03/24	17:00	18:00	42	0	3	36	3	0	0	0	0	0	0	21	25	29	1	40	1	0	0
06/03/24	18:00	19:00	26	2	8	15	1	0	0	0	0	0	0	16	21	27	1	11	13	1	0
06/03/24	19:00	20:00	21	0	8	11	1	1	0	0	0	0	0	18	24	29	4	0	16	1	0
06/03/24	20:00	21:00	16	0	3	12	1	0	0	0	0	0	0	19	24	28	0	1	15	0	0
06/03/24	21:00	22:00	6	0	1	2	2	1	0	0	0	0	0	27	31	37	0	1	5	0	0
06/03/24	22:00	23:00	4	0	1	2	1	0	0	0	0	0	0	24	25	29	0	0	4	0	0
06/03/24	23:00	24:00	3	0	1	2	0	0	0	0	0	0	0	17	23	27	0	0	3	0	0
06/03/24		06:00-09:00	98	0	10	72	16	0	0	0	0	0	0	20	26	31	0	94	4	0	0
06/03/24		15:00-19:00	190	2	29	138	20	1	0	0	0	0	0	19	24	29	2	167	20	1	0
06/03/24		06:00-22:00	565	3	97	395	67	3	0	0	0	0	0	20	25	30	7	475	75	6	2
06/03/24		00:00-24:00	583	3	101	404	72	3	0	0	0	0	0	21	25	29	7	482	82	9	3



Site No: 29022401

Site: Capel Street, Folkestone

DIRECTION: 1

South Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Thursday	From	To																			
07/03/24	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
07/03/24	01:00	02:00	1	0	1	0	0	0	0	0	0	0	0	13	13	13	0	0	0	0	1
07/03/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
07/03/24	03:00	04:00	1	0	0	1	0	0	0	0	0	0	0	22	22	22	0	0	0	1	0
07/03/24	04:00	05:00	4	0	1	3	0	0	0	0	0	0	0	21	24	27	0	1	3	0	0
07/03/24	05:00	06:00	9	0	0	8	1	0	0	0	0	0	0	21	26	29	0	4	2	1	2
07/03/24	06:00	07:00	10	0	1	7	2	0	0	0	0	0	0	22	26	31	0	1	9	0	0
07/03/24	07:00	08:00	44	1	8	23	11	1	0	0	0	0	0	19	26	31	1	36	7	0	0
07/03/24	08:00	09:00	61	0	5	37	19	0	0	0	0	0	0	22	28	33	0	61	0	0	0
07/03/24	09:00	10:00	42	0	2	30	10	0	0	0	0	0	0	22	27	31	1	41	0	0	0
07/03/24	10:00	11:00	27	0	6	16	5	0	0	0	0	0	0	19	25	32	1	24	2	0	0
07/03/24	11:00	12:00	44	0	4	36	4	0	0	0	0	0	0	21	25	29	0	43	1	0	0
07/03/24	12:00	13:00	35	0	3	29	3	0	0	0	0	0	0	22	25	29	0	35	0	0	0
07/03/24	13:00	14:00	39	0	7	29	3	0	0	0	0	0	0	20	24	27	1	37	1	0	0
07/03/24	14:00	15:00	38	2	9	24	3	0	0	0	0	0	0	19	24	29	1	33	4	0	0
07/03/24	15:00	16:00	67	0	5	49	13	0	0	0	0	0	0	22	27	31	0	64	1	2	0
07/03/24	16:00	17:00	41	0	9	25	6	1	0	0	0	0	0	20	25	31	0	39	2	0	0
07/03/24	17:00	18:00	54	0	6	39	9	0	0	0	0	0	0	21	26	31	0	52	1	1	0
07/03/24	18:00	19:00	40	0	8	27	5	0	0	0	0	0	0	20	24	28	0	38	2	0	0
07/03/24	19:00	20:00	21	0	6	10	5	0	0	0	0	0	0	16	24	31	0	21	0	0	0
07/03/24	20:00	21:00	16	1	2	7	6	0	0	0	0	0	0	19	25	31	0	15	1	0	0
07/03/24	21:00	22:00	9	0	1	6	1	1	0	0	0	0	0	21	28	36	0	9	0	0	0
07/03/24	22:00	23:00	8	0	2	4	2	0	0	0	0	0	0	19	25	31	0	8	0	0	0
07/03/24	23:00	24:00	3	0	0	1	2	0	0	0	0	0	0	21	29	34	0	3	0	0	0
07/03/24		06:00-09:00	115	1	14	67	32	1	0	0	0	0	0	21	26	32	1	98	16	0	0
07/03/24		15:00-19:00	202	0	28	140	33	1	0	0	0	0	0	21	25	30	0	193	6	3	0
07/03/24		06:00-22:00	588	4	82	394	105	3	0	0	0	0	0	20	26	31	5	549	31	3	0
07/03/24		00:00-24:00	614	4	86	411	110	3	0	0	0	0	0	20	25	29	5	565	36	5	3
Total			3729	44	537	2629	501	18	0	0	0	0	0	21	25	29	42	2640	943	85	19



Site No: 29022401

Site: Capel Street, Folkestone

DIRECTION: 2 North Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Friday	From	To																			
01/03/24	00:00	01:00	3	0	0	3	0	0	0	0	0	0	0	21	24	28	0	1	2	0	0
01/03/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
01/03/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
01/03/24	03:00	04:00	2	0	0	1	1	0	0	0	0	0	0	29	33	37	0	2	0	0	0
01/03/24	04:00	05:00	2	0	1	1	0	0	0	0	0	0	0	14	20	25	0	1	1	0	0
01/03/24	05:00	06:00	1	0	0	1	0	0	0	0	0	0	0	29	29	29	0	0	1	0	0
01/03/24	06:00	07:00	7	1	2	3	1	0	0	0	0	0	0	11	20	27	2	5	0	0	0
01/03/24	07:00	08:00	22	1	6	14	1	0	0	0	0	0	0	14	22	27	0	21	1	0	0
01/03/24	08:00	09:00	53	0	16	34	3	0	0	0	0	0	0	19	23	27	2	50	1	0	0
01/03/24	09:00	10:00	53	3	19	27	3	1	0	0	0	0	0	17	22	27	2	47	3	1	0
01/03/24	10:00	11:00	29	2	17	9	1	0	0	0	0	0	0	16	19	23	0	27	2	0	0
01/03/24	11:00	12:00	41	3	17	20	1	0	0	0	0	0	0	16	20	26	4	33	4	0	0
01/03/24	12:00	13:00	42	4	13	22	3	0	0	0	0	0	0	13	21	27	0	40	1	1	0
01/03/24	13:00	14:00	71	1	21	44	5	0	0	0	0	0	0	19	22	27	0	66	4	1	0
01/03/24	14:00	15:00	73	1	15	51	6	0	0	0	0	0	0	19	23	28	0	72	1	0	0
01/03/24	15:00	16:00	54	2	15	35	2	0	0	0	0	0	0	14	22	27	1	51	2	0	0
01/03/24	16:00	17:00	56	7	22	26	1	0	0	0	0	0	0	11	19	26	1	53	1	1	0
01/03/24	17:00	18:00	59	2	17	38	2	0	0	0	0	0	0	18	22	27	1	57	1	0	0
01/03/24	18:00	19:00	40	1	21	17	1	0	0	0	0	0	0	18	21	25	0	40	0	0	0
01/03/24	19:00	20:00	27	0	9	15	3	0	0	0	0	0	0	18	23	29	0	26	1	0	0
01/03/24	20:00	21:00	16	0	8	7	1	0	0	0	0	0	0	16	22	28	0	16	0	0	0
01/03/24	21:00	22:00	15	1	8	6	0	0	0	0	0	0	0	18	20	25	0	15	0	0	0
01/03/24	22:00	23:00	10	0	4	4	2	0	0	0	0	0	0	14	22	32	0	10	0	0	0
01/03/24	23:00	24:00	19	0	13	6	0	0	0	0	0	0	0	17	19	22	3	16	0	0	0
01/03/24		06:00-09:00	82	2	24	51	5	0	0	0	0	0	0	15	22	27	4	76	2	0	0
01/03/24		15:00-19:00	209	12	75	116	6	0	0	0	0	0	0	15	21	26	3	201	4	1	0
01/03/24		06:00-22:00	658	29	226	368	34	1	0	0	0	0	0	16	21	27	13	619	22	4	0
01/03/24		00:00-24:00	695	29	244	384	37	1	0	0	0	0	0	17	22	27	16	649	26	4	0



