Dover District Council

REGULATION 18 DRAFT LOCAL PLAN ASSESSMENT

Forecasting Report



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JANUARY 2021

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Dover District Council

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Forecasting Report

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EXECUTIVE SUMMARY

WSP were commissioned by Dover District Council (DDC) to undertake forecast transport modelling required to assess the emerging Local Plan proposals. The assessment of the potential allocations will provide DDC and Kent County Council (KCC) evidence of the impacts that the Local Plan sites might have on the existing highway network and assist in identifying key locations or junctions that may require mitigations measure to support the Local Plan developments.

The purpose of this report is to document the details of the forecast modelling process used to assess the Dover Local Plan development sites. The report outlines the methodology used for the development of the forecast matrices and forecast networks, it also describes the details of the potential development sites modelled and their results.

This report outlines the potential site allocations which will feed into the 2040 Do Minimum and Do Something scenarios including the completed and committed developments and highway schemes, background growth and potential Local Plan sites. This forecasting report outlines the results for a Do Minimum, Do Something scenario, accessing the impact of a 2040 forecast year, with and without the Local Plan.

Following a review of the Do Something impacts on the existing highway network and in comparison to the Do Minimum, a Refined Do Something scenario has been developed with a reduced number of residential and employment allocations and significantly less housing and jobs proposed within the Local Plan allocations that will be taken forward to Reg18 and consulted upon.

It is noted at this stage that mitigation has not been included in this report but follow-on work will include reviewing the impacts of the Local Plan proposals and determining suitable mitigation to lessen the impacts, primarily around improving the forecast operation and capacity at Whitfield Roundabout and Duke of York Roundabout.

FORECASTING APPROACH

To assess the impacts of the Dover Local Plan sites, a 2040 Do Minimum, Do Something and Refined Do Something scenario were developed to represent Dover District growth and development.

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

The 2040 Do Minimum and both Do Something forecast scenarios have been developed in VISUM 15, which was used to developed and validate the 2015 Dover and Deal Transport Model (DDTM) base model.

This report outlines the proposed assumptions which will feed into the 2040 DDTM including the committed developments, which will be explicitly modelled, and the committed highway schemes.

FORECAST TRANSPORT INFRASTRUCTURE

DDC provided WSP with completed and forecast network changes up to April 2020; for the purpose of the DDTM forecasting and assessment, transport highway infrastructure schemes which are completed, committed and any network changes associated with access arrangements for explicitly modelled developments have been incorporated in the forecasting models. The network changes incorporated in the forecasting model are discussed in greater depth in **Chapter 3**.

FORECAST DEMAND

DDC provided a development uncertainty log to WSP which contained the uncertainty status of a series of housing and employment developments within the respective local authority detailing the committed housing and employment growth expected between the model year 2015 and the proposed forecast year, 2040. DDC provided the following information:

- **Completions**: housing and employment completions between 2015 and 2020; and
- **Extant Sites**: housing and employment sites with consented planning permission that are forecast to be delivered before 2040.

In the Do Minimum scenario, only those residential and employment sites with planning consent, and thus classified as 'Near Certain' using DfT TAG Guidance, will be included. A list of all developments included within the Do Minimum scenario have been detailed in **Appendix C** and **Appendix D**.

The net increase of dwellings and jobs have been provided to WSP by DDC and are split into completions between 2015 to 2020, and extant sites with planning permission forecast to be build out before the forecast year of 2040; the modelled development included in the Do Minimum is summarised in **Table 1**.

Table 1: Dover Authority Housing and Job Growth Predictions (DM Scenario)

Housing Growth Origin	Net Increase Dwellings	Net Increase Jobs
Completions 2015 to 2020	2,097	389
DDC 2020 to 2040 Extant sites with Planning Permission	4,655	3,366
Total	**6,752**	**3,355**

For the Do Minimum scenario, TEMPro background growth has not been applied within Dover district and instead the sole growth within Dover will come from the completions and consented sites. TEMPro growth has been applied to zones outside of the Dover district boundary.

LOCAL PLAN ASSESSMENT

Do Something

The Do Something Local Plan assessment has been developed using the Do Minimum scenario as a base and adding on projected growth from potential site allocations, provided by DDC. The trip generation associated with the potential housing and employment allocations likely to come forward in the emerging Local Plan are the only changes between the 2040 Do Minimum scenario and Do Something scenario.

Table 2 summarises the net housing and employment in the Do Something site.

Table 2: Net Housing and Employment, Do Something vs Do Minimum

	Net Dwellings	Net Jobs	Net SQM
Local Plan Sites	11,610	5,526	124,488

Modelling the Do Something scenario allows for comparison against the Do Minimum assignments for conclusions to be drawn as to whether mitigation on the existing highway network might be necessary and assist in identifying locations where this may be the case.

Additional network detail has been incorporated into the Do Something scenario to reflect the proposed access location for the Local Plan allocations and to represent highway changes associated with Connaught Barracks and Whitfield Urban Expansion. In summary, these changes included the stopping up of Dover Road north of Castle Hill Rd. the inclusion of Whitfield Urban Expansion development road, A2 at-grade roundabout with a northbound priority lane and a new junction on the A256.

Refined Do Something

Table 3 summarises the net increase of housing and jobs included in the Refined Do Something scenario compared with the Do Something and Do Minimum Scenario.

Table 3: Net Housing and Employment

	Net Dwellings	Net Jobs	Net SQM
Refined Do Something vs Do Something	-901	-4,880	-109,156
Refined Do Something vs Do Minimum	10,709	646	15,332

The total housing and employment modelled in the Refined Do Something Scenario is summarised in **Table 4**.

Table 4: Total Housing and Employment, Refined Do Something Scenario

Do Something Scenario	Total Dwellings	Total Jobs	Total SQM
Completions 2015 -2020	2,097	389	39,241
Extant Planning Permission	4,655	3,366	188,725
Local Plan Sites	10,709	646	15,332
Total	**17,461**	**4,401**	**243,298**

RESULTS

This report discusses and presents the impacts of completed and consented growth, comparing the 2040 Do Minimum to the 2015 DDTM Base, and the impacts of the refined proposed Local Plan sites, comparing the 2040 Refined Do Something and Do Minimum. A volume over capacity assessment was undertaken on links and junctions to further understand the level of impacts experiences, and whether there are beneficial or adverse. A summary table demonstrating links and nodes with a V/C exceeding 85% is shown in **Table 5.**

Table 5: Links/Nodes Exceeding 85% V/C (in at least one scenario or time period)

	Network Location within DDTM Study Area	Do Minimum		Refined Do Something	
		AM Peak	PM Peak	AM Peak	PM Peak
Link	A258 London Road SB	97%	97%	97%	97%
	A258 London Road NB	107%	96%	107%	109%
	A258 Sandwich Road/ Deal Road Rbt circulatory arm	108%	88%	108%	100%
	London Road NB	94%	60%	92%	72%
	London Road/ Manor Road Circulatory Arm	108%	82%	117%	89%
	Folkstone Road Eastbound	79%	83%	92%	90%
	London Road/ Whitfield Hill Circulatory Arm	79%	87%	88%	89%
	Castle Hill Road/ St James Street SB	65%	98%	75%	108%
	A2 SB (parallel to Singledge Lane)	62%	66%	58%	88%
Node	Whitfield Dumbbells (N) South Approach	45%	67%	55%	107%
	A256/ A2 Eastbound on-slip	69%	51%	92%	75%
	London Road/ Whitfield Hill	62%	80%	61%	82%
	Whitfield Roundabout, Whitfield Hill Approach	99%	101%	102%	110%
	Whitfield Roundabout, A2 West Approach	95%	99%	94%	94%
	Whitfield Roundabout, Honeywood Road Approach	83%	93%	98%	100%
	Whitfield Roundabout, Sandwich Road North Approach	110%	104%	107%	105%
	Whitfield Roundabout, A2 East Approach	103%	83%	103%	99%
	Duke of York Rbt - A258 Deal Road North Entry	109%	65%	104%	87%
	Duke of York Rbt - A258 Deal Road South Exit	89%	97%	93%	106%
	Duke of York Rbt - A258 Deal Road South Approach	89%	102%	100%	110%
	Duke of York Rbt - A2 West Approach	104%	102%	119%	103%
	A265/ Richmond Way Roundabout, A256 South Approach	54%	89%	57%	97%
	Dover Road/ Boys Hill Roundabout, Barville Road Approach	52%	63%	56%	85%
	Dover Road/ Boys Hill Roundabout, A256 North Approach	101%	72%	113%	92%
	London Road/ Manor Road, London Rd North Approach	67%	85%	80%	93%
	Western Heights Roundabout, Eastern Approach	82%	58%	88%	55%
	Linekiln Roundabout, Eastern Approach	79%	60%	86%	57%
	Limekiln Street/ Union Street Entrance	88%	74%	89%	73%
	Limekiln Street/ union Street Exit	84%	70%	85%	69%
	B2011 Roundabout; Folkstone Road Approach	81%	90%	96%	100%
	Sandwich Rd/ Deal Road Roundabout, A258 East Approach	110%	74%	116%	93%

	Sandwich Rd/ Deal Road Roundabout, Sandwich Road South Approach	95%	88%	106%	105%
	Sandwich Rd/ Deal Road Roundabout, A256 North Approach	105%	113%	97%	97%

The summary of V/C impacts demonstrates that Whitfield Roundabout and the Duke of York Roundabout primarily, are operating over capacity in the AM and PM peak, in both the Do Minimum and Refined Do Something 2040 scenarios.

Strategic models are useful in indicating locations where capacity constraint might occur, after WSP's recommendation that the specific impacts of Local Plan allocations on these junctions are investigated further in localised junction models.

WSP have modelled Whitfield and DoY roundabouts in local junction models to determine the impacts at a refined level. It is expected that proposed improvements or mitigation at these roundabouts could reduce the delay and subsequent re-routing along rural routes. Any changes will be put back into the strategic model at a later date to determine the strategic impacts of any proposed mitigation at these junctions. This is likely to occur between Reg18 and Reg19.

LOCAL JUNCTION MODELS

Following a review of the highway impacts of the Do Minimum and Refined Do Something strategic models and after recommendation from WSP to DDC, a more detailed junction modelling exercise have been undertaken at the following key junctions to determine the impacts of the delays and operation:

- Duke of York roundabout;
- Whitfield roundabout; and
- London Road / Manor Road roundabout.

With the junction models WSP are further able to determine a more accurate picture of the likely operation of the junctions in the forecast scenarios and help to determine suitable mitigation for these junctions if they are exceeding capacity in the Do Minimum scenario and the problem is further exacerbated with the implementation of the local plan developments.

The high-level results for each junction are included in **Table 6** to **Table 8**.

Table 6: Whitfield Roundabout Junction Assessment

Base Year				
	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
A2 West	12	0.93	5	0.82
A258 Sandwich Road	9	0.92	2	0.53
A2 East	2	0.56	1	0.41
Honeywood Road	4	0.76	3	0.74
Whitfield Hill	12	0.95	14	0.96
2040 Do Minimum				
	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
A2 West	59	1.06	38	1.03
A258 Sandwich Road	6	0.86	5	0.83
A2 East	4	0.77	3	0.68
Honeywood Road	92	1.19	165	1.33
Whitfield Hill	245	1.56	658	2.01
2040 Refined Do Something				
	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
A2 West	76	1.08	55	1.05
A258 Sandwich Road	12	0.95	3	0.73
A2 East	5	0.82	4	0.78
Honeywood Road	206	1.49	232	1.52
Whitfield Hill	216	1.51	517	1.85

Table 7: Duke of York Roundabout Junction Assessment

Base Year				
	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
A258 Deal Road	10	0.92	1	0.32
A2 East	1	0.43	2	0.50
A258 Castle Hill Road	1	0.47	2	0.58
A2 West	4	0.79	2	0.54
2040 Do Minimum				
	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
A258 Deal Road	6	0.85	2	0.52
A2 East	2	0.55	2	0.55
A258 Castle Hill Road	10	0.92	3	0.74
A2 West	21	0.97	6	0.84
2040 Refined Do Something				
	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
A258 Deal Road	6	0.85	2	0.52
A2 East	2	0.55	2	0.55
A258 Castle Hill Road	10	0.92	3	0.74
A2 West	21	0.97	6	0.84

Similarly, to both Whitfield and Duke of York roundabouts, the London Road junction with Manor Road shows that the increase in flows result in a significant growth in queue lengths in the future year Do Minimum and Refined Do Something scenarios, see Table 8 implying that the junction exceeds capacity. This is particularly notable in the AM peak, where queues significantly grow in the future scenarios, implying that the junction exceeds capacity with future flow growth. In the PM peak, queue lengths increase substantially between the Do Minimum and Do Something scenario, implying that the Do Something scenario causes the junction to exceed capacity in this peak period.

Table 8: London Road / Manor Road VISSIM Average Queue Lengths (m)

	AM Peak			PM Peak		
	Base	DM	DS	Base	DM	DS
London Road (NE)	53	181	198	29	74	161
Manor Road	63	238	238	24	77	235
Rectory Road	14	37	206	5	40	172
London Road (NW)	32	198	350	16	62	152

EXTERNAL LOCAL PLAN SITES

Proposed Local Plan sites that are situated outside of the DDTM Study Area have been assessed in excel models, developed using 2019 observed count data and growth factors from the 2040 Do Minimum models. Trip generation was undertaken using agreed trip rates and the trips were distributed using 2011 Census Journey to Work data, further details on trip rates and the aggregation of the sites into clusters can be found in Chapter 8.

Flow diagrams have been produced to represent the Refined Do Something network outside of the study area and growth between the Refined Do Something and Do Minimum has been presented for each link and turning movement. The excel modelling exercise demonstrated that the junctions in **Table 9** are forecast to experience the most significant increases in vehicle volumes.

Table 9: Excel Modelling Results, Do Minimum vs Refined Do Something increases

	AM Peak		PM Peak	
	Actual Difference	% Difference	Actual Difference	% Difference
A257 High Street / Harrison Rd / B2046 High Street / A257 Canterbury Rd	207	9.70%	194	8.03%
B2046 Adisham Rd / Dorman Avenue	408	23.35%	370	17.90%
B2046 Adisham Rd / Spinney Lane	631	29.41%	536	24.24%
A257 / Sandwich Bypass / Ash Rd	173	4.36%	173	4.56%
Ramsgate Rd / Sandwich Bypass	168	4.31%	166	4.33%
A256 Sandwich Bypass / A258 Deal Rd / A256 (S)	136	4.82%	145	5.55%
A258 Deal Road W / E / S	103	4.65%	86	4.19%
High Street / Church Street / Brooke Street / Lower Street	11	2.69%	8	2.28%
Wigmore Lane / Shooters Hill / Shepherdswell Rd / Church Hill	167	20.34%	149	21.87%
A260 Canterbury Rd / Alkham Valley Rd	91	3.27%	97	3.83%

RECOMMENDATIONS

It is recommended that WSP work with DDC, KCC and HE to determine suitable mitigation strategies for the Whitfield and Duke of York Roundabouts. Once they have been assessed in local junction models and their suitability for improving capacity and operation confirmed, it is recommended that a refined Do Something with mitigation scenario is ran in VISUM to determine the strategic impacts of incorporating mitigation at these junctions.

It is also noted that the forecast scenarios presented throughout this Draft Reg18 Local Plan site allocations Forecasting Reporting, do not currently consider any modal shift assumptions such as the introduction of the Bus Rapid Transit (BRT) or any long-term travel behaviour changes which could remain in the district after the coronavirus pandemic. Mitigation of this kind could help to relieve congestion at the London Road / Manor Road mini-roundabout which is more constrained by existing network layout and would be useful to assess within the 2040 refined Do Something strategic models.

1

INTRODUCTION

PUBLIC

1 INTRODUCTION

1.1 INTRODUCTION

1.1.1. WSP were commissioned by Dover District Council (DDC) to undertake forecast transport modelling required to assess the Local Plan proposals. The assessment of the allocations will provide DDC and Kent County Council (KCC) evidence of the impacts that the draft reg18 Local Plan sites will have on the existing highway network, specific junctions and assist in identifying potential mitigation measures required to support the allocations.

1.1.2. The Dover and Deal Transport Model (DDTM) was developed using the PTV VISUM software and is based on the 2015 Dover Transport Model (DTM) which has been agreed by Highways England (HE) and Kent County Council (KCC) as being 'fit for purpose'. The DDTM enhances the model within the Deal area and as part of the model refinement process, additional observed data was collected within Deal and matched within the base year model. The LMVR report concluded that following the localised calibration and validation of the DDTM model provides a robust basis from which to create forecast models and assignment for the Dover Local Plan proposals. KCC and HE also confirmed that the model was 'fit for purpose' as a base for forecast assessments.

1.1.3. WSP have undertaken model analysis, for both the AM and PM peak, of the transportation impacts of delivering housing proposals associated with the Dover District Council Local Plan using a 2040 DDTM forecast model.

1.1.4. A Do Minimum assessment has been developed to determine the impacts in a forecast scenario in which committed developments and infrastructure are delivered, but without the Local Plan proposed site allocations.

1.1.5. A Do Something scenario has been development to consider the impacts of the Local Plan sites in addition to the consented growth.

1.1.6. Following a review of the impacts of the Do Something scenario, in October 2020 DDC provided WSP with a refined list of allocations for the proposed Local Plan sites to assess the impacts that the refined allocations have on the network. The Refined Do Something has been compared to both the Do Something (including the original full list of potential site allocations) and the Do Minimum. The Refined Do Something includes the proposed housing and employment allocations to be taken forward to Reg18.

1.1.7. This report details the background information of the DDTM, the forecast methodology which has been agreed with DDC, KCC and HE for undertaking this assessment and presents the impacts on the highway network of the Do Minimum (DM), the Do Something (DS) and the Refined Do Something (RDS).

1.2 MODEL EXTENT

1.2.1. The DDTM has a base year of 2015 based on an average Monday to Thursday for neutral months. The following time periods have been modelled:

- AM peak hour (0800-0900); and
- PM peak hour (1700-1800).

1.2.2. The DDTM Study Area is shown in **Figure 1-1;** this represents the area of detailed modelling and links within the simulation area. Areas outside the red boundary are modelled in considerably less detail and assessing impacts on existing highway network outside of the study area is **Figure 1-1**.



Figure 1-1: **DDTM Study Area**

1.3 MODEL SCENARIOS

1.3.1. The Do Minimum model scenario was created based on the validated base networks, that consider the schemes completed between 2015-2020 and consented schemes forecast to be built out before 2040. The Do Minimum scenario includes the trip generation from an increase of approximately 3,366 jobs and 4,680 dwellings between 2015 and 2040.

1.3.2. WSP have assessed a worst case Do Something scenario, consisting of potential housing and employment site allocations which were being considered by DDC at the time of development, and developed based upon information on the location and development quantum of the potential housing and employment site allocations provided by DDC; this scenario contains more development than is needed to meet the development requirements of the Local Plan. Within the Dover district, the potential allocations are the only housing and employment growth expected between 2040 Do Minimum scenario and the 2040 Do Something scenario.

1.3.3. The Do Something scenario includes development trips generated by the inclusion of approximately 11,610 dwellings and 5,526 jobs across approximately 124,488sqm of employment space. At the time of the Do Something model development, it was considered that there was an extant planning permission for 22,297sqm of B1a/B1c employment at Betteshanger which would be replaced by the potential 250 dwellings and 2,500sqm B1/B2/B8 employment included within the Do Something potential allocations. As such, the Do Something assessment considers the net impact of these sites as opposed to the impact of the potential allocation in full; this is discussed in further detail in Section 6.5.

1.3.4. Following a review of the impacts of the Do Something scenario, DDC subsequently provided a refined list of developments which form the draft Reg18 site allocations assessed within the Refined Do Something (rDS).

Changes incorporated as part of the refined Do Something included the assessment of the full potential allocation at Betteshanger (with extant permission removed from the Do Minimum), the removal of five employment sites and altered 35 residential sites, either removing them or reducing the total number of dwellings.

1.3.5. The Refined Do Something containing the draft Reg18 site allocations has been compared to both the Do Something (with the full list of potential site allocations) and the Do Minimum. The refined Do Something scenario provides an additional 646 jobs and 10,709 dwellings, when compared to the Do Minimum; this equates to a reduction of approximately 901 dwellings and 4,880 jobs compared to the Do Something scenarios, as shown in **Table 1-1.**

Table 1-1: 2040 Dwellings and Jobs by Scenario

Scenario	Dwellings	Jobs
2040 Do Minimum	6,752	3,755
2040 Do Something	18,362	9,281
2040 Refined Do Something	17,461	4,401

1.3.6. The sites proposed within the Local Plan, as well as their access arrangements and specific trip generation, have been presented in detail within Chapter 5. The impacts of including the potential site allocations is shown in Chapter 7 where flow increases at key junction within Dover and Deal are discussed.

1.4 PURPOSE OF THE REPORT

1.4.1. The purpose of this report is to document the details of the forecast modelling process used to assess the Dover Local Plan development sites. The report outlines the methodology used for the development of the forecast matrices and forecast networks, it also describes the details of the proposed developments modelled and their results. The analysis within this Forecasting Report has been undertaken and presented to support DDC's Regulation 18 (Reg18) draft Local Plan which will be consulted on for 8 weeks between January and March 2021.

1.4.2. This forecasting report outlines the methodology and results for a Do Minimum, Do Something and refined Do Something scenarios, explained in detail within Chapter 2 and summarised below:

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

1.4.3. This report outlines the proposed assumptions which will feed into the 2040 DDTM including the committed developments, which will be explicitly modelled, and the committed highway schemes.

1.5 SUMMARY OF THE FORECASTING PROCESS

1.5.1. To assess the Local Plan potential allocations, it was necessary to build demand trip matrices in relation to the forecast year 2040 for the Do Minimum, Do Something and Refined Do Something Scenarios. These have been determined using the following:

- **Committed Developments** – these were informed by Uncertainty logs provided to WSP by DDC;
- **Car Background Growth** – provided by National Trip End Model (NTEM) 7.2 growth factors, with committed development housing and employment removed to avoid double counting; and
- **2018 National Road Traffic Forecasts** (RTF) – inform the Light Goods Vehicle (LGV) and Heavy Goods Vehicle (HGV) forecast growth.

- **Port of Dover Growth** – Growth levels agreed with Port of Dover, presented in greater detail in Chapter 4.

1.5.2. The committed development, car background growth, 2018 National Road Traffic Forecast growth and Port of Dover growth are consistent between the Do Minimum and Do Something scenarios. The only difference therefore between the Do Something and Do Minimum scenarios is the inclusion of Local Plan allocation and associated infrastructure.

1.5.3. To inform the assessment of the DDTM, forecast networks were developed that included committed infrastructure schemes assumed to be delivered between the 2015 model base year and 2040. The development of the forecast networks is discussed within Chapter 3. The methodology for developing forecast matrices, along with site specific trip generation for consented applications within Dover District and the inputs used, is discussed within Chapter 4.

1.5.4. Network changes related to the potential Local Plan allocations and associated development, are presented in Chapter 5. The forecasting methodology for assessing the proposed schemes, such as the infrastructure at Whitfield Urban Expansion, was agreed with DDC prior to finalising the transport modelling.

1.6 STRUCTURE OF REPORT

1.6.1. The purpose of this report is to summarise the work carried out by WSP in the development of the 2040 Do Minimum and Do Something DDTM forecast models and to assess the implementation of the draft reg18 site allocations within the Local Plan. This report is structured as follows:

- **Chapter 2**: Forecast Approach;
- **Chapter 3**: Forecast Transport Infrastructure;
- **Chapter 4**: Forecast Demand;
- **Chapter 5**: Local Plan Assessment;
- **Chapter 6**: Results;
- **Chapter 7**: Local Junction Modelling Assessment;
- **Chapter 8**: External Sites Assessment; and
- **Chapter 9**: Recommendations.

2

FORECASTING APPROACH

PUBLIC

2 FORECASTING APPROACH

2.1 INTRODUCTION

2.1.1. Forecast modelling consists of two core elements: forecast supply (transport infrastructure) and forecast demand. This section outlines the elements common to supply and demand, and the overall forecast approach taken.

2.1.2. The methodology adopted for developing the forecast models is as follows:

- Obtain information on local committed developments and transport infrastructure schemes within Dover District, and compile in an uncertainty log;
- Agree the network and matrix assumptions for the Do Something and refined Do Something Scenarios (Outlined in Chapter 5);
- Prepare Forecast Transport Infrastructure (Outlined in detail in Chapter 3); and
    - Develop Do Minimum network, based on validated base networks, that take account of schemes completed between 2015-2020 and consented schemes forecast to be built out before 2040;
    - Develop Do Something network, based on validated base networks, that take account of completed and committed transport infrastructure in the uncertainty log as well as the transport infrastructure associated with the proposed Local Plan site allocations; and
    - Develop Refined Do Something network; based on the Do Something network with changes to reflect the removal or adaption of Local Plan sites as part of the draft Reg18 site allocations.
- Prepare Forecast Highway Demand (Outlined in detail in Chapter 4).
    - Develop Do Minimum matrices, based on validated base matrices, that take account of completed and consented developments in the uncertainty log, adjusted background growth taken from the National Trip End Model (NTEM) and the National RTFs in addition to Port specific growth; and
    - Develop Do Something matrices, based on Do Minimum matrices and adding on the trip generation associated with the potential Local Plan allocations.
    - Develop Refined Do Something matrices, based on Do Minimum matrices and adding on the trip generation associated with the refined list of Local Plan draft Reg18 site allocations.

2.1.3. It is noted that the primary difference between the forecast highway demand in the Do Minimum and Do Something is the inclusion of the potential Local Plan allocations; the primary difference between the Do Something and the Refined Do Something is the refining of the potential site allocations which includes the removal of some sites completely and changing the development quantum at others to represent the draft Reg18 site allocations that will be consulted upon. A comparison between all scenarios is presented in **Table 5-8** within Chapter 5.

2.2 FORECAST YEAR

2.2.1. A single forecast year has been developed to assess the impact of the potential Local Plan site allocations. A forecast year of 2040 has been developed for the, Do Minimum, Do Something and Refined Do Something scenarios.

2.3 FORECAST SCENARIOS

2.3.1. Forecast modelling consists of two core elements: forecast supply and forecast demand. This section outlines the elements common to supply and demand, and the overall forecast approach taken.

2.3.2. The approach considers the following for the three scenarios:

- Do Minimum scenario considers the completions between 2015-2020 and the consented developments to be built out before 2040 within Dover and applies NTEM background growth for Cars and NTF growth for LGVs and HGV; background growth is applied outside of the Dover district boundary only.
- Do Something scenario considers the Do Minimum scenario + potential Local Plan site allocations
- Refined Do Something considers the Do Minimum scenario + refined Local Plan draft Reg18 site allocations being taken forward to consultation.

2.3.3. The methodology adopted for developing the forecast models is as follows:

- Obtain information on local committed developments and infrastructure schemes within Dover District and compile in an uncertainty log;
- Prepare Forecast Transport Infrastructure (Outlined in detail in Chapter 3);
- Prepare Forecast Highway Demand (Outlined in detail in Chapter 4); and
- Process the network and matrix assumptions for assessing the potential Local Plan allocations and associated infrastructure (Outlined in Chapter 5).

2.4 COMPLETIONS AND CONSENTED DEVELOPMENT

2.4.1. DDC provided a development uncertainty log to WSP which contained the uncertainty status of a series of housing and employment developments. These represent proposed developments sites with planning permission, and thus 'Near Certain' development forecast to be built out by 2040.

2.4.2. The DDTM represents a 2015 base year and so it is important to first consider housing and employment developments that have been built out between 2015 and 2020 when calculating forecasting trip generation associated with completed or committed developments. DDC provided WSP with a comprehensive list of housing development completions which was the latest available information at the time of model development.

2.4.3. DDC also provided WSP with a list of employment completions, by location and area (sqm), since 2015. The number of jobs has been calculated by WSP using the employment sqm information provided and applying the Employment Density Guide (*November 2015, produced by Home and Communities Agency*), these conversion rates are shown in **Table 2-1**. This shows, for A1 for example, that there is 1 employee for every 18sqm of retail space.

Table 2-1: Employment Density Matrix

Land Use		1 Employee per Density (sqm)	Notes
A1	Retail	18	Net Internal Area (NIA)
A2	Finance & Professional Services	16	NIA
A3	Restaurants & Cafes	18	NIA
B1a	General Office	12	NIA
B1b	Retail & Dining Space	50	NIA
B1c	Light Industrial	47	NIA
B2	Industrial & Manufacturing	36	Gross External Area (GEA)
B8	Storage & Distribution	77	GEA
C1	Hotels	2	per bed
D2	Leisure	70	Gross Internal Area (GIA)
SG	Sui Generis	60	GEA

2.4.4. Housing and employment sites with planning permission have been included as part of the committed developments within the forecast matrices as they are consented and thus committed developments. Their full build out quantum and trajectory were provided to WSP by DDC; where the information was readily available, trips rates were extracted from the development Transport Assessment's and will be used to calculate the unique trip generation associated with these sites.

2.4.5. The number of jobs in each extant site with planning permission has been calculated using the Employment Density guide, shown in **Table 2-1**.

2.4.6. In addition to development information, WSP were provided with a committed infrastructure log that detailed consented schemes to be included within the forecast network coding. The application of this information is discussed within more detail in Chapter 3, Forecast Transport Infrastructure The building of forecast matrices, incorporating residential and commercial information from the DDC uncertainty log, has been discussed in detail within Chapter 4, Forecast Demand.

2.4.7. Thresholds based on development quantum were applied to each of the site locations to determine how the development would be modelled within the DDTM forecast scenarios; this is summarised in **Table 2-2**. The approach means small developments are included within the background growth and larger developments are directly related to the model zone system.

Table 2-2: Modelled Development Classification

Development Quantum	Approach taken
0 – 99 dwellings / jobs	Trip generation associated with these developments in added to the existing DDTM polygon zone within which it is proposed to be located
100 + 499 dwellings / jobs	Development is explicitly modelled; trip generation is allocated a unique representative zone with proposed access arrangements coded into the forecast networks.

2.4.8. For the purposes of building the Do Minimum and Do Something scenario and as a result of discussions with DDC, KCC and HE, it is considered that sites with a combined completed and extant total, for all land uses, of more than 100 households or jobs should be *explicitly modelled*. These developments are likely to have the

largest scale of impact and therefore should be modelled in more detail by considering the proposed network access arrangements, mitigation and internal site layout where appropriate. Highway network detail associated with explicitly modelled developments is described in more detail in Chapter 3, Forecast Transport Infrastructure; trip generation associated with all developments is presented in Chapter 4, Forecast Demand.

2.5 TEMPRO GROWTH

2.5.1. The projected housing and job growth expected between 2015 and 2040 as extracted from NTEM 7.2 is summarised in **Table 2-3**. Following guidance from HE, the Do Minimum reflects only inclusion of growth from committed developments and all background growth has been removed from within Dover District.

Table 2-3: TEMPro Housing and Job Growth Targets

Net Growth (2015 – 2040)	TEMPro Growth Targets		Do Minimum Actual Growth	
	Households	Jobs	Households	Jobs
Dover	16,731	4,950	6,752	5,013
Kent*	172,064	78,080	172,064	78,080
South East**	752,113	380,240	752,113	380,240

**Excluding Dover, **Excluding Kent*

2.6 GENERALISED COST COMPONENTS

2.6.1. The DfT TAG Databook (May 2019) provided suitable values of time (VOT) and vehicle operating costs (VOC) to calculate cost function coefficients for different vehicle types.

2.6.2. **Table 2-4** shows the VOT and VOC values used for each TAG trip purpose, time of day, and modelled year. These were derived from the TAG data book.

Table 2-4: Generalised Cost Parameters, 2040

DEMAND SEGMENT	AM PEAK		PM PEAK	
	Time	Distance	Time	Distance
Car	46.91	0.58	45.99	0.55
LGV	52.89	1.41	52.89	1.41
HGV	121.15	4.21	121.15	4.21

2.7 VISUM VERSION

2.7.1. The 2040 Do Minimum and Do Something forecast scenarios have been developed in VISUM 15, which was used to develop and validate the 2015 DDTM base model.

3

FORECAST TRANSPORT INFRASTRUCTURE

PUBLIC

3 FORECAST TRANSPORT INFRASTRUCTURE

3.1 INTRODUCTION

3.1.1. This chapter outlines the highway network changes that were incorporated into the DDTM forecast networks which were received in uncertainty logs provided by DCC and represent both proposed transport infrastructure schemes and development accesses incorporated for sites that are being explicitly modelled.

3.2 COMMITTED TRANSPORT INFRASTRUCTURE SCHEMES

3.2.1. For the purpose of the DDTM forecasting and assessment, transport highway infrastructure schemes which are committed and are associated with explicitly modelled developments will be incorporated in the forecasting models.

3.2.2. This section outlines the highway network that will be incorporated into the 2040 DDTM highway networks.

A20 IMPROVEMENT SCHEME

3.2.3. This scheme consists of junction improvements on the A20 at the Prince of Wales and York Street roundabouts (Phase 1 and Phase 2, respectively). These improvements have been completed since the 2015 DDTM was completed and as such will need to be incorporated into the 2040 forecast networks.

3.2.4. Microprocessor Optimised Vehicle Actuation (MOVA) Smart system traffic lighted junctions have been introduced and the access to Union Street have been improved. The traffic light control system for Woolcomber Street has also be upgraded.

3.2.5. Phase 1 is illustrated in **Figure 3-1** and Phase 2 is illustrated in **Figure 3-2**. The coding for these junctions will also be based from checks using Google street view, where updated information is available

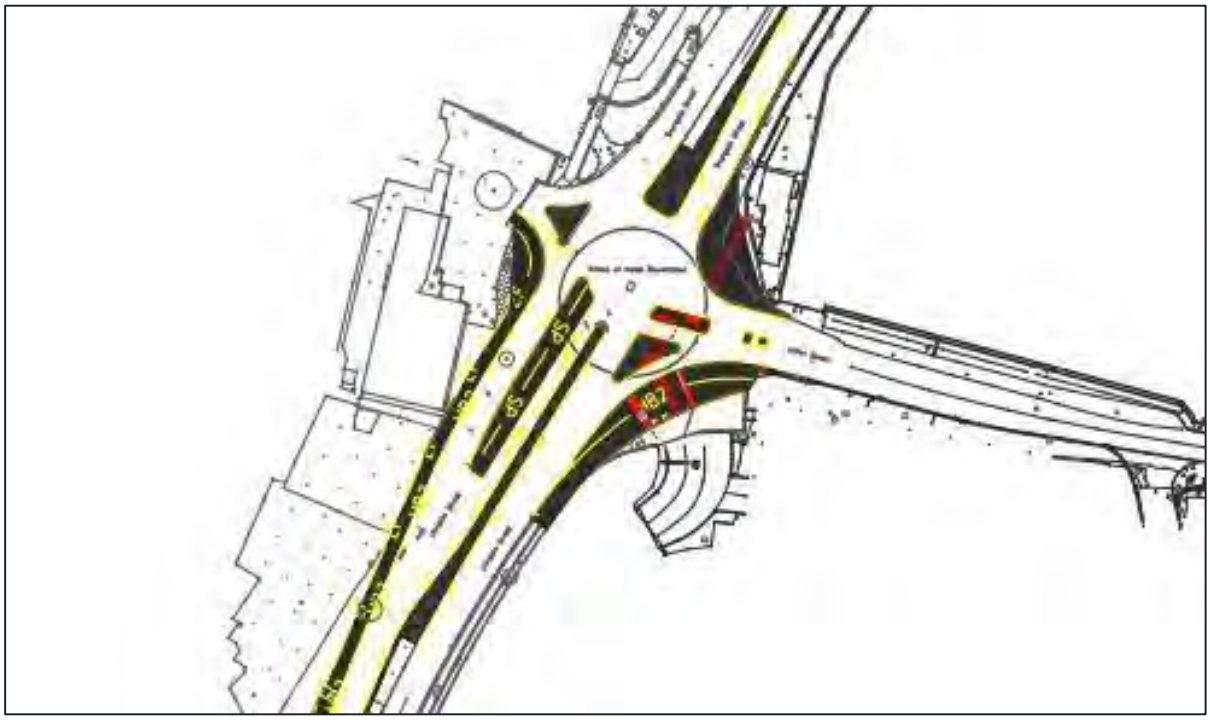


Figure 3-1: Prince of Wales Junction Improvements

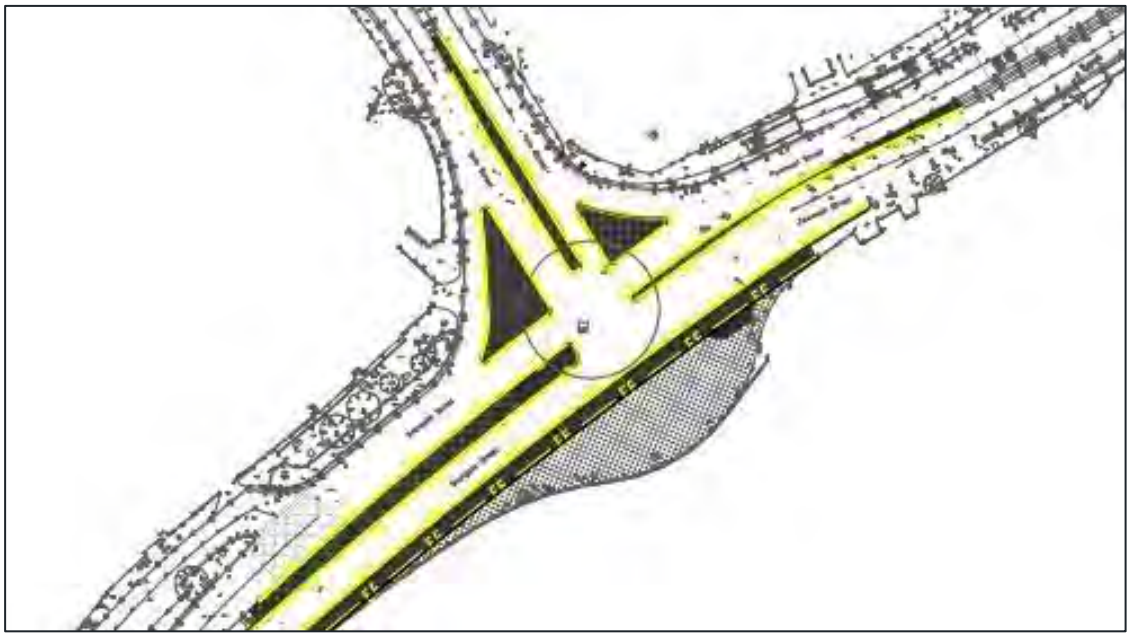


Figure 3-2: York Street Roundabout Junction Improvements

PROPOSED LINK ROAD, ALBERT ROAD

3.2.6. A new link road with Albert Road is proposed, as shown in **Figure 3-3**.

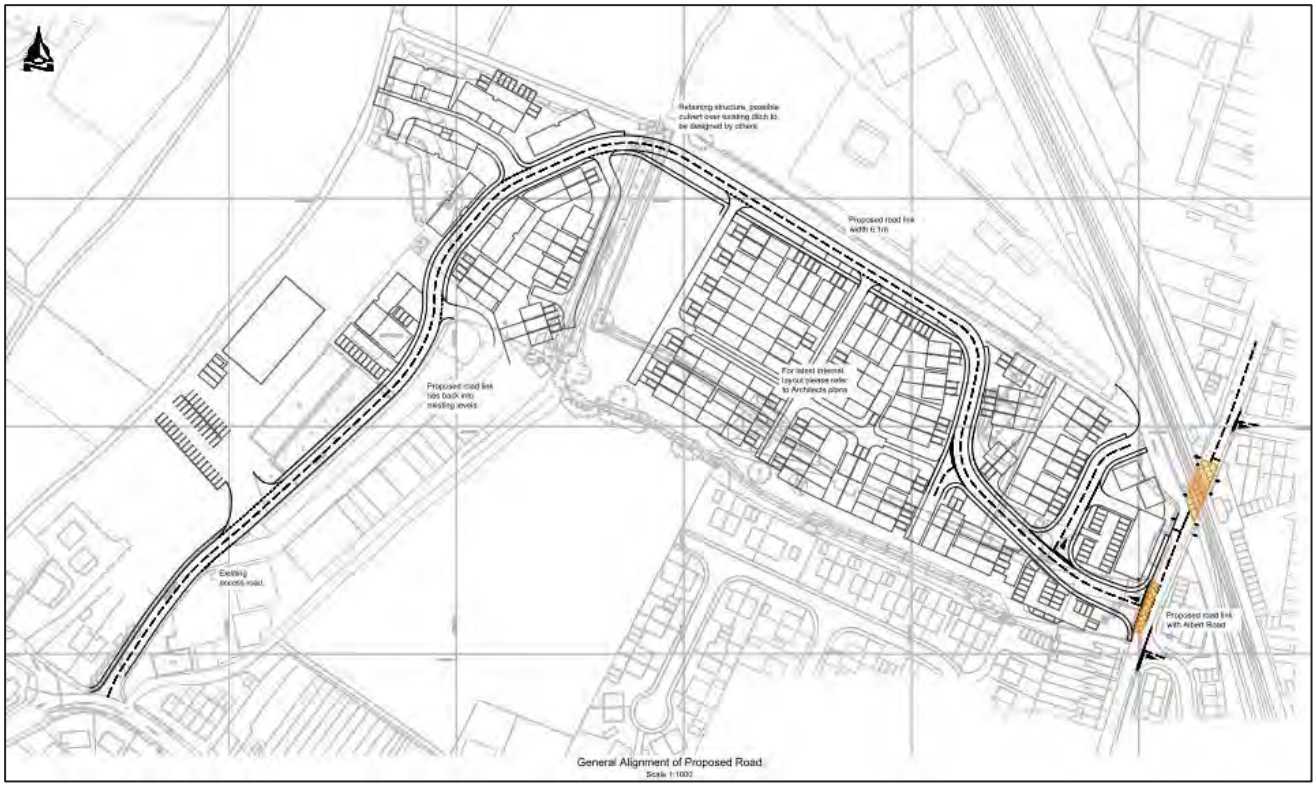


Figure 3-3: Proposed Link Road, Albert Road

LAND BETWEEN DEAL & SHOLDEN

3.2.7. The development proposals at Church Lane, between Deal and Sholden were coded into the model in accordance with Google maps and Overall Site Plan found against the consented application number on the Dover Planning Portal and shown in **Figure 3-4**.



Figure 3-4: Church Lane Development Layout

LAND ON THE WEST SIDE OF ALBERT ROAD, DEAL

3.2.8. The development proposals on the west side of Albert Road in Deal were coded into the model in accordance with the Proposed Road Layout found against the consented application number on the Dover Planning Portal and shown in **Figure 3-5**.

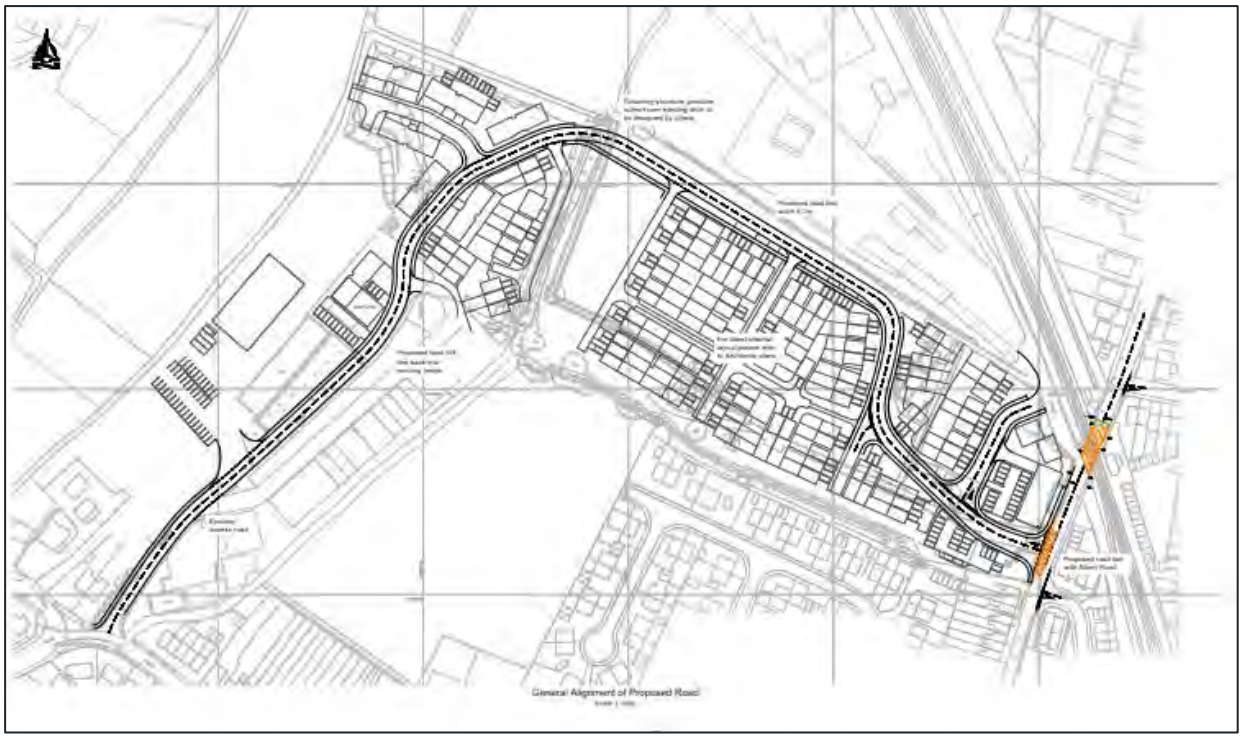


Figure 3-5: Albert Lane Road Layout

3.3 EXPLICITELY MODELLED DEVELOPMENT ASSUMPTIONS

3.3.1. The uncertainty log information provided by DDC, in relation to committed housing and developments within Dover included the total number of dwellings and/ or jobs at each development site. This section outlines the key inputs and assumptions adopted in the network development for these developments.

AYLESHAM AND SNOWDOWN SITES

3.3.2. The Aylesham TA details a number of transport infrastructure improvement scheme to support the development, these are summarised as follows:

- Changing the one-way link around the market square to provide a two-way link;
- Severing a short section of the market square link;
- Improving means of access to the site from the A2 to the west of Adisham Road to the north in conjunction with traffic calming;
- Traffic calming part of Aylesham Village to ensure 20mph speed zones; and
- Providing a new link road to the station in order to improve accessibility.

3.3.3. The primary access to the new village extension is from Dorman Avenue North. As the network detail within the existing DDTM currently only includes the B2046 in Aylesham, the Aylesham Village will be modelled via a junction between B2046 Adisham Road / Dorman Avenue North and will not consider the detailed modelling of traffic calming measures or the market square.

ST JAMES'S SITE

3.3.4. As part of the St James's development, a site access signal scheme has been approved, as shown in **Figure 3-6**. This scheme has been delivered since 2015 and as such will need including within the forecast scenarios; the scheme has beencoded into the DDTM using the drawing provided and Google street view.



Figure 3-6: St James's Site, Approved Site Access Signal Scheme

3.3.5. **Figure 3-7** shows the proposed highway infrastructure improvements as part of the Whitfield urban extension plan.

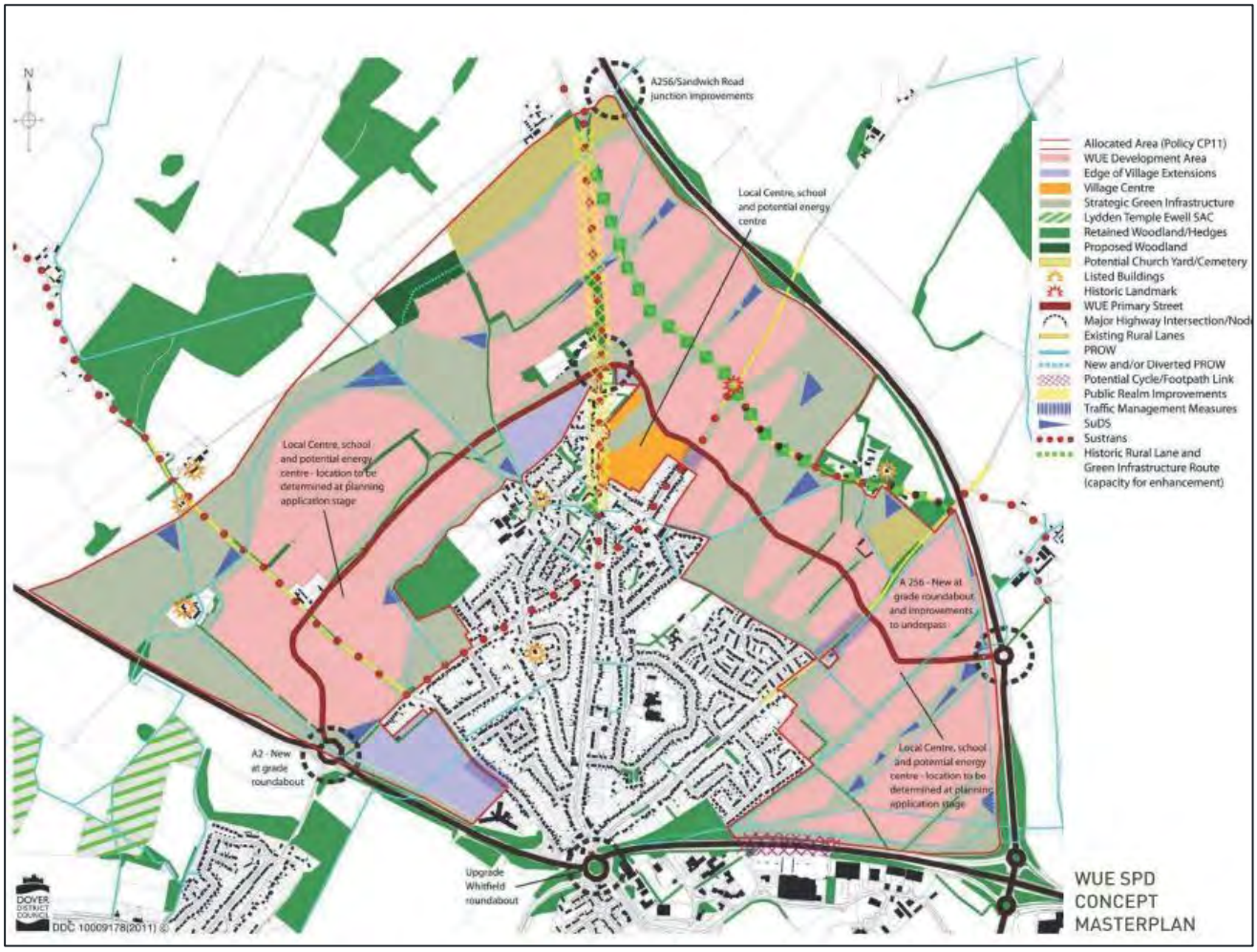


Figure 3-7: Whitfield Urban Extension Plan, Proposed Highway Infrastructure Improvements

3.3.6. The outline application for the consented scheme triggered junction improvements at Whitfield Roundabout after the 800th dwelling was built out. In the Do Minimum scenario, the only infrastructure changes at Whitfield are the A256 Phase 1/1a access roundabout, which has been completed since the 2015 DDTM base model development.

3.3.7. It was agreed by DDC, KCC and HE that 800 dwellings *only* would be modelled at WUE within the Do Minimum as this was considered to be a realistic scenario. Inclusion of 801 dwellings (or more) would trigger improvements at Whitfield Roundabout and it was agreed between parties that it was more robust to assume improvements at Whitfield were not incorporated when assessing the potential Local Plan allocations in the subsequent Do Something and refined Do Something models. The remainder of the extant development has been assessed within the Do Something and refined Do Something scenarios, which will allow DDC to test different mitigation measures required to bring the site forward as a whole. For the purposes of the transport modelling assessment, it has been assumed that the whole of the extant planning permission at WUE, plus any additional potential allocations in the Local Plan, will be delivered by 2040. In reality, the development will be phased over a longer period but this assessment approach with allow DDC to demonstrate the deliverability of the site as a whole, taking a comprehensive approach.

3.4 SUMMARY

3.4.1. This chapter has been written to detail the network changes incorporated into the forecast network as part of the forecast supply and evidence by data provided to WSP by DDC.

3.4.2. All sites detailed in this chapter have been modelled in the Do Minimum, Do Something and Refined Do Something Scenarios, with the additional potential sites modelled in the Local Plan scenarios only, detailed in Chapter 5.

4

FORECASTING DEMAND

PUBLIC

4 FORECASTING DEMAND

4.1 INTRODUCTION

4.1.1. This chapter sets out the information provided to WSP to inform the development of forecast trip matrices representing the expected growth in trips between the 2015 base year and the 2040 forecast year. This includes information on residential and commercial developments received from DDC in relation to completions between 2015 and 2020, and consented development expected to be built out prior to 2040.

4.1.2. Trip generation associated with specifically modelled developments in addition to background growth for Car, LGV and HGV user classes is outlined within this chapter to summarise all matrix inputs and present the overall growth between 2015 and 2040.

4.2 METHODOLOGY

4.2.1. To develop the Do Minimum, Do Something and Refined Do Something modelling scenarios it was necessary to build demand trip matrices in relation to the forecast year 2040. The methodology to derive the Do Minimum forecast trip matrices is described below.

4.2.2. There are two key elements to the forecast demand development which will be discussed in this Chapter, as follows:

- Committed development trip generation; and
- Background Growth.

4.2.3. Committed development trip generation will establish the forecast trips that will be generated by specifically known developments, which have planning consent ('Near Certain') for the Do Minimum Scenario. The processing of these sites is as follows:

- **Uncertainty Log**: Establish an uncertainty log of site-specific developments within the study area, whereby the term development refers to either residential or commercial site use;
- **Allocation to Model Zones**: Allocate these site-specific developments a corresponding VISUM zone within the DDTM;
- **Trip Rates**: Calculate trip rates to convert the number of dwellings/jobs into peak hour trips in the forecast years; and
- **Proportion of Trips Amongst Car User Classes**: Proportion out these development trips across the user classes.

4.2.4. Background growth for Cars, applied to areas outside of Dover District, establishes the forecast trips that will be generated by increases in housing and employment growth, once the specifically modelled sites have been removed; growth for LGVs/HGVs is unadjusted and applied across all districts in the model. Background growth comes from the following:

- **Car Growth Factors**: Obtain the unadjusted growth factors (constraint) from TEMPro. Determine the adjusted growth factors via the application of alternative planning assumptions; and
- **LGV and HGV Growth factors**: Apply 2018 National Road Traffic Forecast (NRTF) factors to account for user class UC2 (LGV) and UC3 (HGV) growth in a respective forecast year model.

4.2.5. The committed development and background growth are combined and distributed using a Furness method to produce a set of forecast year matrices for the respective model years and peak periods. A TEMPro capacity constraint is applied to cap the total number of forecast trips.

4.3 COMPLETED AND COMMITTED DEVELOPMENTS

4.3.1. DDC provided a development uncertainty log to WSP which contained the uncertainty status of a series of housing and employment developments within the respective local authority detailing the committed housing and employment growth expected between the model year 2015 and the proposed forecast year, 2040. DDC provided the following information:

- **Completions**: housing and employment completions between 2015 and 2020; and
- **Extant Sites**: housing and employment sites with consented planning permission that are forecast to be delivered before 2040.

4.3.2. In the Do Minimum scenario, only those residential and employment sites with planning consent, and thus classified as 'Near Certain' using DfT TAG Guidance, will be included.

4.3.3. The net increase of dwellings and jobs have been provided to WSP by DDC and are split into completions between 2015 to 2020, and extant sites with planning permission forecast to be build out before the forecast year of 2040.

4.3.4. For the Do Minimum scenario, there will be no TEMPro background growth and instead the sole growth within Dover will come from the completions and consented sites. This information has been reviewed and a summary is shown in **Table 4-1**.

Table 4-1: Dover Authority Housing and Job Growth Predictions (DM Scenario)

Housing Growth Origin	Net Increase Dwellings	Net Increase Jobs
Completions 2015 to 2020	2,097	389
DDC 2020 to 2040 Extant sites with Planning Permission	4,655	3,366
Total	**6,752**	**3,754**

4.3.5. **Table 4-1** shows the predicted growth in housing and jobs across Dover District and the various sources of this growth. The detailed site information which lies behind the assumptions for sites which have been completed since 2015 and those with extant planning permission, can be found in **Appendix A** to **Appendix D**.

4.3.6. Committed housing and employment trip generation will be applied in the following ways:

- **Housing**: using the consented and extant housing information provided by DDC, WSP have calculated the net change in housing. Trip rates will be applied to the net development quantum and subsequent trip generation will be allocation to the existing model zone in which the zone lies.
- **Employment**: as different trip rates are applied for varying employment land uses, it was deemed appropriate to calculate the trip generation for each site, regardless of whether it was a loss of gain, and summarise the total net trip generation for each existing model zone. It has therefore been assumed that each of the demolition sites are currently occupied, and thus a loss in jobs.

COMPLETIONS

4.3.7. The DDTM represents a 2015 base year and so it is important to first consider housing and employment developments that have been built out since 2015 when calculating trip generation associated committed developments.

4.3.8. DDC provided WSP with a comprehensive list of housing development completions, presented in full in **Appendix A**, and showing that 2,097 dwellings were built out between 2015 and 2020.

4.3.9. The employment completions for Dover between 2015 and 2020, by land use and site location have been detailed within **Appendix B**. In summary, a net increase of 34,762sqm of employment land use, equivalent to 389 jobs, was built out between 2015 and 2020.

EXTANT SITES

4.3.10. Housing and employment sites with planning permission have been included as part of the committed developments within the forecast matrices as they are consented and their committed developments. Their full build out quantum and trajectory were provided to WSP by DDC; where the information was readily available, trips rates were extracted from the development Transport Assessment's and were used to calculate the unique trip generation associated with these sites.

4.3.11. **Appendix C** presents the extant housing sites which have planning permission and are forecast to be built out prior to 2040. It is useful to note that Whitfield Urban Expansion (WUE) features multiple times in the list however the total completed, and extant housing quantum forecast at Whitfield does not exceed 800 dwellings, as per guidance from DDC. The remainder of the extant development is tested within the Do Something and refined Do Something scenarios which will allow DDC to test different mitigation measures needed to bring the site forward as a whole. For the purposes of the transport modelling it has been assumed that the whole of the WUE and additional 600 units will be delivered by 2040. In reality the development will be phased over a longer period. This approach will allow DDC to demonstrate the deliverability of the site as a whole, taking a comprehensive approach

4.3.12. The number of jobs in each extant site with planning permission has been calculated using the Employment Density guide and has been presented in **Appendix D**. It is considered that all of these sites will be delivered before 2040 based on a trajectory provided to us by DDC. The total loss and gain in jobs have been presented for each site; where possible these were taken directly from the consented TA relevant to the site. WSP will calculate the trip generation associated with each of these changes to determine the net change in trip generation.

EXPLICITLY MODELLED DEVELOPMENTS

4.3.13. For the purposes of building the Do Minimum and as a result of discussions with DDC, KCC and HE, it is considered that sites with a combined completed and extant total, for all land uses, of more than 100 households or jobs should be explicitly modelled. Trip generation from explicitly modelled developments is added to a new model zone that has been created to represent a single specific site; this allows for more detailed analysis of the transport impacts of a particular site should this be required by DDC at a later stage.

4.3.14. Each of the developments that will be explicitly modelled have already been included as part of the master lists presented in **Appendix A** to **Appendix D**.

4.3.15. **Table 4-2** separates out the explicitly modelled developments in both the DM and DS scenarios that will be allocated a unique zone number, within Dover to present in further detail.

4.3.16. It is noted that whilst the criteria of greater than 100 dwellings or jobs has, on the most part, been applied to each application number separately, for Whitfield Urban Expansion, Aylesham Village Expansion and Discovery Park all separate applications have been included as these are considered to be the three of the largest housing and employment developments.

Table 4-2: 2040 Do Minimum Scenario, Explicitly Modelled Housing and Employment Sites

WSP ID	App Number	Site Address	HHs	Jobs	Associated Infrastructure
S_2070	13/00945	Land between Deal & Sholden, Church Lane, Sholden, Deal (Timperley Place)	230		Additional development road leading north from Church Lane and Hunters Walk
S_104	15/01290	Land on the West side of Albert Road, Deal, CT14 9RB	142	107	Link road connecting through the site from Church Lane / Southwall Road, to Albert Road
S_112 S_113	07/01081 07/01080	Aylesham Village Expansion, Aylesham	613 277		Two-way link around market square; a new link road to the station; traffic calming in Aylesham Village to ensure 20mph zone; improving access from the A2 to the west of Adisham Road
S_121	01/01167	Land north of River Stour & including part of Sandwich Ind Estate, Ramsgate Road	229		This site lies outside the detailed area of modelling and as such will not be model explicitly
S_129	14/00361	Land off, Station Road, Walmer, CT14 7RH	223		This will be modelled as a priority junction with Station Road
E_1001	07/00404	Minters Yard, Southwall Road		181	Access will be at the existing Minters Industrial private access road for / Southwall Road priority junction
E_1004	10/01011	Whitfield Urban Extension, (land to east of Sandwich Road and north west of Napchester Road)		478	A new access road from WUE to Archers Ct Rd (Richmond Way). New access road on A256 with a new at-grade roundabout A256 Whitfield Bypass / Richmond Way.
E_1008	14/01138	Site of former Tilmanstone Colliery Tip, Pike Road		278	Accessed via existing highway infrastructure
S_1071	17/01523	Former Buckland Hospital, Coombe Valley Road, Dover	150		Priority junction with Coombe Valley Road, utilises the former Hospital access
E_1010 E_1013 E_5127	13/00783 14/00058 16/00045	Discovery Park, Enterprise Zone, Ramsgate Road	500	158 1600 116	A this is a redevelopment of an existing site, WSP have assumed no additional network changes
E_1049	17/00451	Betteshanger Sustainable park		164	Priority junction with Betteshanger Road
E_5026	14/00549	The Old Harbour Station, Elizabeth Street		209	Change of use and so WSP assume no additional network detail is required
E_5128	16/00976	Land at Honeywood Parkway, WCBP		158	To be modelled as an additional roundabout approach / arm at Honeywood Parkway
E_5129	15/00595	Site west side of Woolcomber Street & South of St James Street		101	Priority junction with St James Street (west of Woolcoomber Street)
E_8000	18/01206	Land rear of Dubris Close, Honeywood Parkway		170	Priority junction with Honeywood Parkway, 100m East of Kedleston Road

**total completed and extant households/jobs, combined land uses*

4.3.17. **Figure 4-1** graphically presents the residential completions between 2015 and 2020 and **Figure 4-2** shows the sites with extant planning permission. These are all sites with a total development size, by 2040, of greater than 10 dwellings. Inserts have been provided to present the completions and extant sites in Dover and Deal; the labelling shows the WSP ID which matches up with the first column of **Appendix A** and **Appendix C** respectively.