Site No: 29022401

Site: Capel Street, Folkestone

DIRECTION: 2 North Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Saturday	From	To																			
02/03/24	00:00	01:00	1	0	1	0	0	0	0	0	0	0	0	18	18	18	0	1	0	0	0
02/03/24	01:00	02:00	26	0	21	5	0	0	0	0	0	0	0	14	18	21	6	13	1	1	5
02/03/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
02/03/24	03:00	04:00	2	0	1	1	0	0	0	0	0	0	0	19	24	29	0	2	0	0	0
02/03/24	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
02/03/24	05:00	06:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
02/03/24	06:00	07:00	8	0	2	6	0	0	0	0	0	0	0	18	24	29	0	8	0	0	0
02/03/24	07:00	08:00	6	0	3	3	0	0	0	0	0	0	0	18	22	28	0	6	0	0	0
02/03/24	08:00	09:00	22	1	7	14	0	0	0	0	0	0	0	16	21	25	0	22	0	0	0
02/03/24	09:00	10:00	44	0	18	23	3	0	0	0	0	0	0	18	22	28	0	38	6	0	0
02/03/24	10:00	11:00	38	2	16	19	1	0	0	0	0	0	0	16	20	26	1	34	3	0	0
02/03/24	11:00	12:00	46	1	25	16	2	2	0	0	0	0	0	16	21	26	2	42	2	0	0
02/03/24	12:00	13:00	55	2	21	27	4	1	0	0	0	0	0	17	22	28	3	47	3	1	1
02/03/24	13:00	14:00	39	2	20	15	2	0	0	0	0	0	0	16	20	26	1	36	1	1	0
02/03/24	14:00	15:00	66	8	36	20	2	0	0	0	0	0	0	11	18	24	4	59	2	1	0
02/03/24	15:00	16:00	32	1	13	16	2	0	0	0	0	0	0	18	21	26	0	31	1	0	0
02/03/24	16:00	17:00	39	0	9	29	1	0	0	0	0	0	0	20	23	27	0	37	2	0	0
02/03/24	17:00	18:00	30	0	8	21	1	0	0	0	0	0	0	17	22	27	0	29	1	0	0
02/03/24	18:00	19:00	19	0	8	11	0	0	0	0	0	0	0	19	21	24	0	19	0	0	0
02/03/24	19:00	20:00	21	0	10	9	2	0	0	0	0	0	0	18	21	25	0	20	0	0	1
02/03/24	20:00	21:00	18	0	5	11	2	0	0	0	0	0	0	20	25	28	0	18	0	0	0
02/03/24	21:00	22:00	12	1	5	6	0	0	0	0	0	0	0	17	20	24	0	12	0	0	0
02/03/24	22:00	23:00	9	0	4	5	0	0	0	0	0	0	0	17	21	26	0	9	0	0	0
02/03/24	23:00	24:00	5	0	0	5	0	0	0	0	0	0	0	22	25	28	0	5	0	0	0
02/03/24		06:00-09:00	36	1	12	23	0	0	0	0	0	0	0	17	22	27	0	36	0	0	0
02/03/24		15:00-19:00	120	1	38	77	4	0	0	0	0	0	0	19	22	26	0	116	4	0	0
02/03/24		06:00-22:00	495	18	206	246	22	3	0	0	0	0	0	17	21	26	11	458	21	3	2
02/03/24		00:00-24:00	538	18	233	262	22	3	0	0	0	0	0	17	21	26	17	488	22	4	7



Site No: 29022401

Site: Capel Street, Folkestone

DIRECTION: 2 North Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Sunday	From	To																			
03/03/24	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
03/03/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
03/03/24	02:00	03:00	1	0	0	0	1	0	0	0	0	0	0	36	36	36	0	1	0	0	0
03/03/24	03:00	04:00	1	0	0	0	1	0	0	0	0	0	0	31	31	31	0	1	0	0	0
03/03/24	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
03/03/24	05:00	06:00	2	0	1	1	0	0	0	0	0	0	0	18	23	28	0	2	0	0	0
03/03/24	06:00	07:00	4	0	0	4	0	0	0	0	0	0	0	22	24	26	0	4	0	0	0
03/03/24	07:00	08:00	6	0	3	3	0	0	0	0	0	0	0	14	21	27	0	6	0	0	0
03/03/24	08:00	09:00	10	0	3	7	0	0	0	0	0	0	0	19	22	25	0	10	0	0	0
03/03/24	09:00	10:00	16	0	5	11	0	0	0	0	0	0	0	18	23	27	0	16	0	0	0
03/03/24	10:00	11:00	31	1	15	14	1	0	0	0	0	0	0	15	20	24	0	27	4	0	0
03/03/24	11:00	12:00	30	1	13	16	0	0	0	0	0	0	0	16	21	27	0	28	2	0	0
03/03/24	12:00	13:00	42	2	17	22	1	0	0	0	0	0	0	14	21	27	0	41	1	0	0
03/03/24	13:00	14:00	38	4	16	18	0	0	0	0	0	0	0	16	20	26	0	37	1	0	0
03/03/24	14:00	15:00	35	0	10	24	1	0	0	0	0	0	0	16	23	28	0	35	0	0	0
03/03/24	15:00	16:00	38	2	21	15	0	0	0	0	0	0	0	18	20	24	0	37	0	1	0
03/03/24	16:00	17:00	38	1	16	16	5	0	0	0	0	0	0	15	22	27	0	37	1	0	0
03/03/24	17:00	18:00	27	0	11	15	1	0	0	0	0	0	0	17	22	27	0	27	0	0	0
03/03/24	18:00	19:00	16	1	7	8	0	0	0	0	0	0	0	17	21	27	0	15	1	0	0
03/03/24	19:00	20:00	13	0	6	7	0	0	0	0	0	0	0	17	22	27	0	13	0	0	0
03/03/24	20:00	21:00	10	1	2	5	2	0	0	0	0	0	0	18	23	31	0	10	0	0	0
03/03/24	21:00	22:00	12	1	6	5	0	0	0	0	0	0	0	14	19	21	0	12	0	0	0
03/03/24	22:00	23:00	4	0	2	2	0	0	0	0	0	0	0	18	23	26	0	4	0	0	0
03/03/24	23:00	24:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
03/03/24		06:00-09:00	20	0	6	14	0	0	0	0	0	0	0	18	22	26	0	20	0	0	0
03/03/24		15:00-19:00	119	4	55	54	6	0	0	0	0	0	0	17	21	26	0	116	2	1	0
03/03/24		06:00-22:00	366	14	151	190	11	0	0	0	0	0	0	17	21	26	0	355	10	1	0
03/03/24		00:00-24:00	374	14	154	193	13	0	0	0	0	0	0	18	23	27	0	363	10	1	0



Site No: 29022401

Site: Capel Street, Folkestone

DIRECTION: 2 North Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Monday	From	To																			
04/03/24	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
04/03/24	01:00	02:00	1	0	0	1	0	0	0	0	0	0	0	24	24	24	0	1	0	0	0
04/03/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
04/03/24	03:00	04:00	1	0	0	1	0	0	0	0	0	0	0	24	24	24	0	1	0	0	0
04/03/24	04:00	05:00	3	0	1	2	0	0	0	0	0	0	0	18	22	26	0	1	2	0	0
04/03/24	05:00	06:00	2	0	0	2	0	0	0	0	0	0	0	28	28	28	0	2	0	0	0
04/03/24	06:00	07:00	7	0	2	5	0	0	0	0	0	0	0	19	23	26	1	6	0	0	0
04/03/24	07:00	08:00	26	1	3	20	2	0	0	0	0	0	0	21	24	29	1	22	2	1	0
04/03/24	08:00	09:00	67	1	22	40	4	0	0	0	0	0	0	18	22	27	0	65	1	1	0
04/03/24	09:00	10:00	42	2	14	22	4	0	0	0	0	0	0	14	22	28	1	37	2	1	1
04/03/24	10:00	11:00	35	2	14	17	2	0	0	0	0	0	0	18	22	27	0	34	0	0	1
04/03/24	11:00	12:00	40	3	9	24	4	0	0	0	0	0	0	18	23	28	2	34	4	0	0
04/03/24	12:00	13:00	45	0	9	33	3	0	0	0	0	0	0	19	24	28	0	44	1	0	0
04/03/24	13:00	14:00	42	0	13	28	1	0	0	0	0	0	0	16	22	28	0	39	3	0	0
04/03/24	14:00	15:00	63	4	12	44	3	0	0	0	0	0	0	19	23	28	0	61	2	0	0
04/03/24	15:00	16:00	58	2	14	41	1	0	0	0	0	0	0	19	23	28	1	54	1	2	0
04/03/24	16:00	17:00	63	3	32	27	1	0	0	0	0	0	0	14	19	24	2	59	2	0	0
04/03/24	17:00	18:00	51	5	21	19	6	0	0	0	0	0	0	14	21	29	0	49	2	0	0
04/03/24	18:00	19:00	23	1	11	11	0	0	0	0	0	0	0	14	20	27	0	7	15	1	0
04/03/24	19:00	20:00	21	0	9	12	0	0	0	0	0	0	0	15	20	26	1	5	12	3	0
04/03/24	20:00	21:00	14	1	6	7	0	0	0	0	0	0	0	16	20	27	0	4	8	2	0
04/03/24	21:00	22:00	8	0	2	2	3	1	0	0	0	0	0	19	29	35	0	4	4	0	0
04/03/24	22:00	23:00	7	2	1	3	0	1	0	0	0	0	0	8	20	26	0	3	3	1	0
04/03/24	23:00	24:00	3	0	0	2	1	0	0	0	0	0	0	25	29	34	0	1	2	0	0
04/03/24		06:00-09:00	100	2	27	65	6	0	0	0	0	0	0	19	23	27	2	93	3	2	0
04/03/24		15:00-19:00	195	11	78	98	8	0	0	0	0	0	0	15	21	27	3	169	20	3	0
04/03/24		06:00-22:00	605	25	193	352	34	1	0	0	0	0	0	17	22	28	9	524	59	11	2
04/03/24		00:00-24:00	622	27	195	363	35	2	0	0	0	0	0	18	23	28	9	533	66	12	2



Site No: 29022401

Site: Capel Street, Folkestone

DIRECTION: 2 North Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Tuesday	From	To																			
05/03/24	00:00	01:00	1	0	0	1	0	0	0	0	0	0	0	25	25	25	0	0	0	1	0
05/03/24	01:00	02:00	1	0	1	0	0	0	0	0	0	0	0	14	14	14	0	0	0	0	1
05/03/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
05/03/24	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
05/03/24	04:00	05:00	2	0	0	2	0	0	0	0	0	0	0	24	26	27	0	0	2	0	0
05/03/24	05:00	06:00	5	1	0	4	0	0	0	0	0	0	0	23	23	29	0	1	3	1	0
05/03/24	06:00	07:00	2	0	0	2	0	0	0	0	0	0	0	23	25	26	0	1	1	0	0
05/03/24	07:00	08:00	34	4	8	21	1	0	0	0	0	0	0	11	20	26	1	31	1	1	0
05/03/24	08:00	09:00	77	3	30	43	1	0	0	0	0	0	0	16	21	26	2	73	1	1	0
05/03/24	09:00	10:00	41	0	18	21	2	0	0	0	0	0	0	16	21	24	0	35	3	2	1
05/03/24	10:00	11:00	48	6	20	22	0	0	0	0	0	0	0	12	19	25	3	43	1	1	0
05/03/24	11:00	12:00	48	1	23	23	1	0	0	0	0	0	0	17	21	25	1	45	2	0	0
05/03/24	12:00	13:00	33	3	15	15	0	0	0	0	0	0	0	13	19	24	0	28	3	1	1
05/03/24	13:00	14:00	31	2	13	16	0	0	0	0	0	0	0	18	21	25	0	30	0	1	0
05/03/24	14:00	15:00	75	6	22	46	1	0	0	0	0	0	0	14	21	27	1	74	0	0	0
05/03/24	15:00	16:00	55	4	21	28	2	0	0	0	0	0	0	14	21	27	1	49	4	1	0
05/03/24	16:00	17:00	59	3	15	40	1	0	0	0	0	0	0	18	21	26	0	58	1	0	0
05/03/24	17:00	18:00	53	1	15	36	1	0	0	0	0	0	0	17	22	26	0	43	9	1	0
05/03/24	18:00	19:00	34	0	10	20	4	0	0	0	0	0	0	18	23	28	1	30	3	0	0
05/03/24	19:00	20:00	24	1	11	11	1	0	0	0	0	0	0	18	21	25	0	21	3	0	0
05/03/24	20:00	21:00	19	2	7	10	0	0	0	0	0	0	0	16	19	23	1	16	2	0	0
05/03/24	21:00	22:00	14	0	4	7	3	0	0	0	0	0	0	18	24	31	0	14	0	0	0
05/03/24	22:00	23:00	6	0	0	5	1	0	0	0	0	0	0	24	27	27	0	6	0	0	0
05/03/24	23:00	24:00	1	0	0	1	0	0	0	0	0	0	0	24	24	24	0	1	0	0	0
05/03/24		06:00-09:00	113	7	38	66	2	0	0	0	0	0	0	17	22	26	3	105	3	2	0
05/03/24		15:00-19:00	201	8	61	124	8	0	0	0	0	0	0	17	22	27	2	180	17	2	0
05/03/24		06:00-22:00	647	36	232	361	18	0	0	0	0	0	0	16	21	26	11	591	34	9	2
05/03/24		00:00-24:00	663	37	233	374	19	0	0	0	0	0	0	18	22	25	11	599	39	11	3





Site No: 29022401

Site: Capel Street, Folkestone

DIRECTION: 2 North Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Wednesday	From	To																			
06/03/24	00:00	01:00	2	0	1	1	0	0	0	0	0	0	0	14	21	27	0	1	0	0	1
06/03/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
06/03/24	02:00	03:00	1	0	1	0	0	0	0	0	0	0	0	17	17	17	0	1	0	0	0
06/03/24	03:00	04:00	2	0	0	1	1	0	0	0	0	0	0	27	32	36	0	2	0	0	0
06/03/24	04:00	05:00	1	0	0	1	0	0	0	0	0	0	0	25	25	25	0	1	0	0	0
06/03/24	05:00	06:00	6	0	2	4	0	0	0	0	0	0	0	18	24	28	0	5	1	0	0
06/03/24	06:00	07:00	9	1	4	4	0	0	0	0	0	0	0	11	18	26	0	9	0	0	0
06/03/24	07:00	08:00	25	0	6	18	1	0	0	0	0	0	0	19	24	28	1	22	2	0	0
06/03/24	08:00	09:00	91	8	29	54	0	0	0	0	0	0	0	15	21	27	0	83	7	1	0
06/03/24	09:00	10:00	40	5	16	18	1	0	0	0	0	0	0	13	19	27	0	38	2	0	0
06/03/24	10:00	11:00	38	3	15	19	1	0	0	0	0	0	0	18	21	25	0	33	2	3	0
06/03/24	11:00	12:00	40	1	17	21	1	0	0	0	0	0	0	17	21	26	1	38	1	0	0
06/03/24	12:00	13:00	44	0	9	32	3	0	0	0	0	0	0	19	23	27	0	42	1	1	0
06/03/24	13:00	14:00	41	0	17	23	1	0	0	0	0	0	0	18	22	26	0	38	2	1	0
06/03/24	14:00	15:00	79	0	21	57	1	0	0	0	0	0	0	18	23	27	0	74	3	2	0
06/03/24	15:00	16:00	70	2	14	50	4	0	0	0	0	0	0	18	23	28	2	63	5	0	0
06/03/24	16:00	17:00	49	3	22	24	0	0	0	0	0	0	0	15	20	26	1	43	5	0	0
06/03/24	17:00	18:00	49	2	6	36	5	0	0	0	0	0	0	20	24	29	1	46	2	0	0
06/03/24	18:00	19:00	52	3	19	25	5	0	0	0	0	0	0	16	22	27	1	39	12	0	0
06/03/24	19:00	20:00	28	0	10	16	2	0	0	0	0	0	0	18	22	27	0	21	7	0	0
06/03/24	20:00	21:00	19	1	5	9	4	0	0	0	0	0	0	18	25	31	0	7	10	2	0
06/03/24	21:00	22:00	11	0	1	8	2	0	0	0	0	0	0	22	26	29	0	5	6	0	0
06/03/24	22:00	23:00	7	1	4	1	1	0	0	0	0	0	0	15	19	30	0	5	2	0	0
06/03/24	23:00	24:00	3	0	1	0	2	0	0	0	0	0	0	18	31	39	0	2	1	0	0
06/03/24		06:00-09:00	125	9	39	76	1	0	0	0	0	0	0	15	21	27	1	114	9	1	0
06/03/24		15:00-19:00	220	10	61	135	14	0	0	0	0	0	0	17	22	28	5	191	24	0	0
06/03/24		06:00-22:00	685	29	211	414	31	0	0	0	0	0	0	17	22	27	7	601	67	10	0
06/03/24		00:00-24:00	707	30	220	422	35	0	0	0	0	0	0	18	23	28	7	618	71	10	1