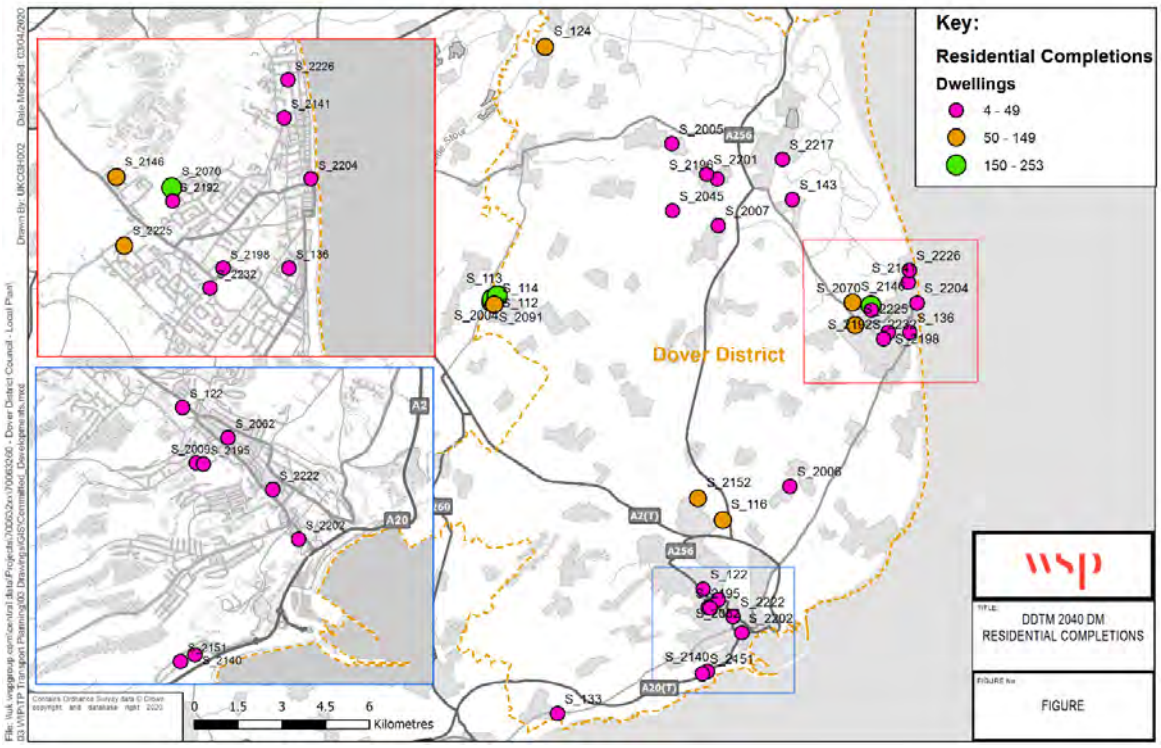


Figure 4-1: DDTM Do Minimum, Residential Committed Developments – Completions

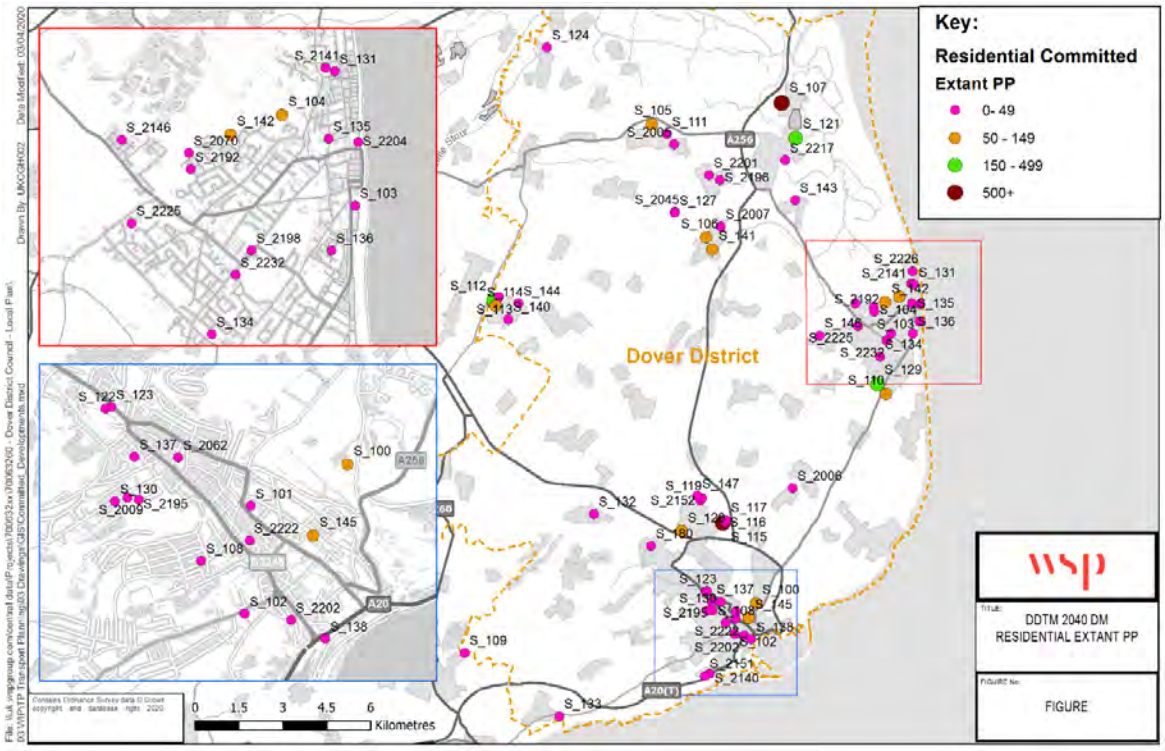


Figure 4-2: DDTM Do Minimum, Residential Committed Developments - Extant Planning Permissions

4.3.18. **Figure 4-3** graphically presents the employment completions between 2015 and 2020 and **Figure 4-4** shows the sites with extant planning permission. These are all sites with a total development size, by 2040, of greater than 10 jobs and it should be noted that the maps do not show demolition sites. Inserts have been provided to present the completions in Dover; the labelling shows the WSP ID which matches up with the first column of **Appendix B** and **Appendix D** respectively.

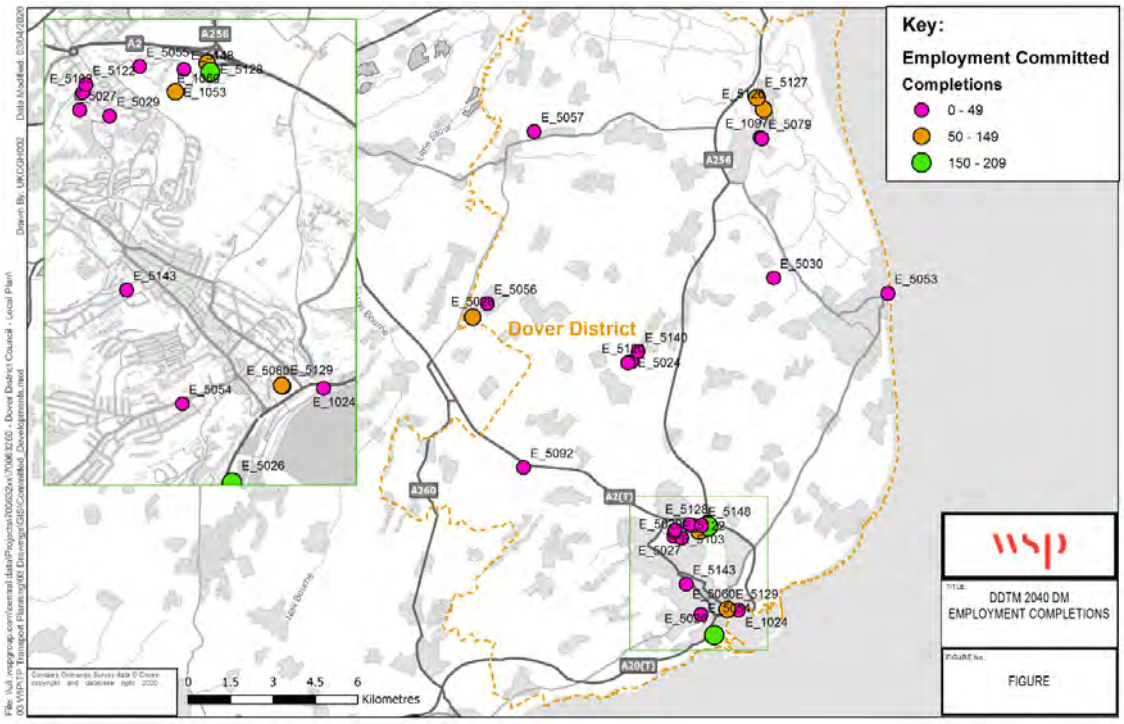


Figure 4-3: DDTM Do Minimum, Employment Committed Developments – Completions

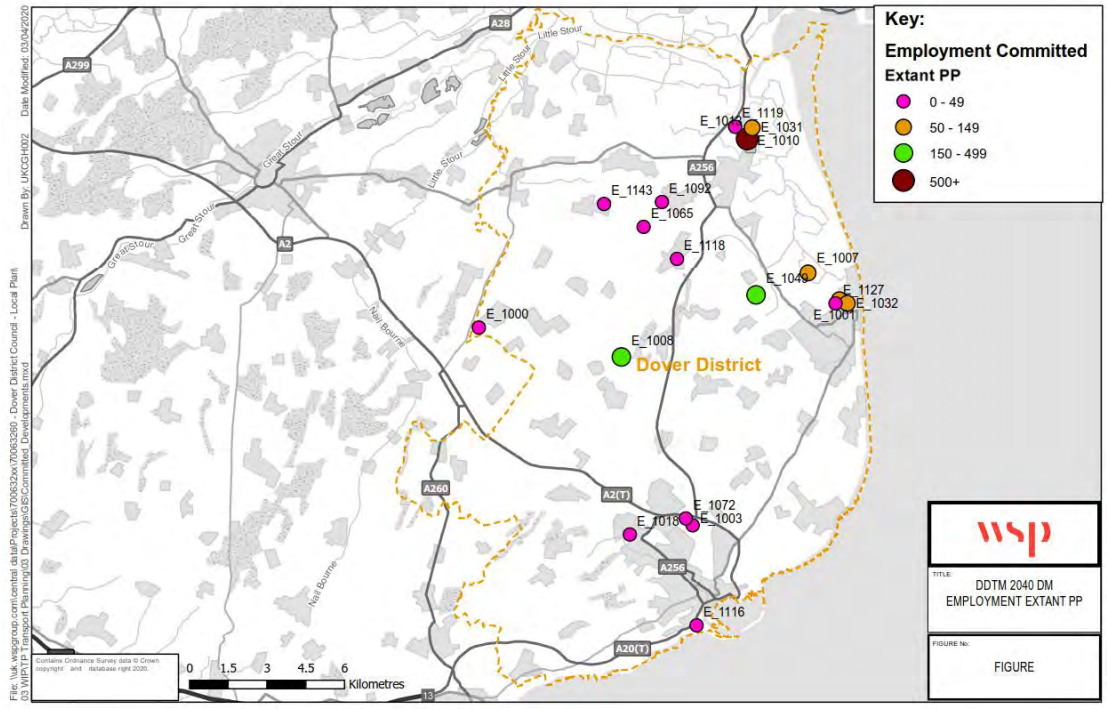


Figure 4-4: DDTM Do Minimum, Employment Committed Developments – Extant Planning Permissions

TRIP RATES

4.3.19. Where WSP were able to locate Transport Assessments (TA's) for completed sites or extant sites with planning permission, trip rates were extracted for specific committed developments and applied to the 2040 development quantum. These vehicular trip rates have been summarised, by development, in **Table 4-3** and **Table 4-4**. The trip rates are per dwelling.

Table 4-3: Committed Housing Developments, TA Vehicular Trip Rates (per dwelling)

	AM Peak (08:00 – 09:00) (per dwelling)			PM Peak (17:00 – 18:00) (per dwelling)		
WSP ID	Origin	Destination	Two-Way	Origin	Destination	Two-Way
S_100	0.454	0.145	0.599	0.214	0.416	0.630
S_101	0.050	0.060	0.110	0.050	0.030	0.080
S_104	0.385	0.101	0.486	0.167	0.305	0.472
S_105	0.396	0.124	0.520	0.216	0.411	0.627
S_106	0.431	0.169	0.600	0.221	0.379	0.600
S_107	0.837	0.235	1.072	0.367	0.584	0.951
S_109	0.431	0.169	0.600	0.221	0.379	0.600
S_110	0.420	0.160	0.580	0.230	0.390	0.620
S_111	0.359	0.141	0.500	0.184	0.316	0.500
S_112/S_113	0.409	0.122	0.531	0.168	0.373	0.541
S_115	0.443	0.158	0.601	0.236	0.412	0.648
S_119	0.287	0.153	0.440	0.185	0.260	0.445
S_120	0.454	0.160	0.614	0.242	0.423	0.665
S_122	0.516	0.203	0.719	0.333	0.495	0.828
S_129	0.420	0.160	0.580	0.230	0.390	0.620
S_131	0.000	0.000	0.000	0.000	0.000	0.000
S_132	0.541	0.204	0.745	0.308	0.494	0.802
S_133	0.435	0.160	0.595	0.167	0.414	0.581
S_136	0.217	0.056	0.273	0.068	0.182	0.250
S_137	0.082	0.106	0.112	0.046	0.075	0.121
S_138	0.000	0.000	0.000	0.000	0.000	0.000
S_140	0.310	0.117	0.426	0.176	0.283	0.459
S_141	0.366	0.159	0.525	0.216	0.381	0.597
S_142	0.448	0.087	0.535	0.167	0.288	0.455
S_145	0.235	0.235	0.470	0.294	0.353	0.647
S_147	0.385	0.136	0.521	0.192	0.385	0.577

4.3.20. It is important to note that site S_101 is Retirement flats which are considered to generate significantly fewer vehicle trips than housing developments. in particular, the TA noes that retirement flats generate low vehicle

volumes in the traditional AM and PM peaks and that whilst higher vehicle trips are generated between 9-10am and 3-4pm, this is outside the network peak hours.

4.3.21. Site S_131 is a care home; the TA associated with this development detailed a daily proposed trip generation less than the existing land use and thus net vehicle trips associated with the site were consented to be negligible. Similar to site S_101, the TA also notes that the care home is unlikely to generate trips in the network peak hours.

4.3.22. Site S_138 is the consented conversion of a housing terrace into a development of 25 self-contained flats. The TA suggested that the small development will generate negligible motor traffic and thus no trip generation impact assessment was considered. For sites S_131 and S_138 it is therefore to include the number of dwellings in the overall number of modelled developments however the trip generation is considered to be 0.

Table 4-4: Committed Employment Developments, TA Vehicular Trip Rates

WSP ID	Land Use		AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
			Origin	Destination	Two-Way	Origin	Destination	Two-Way
E_1001	Industrial Units	Per 100sqm	0.410	1.180	1.59	0.150	0.280	0.43
E_1001	Offices	Per 100sqm	0.360	1.660	2.02	1.400	0.250	1.65
E_1003	B2/B8	Per 100sqm	0.130	0.730	0.86	0.620	0.130	0.75
E_1004	B1	Per 100sqm	0.190	1.547	1.737	1.263	0.218	1.481
E_1010	A1	Per 100sqm	3.130	4.665	7.795	7.360	6.926	14.286
E_1010	B1(b)	Per 100sqm	0.057	0.727	0.784	0.541	0.052	0.593
E_1010	B2	Per 100sqm	0.170	0.380	0.55	0.400	0.190	0.59
E_1010	B8	Per 100sqm	0.190	0.280	0.47	0.240	0.160	0.4
E_1013	B1(c), B2, B8	Per 100sqm	0.135	0.307	0.442	0.283	0.091	0.374
E_1013	B1(a), B1(b)	Per 100sqm	0.057	0.727	0.784	0.541	0.052	0.593
E_1013	Hotel	per bed	0.222	0.099	0.321	0.086	0.190	0.276
E_1013	A3 / A4	Per 100sqm	-	-	0	1.770	2.209	3.979

4.3.23. Where it was not possible to locate the consented TA or where the TA did not provide sufficient information to determine the peak hour trip rates, trip rates for each land use have been derived from the TRICS database and are presented in **Table 4-5**. The full output from TRICS can be seen in **Appendix E**.

Table 4-5: DDTM TRICS Trip Rates

Land Use		AM Peak (0800-0900)			PM Peak (1700-1800)		
		Origin	Destination	Two-Way	Origin	Destination	Two-Way
B1 Office	Per 100sqm	0.087	1.222	1.309	1.066	0.053	1.119
Food Superstore	Per 100sqm	1.747	2.188	3.935	2.358	2.222	4.58
Hotel	Per bed	0.254	0.116	0.37	0.108	0.228	0.336
Restaurant	Per 100sqm	0	0	0	0	1.786	1.786
Shopping Centre-local shops	Per 100sqm	3.151	3.499	6.65	5.762	5.249	11.011
Houses Privately owned	Per dwelling	0.351	0.106	0.457	0.176	0.32	0.496
Business Park	Per 100sqm	0.262	1.62	1.882	1.257	0.187	1.444
Industrial Units	Per 100sqm	0.246	0.613	0.859	0.858	0.082	0.94
Industrial estates	Per 100sqm	0.212	0.818	1.03	0.791	0.123	0.914
B8 Warehousing Commercial	Per 100sqm	0.066	0.115	0.181	0.116	0.065	0.181
Other Individual Non-food superstore	Per 100sqm	0	0.5	0.5	0.587	0.337	0.924
Mixed Shopping Mall	Per 100sqm	0.727	1.424	2.151	1.876	1.451	3.327
Nursing Homes	Per bed	0.1	0.067	0.167	0.033	0.1	0.133
Flats Privately Owned	Per dwelling	0.182	0.058	0.24	0.083	0.167	0.25

TRIP GENERATION

4.3.24. Trip generation for employment sites was calculated using the trip rates multiplied by the number of jobs an employment site proposed. The potential jobs were calculated using the SQM area of the site and dependant on the land use type an employment number was provided. WSP applied the Employment Density Matrix, presented in **Table 2-1**, for local plan proposals in the same way it was used for Do Minimum development.

4.3.25. Trip generation for residential zones were calculated in a similar way, whereby according to the DDC local growth, trip rates per house were calculated and multiplied by the proposed number of dwellings.

4.3.26. The trip generation associated with the residential and employment completed, and consented developments is detailed in full in **Appendix F**.

TRIP DISTRIBUTION

4.3.27. The additional trips that were added to the network followed the same zonal distribution of the existing model.

4.4 BACKGROUND GROWTH

4.4.1. Background growth for Cars has been extracted from TEMPro in study areas considered appropriate for this assessment given the coverage of the detailed area of modelling ("simulation area"). As TEMPro only predicts demand for non-LGV/HGV modes, LGV and HGV growth is predicted using the Road Traffic Forecasts (RTF) 2018.

4.4.2. The methods used for applying growth factors to all vehicle types are discussed further in this chapter.

CAR GROWTH FACTORS

4.4.3. The origin and destination car driver growth rates, by study area, are shown in **Table 4-6** and **Table 4-7** for the AM and PM peak respectively.

Table 4-6: Car Background Growth 2015 to 2040, AM Peak

Area	Name	Origin	Destination
Study Area 1	Dover District	1.2327	1.2179
Study Area 2	Kent*	1.1890	1.2099
Study Area 3	South East**	1.1962	1.1993

**excluding Dover; **excluding Kent*

Table 4-7: Car Background Growth 2015 to 2040, PM Peak

Area	Name	Origin	Destination
Study Area 1	Dover District	1.2254	1.2366
Study Area 2	Kent*	1.2086	1.1964
Study Area 3	South East**	1.1984	1.1966

**excluding Dover; **excluding Kent*

4.4.4. The only growth within Dover in the Do Minimum scenario is that from the committed housing and employment developments discussed within this report; background growth is only applied to the study area outside of Dover District.

4.4.5. The housing and employment projections for Dover within the 'alternative assumptions' function in TEMPro, have therefore been set equal to the 2015 base. Adjusted TEMPro growth rates will be applied to the model zone to take into account growth in housing and employment where the location is yet to be determined. This growth will be applied equally across the study areas, with total growth constrained to TEMPro.

4.4.6. The adjusted TEMPro growth rates for AM and PM Peak car drivers are shown in **Table 4-8** and **Table 4-9** respectively.

Table 4-8: Car Background Growth (Alternative Assumptions) 2015 to 2040, AM Peak

Area	Name	Origin	Destination
Study Area 1	Dover District	0.9615	1.0821
Study Area 2	Kent*	1.1890	1.2099
Study Area 3	South East**	1.1963	1.1994

**excluding Dover; **excluding Kent*

Table 4-9: Car Background Growth (Alternative Assumptions) 2015 to 2040, PM Peak

Area	Name	Origin	Destination
Study Area 1	Dover District	1.055	0.9761
Study Area 2	Kent*	1.2086	1.1965
Study Area 3	South East**	1.1984	1.1966

**excluding Dover; **excluding Kent*

LGV/HGV GROWTH FACTORS

4.4.7. The Road Traffic Forecasts (RTF) 2018 will be used to forecast the growth in non-port LGV and HGV trip demand. The LGV and HGV growth factors derived from NRTF for the South East (all areas) are set out in **Table 4-10** and will be applied across the matrix (excluding the port zone), including Dover District

Table 4-10: NRTF LGV and HGV Growth Rates from 2015 to 2040 – South East (All Areas)

Vehicle	RTF
LGV	1.398
HGV	1.127

PORT GROWTH

4.4.8. In 2015, WSP contacted the Port of Dover to obtain their predictions of traffic growth through the Port between 2015 and 2031. Port traffic was expected to witness a 45%-55% increase in freight (HGV) and a 10%-15% increase in Cars and LGVs by 2031.

4.4.9. As part of the updated work, in April 2020 WSP contacted Richard Christian at the Port of Dover for updated growth factors for the predicted growth between 2015 and the forecast year of 2040. Ultimately, predicting the possible impacts at the Port in light of long-term impacts of COVID-19 and the ongoing uncertainty surrounding Brexit and future trading with the EU is a difficult assumption to determine.

4.4.10. In the absence of anything more concrete, it is deemed appropriate to assume something which is robust and defendable and therefore WSP, in agreement with Richard Christian at the Port of Dover, have assumed the lower end of the growth provided in 2015. This growth has been presented in **Table 4-11**.

Table 4-11: Port of Dover Traffic Growth Forecasts

Trade Sector	Growth Factor to 2040
Freight (HGV)	45%
Cars and LGVs	10%

4.5 MATRIX DEVELOPMENT

4.5.1. The existing trip distribution from the 2015 base year matrices was used as the starting point for the trip distribution process, then scaling via a Furness methodology to distribute forecast trips between origins and destinations while controlling the trip end totals. The trip distribution process is detailed below:

- **Background Growth**: The adjusted growth factors have been applied to the row and column totals of the base year matrix to obtain the background trip ends and then have been distributed using the Furness method to generate the background growth matrix;
- **Development Growth**: The location of the explicitly modelled development sites was reviewed and VISUM zones with similar land use and location where assigned as the source for its distribution. Similar to the background growth, the trip ends obtained in the trip generation process have been distributed using a Furness method to generate the development growth matrix;
- **Unconstrained Matrix**: The background growth and development trip matrices have been added to generate the unconstrained matrix;
- **TEMPro Constraint Matrix**: Similar to the background growth, the unadjusted growth factors have been applied to the base year trip ends and distributed using the Furness method to generate the constraint matrix; and
- **Final Forecast Matrix**: A final forecast matrix has been produced by capping the unconstrained matrix OD values where they exceed those of the TEMPro constraint matrix.

4.5.2. **Table 4-12** compares the matrix totals in Passenger Car Units (PCUs) for each of the time periods in the 2040 Do Minimum Scenario and makes a comparison to the 2015 base year matrix.

Table 4-12: 2040 Do Minimum Scenario Matrix Total Comparison

Scenario	Base Year	Background Growth	Committed Development	Final Matrix Total	Difference BY vs FY
AM Peak	36,314	38,351	4,706	43,860	7,546
PM Peak	32,645	34,068	5,193	40,173	7,528

4.6 SUMMARY

4.6.1. The housing and employment completions that have been built out since the 2015 DDTM base model, up to April 2020, have been presented within this chapter for inclusion within the forecast scenarios. DDC provided WSP with the latest available list of consented housing and employment development (those with extant planning permission) and their trip generation was calculated and included within the Do Minimum, Do Something and Refined Do Something scenarios.

5

LOCAL PLAN ASSESSMENT

PUBLIC

5 LOCAL PLAN ASSESSMENT

5.1 INTRODUCTION

5.1.1. In Spring 2020, DDC provided WSP with the potential sites which were being considered for allocation within the emerging draft Local Plan. These potential sites provide more development than required and therefore represent a worst case scenario, which contained information on the location and development quantum of the potential housing and employment site allocations that could come forward in the emerging Local Plan. The potential allocations are the only housing and employment growth expected between 2040 Do Minimum scenario and the Do Something scenario.

5.1.2. The Do Something scenario includes development trips from all potential site allocations which are forecast to be built out between 2020 – 2040 and the highway network has been updated to reflect proposed access locations. Although it is accepted that not all potential site allocations will be allocated within the Local Plan, the Do Something scenario allows for a worst-case scenario to be assessed. The predicted growth within the Do Something scenario is obtained from potential site allocations for both housing and employment. Job quantum has been calculated using the Employment Density Matrix and the methodology summarised in Chapter 2.

5.1.3. Following the development of the 2040 Do Something AM and PM models and review of the impacts of the potential sites by looking at flow differences and changes in volume over capacity when compared to the Do Minimum, DDC have refined the list sites to form the draft Reg18 Local Plan site allocations. The refinement of housing and employment allocations has informed the development of a Refined Do Something model (rDS). The rDS contains the draft Reg18 site allocations that will be taken forward to Reg18 and consulted upon; their impacts within the strategic model will be compared against the full list of potential sites modelled within the Do Something and the completed and consented development included within the Do Minimum. The rDS scenario also tests the impact of the removal of White Cliffs Business Park as an allocation given the potential uncertainty regarding its future availability for allocation in the Local Plan.

5.2 DO SOMETHING

5.2.1. The Do Something scenario was developed using a 'worst-case' list of residential and employment allocations that were proposed to form the Local Plan; this assessed the implementation of 11,610 residential dwellings and 5,526 jobs. **Table 5-1** summarises the net increase of housing and jobs included in the Do Something scenario compared with the Do Minimum Scenario.

Table 5-1: Net Housing and Employment, Do Something vs Do Minimum

	Net Dwellings	Net Jobs	Net SQM
Local Plan Sites	11,610	5,526	124,488

5.2.2. A more detailed breakdown of residential and employment sites from the Do Something can be found in **Appendix G** and **Appendix H** respectively. The total dwellings and employment modelled in the Do Something Scenario is summarised in **Table 5-2**.

Table 5-2: Total Housing and Employment, Do Something Scenario

Do Something Scenario	Total Dwellings	Total Jobs	Total SQM
Completions 2015 -2020	2,097	389	39,241
Extant Planning Permission	4,655	3,366	188,725
Local Plan Sites	11,610	5,526	124,488
Total	**18,362**	**9,281**	**352,454**

5.2.3. Modelling the Do Something scenario allows for comparisons against the Do Minimum network and conclusions to be drawn as to whether mitigation on the road network may be necessary as a result of the extra trips from the potential allocations loaded onto the road network.

HOUSING ALLOCATIONS

5.2.4. The sites included within the DS scenario detail the potential for 11,610 residential dwellings over 107 site allocations ; the location of these sites is illustrated in **Figure 5-1**. Sites with fewer than 100 dwellings are indicated by a small pink circle; trip generation from these sites is added to the existing polygon within which the site is located. Potential site allocations with greater than 100 dwellings, shown by the orange, green and brown circles depending on their size, have been modelled explicitly and their trip generation has been added to a unique zone representative of that development only.

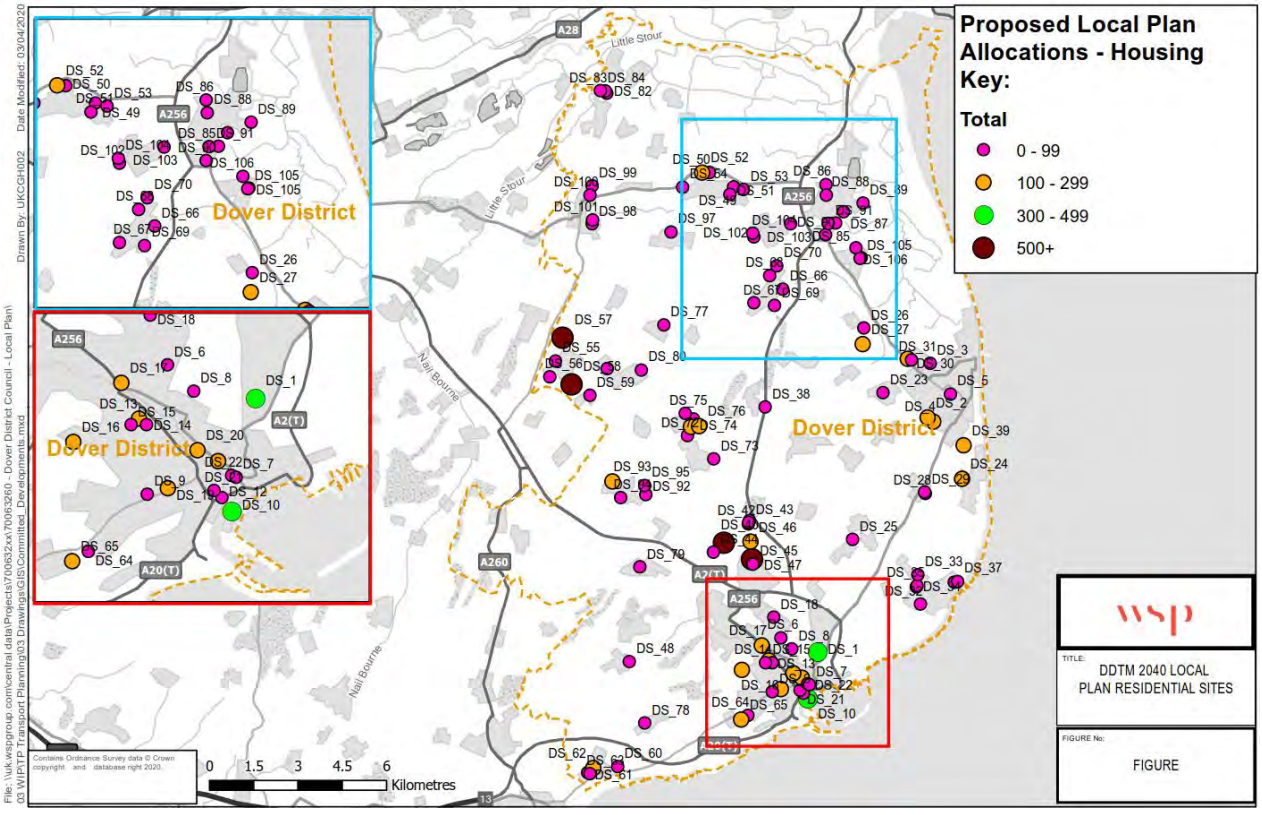


Figure 5-1: DDTM Do Something, Residential - Dover Local Plan potential site allocations

5.2.5. **Figure 5-1** highlights that 81 of the potential residential sites in the Dover and Deal area consist of less than 100 dwellings. Most of these smaller sites of 100 dwellings or less sit close to the A256 and tie in at the A256/ Deal Road roundabout to the north and Whitfield interchange to the south.

5.2.6. There are four potential sites with over 500 dwelling, these are deemed to be the most significant in size and their impacts will be monitored closely; two are in the Whitfield area and these sites will supply 4,809 additional dwellings. Specific network detail has been incorporated within Whitfield that is proposed to support significant development in this area; the network changes are discussed in more detail in paragraph 5.2.17.

5.2.7. DS_57 and DS_58 are sites in Aylesham that propose 500 and 640 households respectively. As the location of these sites is outside the DDTM detailed area of modelling, the impacts of these potential allocations will be assessed in more detail within a localised excel model, discussed within Chapter 7.

EMPLOYMENT ALLOCATIONS

5.2.8. The Dover Local Plan DS scenario includes 12 potential employment sites which could deliver 5,526 jobs; the locations of which are displayed in **Figure 5-2**. Similar to residential developments, sites with fewer than 100 jobs are indicated by a small pink circle; trip generation from these sites is added to the existing polygon within which the site is located. Potential site allocations with greater than 100 jobs, shown by the orange, green and brown circles depending on their size, have been modelled explicitly and their trip generation has been added to a unique zone representative of that development only.

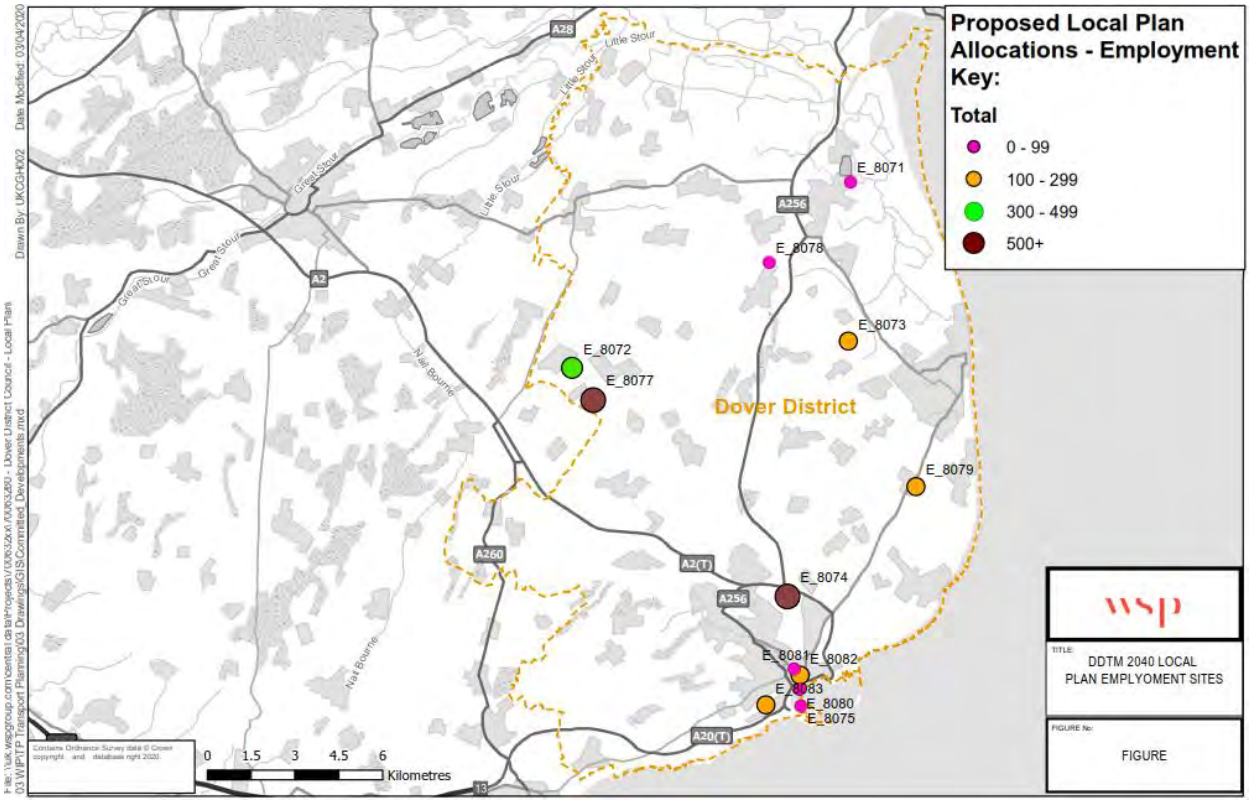


Figure 5-2: DDTM Do Something, Employment - Dover Local Plan potential site allocations

5.2.9. The Local Plan site that is forecast to provide the most jobs is White Cliffs Business Park Phases I-III, displayed as E_8074 on the map; this site will provide 3,698 jobs based on the even land use split of B1a, B2 and B8. No specific infrastructure has been incorporated to support this development as it is considered that vehicles will access the business park from the existing Honeywood Parkway.

5.2.10. Details of the potential employment site size and land use split used to calculate the total jobs each site would provide is detailed in **Table 5-3**.

Table 5-3: DDTM DS Local Plan Potential Employment Site Details

	Site Ref	Development Potential	Land Uses / Split	Comments
E_8071	Sandwich Industrial Area	5,832sqm	B8	In line with previous expired application
E_8072	Aylesham Development Area	8,500sqm	B1/B2	Split SQM equally between B1 and B2
E_8073	Betteshanger Colliery	2,500sqm	B1/B2/B8	Split SQM equally between B1, B2 and B8
E_8074	White Cliffs BP	87,381sqm	B1/B2/B8	Split SQM equally between B1, B2 and B8
E_8075	Dover Western Docks	375sqm	B8	Industrial trip rates have been used
E_8077	Land off Holt Street	12,000sqm	B1/B2/B8	Split SQM equally A1, A3, A4, B1, B2, B8 and D1
E_8078	Land east of Foxborough Hill	100sqm	Flexi employment	Model B1 as worst case trip generation
E_8079	Land at Ringwould Alpines	1,800sqm	B1/B2	Split SQM equally between B1 and B2
E_8080	Dover Waterfront	1,000sqm	B1	All B1 land use
E_8081	Dover Midtown	1,000sqm	B1	All B1 land use
E_8082	Former Co-op	2,000sqm	B1	All B1 land use
E_8083	Citadel	2,000sqm	B1	All B1 land use

5.2.11. The potential Local Plan employment site allocations within the Do Something are listed in detail within **Appendix H**.

NETWORK ASSUMPTIONS

5.2.12. The Do Something scenario will use the Do Minimum network as a base network, with completed and consented infrastructure changes incorporated, in addition to specific access points for explicitly modelled developments, listed in **Table 4-2**.

5.2.13. Additional network detail will be added to the Do Something scenario to reflect the infrastructure proposed to be associated with explicitly modelled Local Plan sites – potential site allocations with greater than 100 households or jobs.

EXPLICITLY MODELLED SITES

5.2.14. As with the Do Minimum, potential site allocationswith greater than 100 dwellings or jobs have been modelled explicitly. Trip generation from explicitly modelled developments is added to a new model zone that has been created to represent a single specific site; this allows for more detailed analysis of the transport impacts of a particular site, and the access/egress to the existing highway network will reflect allocation proposals.

5.2.15. **Table 5-4** details residential explicitly modelled developments in the Do Something scenario.

Table 5-4: 2040 Do Something Scenario, Explicitly Modelled Potential Housing Allocations

WSP ID	App Number	Site Address	No of HHs	Associated Infrastructure
DS_1	GUS002	Connaught Barracks, Dover	436	New link road connecting Dover road with A258 at a signalised junction. Development accessing onto new road at a priority junction and onto Fort Burgoyne Rd
DS_10	DOV017	Dover Waterfront	300	Access onto Cambridge Road, Waterloo Crescent
DS_16	DOV022E	Land in Coombe Valley, Dover	220	Priority junction with Barwick Road
DS_17	DOV023	Buckland Mill, Dover	124	Priority junction with Crabble Hill
DS_27	NOR005	Betteshanger Colliery, Betteshanger, Deal	250	Access onto Betteshanger Road
DS_39	WAL002	Land at Rays Bottom between Liverpool Road and Hawksdown	120	Priority junction with Liverpool Road
S_115	10/01010	Phase 1/1A remaining extant planning permission quantum	539	Existing A256 at grade roundabout and links through to the Whitfield development road
DS_40	WHI001	Land to the north west of Whitfield's current housing land allocation	600	Access via the proposed Whitfield development road
DS_46	WHI007	Holly Lodge Retirement Community, Holly Lodge, Sandwich Road, Whitfield	106	Access via the proposed Whitfield development road and onto Sandwich Road
DS_47	WHI008	Managed Expansion of Whitfield	4,210	Access via the proposed Whitfield development road
DS_52	ASH004	Land to the north of Molland Lane, Ash	110	Access onto the A257 via Chequer Lane
DS_57	AYL004	Farmland lying to the north of Aylesham and to the east of the B2046 (Adisham Road)	500	Access onto B2046 Adisham Road, north of Dorman Avenue North
DS_58	AYL003	Land to the south of Spinney Lane, Aylesham	640	Access onto Spinney Lane and Aylesham Road
DS_74	EYT003	Land adjoining Terrace Road, Elvington	150	Access onto Adelaide Road, south of Terrace Road
DS_76	EYT009	Land to the east of Terrace Road, Elvington	150	Access onto Adelaide Road, south of Terrace Road
DS_93	SHE003	Land to the north of Westcourt Lane, Shepherdswell	130	Access onto Westcourt Lane west of The Grange

Connaught Barracks

5.2.16. Infrastructure changes surrounding the potential Connaught Barracks Local Plan allocation were coded into the Do Something network to represent **Figure 5-3**. The introduction of a new link between Dover Road and A258 is proposed to become the primary route for Dover Road through-routing vehicles and development traffic accessing directly on to the new link. The new link is proposed to meet the A258 at a signalised junction, where the new link is the minor arm; indicative phasing and signals have been included within the Do Something models and optimised for the respective time periods. It is proposed that Dover Road is stopped up at the intersection with the new link, and development traffic or existing vehicles wishing to access will do so via the A258 / Dover Road junction to the south.



Figure 5-3: Connaught Barracks Masterplan and Associated Infrastructure

Whitfield Urban Expansion

5.2.17. The Do Something Local Plan scenario includes the build-out of the remaining extant permission, totalling approximately an additional 539 dwellings to be located within Phase 1/1A and accessing the existing highway network via the A256 at grade junction, incorporated as part of the Do Minimum Scenario.

5.2.18. To support the additional growth within and around Whitfield (WHI001 and WHI008), a development road is proposed around the north of the existing village with interconnecting junctions at A2, Singledge Lane, Sandwich Road, Napchester Road, Church Whitfield Road, Archer's Court Road and the A256.

5.2.19. Coding of the development road has been based upon an indicative alignment following discussion with DDC. At this stage the alignment and points of intersections with the existing highway of the development road is still being refined and developed. For the purposes of inclusion within the Do Something scenario WSP, in agreement with DDC, have assumed the following:

- An at-grade roundabout on the A2, with the inclusion of a northbound priority lane;
- An all movements priority-controlled roundabout at Singledge Lane;

- An all movements priority-controlled roundabout at Sandwich Road;
- The stopping up of Church Whitfield Lane between Sandwich Road and Napchester Road;
- At-grade roundabout on the A256, 450m south of Sandwich Road;
- Ahead only priority junction at Napchester Road (note vehicles cannot turn from the development road onto Napchester Road, or vice versa);
- Ahead only priority junction at Church Whitfield Road (note vehicles cannot turn from the development road onto Church Whitfield Road, or vice versa); and
- Ahead only priority junction at Archers Court Road (note vehicles cannot turn from the development road onto Archers Court Road, or vice versa).

5.2.20. **Figure 5-4** shows the inclusion of the infrastructure associated with Whitfield Urban Expansion and how it has been incorporated into the Do Something model.



Figure 5-4: Whitfield Urban Expansion, Associated Infrastructure, Do Something Scenario

5.2.21. **Table 5-5** details employment explicitly modelled developments in the Do Something scenario.

Table 5-5: 2040 Do Something Scenario, Explicitly Modelled Potential Employment Allocations

WSP ID	App Number	Site Address	No of Jobs	Associated Infrastructure
E_8072	SiteRef4	Aylesham Development Area	484	Access onto Aylesham Road
E_8073	SiteRef6	Betteshanger Colliery Pithead	106	Utilises the access onto Betteshanger Road
E_8074	SiteRef7	White Cliffs Business Park Phases I-III	3,698	Access onto existing roundabouts along Honeywood Parkway
E_8077	SiteRef14	Land off Holt Street, Snowdown, Aylesham	529	Priority junction with Holt Street
E_8079	SiteRef16	Land at Ringwould Alpines, Dover Road, Ringwould	103	Priority junction with A258 Dover Road
E_8082	SiteRef22	Former Co-op Site and the adjacent Church Street car park	172	Access onto Stembrook
E_8083	SiteRef23	Citadel	172	Utilises existing Citadel Road access

TRIP RATES AND TRIP GENERATION

5.2.22. The trip rates for each land use have been derived from the TRICS database and have been applied to the potential site allocations to determine the trip generation. These are presented in **Table 4-5**; the full output from TRICS can be seen in **Appendix E**.

5.2.23. A detailed breakdown of trip generation for the Do Something Residential and Employment sites is included in **Appendix I**.

5.2.24. **Table 5-6** illustrates the total additional residential and employment trips added to the Do Something network to enable the impacts of the full list of sites in this scenario to be assessed.

Table 5-6: Do Something, Potential Local Plan Allocations, Net Trip Generation

Development Type	AM Two Way	PM Two Way
Residential	5,383	5,840
Employment	1,017	1,037
Total	**6,400**	**6,877**

TRIP DISTRIBUTION

5.2.25. The additional trips resulting from the sites in this scenario were added to existing zones and followed the same zonal distribution of the existing model; explicitly modelled zones copied the distribution from nearby zones of a similar size and land use.

MATRIX TOTALS

5.2.26. **Table 5-7** compares the matrix totals in Passenger Car Units (PCUs) for the AM and PM peaks in the 2040 Do Something Scenario and makes a comparison to the 2015 base year matrix and the 2040 Do Minimum.

Table 5-7: 2040 Do Something Scenario Matrix Total Comparison

Scenario	Base Year	Do Minimum	Local Plan Development	Final Matrix Total	Difference DS vs Base
AM Peak	36,314	43,860	6,400	50,279	13,965
PM Peak	32,645	40,173	6,877	48,218	15,573

5.3 REFINED DO SOMETHING

5.3.1. In November 2020, following review of the impacts of the Do Something on the existing highway network and compared to the Do Minimum, DDC provided WSP with a refined list of Local Plan allocations that would be taken to Reg18; this assesses the implementation of 10,709 residential dwellings and 646 jobs. This is a reduction of 901 dwellings and 4,880 jobs over 109,156 sqm when compared to the Do Something.

5.3.2. **Table 5-8** summarises the net increase of housing and jobs included in the Refined Do Something scenario compared with the Do Something and Do Minimum Scenario.

Table 5-8: Draft Reg18 Site Allocations, Net Housing and Employment

	Net Dwellings	Net Jobs	Net SQM
Refined Do Something vs Do Something	-901	-4,880	-109,156
Refined Do Something vs Do Minimum	10,709	646	15,332

5.3.3. A more detailed breakdown of residential and employment sites from the Refined Do Something can be found in **Appendix J** and **Appendix K** respectively. The total housing and employment modelled in the refined Do Something Scenario is summarised in **Table 5-9**.

Table 5-9: Total Draft Reg18 Site Allocations, Housing and Employment, Refined Do Something Scenario

Do Something Scenario	Total Housing	Total Jobs	Total SQM
Completions 2015 -2020	2,097	389	39,241
Extant Planning Permission	4,655	3,366	188,725
Local Plan Sites	10,709	646	15,332
Total	**17,461**	**4,401**	**243,298**

5.3.4. The Refined Do Something has been developed to represent a more realistic Local Plan scenario and represents housing and employment development quantum closer to the allocation requirements for growth in the district. Refinements were made based on areas of greatest impact identified as part of the Do Something analysis presented in Chapter 6.

5.3.5. The impacts of the Refined Do Something will inform the mitigation required to support the draft reg18 site allocations.

DRAFT REGULATION 18 HOUSING ALLOCATIONS

5.3.6. The refined Local Plan allocations detail the potential for 10,709 residential dwellings over 92 sites locations; the location of these sites is illustrated in **Figure 5-5**. Sites with fewer than 100 dwellings are indicated by a small pink circle; trip generation from these sites is added to the existing polygon within which the site is

located. Draft Reg18 site allocations with greater than 100 dwelling are shown by the orange, green and brown circles depending on their size, have been modelled explicitly and their trip generation has been added to a unique zone representative of that development only.

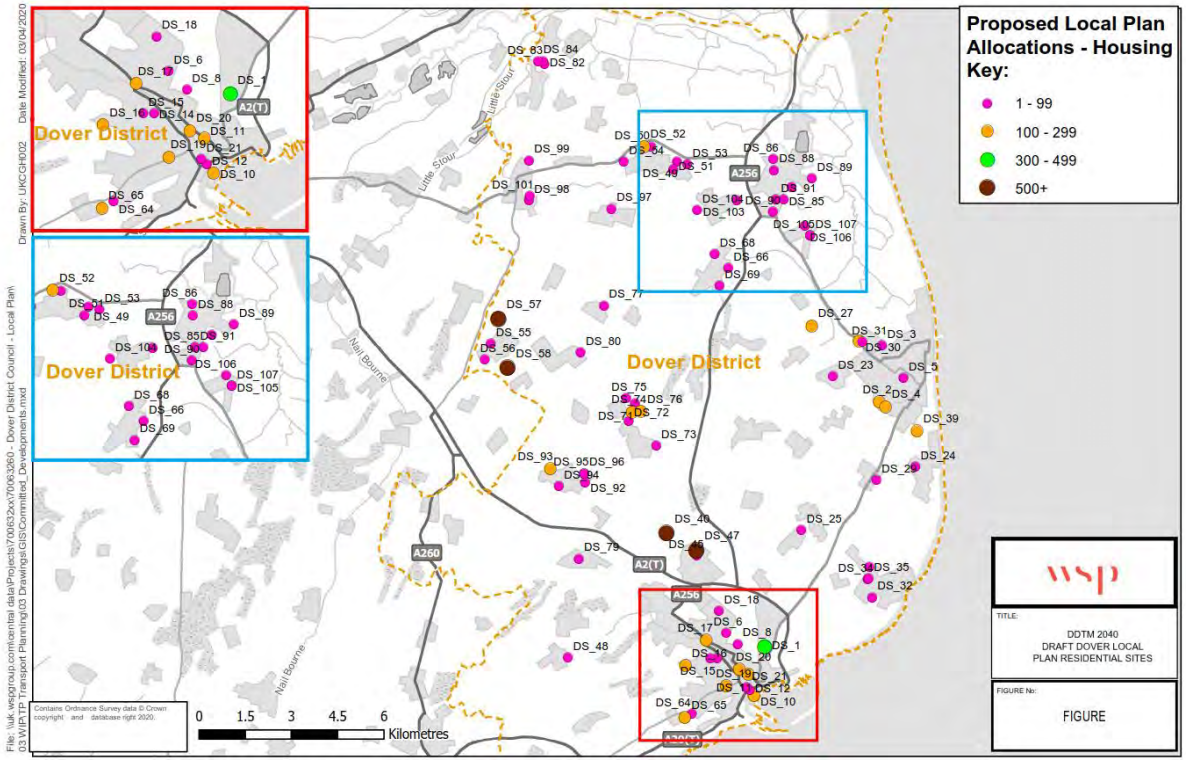


Figure 5-5: DDTM Revised Do Something, Residential – Draft Reg18 Local Plan Site Allocations

5.3.7. **Figure 5-5** highlights that 65 of the draft Reg18 allocations in the Dover and Deal area consist of less than 100 dwellings. Most of these smaller sites of 100 dwellings or less sit close to the A256 and tie in at the A256/ Deal Road roundabout to the north and Whitfield interchange to the south.

5.3.8. There are four sites with over 500 dwelling proposed, these are deemed to be the most significant in size and their impacts will be monitored closely; two are proposed in the Whitfield area and these sites will supply 4,267 additional households. Specific network detail has been incorporated within Whitfield that is proposed to support significant development in this area; the network changes are discussed in more detail in paragraph 5.2.17.

5.3.9. DS_57 and DS_58 are sites in Aylesham that propose 500 and 640 households respectively. As the location of these sites is outside the DDTM detailed area of modelling, the impacts of these potential sites will be assessed in more detail within a localised excel model for areas outside the DDTM study area, discussed within Chapter 8.

5.3.10. The Do Something Local Plan allocations detailed in **Figure 5-1** present the potential dwelling allocations in the 'worst-case' Do Something Scenario, the refined Do Something draft Reg18 dwelling site allocations are detailed in **Figure 5-5**. **Table 5-10** summarises the dwellings that have either been removed or revised between the Do Something and the Refined Do Something. The Refined Do Something included the withdrawal of approximately 21 residential sites, totalling 556 dwellings and 14 sites with the dwelling totals altered. A full list of the draft reg18 residential site allocations within the Refined Do Something are listed in full within **Appendix J**.

Table 5-10: Total Residential Dwelling Change between the DS and rDS

Site ID	Site Ref	Do Something Quantum	Refined Do Something Quantum	Reduction in Dwelling in Refined Do Something
DS_1	GUS002	436	300	-136
DS_6	DOV006	14	8	-6
DS_7	DOV007	30	0	-30
DS_8	DOV009	25	32	7
DS_9	DOV010	25	0	-25
DS_10	DOV017	300	200	-100
DS_13	DOV022A	100	0	-100
DS_22	DOV032	50	0	-50
DS_24	KIN002	100	90	-10
DS_25	LAN003	41	40	-1
DS_26	NOR003	4	0	-4
DS_27	NOR005	250	210	-40
DS_28	RIN002	20	0	-20
DS_36	STM010	35	0	-35
DS_37	STM011	5	0	-5
DS_38	TIL001	15	0	-15
DS_39	WAL002	120	100	-20
DS_41	WHI002	26	0	-26
DS_42	WHI003	11	0	-11
DS_43	WHI004	27	0	-27
DS_44	WHI005	6	0	-6
DS_46	WHI007	106	0	-106
DS_47	WHI008	4,210	4,267	57
DS_53	ASH010	60	76	16
DS_59	AYL005	10	0	-10
DS_62	CAP006	100	50	-50
DS_78	HOU004	25	0	-25
DS_81	NON004	12	0	-12
DS_90	SAN019	30	10	-20
DS_91	SAN015	67	55	-12
DS_93	SHE003	130	100	-30
DS_100	WIN006	11	0	-11
DS_102	WOO002	5	0	-5

DRAFT REGULATION 18 EMPLOYMENT ALLOCATIONS

5.3.11. The Refined Do Something also proposes 646 jobs across 15,332 sqm of employment sites which is a significant refinement compared to the Do Something; the locations of which are displayed in **Figure 5-6**. The two sites with fewer than 100 jobs (Sandwich Industrial Area and Doer Waterfront) are indicated by a small pink circle; trip generation from these sites is added to the existing polygon within which the site is located. The single proposed site with greater than 100 jobs – Aylesham Development Area – shown by the green circle, has been modelled explicitly and the trip generation has been added to a unique zone representative of that development only.

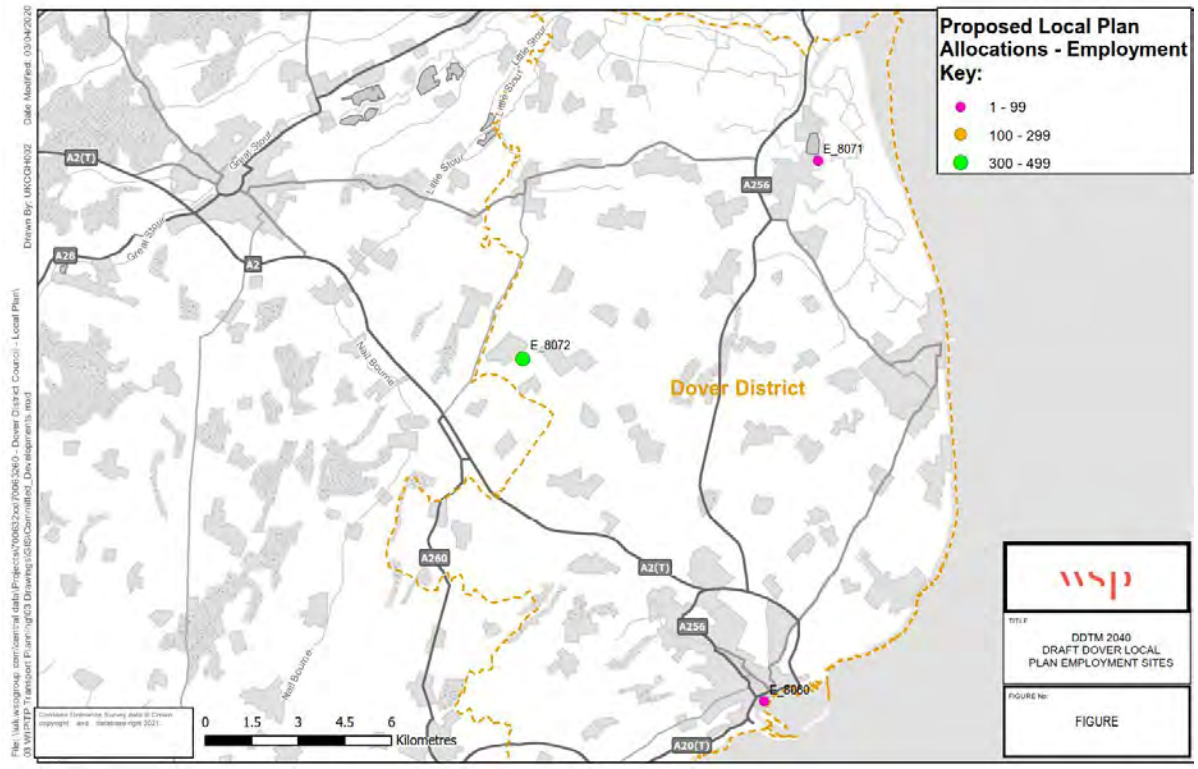


Figure 5-6: DDTM Revised Do Something, Employment Sites – Draft Reg18 local Plan Site Allocations

5.3.12. Details of the employment site size and land use split used to calculate the total jobs each site would provide is detailed in **Table 5-3**. The list of employment sites included within refined Do Something is presented in **Table 5-11**.

Table 5-11: DDTM rDS Draft Reg18 Local Plan Employment Site Details

	Site Ref	Development Potential	Land Uses / Split	Comments
E_8071	Sandwich Industrial Area	5,832sqm	B8	In line with previous expired application
E_8072	Aylesham Development Area	8,500sqm	B1/B2	Split SQM equally between B1 and B2
E_8080	Dover Waterfront	1,000sqm	B1	All B1 land use

5.3.13. All other employment sites presented in **Table 5-2** have been removed as part of the Refined Do Something, which equates to 4,880 jobs and 109,156 sqm. At the time the rDS scenario was developed there was uncertainty about the future availability of White Cliffs Business Park as an employment allocation. The site

has therefore not been included. Further scenario testing is likely to be required when there is more certainty about the likely future proposals for White Cliffs Business Park.

5.3.14. The draft reg18 employment site allocations proposed within the Refined Do Something are listed in detail within **Appendix K**.

NETWORK ASSUMPTIONS

5.3.15. The Refined Do Something scenario used will use the Do Something network outlined in section 5.2.11, using the completed and consented infrastructure changes incorporated, in addition to specific access points for explicitly modelled developments, listed in **Table 5-4** and **Table 5-5**, with the exception of the following sites which have been removed:

- E_8073, ELR_SiteRef6;
- E_8074, ELR_SiteRef7;
- E_8077, ELR_SiteRef14;
- E_8079, ELR_SiteRef16;
- E_8082, ELR_SiteRef22;
- E_8083, ELR_SiteRef23;
- DS_46 Holly Lodge Retirement Community, Holly Lodge.

TRIP RATES AND TRIP GENERATION

5.3.16. The trip rates for each land use have been derived from the TRICS database and are presented in **Table 4-5**; the full output from TRICS can be seen in **Appendix E**.

5.3.17. A detailed breakdown of trip generation for the Dover Local Plan Residential and Employment sites is included in **Appendix L**.

5.3.18. **Table 5-12** illustrates the total additional residential and employment trips added to the Do Something network to enable the impacts of the Local Plan sites to be assessed.

Table 5-12: Refined Do Something Draft Reg18 Local Plan Allocations Net Trip Generation

Development Type	AM Two Way	PM Two Way
Residential	4,972	5,394
Employment	116	109
Total	**5,088**	**5,503**

TRIP DISTRIBUTION

5.3.19. The additional trips resulting from the Refined Do Something allocations were added to existing zones and followed the same zonal distribution of the existing model; explicitly modelled zones copied the distribution from nearby zones of a similar size and land use.

MATRIX TOTALS

5.3.20. **Table 5-13** compares the matrix totals in Passenger Car Units (PCUs) for each of the time periods in the 2040 Refined Do Something and makes a comparison to the 2015 base year matrix and the 2040 Do Minimum.

Table 5-13: 2040 Do Something Scenario Matrix Total Comparison

Scenario	Base Year	Do Minimum	Local Plan Development	Final Matrix Total	Difference DS vs Base
AM Peak	36,314	43,860	5,087	48,747	7,125
PM Peak	32,645	40,173	5,503	45, 657	6,926

5.4 SUMMARY

5.4.1. WSP have developed a Do Something and a Refined Do Something to represent the potential Local Plan sites within the district of Dover. The Do Something model included substantial housing and employment growth, exceeding the growth targets for Dover and is considered to represent a 'worst-case' Local Plan assessment.

5.4.2. The Refined Do Something has been developed following a review of the Do Something impacts on the existing highway network; sites have been either removed or development quantum changed to represent a more realistic list of proposed Local Plan allocations that will be taken forward to Reg18 consultation. The refinement Do Something includes 901 fewer dwellings and 4,880 fewer jobs compared to the Do Minimum and a growth of 10,709 dwellings and 646 jobs compared to the Do Minimum.

5.4.3. The impacts of the Do Minimum, Do Something and Refined Do Something AM and PM peak models has been presented in detail within Chapter 6 with comparisons made between the forecast scenarios at the 2015 DDTM base model.

6

RESULTS

PUBLIC

6 RESULTS

6.1 INTRODUCTION

6.1.1. This chapter presents the results of the forecast 2040 DDTM assignments providing network statistics, impacted junctions and links and convergence of the forecast scenarios, with and without the Local Plan allocations, in the forecast year (2040). The performance of the forecast assignments has been considered as follows:

- Impact of completed and consented growth (DM – Base);
- Impact of the refined Do Something (rDS – DS); and
- Impact of Local Plan sites (rDS – DM).

6.1.2. These impacts are considered in terms of actual flow and percentage flow changes. Flow difference plots have been produced to demonstrate the volume of vehicle comparisons between the 2015 base year, 2040 Do Minimum, 2040 Do Something and refined Do Something, and any re-routing that occurs as a result of the forecast growth or implementation of the Local Plan sites.

6.1.3. A volume over capacity assessment has also been undertaken on links and junctions within the DDTM study area to further understand the level of impacts experienced, and whether they are benefits or adverse. It is worth noting that volume over capacity is a high-level indication of which junctions or links may operate over capacity in the forecast scenario. The methodology surrounding this is discussed later within this Chapter.

6.2 MODEL CONVERGENCE

6.2.1. Each user class is assigned over a number of iterations until a level of stability or 'convergence' is achieved. The DfT TAG-recommended convergence criteria, which is pre-set set within VISUM, is set out in **Table 6-1**.

Table 6-1: TAG Convergence Criteria

Measure of Convergence	Acceptable Value
'Delta'	Less than 1%
Percentage of links with flow changes < 5% ('P')	Four consecutive iterations greater than 90%

6.2.2. The maximum number of 'assignment iterations' has been set to 100 for each transport system, since the majority of models should converge within this range. For the Car element these represent the 'inner' iterations within each overall 'Assignment with ICA' iteration. For the Car assignment VISUM does not assess the 'P' statistic in terms of percentage change in link flows; rather it assesses the difference in flows on a turn basis in terms of the GEH and reports the percentage of turns with flow changes less than a GEH value of 1.

DO MINIMUM

6.2.3. The results of the Do Minimum assignments are shown in **Table 6-2** and **Table 6-3** for the 08:00-09:00 and 17:00-18:00 models respectively. These demonstrate that the vehicle classes converge 'naturally' i.e. according to the settings defined within the model.

Table 6-2: 2040 Do Minimum Convergence, Results AM Peak

PrT System	'Delta'			Model Stability 'P'		
	Duality Gap	Iterations	n-3	n-2	n-1	n
All Vehicles	0.00004604	10	0.984	0.994	0.993	0.996

Table 6-3: 2040 Do Minimum Convergence, Results PM Peak

PrT System	'Delta'			Model Stability 'P'		
	Duality Gap	Iterations	n-3	n-2	n-1	n
All Vehicles	0.00006211	10	0.966	0.993	0.992	0.996

DO SOMETHING

6.2.4. The results of the Do Something assignments are shown in **Table 6-4** and **Table 6-5** for the 08:00-09:00 and 17:00-18:00 models respectively. These demonstrate that the vehicle classes converge 'naturally' i.e. according to the settings defined within the model.