Site No: 29022401

Site: Capel Street, Folkestone

DIRECTION: 2 North Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Thursday	From	To																			
07/03/24	00:00	01:00	1	0	1	0	0	0	0	0	0	0	0	13	13	13	0	0	0	0	1
07/03/24	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
07/03/24	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
07/03/24	03:00	04:00	3	0	0	2	1	0	0	0	0	0	0	21	27	32	0	3	0	0	0
07/03/24	04:00	05:00	1	0	0	1	0	0	0	0	0	0	0	28	28	28	0	1	0	0	0
07/03/24	05:00	06:00	2	0	0	2	0	0	0	0	0	0	0	21	25	29	0	1	0	1	0
07/03/24	06:00	07:00	11	1	2	8	0	0	0	0	0	0	0	20	23	28	0	9	2	0	0
07/03/24	07:00	08:00	35	6	8	19	2	0	0	0	0	0	0	10	21	28	3	30	2	0	0
07/03/24	08:00	09:00	79	6	13	56	4	0	0	0	0	0	0	18	23	28	0	76	3	0	0
07/03/24	09:00	10:00	34	0	13	18	3	0	0	0	0	0	0	17	23	29	0	33	1	0	0
07/03/24	10:00	11:00	43	2	16	23	2	0	0	0	0	0	0	15	22	28	1	37	5	0	0
07/03/24	11:00	12:00	35	1	12	18	4	0	0	0	0	0	0	18	22	29	0	33	2	0	0
07/03/24	12:00	13:00	49	3	21	23	2	0	0	0	0	0	0	18	21	26	0	48	0	1	0
07/03/24	13:00	14:00	52	0	17	32	3	0	0	0	0	0	0	18	22	26	0	48	3	1	0
07/03/24	14:00	15:00	73	1	24	47	1	0	0	0	0	0	0	18	22	27	1	70	2	0	0
07/03/24	15:00	16:00	76	3	42	30	0	1	0	0	0	0	0	14	19	24	0	72	4	0	0
07/03/24	16:00	17:00	59	4	18	34	3	0	0	0	0	0	0	15	21	27	3	53	2	1	0
07/03/24	17:00	18:00	51	0	13	34	4	0	0	0	0	0	0	17	23	27	1	50	0	0	0
07/03/24	18:00	19:00	39	1	24	12	2	0	0	0	0	0	0	15	20	26	0	38	1	0	0
07/03/24	19:00	20:00	30	1	10	15	4	0	0	0	0	0	0	18	23	29	1	29	0	0	0
07/03/24	20:00	21:00	18	1	7	10	0	0	0	0	0	0	0	16	21	26	0	18	0	0	0
07/03/24	21:00	22:00	21	0	9	10	2	0	0	0	0	0	0	18	23	27	0	21	0	0	0
07/03/24	22:00	23:00	8	0	2	6	0	0	0	0	0	0	0	19	24	29	1	7	0	0	0
07/03/24	23:00	24:00	5	0	2	2	1	0	0	0	0	0	0	14	22	25	1	3	0	0	1
07/03/24		06:00-09:00	125	13	23	83	6	0	0	0	0	0	0	16	22	28	3	115	7	0	0
07/03/24		15:00-19:00	225	8	97	110	9	1	0	0	0	0	0	15	21	26	4	213	7	1	0
07/03/24		06:00-22:00	705	30	249	389	36	1	0	0	0	0	0	17	22	27	10	665	27	3	0
07/03/24		00:00-24:00	725	30	254	402	38	1	0	0	0	0	0	17	22	27	12	680	27	4	2
Total			4324	185	1533	2400	199	7	0	0	0	0	0	18	22	27	72	3930	261	46	15


## Appendix C

### Existing Junction Visibility Splays



- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the files. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
  2. Tender or billing drawings shall not be used for construction or the ordering of materials.
  3. Do not scale. All dimensions and levels to be site confirmed.
  4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
  5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
  6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.
  7. If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.
  8. Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings. It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.
  9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.

--- HIGHWAY  
BOUNDARY

P1	INITIAL ISSUE	28/06/2024	ART	LNS	
Rev	Amendments	Date	Dsn	Chk	
Status					
PRELIMINARY					
Client					
CAPEL-LE-FERNE PARISH COUNCIL					
Architect					
Project					
HIGHWAYS ADVICE					
CAPEL-LE-FERNE					
Title					
ASSESSMENT OF VISIBILITY AT					
JUNCTION OF NEW DOVER ROAD,					
CAPEL STREET & CAULDHAM LANE					
Date		Scale @ A1		1:500	
MARCH 2024					
Clients Ref		Project Ref		12993	
<div><div></div><div>Civils &amp; Transport</div><div>Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel:01444 871444 Web: www.gtacivils.co.uk</div></div>					
Drawing Number				Rev.	
12993_100				P1	

## Appendix D

### KCC Accident Record for New Dover Road

Date: 19-September-2023

Time: 13:37:06

Title: **Capel-le-Ferne**

Requested output: **D - Print Crash Report**

Date: 19-September-2023

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

There were 6 reported crashes resulting in injury

# D-PRINT CRASH REPORT

19-Sep-2023

13:37:06

Capel-le-Ferne

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No B2011 Grid 624886E Section 053 Ref 138505N	SLIGHT	22/05/2019	4	09:15	L	Dry	Fine		R.TURN	
	B2011 NEW DOVER RD J/W VICTORIA RD, CAPEL-LE-FERNE									Dover	
	V2 was waiting to turn right into Victoria Rd when V1 collided with the rear of V2.						Veh1, car, NE -> SW Veh2, car, NE -> N			Casualties 1 Vehicles 2	
2	Road No B2011 Grid 624762E Section 053 Ref 138446N	SLIGHT	12/06/2019	4	12:42	L	Wet/Damp	Rain		R.TURN	M/C
	B2011 NEW DOVER RD J/W C228 CAPEL ST, CAPEL-LE-FERNE									Dover	
	V2 been waiting to turn right out of Capel St. A van on New Dover Rd waved V2 out. V2 started to pull out when V1 overtook the van on its offside. V2 could not see V1 and a collision occurred.						Veh1, m/cycle 50 - 125cc, SW -> NE Veh2, car, NW -> SW			Casualties 1 Vehicles 2	
3	Road No B2011 Grid 624755E Section 053 Ref 138448N	SLIGHT	16/12/2019	2	06:43	DRK STL	Wet/Damp	Other		R.TURN	M/C
	B2011 NEW DOVER RD J/W C228 CAPEL ST, CAPEL-LE-FERNE (MAPPED TO COORDS)									Dover	
	R2 was travelling northeast on New Dover Rd when V1 turned right out of Capel St in front of R2 and collided with them. (No age or postcode for V1).						Veh1, car, NW -> SW Veh2, m/cycle 50 - 125cc, SW -> NE			Casualties 1 Vehicles 2	
4	Road No B2011 Grid 624700E Section 053 Ref 138401N	SERIOUS	06/07/2020	2	17:01	L	Dry	Fine			GV
	B2011, NEW DOVER RD, CAPEL-LE-FERNE (MAPPED TO COORDS)									Dover	
	V1 pulled into layby behind burger van, manoeuvred back out into road to do a U turn, colliding with V2 which was driving along the road. (Postcodes for C3 & C4 unknown).						Veh1, car, SW -> SW Veh2, goods < 3.5t, SW -> NE			Casualties 4 Vehicles 2	

## Key Involved

PED Pedestrian  
HGV Heavy Goods Vehicle  
GV Goods Vehicle  
M/C Motor Cycle  
P/C Pedal Cycle  
PSV Bus/Coach

## Street Lighting

L Daylight  
STL Street Lights  
USL Street Lights Unlit  
NSL No Street Lights  
STU Street Lights Unknown

## FACTORS

+VE Positive Breath Test  
R.TURN Right Turn Manoeuvre  
O/TAKE Overtaking Manoeuvre  
S.VEH Single Vehicle

## Special Conditions

ATS OUT Traffic Lights Not Working  
ATS DEF Traffic Lights Defective  
SIGNS Road Signs Defective or Obscured  
RD WRKS Road Works  
Surface Road Surface Defective



# D-PRINT CRASH REPORT

19-Sep-2023  
13:37:06

Capel-le-Ferne  
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
5	Road No B2011 Grid 625300E Section 053 Ref 138657N	FATAL	03/02/2021	4	17:05	DRK STL	Dry	Fine	N	S.VEH	
	B2011 NEW DOVER ROAD - 22 METRES FROM J/W HELENA ROAD, CAPEL-LE-FERNE									Dover	PED
	Pedestrian walking their dog has crossed the road into the path of V1 travelling east along the New Dover Road.						Veh1, car, W -> E			Casualties 1 Vehicles 1	
6	Road No B2011 Grid 624564E Section 053 Ref 138260N	SLIGHT	02/02/2023	5	17:52	DRK STU	Dry	Fine		S.VEH	
	B2011, NEW DOVER RD, CAPEL-LE-FERNE, (MAPPED TO COORDS).									Dover	
	V1 travelling towards Folkestone down Dover Hill. V1 has swerved to miss what is described as an obstruction or pothole. V1 has hit vegetation on the side and the rear and has spun into the wall so the driver could not recover.						Veh1, car, NE -> SW			Casualties 2 Vehicles 1	

## Key Involved

PED Pedestrian  
HGV Heavy Goods Vehicle  
GV Goods Vehicle  
M/C Motor Cycle  
P/C Pedal Cycle  
PSV Bus/Coach

## Street Lighting

L Daylight  
STL Street Lights  
USL Street Lights Unlit  
NSL No Street Lights  
STU Street Lights Unknown

## FACTORS

+VE Positive Breath Test  
R.TURN Right Turn Manoeuvre  
O/TAKE Overtaking Manoeuvre  
S.VEH Single Vehicle

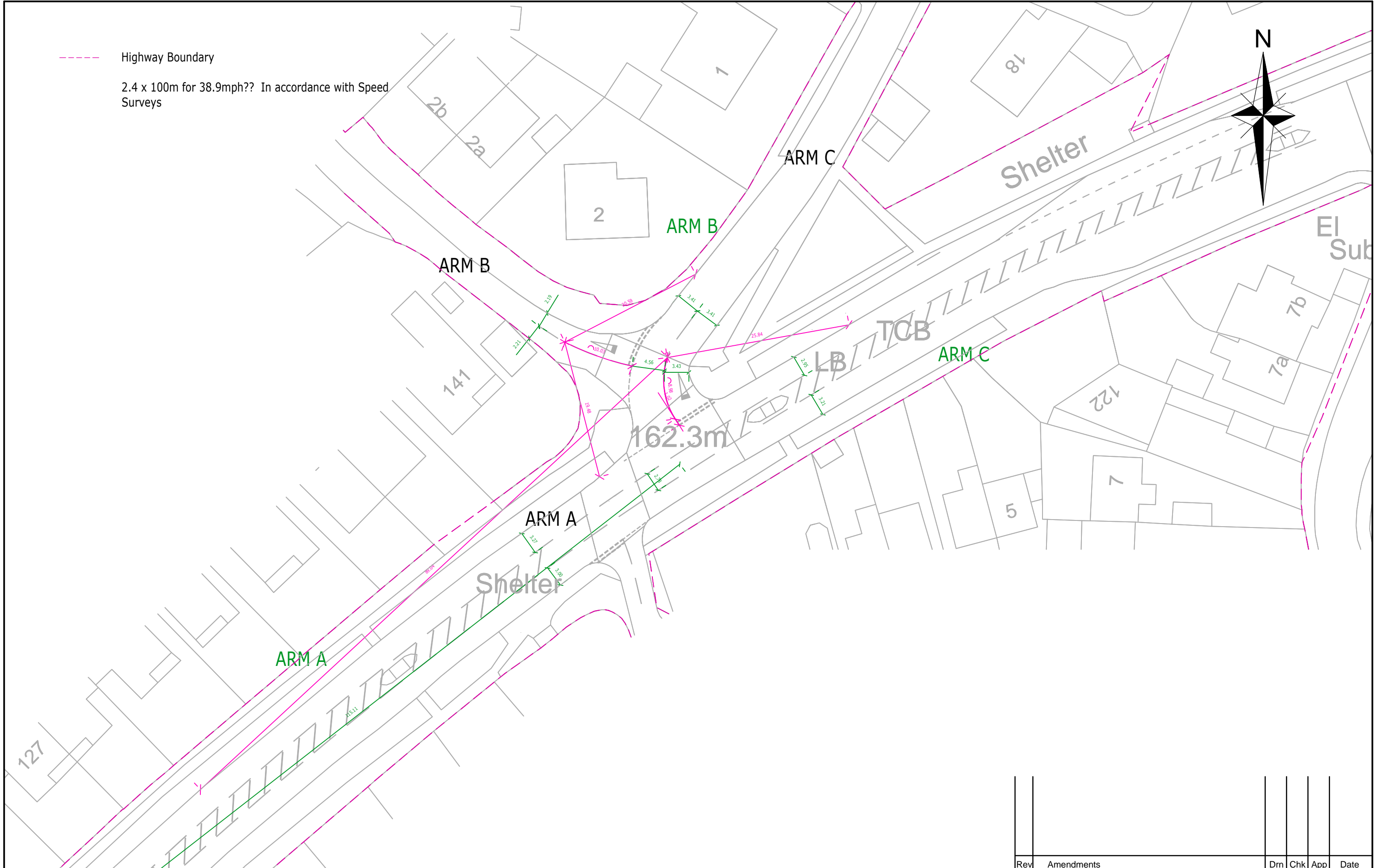
## Special Conditions

ATS OUT Traffic Lights Not Working  
ATS DEF Traffic Lights Defective  
SIGNS Road Signs Defective or Obscured  
RD WRKS Road Works  
Surface Road Surface Defective

## Appendix E

### Junctions 9 Report, Charles & Associates

N



Rev	Amendments	Drm	Chk	App	Date
-----	------------	-----	-----	-----	------

<div><div><input type="checkbox"/> Issued by</div><div>Landmark House Station Road Hook Hampshire RG27 9HA 01256 630420</div></div> <div><input type="checkbox"/> Park House, Park Farm East Malling Trust Estate Bradbourne Lane Aylesford Kent ME20 6SN 01732 448120</div>	Job Title	Client	Scale	Date	Designed	
	Capel Street, Capel-Le-Ferne		1:500	20/07/2020		
	Drawing Title		Drawn	Checked	Approved	
	New Road - Capel Street Geometry		OM	CG	SW	
			Job No	Drawing No		Rev
			18-027	DRAWING NO		003

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.1.7462 © Copyright TRL Limited, 2019							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: 2023-10-17 - New Dover Rd\_Capel Street.j9  
Path: Z:\Shared\Projects\18-027 Capel Street, Capel Le Ferne\Trans\Picady  
Report generation date: 07/02/2024 11:32:53

- »2029 Do Minimum, AM
- »2029 Do Minimum, PM
- »2029 Do Something, AM
- »2029 Do Something, PM

#### Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2029 Do Minimum									
Stream B-AC	D1	0.5	12.70	0.33	B	D2	0.3	12.18	0.25	B
Stream C-AB		0.1	6.34	0.05	A		0.0	6.89	0.05	A
	2029 Do Something									
Stream B-AC	D3	0.6	13.91	0.39	B	D4	0.4	12.75	0.28	B
Stream C-AB		0.1	6.38	0.06	A		0.1	7.00	0.07	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.