Table 6-4: 2040 Do Something Convergence, Results AM Peak

PrT System	'Delta'			Model Stability 'P'		
	Duality Gap	Iterations	n-3	n-2	n-1	n
All Vehicles	0.00006184	22	0.989	0.995	0.996	0.997

Table 6-5: 2040 Do Something Convergence, Results PM Peak

PrT System	'Delta'			Model Stability 'P'		
	Duality Gap	Iterations	n-3	n-2	n-1	n
All Vehicles	0.00002084	29	0.998	0.998	0.999	1.000

REFINED DO SOMETHING

6.2.5. The results of the Refined Do Something assignments are shown in **Table 6-6** and **Table 6-7** for the 08:00-09:00 and 17:00-18:00 models respectively. These demonstrate that the vehicle classes converge 'naturally' i.e. according to the settings defined within the model.

Table 6-6: 2040 Refined Do Something Convergence, Results AM Peak

PrT System	'Delta'			Model Stability 'P'		
	Duality Gap	Iterations	n-3	n-2	n-1	n
All Vehicles	0.00002218	19	0.961	0.973	0.985	6

Table 6-7: 2040 Refined Do Something Convergence, Results PM Peak

PrT System	'Delta'			Model Stability 'P'		
	Duality Gap	Iterations	n-3	n-2	n-1	n
All Vehicles	0.00006200	17	0.922	0.970	0.999	0.998

6.3 DO MINIMUM VS BASE

6.3.1. **Figure 6-2** and **Figure 6-5** present the actual flow difference between the 2040 Do Minimum and 2015 Base DDTM in Dover in the AM Peak and PM Peak respectively. It is noted that these figures do not include labels and have instead been presented to show the broad patterns in flow increase / decrease and on which roads these occur. Some large increases are accredited to instances whereby new transport infrastructure has been coded into the Do Minimum scenario and as such all flow on a new link is therefore an increase. **Figure 6-2** demonstrates in red the links where this is occurring in subsequent figures.



Figure 6-1: DDTM 2040 Do Minimum New Links

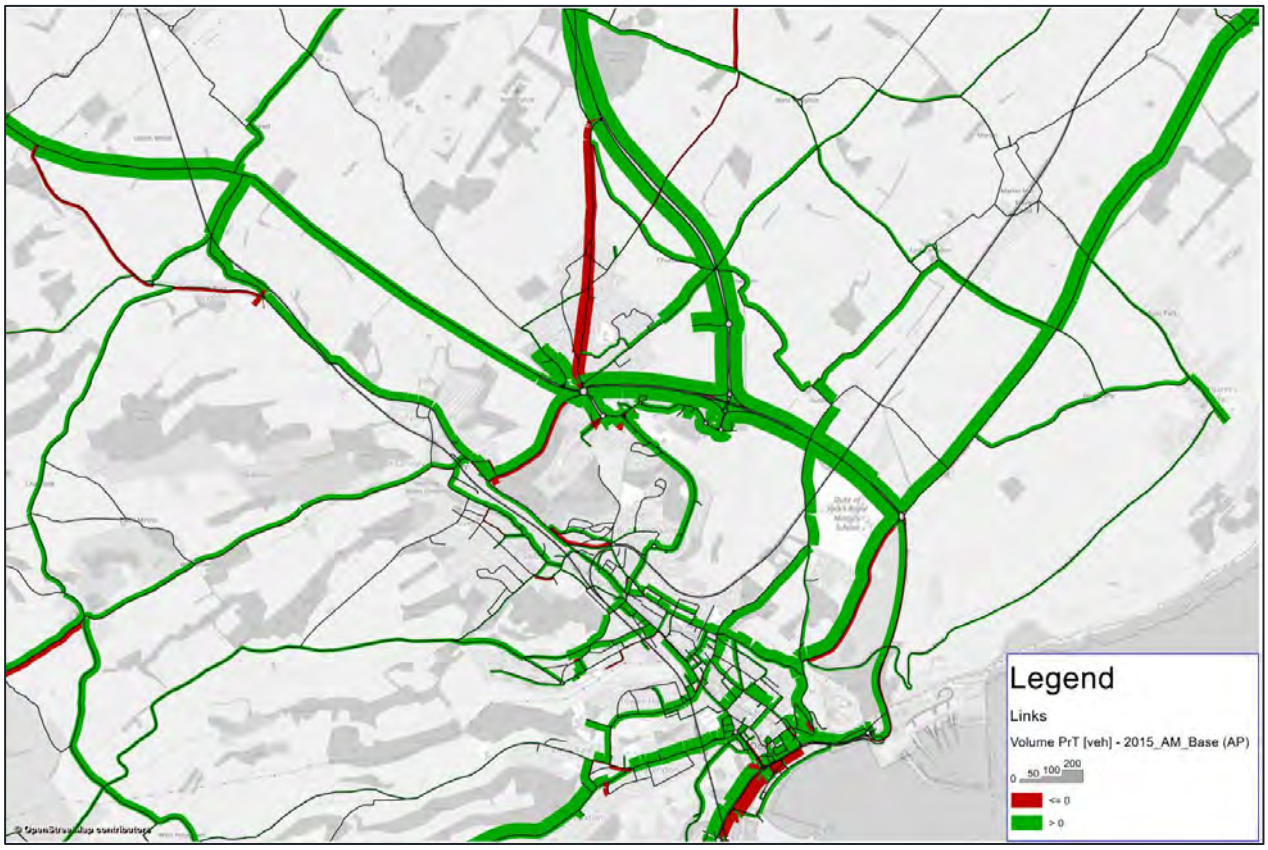


Figure 6-2: DDTM 2040 Do Minimum – Base Flow Difference, Dover, AM Peak

6.3.2. In the AM peak, flow reductions along the A20, close to the Port, are due to the implementation of signalised junctions at A20 / Union Street and A20 / A256 links being re-purposed in the Do Minimum coding.

6.3.3. Flow reductions along Sandwich Road can be seen in **Figure 6-2** and are due to a change of routing away from Sandwich Road and an increase onto the A2 and A256 for vehicles routing from Whitfield Hill; these changes in the AM peak are presented in **Figure 6-3**. This re-routing between the base and Do Minimum is assessed in more detail at Whitfield Roundabout within the local junction models presented in Chapter 7 but is considered to be as a result of increased delay at Whitfield Roundabout and along Sandwich Road.



Figure 6-3: Sandwich Road Northbound, 2015 Base (left) vs Do Minimum (right), AM Peak

6.3.4. In the AM peak DM, **Figure 6-2** demonstrates increase in southbound vehicle volumes on Canterbury Road and London Road through Lydden, this is reflected by a decrease in vehicles westbound along Whitfield Hill. Increases in queueing and deterioration in performance of the Whitfield Roundabout causes re-routing away from the A2 and onto rural country roads. Shortest path analysis has been undertaken between A2 / Lydden Hill junction and London Road / Alkham Valley Road junction to demonstrate the preferred route in an uncongested network versus the route once the model becomes congested, presented in **Figure 6-5**. This shows the impacts of congestion at Whitfield Roundabout on the route choice of vehicles in the network; mitigation at this junction would aim to re-attract these re-routing vehicles.

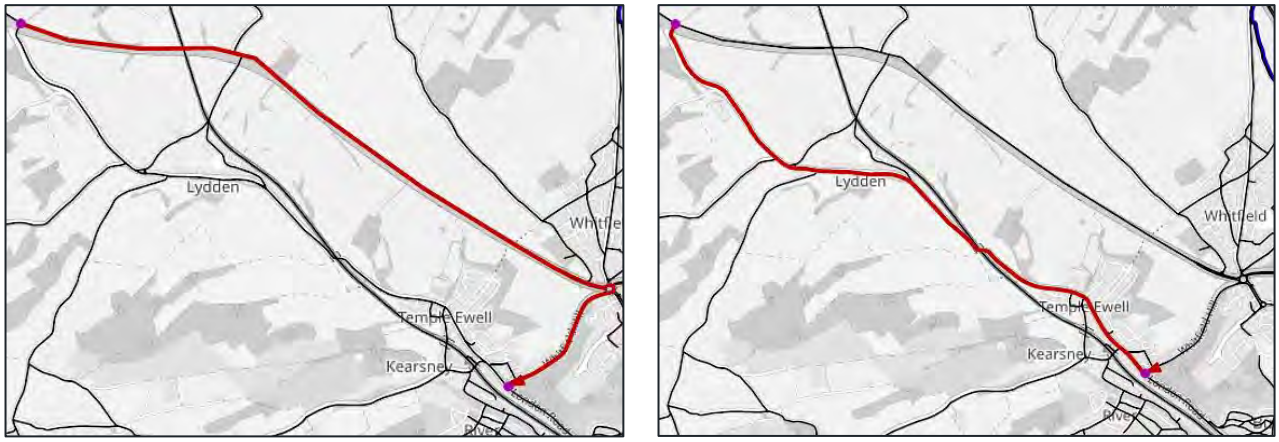


Figure 6-4: Shortest Path Analysis, Un-Congested Network (left) vs Congested Network (right), AM Peak

6.3.5. Similar to the routing away from the A2, **Figure 6-2** shows an increase along Church Whitfield Road and Guston Road in the AM peak; this is attributed to increased pressure on Whitfield Roundabout on the Sandwich Road approach and Duke of York roundabout on the A258 Deal Road approach. Vehicles are routing away from theses roundabout by instead utilising the 'attractive' less congested rural roads to access Dover town centre. Is it considered that suitable mitigation at Whitfield and Duke of York roundabouts could encourage these vehicles away from the rural routes.

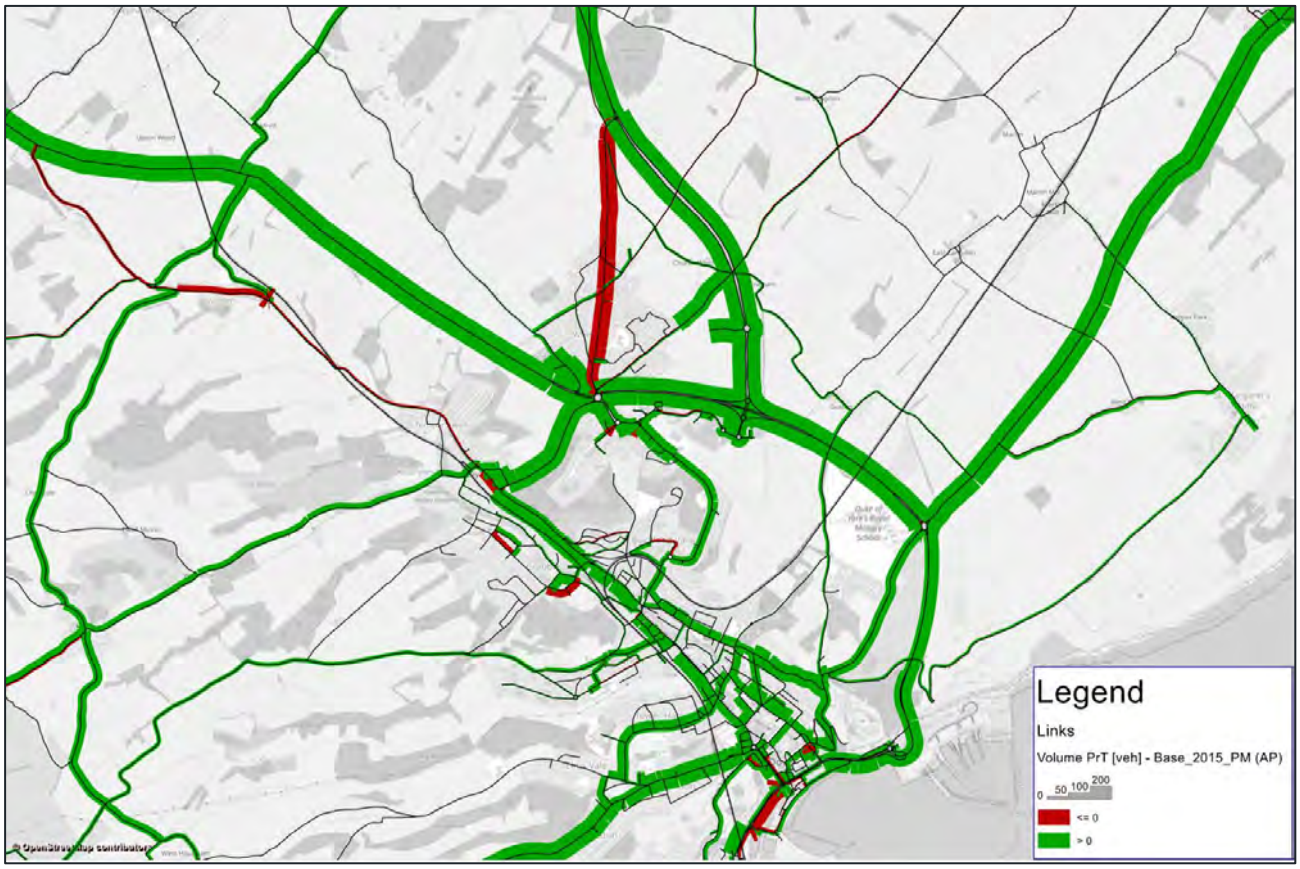


Figure 6-5: DDTM 2040 Do Minimum – Base Flow Difference, Dover, PM Peak

6.3.6. **Figure 6-5** presents the actual flow difference between the Do Minimum and the Base scenario, as with the AM peak similar trends in vehicle volume are present, flow reductions are present on Sandwich Road northbound and southbound. In the PM peak, vehicles are shown to route away from Sandwich Road and instead using Church Road and Coldred Road to avoid Whitfield Roundabout and the London Road / Alkham Valley Road junction.

6.3.7. Overall, the PM peak presents less significant re-routing away from strategic routes than the AM peak and most reductions in flow (red bars) are accredited to minor localised re-routing. The impacts of the Do Minimum have been assessed in local junction models for Whitfield and Duke of York Roundabouts and are discussed in more detail in Chapter 7.

6.3.8. **Figure 6-6** and **Figure 6-7** present the actual flow difference between the 2040 Do Minimum and 2015 Base DDTM in Deal in the AM Peak and PM Peak respectively. Generally, increases are seen across the network due to the inclusion of committed developments in Deal, with small decreases that are accredited to minor re-routing as a result of including localised committed development and other routes becoming more attractive, such around Walmer Station in the PM Peak.

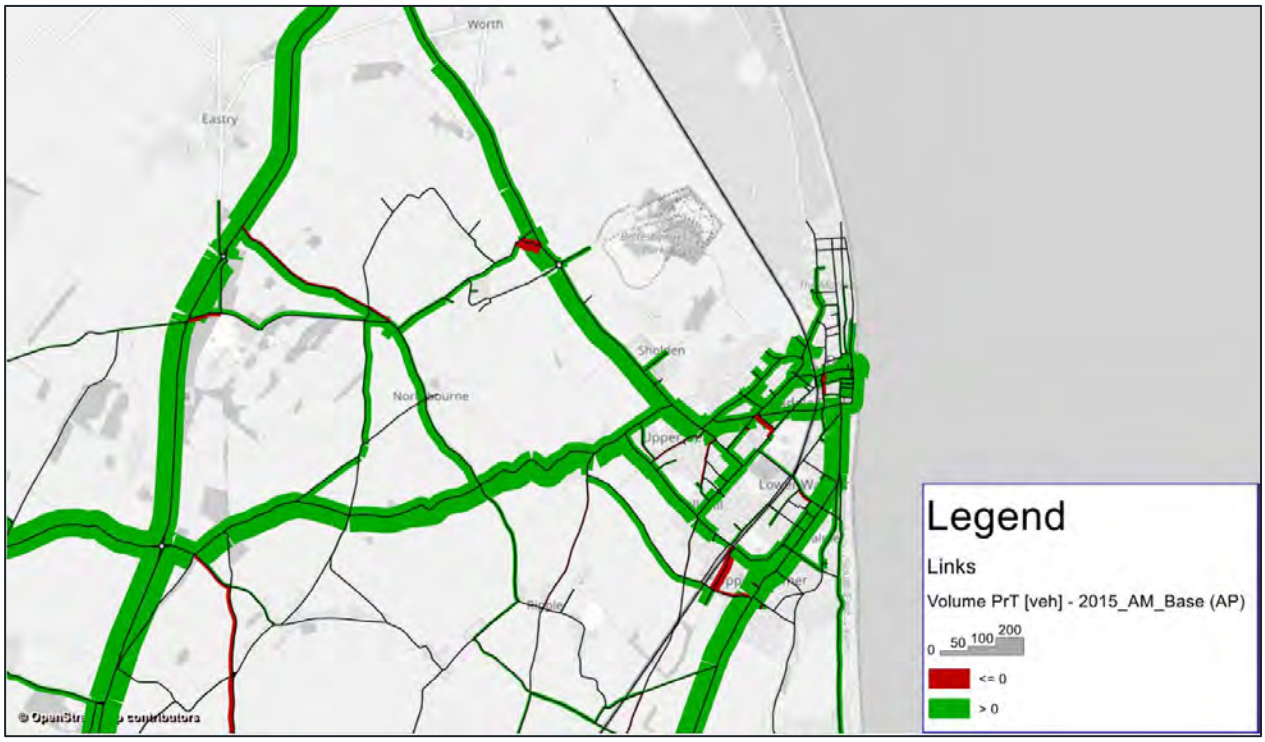


Figure 6-6: DDTM 2040 Do Minimum – Base Flow Difference, Deal, AM Peak

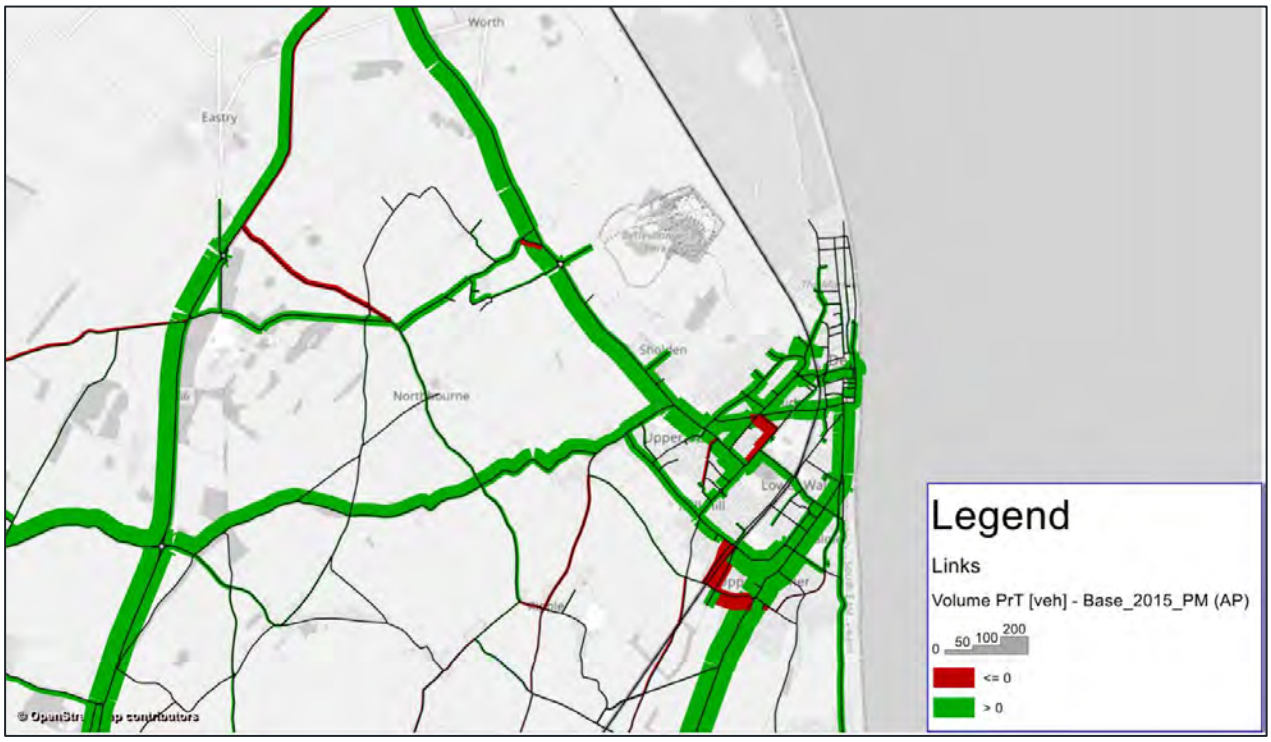


Figure 6-7: DDTM 2040 Do Minimum – Base Flow Difference, Deal, PM Peak

6.3.9. To determine the impacts of the 2040 Do Minimum scenario on key strategic junctions, actual flow and percentage flow differences have presented to demonstrate the arms with the most significant increases and decreases and to determine how this might impact the overall operation of the junction. The analysis has been undertaken on the following junctions:

- Whitfield Roundabout;
- Duke of York Roundabout;
- London Road Roundabout; and
- A256 Deal Road Roundabout.

6.3.10. **Figure 6-8** shows the actual flow increases at Whitfield Roundabout in the AM Peak; flows along the A2 increase by approximately 500 two-way vehicles east of the roundabout, and 300 two-way vehicles west of the roundabout. Flows along Honeywood Parkway increase by 300 two-way vehicles, some of which is accessing the new consented employment sites.

6.3.11. Decreases of approximately 109 southbound and 92 northbound movements is shown on Sandwich Road; the increase in vehicle volumes along the A2 main route through the junction is likely to make the Sandwich approach, for through-routing vehicles, increasingly unattractive and as such vehicles are re-routing via the A256 / A2 junction. There is a small decrease in traffic on Whitfield Hill Road southbound of around 50 vehicles; this is due to southbound vehicles routing through Lydden instead of along the A2 and Whitfield Hill **Figure 6-4**.

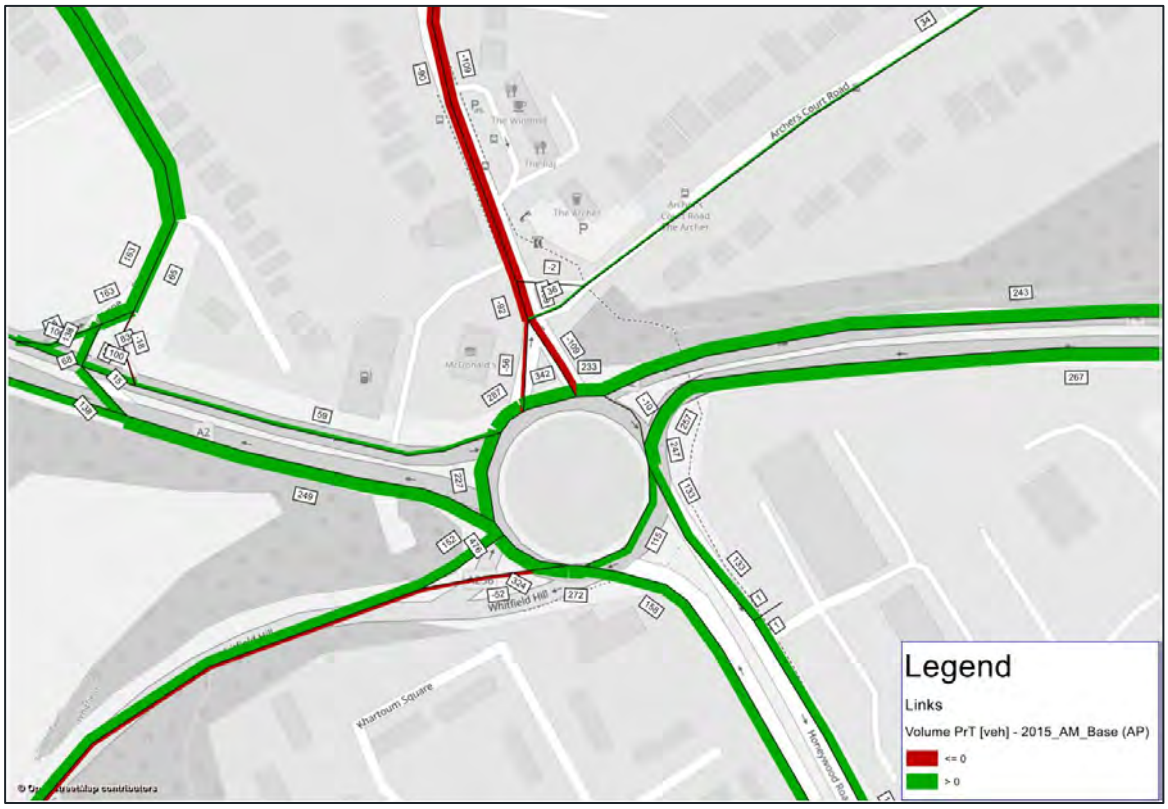


Figure 6-8: DDTM 2040 Do Minimum – Base Flow Difference, Whitfield Roundabout, AM Peak

6.3.12. **Figure 6-9** shows the percentage flow increases at Whitfield Roundabout in the AM Peak and demonstrates an average increase of approximately 40% along the A2, given the 25-year growth period this is a growth of 1.6% per annum. Sandwich Road demonstrates a 20% reduction in traffic accessing and egressing via this arm.

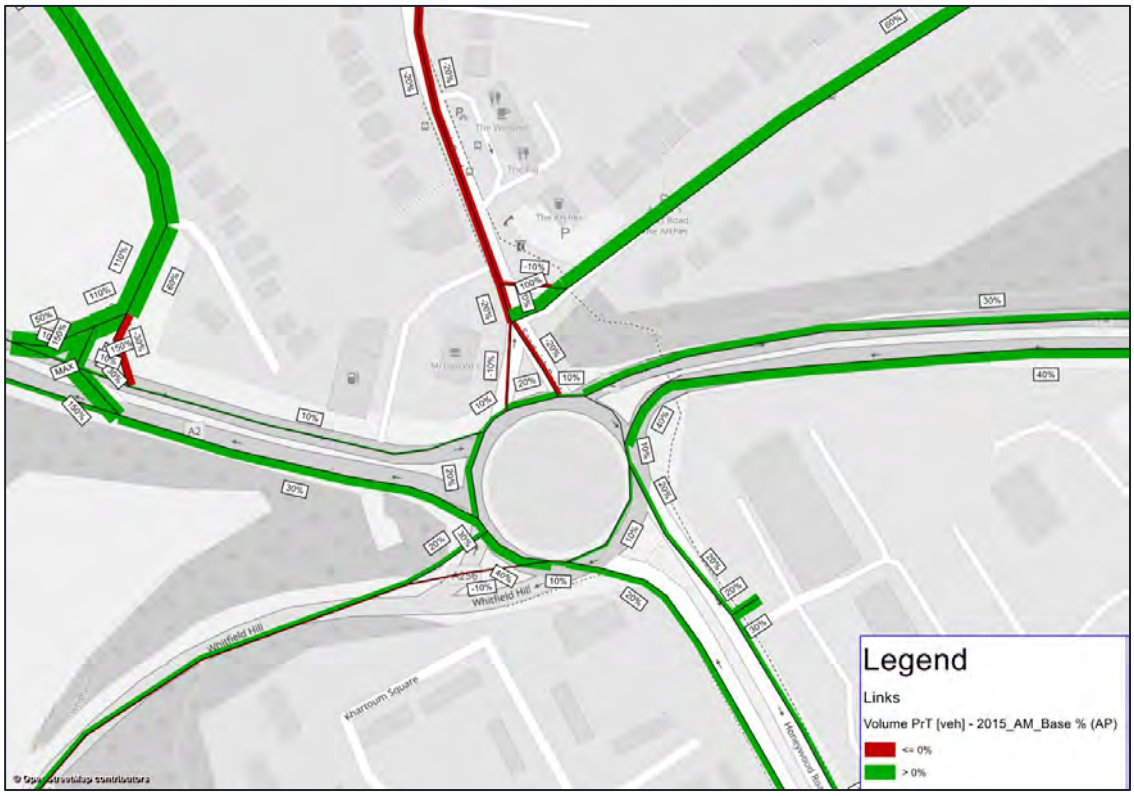


Figure 6-9: DDTM 2040 Do Minimum – Base % Flow Difference, Whitfield Roundabout, AM Peak

6.3.13. **Figure 6-10** shows the actual flow increases at Whitfield Roundabout in the PM Peak; flows along the A2 increase by approximately 950 two-way vehicles east of the roundabout, and 400 two-way vehicles west of the roundabout. Flows along Honeywood Parkway increase by 345 two-way vehicles, predominantly northbound and likely flows leaving new employment sites. Similar to the AM peak, increases in flow on the major approaches to Whitfield leads to the re-routing of through routing vehicles previously using Sandwich Road onto the A256.

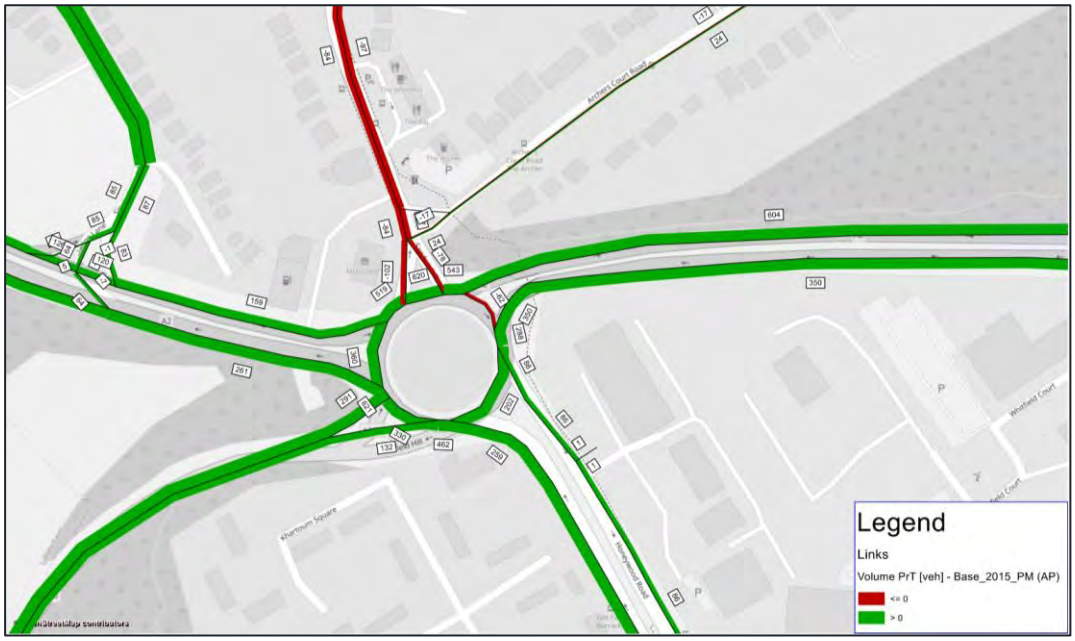


Figure 6-10: DDTM 2040 Do Minimum – Base Flow Difference, Whitfield Roundabout, PM Peak

6.3.14. **Figure 6-11** shows the percentage flow increases at Whitfield Roundabout in the PM Peak and demonstrates an average increase of approximately 53% along the A2, given the 25-year growth period this is a growth of 2.1% per annum. Sandwich Road demonstrates a 20% reduction in traffic accessing and egressing via this arm.

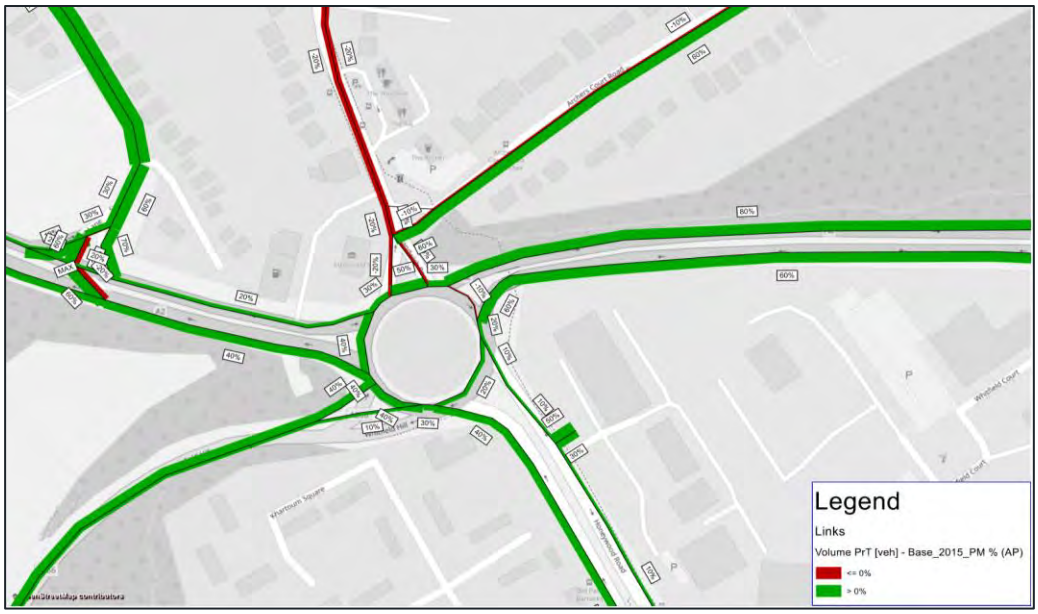


Figure 6-11: DDTM 2040 Do Minimum – Base % Flow Difference, Whitfield Roundabout, PM Peak

6.3.15. **Figure 6-12** presents the actual flow increases at the Duke of York roundabout in the AM Peak; flows along the A2 increases by approximately 540 two-way vehicles west of the roundabout and 90 two-way vehicles south of the roundabout. Significant increases are shown on the A258 northbound which is accredited to a number of nearby city centre developments choosing to route this way due to the more attractive journey time.

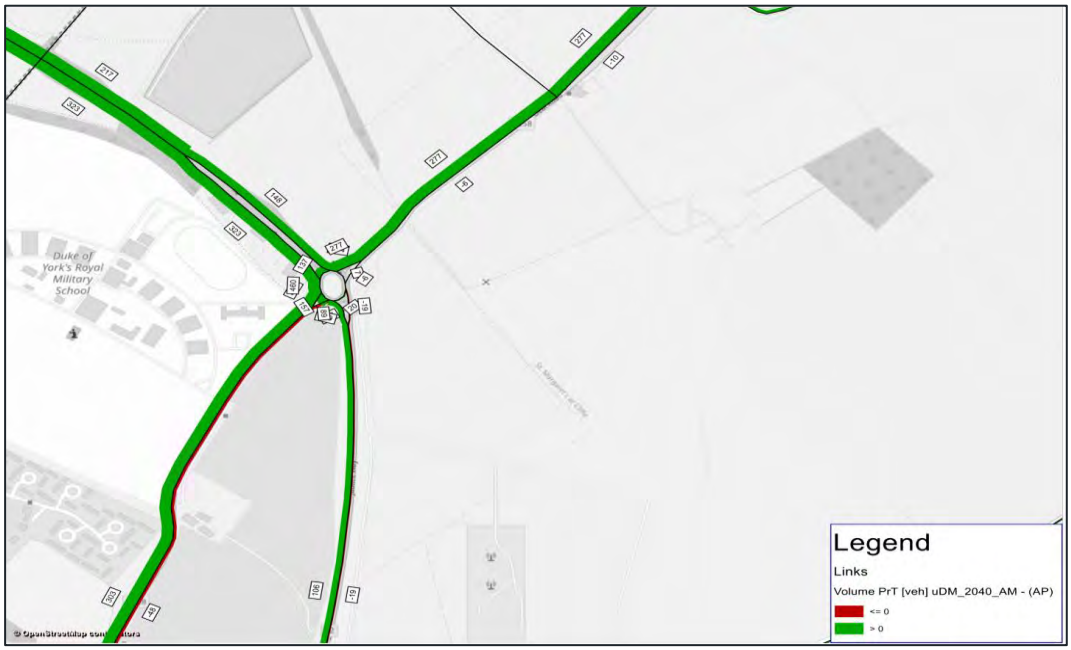


Figure 6-12: DDTM 2040 Do Minimum – Base Flow Difference, Duke of York Roundabout, AM Peak

6.3.16. **Figure 6-13** shows the percentage flow changes at the Duke of York roundabout in the AM peak; flows along the A2 increase by an average of 20% which is an annual growth of approximately 0.8% across the 25-year growth period. Flows along the A258 Northbound, south of the A2, increase by 60%; it is considered this approach to the roundabout becomes more attractive as queueing at the A2 northbound approach increases.

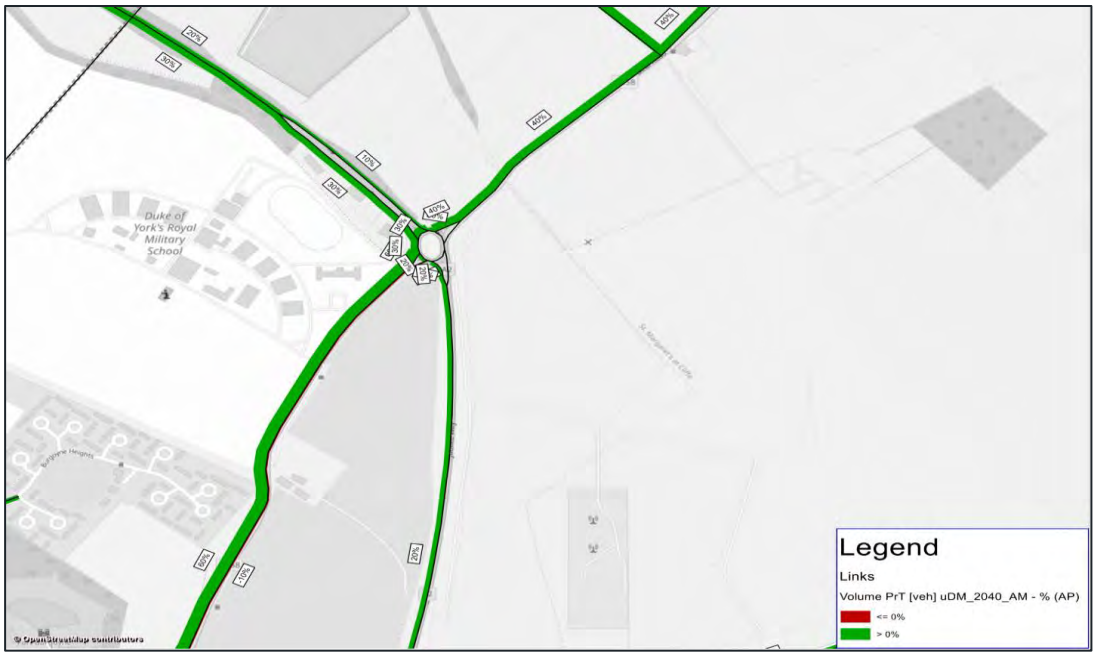


Figure 6-13: DDTM 2040 Do Minimum – Base % Flow Difference, Duke of York Roundabout, AM Peak

6.3.17. **Figure 6-14** presents the actual flow increases at the Duke of York roundabout in the PM Peak; flows along the A2 increases by approximately 740 two-way vehicles west of the roundabout and 220 two-way vehicles south of the roundabout.

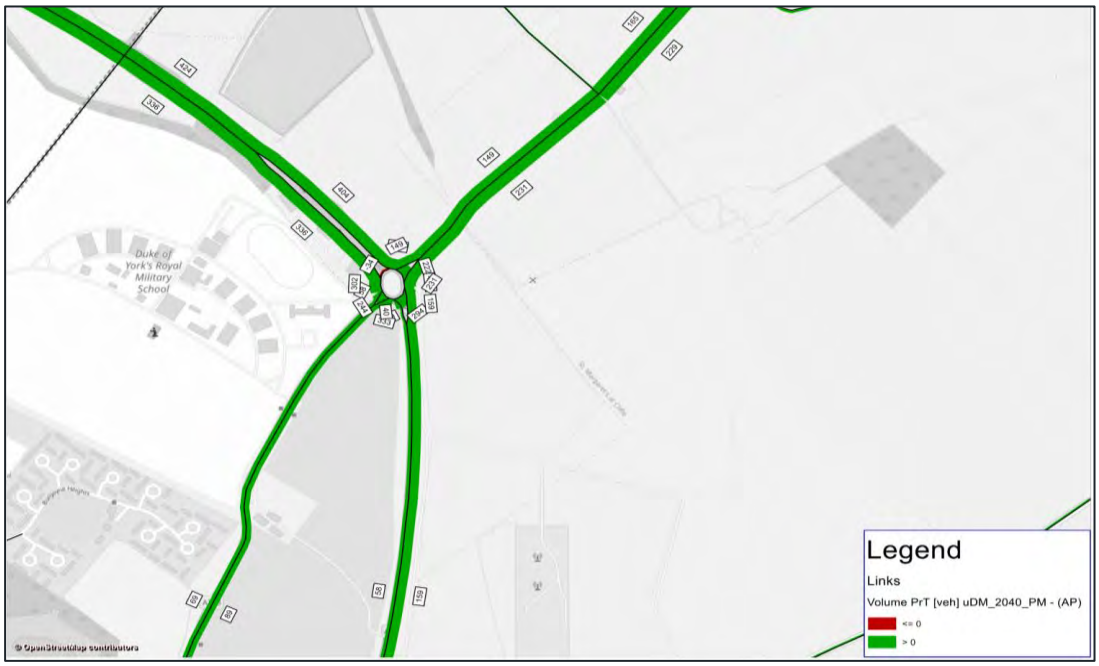


Figure 6-14: DDTM 2040 Do Minimum – Base Flow Difference, Duke of York Roundabout, PM Peak

6.3.18. **Figure 6-15** shows the percentage flow changes at the Duke of York roundabout in the PM peak; flows along the A2 increase by an average of 33% which is an annual growth of approximately 1.3% across the 25-year growth period. Flows along the A258 increase by an average of 15% or 0.6% per annum.

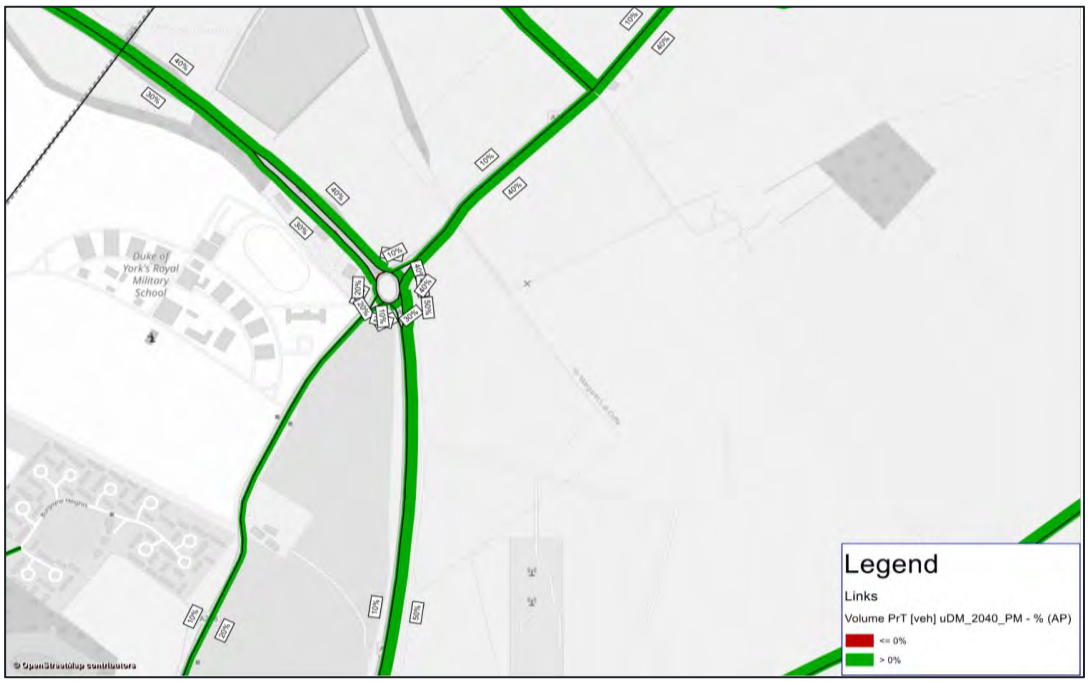


Figure 6-15: DDTM 2040 Do Minimum – Base % Flow Difference, Duke of York Roundabout, PM Peak

6.3.19. **Figure 6-16** presents the actual flow differences at the London Road / Manor Road roundabout in Deal in the AM Peak; the figure shows increases on all approaches but predominantly along London Road of approximately 400 two-way vehicles and less significant increases on Manor Road and decreases on Rectory Road southbound. A proportion of this growth is accredited to committed developments north of Albert Road, both residential and commercial.



Figure 6-16: DDTM 2040 Do Minimum – Base -Flow Difference, London Road Roundabout, AM Peak

6.3.20. **Figure 6-17** shows the percentage flow changes at the London Road / Manor Road roundabout in the AM peak; flows along London Road western approach increase by an average of 25% which is an annual growth of approximately 1% across the 25-year growth period.

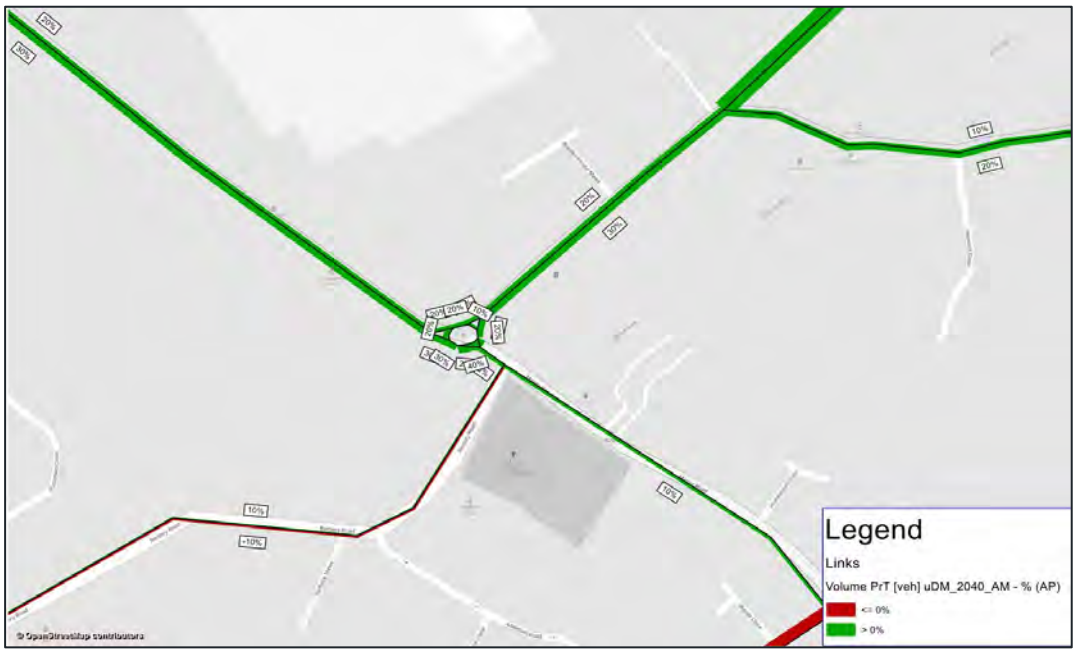


Figure 6-17: DDTM 2040 Do Minimum – Base % Flow Difference, London Road Roundabout, AM Peak

6.3.21. **Figure 6-18** presents the actual flow differences at the London Road / Manor Road roundabout in Deal in the PM Peak; the figure shows increases on all approaches but predominantly along London Road of approximately 400 two-way vehicles. Increases on Manor Road are approximately 150 two-way vehicles, with slight increases of 20 two-way vehicles on Rectory Road.

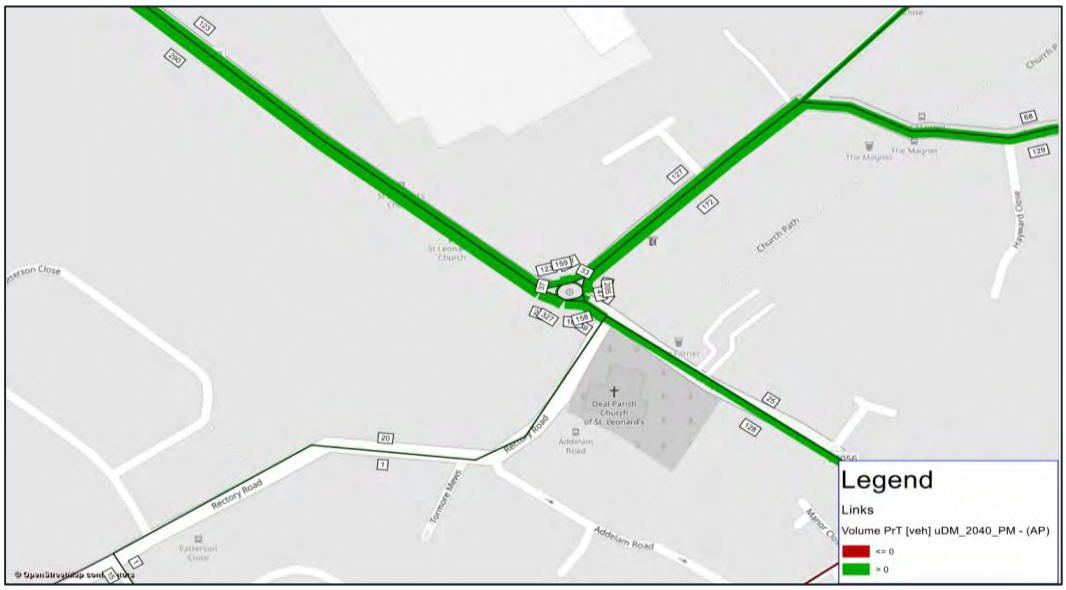


Figure 6-18: DDTM 2040 Do Minimum – Base Flow Difference, London Road Roundabout, PM Peak

6.3.22. **Figure 6-19** shows the percentage flow changes at the London Road / Manor Road roundabout in the PM peak; flows along London Road increase by an average of 40% which is an annual growth of approximately

1.6% across the 25-year growth period. Flows along Rectory Road increase by 20% although it is noted that the volume of vehicles is relatively small.

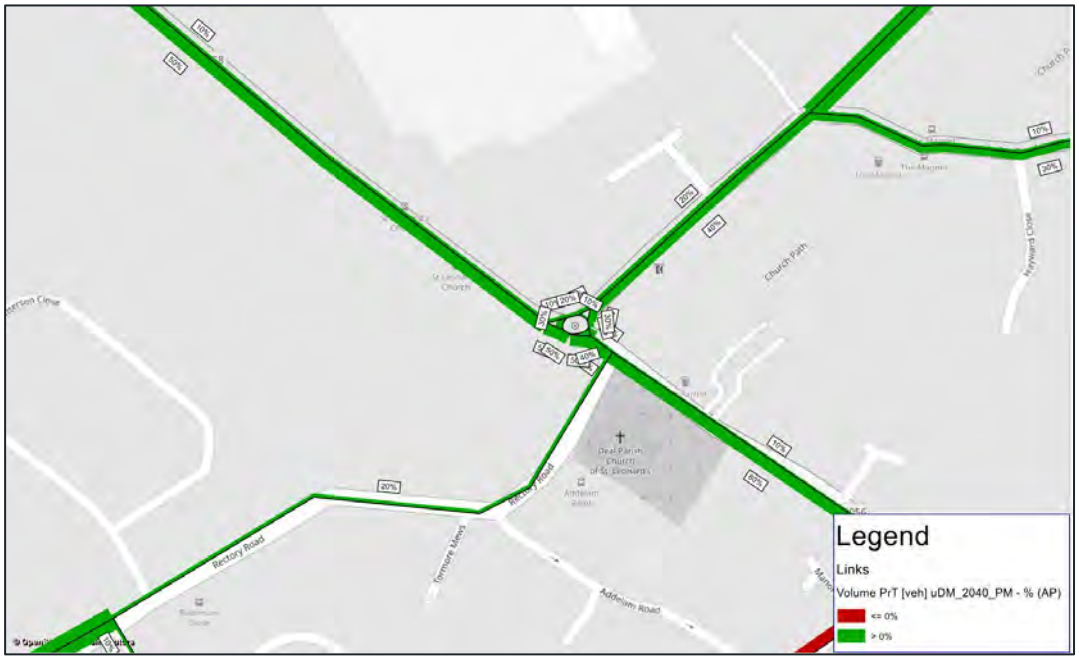


Figure 6-19: DDTM 2040 Do Minimum – Base % Flow Difference, London Road Roundabout, PM Peak

6.3.23. **Figure 6-20** presents the actual flow difference at the A256/ Deal Road Roundabout in Deal for the AM peak; the figure shows an increase of flows of approximately 275 vehicles northbound. There is a slight decrease of flows on the Deal road approach of 13 vehicles.

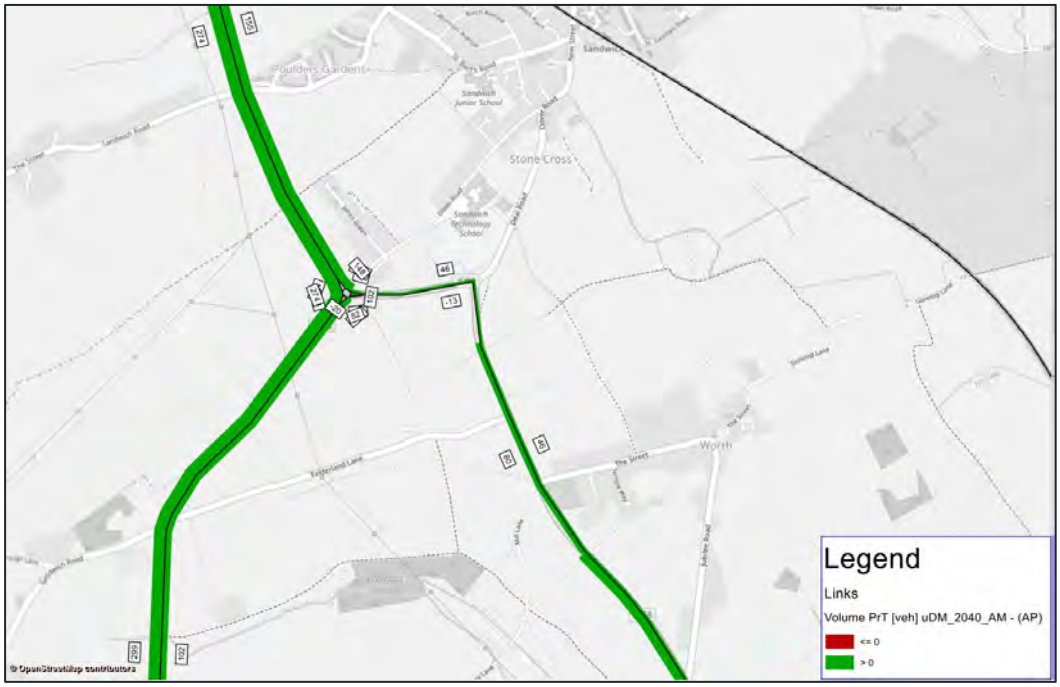


Figure 6-20: DDTM 2040 Do Minimum – Base Flow Difference, A256/ Deal Road Roundabout, AM Peak

6.3.24. **Figure 6-21** shows the percentage flow change at the A256/ Deal Road roundabout in the AM peak; the figure shows an increase in along the A256 northbound of 50% which is an annual growth of approximately 2% across the 25-year growth period. The increase is likely due to the re-routing of through vehicles travelling via the A256.

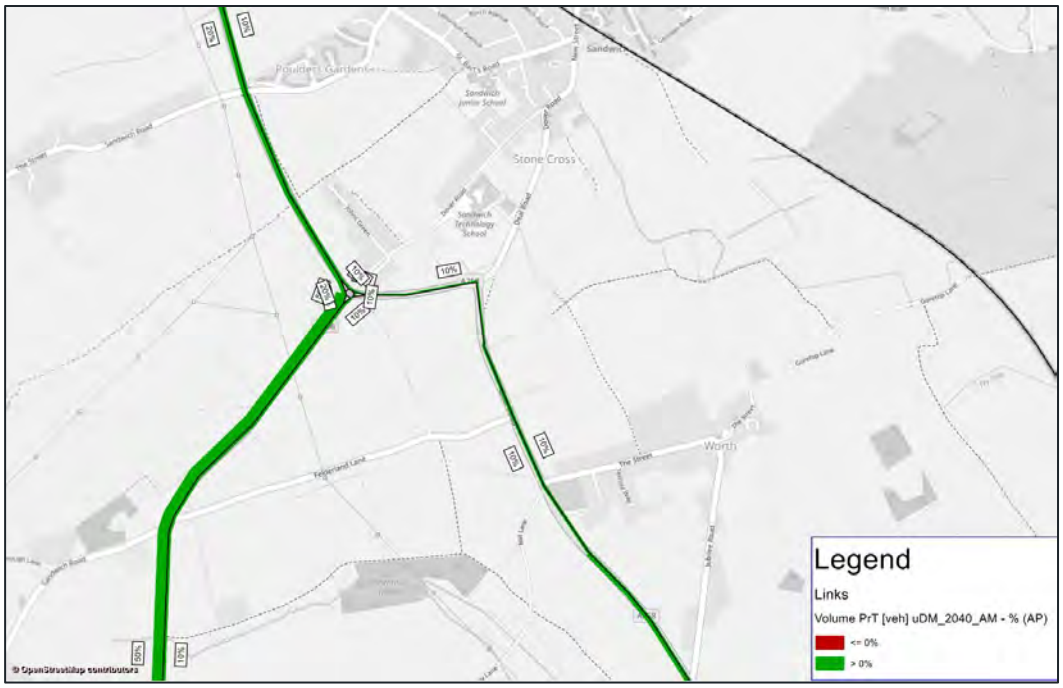


Figure 6-21: DDTM 2040 Do Minimum – Base % Flow Difference, A256/ Deal Road Roundabout, AM Peak

6.3.25. **Figure 6-22** presents the actual flow difference at the A256/ Deal Road Roundabout in Deal for the PM peak; this shows an increase of flows entering the roundabout of approximately 40 – 340 vehicles. The flows on the exit arms highlight a significantly smaller increase in flows, with the exception of the A256 Northbound that has an increase of approximately 470 flows.

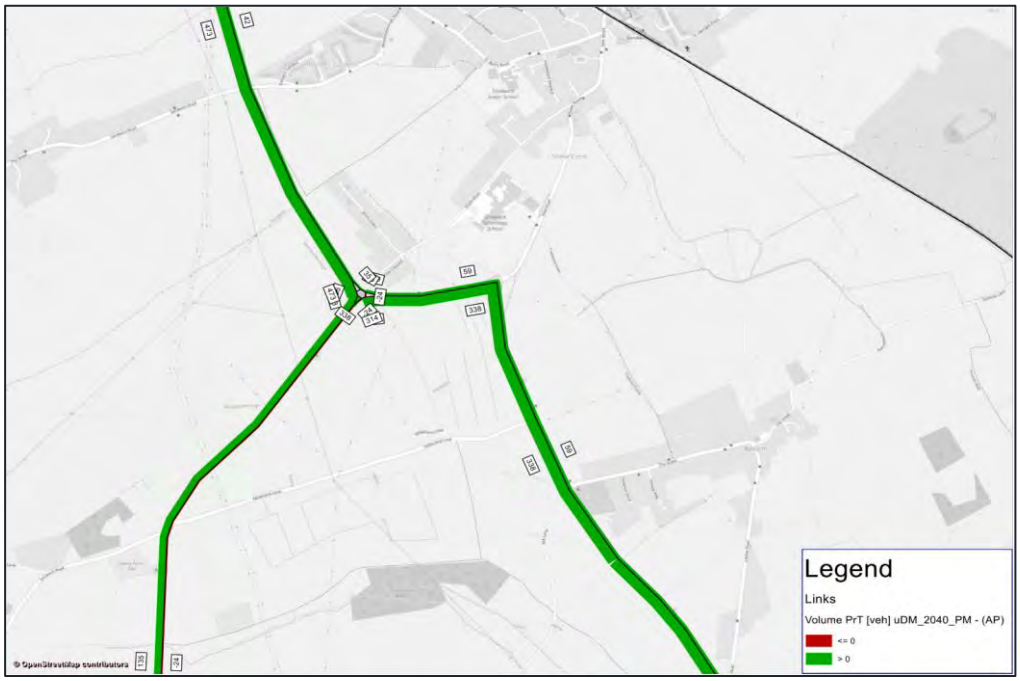


Figure 6-22: DDTM 2040 Do Minimum – Base Flow Difference, A256/ Deal Road Roundabout, PM Peak

6.3.26. **Figure 6-23** shows the percentage flow change at the A256/ Deal Road Roundabout in the PM Peak; the most significant growth in flows can be seen on the Deal Road approach with an increase of 70% of flows, which is approximately an annual growth of 2.8% across the 25-year growth period.

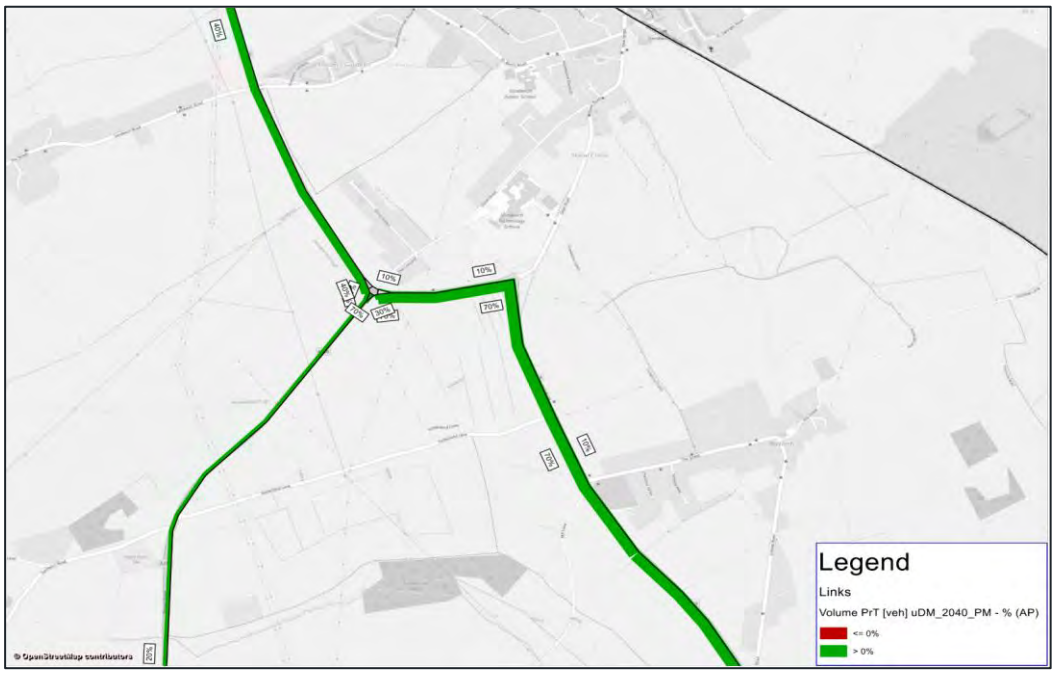


Figure 6-23: DDTM 2040 Do Minimum – Base % Flow Difference, A256/ Deal Road Roundabout, PM Peak

6.4 DO MINIMUM VOLUME OVER CAPACITY ASSESSMENT

6.4.1. A volume over capacity assessment has been undertaken to determine and classify the impact on links and nodes within the 2040 Do Minimum scenario, as a result of incorporating the completed and consented growth. The assessment is able to provide a high-level indication of possible are likely to experience capacity issues, or be approaching capacity constraints, prior to the inclusion of the potential Local Plan allocations.

6.4.2. The description of the threshold used to undertake the analysis are presented in **Table 6-8**.

Table 6-8: Volume over Capacity Assessment Criteria

Network Object	Volume over Capacity Thresholds	Impact Assessment
Links Worst Turn at Node	V/C < 75	Operating well within capacity
	75 <= V/C < 85	Operating within capacity but approaching 85%
	85 <= V/C < 100	Operating close to capacity
	V/C >= 100	Over capacity

6.4.3. **Figure 6-24** and **Figure 6-25** show the V/C impacts on links and nodes within the full extent of the DDTM 2040 Do Minimum model area in the AM and PM peak respectively; the impacts on a localised level with Dover and Deal are discussed later within this chapter.

6.4.4. Links with V/C over 85%, and in the AM peak over 100%, are presented on the A256 in Sandwich; it is noted that whilst this assessment gives a good indication of which roads are likely to see the largest increases in vehicle volumes within the Do Minimum assessment, this part of the network is outside of the DDTM Study Area and has therefore not been modelled in detail, or been part of the base year validation/calibration process. The results in Aylesham follow the same principles and this should be taken into account when considering any mitigation at these points of the network.

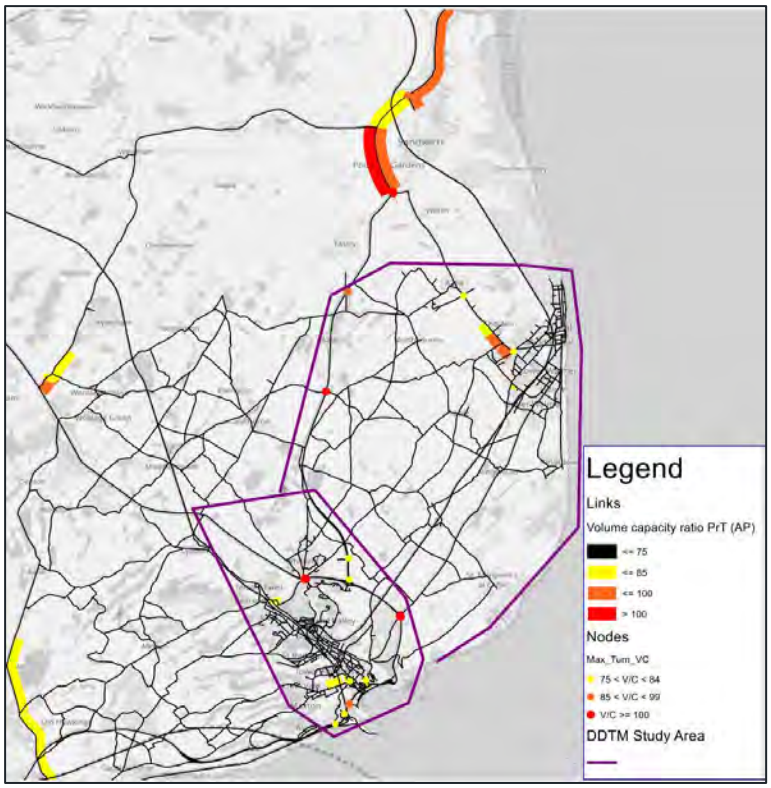


Figure 6-24: DDTM 2040 Do Minimum, V/C Assessment, Full Model Extent, AM Peak

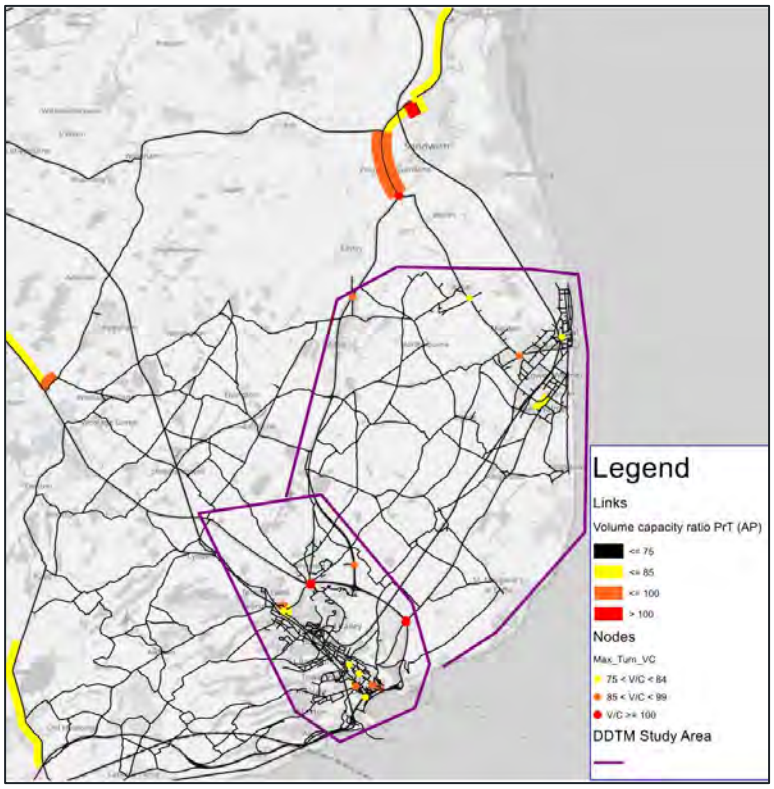


Figure 6-25: DDTM 2040 Do Minimum, V/C Assessment, Full Model Extent, PM Peak

6.4.5. **Figure 6-26** presents the V/C assessments on links and nodes within the Dover area in the AM peak categorised using the thresholds summarised in **Table 6-8**, with **Figure 6-27** presenting a more detailed close-up of Whitfield roundabout, the A256/A2 grade-separated junction and the Duke of York roundabout. Several small links with Dover town centre are shown to have a V/C over 75% however most of these links represent access or egress to a zone loading point within the strategic model and as such V/C is likely to be overestimated.

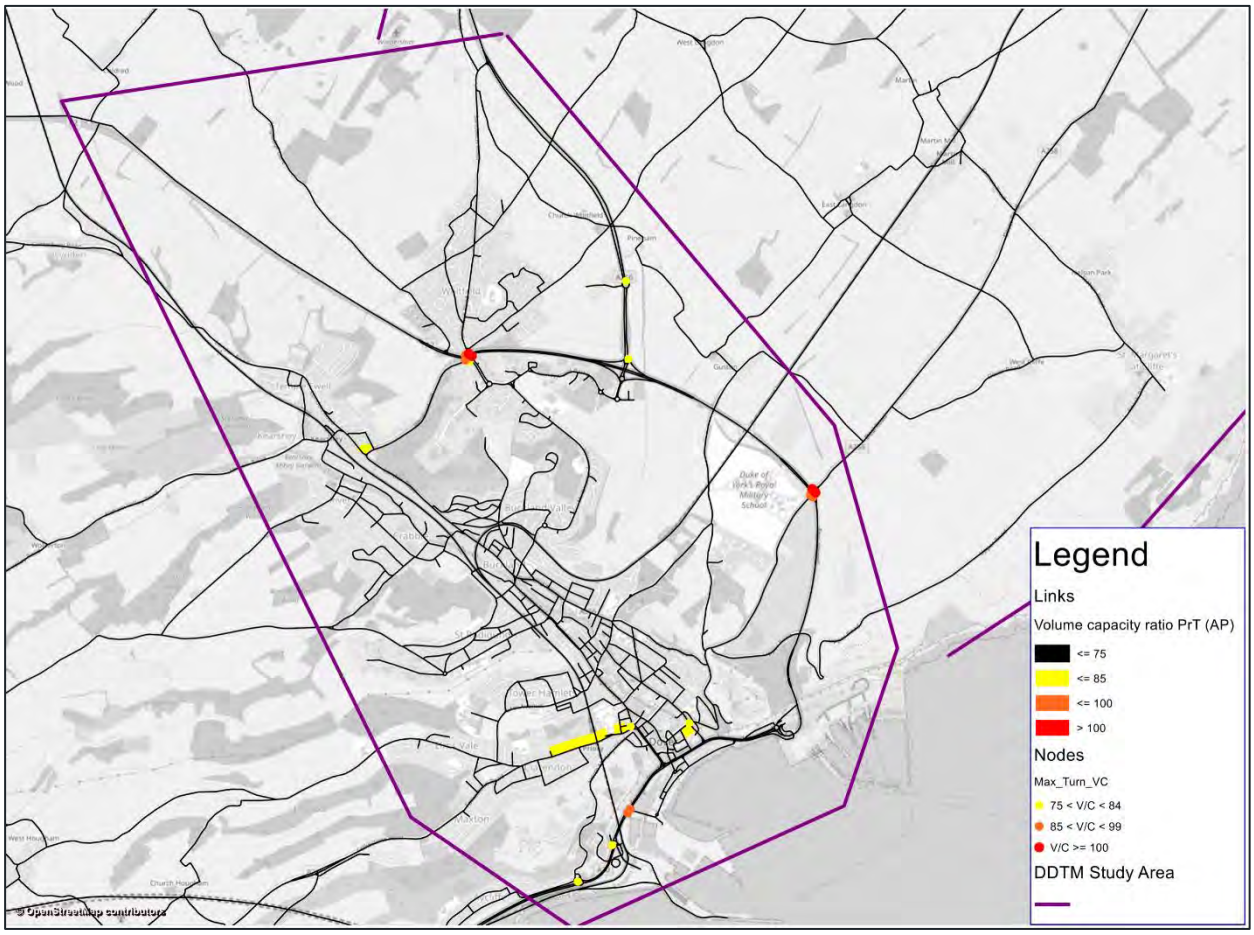


Figure 6-26: DDTM 2040 Do Minimum, V/C Assessment, Dover, AM Peak



Figure 6-27: DDTM 2040 Do Minimum, V/C Assessment, Dover Key Junctions, AM Peak

6.4.6. **Figure 6-27** demonstrates that both A2 eastbound and westbound, Whitfield Hill and Sandwich road approaches to Whitfield roundabout are all operating close to (85-100%), or exceeding (100%+), capacity in the 2040 Do Minimum AM Peak. Similarly, all four approaches to the Duke of York roundabout are also operating at above 85% V/C.

6.4.7. Whilst the A256 southbound approach to the A2/A256 junction is currently operating within capacity (76%), it is at a level that increased demand included within the Do Something Local Plan scenario could increase the V/C to over 85%. The A256 southbound approach to the Whitfield Phase 1/1A is also shown to operate with a V/C of 76%.

6.4.8. For the PM Peak, **Figure 6-28** presents the V/C assessments on links and nodes within the Dover area and **Figure 6-29** presents a more detailed close-up of Whitfield roundabout, the A256/A2 grade-separated junction and the Duke of York roundabout.

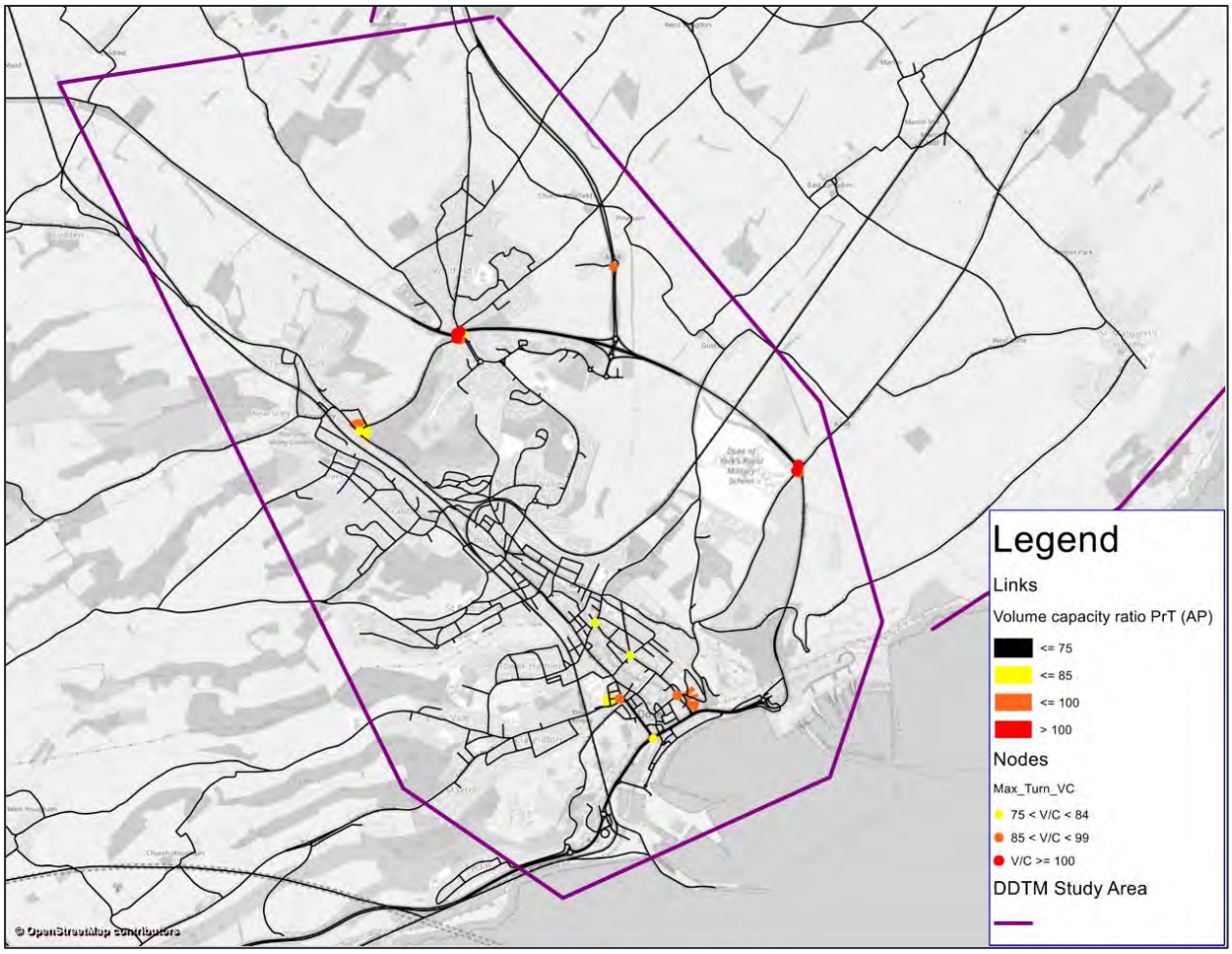


Figure 6-28: DDTM 2040 Do Minimum, V/C Assessment, Dover, PM Peak

6.4.9. Generally, the PM peak presents broadly consistent patterns with the AM Peak; the tidal nature of AM vs PM flows within Dover means that the A2 westbound approach to Whitfield roundabout is operating below 85% V/C. It is noted, in all circumstances, WSP have presented V/C representative of the worst turn at each node and therefore it is possible that some turning movements operate within capacity.

6.4.10. **Figure 6-29** demonstrates that the Duke of York has a turn V/C exceeding 85% at 3 out of 4 approaches in the PM peak, with only the Deal Road southbound approach operating well within capacity. The A256 / Whitfield Phase 1/1A roundabout is also shown to operate at between 85-100% V/C in the PM peak; this is due to increased demand at this junction as a result of the delivery of housing south of Archer's Court Road.



Figure 6-29: DDTM 2040 Do Minimum, V/C Assessment, Dover Key Junctions, PM Peak

6.4.11. V/C analysis within Dover for the AM and PM peak hours within the 2040 Do Minimum Scenario has demonstrated that the Whitfield and Duke of York roundabouts are forecast to operate close to or over capacity on most approaches. A V/C of over 100%, whereby the vehicle demand exceeds the capacity of the turning movement at the roundabout approaches, will likely detract vehicles away from these junctions and any additional demand will further exacerbate these observations.

6.4.12. **Figure 6-30** presents the V/C assessments on links and nodes within Deal in the AM peak categorised using the thresholds summarised in **Table 6-8.**

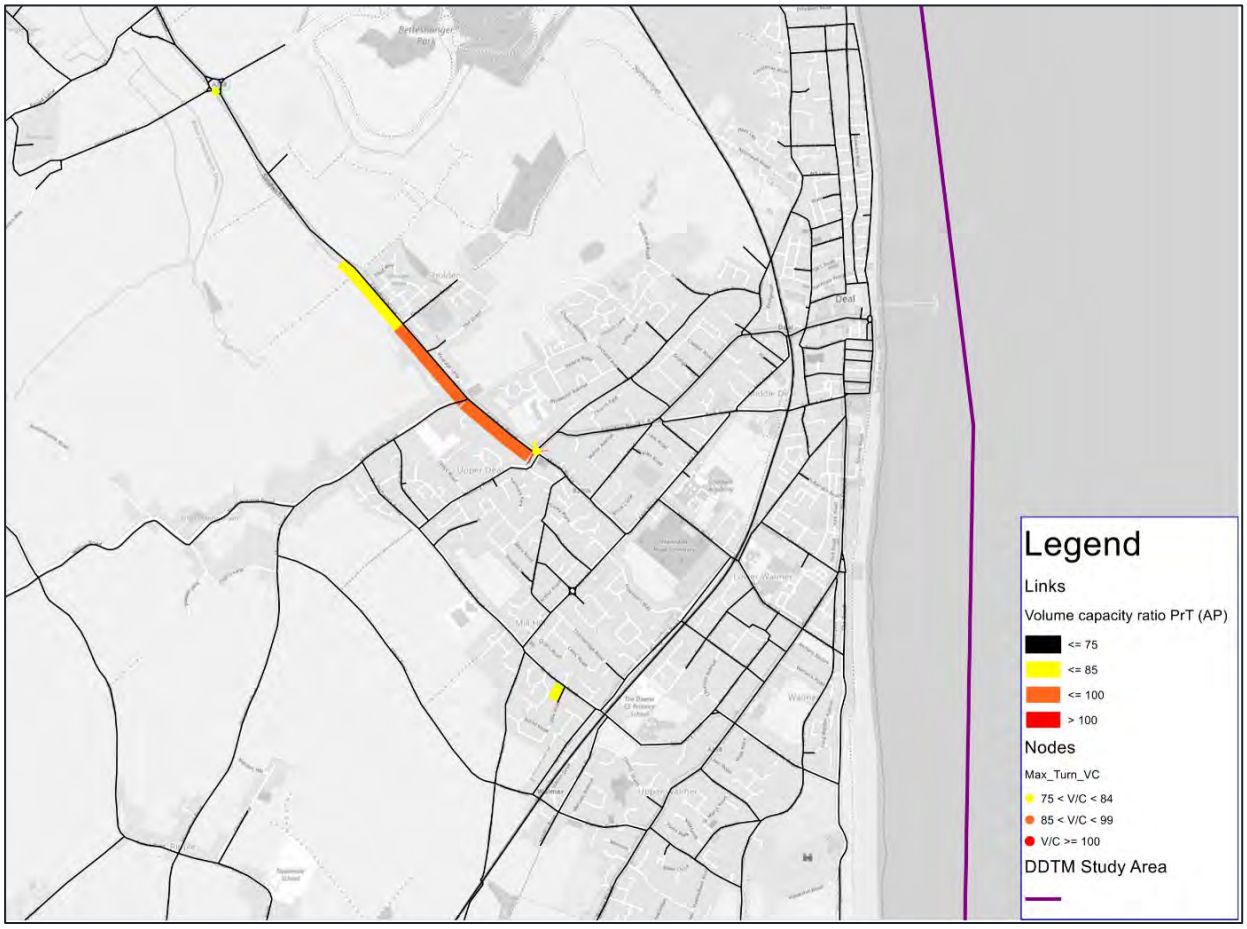


Figure 6-30: DDTM 2040 Do Minimum, V/C Assessment, Deal, AM Peak

6.4.13. The V/C assessment within Deal demonstrates less significant capacity constraints when compared with Dover however a link V/C over 85% is evident northbound on the A258 away from the London Road / Manor Road junction. Turning V/C of between 75 and 85% are also demonstrated on the circulatory links at the London Road / Manor Road roundabout.

6.4.14. **Figure 6-31** presents the V/C assessments on links and nodes within Deal in the PM Peak; it shows that the majority of links and nodes within Deal operate with a V/C less than 85%, with the exception of a short section of circulatory at the London Road / Manor Road roundabout which operates at 82%.

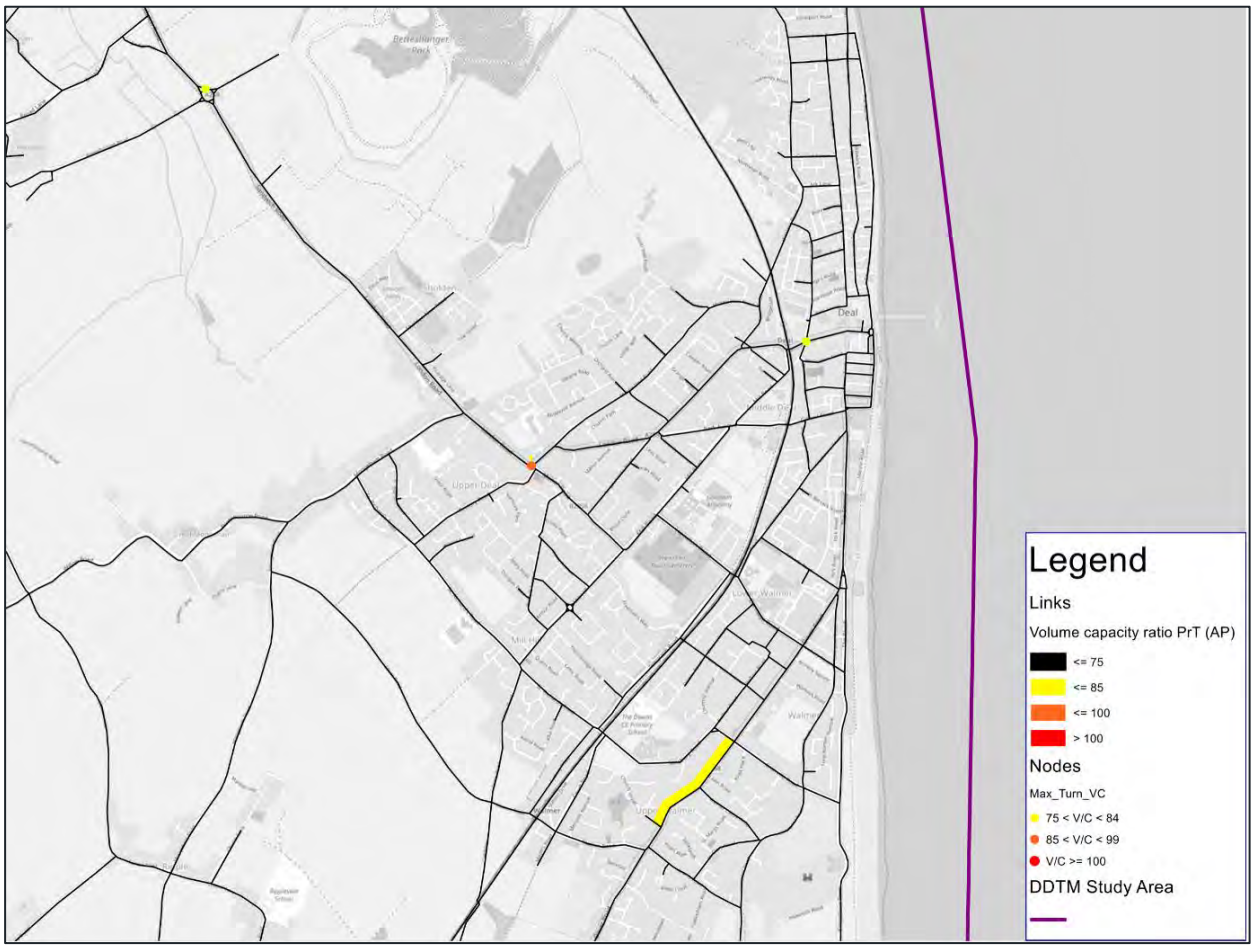


Figure 6-31: DDTM 2040 Do Minimum, V/C Assessment, Dover, PM Peak

6.4.15. The V/C assessment has been undertaken on the 2040 Do Minimum scenario to determine which links and junctions are at risk of being over capacity prior to the additional demand generated by the potential Local Plan allocations, included within the Do Something. The assessment has demonstrated that Whitfield roundabout and Duke of York roundabout are forecast to operate close to, or over capacity, on all approaches in both the AM and PM peak. Additional demand at these junctions exceeds the turning capacity and as such significant re-routing is likely to occur as the attractiveness of more minor routes, without delays, increases. Undertaking this assessment for the Do Something vs Do Minimum will be useful in determining which links and junctions have additional adverse impact as a direct result of the potential Local Plan allocations and where mitigation might therefore be required.

6.4.16. **Table 6-9** summarises the links and nodes with V/C exceeding 85% in either 2040 Do Minimum AM or/and PM peak models. This summary is expanded to compare against the Do Something performance at these links and nodes later within this chapter.

Table 6-9: V/C Links and Nodes Summary, Do Minimum Scenario, AM and PM Peak

	Network Location within DDTM Study Area	AM Peak V/C	PM Peak V/C
Link	London Road/ Manor Road circulatory	108%	69%
	A256 NB, Sandwich	107%	96%
	A256 SB, Sandwich	97%	97%
	London Road Northbound	94%	60%
Node	Whitfield Roundabout, A2 West Approach	95%	99%
	Whitfield Roundabout,Whitfield Hill Approach	99%	101%
	Whitfield Roundabout, Sandwich Road North Approach	110%	104%
	Whitfield Roundabout,Whitfield Hill Exit	83%	93%
	Whitfield Roundabout, A2 East Approach	103%	83%
	Duke of York Rbt - A258 Deal Road South Approach	89%	102%
	Duke of York Rbt - A2 West Approach	104%	102%
	Duke of York Rbt - A258 Deal Road South Exit	89%	97%
	Duke of York Rbt - A258 Deal Road North Entry	109%	65%
	Sandwich Rd/ Deal Road Roundabout, Sandwich Road South Approach	95%	88%
	Sandwich Rd/ Deal Road Roundabout, A256 North Approach	105%	113%
	Sandwich Rd/ Deal Road Roundabout, A258 East Approach	110%	74%
	A256 Dover Road/ Dover Road Roundabout, A256 Dover Road SW Approach	72%	90%
	A256 Dover Road/ Dover Road Roundabout, A256 Dover Road NE Approach	88%	59%
	Folkestone Rd / Priory Rd / York Street roundabout – Folkestone Rd approach	81%	90%
	A20 / Union Street Signals – Union Street approach	88%	74%
	Castle Street/ Maison Dieu Road Signalised junction	77%	91%
	Dover Road/ Boys Hill Roundabout, A265 North Approach	101%	72%
	A256/ Monks Way Roundabout, A256 North Approach	90%	77%
	A256 / Whitfield Phase 1/1A roundabout – A256 northbound approach	54%	89%

6.4.17. Whilst the strategic model offers a useful indicator of junctions, or roads, which are impacted within the Do Minimum model, it is recommended that the junctions are assessed in detail within a localised calibrated junction model to determine the specific V/C constraints in 2040 and potential mitigation measures to be adopted to resolve the issues.

6.5 DO SOMETHING VS DO MINIMUM

6.5.1. It is noted for this section of comparison that the extant employment site at Betteshanger Colliery has not been included in the final version of the Do Minimum. When the Do Something was developed, a previous version of the Do Minimum was being used where it was assumed that the potential allocation at Betteshanger Colliery would replace the extant site (included in the previous version of the Do Minimum) and as such the net impacts were assessed. This therefore means that the Do Something underrepresents the impacts of the potential allocation at Betteshanger as it is compared against a Do Minimum scenario where Betteshanger has been included. Betteshanger Colliery extant site has not been included in the final version of the Do Minimum reporting throughout this report (with the exception of this Section 6.5).

6.5.2. The extant trip generation at Betteshanger have been netted off against the allocation at Betteshanger in the Do Something where as in reality, the potential allocation would all be net trip generation as the extant site hasn't been included in the final Do Minimum and therefore wouldn't be replaced in the Do Something.

6.5.3. **Figure 6-33** presents the actual flow difference between the 2040 Do Something and 2040 Do Minimum in Dover in the AM Peak. It is noted that these figures do not include labels and have instead been presented to show the broad patterns in flow increase / decrease and on which roads these occur. Some large increases are accredited to instances whereby new transport infrastructure has been coded into the Do Something scenario and as such all flow on a new link is therefore an increase; examples of this are along the A2 and A256 where new junctions have been added. **Figure 6-34** demonstrates in red the links where this is occurring in subsequent figures.



Figure 6-32: DDTM 2040 Do Something New Links

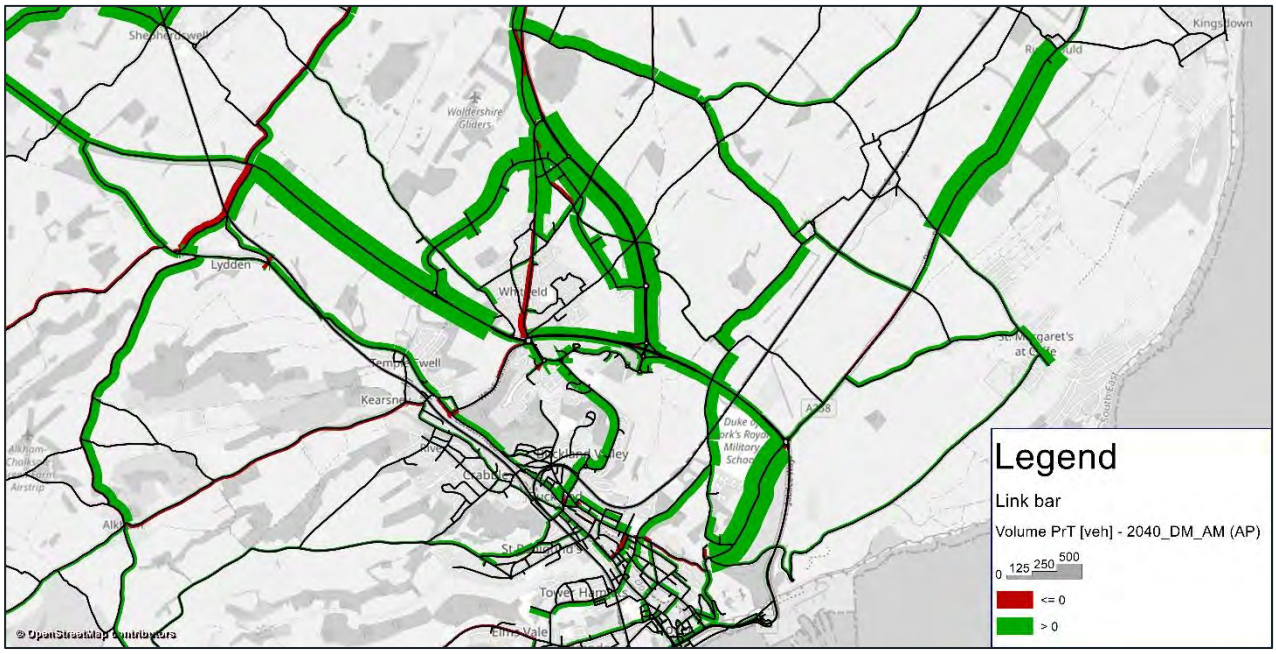


Figure 6-33: DDTM 2040 Do Something – Do Minimum Flow Difference, Dover, AM Peak

6.5.4. Detailed investigation into the AM flow differences presented in **Figure 6-33,** and the subsequent re-routing of vehicles as a result of implementing the potential Local Plan allocations, demonstrated a significant increase of vehicles along Lydden Hill, Canterbury Road and London Road. These increases are due to an increase in delay for southbound vehicles along the A2, as a result of the at grade roundabout incorporated as part of Whitfield Urban Expansion, and as such vehicles re-route via London Road, avoiding Whitfield roundabout altogether; this is demonstrated by a reduction in flow around Whitfield Roundabout and westbound along Whitfield Hill.

6.5.5. The A2 southbound re-routing has been demonstrated in **Figure 6-34** by presenting a flow bundle for the AM Peak Do Minimum and Do Something respectively; it shows that approximately 180 vehicles that used Whitfield roundabout and travelled westbound along Whitfield Hill in the DM, use London Road in the DS.



Figure 6-34: AM Peak Do Minimum vs Do Something, A2 Southbound Flow Bundle Comparison

6.5.6. White Cliffs Business Park is a significant trip attractor in the AM Peak, due to the large provision of jobs at this site, and most vehicles access via the A2 / A256 grade separated junction. Increased delays at this roundabout trigger the re-routing of southbound vehicles via Homestead Lane and Waldershare Lane, instead of using the A256 and A2. Flow bundles demonstrate that predominantly originate from potential allocations in Eythorne and Elvington, with the country road route becoming increasingly more attractive compared with joining at the A256 / Barville Road junction.

6.5.7. The A256 southbound re-routing has been demonstrated in **Figure 6-35** by presenting a flow bundle for the AM Peak Do Minimum and Do Something respectively; it shows an increase in approximately 410 vehicles along Waldershare Lane. Vehicles are shown to originate in existing and potential locations in Eythorne and Elvington bypassing the A256 to access Dover town centre, and a proportion of the trips come from Whitfield Urban Expansion, bypassing the A256/A2 junction to travel towards Deal or St Margaret's at Cliffe.



Figure 6-35: AM Peak Do Minimum vs Do Something, Homestead Lane Southbound Flow Bundle Comparison

6.5.8. **Figure 6-36** presents the actual flow difference between the 2040 Do Something and 2040 Do Minimum in Dover in the PM Peak. Similar to the AM Peak, that these figures do not include labels and have instead been presented to show the broad patterns in flow increase / decrease and on which roads these occur.

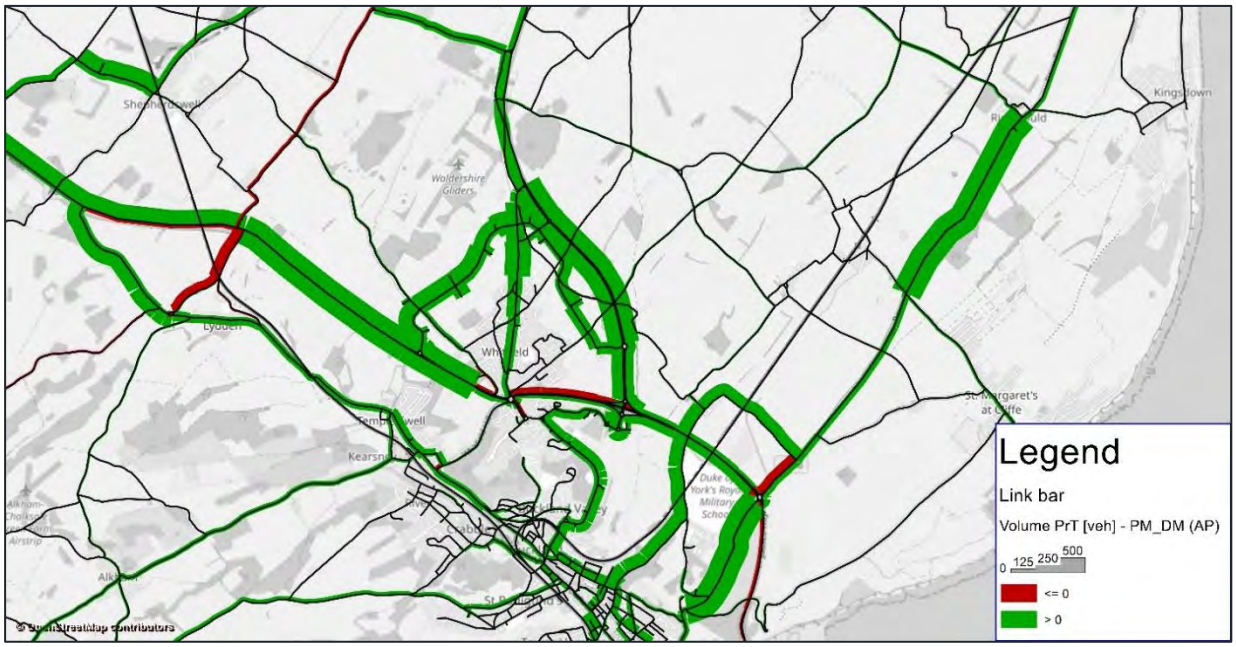


Figure 6-36: DDTM 2040 Do Something – Do Minimum Flow Difference, Dover, PM Peak

6.5.9. Connaught Barracks residential development and associated infrastructure improvements, including the stopping up of Dover Road at the A258 Castle Hill Road junction, have been included in the Do Something Local Plan scenario. The proposed re-routing of through vehicles along the development road and through the proposed signalised junction with A258 Castle Hill Road increases distance and journey time, thus an increase of vehicles can be seen along Old Charlton Road instead; due to the tidal nature of traffic flows around Dover, an increase in northbound flows on Old Charlton Road can be seen in **Figure 6-36** during the PM Peak.

6.5.10. Reductions in vehicles are presented at the A2 northbound approach to the Duke of York roundabout, and northbound on Deal Road; increases in queueing and delay at the Duke of York roundabout leads to significant re-routing northbound along Old Charlton Road and The Lane, with vehicles joining Deal Road approximately 500m north of the roundabout. The Duke of York roundabout re-routing has been demonstrated in **Figure 6-37** by presenting a flow bundle on Dover Road northbound for the PM Peak Do Minimum and Do Something respectively; it shows an increase in approximately 380 vehicles along The Lane.

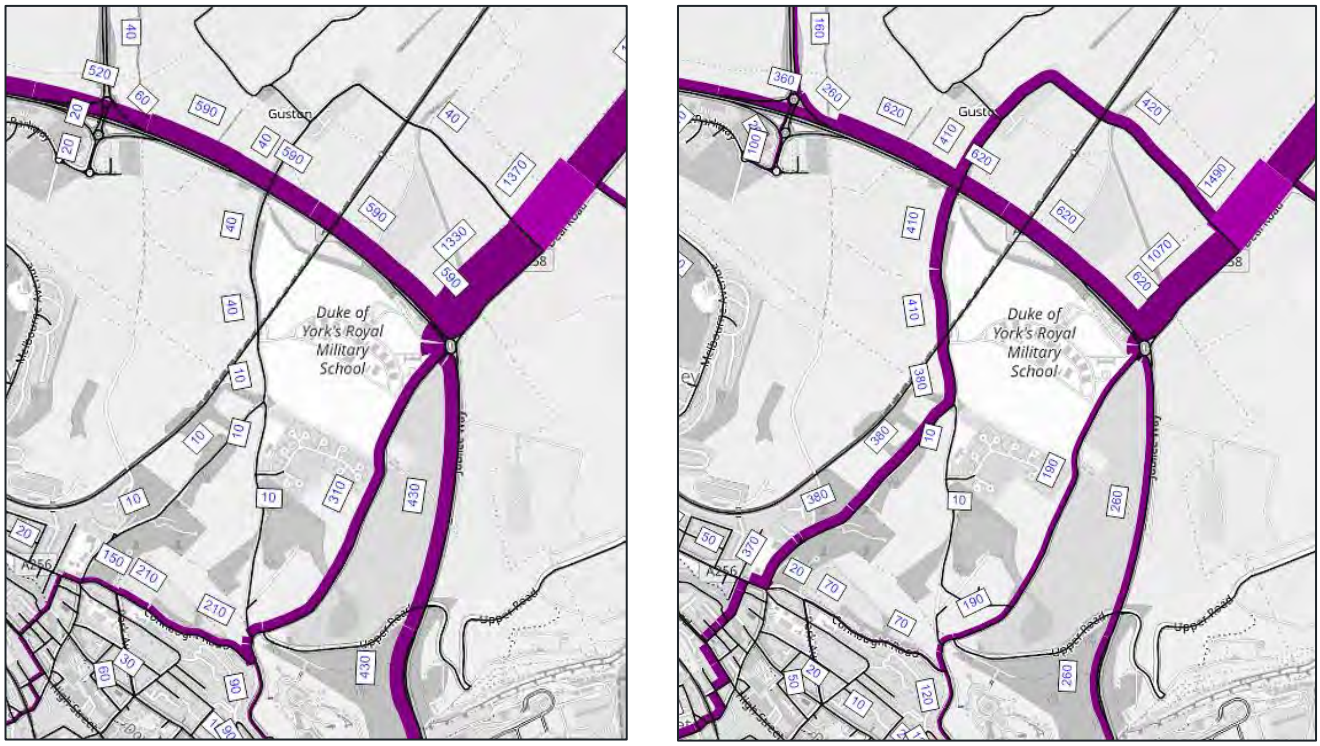


Figure 6-37: PM Peak Do Minimum vs Do Something, Deal Road Northbound Flow Bundle Comparison

6.5.11. Similar to the AM Peak, **Figure 6-36** shows increased southbound and northbound use of London Road through Lydden in the PM Peak, as a result of increased queuing at Whitfield roundabout and the implementation of an additional at-grade junction along the A2 to access development at Whitfield. This is also shown by the reduction in vehicle at the A2 southbound approach to Whitfield roundabout, and along both directions on Whitfield Hill.

6.5.12. In the PM Peak, a small reduction in vehicles is also shown eastbound along the A2, between Whitfield roundabout and the A256 / A2 grade-separated junction. In part, this is accredited to the re-routing along Dover Road and The Lane; additionally, a proportion of trips that previously accessed the A2 eastbound at Whitfield roundabout via Honeywood Parkway, now travel along Honeywood Parkway and use the A2/A256 junction. Lastly, in the DM a small number of vehicles leave the A2 to travel along Westcourt Lane and Eythorne Road, through Shepherdswell and Eythorne before joining Willow Road and Mongeham Road to access Deal. In the DS, with increases in delays at Whitfield roundabout, A2/A256 junction and Duke of York roundabout, the rural route becomes more attractive and sees an increase in vehicle volumes.

6.5.13. **Figure 6-38** and **Figure 6-39** present the actual flow difference between the 2040 Do Something and the 2040 Do Minimum in Deal in the AM Peak and PM Peak respectively. Generally, the Deal area shows less significant increases and decreases in vehicle volumes, compared with Dover, as a result of including the potential Local Plan development allocations. Notable decreases in vehicles are presented approaching Betteshanger in the AM peak, and southbound along the A258 and westbound along Broad Lane in the PM peak. These reductions are as a direct impact of the change of potential land use within the Local Plan; reducing the employment quantum and providing residential dwellings leads to change in trip patterns and an overall reduction in two-way trips at this site in the AM and PM respectively.

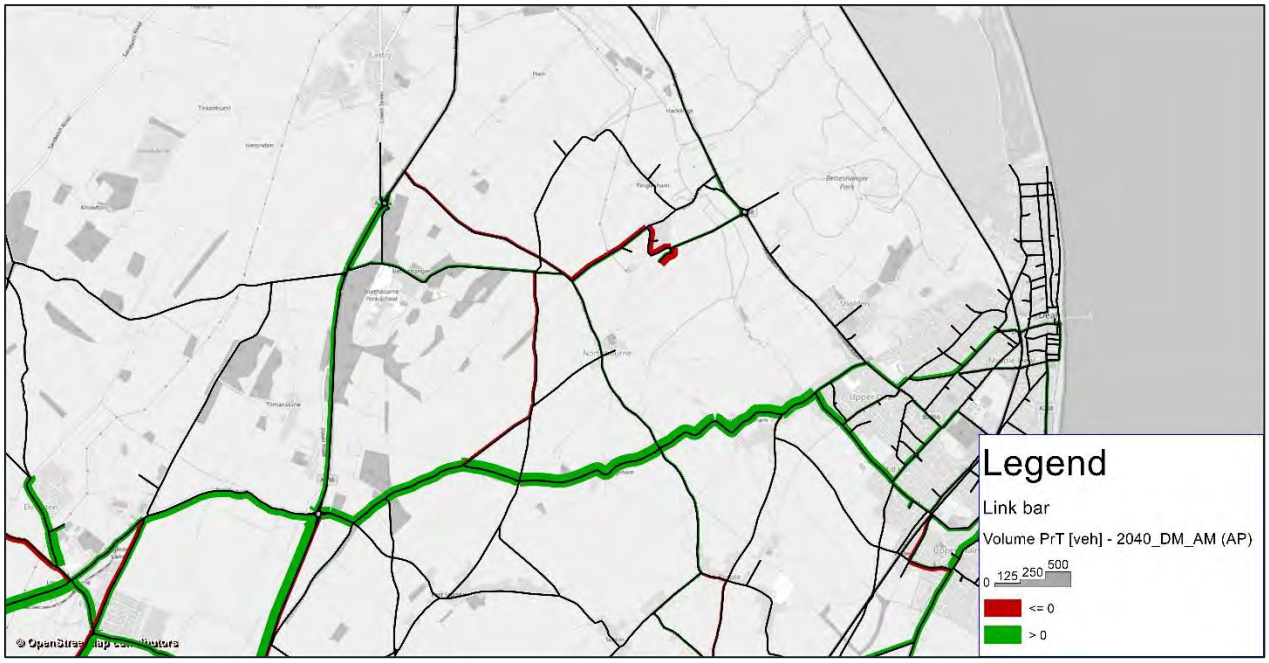


Figure 6-38: DDTM 2040 Do Something - 2040 Do Minimum, Deal, AM Peak

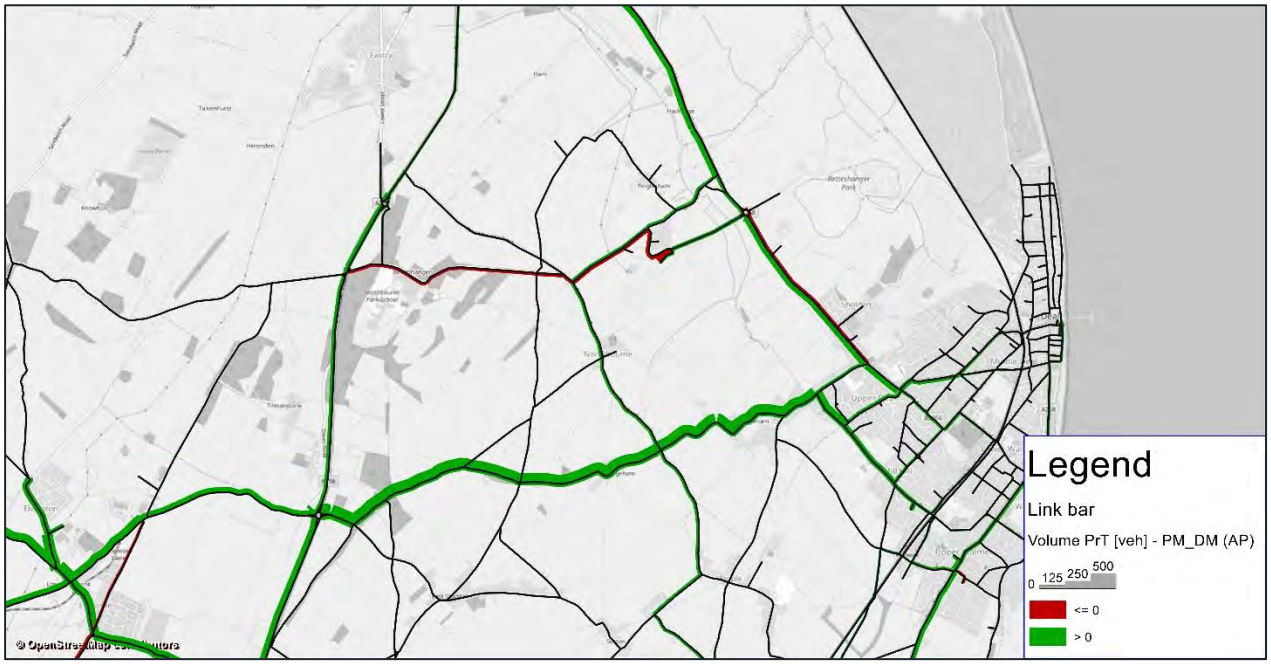


Figure 6-39: DDTM 2040 Do Something - 2040 Do Minimum, Deal, PM Peak

6.5.14. As with the Do Minimum vs Base assessment, junctions of interest were assessed using the actual flow and percentage flow difference as a point of comparison to demonstrate the arms with increases and decreases. This allowed the impacts of the Dover Local Plan sites modelled in 2040 Do Something scenario to be compared against the 2040 Do Minimum scenario.

6.5.15. **Figure 6-40** presents the actual flow change at Whitfield Roundabout in the AM peak; there are significant reductions of flows on along Sandwich Road with a two-way reduction of 290 vehicles; it is considered that increase in vehicle volumes along the A2 increase delay for vehicles approaching from Sandwich Road and as such they re-route along the A256 to approach at the A256/A2 junction. The reduction in vehicles along Whitfield Hill is a direct impact of the re-routing discussed in paragraph 6.4.2 and presented in **Figure 6-34**.

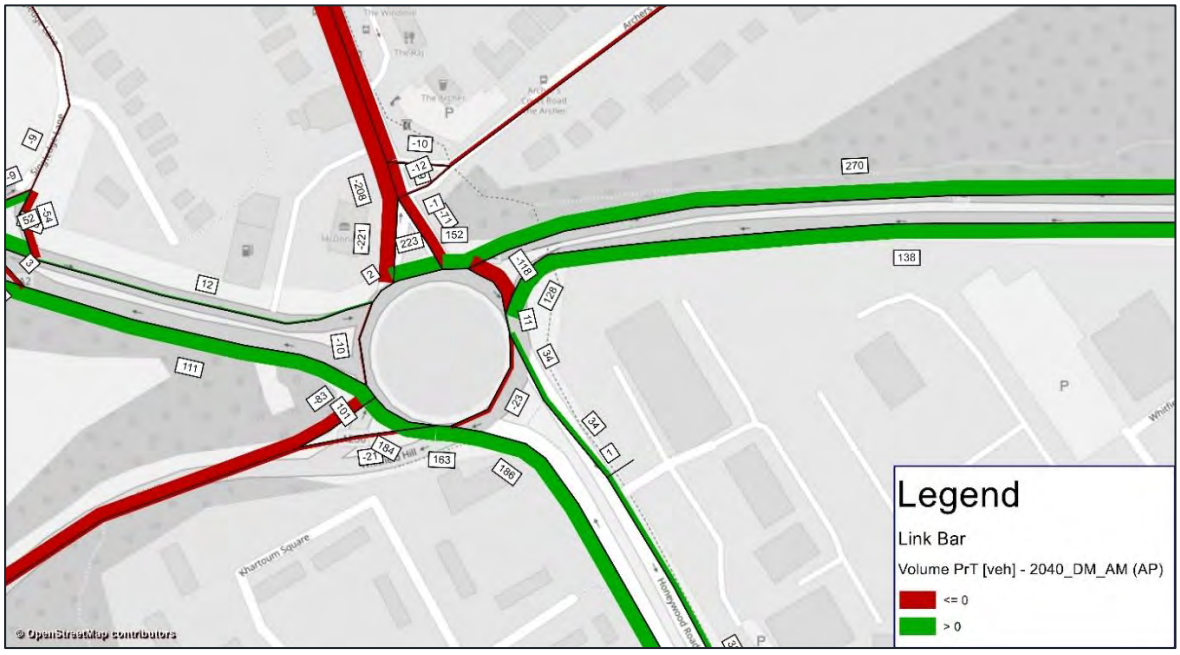


Figure 6-40: DDTM 2040 Do Something - 2040 Do Minimum Flow Difference, Whitfield Roundabout, AM Peak

6.5.16. **Figure 6-41** shows the percentage flow changes at the Whitfield roundabout in the AM peak; flows along Sandwich Road and Whitfield Hill decrease by an average 20% and 10% respectively, and an increase on the A2 main route is shown to be an average of 20% - given the growth period of 25 years, this is approximately 0.8% increase per annum. The increase of flows using the A2 in the Do Something scenario is likely to increase delays for vehicles approaching the roundabout from Sandwich Road/ Whitfield Hill thus becomes less attractive to vehicles, and thus re-route is shown along more minor roads **Figure 6-33**.

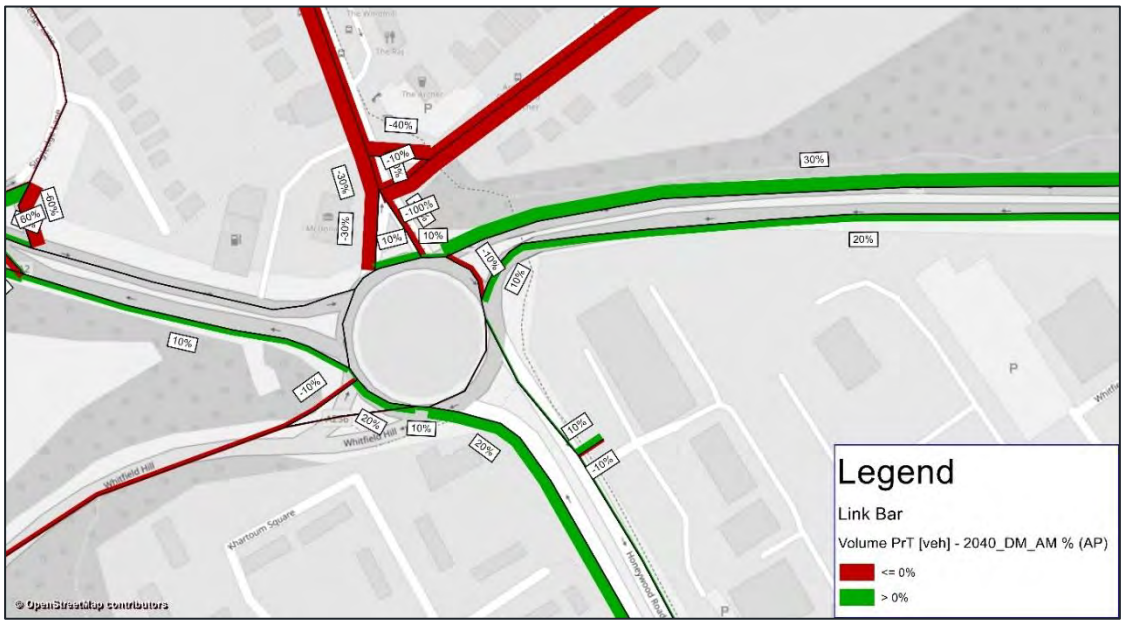


Figure 6-41: DDTM 2040 Do Something - 2040 Do Minimum % Difference, Whitfield Roundabout, AM Peak

6.5.17. **Figure 6-42** shows the actual flow increases at the Whitfield Roundabout in the PM Peak; flows along the A2 Westbound increase by approximately 135, however a decrease of 218 vehicles using the A2 Eastbound is evident. The reduction of vehicles approaching from Honeywood Parkway and leaving along the A2 eastbound is discussed in paragraph 6.4.11 and is as a result of increased queueing at the Whitfield Junction.

6.5.18. The reduction of traffic flows on the A2 eastbound is a result of the increased congestion round Whitfield roundabout discouraging traffic from using this route compared to the Do Minimum.

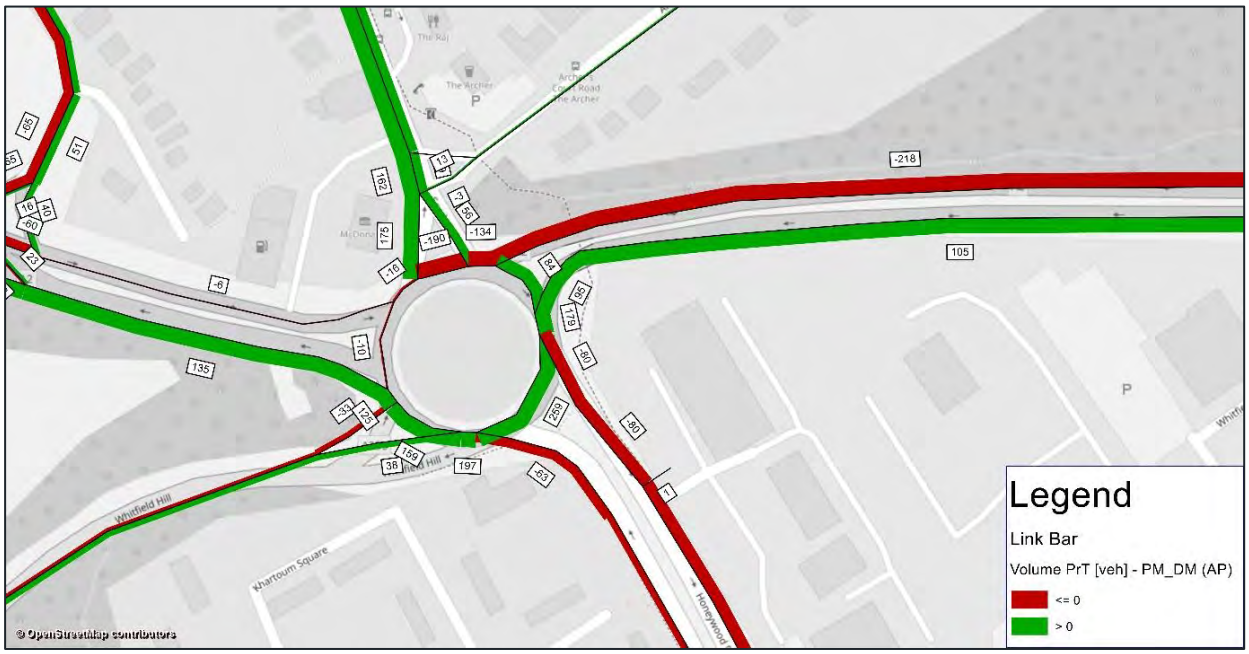


Figure 6-42: DDTM 2040 Do Something - 2040 Do Minimum Flow Difference, Whitfield Roundabout, PM Peak

6.5.19. **Figure 6-43** presents the percentage flow difference at the Whitfield Roundabout in the PM Peak and demonstrates an average increase of approximately 40% travelling northbound on Sandwich Road. A reduction of flows on the A2 Eastbound ranges between 10% - 20%.

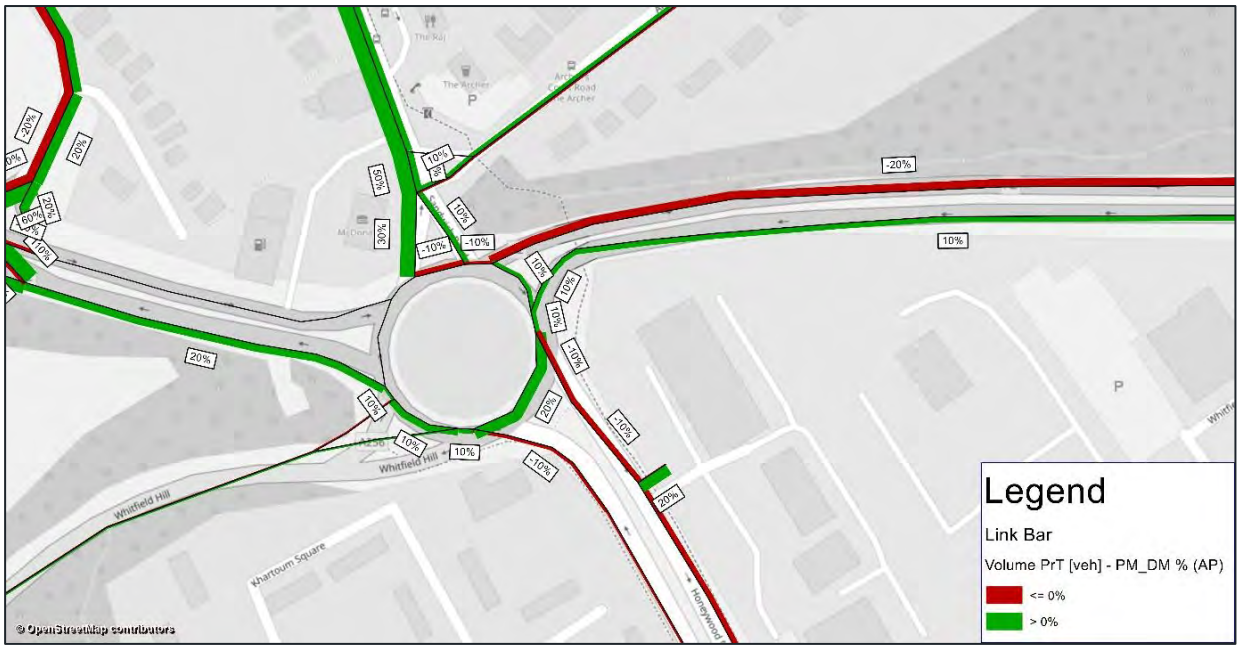


Figure 6-43: DDTM 2040 Do Something - 2040 Do Minimum % Difference, Whitfield Roundabout, PM Peak

6.5.20. **Figure 6-44** presents the actual flow increases at the Duke of York roundabout in the AM Peak. It is noted that flow differences have not been presented for the A258 south of the roundabout as this link was split as part of the Connaught Barracks coding included in the DS Scenario and as such all flows are an increase when compared to the Do Minimum.

6.5.21. Significant increases in vehicle volumes westbound along the A2 are accredited to employment trips wishing to access White Cliffs Business Park at the A256/A2 junction to the west, and residential trips leaving the nearby Connaught Barracks site. The inclusion of Local Plan allocations is seen to have minimal impacts on the A2 south of the Duke of York roundabout.

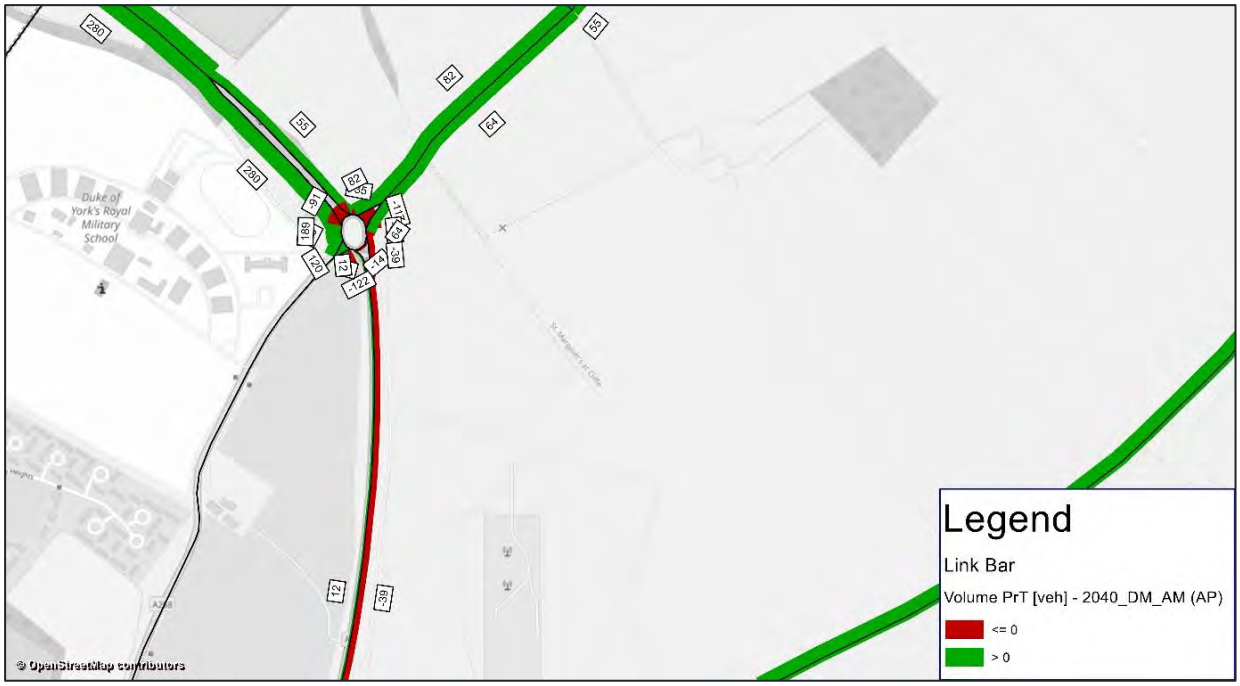


Figure 6-44: DDTM 2040 Do Something - 2040 Do Minimum Actual Difference, DoY Roundabout, AM Peak

6.5.22. **Figure 6-45** shows the percentage flow change at the Duke of York Roundabout in the AM peak; flows using the A2 and A258 see negligible changes (<10%), except for the A2 Northbound that highlights an increase of flows of 20% in the Do Something scenario.