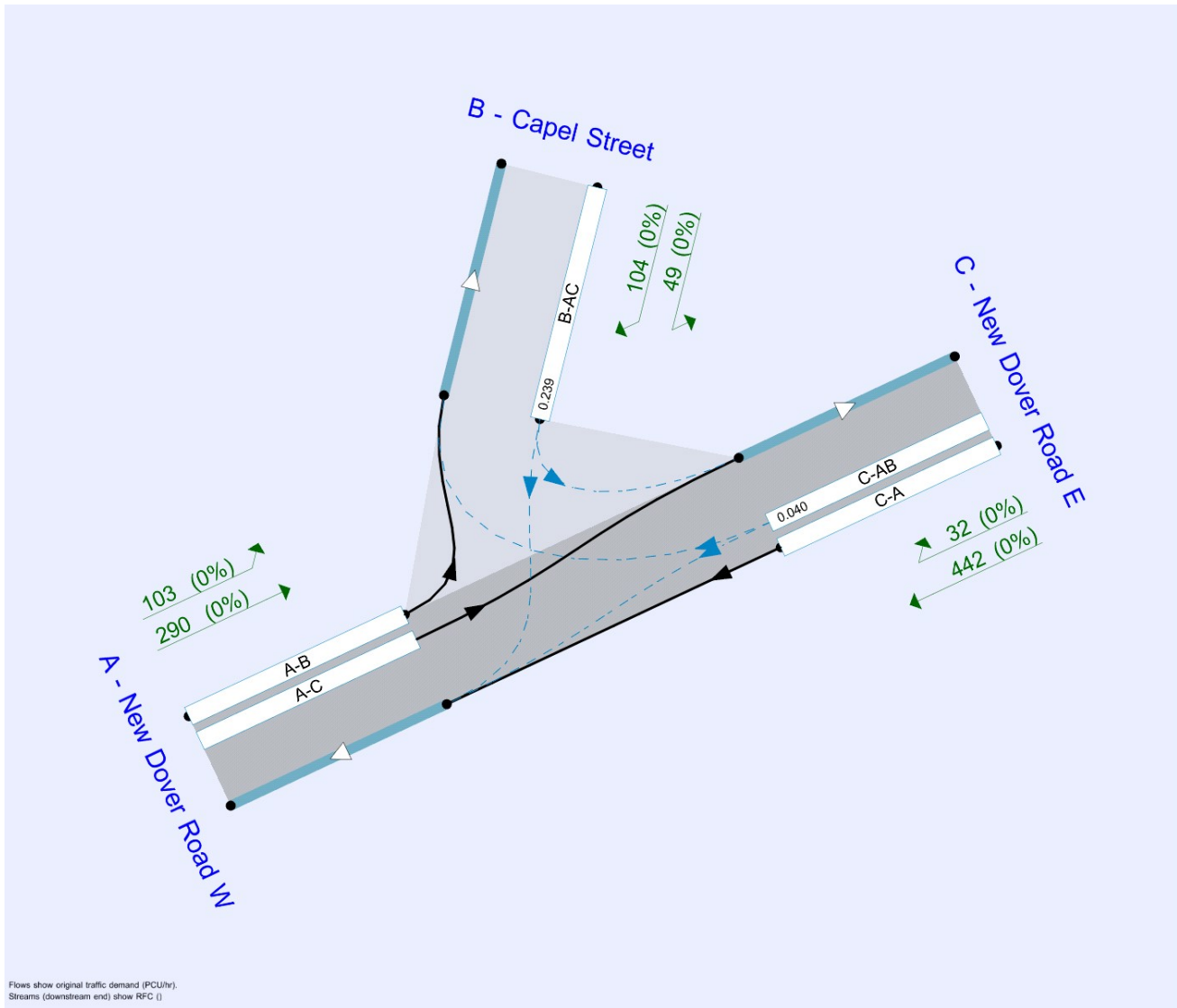
#### File summary

##### File Description

Title	
Location	
Site number	
Date	06/02/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CA-WKS15\Dan
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



### 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 segment length (min)
D1	2029 Do Minimum	AM	ONE HOUR	07:45	09:15	15
D2	2029 Do Minimum	PM	ONE HOUR	16:45	18:15	15
D3	2029 Do Something	AM	ONE HOUR	07:45	09:15	15
D4	2029 Do Something	PM	ONE HOUR	16:45	18:15	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

# 2029 Do Minimum, AM

## Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.82	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	New Dover Road W		Major
B	Capel Street		Minor
C	New Dover Road E		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - New Dover Road E	6.20		✓	2.80	120.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Capel Street	One lane	3.50	26	90

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	557	0.101	0.254	0.160	0.363
B-C	715	0.109	0.274	-	-
C-B	685	0.263	0.263	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## 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)
D1	2029 Do Minimum	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Dover Road W		✓	387	100.000
B - Capel Street		✓	127	100.000
C - New Dover Road E		✓	468	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
		A - New Dover Road W	B - Capel Street	C - New Dover Road E
From	A - New Dover Road W	0	97	290
	B - Capel Street	91	0	36
	C - New Dover Road E	442	26	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - New Dover Road W	B - Capel Street	C - New Dover Road E
From	A - New Dover Road W	0	0	0
	B - Capel Street	0	0	0
	C - New Dover Road E	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	12.70	0.5	B
C-AB	0.05	6.34	0.1	A
C-A				
A-B				
A-C				



## Main Results for each time segment

### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	478	0.200	95	0.2	9.361	A
C-AB	20	619	0.032	20	0.0	6.001	A
C-A	332			332			
A-B	73			73			
A-C	218			218			

### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	455	0.251	114	0.3	10.532	B
C-AB	24	610	0.039	24	0.0	6.147	A
C-A	397			397			
A-B	87			87			
A-C	261			261			

### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	423	0.330	139	0.5	12.650	B
C-AB	30	598	0.050	30	0.1	6.340	A
C-A	485			485			
A-B	107			107			
A-C	319			319			

### 08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	423	0.330	140	0.5	12.702	B
C-AB	30	598	0.050	30	0.1	6.340	A
C-A	485			485			
A-B	107			107			
A-C	319			319			

### 08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	455	0.251	115	0.3	10.590	B
C-AB	24	610	0.039	24	0.0	6.148	A
C-A	397			397			
A-B	87			87			
A-C	261			261			

### 09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	478	0.200	96	0.3	9.425	A
C-AB	20	619	0.032	20	0.0	6.006	A
C-A	332			332			
A-B	73			73			
A-C	218			218			

# 2029 Do Minimum, PM

## Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.34	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)
D2	2029 Do Minimum	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Dover Road W		✓	528	100.000
B - Capel Street		✓	90	100.000
C - New Dover Road E		✓	316	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
		A - New Dover Road W	B - Capel Street	C - New Dover Road E
From	A - New Dover Road W	0	84	444
	B - Capel Street	70	0	20
	C - New Dover Road E	294	22	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - New Dover Road W	B - Capel Street	C - New Dover Road E
From	A - New Dover Road W	0	0	0
	B - Capel Street	0	0	0
	C - New Dover Road E	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	12.18	0.3	B
C-AB	0.05	6.89	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	456	0.149	67	0.2	9.251	A
C-AB	17	587	0.029	17	0.0	6.308	A
C-A	221			221			
A-B	63			63			
A-C	334			334			