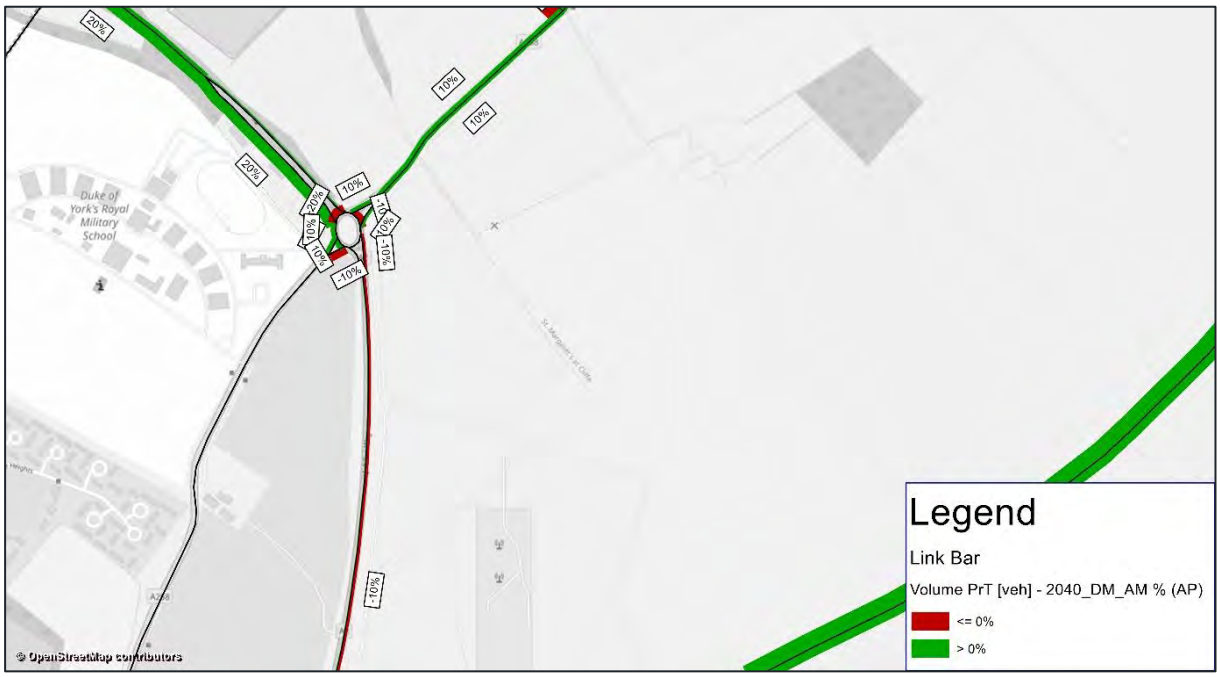


Figure 6-45: DDTM 2040 Do Something - 2040 Do Minimum % Difference, DoY Roundabout, AM Peak

6.5.23. **Figure 6-46** presents the actual flow differences at the Duke of York roundabout in the PM peak; this highlights a substantial increase of flows on most entry and exit arms, with the exception of the Northbound traffic using the A2 Jubilee Way/ Deal Road route, where the Do Something network illustrates decrease of vehicles; reduction in vehicles here is due to re-routing along The Lane as described in paragraph 6.4.8 and presented in **Figure 6-37**.



Figure 6-46: DDTM 2040 Do Something - 2040 Do Minimum Actual Difference, DoY Roundabout, PM Peak

6.5.24. **Figure 6-47** shows the percentage flow changes at the Duke of York roundabout in the PM peak; the reductions in flow along the A2 northbound (south of the DoY) and northbound along Deal Road are seen to be 10% and 30% respectively. This is due to significant re-routing along Dover Road and The Lane, vehicles join Deal Road just north of the figure extent.



Figure 6-47: DDTM 2040 Do Something - 2040 Do Minimum % Difference, DoY Roundabout, PM Peak

6.5.25. **Figure 6-48** presents the actual flow differences at the London Road/ Manor Road roundabout in Deal in the AM peak. For all arms travelling in the direction of Deal town centre an increase in traffic flows between 35 – 120 is evident. A reduction of approximately 37 vehicles in the Do Something network can be seen travelling southbound using the A258 and Rectory Road, this is accredited to a small proportion of vehicles re-routing along Mill Road.

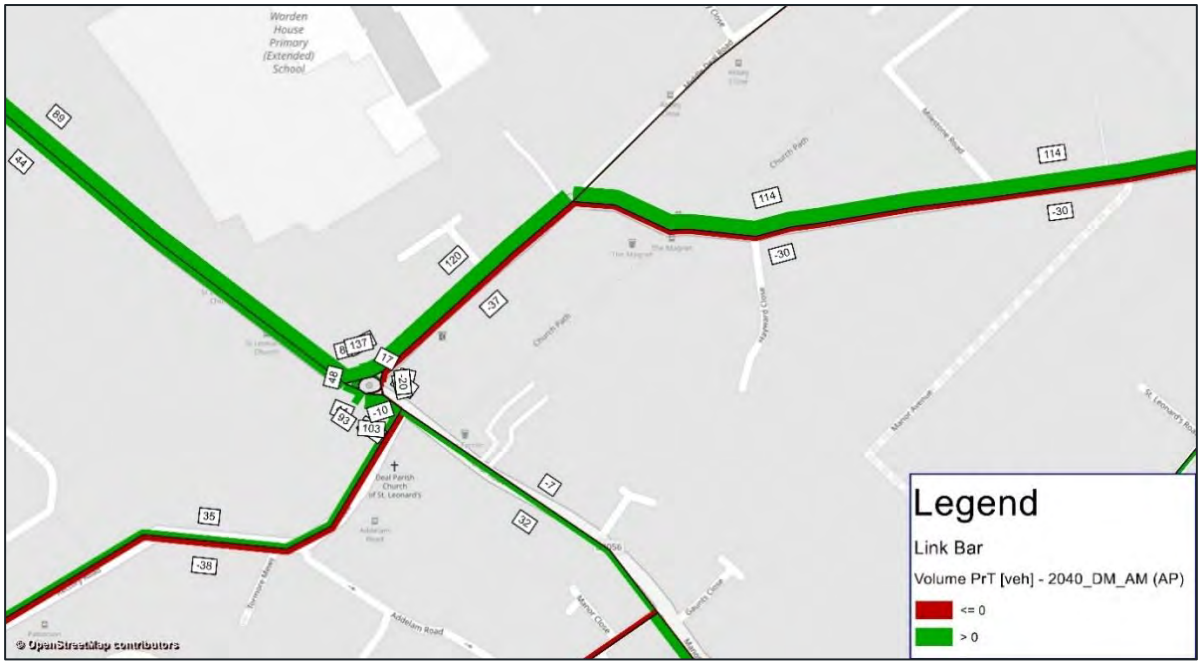


Figure 6-48: DDTM 2040 Do Something - 2040 Do Minimum Actual Difference, London Road , AM Peak

6.5.26. **Figure 6-49** presents the percentage flow changes in the Do Something scenario at the London Road/ Manor Road roundabout in the AM peak; an increase of flows of 20% is evident for traffic using the A258 Northbound travelling into Deal town centre. This increase is likely due to the potential residential allocations in the Sholden and Walmer area (detailed in **Figure 5-1**) using this junction to gain access to employment sites in Deal town centre.

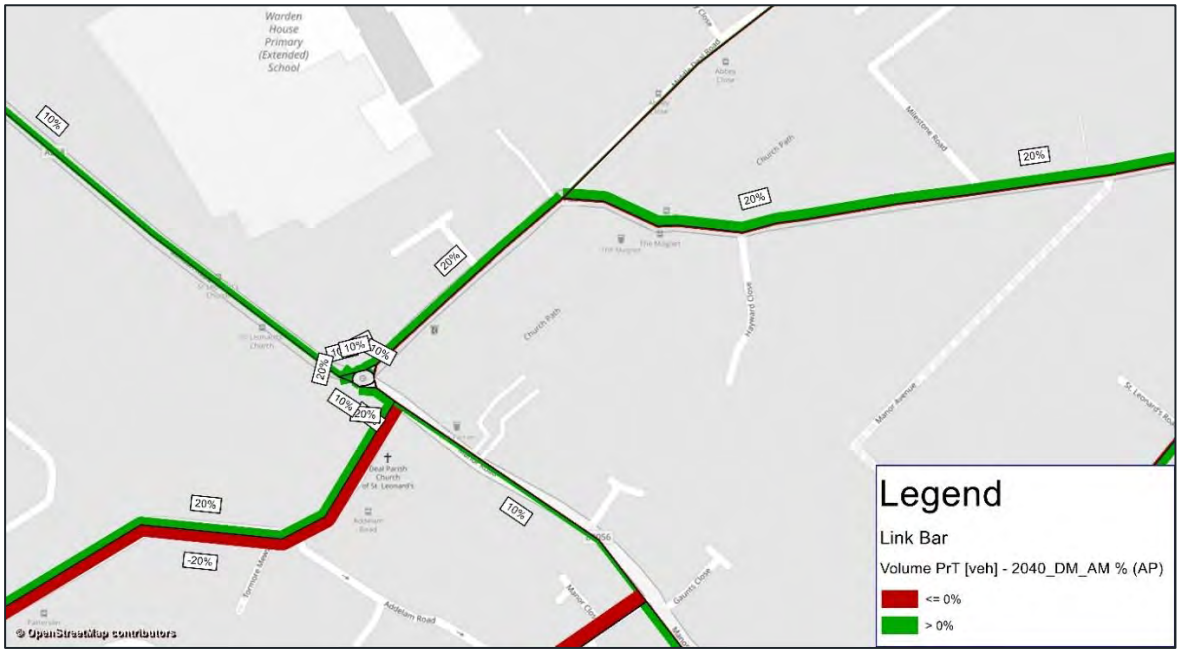


Figure 6-49: DDTM 2040 Do Something - 2040 Do Minimum % Difference, London Road, AM Peak

6.5.27. **Figure 6-50** shows the actual flow differences for the London Road Roundabout in the PM peak; all arms show an increase of flows ranging between 3-164 flows, with the exception of London Road (E) approach where there is a reduction of 31 flows – this is due to the change of land use at Betteshanger, described in Paragraph 6.4.12. The largest increase in flows is evident for the route away from Deal centre using London Road, which the reflects the tidal nature of employment trips.

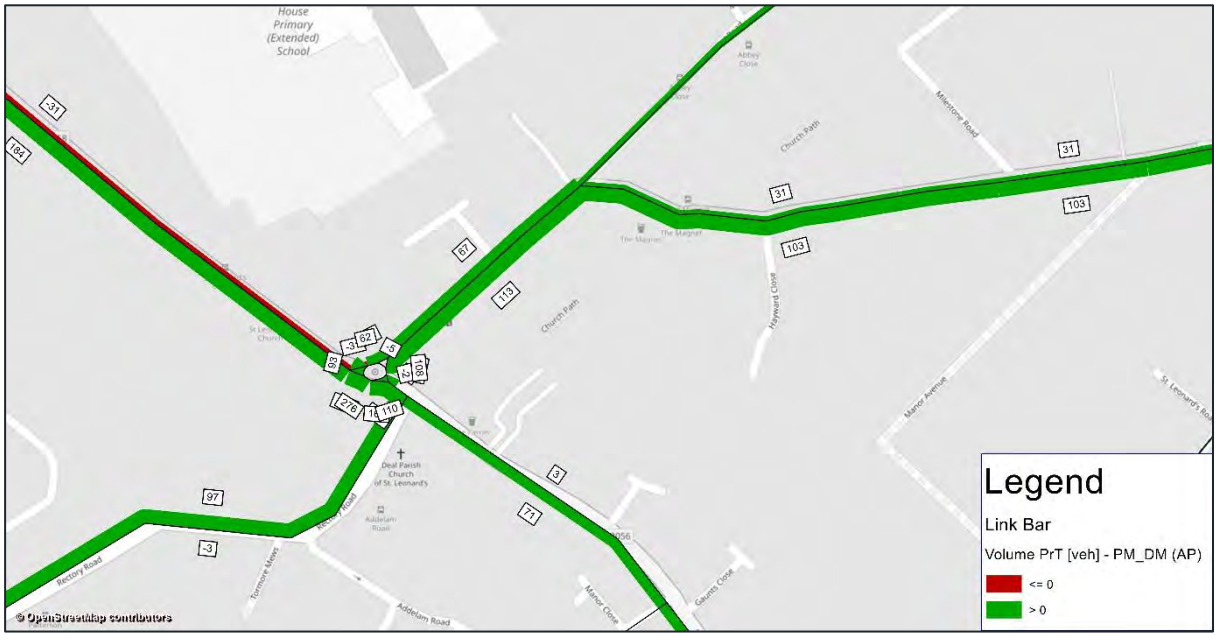


Figure 6-50: DDTM 2040 Do Something - 2040 Do Minimum Actual Difference, London Road, PM Peak

6.5.28. **Figure 6-51** presents the percentage flow differences for the London Road Roundabout in the PM peak; most arms show a percentage difference of 20% whereas the percentage change for traffic on the London Road eastbound and Rectory Road southbound is less than 10%. The largest percentage increase is on Rectory Road, which highlights a 50% increase in flows.

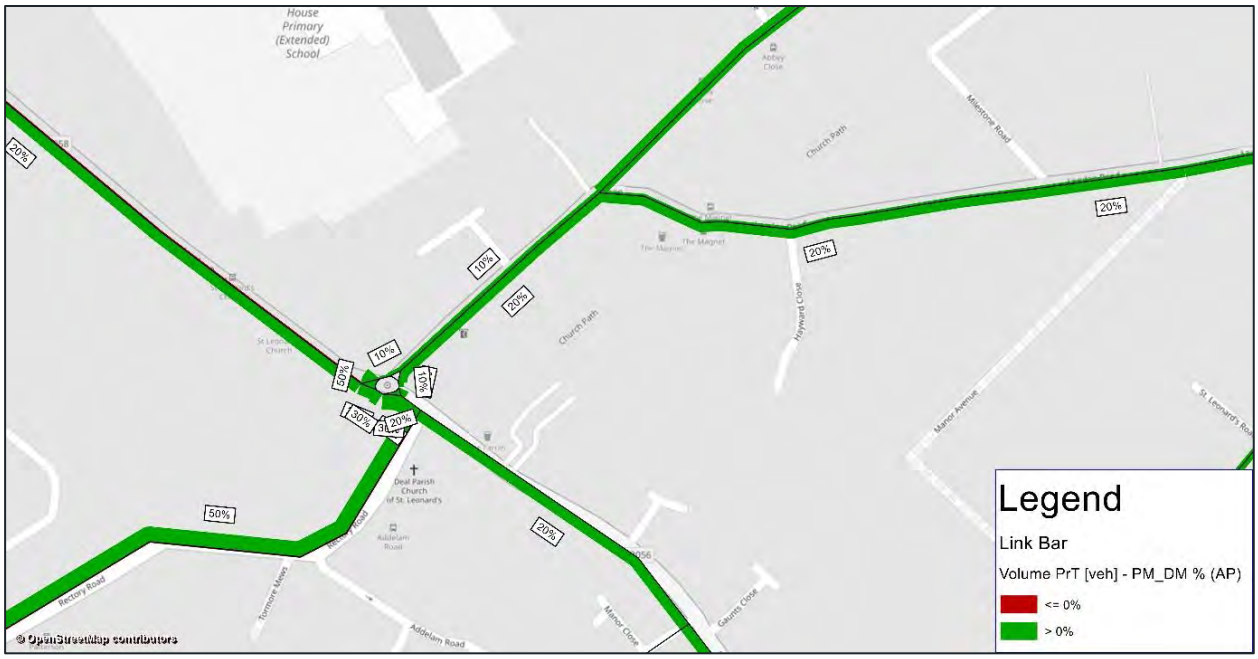


Figure 6-51: DDTM 2040 Do Something - 2040 Do Minimum % Difference, London Road Roundabout, PM Peak

6.5.29. **Figure 6-52** highlights the actual flow difference at the A256/Deal Road Roundabout in Deal for the AM peak; the figure shows that there are slight changes in overall flows; an increase of an average 18 vehicles on A256 South and a decrease of an average 17 flows travelling on Deal Road.

6.5.30. It is noted that in the Do Minimum scenario, this junction is already shown to have significant queuing on all approaches, any additional demand included within the Do Something further exacerbates this, making the junction appear extremely unattractive. The junction itself lies outside of the DDTM study area and so whilst it is useful to present changes in flow at this location, any impacts are caveated given this area was not within the base year validation or calibration process.

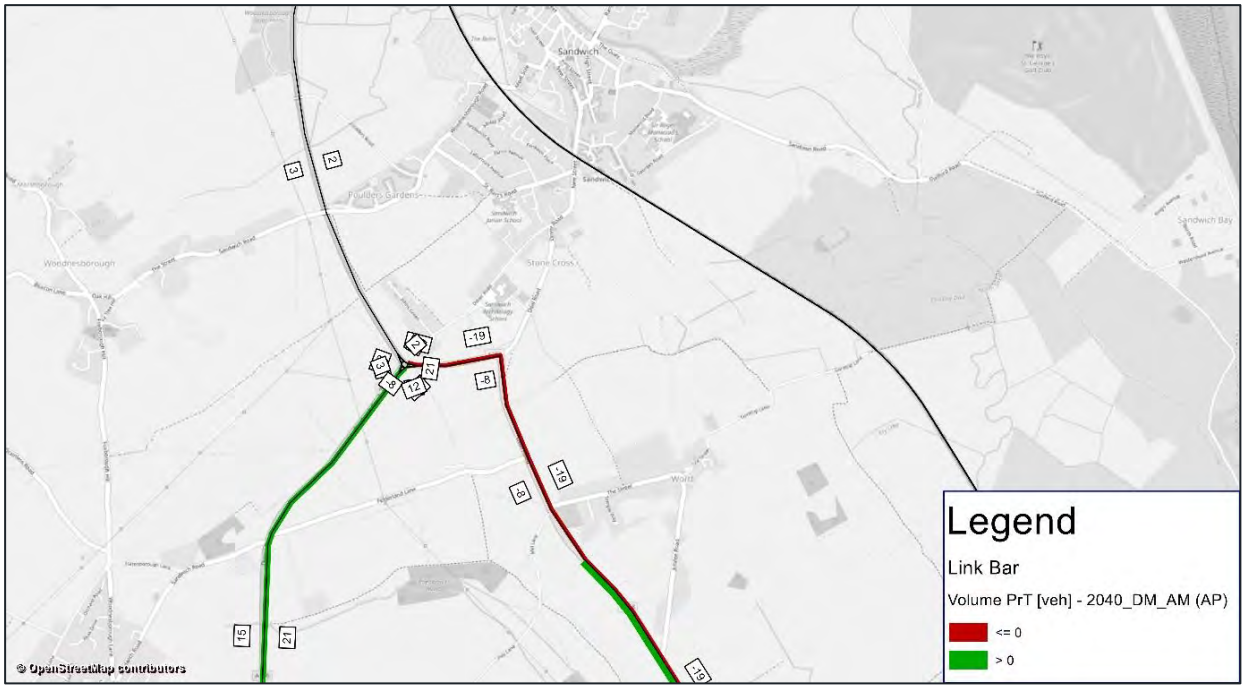


Figure 6-52: DDTM 2040 Do Something - 2040 Do Minimum Actual Difference, A256/ Deal Road, AM Peak

6.5.31. **Figure 6-53** presents the percentage flow change at the A256/ Deal Road roundabout in the AM peak, all differences are negligible, less than 5%. In this scenario, the junction is shown to operate over capacity in the Do Minimum and any additional demand in the Do Something routes away from this roundabout thus presenting a negligible impact.

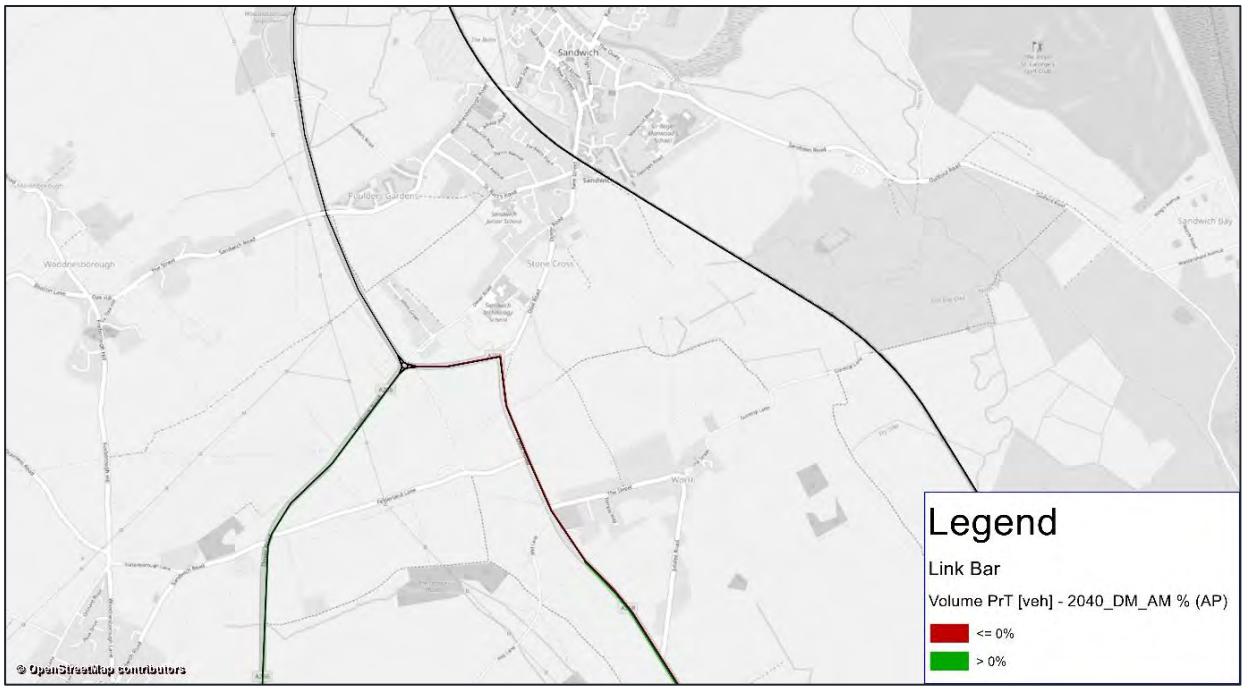


Figure 6-53: DDTM 2040 Do Something - 2040 Do Minimum % Difference, A256/ Deal Road, AM Peak

6.5.32. **Figure 6-54** highlights the actual flow differences for the A256/ Deal Road roundabout in the PM Peak; there is an increase in flows on all approach varying between 7 – 180 vehicles. This demonstrates a very different picture than the AM Peak; this junction experiencing significantly less queueing in the PM Do Minimum model and as such when adding trip generation from Local Plan allocations, there is still considered to be capacity at this junction and therefore flow increases are more prominent in the PM peak.

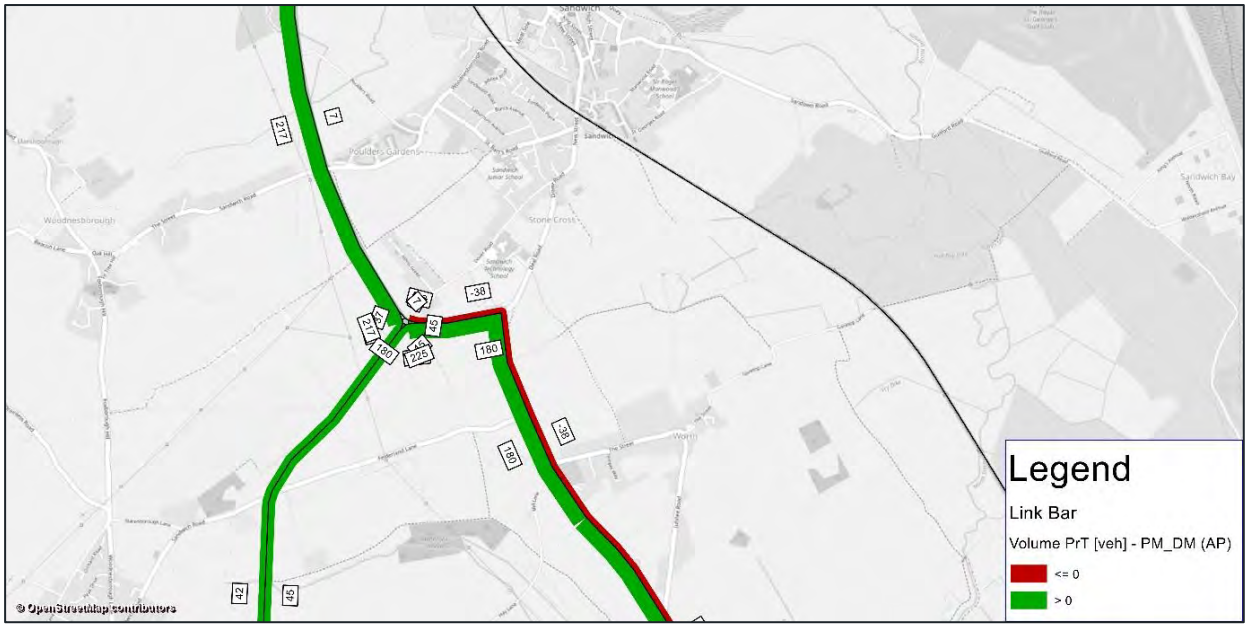


Figure 6-54: DDTM 2040 Do Something - 2040 Do Minimum Flow Difference, A256/ Deal Road, PM Peak

6.5.33. **Figure 6-54** presents the actual flow percentage difference for the A256/ Deal Road roundabout in the PM Peak; all approaches are noted to have a 10% - 20% increase in flows, whereas the exit arms have a negligible difference.



Figure 6-55: DDTM 2040 Do Something - 2040 Do Minimum % Difference, A256/ Deal Road, PM Peak

6.6 DO SOMETHING VOLUME OVER CAPACITY ASSESSMENT

6.6.1. A volume over capacity assessment has been undertaken to determine and classify the impact on links and nodes within the 2040 Do Something scenario, as a result of incorporating potential site allocations. The assessment will help to identify possible links and nodes which are likely to experience capacity issues, or be approaching capacity constraints when the Local Plan sites are included; it will be useful in monitoring the operation of links and nodes which are already shown to be approaching capacity in the 2040 Do Minimum and help to identify any additional areas for monitoring or mitigation.

6.6.2. The description of the threshold used to undertake the analysis are presented in **Table 6-8**, earlier in this chapter.

6.6.3. **Figure 6-56** and **Figure 6-57** show the V/C impacts on links and nodes within the full extent of the DDTM 2040 Do Something model area in the AM and PM peak respectively; the impacts on a localised level within Dover and Deal are discussed later within this chapter.

6.6.4. Links with V/C over 85%, and in the AM peak over 100%, are presented on the A256 in Sandwich and B2406 in Aylesham; it is noted that whilst this assessment gives a good indication of which roads are likely to see the largest increases in vehicle volumes within the Do Something assessment, this part of the network is outside of the DDTM Study Area and has therefore not been modelled in detail, or within the base year validation/calibration process.

6.6.5. V/C impacts presented in the Do Minimum, earlier in this chapter, are further exacerbated by the introduction of additional potential site allocations in Sandwich and Aylesham which increases the level of V/C along links at junctions within close proximity. As already noted, these areas are outside of the DDTM and thus the impacts in these locations is investigated in additional excel models; the methodology and results for this assessment is discussed and presented in Chapter 7.

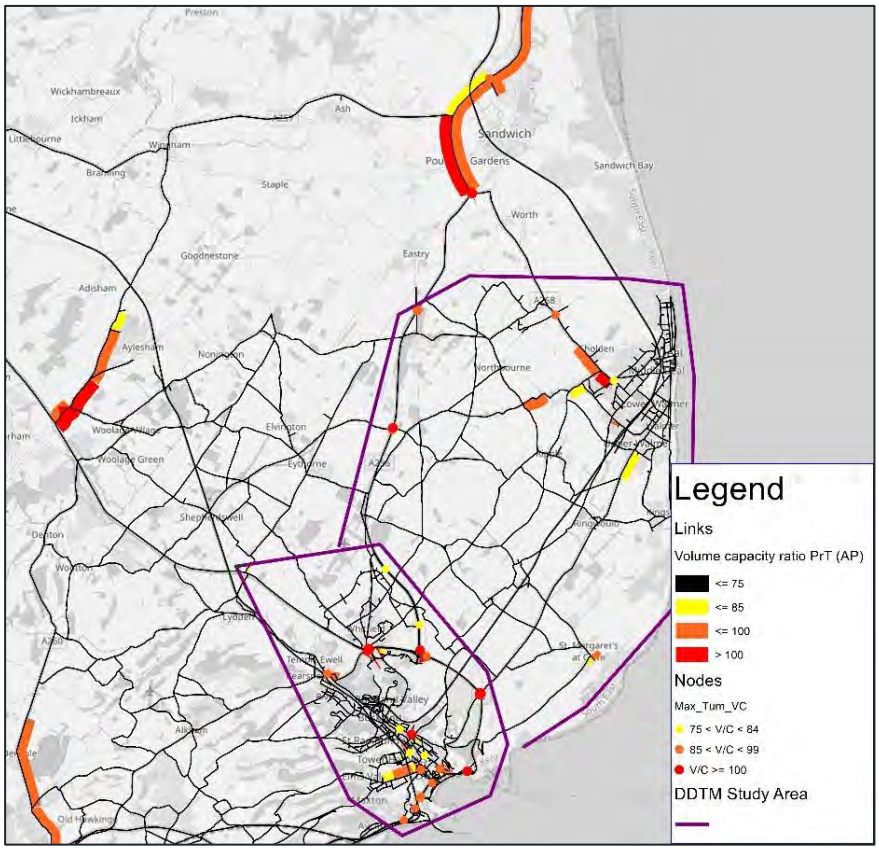


Figure 6-56: DDTM 2040 Do Something, V/C Assessment, Full Model Extent, AM Peak

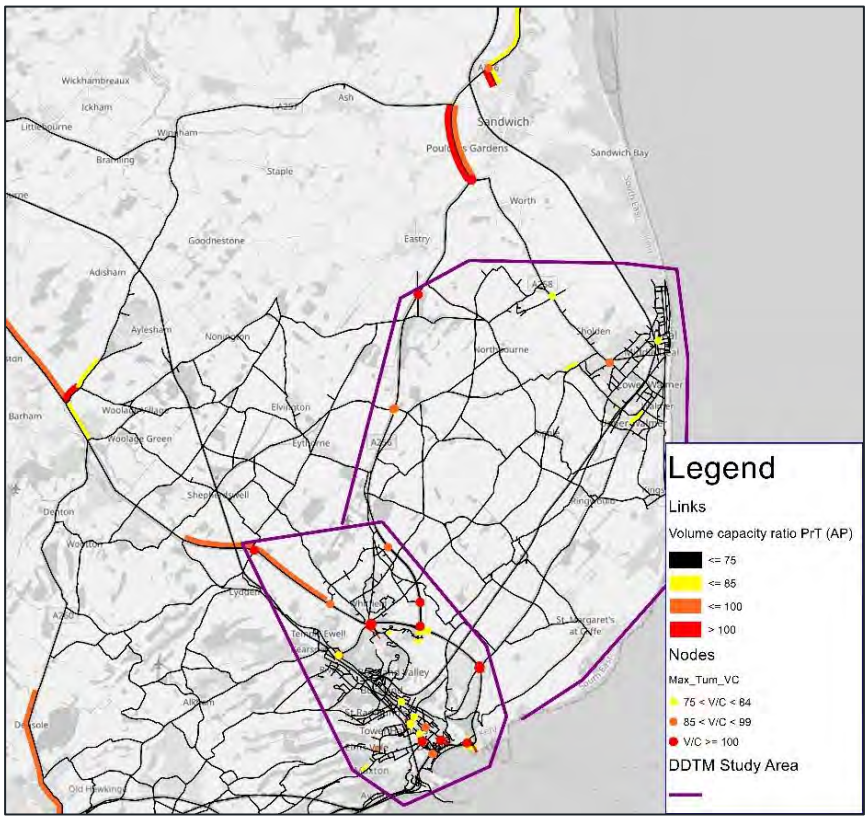


Figure 6-57: DDTM 2040 Do Something, V/C Assessment, Full Model Extent, PM Peak

6.6.6. **Figure 6-58** presents the V/C assessments on links and nodes within the Dover area in the AM peak categorised using the thresholds summarised in **Table 6-8**, with **Figure 6-59** presenting a more detailed close-up of Whitfield roundabout, the A256/A2 grade-separated junction and the Duke of York roundabout. Several small links are shown to have a V/C over 85% however most of these links represent access or egress to a zone loading point within the strategic model and as such V/C is likely to be overestimated.

6.6.7. The Folkstone Road link is operating close to capacity (85%-100%) in the Eastbound direction; this is similar to that of the Do Minimum model where the road nears capacity (75%-85%), this the increase in V/C in the location is likely as a result of the Local Plan developments routing along this link to access/egress Dover town centre.

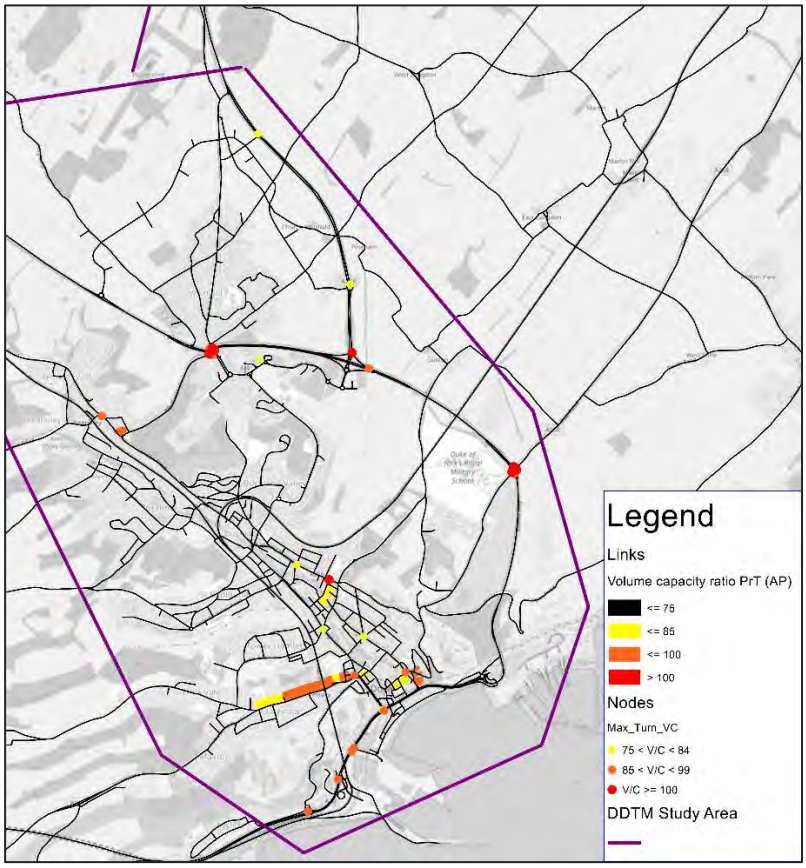


Figure 6-58: DDTM 2040 Do Something, V/C Assessment, Dover, AM Peak



Figure 6-59: DDTM 2040 Do Something, V/C Assessment, Dover Key Junctions, AM Peak

6.6.8. **Figure 6-59** demonstrates that both A2 eastbound and westbound, Whitfield Hill and Sandwich road approaches to Whitfield roundabout continue to operate close to (85-100%), or exceeding (100%+), capacity in the 2040 Do Something AM Peak. Similarly, all four approaches to the Duke of York roundabout are also operating at above 85% V/C. This trend is similar to that presented in the Do Minimum scenario.

6.6.9. Whilst the A256 southbound approach to the A2/A256 junction is currently operating within capacity (76%), in the Do Minimum scenario, the southbound approach to the Whitfield Phase 1/1A exceeds capacity >100% in the Do Something scenario suggesting that the Local Plan sites in the locality will result in the A2 eastbound on slip exceeding capacity. White Cliffs Business Park proposed to attract a significant number of employment trips in the AM Peak; a significant number of residential Whitfield Urban Expansion trips also egress the development via the A256 junction in the AM peak. The combination of these potential site allocations within the immediate proximity of the A256/A2 grade separated junction is likely to account for the increases in delay and V/C exceeding 100.

6.6.10. For the PM Peak, **Figure 6-60** presents the V/C assessments on links and nodes within the Dover area and **Figure 6-61** presents a more detailed close-up of Whitfield roundabout, the A256/A2 grade-separated junction and the Duke of York roundabout.

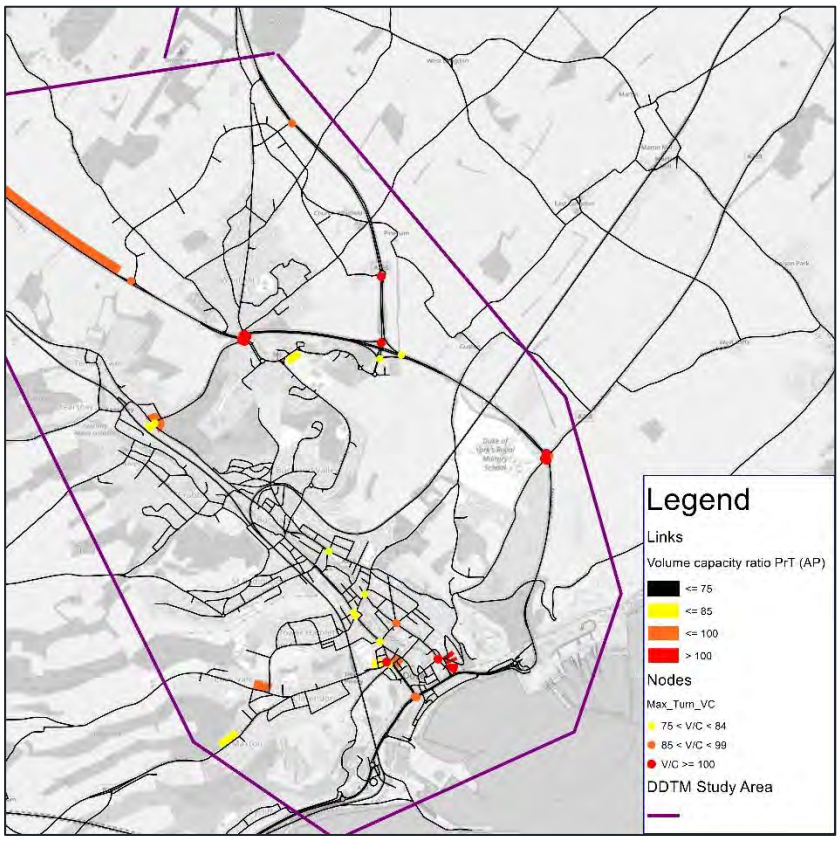


Figure 6-60: DDTM 2040 Do Something, V/C Assessment, Dover, PM Peak

6.6.11. Generally speaking, the PM peak in the Do Something scenario presents broadly consistent patterns with the Do Minimum scenario; **Figure 6-60** demonstrates that in the A2 eastbound approaching Whitfield roundabout is nearing capacity between 85%-100%, this is likely due to trips returning to the Do Something residential sites in Whitfield and an increased demand on the network. The introduction of an at-grade junction along the A2 also increases journey time and reduces capacity along this link in the Do Something.

6.6.12. In the PM peak, the departure of trips from the White Cliffs Business Park is seen to directly impact operation at the A2/A256 junction with the northbound node shown to be over capacity.

6.6.13. **Figure 6-61** demonstrates similar trends to the Do Minimum for the Duke of York, A256 and Whitfield roundabout. The Duke of York has a turn V/C exceeding 85% at on all approaches in the PM peak. The A256 / Whitfield Phase 1/1A roundabout is also shown to exceed capacity on the A256 NB approach this is due to increased demand at this junction as a result of the delivery of housing south of Archer's Court Road and White Cliffs Business Park employment.

6.6.14. Unlike the Do Minimum scenario where the A2/ A256 junction operates well within capacity, in the Do Something scenario it is nearing capacity on the southbound exit arm with a V/C value of 85%-100% and the northbound off slip exceeds capacity of over 100%. Increases in V/C at this junction are likely to cause significant re-routing away from the roundabout and attract vehicles towards more minor routes.



Figure 6-61: DDTM 2040 Do Something, V/C Assessment, Dover Key Junctions, PM Peak

6.6.15. V/C analysis within Dover for the AM and PM peak hours within the 2040 Do Something Scenario has demonstrated that the Whitfield and Duke of York roundabouts are forecast to operate near capacity on all approaches (greater than 85% v/c), whereby the vehicle demand exceeds the capacity of the turning movement at the roundabout approaches, will likely detract vehicles away from these junctions the additional demand compared with the Do Minimum scenario highlights the additional demand has exacerbated the approaches that neared capacity.

6.6.16. **Figure 6-62** presents the V/C assessments on links and nodes within Deal in the AM peak categorised using the thresholds summarised in **Table 6-8.**

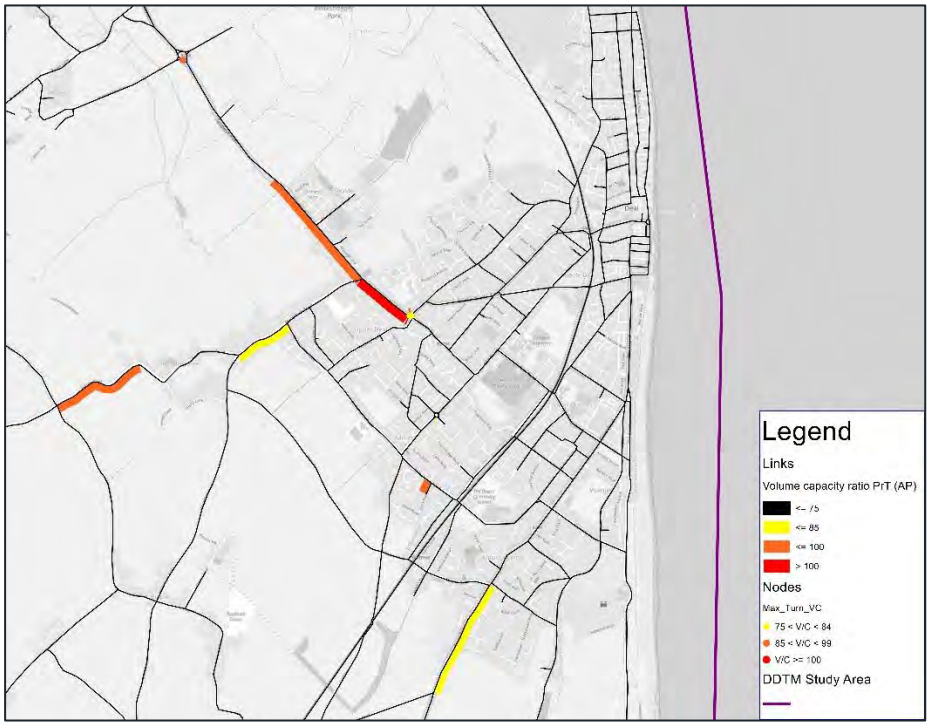


Figure 6-62: DDTM 2040 Do Something, V/C Assessment, Deal, AM Peak

6.6.17. The V/C assessment within Deal demonstrates less significant capacity constraints when compared with Dover however a link V/C over 85% is evident northbound on the A258 away from the London Road / Manor Road junction. As this link approaches the Betteshanger Road roundabout, a maximum turn V/C of over 85% is also shown. Turning V/C of between 75% and 85% are also demonstrated on the circulatory links at the London Road / Manor Road roundabout.

6.6.18. **Figure 6-63** presents the V/C assessments on links and nodes within Deal in the PM Peak; it shows that the majority of links and nodes within Deal operate with a V/C less than 85%, with the exception of a short section of circulatory at the London Road / Manor Road roundabout and Mongeham Road which operate at between 85%-100%.

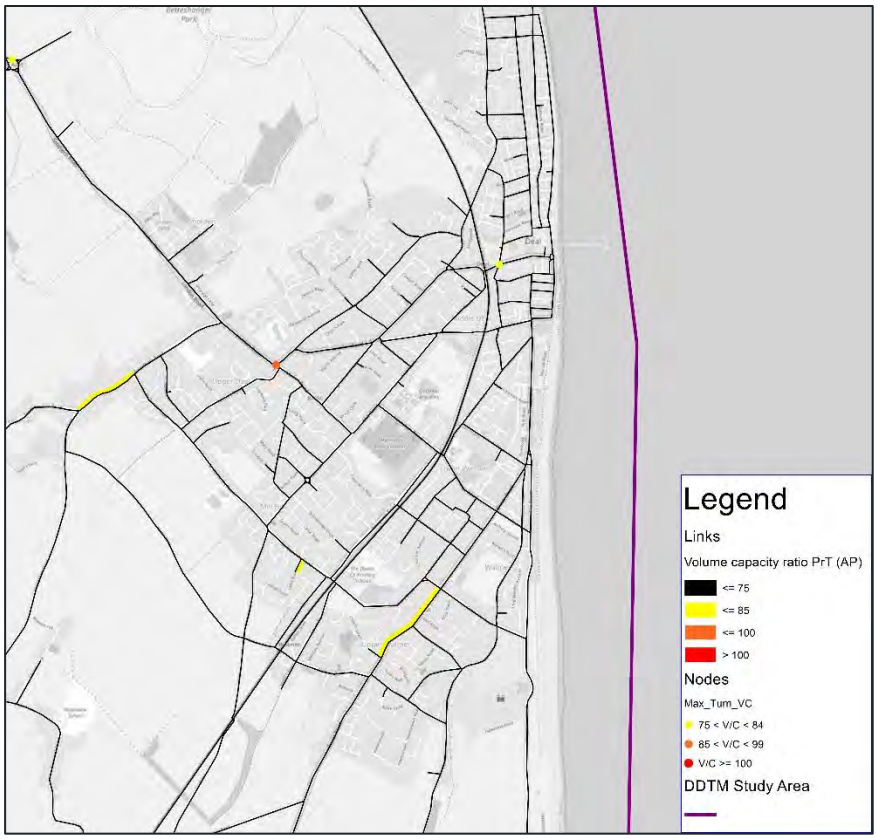


Figure 6-63: DDTM 2040 Do Something, V/C Assessment, Deal, PM Peak

6.6.19. The V/C assessment has been undertaken on the 2040 Do Something scenario to determine which links and junctions were over capacity as a result of the additional demand generated by the potential site allocations. The assessment has demonstrated that Whitfield roundabout and Duke of York roundabout are forecast to operate over capacity, on all approaches in both the AM and PM peak with the addition of the Local Plan sites. Additional demand at these junctions exceeds the turning capacity and as such significant re-routing is likely to occur as the attractiveness of more minor routes, without delays, increases, this is a likely explanation for the Whitfield interchange junction nearing capacity in the Do Something Scenario.

6.6.20. In addition, the combination of the Whitfield Urban Expansion and the large employment site at White Cliffs Business Park places additional pressure on the strategic network and the tidal movements are shown to impact the V/C level at the A2/A256 grade separated junction in the AM and PM peak. Undertaking this assessment highlighted which links and junctions have additional adverse impact as a direct result of the potential Local Plan allocations and where mitigation might therefore be required.

6.6.21. **Table 6-10** details the changes in V/C at key links and nodes identified within Do Minimum and Do Something models as approaching or being over capacity in the AM or/ and PM Peaks.

Table 6-10: V/C Links and Nodes Summary, Do Something vs Do Minimum

Network Location within DDTM Study Area		Do Minimum		Do Something	
		AM Peak	PM Peak	AM Peak	PM Peak
Link	Whitfield Hill / London Road circulatory	78%	87%	86%	87%
	A256 Northbound, Sandwich	107%	98%	107%	110%
	London Road Northbound	99%	59%	101%	71%
	Folkestone Road	79%	83%	92%	83%
	Willow Road	76%	39%	90%	72%
	A2 Southbound	62%	67%	57%	89%
Node	Whitfield Roundabout – A2 EB	94%	100%	96%	95%
	Whitfield Roundabout – Sandwich Road approach	107%	105%	111%	106%
	Whitfield Roundabout – A2 WB	102%	84%	102%	102%
	Whitfield Roundabout – Honeywood Parkway	82%	93%	95%	106%
	Whitfield Roundabout – Whitfield Hill	98%	96%	105%	110%
	A246 / Whitfield Phase 1/1A roundabout – A256 NB	55%	89%	57%	102%
	A258 / Betteshanger Rd - A258 NB	87%	55%	85%	67%
	Duke of York Roundabout – A2 EB	104%	103%	118%	107%
	Duke of York Roundabout – A258 SB	106%	66%	108%	86%
	Duke of York Roundabout – A2 WB	90%	98%	96%	106%
	Duke of York Roundabout – A258 NB	93%	103%	103%	108%
	Folkestone Rd / Priory Rd / York Street– Folkestone Rd EB	81%	90%	98%	100%
	A256 / Castle Hill Rd / Castle Street	78%	91%	89%	100%
	London Rd / Manor Rd roundabout – London Rd SB	67%	88%	80%	94%
	A20 / Union Street Signals – Union Street approach	88%	74%	89%	72%
	A256 / Dover Road roundabout – A256 SB	88%	73%	98%	69%
	A256 / Dover Road roundabout – A256 NB	58%	89%	85%	103%
	London Road / Alkham Road	58%	59%	86%	88%
	A20 Western Heights roundabout	82%	64%	89%	65%
	A20 Limekiln roundabout	80%	61%	86%	59%
	A20 Snargate Street / A256 York Street	71%	77%	87%	94%
	A256 / A2 roundabout	77%	51%	110%	112%
	A256/A2 eastbound merge	68%	51%	90%	78%
	A256 / Barville Road / Boys Hills roundabout – NB	56%	61%	85%	81%
	A256 / Barville Road / Boys Hills roundabout – SB	103%	80%	119%	95%

6.6.22. Summary tables and flow difference plots have demonstrated significant increase in vehicle volumes at Whitfield Roundabout, the A2/A256 grade-separated junction and the Duke of York roundabout in both the Do Minimum and Do Something scenarios; the strategic models have indicated that this could trigger volume over capacity constraints at these junctions and lead to significant re-routing away from these areas.

6.7 REFINED DO SOMETHING VS DO SOMETHING

6.7.1. Following the refinement of the dwelling and employment allocations within the proposed Local Plan, the Refined Do Something has been compared against the Do Something and the Do Minimum to determine both the locations of flow reduction as a result of the refinements, and the impacts of the refined list of allocations on the existing highway network.

6.7.2. The general trends for Dover in the AM Peak are presented in **Figure 6-64**, it is noted that these figures do not include labels and have instead been presented to show the broad patterns in flow increase / decrease and on which roads these occur. Overall there are large decreases in flows attributed to the reduction of employment and residential proposals in the revised Local Plan with sites that are carried forward to Reg18.

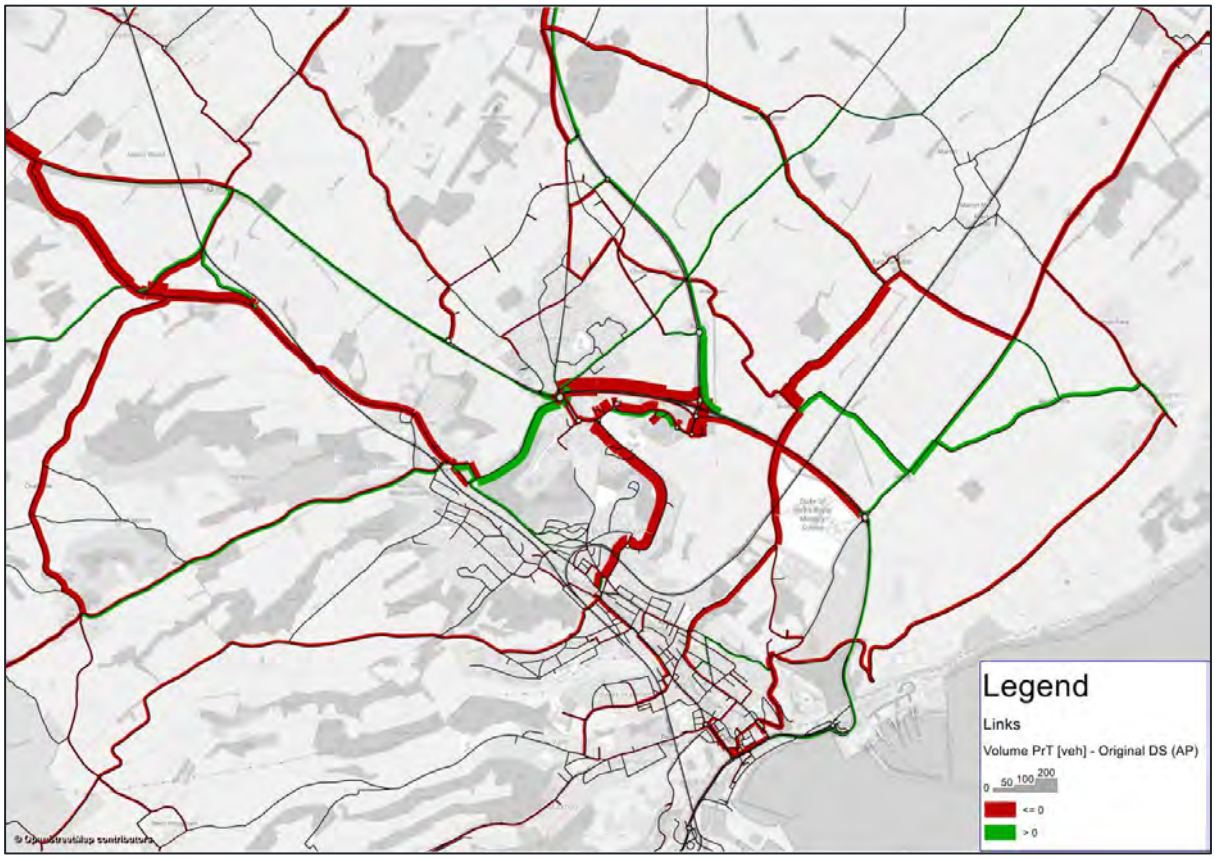


Figure 6-64: DDTM 2040 Refined Do Something – Do Something, Dover, AM Peak

6.7.3. The reduction of flows along the A2 and the Whitfield interchange is due to the removal of the White Cliffs Business Park; this was a significant trip attractor in the AM Peak due to the large provision of jobs at this site. The removal of this employment site in the revised Do Something scenario has removed a large volume of vehicles that previously accessed this site via the A2 / A256 grade separated junction and through Honeywood Parkway.

6.7.4. The Refined Do Something also demonstrates a reduction of trips routing through Lydden southbound in the AM peak; it is noted, however, that there is no mirroring increase on the A2 southbound. This is because the removal of sites in the Refined Do Something reduced the existing demand along the A2 and as such vehicles

re-routing through Lydden have been re-attracted to the A2 but net off against what was modelled along this route in the Do Something.

6.7.5. **Figure 6-65** presents the actual flow difference between the 2040 Refined Do Something and 2040 Do Something in Dover in the PM Peak. Like the AM Peak, that these figures do not include labels and have instead been presented to show the broad patterns in flow increase / decrease and on which roads these occur.

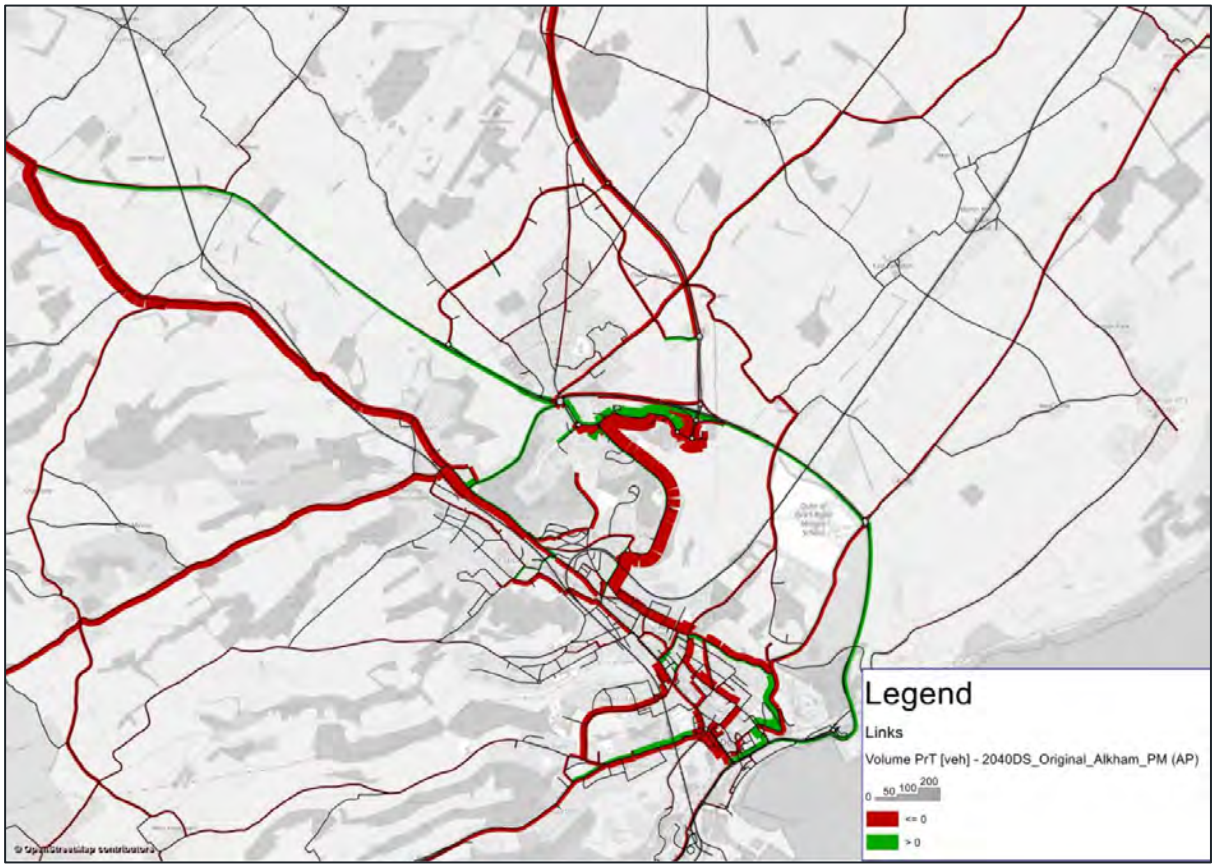


Figure 6-65: DDTM 2040 Refined Do Something – Do Something Flow Difference, Dover, PM Peak

6.7.6. The trends displayed in the PM are largely similar to those presented in the AM peak; with the reduction of the five employment sites in the Dover town centre there are less trips produced from this south of the model and thus rerouting of vehicles from local roads back onto strategic routing is netted out with a small increase of slows using the A2 westbound evident. The PM peak presents an increase along Honeywood Parkway eastbound; this is accredited to trips re-routing away from Whitfield Hill and A2 and instead attracts them to Melbourne Avenue and Honeywood Parkway to access the A256 northbound. The removal of White Cliffs Business Park increased the level of available capacity along these links and vehicles are thus re-routing in the refined Do Something.

6.7.7. **Figure 6-66** and **Figure 6-67** present the actual flow difference between the 2040 Refined Do Something and the 2040 Do Something in Deal in the AM Peak and PM Peak respectively. Generally, the Deal area shows less significant change in vehicle volumes, compared with Dover, as a result of the draft reg18 site allocations. Notable decreases in vehicles are presented approaching the Dover Road/ Boys Hill roundabout from the east and west. The removal of the 272 arrival trips towards Betteshanger Colliery is a cause for the reductions of trips; reducing the employment quantum leads to change in trip patterns and an overall reduction in two-way trips in the AM and PM respectively.



Figure 6-66: DDTM 2040 Refined Do Something - 2040 Do Something, Deal, AM Peak

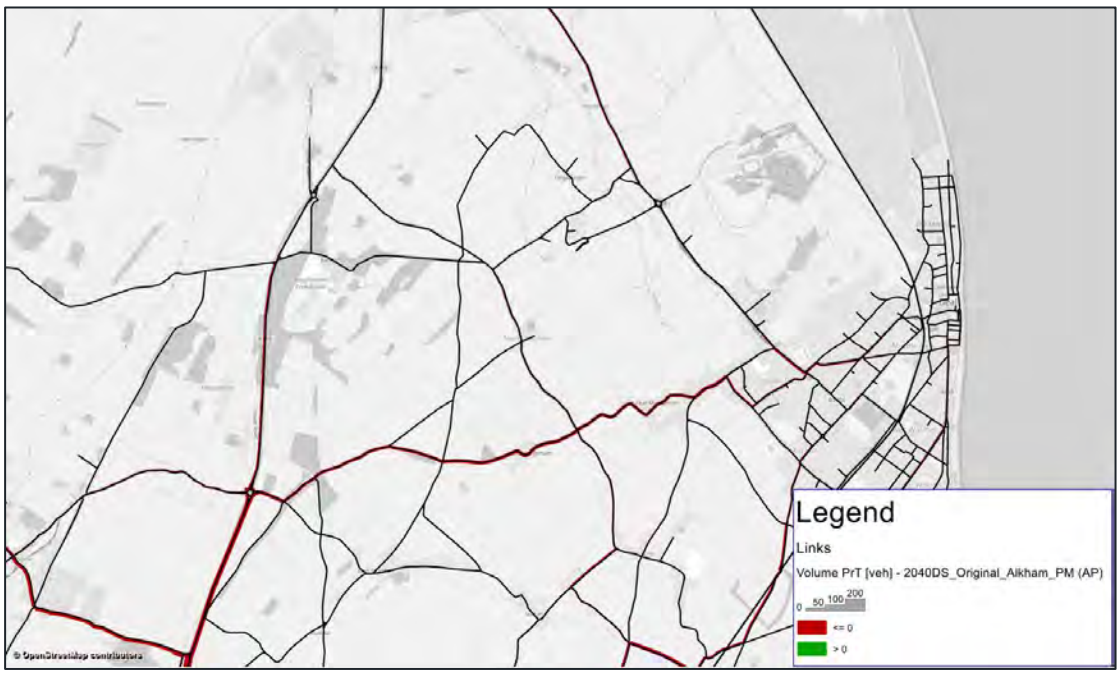


Figure 6-67: DDTM 2040 Refined Do Something - 2040 Do Something, Deal, PM Peak

6.7.8. Junctions of interest were also assessed using the actual flow and percentage flow difference as a point of comparison to demonstrate the arms with increases and decreases. This allowed the Refined Do Something scenario to be compared against the 'worst case' scenario Do Something scenario.

6.7.9. **Figure 6-68** presents the actual flow change at Whitfield Roundabout in the AM peak; there are significant reductions of flows on along the A2 east with a two-way reduction of 260 vehicles; it is likely that the removal of the White Cliffs Business Park has resulted in less two-way trips using this route. The increase in vehicles travelling southbound along Whitfield Hill is due to the reduced delays at this roundabout attracting trips that previously used the parallel route Dover Road/ Old Charlton Road.

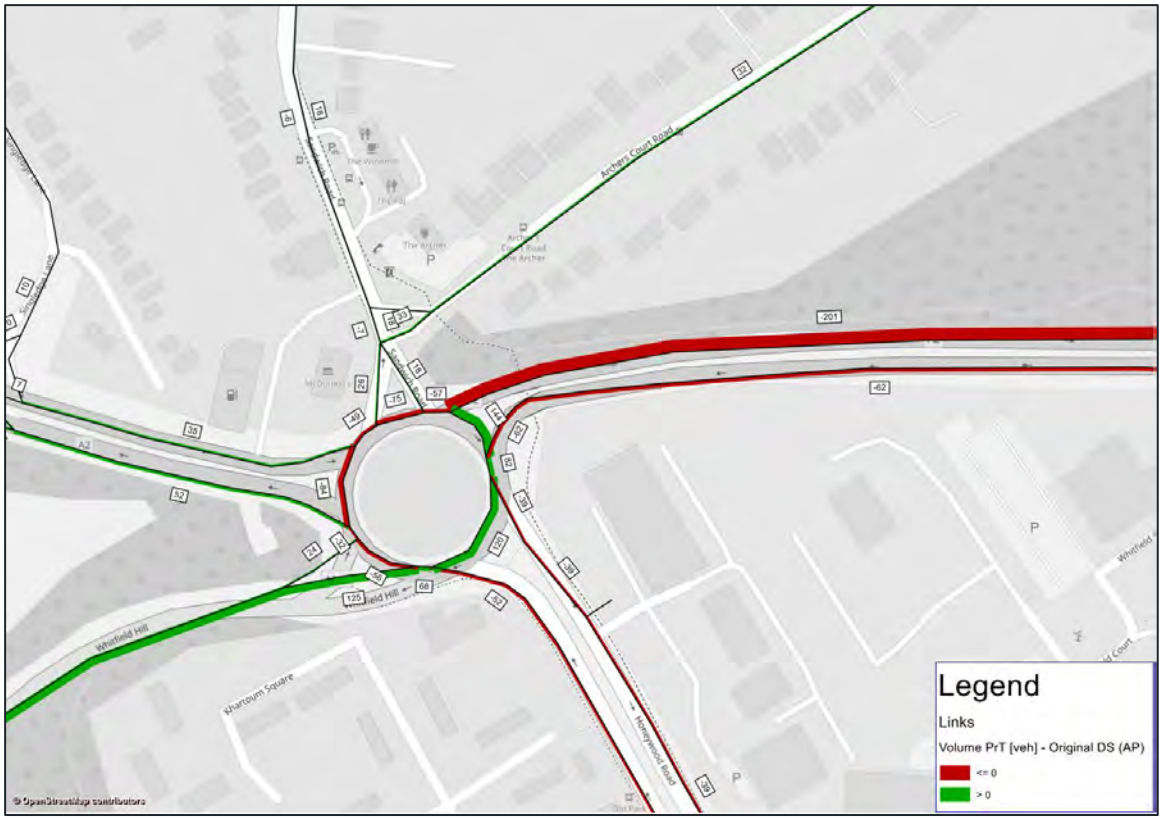


Figure 6-68: DDTM 2040 Refined Do Something - 2040 Do Something Flow Difference, Whitfield Roundabout, AM Peak

6.7.10. **Figure 6-69** shows the percentage flow changes at the Whitfield roundabout in the AM peak; flows along Whitfield Hill increase by an average 20%, and a decrease on the A2 main route is shown to be an average of 30%.

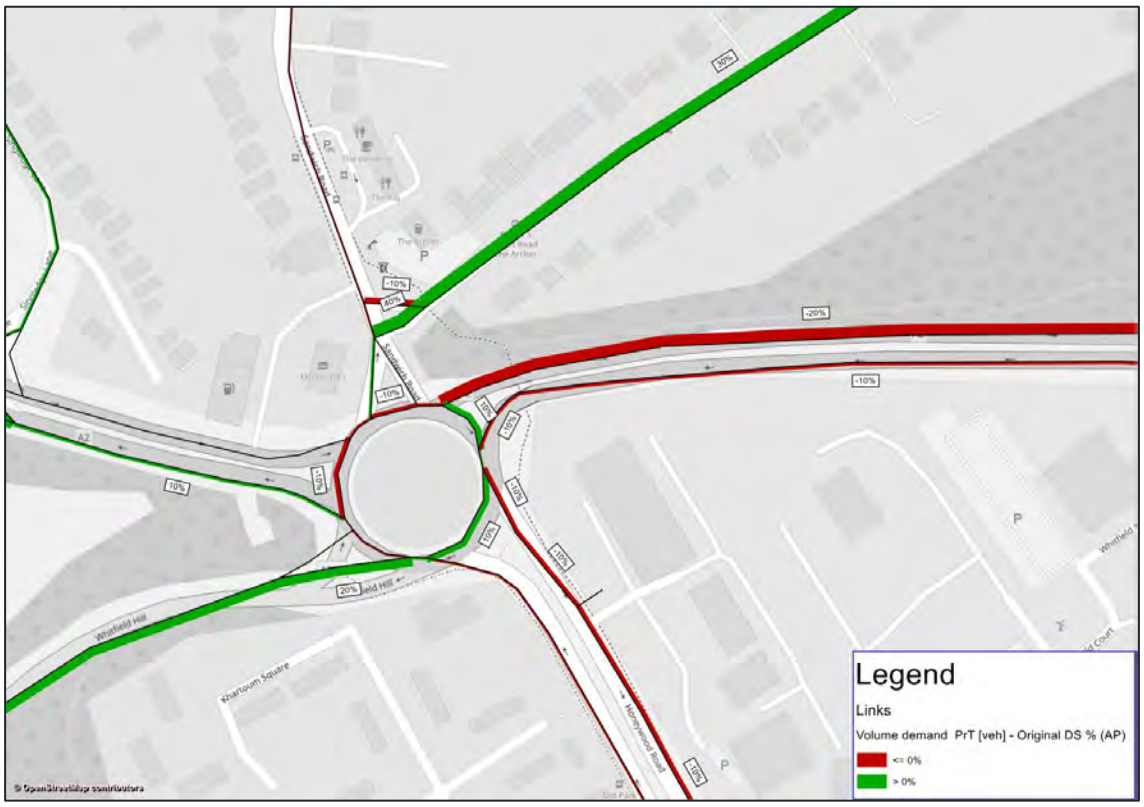


Figure 6-69: DDTM 2040 Refined Do Something - 2040 Do Something % Difference, Whitfield Roundabout, AM Peak

6.7.11. **Figure 6-70** shows the actual flow increases at the Whitfield Roundabout in the PM Peak; flows along the A2 eastern approach decrease by approximately 50 two-way vehicles, however an increase of 90 two-way vehicles approaching from the western arm is evident. The reduction of traffic flows on the A2 western approach is likely a result of removal of the White Cliffs Business Park in the Refined Do Something scenario that is no longer a trip generator in the PM peak.

6.7.12.

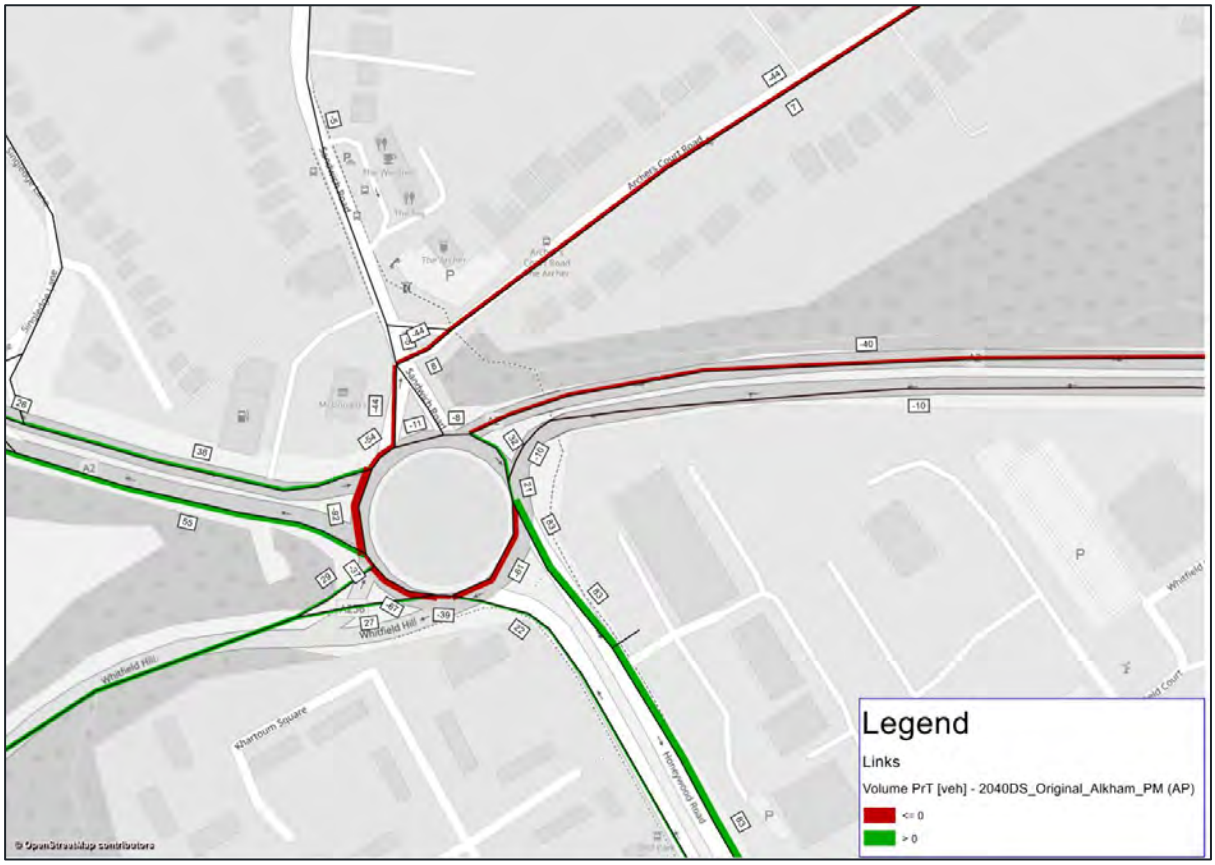


Figure 6-70: DDTM 2040 Refined Do Something - 2040 Do Something Flow Difference, Whitfield Roundabout, PM Peak

6.7.13. **Figure 6-71** presents the percentage flow difference at the Whitfield Roundabout in the PM Peak and demonstrates negligible changes on all arms entering and exiting the roundabout. There are reductions of 30% present on Archers Court road northbound equating to 44 flows, it is likely that the removal of four employment sites in the Dover are producing less trips on the strategic road network and cars are routing back onto the A2 during the PM peak.

6.7.14.

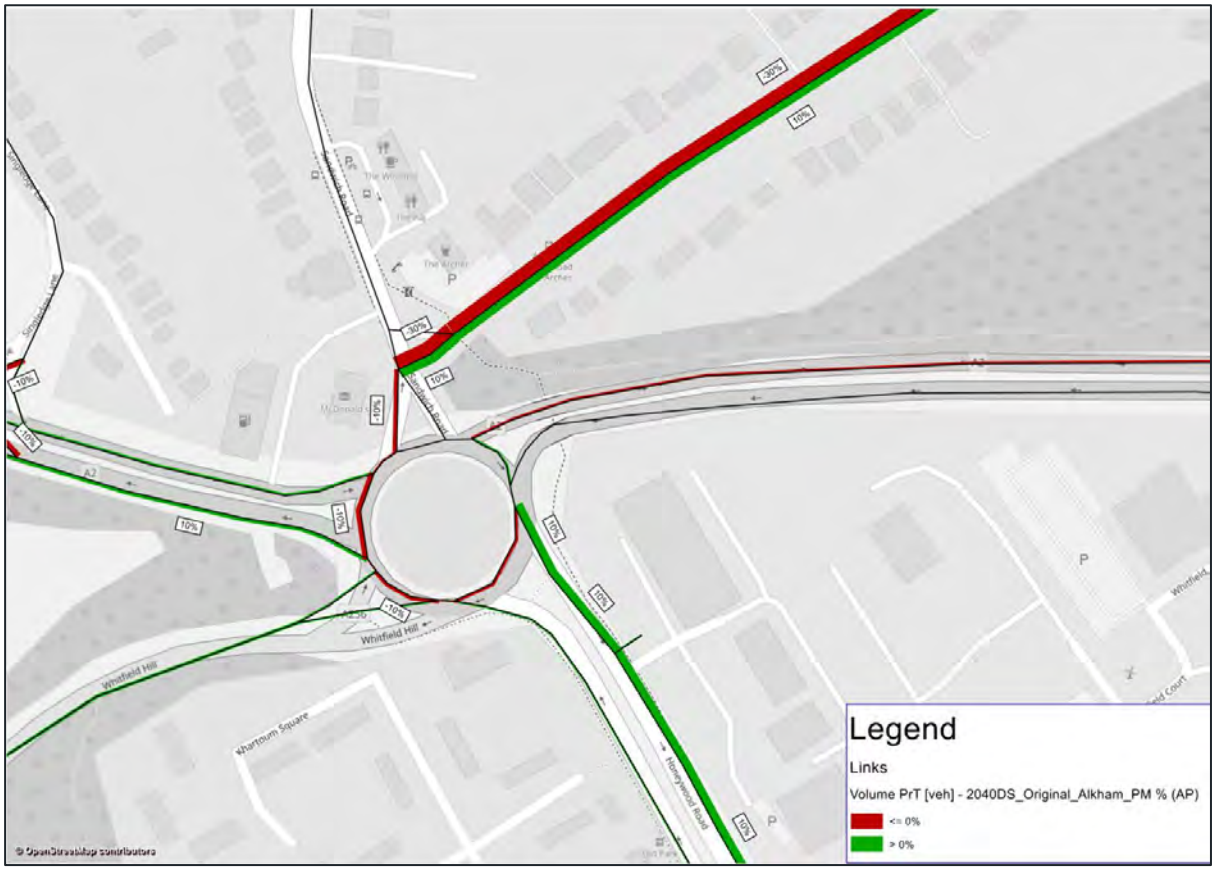


Figure 6-71: DDTM 2040 Refined Do Something - 2040 Do Something % Difference, Whitfield Roundabout, PM Peak

6.7.15. **Figure 6-72** presents the actual flow increases at the Duke of York roundabout in the AM Peak. All approaches have negligible differences, however a reduction of 84 vehicles can be seen using the A2 westbound in the AM peak. It is likely this change has been attributed by the Connaughts Barracks housing site reduction of 136 dwellings producing less trips and the White Cliffs Business Park attracting less trips in the vicinity.



Figure 6-72: DDTM 2040 Refined Do Something - 2040 Do Something Actual Difference, DoY Roundabout, AM Peak

6.7.16. **Figure 6-73** shows the percentage flow change at the Duke of York Roundabout in the AM peak; flows using the A2 and A258 see negligible changes (<10%).



Figure 6-73: DDTM 2040 Refined Do Something - 2040 Do Something % Difference, DoY Roundabout, AM Peak

6.7.17. **Figure 6-74** presents the actual flow differences at the Duke of York roundabout in the PM peak; this highlights a slight increase of flows on the A2 southbound with a reduction of flows on the A258 southbound of a similar magnitude, this suggests that there is rerouting from the A258 onto the A2.



Figure 6-74: DDTM 2040 Refined Do Something - 2040 Do Something Actual Difference, DoY Roundabout, PM Peak

6.7.18. **Figure 6-75** shows the percentage flow changes at the Duke of York roundabout in the PM peak; the reductions in flow are 10% or less. The largest change in flows is evident on the A2/ A256 as discussed in 6.7.17 is likely due to change in routing.



Figure 6-75: DDTM 2040 Refined Do Something - 2040 Do Something % Difference, DoY Roundabout, PM Peak

6.7.19. **Figure 6-76** presents the actual flow differences at the London Road/ Manor Road roundabout in Deal in the AM peak. There is an increase in the Refined Do Something of around 10 flows on arms travelling towards deal town centre however, there is a reduction of around 30 flows travelling northbound on Manor Road/ A258 London Road.



Figure 6-76: DDTM 2040 Refined Do Something - 2040 Do Something Actual Difference, London Road, AM Peak

6.7.20. **Figure 6-77** presents the percentage flow changes in the Refined Do Something scenario at the London Road/ Manor Road roundabout in the AM peak; all flows are seen to have a negligible change of less than 10%. The limited change is likely as a result of the limited refinements to the Local Plan residential sites detailed in the Walmer and Sholden area detailed in **Figure 5-5**.



Figure 6-77: DDTM 2040 Refined Do Something - 2040 Do Something % Difference, London Road, AM Peak

6.7.21. **Figure 6-78** shows the actual flow differences for the London Road Roundabout in the PM peak; all approach arms show a decrease of flows ranging between 6-29 flows, except for London Road (W) approach where there is no change between the scenarios.

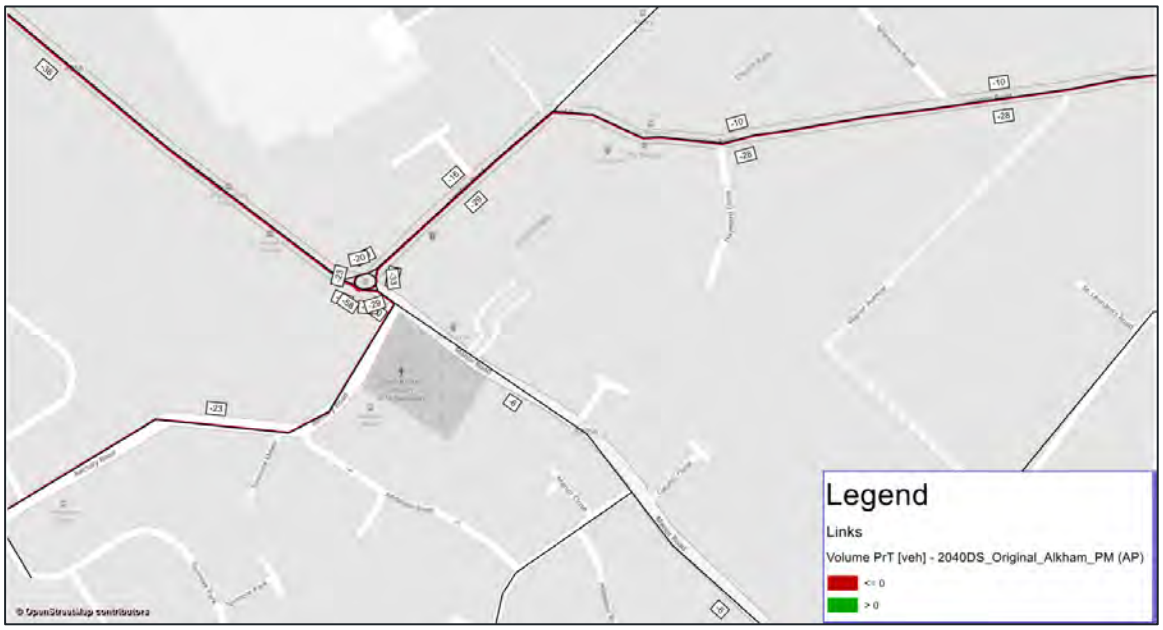


Figure 6-78: DDTM 2040 Refined Do Something - 2040 Do Something Actual Difference, London Road, PM Peak

6.7.22. **Figure 6-79** presents the percentage flow differences for the London Road Roundabout in the PM peak; most arms show a small change in flows, however a 10% reduction of flows accessing the roundabout from Rectory Road is present, this arm highlighted an increase of 50% when comparing the old DM with the old DS.

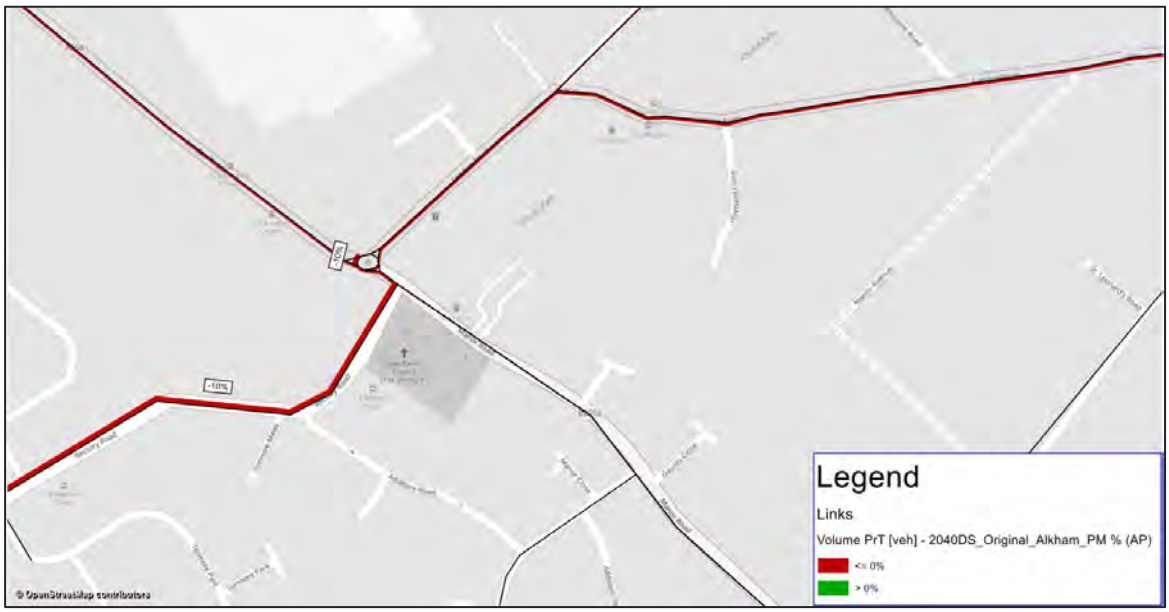


Figure 6-79: DDTM 2040 Refined Do Something - 2040 Do Something % Difference, London Road Roundabout, PM Peak

6.7.23. **Figure 6-80** highlights the actual flow difference at the A256/Deal Road Roundabout in Deal for the AM peak; the figure shows that there are slight changes in overall flows; an increase of an around 20 vehicles on A256 South and a decrease of an average 18 flows travelling on Deal Road.



Figure 6-80: DDTM 2040 Refined Do Something - 2040 Do Something Actual Difference, A256/ Deal Road, AM Peak

6.7.24. **Figure 6-81** presents the percentage flow change at the A256/ Deal Road roundabout in the AM peak, all differences are negligible, less than 5%. In this scenario, the junction is shown to operate over capacity in the Do Minimum and thus any additional demand in the original Do Something and Refined Do Something routes away from this roundabout thus presenting a negligible impact.

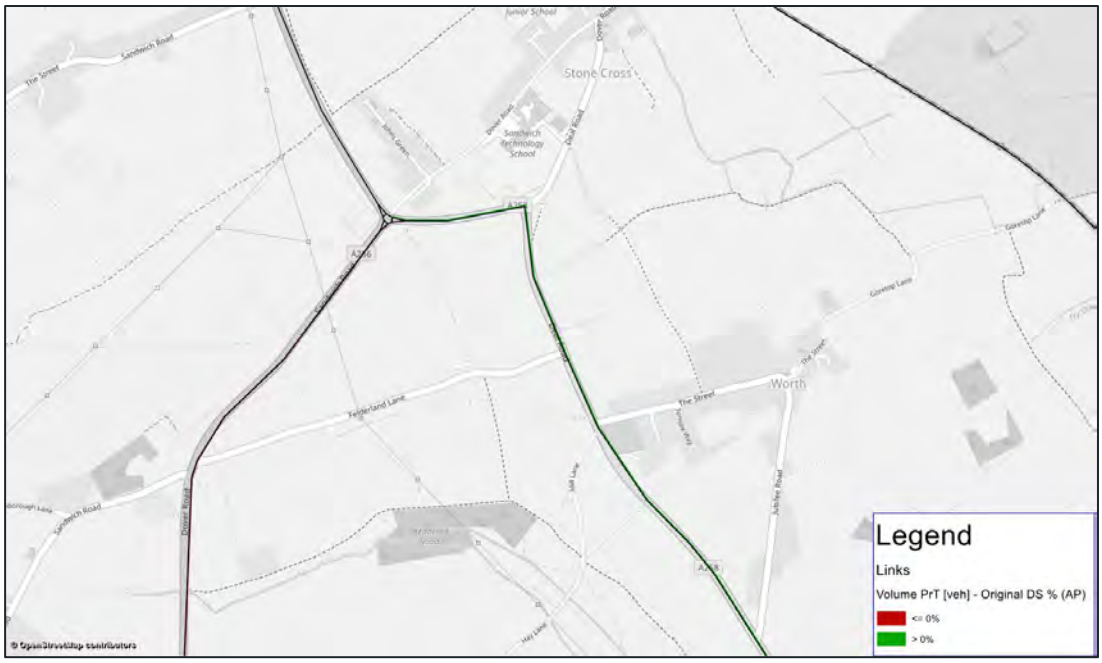


Figure 6-81: DDTM 2040 Refined Do Something - 2040 Do Something % Difference, A256/ Deal Road, AM Peak

6.7.25. **Figure 6-82** highlights the actual flow differences for the A256/ Deal Road roundabout in the PM Peak; there are decreases on all exit arms however small increases on the approach arms, this suggests there is rerouting occurring at this roundabout whereby the differences in the DS scenario are nearly netted out.

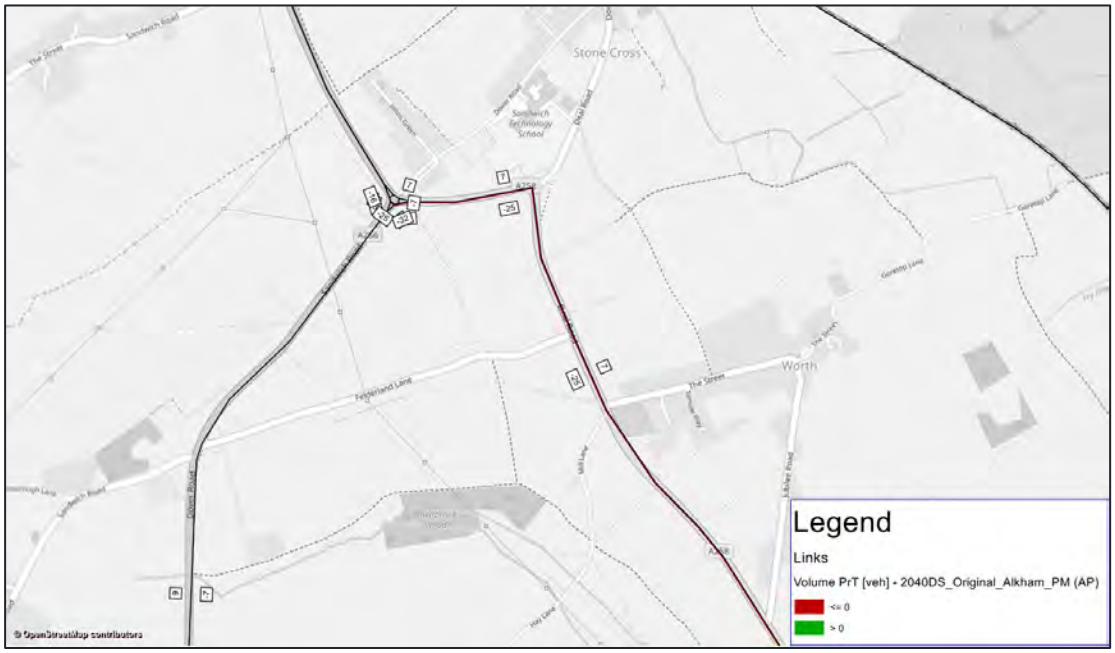


Figure 6-82: DDTM 2040 Refined Do Something - 2040 Do Something Flow Difference, A256/ Deal Road, PM Peak

6.7.26. **Figure 6-83** presents the actual flow percentage difference for the A256/ Deal Road roundabout in the PM Peak; all arms have a negligible change, suggesting that the rerouting mentioned is very minor.

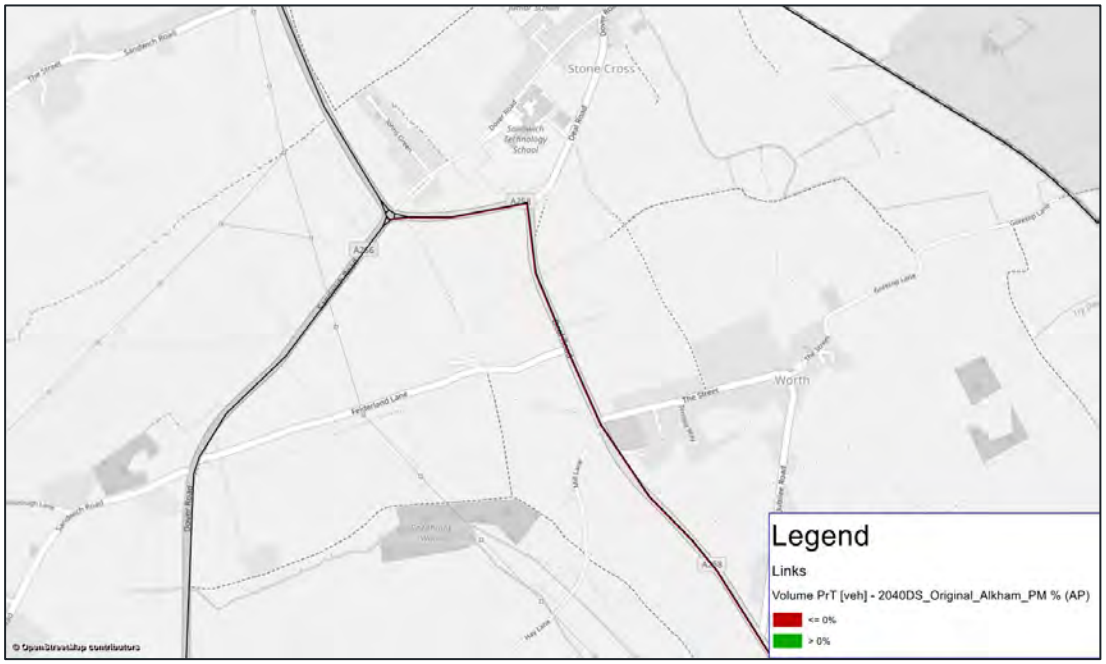


Figure 6-83: DDTM 2040 Refined Do Something - 2040 Do Something % Difference, A256/ Deal Road, PM Peak

6.8 REFINED DO SOMETHING VS DO MINIMUM

6.8.1. **Figure 6-85** presents the actual flow difference between the 2040 Refined Do Something and 2040 Do Minimum in Dover in the AM Peak. It is noted that these figures do not include labels and have instead been presented to show the broad patterns in flow increase / decrease and on which roads these occur.

6.8.2. Some large increases are accredited to instances whereby new transport infrastructure has been coded into the Do Something scenario and as such all flow on a new link is therefore an increase; examples of this are along the A2 and A256 where new junctions have been added and previous links have been split to represent the new arrangement. **Figure 6-84** demonstrates in red the links where this is occurring in subsequent figures.

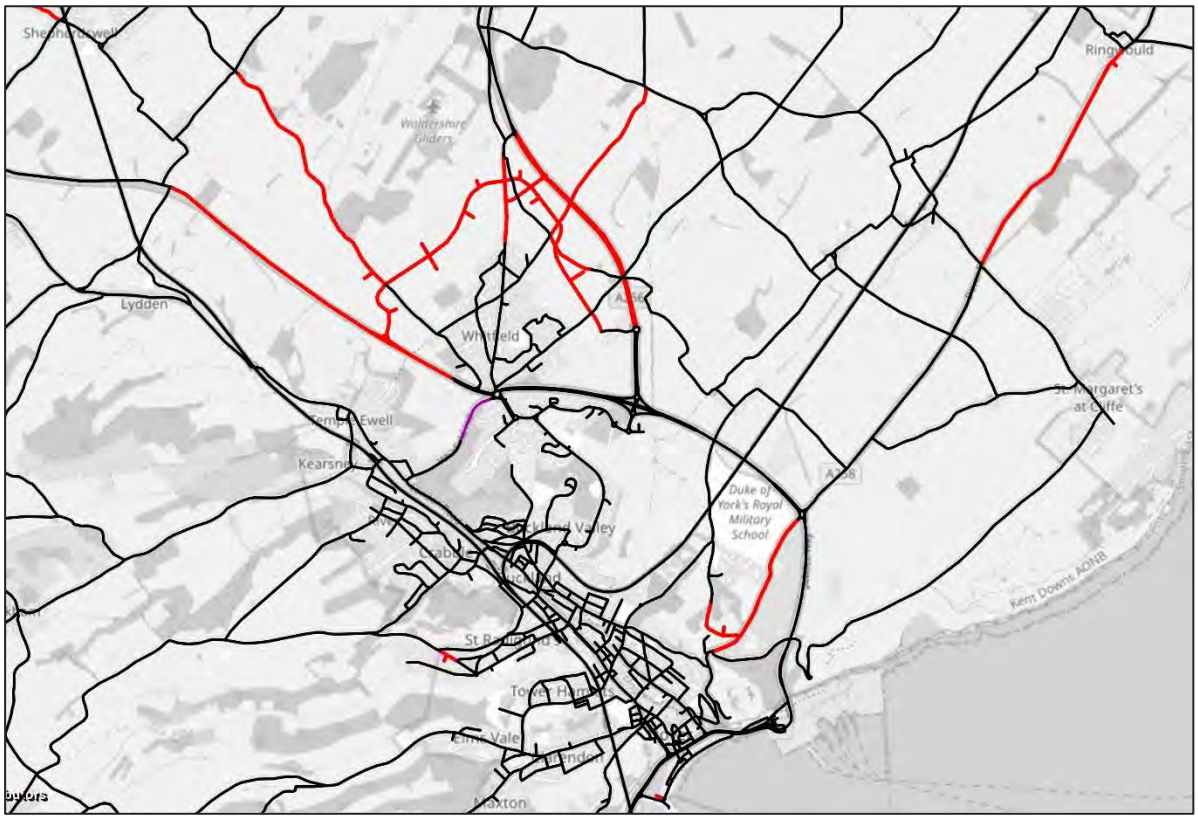


Figure 6-84: DDTM 2040 Refined Do Something New Links

6.8.3. It is to be noted that the A258 Castle Hill Road south of the Duke of York roundabout was split into two links in the DS scenario thus all flows on this link a shown to be growth rather than a comparison between the two scenarios.

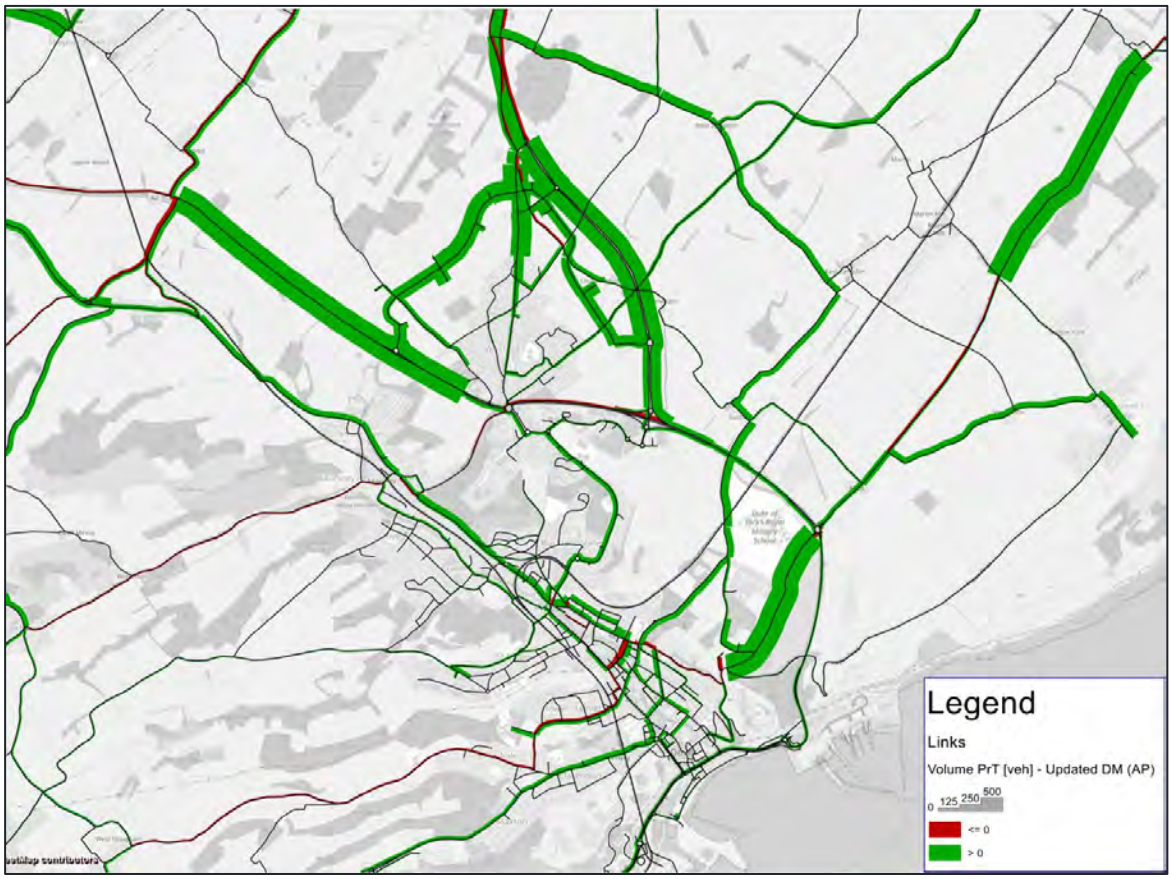


Figure 6-85: DDTM 2040 Refined Do Something – Do Minimum Flow Difference, Dover, AM Peak

6.8.4. An increase of flows along the A2 west, A256 and Dover Road towards Deal are most prominent in the AM peak. This is likely attributed to by the implementation of the 4,267 dwellings at the Whitfield Urban Expansion site adding additional demand onto the network. The Aylesham employment development site provides 484 jobs which is also likely to attribute to the increased demand on the A2 northbound. It can be seen that the additional trips from the north west on the network are routing away from the A2 southbound, with those wishing to access the Dover Centre rerouting along Lydden Hill, Canterbury Road, London Road this is shown in **Figure 6-86**.

6.8.5. The additional trips wishing to access Walmer area are rerouting through East Langdon using Guston Road, the same volumes of traffic are seen on the Dover Road northbound, this is shown in **Figure 6-87**. These increases are due to the over capacity at Whitfield roundabout and trips are routing away from this route and onto the parallel routes.

6.8.6. The A2 southbound re-routing is demonstrated in **Figure 6-86** displaying that approximately 120 vehicles that used the Whitfield roundabout in the Do Minimum use London Road in the Refined Do Something; shown by the reduction along Whitfield Hill westbound.



Figure 6-86: AM Peak Do Minimum vs Refined Do Something A2 Southbound Flow Bundle Comparison

6.8.7. **Figure 6-87** presents the trends of traffic wishing to access the Deal/ Walmer area in the DM and DS scenario; similar volumes of traffic use Dover Road northbound in both scenarios (approximately 640 and 680 respectively), however all additional trips from the DS scenario is seen to use the Ripple Road through West Langdon with the 120 additional vehicles (approximately) using this route.



Figure 6-87: AM Peak Do Minimum vs Refined Do Something Dover Road Northbound Flow Bundle Comparison

6.8.8. **Figure 6-88** presents the actual flow difference between the 2040 Refined Do Something and 2040 Do Minimum in Dover in the PM Peak. Similar to the AM Peak, that these figures do not include labels and have instead been presented to show the broad patterns in flow increase / decrease and on which roads these occur.

6.8.9. The PM peak follows the same trends as that of the AM with large increases of flows are present along the A2 west of the Whitfield roundabout, using the A256 and Dover Road towards Deal. There are large decreases on the A2 southbound between the Whitfield Roundabout and the A256 Dumbbells junction, this equates to approximately 270 less vehicles using this road in the Refined Do Something. It is evident that there is a decrease of flows using the Dover Road northbound from the Duke of York roundabout due to the rerouting via East Langdon that is occurring.

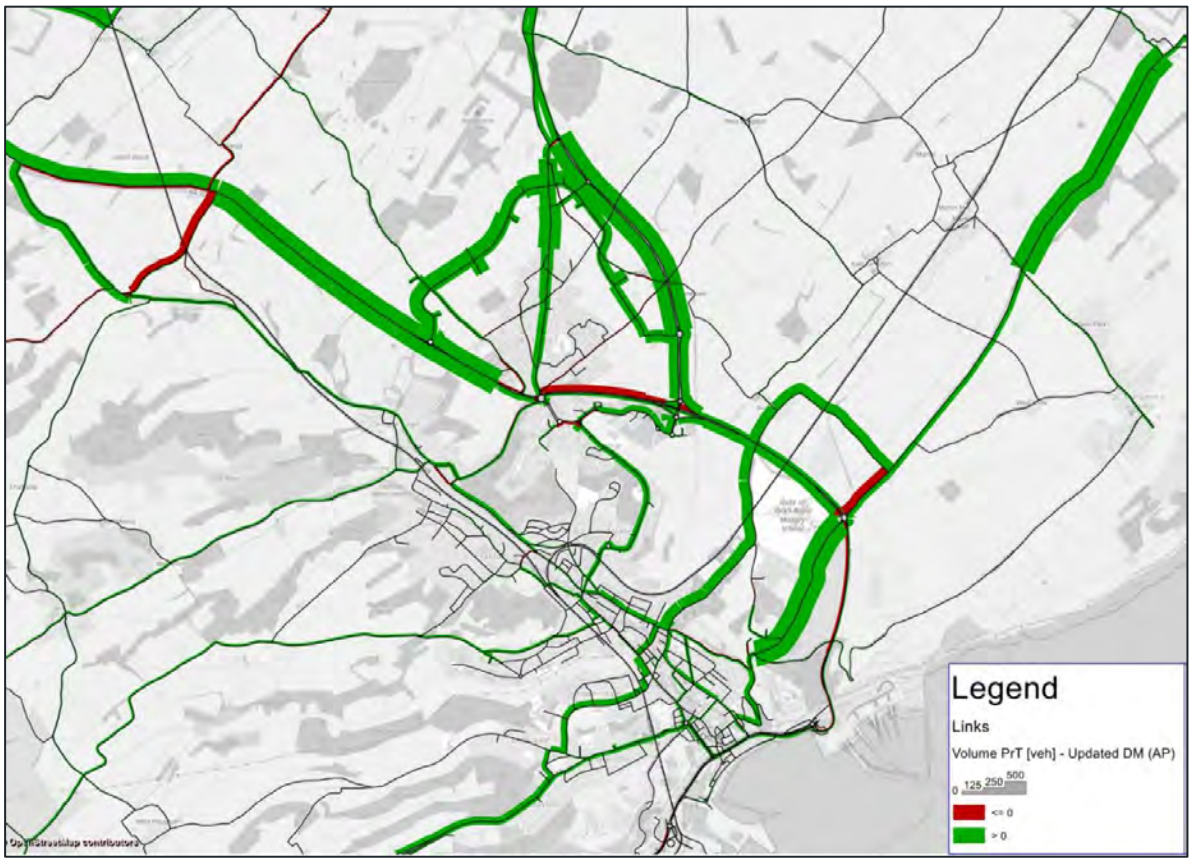


Figure 6-88: DDTM 2040 Refined Do Something – Do Minimum Flow Difference, Dover, PM Peak

6.8.10. The flow bundle in **Figure 6-89** shows those vehicles that previously used the A258 northbound in the DM routing away from the Duke of York roundabout and travelling via Guston Lane through East Langdon before joining the Dover Road via The Lane. Although the volume of vehicles using the Dover Road northbound is of similar volumes in the DM and DS (approximately 1360 and 1480 respectively) there is an increase of around 370 vehicles routing through East Langdon and avoiding the Duke of York roundabout.



Figure 6-89: PM Peak Do Minimum vs Refined Do Something, Deal Road Northbound Flow Bundle Comparison

6.8.11. **Figure 6-90** and **Figure 6-91** present the actual flow difference between the 2040 Refined Do Something and the 2040 Do Minimum in Deal in the AM Peak and PM Peak respectively. Generally, the Deal area shows less significant increases and decreases in vehicle volumes, compared with Dover, as a result of including the proposed Local Plan development sites. Notable increases in vehicles are presented approaching Upper Deal in the AM and PM peak period.



Figure 6-90: DDTM 2040 Refined Do Something - 2040 Do Minimum, Deal, AM Peak



Figure 6-91: DDTM 2040 Refined Do Something - 2040 Do Minimum, Deal, PM Peak

6.8.12. As with the Do Minimum vs Base assessment, junctions of interest were assessed using the actual flow and percentage flow difference as a point of comparison to demonstrate the arms with increases and decreases. This allowed the impacts of the Dover Local Plan sites modelled in 2040 Refined Do Something scenario to be compared against the 2040 Do Minimum scenario.

6.8.13. **Figure 6-92** presents the actual flow change at Whitfield Roundabout in the AM peak; there are reductions of flows using Whitfield Hill northbound and A2 eastbound approximately between 50 – 70 vehicles, this is likely due to the entry arm from Whitfield Hill exceeding capacity in the Refined Do Something scenario whereas in the DM scenario it neared capacity. This has likely caused rerouting of vehicles travelling from south west of this junction using parallel routes.

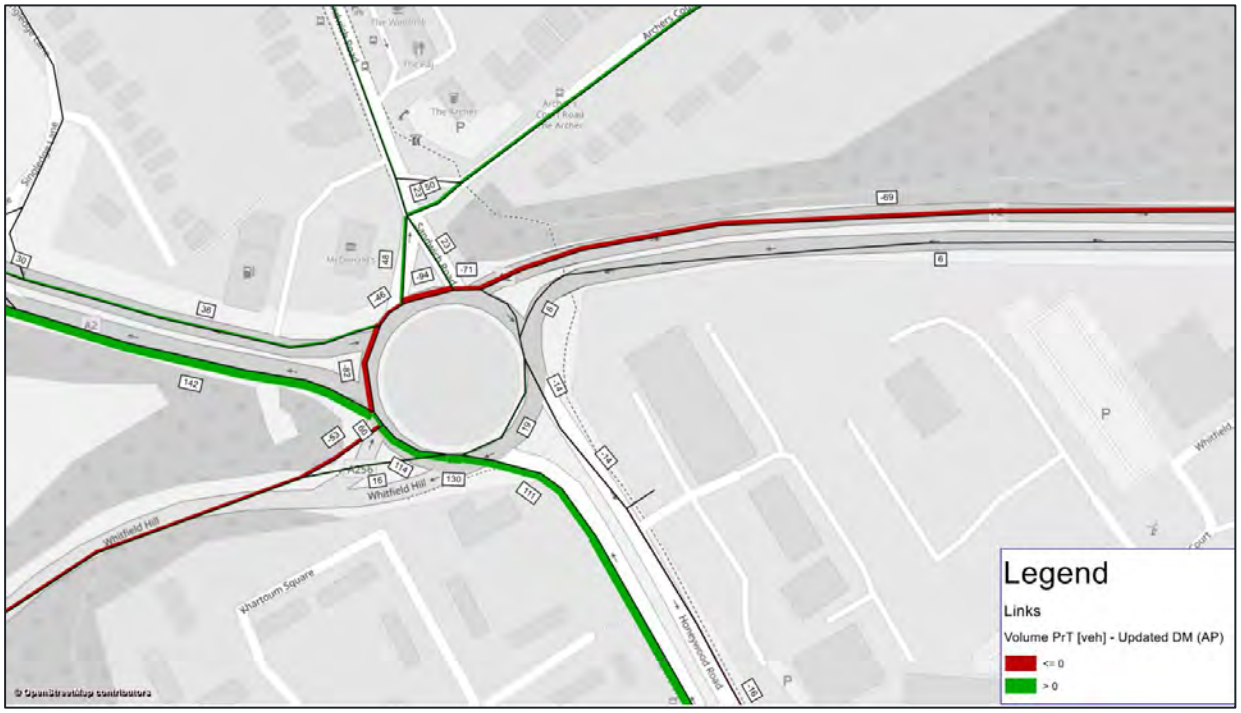


Figure 6-92: DDTM 2040 Refined Do Something - 2040 Do Minimum Flow Difference, Whitfield Roundabout, AM Peak

6.8.14. **Figure 6-93** shows the percentage flow changes at the Whitfield roundabout in the AM peak; flows along Whitfield Hill decrease by an average of 10% and an increase on the A2 west of the junction is shown to be an average of 10%. The increase of flows using the A2 east in the Refined Do Something scenario is likely due to the decrease in delays at the Honeywood Road approach adding vehicles back onto the A2 rather than the rat runs to the south.

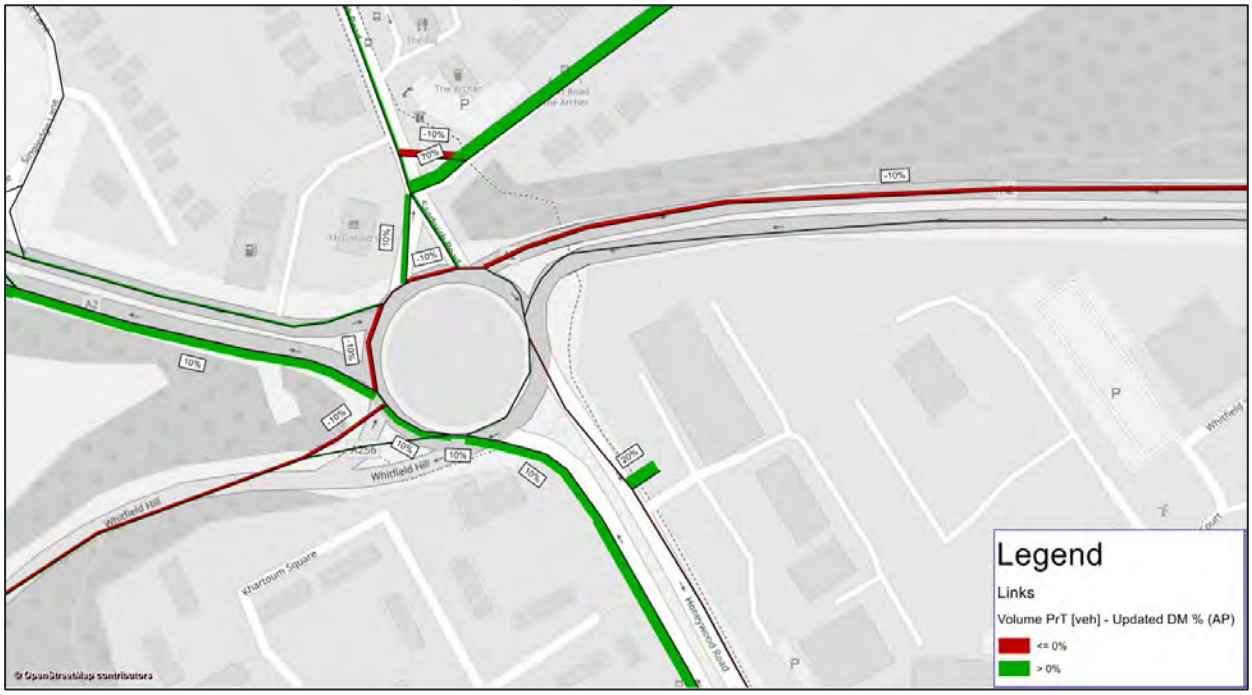


Figure 6-93: DDTM 2040 Refined Do Something - 2040 Do Minimum % Difference, Whitfield Roundabout, AM Peak

6.8.15. **Figure 6-94** shows the actual flow increases at the Whitfield Roundabout in the PM Peak; flows along the A2 Westbound increase by approximately 177, however a decrease of 272 vehicles using the A2 Eastbound is evident. The reduction of traffic flows on the A2 eastbound is likely as a result of the increased congestion round Whitfield roundabout discouraging traffic from using this route compared to the Do Minimum.

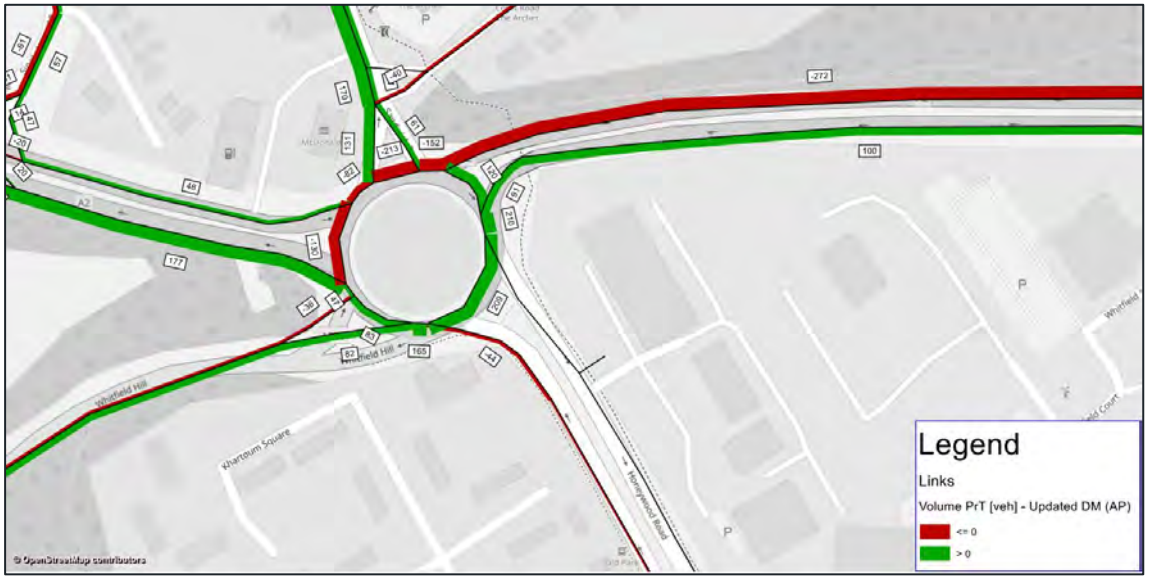


Figure 6-94: DDTM 2040 Refined Do Something - 2040 Do Minimum Flow Difference, Whitfield Roundabout, PM Peak

6.8.16. **Figure 6-95** presents the percentage flow difference at the Whitfield Roundabout in the PM Peak and demonstrates an average increase of approximately 50% travelling northbound on Sandwich Road. A reduction of flows on the A2 Eastbound ranges around 20%.

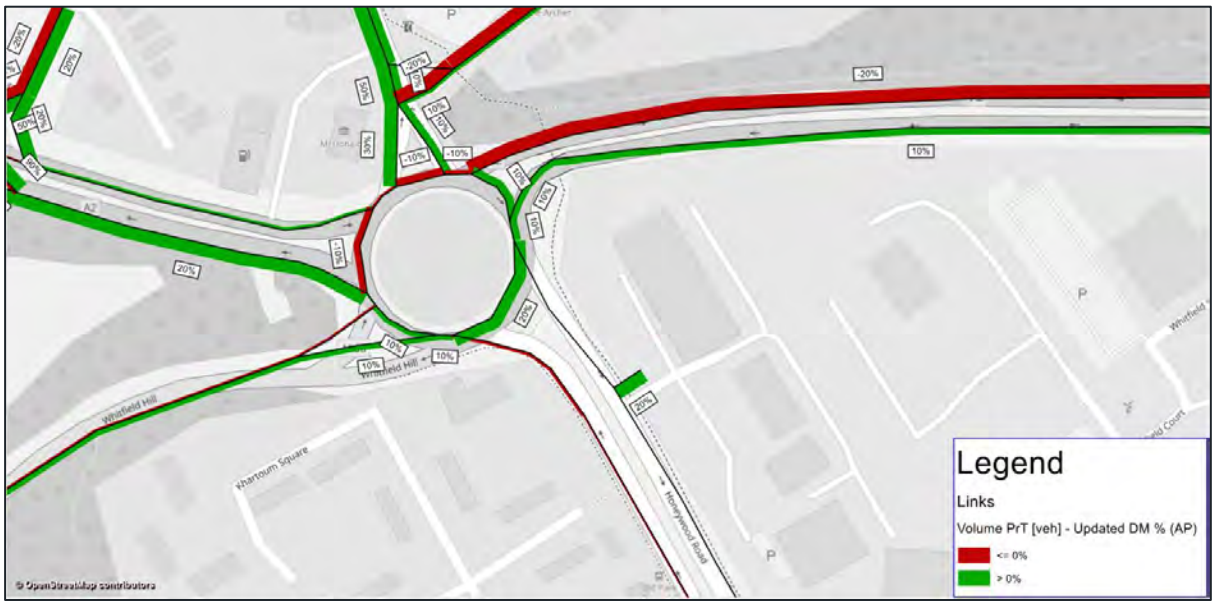


Figure 6-95: DDTM 2040 Refined Do Something - 2040 Do Minimum % Difference, Whitfield Roundabout, PM Peak

6.8.17. **Figure 6-96** presents the actual flow increases at the Duke of York roundabout in the AM Peak. It is noted that flow differences have not been presented for the A258 south of the roundabout as this link was split as part of the Connaught Barracks coding included in the Refined Do Something Scenario and as such all flows are an increase when compared to the Do Minimum.

6.8.18. Significant increases in vehicle volumes westbound along the A2 are accredited to employment trips wishing to access the Sandwich Industrial estate and the Aylesham Development area from the centre of Dover. The inclusion of Local Plan allocations is seen to have minimal impacts on the A2 south of the Duke of York roundabout.

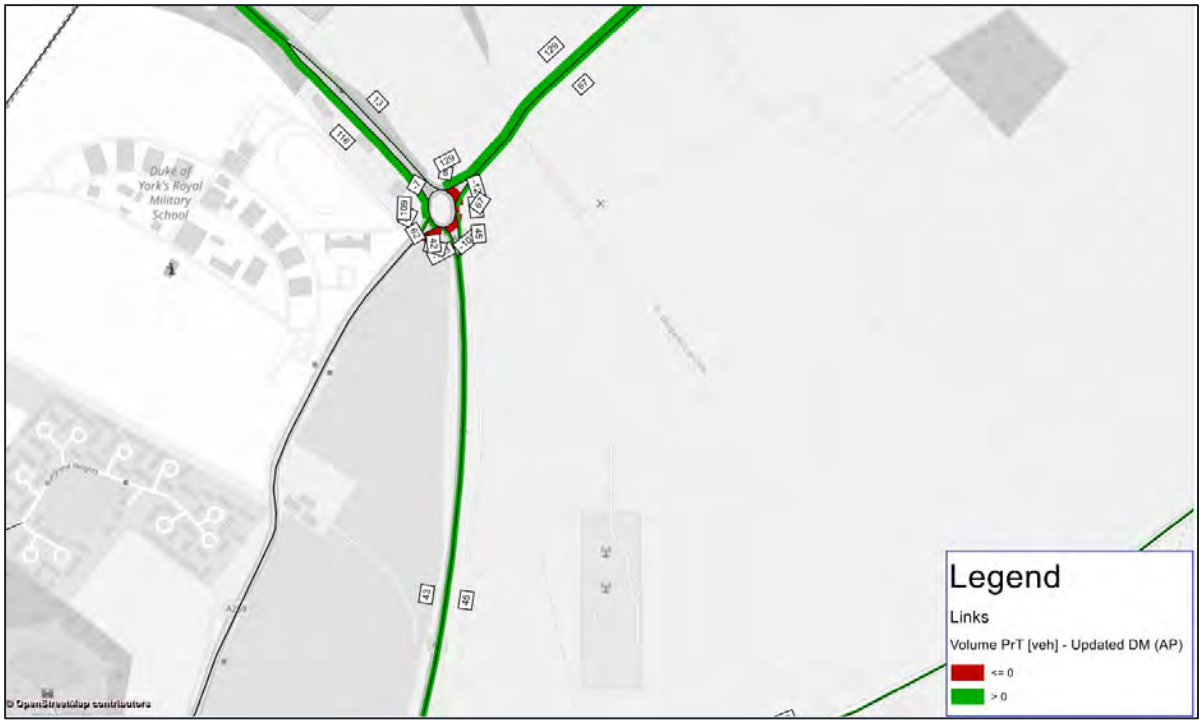


Figure 6-96: DDTM 2040 Refined Do Something - 2040 Do Minimum Actual Difference, DoY Roundabout, AM Peak

6.8.19. **Figure 6-97** shows the percentage flow change at the Duke of York Roundabout in the AM peak; flows using the A2 and A258 see negligible changes (<10%).

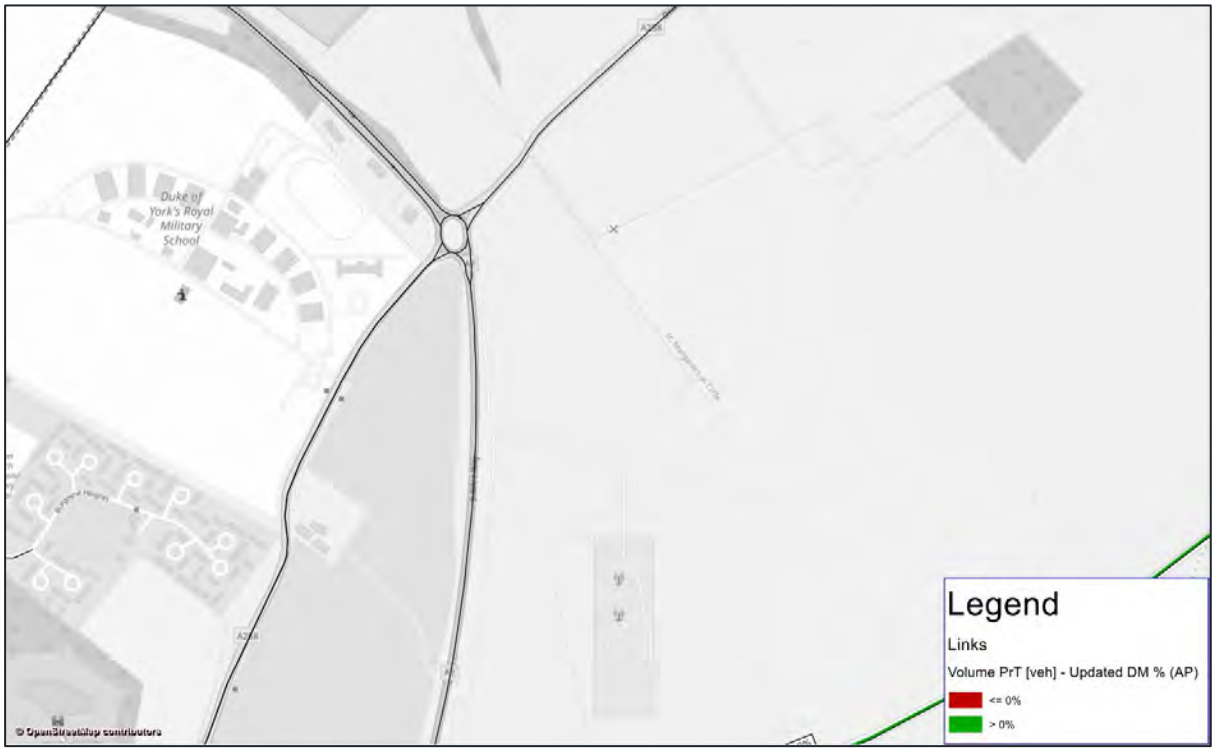


Figure 6-97: DDTM 2040 Refined Do Something - 2040 Do Minimum % Difference, DoY Roundabout, AM Peak

6.8.20. **Figure 6-98** presents the actual flow differences at the Duke of York roundabout in the PM peak; this highlights a substantial increase of flows on most entry and exit arms, with the exception of the Northbound traffic using A2 Jubilee Way/ A258 Dover Road route, where the Refined Do Something network illustrates decrease of vehicles; reduction in vehicles here is due to re-routing along The Lane as described in paragraph 6.8.10 and presented in **Figure 6-89**.