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	430	0.188	81	0.2	10.298	B
C-AB	20	570	0.035	20	0.0	6.547	A
C-A	264			264			
A-B	76			76			
A-C	399			399			

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	395	0.251	99	0.3	12.149	B
C-AB	25	547	0.045	25	0.0	6.892	A
C-A	323			323			
A-B	92			92			
A-C	489			489			

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	395	0.251	99	0.3	12.183	B
C-AB	25	547	0.045	25	0.0	6.892	A
C-A	323			323			
A-B	92			92			
A-C	489			489			

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	430	0.188	81	0.2	10.334	B
C-AB	20	570	0.035	20	0.0	6.551	A
C-A	264			264			
A-B	76			76			
A-C	399			399			

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	456	0.149	68	0.2	9.295	A
C-AB	17	587	0.029	17	0.0	6.311	A
C-A	221			221			
A-B	63			63			
A-C	334			334			

# 2029 Do Something, AM

## Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.29	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)
D3	2029 Do Something	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Dover Road W		✓	393	100.000
B - Capel Street		✓	153	100.000
C - New Dover Road E		✓	474	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
From		A - New Dover Road W	B - Capel Street	C - New Dover Road E
	A - New Dover Road W	0	103	290
	B - Capel Street	104	0	49
	C - New Dover Road E	442	32	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
From		A - New Dover Road W	B - Capel Street	C - New Dover Road E
	A - New Dover Road W	0	0	0
	B - Capel Street	0	0	0
	C - New Dover Road E	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	13.91	0.6	B
C-AB	0.06	6.38	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	483	0.239	114	0.3	9.726	A
C-AB	25	621	0.040	24	0.0	6.035	A
C-A	332			332			
A-B	78			78			
A-C	218			218			

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	460	0.299	137	0.4	11.143	B
C-AB	30	612	0.049	30	0.1	6.184	A
C-A	396			396			
A-B	93			93			
A-C	261			261			

#### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	168	427	0.394	168	0.6	13.818	B
C-AB	37	602	0.062	37	0.1	6.376	A
C-A	485			485			
A-B	113			113			
A-C	319			319			

#### 08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	168	427	0.394	168	0.6	13.906	B
C-AB	37	602	0.062	37	0.1	6.379	A
C-A	485			485			
A-B	113			113			
A-C	319			319			

**08:45 - 09:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	460	0.299	138	0.4	11.235	B
C-AB	30	612	0.049	30	0.1	6.188	A
C-A	396			396			
A-B	93			93			
A-C	261			261			

**09:00 - 09:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	483	0.239	116	0.3	9.817	A
C-AB	25	621	0.040	25	0.0	6.038	A
C-A	332			332			
A-B	78			78			
A-C	218			218			

# 2029 Do Something, PM

## Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.59	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)
D4	2029 Do Something	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - New Dover Road W		✓	538	100.000
B - Capel Street		✓	102	100.000
C - New Dover Road E		✓	327	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
		A - New Dover Road W	B - Capel Street	C - New Dover Road E
From	A - New Dover Road W	0	94	444
	B - Capel Street	76	0	26
	C - New Dover Road E	294	33	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - New Dover Road W	B - Capel Street	C - New Dover Road E
From	A - New Dover Road W	0	0	0
	B - Capel Street	0	0	0
	C - New Dover Road E	0	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	12.75	0.4	B
C-AB	0.07	7.00	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	457	0.168	76	0.2	9.423	A
C-AB	25	588	0.043	25	0.0	6.390	A
C-A	221			221			
A-B	71			71			
A-C	334			334			

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	431	0.213	91	0.3	10.592	B
C-AB	30	572	0.053	30	0.1	6.644	A
C-A	264			264			
A-B	85			85			
A-C	399			399			

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	395	0.285	112	0.4	12.707	B
C-AB	38	552	0.069	38	0.1	7.004	A
C-A	322			322			
A-B	103			103			
A-C	489			489			

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	395	0.285	112	0.4	12.750	B
C-AB	38	552	0.069	38	0.1	7.004	A
C-A	322			322			
A-B	103			103			
A-C	489			489			

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	431	0.213	92	0.3	10.640	B
C-AB	30	572	0.053	30	0.1	6.648	A
C-A	264			264			
A-B	85			85			
A-C	399			399			

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	457	0.168	77	0.2	9.478	A
C-AB	25	588	0.043	25	0.0	6.393	A
C-A	221			221			
A-B	71			71			
A-C	334			334			

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.1.7462 © Copyright TRL Limited, 2019							
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Filename: 2023-11-23 - Access\_Capel Street.j9

Path: Z:\Shared\Projects\18-027 Capel Street, Capel Le Ferne\Trans\Picady

Report generation date: 31/01/2024 12:42:34

- »2029 Do Minimum, AM
- »2029 Do Minimum, PM
- »2029 Do Something, AM
- »2029 Do Something, PM

### Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2029 Do Minimum									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 Do Something									
Stream B-AC	D3	0.1	8.33	0.08	A	D4	0.0	7.95	0.04	A
Stream C-AB		0.0	5.26	0.01	A		0.0	5.40	0.01	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.

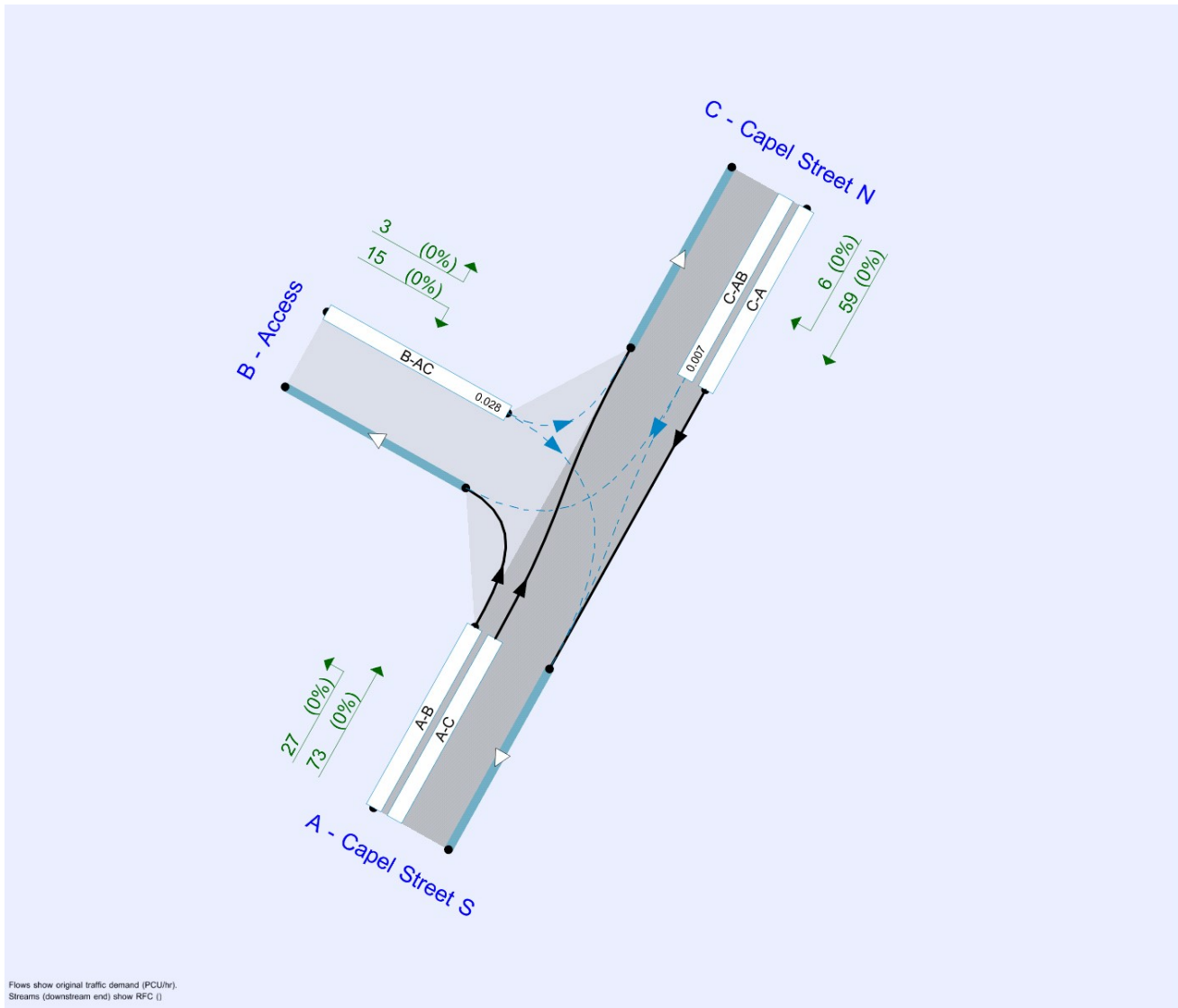
### File summary

#### File Description

Title	
Location	
Site number	
Date	23/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CA-LTP06\Olivia McGarrick
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