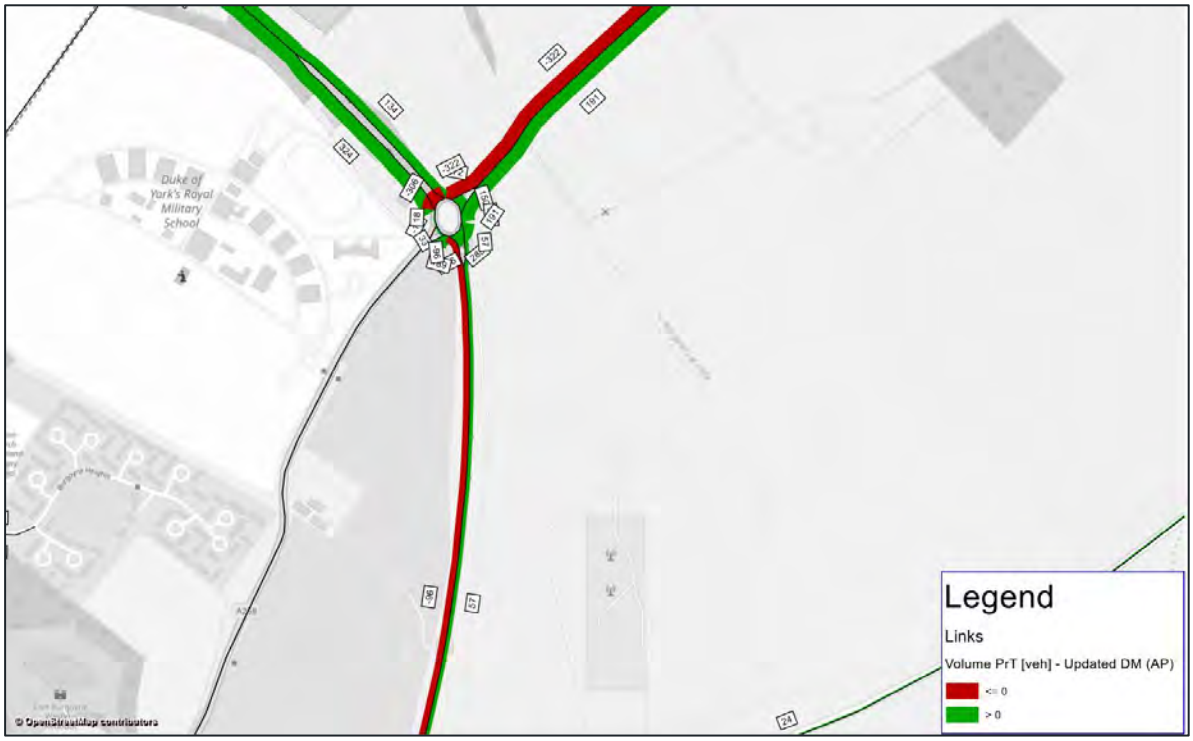


Figure 6-98: DDTM 2040 Refined Do Something - 2040 Do Minimum Actual Difference, DoY Roundabout, PM Peak

6.8.21. **Figure 6-99** shows the percentage flow changes at the Duke of York roundabout in the PM peak; the reductions in flow along the A2 northbound (south of the DoY) and northbound along Deal Road are seen to be 10% and 30% respectively. This is due to significant re-routing along Dover Road and The Lane, vehicles join Deal Road just north of the figure extent.

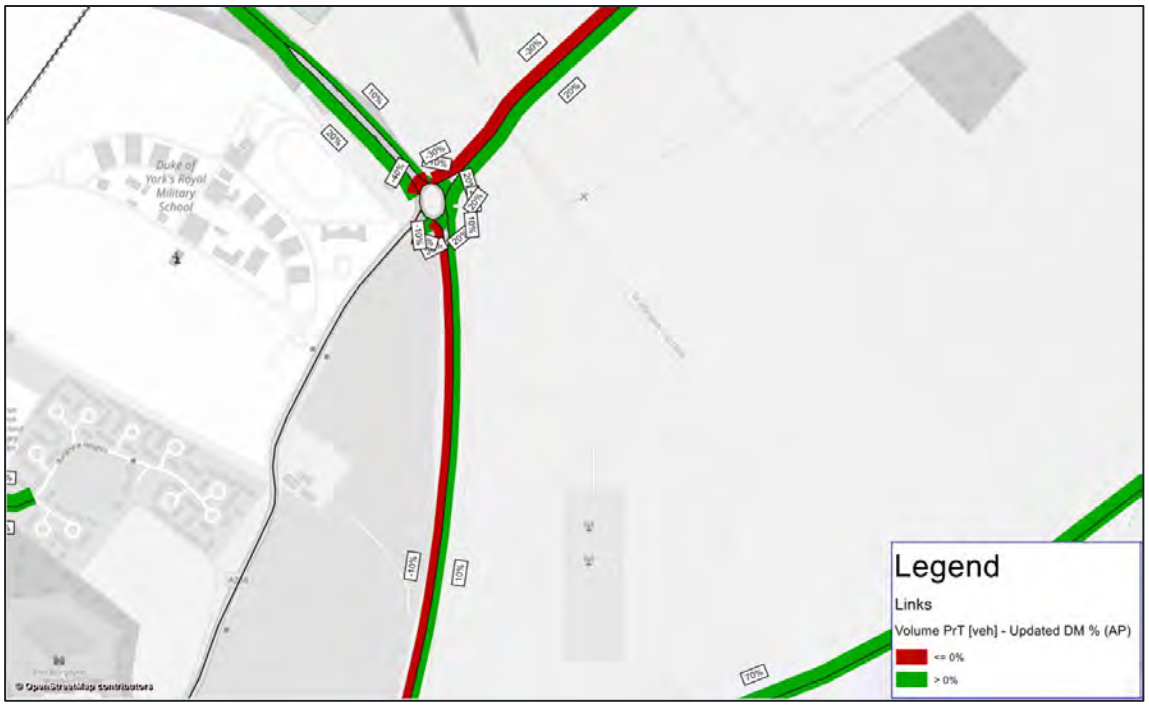


Figure 6-99: DDTM 2040 Refined Do Something - 2040 Do Minimum % Difference, DoY Roundabout, PM Peak

6.8.22. **Figure 6-100** presents the actual flow differences at the London Road/ Manor Road roundabout in Deal in the AM peak. For all arms travelling in the direction of Deal town centre an increase in traffic flows between 20 – 170 is evident. There remains the same volume of vehicles using Rectory Road in the Refined Do Something network travelling southbound indicating that there are no additional trips using this road as a result of the Dover Local Plan allocations.

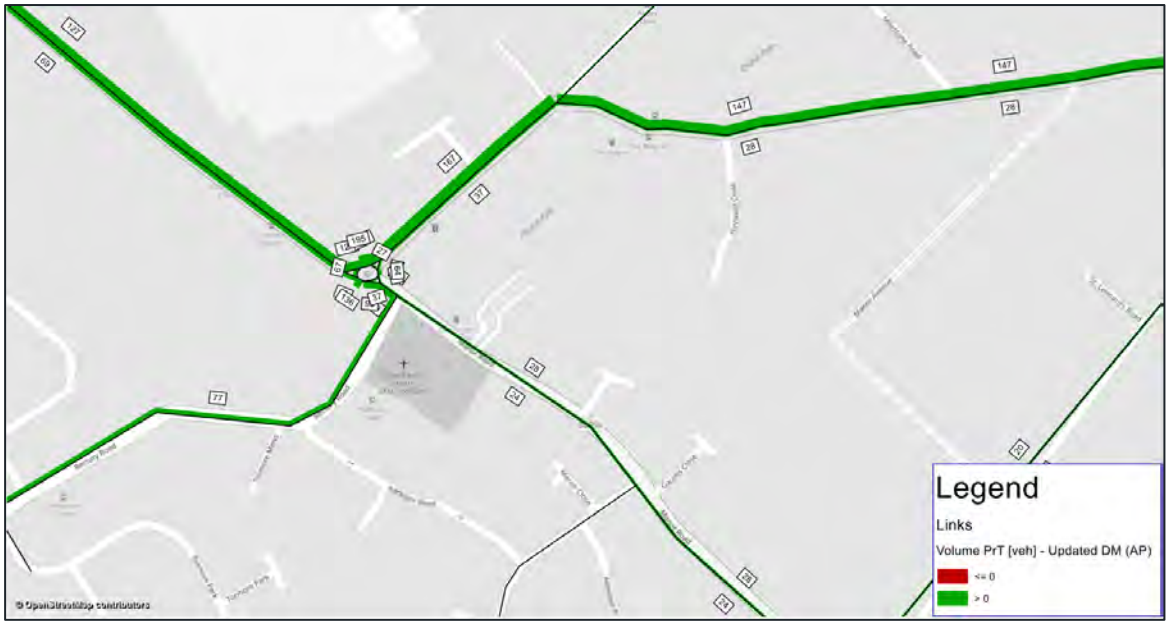


Figure 6-100: DDTM 2040 Refined Do Something - 2040 Do Minimum Actual Difference, London Road , AM Peak

6.8.23. **Figure 6-101** presents the percentage flow changes in the Refined Do Something scenario at the London Road/ Manor Road roundabout in the AM peak; an increase of flows of 20% is evident for traffic using the A258 Northbound travelling into Deal town centre. This increase is likely due to the proposed residential sites in the Sholden and Walmer area using this junction to gain access to the Sandwich industrial estate.

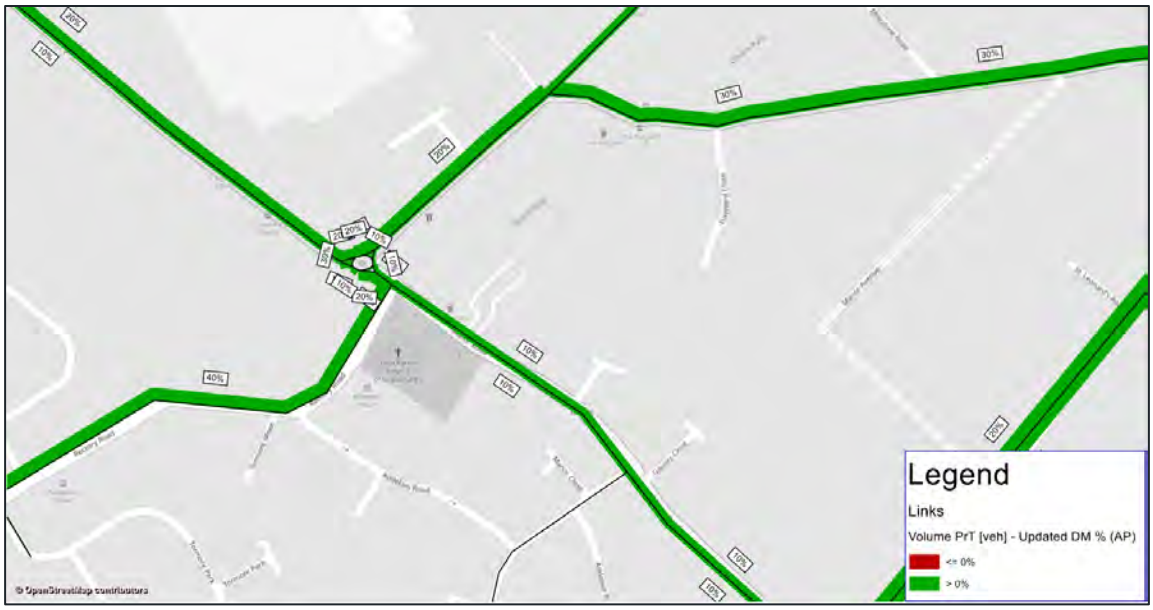


Figure 6-101: DDTM 2040 Refined Do Something - 2040 Do Minimum % Difference, London Road, AM Peak

6.8.24. **Figure 6-102** shows the actual flow differences for the London Road Roundabout in the PM peak; all arms show an increase of flows ranging between 6-108 flows. The largest increase in flows is evident for the route away from Deal centre and the Sandwich Industrial estate using London Road, which the reflects the tidal nature of employment trips.

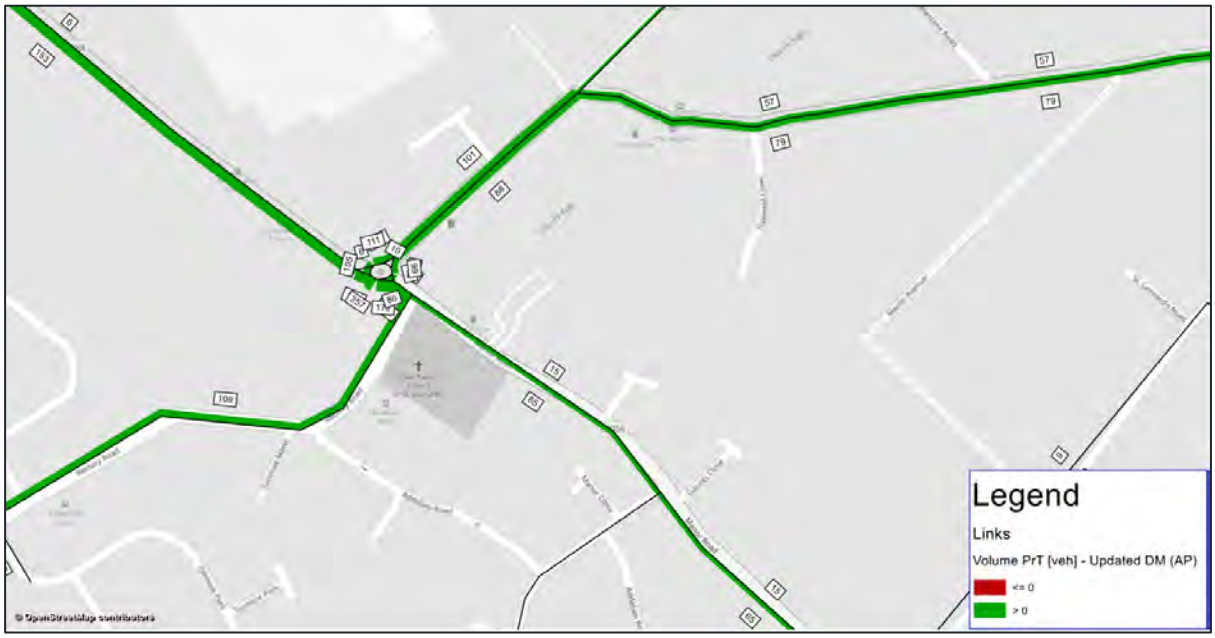


Figure 6-102: DDTM 2040 Refined Do Something - 2040 Do Minimum Actual Difference, London Road, PM Peak

6.8.25. **Figure 6-103** presents the percentage flow differences for the London Road roundabout in the PM peak; most arms show a percentage difference of 20% whereas the percentage change for traffic on the London Road eastbound and Rectory Road southbound is less than 10%. The largest percentage increase is on Rectory Road, which highlights an 80% increase in flows.



Figure 6-103: DDTM 2040 Refined Do Something - 2040 Do Minimum % Difference, London Road Roundabout, PM Peak

6.8.26. **Figure 6-104** highlights the actual flow difference at the A256/Deal Road Roundabout in Deal for the AM peak; the figure shows that there are slight changes in overall flows; an increase of an average 7 vehicles on A256 South and a decrease of an average 20 flows travelling on Deal Road.

6.8.27. It is noted that in the Do Minimum scenario, this junction is already shown to have significant queuing on all approaches, any additional demand included within the Refined Do Something further exacerbates this, making the junction appear extremely unattractive. The junction itself lies outside of the DDTM study area and so whilst it is useful to present changes in flow at this location, any impacts are caveated given this area was not brought into the base year validation or calibration process.

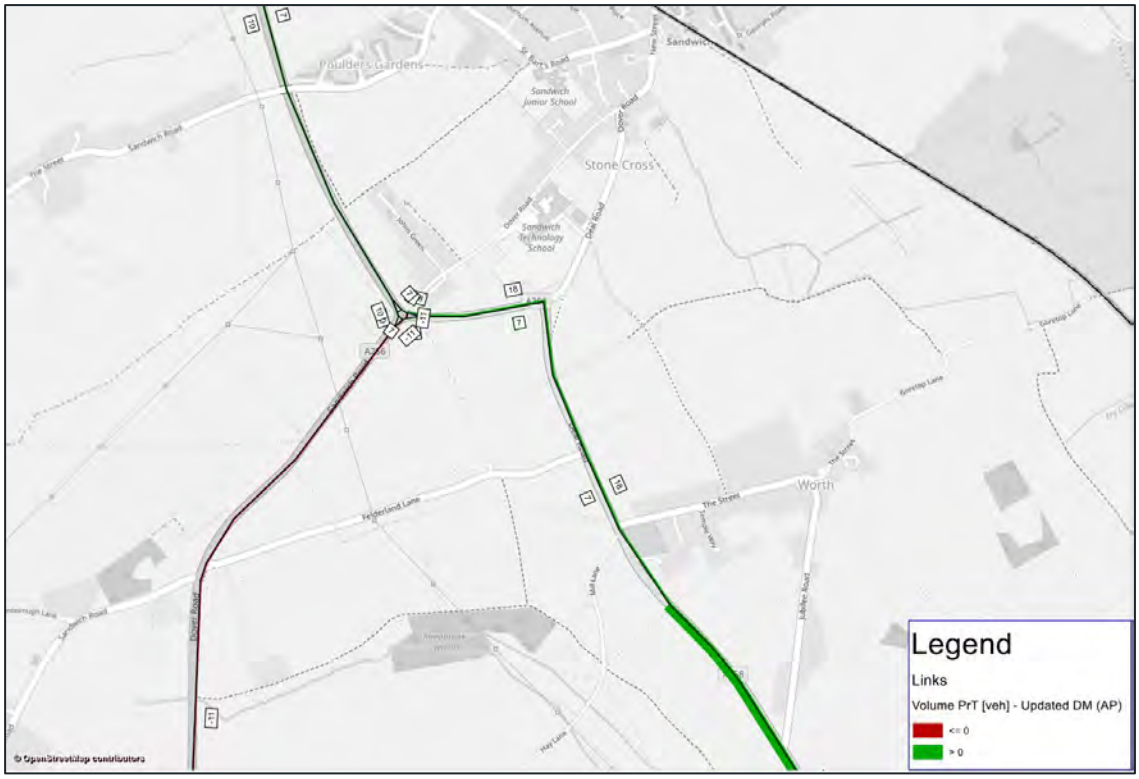


Figure 6-104: DDTM 2040 Refined Do Something - 2040 Do Minimum Actual Difference, A256/ Deal Road, AM Peak

6.8.28. **Figure 6-105** presents the percentage flow change at the A256/ Deal Road roundabout in the AM peak, all differences are negligible, less than 3%. In this scenario, the junction is shown to operate over capacity in the Do Minimum and thus any additional demand in the Refined Do Something routes away from this roundabout thus presenting a negligible impact.

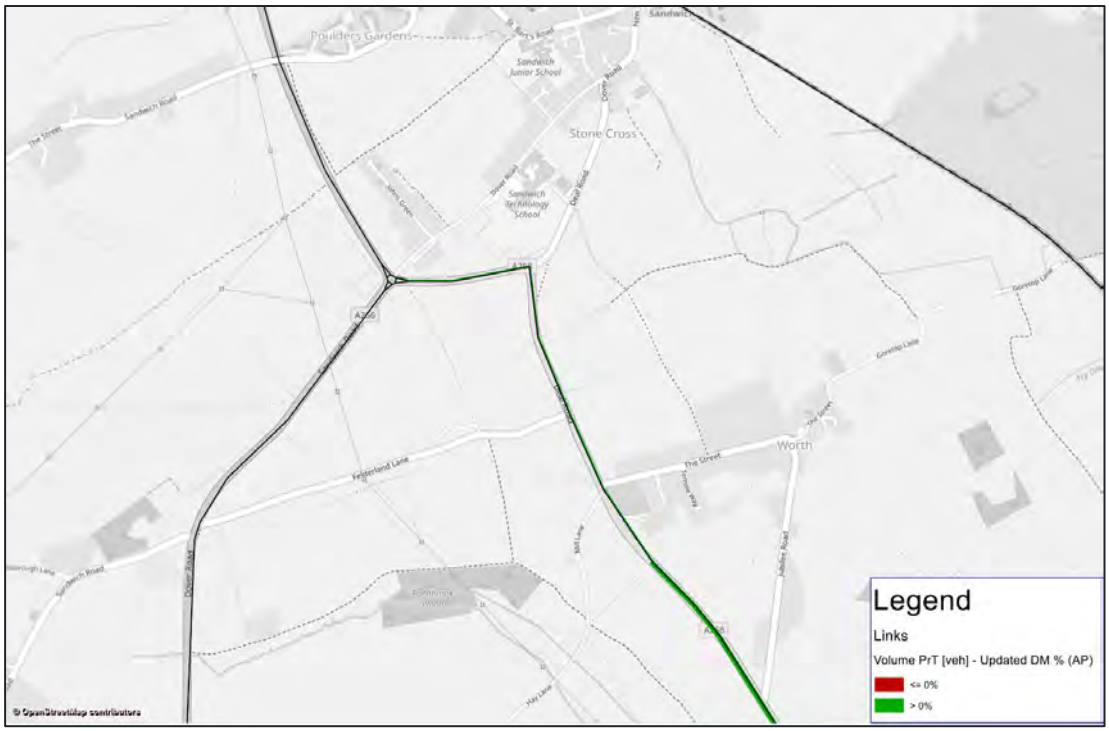


Figure 6-105: DDTM 2040 Refined Do Something - 2040 Do Minimum % Difference, A256/ Deal Road, AM Peak

6.8.29. **Figure 6-106** highlights the actual flow differences for the A256/ Deal Road roundabout in the PM Peak; there is an increase in flows on all approach varying between 5 – 190 vehicles. This demonstrates a different picture than the AM Peak; this junction experiencing significantly less queueing in the PM Do Minimum model and as such when adding trip generation from Local Plan allocations, there is still considered to be capacity at this junction and therefore flow increases are more prominent in the PM peak.

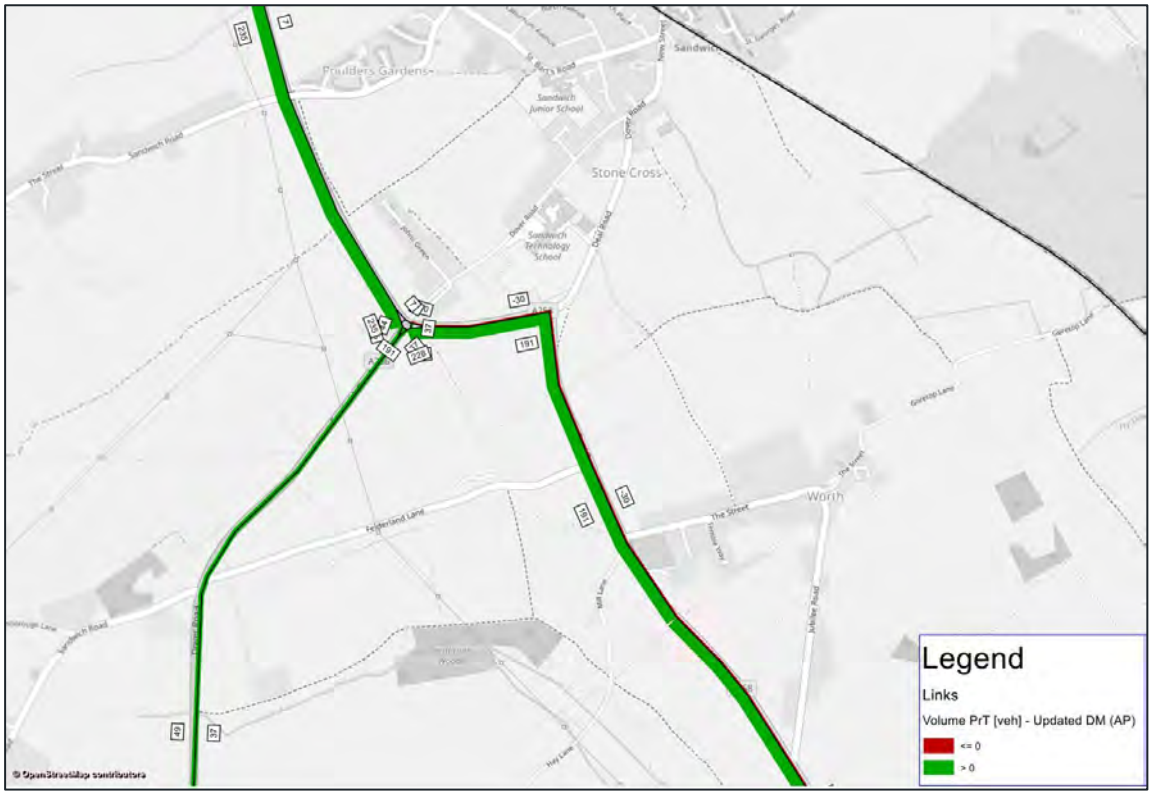


Figure 6-106: DDTM 2040 Refined Do Something - 2040 Do Minimum Flow Difference, A256/ Deal Road, PM Peak

6.8.30. **Figure 6-107** presents the actual flow percentage difference for the A256/ Deal Road roundabout in the PM Peak; the Sandwich Road and Sandwich Bypass approach show an increase of flows of 10% and 20% respectively, whereas the A256 southbound approach shows a negligible difference. The negligible change in the A256 southbound approach is likely attributed to by the larges delays on this are in the DM and RDS scenario.

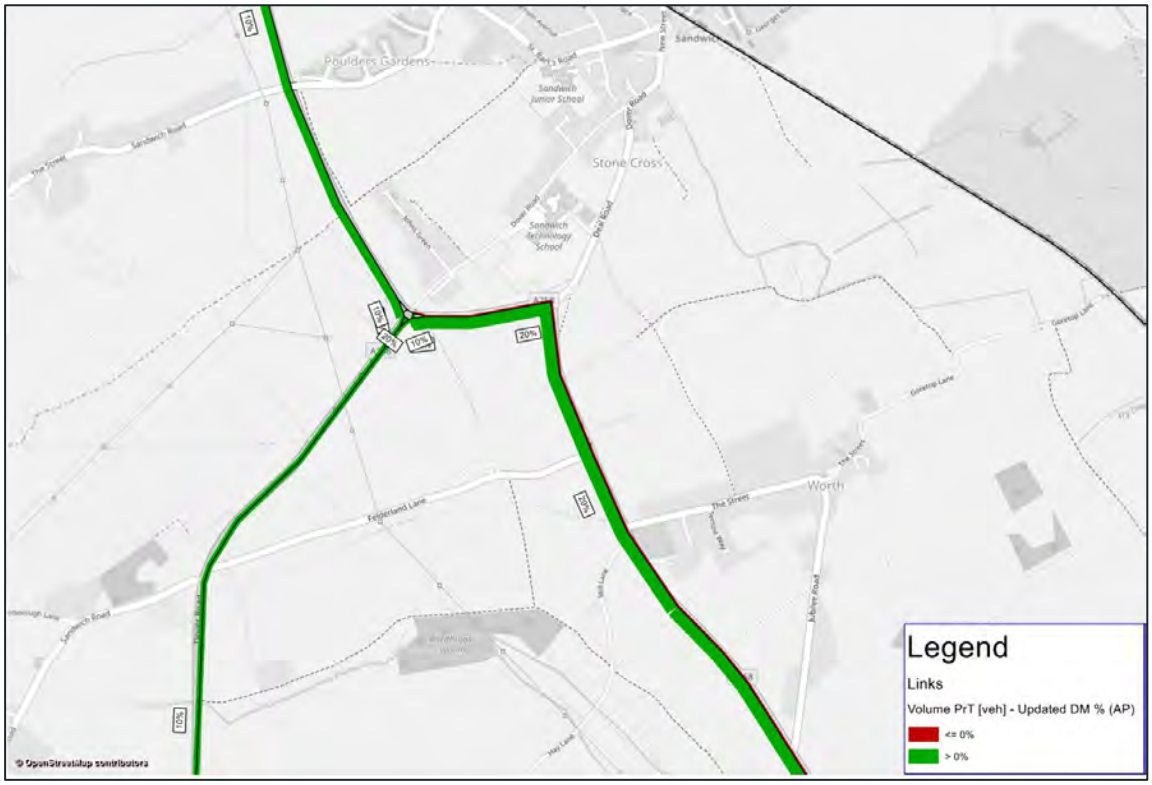


Figure 6-107: DDTM 2040 Refined Do Something - 2040 Do Minimum % Difference, A256/ Deal Road, PM Peak

6.9 REFINED DO SOMETHING VOLUME OVER CAPACITY ASSESSMENT

6.9.1. A volume over capacity assessment has been undertaken to determine and classify the impact on links and nodes within the 2040 Refined Do Something scenario, as an impact of assessing a reduced list of proposed draft reg18 site allocations. The assessment will help to identify possible links and nodes which are likely to experience capacity issues or be approaching capacity constraints when the Local Plan sites are included. It will be useful in monitoring the operation of links and nodes which are already shown to be approaching capacity in the 2040 Do Minimum and help to identify any additional areas for monitoring or mitigation.

6.9.2. The description of the threshold used to undertake the analysis are presented in **Table 6-8**, earlier in this chapter.

6.9.3. **Figure 6-108** and **Figure 6-109** show the V/C impacts on links and nodes within the full extent of the DDTM 2040 Refined Do Something model area in the AM and PM peak respectively; the impacts on a localised level within Dover and Deal are discussed later within this chapter.

6.9.4. Links with V/C over 85%, and in the AM peak over 100%, are presented on the A256 in Sandwich and B2406 in Aylesham; it is noted that whilst this assessment gives a good indication of which roads are likely to see the largest increases in vehicle volumes within the Refined Do Something assessment, this part of the network is outside of the DDTM Study Area and has therefore not been modelled in detail, or brought into the base year validation/calibration process.

6.9.5. V/C impacts presented in the Do Minimum, earlier in this chapter, are further exacerbated by the introduction of additional proposed Local Plan sites in Sandwich and Aylesham which increases the level of V/C along links at junctions within proximity. As already noted, these areas are outside of the DDTM and thus the impacts in these locations are indicative and are investigated in additional excel models; the methodology and results for this assessment is discussed and presented in Chapter 7.

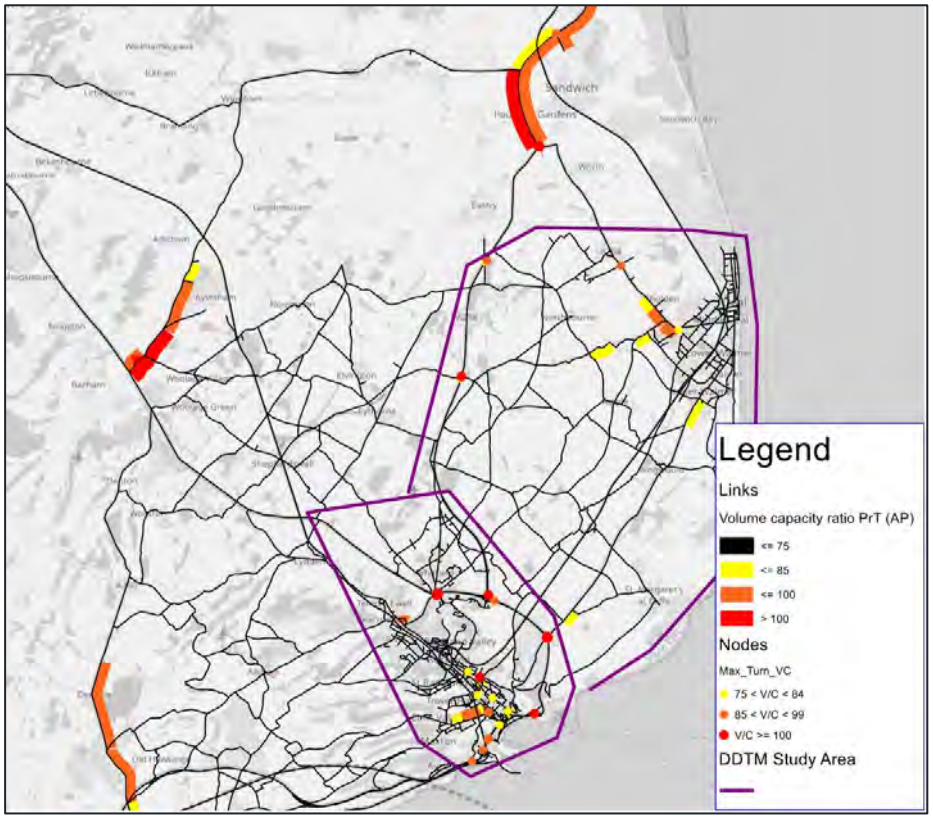


Figure 6-108: DDTM 2040 Refined Do Something, V/C Assessment, Full Model Extent, AM Peak

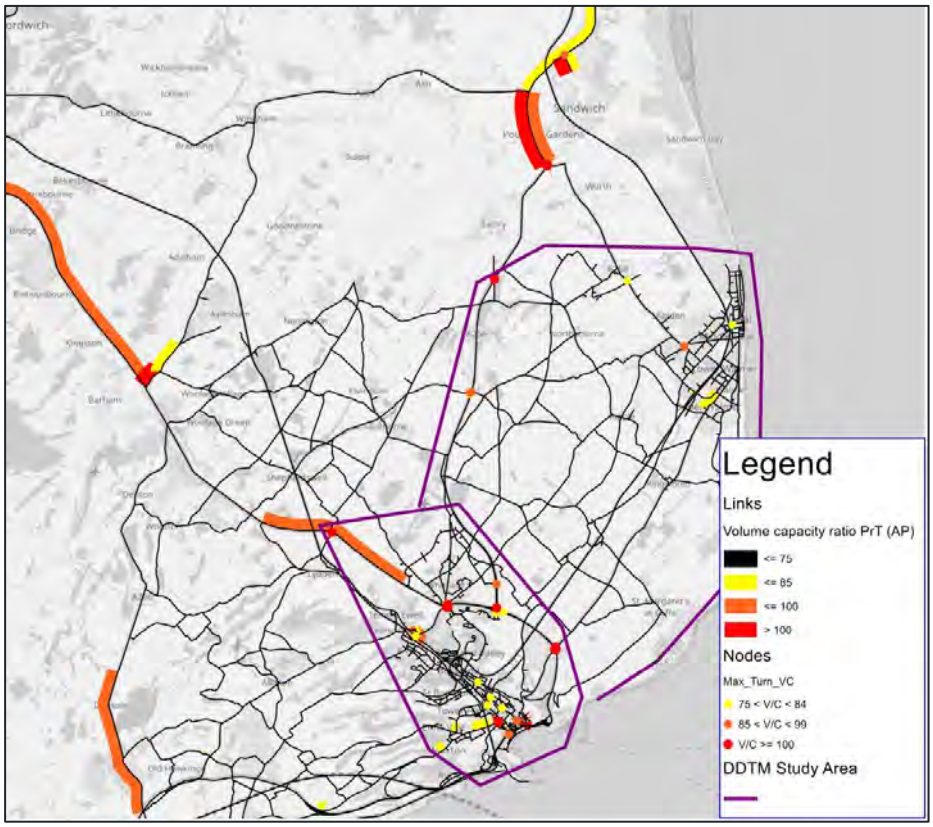


Figure 6-109: DDTM 2040 Refined Do Something, V/C Assessment, Full Model Extent, PM Peak

6.9.6. **Figure 6-110** presents the V/C assessments on links and nodes within the Dover area in the AM peak categorised using the thresholds summarised in **Table 6-8**, with **Figure 6-111** presenting a more detailed close-up of Whitfield roundabout, the A256/A2 grade-separated junction and the Duke of York roundabout.

6.9.7. The Folkestone Road link is operating close to capacity (85%-100%) in the Eastbound direction; this is similar to that of the Do Minimum model where the road nears capacity (75%-85%), this the increase in V/C in the location is likely as a result of the Local Plan developments routing along this link to access/egress Dover town centre.

6.9.8. As a result of the refined allocations, the Alkham Valley / London Road is no longer shown to operate close to capacity in the AM rDS and instead the worst turn at this junction has a V/C of approximately 74%. This is a marked improvement compared to the AM DM where the junction, with the full list of proposed sites, was shown to operate with a V/C between 85-100%.

6.9.9. In Dover centre, the Western Heights Roundabout and the Limekiln Roundabout eastbound entry arms exceed capacity 88% and 86% respectively whereas they previously neared capacity in the DM 82% and 78% respectively thus it is likely the junctions on the A20 eastbound exceeding capacity are encouraging cars to route using Folkestone Road.

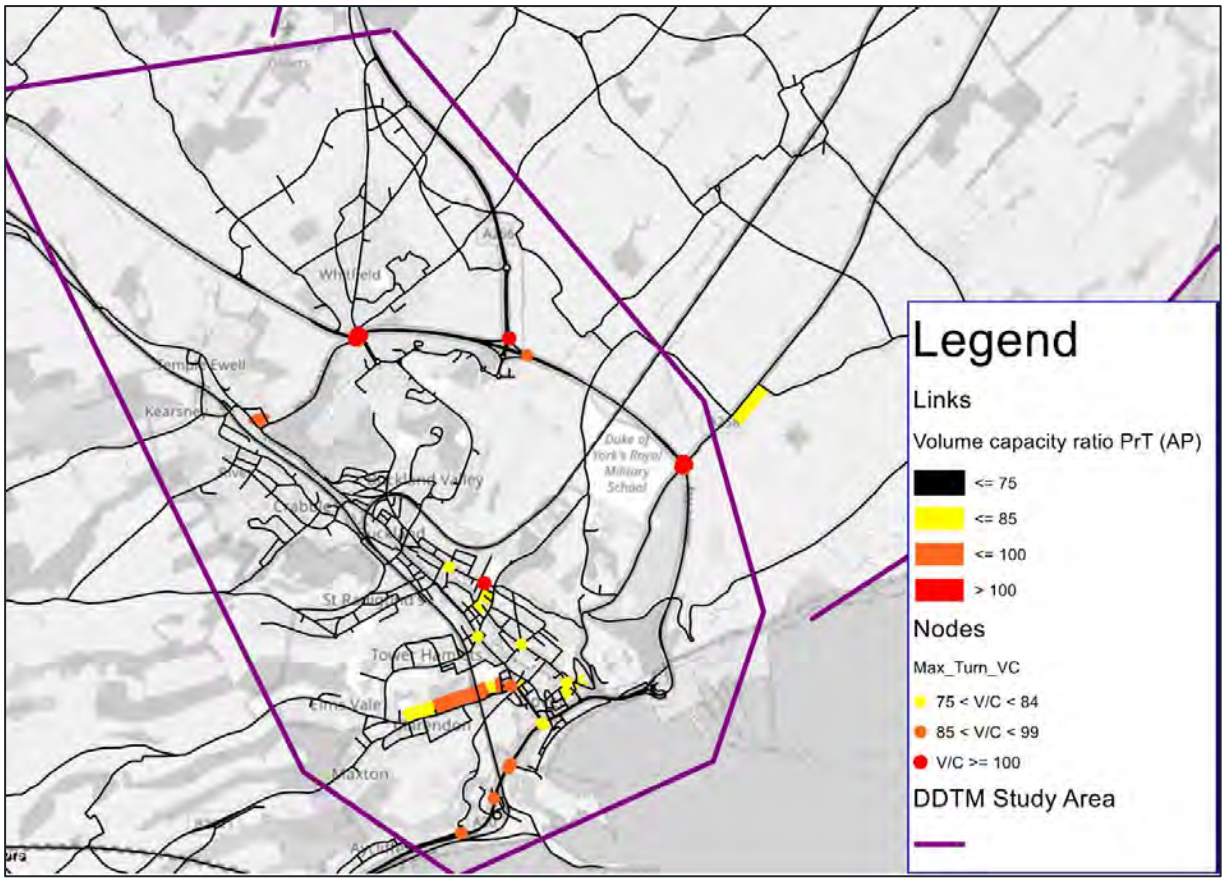


Figure 6-110: DDTM 2040 Refined Do Something, V/C Assessment, Dover, AM Peak



Figure 6-111: DDTM 2040 Refined Do Something, V/C Assessment, Dover Key Junctions, AM Peak

6.9.10. **Figure 6-111** demonstrates that both A2 eastbound and westbound, Whitfield Hill and Sandwich Road approaches to Whitfield roundabout continue to operate close to (85-100%), or exceeding (100%+), capacity in the 2040 Refined Do Something AM Peak and the Honeywood Road approach that was nearing capacity previously (83%) now approaches capacity with a V/C of 98%.

6.9.11. Similarly, all four approaches to the Duke of York roundabout are also operating at above 85% V/C. This trend is similar to that presented in the Do Minimum scenario. The A258 and A2 Westbound approaches exceed capacity with V/C of 100% and 119% respectively. The impacts of the refined Local Plan allocations on the Whitfield and Duke of York roundabouts in particular, are assessed in greater detail within local junction models – discussed in Chapter 7.

6.9.12. Whilst the A256 southbound approach to the A2/A256 junction is currently operating within capacity (78%), in the Do Minimum scenario, it exceeds capacity >100% in the refined Do Something scenario as a result of the significant number of residential trips from Whitfield Urban Expansion egressing the development via the A256 junction in the AM, which is likely to results in increase in delays and V/C.

6.9.13. For the PM Peak, **Figure 6-112** presents the V/C assessments on links and nodes within the Dover area and **Figure 6-113** presents a more detailed close-up of Whitfield roundabout, the A256/A2 grade-separated junction and the Duke of York roundabout.

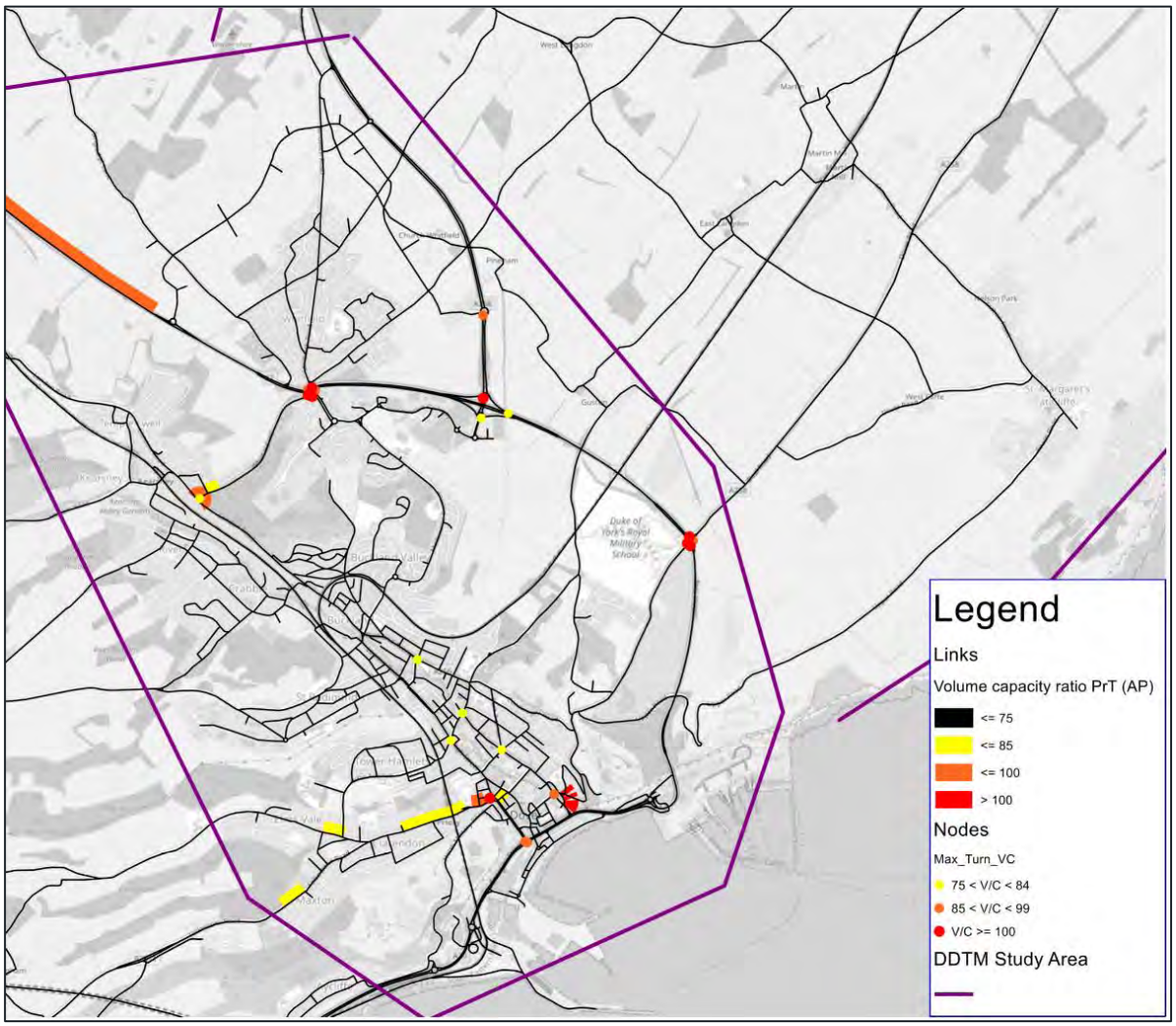


Figure 6-112: DDTM 2040 Refined Do Something, V/C Assessment, Dover, PM Peak

6.9.14. Generally speaking, the PM peak in the Refined Do Something scenario presents broadly consistent patterns with the Do Minimum scenario; **Figure 6-112** demonstrates that in the A2 eastbound approaching Whitfield roundabout is nearing capacity between 85%-100%, this is likely due to trips returning to the residential sites in Whitfield and an increased demand on the network. The introduction of an at-grade junction along the A2 also increases journey time southbound along this link in the Refined Do Something, which leads to some re-routing via Lydden shown in earlier analysis.

6.9.15. **Figure 6-113** demonstrates similar trends to the Do Minimum and Do Something for the Duke of York and Whitfield Roundabout; these junctions are already forecast to be approaching capacity in the Do Minimum and as such, any increased demand further deteriorates performance exponentially and vehicles are attracted to less-congested country routes to avoid the junctions. This reflects the flow difference analysis presented earlier in this chapter.

6.9.16. Unlike the Do Minimum scenario where the A2/ A256 junction operates well within capacity, in the Refined Do Something scenario it is operating over capacity on the northbound middle link due to significant re-routing through Honeywood Parkway and residential trips returning to Whitfield Urban Expansion. Increases in V/C at

this junction are likely to cause significant re-routing away from the roundabout and attract vehicles towards more minor routes.



Figure 6-113: DDTM 2040 Refined Do Something, V/C Assessment, Dover Key Junctions, PM Peak

6.9.17. V/C analysis within Dover for the AM and PM peak hours within the 2040 Refined Do Something Scenario has demonstrated that the Whitfield and Duke of York roundabouts are forecast to operate near or over capacity on all approaches (greater than 85% v/c), whereby the vehicle demand exceeds the capacity of the turning movement at the roundabout approaches, will likely detract vehicles away from these junctions the additional demand compared with the Do Minimum scenario highlights the additional demand has exacerbated the approaches that neared capacity.

6.9.18. **Figure 6-114** presents the V/C assessments on links and nodes within Deal in the AM peak categorised using the thresholds summarised in **Table 6-8.**

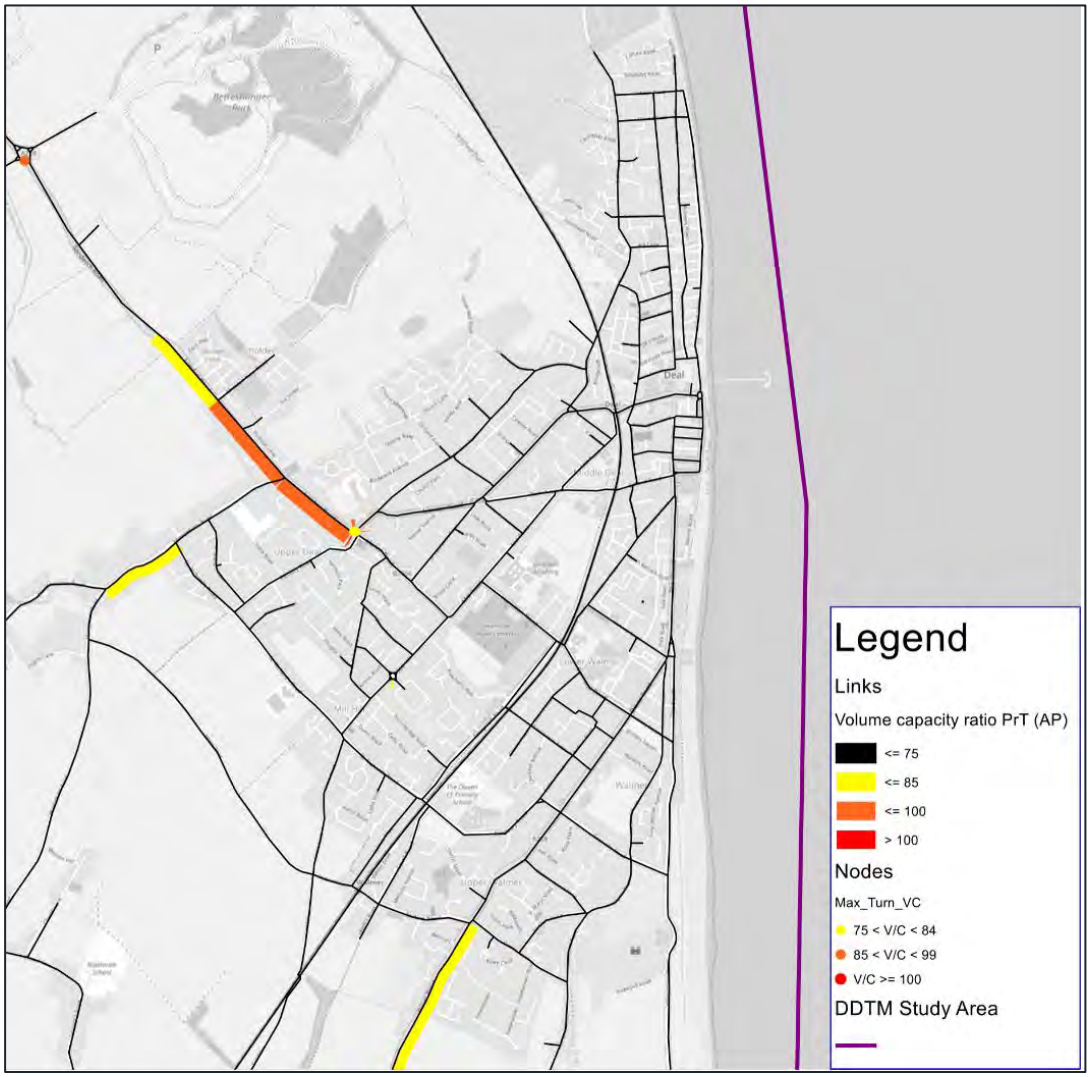


Figure 6-114: DDTM 2040 Refined Do Something, V/C Assessment, Deal, AM Peak

6.9.19. The V/C assessment within Deal demonstrates less significant capacity constraints when compared with Dover however a link V/C over 85% is evident northbound on the A258 away from the London Road / Manor Road junction. As this link approaches the Betteshanger Road roundabout, a maximum turn V/C of over 85% is also shown. Turning V/C of between 75% and 85% are also demonstrated on the circulatory links at the London Road / Manor Road roundabout.

6.9.20. **Figure 6-115** presents the V/C assessments on links and nodes within Deal in the PM Peak; it shows that the majority of links and nodes within Deal operate with a V/C less than 85%, with the exception of a short section of circulatory at the London Road / Manor Road roundabout and Mongeham Road which operate at between 85%-100%.

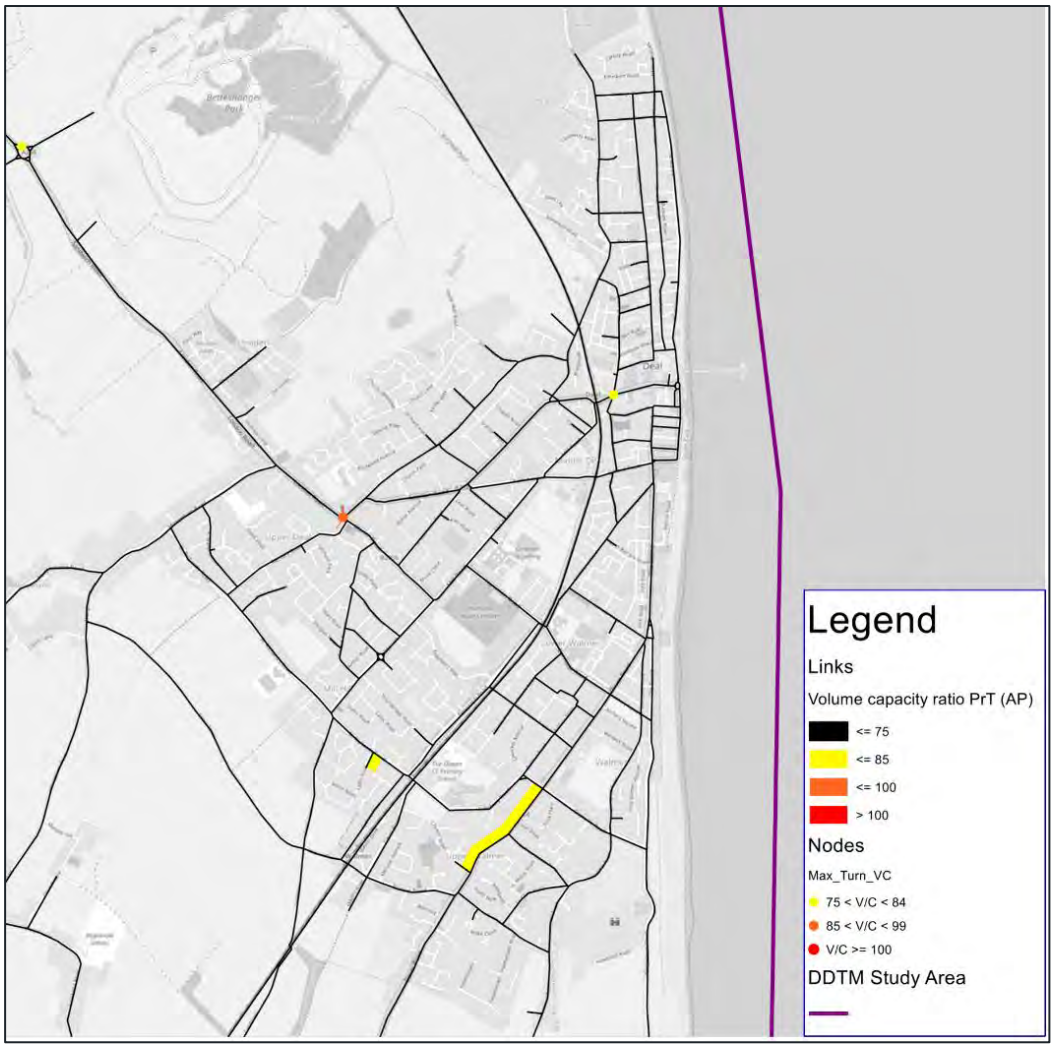


Figure 6-115: DDTM 2040 Refined Do Something, V/C Assessment, Dover, PM Peak

6.9.21. The V/C assessment has been undertaken on the 2040 Refined Do Something scenario to determine which links and junctions were over capacity as a result of the additional demand generated by the proposed Local Plan sites. The assessment has demonstrated that Whitfield roundabout and Duke of York roundabout are forecast to operate over capacity, on all approaches in both the AM and PM peak with the addition of the Local Plan sites. Additional demand at these junctions exceeds the turning capacity and as such significant re-routing is likely to occur as the attractiveness of more minor routes, without delays, increases, this is a likely explanation for the Whitfield interchange junction nearing capacity in the Refined Do Something Scenario.

6.9.22. **Table 6-11** details the changes in V/C at key links and nodes identified within Do Minimum and Refined Do Something models as approaching or being over capacity in the AM or/ and PM Peaks.

Table 6-11: V/C Links and Nodes Summary, Refined Do Something vs Do Minimum

	Network Location within DDTM Study Area	Do Minimum		Refined Do Something	
		AM Peak	PM Peak	AM Peak	PM Peak
Link	A256 Sandwich Road SB	97%	97%	97%	97%
	A256 Sandwich Road NB	107%	96%	107%	109%
	A256 Sandwich Road/ Deal Road Rbt circulatory arm	108%	88%	108%	100%
	London Road NB	94%	60%	92%	72%
	London Road/ Manor Road Circulatory Arm	108%	82%	117%	89%
	Folkstone Road Eastbound	79%	83%	92%	90%
	London Road/ Whitfield Hill Circulatory Arm	79%	87%	88%	89%
	Castle Hill Road/ St James Street SB	65%	98%	75%	108%
	A2 SB (parallel to Singledge Lane)	62%	66%	58%	88%
Node	Whitfield Dumbbells (N) South Approach	45%	67%	55%	107%
	A256/ A2 Eastbound on-slip	69%	51%	92%	75%
	London Road/ Whitfield Hill	62%	80%	61%	82%
	Whitfield Roundabout, Whitfield Hill Approach	99%	101%	102%	110%
	Whitfield Roundabout, A2 West Approach	95%	99%	94%	94%
	Whitfield Roundabout, Honeywood Road Approach	83%	93%	98%	100%
	Whitfield Roundabout, Sandwich Road North Approach	110%	104%	107%	105%
	Whitfield Roundabout, A2 East Approach	103%	83%	103%	99%
	Duke of York Rbt - A258 Deal Road North Entry	109%	65%	104%	87%
	Duke of York Rbt - A258 Deal Road South Exit	89%	97%	93%	106%
	Duke of York Rbt - A258 Deal Road South Approach	89%	102%	100%	110%
	Duke of York Rbt - A2 West Approach	104%	102%	119%	103%
	A265/ Richmond Way Roundabout, A256 South Approach	54%	89%	57%	97%
	Dover Road/ Boys Hill Roundabout, Barville Road Approach	52%	63%	56%	85%
	Dover Road/ Boys Hill Roundabout, A256 North Approach	101%	72%	113%	92%
	London Road/ Manor Road, London Rd North Approach	67%	85%	80%	93%
	Western Heights Roundabout, Eastern Approach	82%	58%	88%	55%
	Linekiln Roundabout, Eastern Approach	79%	60%	86%	57%
	Limekiln Street/ Union Street Entrance	88%	74%	89%	73%
	Limekiln Street/ union Street Exit	84%	70%	85%	69%
	B2011 Roundabout; Folkstone Road Approach	81%	90%	96%	100%
	A20/ Townwall Street Entry arm	110%	74%	116%	93%
	A258/ Betteshanger Road Roundabout, Sandwich Road S approach	95%	88%	106%	105%
	Sandwich Rd/ Deal Road Roundabout, A258 East Approach	105%	113%	97%	97%

	Sandwich Rd/ Deal Road Roundabout, Sandwich Road South Approach	97%	97%	97%	97%
	Sandwich Rd/ Deal Road Roundabout, A256 North Approach	107%	96%	107%	109%

6.9.23. Summary tables and flow difference plots have demonstrated significant increase in vehicle volumes at Whitfield Roundabout, with the exception of the A2 eastbound, whereby a reduction of flows from the east of the roundabout is evident; it is likely this is due to rerouting as a result of the delays at this junction. The A2/A256 grade-separated junction and the Duke of York roundabout in both the Do Minimum and Do Something scenarios; the strategic models have indicated that this could trigger volume over capacity constraints at these junctions and lead to significant re-routing away from these areas. WSP after recommendation to DDC have completed more detailed junction modelling at the Duke of York roundabout and the Whitfield roundabout to understand the impacts in more detail and determine suitable mitigation that could be incorporated into future model runs. The results from this exercise are discussed in Chapter 7

7

LOCAL JUNCTION MODELS

PUBLIC

7 LOCAL JUNCTION MODELS

7.1 INTRODUCTION

7.1.1. Following a review of the highway impacts of the Do Minimum and Refined Do Something strategic models and after recommendation from WSP to DDC, a more detailed junction modelling exercise has been undertaken at the following junctions to determine the impacts of the delays and operation:

- Duke of York roundabout;
- Whitfield roundabout; and
- London Road / Manor Road roundabout.

7.1.2. With the junction models WSP are further able to determine a more accurate picture of the likely operation of the junctions in the forecast scenarios. This helps to determine suitable mitigation for these junctions if they are exceeding capacity in the Do Minimum scenario and the problem is further exacerbated with the implementation of the Local Plan developments.

7.2 MODEL DEVELOPMENT

BASE YEAR

7.2.1. Whitfield Roundabout and the Duke of York Roundabout have been assessed using TRL's Junctions 9 software which determines the level of queueing and RFC for each approach based on specific junction geometry and flow volumes, including the % of HGVs.

7.2.2. The models have been developed based upon scaled CAD layouts of the junctions, where detailed junction geometries, including lane and entry widths, turning radii and intercept points, have been input to help determine driving behaviour.

7.2.3. In 2017 observed traffic flows were collected, with manual classified counts undertaken by Traffic Survey Partners (TSP) in November 2017.

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

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

7.2.6. As part of the North Deal Study in 2017, a VISSIM microsimulation model was developed to represent the London Road / Manor Road roundabout. A Technical Note was written to detail the development methodology and the performance of the base year model – this is included in full within Appendix M.

DO MINIMUM

7.2.7. The 2015 DDTM and 2040 Do Minimum flows were extracted from the VISUM strategic model for both the Whitfield Roundabout and the Duke of York roundabout, the flows obtained were actual turning flows. The percentage growth for each of the turning movements between the 2015 DDTM base and 2040 Do Minimum model were calculated, and this was then applied to the 2017 observed flows used in the local base models.

7.2.8. There were no network changes assumed at the junctions and subsequently, the assessment focused on the growth in flows to assess the junction performance. It is to be noted that in the base model, routing from Dover towards Deal used the Whitfield Hill/ Sandwich Road movement via the Whitfield Roundabout, whereas the Do Minimum traffic is seen to route using the strategic network along the A256.

REFINED DO SOMETHING

7.2.9. As with the Do Minimum scenario the 2040 Do Something actual flows at the Whitfield and Duke of York roundabout were extracted and the percentage growth for each turning movement was extracted, the growth compared to the 2017 observed flows was then applied. As with the DM modelling, this junction did not have any network mitigation coded, and there was rerouting evident whereby the traffic that previously used the Whitfield Hill/ Sandwich Road route were routing via the A256.

7.3 WHITFIELD ROUNDABOUT

BASE

7.3.1. **Table 7-1** presents the junction performance at the Whitfield roundabout in the base year. This assessment presents the queue length in PCUs and the RFC value for each link approaching the junction, an RFC value greater than 1 highlights the link is exceeding capacity and a value greater than 0.85 shows that the link is nearing capacity.

Table 7-1: Base Year, Whitfield Roundabout Junction Assessment

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
A2 West	12	0.93	5	0.82
A258 Sandwich Road	9	0.92	2	0.53
A2 East	2	0.56	1	0.41
Honeywood Road	4	0.76	3	0.74
Whitfield Hill	12	0.95	14	0.96

7.3.2. All arms are performing within capacity in both the AM and PM peak. Whitfield Hill presents an RFC value of 0.95 and 0.96 in the AM and PM peak respectively, nearing capacity and meaning that this arm will likely exceed capacity with any additional demand. Deterioration in performance at this approach is likely to see vehicles routing away from the junction in forecast models.

2040 DO MINIMUM

7.3.3. The performance on the Whitfield Roundabout was assessed and is presented in **Table 7-2.** The same trends are present in the AM and PM peak, with the A2 West, Honeywood Road and Whitfield Hill exceeding capacity. During the AM peak Whitfield Hill exceeds capacity with an RFC value of 1.56, this is a reduced capacity of 0.61 compared against the base. Honeywood Road is also seen to have a large reduction in capacity and delays by 0.43 and 88s respectively.

7.3.4. The PM peak shows Whitfield Hill to significantly exceed capacity with an RFC value of 2.01. This issue is caused by both an increase in traffic on Whitfield Hill, combined with a significant growth in opposing traffic on the roundabout, reducing gaps for this greater level of traffic on an approach already at capacity. As the Whitfield Hill approach is both uphill and, on a turn, visibility and vehicular discharge speeds / rates are lower compared to other arms, and subsequently, increases in traffic on Whitfield Hill lead to more significant deterioration.

7.3.5. It is to be noted however that the RFC value is an indicative measurement and once the value exceeds 1 the value can grow exponentially – once the arm is over capacity, any additional demand will essentially join the back of the queueing traffic. The large delays on this arm are likely to impact the London Road/ Whitfield Hill roundabout to the south, as has been shown in the VISUM strategic model at this junction.