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 segment length (min)
D1	2029 Do Minimum	AM	ONE HOUR	07:45	09:15	15
D2	2029 Do Minimum	PM	ONE HOUR	16:45	18:15	15
D3	2029 Do Something	AM	ONE HOUR	07:45	09:15	15
D4	2029 Do Something	PM	ONE HOUR	16:45	18:15	15

## Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

# 2029 Do Minimum, AM

## Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	Capel Street S		Major
B	Access		Minor
C	Capel Street N		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Capel Street N	7.60			150.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Access	One lane	2.75	20	22

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	483	0.082	0.207	0.130	0.295
B-C	622	0.089	0.224	-	-
C-B	661	0.238	0.238	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## 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)
D1	2029 Do Minimum	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Capel Street S		✓	98	100.000
B - Access		✓	0	100.000
C - Capel Street N		✓	94	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
		A - Capel Street S	B - Access	C - Capel Street N
	From			
	A - Capel Street S	0	0	98
	B - Access	0	0	0
	C - Capel Street N	94	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - Capel Street S	B - Access	C - Capel Street N
	From			
	A - Capel Street S	0	0	0
	B - Access	0	0	0
	C - Capel Street N	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

## Main Results for each time segment

### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	522	0.000	0	0.0	0.000	A
C-AB	0	643	0.000	0	0.0	0.000	A
C-A	71			71			
A-B	0			0			
A-C	74			74			

### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	517	0.000	0	0.0	0.000	A
C-AB	0	640	0.000	0	0.0	0.000	A
C-A	85			85			
A-B	0			0			
A-C	88			88			

### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	511	0.000	0	0.0	0.000	A
C-AB	0	635	0.000	0	0.0	0.000	A
C-A	103			103			
A-B	0			0			
A-C	108			108			

### 08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	511	0.000	0	0.0	0.000	A
C-AB	0	635	0.000	0	0.0	0.000	A
C-A	103			103			
A-B	0			0			
A-C	108			108			

### 08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	517	0.000	0	0.0	0.000	A
C-AB	0	640	0.000	0	0.0	0.000	A
C-A	85			85			
A-B	0			0			
A-C	88			88			

### 09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	522	0.000	0	0.0	0.000	A
C-AB	0	643	0.000	0	0.0	0.000	A
C-A	71			71			
A-B	0			0			
A-C	74			74			

# 2029 Do Minimum, PM

## Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	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)
D2	2029 Do Minimum	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Capel Street S		✓	73	100.000
B - Access		✓	0	100.000
C - Capel Street N		✓	59	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
		A - Capel Street S	B - Access	C - Capel Street N
From	A - Capel Street S	0	0	73
	B - Access	0	0	0
	C - Capel Street N	59	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - Capel Street S	B - Access	C - Capel Street N
From	A - Capel Street S	0	0	0
	B - Access	0	0	0
	C - Capel Street N	0	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	528	0.000	0	0.0	0.000	A
C-AB	0	648	0.000	0	0.0	0.000	A
C-A	44			44			
A-B	0			0			
A-C	55			55			

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	525	0.000	0	0.0	0.000	A
C-AB	0	645	0.000	0	0.0	0.000	A
C-A	53			53			
A-B	0			0			
A-C	66			66			

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	521	0.000	0	0.0	0.000	A
C-AB	0	642	0.000	0	0.0	0.000	A
C-A	65			65			
A-B	0			0			
A-C	80			80			

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	521	0.000	0	0.0	0.000	A
C-AB	0	642	0.000	0	0.0	0.000	A
C-A	65			65			
A-B	0			0			
A-C	80			80			

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	525	0.000	0	0.0	0.000	A
C-AB	0	645	0.000	0	0.0	0.000	A
C-A	53			53			
A-B	0			0			
A-C	66			66			

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	528	0.000	0	0.0	0.000	A
C-AB	0	648	0.000	0	0.0	0.000	A
C-A	44			44			
A-B	0			0			
A-C	55			55			

# 2029 Do Something, AM

## Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.19	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)
D3	2029 Do Something	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Capel Street S		✓	110	100.000
B - Access		✓	32	100.000
C - Capel Street N		✓	97	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
		A - Capel Street S	B - Access	C - Capel Street N
From	A - Capel Street S	0	12	98
	B - Access	26	0	6
	C - Capel Street N	94	3	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - Capel Street S	B - Access	C - Capel Street N
From	A - Capel Street S	0	0	0
	B - Access	0	0	0
	C - Capel Street N	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	8.33	0.1	A
C-AB	0.01	5.26	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	479	0.050	24	0.1	7.910	A
C-AB	3	687	0.004	3	0.0	5.261	A
C-A	71			71			
A-B	9			9			
A-C	74			74			

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	474	0.061	29	0.1	8.085	A
C-AB	3	692	0.004	3	0.0	5.226	A
C-A	84			84			
A-B	11			11			
A-C	88			88			

#### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	467	0.075	35	0.1	8.332	A
C-AB	4	699	0.006	4	0.0	5.177	A
C-A	103			103			
A-B	13			13			
A-C	108			108			

#### 08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	467	0.075	35	0.1	8.334	A
C-AB	4	699	0.006	4	0.0	5.177	A
C-A	103			103			
A-B	13			13			
A-C	108			108			

**08:45 - 09:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	474	0.061	29	0.1	8.090	A
C-AB	3	692	0.004	3	0.0	5.226	A
C-A	84			84			
A-B	11			11			
A-C	88			88			

**09:00 - 09:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	479	0.050	24	0.1	7.918	A
C-AB	3	687	0.004	3	0.0	5.263	A
C-A	71			71			
A-B	9			9			
A-C	74			74			

# 2029 Do Something, PM

## Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.97	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)
D4	2029 Do Something	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Capel Street S		✓	100	100.000
B - Access		✓	18	100.000
C - Capel Street N		✓	65	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
		A - Capel Street S	B - Access	C - Capel Street N
From	A - Capel Street S	0	27	73
	B - Access	15	0	3
	C - Capel Street N	59	6	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - Capel Street S	B - Access	C - Capel Street N
From	A - Capel Street S	0	0	0
	B - Access	0	0	0
	C - Capel Street N	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.95	0.0	A
C-AB	0.01	5.40	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	482	0.028	13	0.0	7.685	A
C-AB	5	671	0.007	5	0.0	5.399	A
C-A	44			44			
A-B	20			20			
A-C	55			55			

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	478	0.034	16	0.0	7.795	A
C-AB	6	674	0.009	6	0.0	5.390	A
C-A	53			53			
A-B	24			24			
A-C	66			66			

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	473	0.042	20	0.0	7.949	A
C-AB	7	677	0.011	7	0.0	5.377	A
C-A	64			64			
A-B	30			30			
A-C	80			80			

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	473	0.042	20	0.0	7.949	A
C-AB	7	677	0.011	7	0.0	5.379	A
C-A	64			64			
A-B	30			30			
A-C	80			80			

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	478	0.034	16	0.0	7.797	A
C-AB	6	674	0.009	6	0.0	5.390	A
C-A	53			53			
A-B	24			24			
A-C	66			66			

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	482	0.028	14	0.0	7.689	A
C-AB	5	671	0.007	5	0.0	5.400	A
C-A	44			44			
A-B	20			20			
A-C	55			55			





## Civil Engineering - Transport Planning - Flood Risk

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