7.3.6. In reality queues will not reach the projected level of 658 vehicles shown on Whitfield Hill in the PM peak. In addition to the detail above, it should be noted that Junctions analysis models the roundabout in an intricate fashion, based upon specific road geometries measured from CAD, modelling driving behaviours and performance based upon detailed factors. This is different to the way the strategic VISUM model operates, which will estimate capacity based upon a more approximate geometry of the junction, which may result in a higher theoretical capacity, and subsequently, routing of more vehicles through the roundabout in the strategic model over and above what can be accommodated in the more detailed junction assessment.

Table 7-2: 2040 Do Minimum, Whitfield Roundabout Junction Assessment

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
A2 West	59	**1.06**	38	**1.03**
A258 Sandwich Road	6	**0.86**	5	**0.83**
A2 East	4	**0.77**	3	**0.68**
Honeywood Road	92	**1.19**	165	**1.33**
Whitfield Hill	245	**1.56**	658	**2.01**

REFINED DO SOMETHING

7.3.7. **Table 7-3** presents the RFC and queue length for the Whitfield Roundabout in the Do Something Scenario, of the five arms three are overcapacity in the AM peak. The Whitfield Hill nears capacity in the DM without the implementation of the Dover Local Plan, with the additional residential sites in the vicinity this arm exceeds capacity with an RFC value of 1.51, an additional 0.05 RFC compared with the DM. This is likely due to rerouting of vehicles away from this approach in the RDS scenario. The A2 west and Honeywood Road also have an increase queue length of 17 PCUs and 65 PCUs respectively.

7.3.8. The PM peak follows similar trends to the AM, with the same three arms exceeding capacity in the PM peak. The A2 West approach remains just over capacity at an RFC of 1.05, whilst the Honeywood Road approach increases to an RFC of 1.52, and the Whitfield Hill approach also increases to an RFC of 1.85. There is a decrease in queuing of approximately 20 PCUs on the A2 West arm, however, queue lengths increase by 26 PCUs on the Honeywood Road arm and over 500 on Whitfield Hill, implying this arm has significantly exceeded capacity.

7.3.9. Based on the results shown in **Table 7-3**, mitigation is required to accommodate both committed and potential future traffic growth in the area. As an initial assessment, signalisation options should be considered, which will create ‘gaps’ in traffic for vehicles to pass through the junction. Currently, arms such as Whitfield Hill suffer from a dominant opposing flow within the roundabout resulting in few gaps for vehicles, resulting in queues building up quickly on this arm.

Table 7-3: 2040 Refined Do Something, Whitfield Roundabout Junction Assessment

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
A2 West	76	**1.08**	55	**1.05**
A258 Sandwich Road	12	**0.95**	3	**0.73**
A2 East	5	**0.82**	4	**0.78**
Honeywood Road	206	**1.49**	232	**1.52**
Whitfield Hill	216	**1.51**	517	**1.85**

7.4 DUKE OF YORK ROUNDABOUT RESULTS

BASE

7.4.1. The junction performance of the Duke of York roundabout is presented in **Table 7-4**, in the AM peak the A258 is nearing capacity with an RFC value of 0.92 and queue length of 10 PCUs. In the PM peak all arms are shown to perform well within capacity with an RFC value of between 0.32 – 0.58.

Table 7-4: Base Year, Duke of York Junction Assessment

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

7.4.2. Whilst the comparison against google traffic data demonstrates some minor queueing at all approaches in both peaks, in reality, this is more likely to be slow moving traffic, whereas Junctions 9 considers only stationary traffic when it reports queueing.

2040 DO MINIMUM

7.4.3. **Table 7-5** presents the performance at the Duke of York roundabout in the 2040 Do Minimum scenario; it shows that all arms at the junction are within capacity in the AM and PM Peak, and at the worst case, during the AM peak the A2 west nears capacity with an RFC value of 0.97 and a queue length of 21 PCUs. During the PM peak all RFC values are below 0.85 and queue length below 6 PCUs (also on A2 West).

Table 7-5: 2040 Do Minimum, Duke of York Junction Assessment

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

REFINED DO SOMETHING

7.4.4. **Table 7-6** highlights that the A2 West is operating close to capacity in the AM Peak with a maximum queue length of approximately 24 PCUs however this is minimal change and deterioration of queue length and RFC on this arm compared to the Do Minimum. The A258 Castle Hill Road exceeds capacity in the AM peak, with an RFC of 1.04, and is presenting large queues of 32 PCUs, this is a growth of 22 PCUs compared with the DM scenario. All arms in the PM peak are within capacity showing an RFC value of 0.76 of less, except for the A2 west that has a queue length of 11 PCUs and RFC value of 0.81.

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

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

Table 7-6: 2040 Refined Do Something Duke of York, Junction Assessment

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

7.5 LONDON ROAD / MANOR ROAD

BASE

7.5.1. As noted in section 7.2, a technical note was previously written in 2017 to detail the model development and results of the 2017 base VISSIM model for the London Road / Manor Road junction and this is included in Appendix M.

7.5.2. This technical note showed that currently the local highway network around the London Road / Manor Road roundabout is busy yet does not exceed capacity. There are various influences which affect traffic flows in the area, most notably, pedestrian crossings (including the school crossing in the AM peak), and the on-street bus stops.

7.5.3. Journey time routes within the VISSIM network are shown in **Figure 7-1** to **Figure 7-4**.

Figure 7-1: Manor Road Journey Time Routes



Figure 7-2: Rectory Road NW Journey Time Routes





Figure 7-3: London Road NW Journey Time Routes



Figure 7-4 London Road NE Journey Time Routes

DO MINIMUM

7.5.4. The Do Minimum Scenario shows significant traffic growth in the Deal area, as shown (alongside the Base and Refined Do Something) in **Table 7-7**.

Table 7-7: VISSIM Demand Flows

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Base	DM	RDS	Base	DM	RDS
London Road (NE)	672	833	865	434	588	666
Manor Road	361	420	440	275	400	474
Rectory Road	147	161	245	138	180	315
London Road (NW)	607	703	841	756	697	738

7.5.5. Whilst the flows increase, queue lengths and journey times around the network also increase, implying that using the Do Minimum flow growth, the junction of Manor Road with London Road will reach capacity. In the AM peak, approaches 1 (London Road NE), 2 (Manor Road) and 4 (London Road NW) all increase queue lengths notably with the significant flow growth projected. In the PM peak, with slightly lower flows, these increases are less significant, but still have a notable impact on the network.

7.5.6. As shown in **Table 7-8**, average queue lengths around the Deal area increase significantly in the Do Minimum and Do Something scenarios, these are discussed in greater detail further within the document.

Table 7-8: London Road / Manor Road Average Queue Lengths (metres)

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Base	DM	RDS	Base	DM	RDS
London Road (NE)	53	181	198	29	74	161
Manor Road	63	238	238	24	77	235
Rectory Road	14	37	206	5	40	172
London Road (NW)	32	198	350	16	62	152

7.5.7. As shown in **Table 7-9**, maximum queue lengths around the Deal area become notable in the 2040 Do Minimum scenario, particularly in the AM peak, where queues on the most heavily trafficked arm, London Road (NW), exceed 320 metres in the worst case. Queue lengths in the PM peak are lower, but still exceed maximum lengths of 100 metres on both London Road (NE) and Manor Road.

Table 7-9: 2040 Do Minimum London Road / Manor Road Maximum Queue Lengths

	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
	Queue (m)	Queue (m)
London Road (NE)	293	129
Manor Road	242	110
Rectory Road	69	51
London Road (NW)	322	82

7.5.8. The journey times around the network shown in **Table 7-10** are notable, with several journeys through the Manor Road / London Road roundabout expected to exceed three minutes by 2040. In particular, northbound journeys along Manor Road take longest in the AM peak, with the Manor Road to London Road northwest movement almost reaching four minutes in journey time. This is likely due to a combination of a heavy right turning flow from London Road northeast to London Road northwest opposing this movement, combined with additional influences such as the school crossing and on-street bus stop on London Road causing further delays. The PM peak performs considerably better with the lower flows and a lack of school crossing influencing the junction.

Table 7-10: 2040 Do Minimum London Road / Manor Road Journey Times

	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
	Journey Time (s)	Journey Time (s)
Manor Rd to London Road NW	238	76
Manor Rd to London Rd NE	204	48
Manor Rd to Rectory Rd	183	34
Rectory Rd to London Rd NW	55	42
Rectory Rd to London Rd NE	21	14
Rectory Rd to Manor Rd	16	16
London Rd NW to London Rd NE	126	51
London Rd NW to Manor Rd	139	64
London Rd NW to Rectory Rd	20	11
London Rd NE to London Rd NW	61	49
London Rd NE to Manor Rd	40	34
London Rd NE to Rectory Rd	24	18

7.5.9. Further journey time results are shown in detail in **Appendix O**.

REFINED DO SOMETHING

7.5.10. In the Refined Do Something scenario, queue lengths, as shown in **Table 7-11**, are notably higher than in the base, and exceed those in the Do Minimum scenario. This is particularly notable on Rectory Road, where flow growth, compounded with significant growth in the wider network, begin to build up large queues, up to 279 metres in the PM peak. In the AM peak, queue lengths are very high through the whole peak hour, whilst in the PM peak, these queues grow over the peak period, implying the junction exceeds capacity during the peak hour.

7.5.11. Queues within this scenario extend to the model extents, where Manor Road shows queues of approximately 240 metres in both the Do Minimum and Refined Do Something, this is the actual extent of the model to the south along Manor Road, and reality may be different (and likely much higher) within the Refined Do Something scenario, as the additional traffic flows are likely to cause queuing back past Addelam Road and further streets to the south. Likewise, on London Road North West, the queue extends north back to the model extent in the AM peak, implying longer queues. However, influences such as the junction on Mongeham Road are unaccounted for as they fall outside of the modelled area, and the model does not accommodate for these wider routes.

Table 7-11: 2040 Do Minimum London Road / Manor Road Maximum Queue Lengths (metres)

	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
	Queue (m)	Queue (m)
London Road (NE)	315	288
Manor Road	239	240
Rectory Road	270	279
London Road (NW)	362	284

7.5.12. **Table 7-12** shows the journey times in the 2040 Do Something scenario. These are again noticeable higher in the Do Something scenario over the Do Minimum, with a maximum journey time of 306 seconds (over five minutes) from Manor Road to London Road NW in the AM peak period. This is exacerbated by the increase in flows, including notable growth on Rectory Road. The PM peak also shows a significant increase in journey times, following a similar pattern to the AM, with the longest journey times seen northbound along Manor Road.

Table 7-12: 2040 Do Something London Road / Manor Road Journey Times

	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
	Journey Time (s)	Journey Time (s)
Manor Rd to London Road NW	306	184
Manor Rd to London Rd NE	272	155
Manor Rd to Rectory Rd	247	139
Rectory Rd to London Rd NW	59	45
Rectory Rd to London Rd NE	25	16
Rectory Rd to Manor Rd	16	16
London Rd NW to London Rd NE	226	87
London Rd NW to Manor Rd	239	102
London Rd NW to Rectory Rd	23	18
London Rd NE to London Rd NW	61	59
London Rd NE to Manor Rd	39	44
London Rd NE to Rectory Rd	23	28

7.6 SUMMARY

7.6.1. The local junction assessments have been undertaken to determine the impacts of the Do Minimum and Refined Do Something growth on the future operation of three key strategic roundabouts within Dover that are projected to experience the most significant deterioration in performance and might require mitigation.

7.6.2. The junction assessments have highlighted that the Whitfield roundabout is operating close to capacity in the Base year model and with any growth between 2015 and 2040 the roundabout exceeds capacity on three out of the entry arms. It is noted that once the RFC hits 1 (capacity) the operation deteriorates exponentially due any additional demand joining the existing queues.

7.6.3. The Duke of York roundabout is shown to operate better in the PM peak than the AM peak however it is important to note that the re-routing of vehicles presented throughout Chapter 6 will be impacting the

performance of the roundabout. In reality, a lot of the re-routing vehicles would use both Whitfield and Duke of York roundabouts if the capacity was improved.

7.6.4. Moving forwards, DDC intend to work with WSP to develop mitigation scenarios for these roundabouts to improve capacity and the overall operation.

7.6.5. The micro-simulation exercise has highlighted that the junction of Manor Road with London Road in Deal is likely to exceed capacity at current forecast flow growths and the further flow growth from the Refined Do Something scenario. Each approach to the roundabout shows some significant deterioration in performance, whilst Rectory Road, also shows significant growth in flows and queues, implying some wider strategic re-routing towards Deal.

7.6.6. This could be mitigated by both local and wider area highway network improvements, or other measures promoting mode shift or similar, however, the current mini-roundabout arrangement is unlikely to remain feasible with its current operation.

8

EXTERNAL LOCAL PLAN SITES

PUBLIC

8 EXTERNAL LOCAL PLAN SITES

8.1 INTRODUCTION

8.1.1. The DDTM study area, or area of detailed modelled, is shown in **Figure 1-1**; areas outside of this boundary have been modelled in significantly less detail, with only some roads coded in Aylesham, Eythorne, Sandwich and Alkham. The DDTM study area incorporates Dover town centre and Deal, and is bordered by the A256, Betteshanger Park, Lydden and Whitfield Urban Expansion.

8.1.2. For sites greater than 10 dwellings, but outside the DDTM study area, an excel modelling process has been undertaken to determine the likely trip distribution and possible impacts associated with including the site within the Local Plan allocations. This chapter discusses the methodology used to develop an excel model that represents the external site locations and the resulting impacts on localised junctions.

8.2 METHODOLOGY

8.2.1. To determine the localised impacts of the proposed Local Plan sites that are situated outside of the DDTM study area, flow diagrams have been developed to represent the Refined Do Something scenario and demonstrate the actual and percentage flow increases along key links and through key junctions, selected by DDC in October 2019.

OBSERVED COUNT DATA

8.2.2. WSP commissioned Intelligent Data Collection, on behalf of DDC, to undertake 14 Automatic Traffic Counts (ATCs) and 19 Manual Classified Counts (MCCs) during November/ December 2019. The counts were undertaken on key locations within areas outside of the DDTM study area to determine the likely vehicle count on specified roads and the turning counts at various junctions. A summary of the count locations, count type and data collection period is described in **Table 8-1** and shown in **Figure 8-1**, where yellow icons indicate an ATC and purple icons indicate a MCC.

Table 8-1: 2019 Data Collection

ID	Type	Location	Data Collection Period
1	ATC	Alkham Valley Road	21/11/19 – 20/12/19
2	ATC	Alkham Road	21/11/19 – 6/12/19
6A	ATC	Deal Road	25/11/19 – 18/12/19
6B	ATC	A258 Deal Road	25/11/19 – 18/12/19
8A	ATC	B2046 High Street	26/11/19 – 19/12/19
8B	ATC	A257 Canterbury Road	2/12/19 – 16/12/19
14A	ATC	Church Hill	21/11/19 – 25/11/19
14B	ATC	Wigmore Lane	21/11/19 – 8/12/19
14C	ATC	Chapel Hill	21/11/19 – 10/12/19
14D	ATC	Shepherdswell Road	21/11/19 – 22/12/19
15A	ATC	High Street	25/11/19 – 18/12/19
15B	ATC	Church Street	25/11/19 – 18/12/19
15C	ATC	Lower Street	25/11/19 – 18/12/19
15D	ATC	Mill Lane	25/11/19 – 18/12/19
15E	ATC	Brook Street	25/11/19 – 18/12/19
1	MCC	Ramsgate Rd/ The Quay/ High Street	26/11/19 – 28/11/19
2	MCC	A256 Sandwich Bypass/ Monk's Way	26/11/19 – 28/11/19
3	MCC	A256 Ramsgate Rd/ Ramsgate Road/ A256 Sandwich Bypass	26/11/19 – 28/11/19
4	MCC	A256 Sandwich Bypass/ Ash Road/ A257 Each End	26/11/19 – 28/11/19
5	MCC	A256 Sandwich Bypass/ A258 Deal Rd	26/11/19 – 28/11/19
6	MCC	Deal Road/ A258 Deal Road	26/11/19
7	MCC	Preston Hill/ A257 Gobery Hill/ A257 High Street	26/11/19 – 28/11/19
8	MCC	A257 High Street/ Harrison Rd/ B2046 High Street/ A257 Canterbury Road	26/11/19
9	MCC	B2046 Adisham Road/ Dorman Avenue N	26/11/19 – 28/11/19
11	MCC	B2046 Adisham Road/ Spinney Lane/ Pond Lane	26/11/19 – 28/11/19
12	MCC	B2046 Adisham Road/ A260/ A2 Dover Road	26/11/19 – 28/11/19
13	MCC	A260 Old Dover Road/ A260	26/11/19 – 28/11/19
15	MCC	High Street/ Church Street/ Brook Street/ Lower Street/ Mill Lane	26/11/19
16	MCC	A257 Sandwich Road/ Sandwich Road/ A257 Ash Bypass	26/11/19 – 28/11/19
17	MCC	A256 Richborough Way/ Sandwich Road/ Jutes Lane	26/11/19 – 28/11/19
18	MCC	A260 Canterbury Road/ Alkham Valley Road	26/11/19 – 28/11/19
19	MCC	White Horse Hill/ A20/ A260 White Horse Hill/ A260 Spitfire Way	26/11/19 – 28/11/19
20	MCC	A20/ Alkham Valley Road	26/11/19 – 28/11/19
21	MCC	M2 Junction 7	

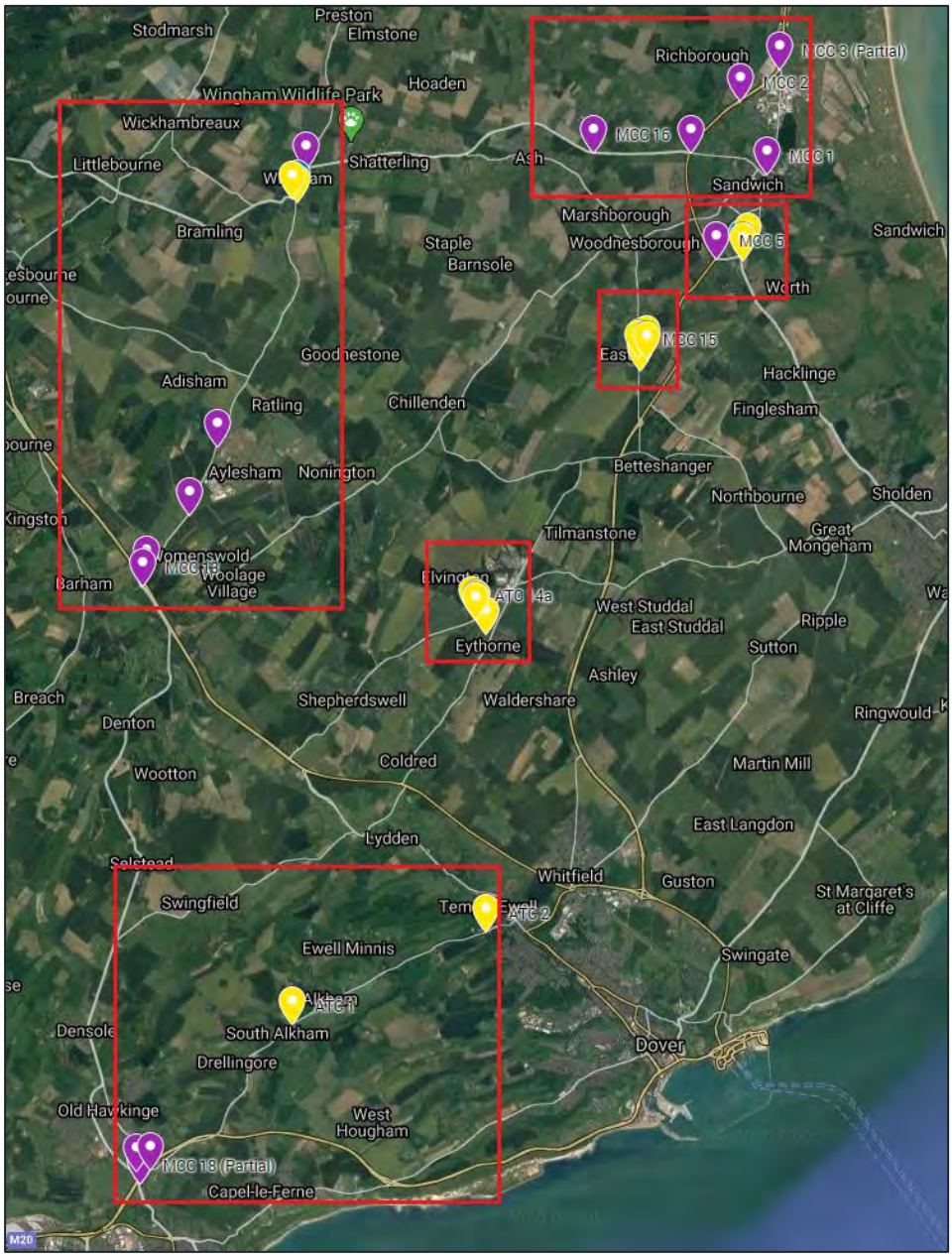


Figure 8-1: Count Locations

8.2.3. Survey data from Intelligent Data was thoroughly checked by WSP and processed, including the removing of outliers, to obtain the average AM Peak (08:00 – 09:00) and average PM Peak (17:00 – 18:00) vehicle counts, in line with the time periods of the VISUM strategic model.

8.2.4. The sites, shown in **Figure 8-1** were grouped together to form 6 survey clusters, demonstrated by the red boxes around the counts. AM and PM peak data were input into flow diagrams to represent the observed count data for each of the 6 clusters; where sites were immediately adjacent or had no additional roads between them, traffic flows were balanced to ensure consistency. It is noted that where additional highway network exists between count locations, for example in the Aylesham and Wingham cluster, vehicle counts in the traffic flow diagram will not balance as it is considered that a proportion of both the northbound and southbound flow along Adisham Road will turn off onto Station Road, or other small roads.

8.2.5. The traffic flow diagrams for AM and PM peak, representative of the observed count data, are provided in **Appendix P**.

DO MINIMUM

8.2.6. To develop 2040 Do Minimum excel models, percentage growth between the 2015 DDTM and the 2040 Do Minimum VISUM models was extracted for the AM Peak and PM Peak respectively. As the observed data represents 2019, growth was interpolated to obtain a 2019 to 2040 growth factor for each link and applied to the appropriate network locations within the excel model. Where links were present in the excel model but not the VISUM model, due to their proximity from the DDTM Study Area and level of detail incorporated, growth was taken from the closest link that is included within the strategic model.

8.2.7. The 2040 Do Minimum excel models, for the AM and PM Peak, for each of the 6 clusters are presented in **Appendix Q**.

DO SOMETHING

8.2.8. Potential Local Plan sites outside of the DDTM study area have been assessed in an excel model to determine the impacts on the existing highway network and identifying possible location where mitigation could be required. Trip generation for these sites was calculated for input into the Do Something VISUM model and will be applied in the same quantum within the excel models.

8.2.9. Trip distribution was primarily based on 2011 Census data and thus sites were grouped to form Master Sites based on which census zone they fall within. Key consideration was given to proposed access locations when grouping developments, to ensure that impacts on observed counts are accurately incorporated and growth applied. The Master Site grouping are displayed in **Figure 8-2** and a detailed suite of images demonstrating how sites have been grouped to form Master Sites, is included in **Appendix R.**

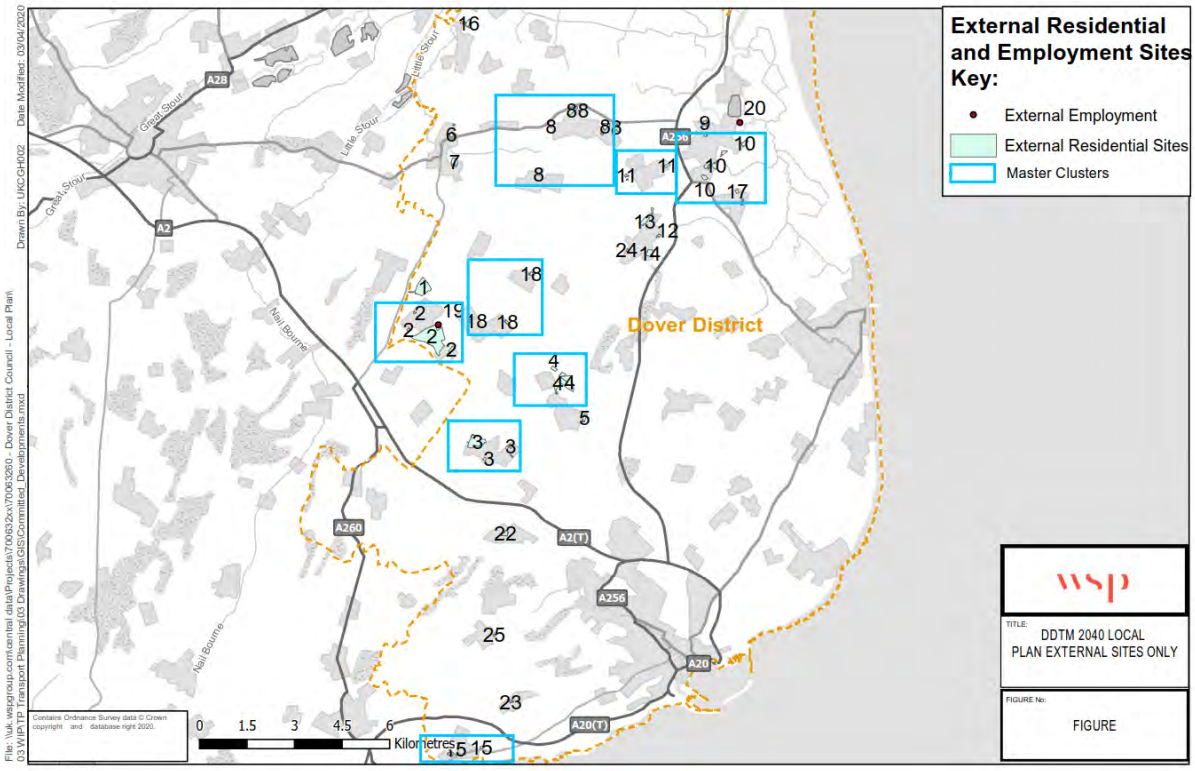


Figure 8-2: Master Clusters for External Sites

8.2.10. Trip generation for each of the unique sites within the Master Site was summed together to calculate the total AM and PM peak trip generation for the Master Sites. A. Following feedback from KCC, WSP have been careful in their grouping of sites to ensure that trips are accessing and egressing the existing network in the correct place; this has been considered in relation to the location of observed data and how these locations have been clustered. The trip generation for each of the Master Sites is presented in **Table 8-2**; the Master Site numbers correspond to the groupings demonstrated in **Figure 8-2**.

Table 8-2: Trip Generation for Master Sites

	Master Site	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
		Origin	Destination	Two-Way	Origin	Destination	Two-Way
Residential	1	176	53	229	88	160	248
	2	237	72	309	119	216	335
	3	70	21	91	35	64	99
	4	143	43	186	71	130	201
	5	7	2	9	4	6	10
	6	8	2	10	4	7	11
	7	25	7	32	12	22	35
	8	90	27	117	45	82	127
	9	24	7	31	12	21	33
	10	97	29	127	49	89	137
	11	7	2	9	4	6	10
	12	2	1	2	1	2	2
	13	17	5	22	8	15	24
	14	28	8	37	14	26	40
	15	50	15	65	25	46	71
	16	43	13	56	21	39	61
	17	11	3	14	5	10	15
	18	18	6	24	9	17	26
	22	23	7	30	11	21	32
	23	46	14	59	23	42	64
	24	7	2	9	4	6	10
	25	4	1	5	2	3	5
Employment	19	14	78	92	82	6	88
	20	4	7	11	7	4	11

8.2.11. To determine the likely high-level trip distribution of potential site allocations, or master sites, outside of the DDTM Study Area, WSP extracted Journey to Work (JtW) data from NOMIS – Official Labour Market Statistics. Dataset *WU03EW – Location of usual residence and place of work by method of travel to work* was downloaded and processed at Middle Super Output Area (MSOA) level to determine, for those driving a car or van, what percentage travel to and from each unique Dover 2011 Census Zone (equivalent to an MSOA), and

where they travel to. This exercise was undertaken for Dover MSOAs that are outside of the DDTM Study Area: Dover 001, Dover 002, Dover 006, Dover 008 and Dover 014.

8.2.12. A summary of the distribution is shown in **Table 8-3;** it is noted that percentages will not sum to 100% as only distributions greater than 0.05% have been presented.

Table 8-3: Dover MSOA JtW Distribution Summary

Place of Work	Usual Residence				
	Dover 001	Dover 002	Dover 006	Dover 008	Dover 014
Basildon	0.05%	0.10%	0.06%	0.05%	0.09%
Barking and Dagenham	0.05%	0.10%	0.06%	0.10%	0.09%
Bexley	0.15%	0.24%	0.13%	0.15%	0.14%
Bromley	0.15%	0.19%	0.19%	0.21%	0.05%
Greenwich	0.15%	0.10%	0.19%	0.15%	0.09%
Hounslow	0.05%	0.10%	0.13%	0.15%	0.05%
Tower Hamlets	0.15%	0.19%	0.19%	0.10%	0.05%
Medway	1.23%	0.72%	1.19%	1.03%	0.90%
Ashford	3.13%	2.64%	3.50%	4.41%	6.45%
Canterbury	34.29%	15.91%	35.73%	15.75%	9.35%
Dartford	0.41%	0.19%	0.38%	0.10%	0.33%
Dover	36.19%	50.22%	36.11%	51.46%	44.40%
Gravesham	0.10%	0.24%	0.19%	0.21%	0.14%
Maidstone	1.90%	1.63%	1.69%	1.80%	1.90%
Shepway	4.25%	6.13%	7.63%	13.60%	28.56%
Swale	2.00%	1.10%	3.75%	1.64%	1.23%
Thanet	10.61%	14.66%	5.01%	5.13%	1.76%
Tonbridge and Malling	0.72%	0.62%	0.75%	0.51%	0.71%
Tunbridge Wells	0.41%	0.14%	0.13%	0.26%	0.38%
Reigate and Banstead	0.51%	0.57%	0.13%	0.31%	0.09%
Horsham	0.05%	0.10%	0.06%	0.05%	0.05%

8.2.13. The detailed trip distribution was applied to the trip generation for each master site and their development trips were added to the Do Minimum excel network using journey planning tools to determine likely route choices between origin and destination. Flow diagrams that represent the Do Something excel models, by time period and for each of the six clusters, are included within **Appendix S**. Alongside the turning and link flows, the actual and percentage flow increases between the Do Something and Do Minimum Scenarios have been included. Labelling has been included to represent where each of the master sites access and egress the excel model cluster networks.

REFINED DO SOMETHING

8.2.14. The refined Proposed Local Plan sites outside of the DDTM study area were assessed in an excel model using the same methodology outlined in Section 8.2 to determine the impacts on the existing highway network and identifying possible location where mitigation could be required. Trip generation for these sites was

calculated for input into the Reined Do Something VISUM model and will be applied in the same quantum within the excel models.

8.2.15. Trip distribution was primarily based on 2011 Census data and thus sites were grouped to form Master Sites based on which census zone they fall within. Key consideration was given to proposed access locations when grouping developments, to ensure that impacts on observed counts are accurately incorporated and growth applied. The Master Site grouping remains the same as those displayed in **Figure 8-2,** however it is to be noted that there were twelve sites that had the total number of dwellings altered in the refinement with one master site was removed. The changes to the master sites is detailed in **Table 8-4** and a detailed suite of images demonstrating how sites have been grouped to form Master Sites, is included in **Appendix R.**

Table 8-4: External Residential sites total dwellings, Do Something vs Refined Do Something

Unique WSP ID	Extant Application Number	Total Dwellings DS	Total Dwellings rDS	Master Cluster within
DS_59	AYL005	10	0	2
DS_93	SHE003	130	100	3
DS_100	WIN006	11	0	6
DS_53	ASH010	60	76	8
DS_90	SAN019	30	10	10
DS_91	SAN015	67	55	10
DS_102	WOO002	5	0	11
DS_70	EAS007	13	0	13
DS_62	CAP006	100	50	15
DS_81	NON004	12	0	18
DS_78	HOU004	25	0	23
DS_67	EAS011	20	0	24

8.2.16. As the total number of dwellings from the unique sites has altered the trip generation for the Master Sites in the Refined Do Something analysis has been revised. The trip generation for each of the Master Sites is presented in **Table 8-5**; the Master Site numbers correspond to the groupings demonstrated in **Figure 8-2**.

8.2.17. Following discussions with KCC and Velocity, trip distribution and routing for sites within the Aylesham developments were revised in the Refined Do Something scenario to ensure consistency between the WSP assessment of the Local Plan proposals and Velocity's assessment of the Spinney Lane development.

Table 8-5: Trip Generation for Master Sites, Refined Do Something

	Master Site	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
		Origin	Destination	Two-Way	Origin	Destination	Two-Way
Residential	1	207	90	229	104	122	248
	2	275	119	304	138	162	330
	3	60	18	78	30	54	84
	4	143	43	186	71	130	201
	5	7	2	9	4	6	10
	6	4	1	5	2	4	5
	7	25	7	32	12	22	35
	8	95	29	124	48	87	135
	9	24	7	31	12	21	33
	10	86	26	112	43	78	122
	11	5	2	7	3	5	7
	12	2	1	2	1	2	2
	13	12	4	16	6	11	17
	14	28	8	37	14	26	40
	15	33	10	43	16	30	46
	16	43	13	56	21	39	61
	17	11	3	14	5	10	15
	18	14	4	18	7	13	20
	22	23	7	30	11	21	32
	23	37	11	48	18	34	52
	24	0	0	0	0	0	0
	25	4	1	5	2	3	5
Employment	19	14	78	92	82	6	88
	20	4	7	11	7	4	11

8.2.18. The detailed trip distribution was applied to the trip generation for each master site and their development trips were added to the Do Minimum excel network using journey planning tools to determine likely route choices between origin and destination. Flow diagrams that represent the Do Something excel models, by time period and for each of the six clusters, are included within **Appendix S**. Alongside the turning and link flows, the actual and percentage flow increases between the Do Something and Do Minimum Scenarios have been included. Labelling has been included to represent where each of the master sites access and egress the excel model cluster networks.

8.3 DO SOMETHING LOCAL PLAN IMPACTS

CLUSTER 1

8.3.1. The excel models for the Do Something scenario, Cluster 1 AM Peak, demonstrate an increase of approximately 180 vehicles travelling through the A257 / Preston Hill junction with the most significant increase in movement being an additional 90 vehicles travelling westbound along A257 towards Wingham. In the PM peak, the total increase is considered to be 200 vehicles, with 105 vehicles travelling eastbound along the A256 towards Sandwich.

8.3.2. The A257 Canterbury Road / A257 High Street / Harrison Road / B2046 junction is forecast to have an increase of 195 vehicles in the AM peak as a result of the Local Plan allocations; commuter patterns and trip generation implies that 60 additional vehicles are projected turn right onto Canterbury Road from A257 High Street, which is an increase of approximately 8% when compared to the 2040 Do Minimum. In the PM peak, an increase of 190 vehicles is presented at this junction with approximately 55 vehicles turning left from A257 Canterbury Road onto High Street north.

8.3.3. A significant proportion of potential residential and employment site allocations are in Aylesham which leads to large increases in flows along the B2046 Adisham Road and at the junctions with Dorman Avenue and Spinney Lane, as shown in the Custer 1 AM and PM peak excel models. In the AM Peak, the B2046 High Street southbound sees a maximum increase of 173 vehicles (46%); in the PM Peak this is shown in the northbound direction with an increase of 317 vehicles (36%). These are most likely to represent commuter and school trips, to/from the potential residential and employment allocations, which are typically tidal in the AM and PM peaks.

8.3.4. Spinney Lane is forecast to experience significant increases in the 2040 Do Something scenario, particularly the right turn in movement and left turn out. Master Site 2 (residential) and 19 (employment) both have the potential to be accessed via Spinney Lane and as such the departures in the AM peak are likely to represent trips leaving the residential location and arrivals are employees arriving at the employment site. The reverse is apparent in the PM peak.

CLUSTER 2

8.3.5. Cluster 2 presents the impacts of the potential site allocations on junctions with Ash and along the A257; increases in vehicle volumes on this excel model are trips primarily generates by potential developments in Ash and Sandwich. In the AM and PM peaks, the Ash Bypass / Sandwich Bypass forecast an increase of approximately 70 vehicles and 65 respectively; a large proportion of these trips are accessing and egressing the potential site allocations within Ash.

8.3.6. The A257 / Sandwich Bypass / Ash Road junction presents an additional 170 turning movements in the AM peak as a result of including external Local Plan allocations; the most significant increase is shown to be 20 vehicles (8% increase) turning right onto Sandwich Bypass A258 from A257 eastbound approach. In the PM peak, an increase of approximately 200 vehicles is forecast, with 50 vehicles traveling northbound along Sandwich bypass.

8.3.7. The Local Plan allocations are predicted to increase vehicle flows through the A258/Ramsgate junction by 170 vehicles and 185 vehicles in the AM and PM peaks respectively; the dominate movement is straight ahead in both the northbound and southbound direction, for both peaks.

8.3.8. Within the excel modelling a proportion of local trips to MSOAs within Dover do route via rural roads that are not modelled explicitly within the turning flow diagrams, this includes trips using Monks Way eastbound and Ramsgate Road southbound.

CLUSTER 3

8.3.9. The impacts of the potential external site allocation on A256 Sandwich Bypass / A258 Deal Road and A258 Deal Road W / E / S are presented in cluster 3. In the AM Peak, an increase of approximately 140 vehicles is demonstrated at the A256/A258 roundabout with the most significant increase being 50 vehicles (11%) from A258 Deal Road onto the A256 northbound.

8.3.10. In the PM Peak, an increase of approximately 150 vehicles is demonstrated at the A256/A258 roundabout with the most significant increase being 40 vehicles (9%) from A256 northwest approach, to A258 towards Deal. This is the reverse of what is see in the AM peak and reflect the tidal nature of commuter and school trips. Similarly, at the Deal Road roundabout, the PM trip generation reverses that of the AM peak and 20 additional trips are shown to turn right from A258 Deal Road northbound approach towards Sandwich.

CLUSTER 4

8.3.11. Cluster 4 represents the forecast turning movements at the High Street / Church Street / Brooke Street / Mill Lane 5-arm junction within Eastry and presents the likely impacts on the turning flows as a result of incorporating the external Local Plan allocations.

8.3.12. In the AM peak, an increase of 20 vehicles is demonstrated with the most significant increase being shown along the Lower Street northbound approach, although this is only 8 vehicles and a 7% increase when compared with the Do Minimum flows.

8.3.13. In the PM peak demonstrates an increase of 14 vehicles using this junction, with the most significant movement shown to be those using the Lower Street northbound approach towards the High Street, this is an increase of 8 flows, accounting for an increase of 6% compared with the Do Minimum.

CLUSTER 5

8.3.14. It is noted that cluster 5 contains only one key junction within Eythorne; whilst a request was originally made for a MCC to be undertaken at this location, the constraints at the junction meant it was only possible to undertake a separate ATC at each approach to the junction. The resulting impact of such means that whilst we are able to determine the increases to each approach, we are unable to calculate the increases to each specific turning movement as this is unable to be inferred from the ATC raw data.

8.3.15. The Do Something excel model for the AM demonstrates an increase of approximately 170 vehicles at this junction, with a 140 (72%) additional vehicles approaching from Church Hill. In the PM peak, 155 vehicles are forecast with 70 (45%) approaching from Church Hill, there is also an increase of flow of 78% along the Church Hill westbound egress.

CLUSTER 6

8.3.16. The impacts of the potential site allocation on Alkham Valley, and surrounding area, are presented in Cluster 6 for the AM and PM peak. There few allocations south of Dover town centre and as such it is expected that the impacts of the potential allocations will be less significant in this area.

8.3.17. In the AM peak, an additional 40 vehicles are forecast to use the A260 Spitfire Way / White Horse Hill / A20 E junction; these movements are primarily vehicles turning on to or off of the A20. The A260 Canterbury Road / Alkham Valley Road presents an increase of 80 vehicles with most vehicles travelling north along the Alkham Valley Road.

8.3.18. An additional 30 vehicles are forecast to use the A260 Spitfire Way / White Horse Hill / A20 E junction in the PM peak; similar to the AM peak, the majority of these movements are turning on to or off of the A20 eastbound. The A260 Canterbury Road / Alkham Valley Road demonstrates an increase of 70 vehicles with most vehicles turning from Alkham Valley Road onto A260 Canterbury Road southbound.

8.3.19. It is evident that the impact of the Local Plan allocations on cluster 6 is less significant due to the cluster's proximity to the external site locations.

8.3.20. A summary detailing the key junctions which experience the greatest increases in traffic flows as a result of the Local Plan proposals are shown in **Table 8-6**.

Table 8-6: External Local Plan Allocations, Junction Impacts, Do Something vs Do Minimum

	AM Peak		PM Peak	
	Actual Difference	% Difference	Actual Difference	% Difference
A257 High Street / Harrison Rd / B2046 High Street / A257 Canterbury Rd	193	9.12%	187	7.77%
B2046 Adisham Rd / Dorman Avenue	251	15.78%	272	13.81%
B2046 Adisham Rd / Spinney Lane	464	23.48%	491	22.64%
A257 / Sandwich Bypass / Ash Rd	184	4.61%	214	5.57%
Ramsgate Rd / Sandwich Bypass	177	4.54%	192	4.92%
A256 Sandwich Bypass / A258 Deal Rd / A256 (S)	148	5.22%	150	5.74%
A258 Deal Road W / E / S	114	5.12%	92	4.46%
High Street / Church Street / Brooke Street / Lower Street	20	4.79%	14	4.19%
Wigmore Lane / Shooters Hill / Shepherdswell Rd / Church Hill	171	26.07%	153	28.67%
A260 Canterbury Rd / Alkham Valley Rd	76	2.74%	71	2.84%

8.4 REFINED DO SOMETHING LOCAL PLAN IMPACTS

8.4.1. The refinements to the Do Something model matrices were reflected in the updated modelling for the external model sites used in the excel modelling. This included the removal of seven residential sites, reduced number of dwellings and four sites and the increase of dwellings at one site, further details of this are in **Table 8-4**.

CLUSTER 1

8.4.2. The excel models for the Do Something scenario, Cluster 1 AM Peak, demonstrate an increase of approximately 200 vehicles travelling through the A257 / Preston Hill junction with the most significant increase in movement being an additional 60 vehicles travelling westbound along A257 towards Wingham. In the PM peak, the total increase at this junction is considered to be 200 vehicles, with 110 vehicles travelling eastbound along the A257 towards Sandwich.

8.4.3. The A257 Canterbury Road / A257 High Street / Harrison Road / B2046 junction is forecast to have an increase of 210 vehicles in the AM peak as a result of the Local Plan allocations; commuter patterns and trip generation implies that 70 additional vehicles are projected turn right onto Canterbury Road from A257 High Street, which is an increase of approximately 10% when compared to the 2040 Do Minimum. In the PM peak, an increase of 195 vehicles is presented at this junction with approximately 65 vehicles turning left from A257 Canterbury Road onto High Street north.

8.4.4. A significant proportion of proposed Local Plan residential and employment sites are in Aylesham which leads to large increases in flows along the B2046 Adisham Road and at the junctions with Dorman Avenue and Spinney Lane, as shown in the Custer 1 AM and PM peak excel models. In the AM Peak, the B2046 High

Street southbound sees a maximum increase of 380 vehicles (41%); in the PM Peak this is shown in the northbound direction with an increase of 345 vehicles (39%). These are most likely to represent commuter and school trips, to/from the proposed residential and employment sites, which are typically tidal in the AM and PM peaks.

8.4.5. Spinney Lane is forecast to experience significant increases in the 2040 Do Something scenario, particularly the right turn in movement and left turn out. Master Site 2 (residential) and Master Site 19 (employment) both have the potential to be accessed via Spinney Lane and as such the departures in the AM peak are likely to represent trips leaving the residential location and arrivals are employees arriving at the employment site. The reverse is apparent in the PM peak.

CLUSTER 2

8.4.6. Cluster 2 presents the impacts of the proposed sites on junctions with Ash and along the A257; increases in vehicle volumes on this excel model are trips primarily generates by developments proposed in Ash and Sandwich. In the AM and PM peaks, the Ash Bypass / Sandwich Bypass forecast an increase of approximately 90 vehicles and 80 respectively; a large proportion of these trips are accessing and egressing the proposed sites within Ash.

8.4.7. The A257 / Sandwich Bypass / Ash Road junction presents an additional 175 turning movements in the AM peak as a result of including external Local Plan allocations; the most significant increase is shown to be 20 vehicles (7% increase) turning right onto Sandwich Bypass A258 from A257 eastbound approach. In the PM peak, an increase of approximately 175 vehicles is forecast, with 45 vehicles traveling northbound along Sandwich bypass.

8.4.8. The Local Plan allocations are predicted to increase vehicle flows through the A258/Ramsgate junction by 170 vehicles and 165 vehicles in the AM and PM peaks respectively; the dominate movement is straight ahead in both the northbound and southbound direction, for both peaks.

8.4.9. As discussed in 8.3.8, a proportion of local trips to MSOAs within Dover route via rural roads and not modelled explicitly within the turning flow diagrams, this includes trips using Monks Way eastbound and Ramsgate Road southbound.

CLUSTER 3

8.4.10. The impacts of the proposed external Local Plan sites on A256 Sandwich Bypass / A258 Deal Road and A258 Deal Road W / E / S are presented in cluster 3. In the AM Peak, an increase of approximately 140 vehicles is demonstrated at the A256/A258 roundabout with the most significant increase being 45 vehicles (10%) from A258 Deal Road onto the A256 northbound. In the PM peak there are a total of 145 vehicles shown to travel through the A258 Deal roundabout, with the majority of movements turning from Deal Road east, southbound towards Deal town centre. This is the reverse of what is seen in the AM peak and reflect the tidal nature of commuter and school trips. Similarly, at the Deal Road roundabout, the PM trip generation reverses that of the AM peak and 10 additional trips are shown to turn right from A256 Deal Road northbound approach.

CLUSTER 4

8.4.11. Cluster 4 represents the forecast turning movements at the High Street / Church Street / Brooke Street / Mill Lane 5-arm junction within Eastry and presents the likely impacts on the turning flows as a result of incorporating the external Local Plan allocations.

8.4.12. In the AM peak, an increase of 2 vehicles is demonstrated with the most significant increase being shown travelling along High Street north before using Brooke Street, although this is only 2 vehicles it is a 9% increase when compared with the Do Minimum flows.

8.4.13. The PM peak shows an increase of 4 flows being the most significant (6%) travelling northbound along Lower Street and High Street.

CLUSTER 5

8.4.14. It is noted that cluster 5 contains only one key junction within Eythorne; whilst a request was originally made for a MCC to be undertaken at this location, the constraints at the junction meant it was only possible to undertake a separate ATC at each approach to the junction. The resulting impact of such means that whilst we are able to determine the increases to each approach, we are unable to calculate the increases to each specific turning movement as this is unable to be inferred from the ATC raw data.

8.4.15. The excel model for the AM demonstrates an increase of approximately 170 vehicles at this junction, with a 140 (72%) additional vehicles approaching from Church Hill. In the PM peak, 155 vehicles are forecast with 70 (45%) approaching from Church Hill a 78% increase in flow along the Church Hill westbound egress is evident.

CLUSTER 6

8.4.16. The impacts of the proposed Local Plan sites on Alkham Valley, and surrounding area, are presented in Cluster 6 for the AM and PM peak. There are few allocations south of Dover town centre and as such it is expected that the impacts of the proposed sites will be less significant in this area.

8.4.17. In the AM peak, an additional 65 vehicles are forecast to use the A260 Spitfire Way / White Horse Hill / A20 E junction; these movements are primarily vehicles turning on to or off of the A20. The A260 Canterbury Road / Alkham Valley Road presents an increase of 90 vehicles with most vehicles approaching from A260 northbound. A projected increase of 70 vehicles is shown at A20 WB on-slip/off-slip/A260 Canterbury Road / Alkham Valley road.

8.4.18. An additional 70 vehicles are forecast to use the A260 Spitfire Way / White Horse Hill / A20 E junction in the PM peak; similar to the AM peak, the majority of these movements are turning on to or off of the A20 eastbound. The A260 Canterbury Road / Alkham Valley Road demonstrates an increase of 100 vehicles with most vehicles turning from Alkham Valley Road onto A260 Canterbury Road southbound. The PM peak shows an increase of 75 vehicles at A20 WB on-slip/off-slip/A260 Canterbury Road / Alkham Valley road.

8.4.19. As with the Do Something, the Refined Do Something presents small changes between the Do Something and Do Minimum scenario due to the proximity of the external local sites to cluster 6, a summary detailing the key junctions which experience the greatest increases in traffic flows as a result of the Local Plan proposals are shown in **Table 8-7.**

Table 8-7: External Local Plan Allocations, Junction Impacts, Refined Do Something vs Do Minimum

	AM Peak		PM Peak	
	Actual Difference	% Difference	Actual Difference	% Difference
A257 High Street / Harrison Rd / B2046 High Street / A257 Canterbury Rd	207	9.70%	194	8.03%
B2046 Adisham Rd / Dorman Avenue	408	23.35%	370	17.90%
B2046 Adisham Rd / Spinney Lane	631	29.41%	536	24.24%
A257 / Sandwich Bypass / Ash Rd	173	4.36%	173	4.56%
Ramsgate Rd / Sandwich Bypass	168	4.31%	166	4.33%
A256 Sandwich Bypass / A258 Deal Rd / A256 (S)	136	4.82%	145	5.55%
A258 Deal Road W / E / S	103	4.65%	86	4.19%
High Street / Church Street / Brooke Street / Lower Street	11	2.69%	8	2.28%
Wigmore Lane / Shooters Hill / Shepherdswell Rd / Church Hill	167	20.34%	149	21.87%
A260 Canterbury Rd / Alkham Valley Rd	91	3.27%	97	3.83%

8.4.20. Comparing **Table 8-6** and **Table 8-7** generally there are reductions of flows within the main clusters modelled in the external modelling. It should be noted that Cluster 1 and Cluster 6 in the refined Do Something use the routing provided by Velocity consulting to ensure these are replicable with the Transport Assessment for developments in the Aylesham area, thus additional flows evident within these clusters are likely due to the rerouting.

9 RECOMMENDATIONS

9.1 INTRODUCTION

9.1.1. WSP were commissioned by Dover District Council (DDC) to undertake forecast transport modelling required to assess the Local Plan proposals. The assessment of the allocations will provide DDC and Kent County Council (KCC) evidence of the impacts that the proposed Local Plan sites will have on the existing highway network, specific junctions and assist in identifying potential mitigation measures required to support the allocations.

9.2 FINDINGS

9.2.1. Following a strategic assessment of potential Local Plan allocations, subsequent modelling of Whitfield Roundabout, Duke of York Roundabout and London Road / Manor Road roundabout has been undertaken in localised junction software to better determine and understand the impacts of the growth in demand from the Do Minimum and refined Do Something VISUM models on their future operation

9.2.2. The junction assessments have highlighted that the Whitfield roundabout is operating close to capacity in the Base year model and with any growth between 2015 and 2040 the roundabout exceeds capacity on three out of the five entry arms. It is noted that once the RFC hits 1 (capacity) the operation deteriorates exponentially due any additional demand joining the existing queues.

9.2.3. The Duke of York roundabout is shown to operate better in the PM peak than the AM peak however it is important to note that the re-routing of vehicles presented throughout Chapter 6 will be impacting the performance of the roundabout. In reality, a lot of the re-routing vehicles would use both Whitfield and Duke of York roundabouts if the capacity was improved.

9.2.4. The micro-simulation exercise has highlighted that the junction of Manor Road with London Road in Deal is likely to exceed capacity at current forecast flow growths and the further flow growth from the Refined Do Something scenario. Each approach to the roundabout shows some significant deterioration in performance, whilst Rectory Road, also shows significant growth in flows and queues, implying some wider strategic re-routing towards Deal.

9.3 FURTHER RECOMMENDATIONS

9.3.1. In between Regulation 18 and Regulation 19, WSP intend to work with DDC, KCC and HE to develop mitigation scenarios for the Whitfield and Duke of York roundabouts to seek to improve the overall capacity and operation of these junctions. Mitigation in these locations would also seek to encourage traffic that is currently re-routing away from the strategic network and onto minor country roads, back through these junctions to limit impacts seen elsewhere on the strategic and local network.

9.3.2. Once a suitable mitigation strategy has been developed and agreed with DDC, the junctions 9 models will be re-run to assess the performance of Whitfield Roundabout and Duke of York Roundabout at a localised level. Following discussion of the results, it is then advised that a refined Do Something with mitigation scenario is run in VISUM to determine the impacts of modelling the draft Reg18 Local Plan site allocations with upgraded schemes at Whitfield and Duke of York. This mitigation assessment will enable DDC to determine if any subsequent local junction modelling needs to be undertaken and whether additional mitigation needs to be considered to support the delivery of the Local Plan.

9.3.3. It is also noted that the forecast scenarios presented throughout this Draft Reg18 Local Plan site allocations Forecasting Reporting, do not currently consider any modal shift assumptions such as the introduction of the Bus Rapid Transit (BRT) or any long-term travel behaviour changes which could remain in the district after the coronavirus pandemic. Mitigation of this kind could help to relieve congestion at the London Road / Manor

Road mini-roundabout which is more constrained by existing network layout and would be useful to assess within the 2040 refined Do Something strategic models.

Appendix A

HOUSING COMPLETIONS

Public

Housing Completions

WSP ID	Application Number	Site Address	Household Completions since 2015
S_2000	13/00798	97 & 97A High Street, Wingham	2
S_2001	16/01115	Lenacre Court Farm, Lenacre Lane, Whitfield,	2
S_2002	18/01350	North Court Cottage, West Stourmouth	1
S_2003	16/01161	Bisley Nursery, The Street, Worth	8
S_2004	15/01133	Phase 1, B1, Part 2, Aylesham Village Expansion, Aylesham, CT3 3BW (Persimmon Homes)	93
S_2005	15/01225	Land adjoining Mill Field, New Street, Ash, CT3 2BD	10
S_2006	16/00968	Land at West Side, Westside, East Langdon, CT15 5JG	10
S_2007	16/00521	Land east of 1 & 2, Woodnesborough Lane, Eastry, CT13 0DX	12
S_2008	17/00468	Site at 3 Malvern Meadow, Temple Ewell	1
S_2009	13/00261	Former Barwick Site, Coombe Valley Road, Dover, CT17 0EY	24
S_2010	16/00172	6 Park Avenue, Dover,	1
S_2011	17/00054	Site at King Lear PH, Old Folkestone Road, Aycliffe	8
S_2012	18/00596	9 St James Street, Dover	1
S_2013	17/01502	11 Maison Dieu Place	1
S_2014	17/01498	Land to the rear of 48 Valley Road & Fronting Beresford Road, River	1
S_2015	17/01360	28 Priory Hill	2
S_2016	17/00903	1st, 2nd & 3rd floors, Riverside, 27 Castle Street, Dover	3
S_2017	17/00489	Site at Kingdom Hall, North Military Road, Dover	4
S_2019	16/01034	Land adjacent to 36 Westside, East Langdon, CT15 5JG	1
S_2021	16/01249	Red Lion PH, Kingsdown Road, St Margaret's-at-Cliffe	1
S_2022	15/00490	Upper Freedown, Kingsdown Road, St Margaret's at Cliffe	2
S_2023	17/00698	Limes Business Centre, 6 Broad Street, Deal	1
S_2024	14/00852	22 Harold Road, Deal	1
S_2025	17/01400	297 London Road, Deal	1
S_2026	16/00282	Land adjacent to Wychway, The Rise, Kingsdown	1
S_2027	17/00268	Forge House & land rear of Dover Road, Ringwould	1
S_2028	18/00106	Hygeia, 106 Wellington Parade, Kingsdown	1
S_2029	17/00383	Land at and adjoining Gillows, Hawksdown, Walmer	1
S_2030	17/00648	32 Station Road, Walmer	1
S_2031	17/00450	Railway Hotel, 85 Station Road, Walmer	7
S_2032	11/00430	35 Ark Lane, Deal	1
S_2034	13/00972	Part of, 86 Liverpool Road, Walmer, Deal	1
S_2035	14/00556	Folly Cottage, 14 High Street, Wingham	1
S_2036	15/00292	Red Lion, Canterbury Road, Wingham	2
S_2037	16/00666	1 The Old Fairground, High Street, Wingham	1
S_2038	17/01382	64-65 High Street, Wingham	-1
S_2039	17/00548	Land adjacent to the White Horse, Church Hill, Eythorne	2
S_2040	17/01392	Preston Garage, The Street, Preston	1

WSP ID	Application Number	Site Address	Household Completions since 2015
S_2041	15/00821	Former Nursery and Builders Yard, The Forstal, Preston	2
S_2043	16/00212	Barn at Barton Farm, Westmarsh, Ash,	1
S_2044	17/00731	The Diary, Drove Farm, Drainless Road, Eastry	1
S_2045	14/00642	Hammill Brickworks, Hammill, Woodnesborough	20
S_2046	15/00323	Barn and Stables at Saunders House, Saunders Lane, Ash	1
S_2047	17/00702	Land Fronting, 92A The Street, Ash	1
S_2048	17/01418	30/32 The Street, Ash	1
S_2049	16/00874	The Black Barn, Hoaden Court Farm, Overland Lane, Ash	1
S_2050	17/00003	Orchard Lea, The Street, Staple	1
S_2051	16/01191	Orchard Lea, The Street, Staple	2
S_2052	17/01534	Land adjoining Fairways, Beacon Lane, Woodnesborough	1
S_2053	18/01246	37 The Street, Ash	1
S_2054	18/00041	31 Dorman Avenue North, Aylesham	1
S_2056	18/00765	Church Farm, Church Lane, West Langdon	4
S_2057	18/00658	Caravan Plot 4, Rose Garden, Hay Hill	2
S_2058	05/01375	No 1 & land adjoining North Barrack Road, Walmer	4
S_2059	10/00022	39 Adelaide Road, Elvington	2
S_2060	10/01143	Sundown, 15 Watersend, Temple Ewell	1
S_2061	11/00173	11A Archers Court Road, Whitfield	1
S_2062	10/01132	Former Car Sales site, St Martins Yard, East Side, Lorne Road, Dover	17
S_2063	11/00985	80-81 London Road, Dover	2
S_2064	12/00770	Land Between 82 - 92, Wellington Parade, Walmer, CT14 8AD	2
S_2065	13/00424	Land adjoining 1 Ingleside Cottages, Gore Lane, Eastry, CT13 0ED	2
S_2066	13/00669	25 Cannon Street, Deal CT14 6QA	2
S_2067	14/00157	9 & 10 Mansion Gardens & Land at DHB Club, Port Zone, Willingdon Road, Whitfield	1
S_2068	14/00367	Upper floors, 1 & 2 Church Street, Dover	1
S_2069	14/00190	134-135 Snargate Street, Dover	3
S_2070	13/00945	Land between Deal & Sholden, Church Lane, Sholden, Deal (Timperley Place)	230
S_2071	14/00343	Land adjoining 49 Balmoral Road, Kingsdown	1
S_2072	14/00534	Land rear of Fire Station, Reach Road, St Margaret's at Cliffe	1
S_2073	13/01099	149-156 Snargate Street, Dover	9
S_2074	14/00729	Land rear of 16 Gore Terrace, Eastry	1
S_2075	14/00637	Clooneavin, Victoria Road, Kingsdown	1
S_2076	13/01115	Rear of 44 Salisbury Road & fronting Park Avenue, Dover	1
S_2077	14/01059	The Stable Block, adj to Great Knell Farm Cottage, Knell Lane, Ash	1
S_2078	14/01018	Knapp Cottage, Old Park Hill, Dover, CT16 2GR	2
S_2079	15/00205	Land r/o 14 - 16 Sandwich Road, Whitfield	3
S_2080	15/00174	Site at St Andrew's Rectory, London Road, Dover, CT17 0TF	1

WSP ID	Application Number	Site Address	Household Completions since 2015
S_2081	15/00636	42 The Strand, Walmer, CT14 7DX	2
S_2082	15/00471	215 London Road, Dover, CT17 0TD	2
S_2083	15/00120	Hope Inn, High Street, St Margaret's at Cliffe, CT15 6AT	6
S_2084	15/00557	1 & 3 Lower Rowling Cottages, Rowling, Goodnestone, CT3 1PU	3
S_2085	15/00652	Land adjacent to Sagana Lodge, Gore Lane, Eastry, CT13 0ED	1
S_2086	15/00947	Beulah House, 94 Crabble Hill, Dover, CT17 0SA	3
S_2087	15/00482	Guy's Cliff, Chalk Hill Road, Kingsdown, CT14 8DP	2
S_2088	15/00896	Worth Depot, Deal Road, Worth, CT14 0BQ	1
S_2089	15/01142	Land adjacent to 129 Mill Hill, Deal, CT14 9JB	1
S_2090	15/01234	The Yard, 109 Station Road, Walmer, CT14 7RL	1
S_2091	15/01004	Phase 1, B1 Part 1, Aylesham Village Expansion, Aylesham (Persimmon Homes)	71
S_2092	16/00078	Site at No.s 7-9, Templar Road, Temple Ewell, CT16 3DL	1
S_2093	16/00328	The Retreat, Old Roman Road, Martin Mill, CT15 5JY	1
S_2094	15/00926	105 Mill Hill, Deal, CT14 9ER	2
S_2095	16/00214	Land at Warden House Mews, Deal, CT14 9WD	1
S_2096	16/00284	Church Hall, Stanley Road, Deal, CT14 7BT	1
S_2097	16/00503	38 Cherry Tree Avenue, Dover, CT16 2NL	1
S_2098	16/00009	62 Nursery Lane, Whitfield, CT16 3EX	1
S_2099	16/00702	Coach House, Old Downs Farm, Guilford Road, Sandwich Bay, CT13 9PF	2
S_2100	15/00639	Old School & Curfew House, Kingsdown Road, St. Margaret's-at-Cliffe, CT15 6AZ	3
S_2101	16/00781	Land Opposite Forstal Cottage, The Forstal, Preston, CT3 1DT	1
S_2102	16/00540	The Old Butchers, 31 High Street, Wingham, CT3 1AB	3
S_2103	15/00730	Land adjacent to 53, Church Path, Deal, CT14 9TH	1
S_2104	16/00403	11 Vale View Road, Aylesham, CT3 3DB	1
S_2105	16/00041	Pilgrims Nook, Willow Woods Road, Sutton, CT15 5BH	4
S_2106	16/00849	18 Salisbury Road, Dover, CT16 1EU	3
S_2107	16/00966	14 Norman Street, Dover, CT17 9RS	2
S_2108	16/00867	91-95, Folkestone Road, Dover, CT17 9SD	9
S_2109	16/01017	Hillside, Collingwood Road, St. Margaret's-at-Cliffe, CT15 6EX	2
S_2110	16/01174	Land Adjoining Nemesis, Queensdown Road, Kingsdown, CT14 8EF	1
S_2111	16/01011	Rosehurst, 162 Church Path, Deal, CT14 9TU	6
S_2112	16/01142	3 The Conifers, Cross Road, Walmer, CT14 9FZ	1
S_2113	16/00980	20 The Marina, Deal, CT14 6NG	3
S_2114	16/00594	180 London Road, Deal, CT14 9PT	3
S_2115	16/01334	161 Snargate Street, Dover, CT17 9BZ	1
S_2116	16/01418	26, 28 and 30, Fisher Street, Sandwich, CT13 9EJ	2

WSP ID	Application Number	Site Address	Household Completions since 2015
S_2117	16/00866	Townsend Paddock, Townsend Farm Road, St. Margaret's-at-Cliffe, CT15 6JJ	6
S_2118	16/01417	Site at Cressener's, Gore Lane, Eastry, CT13 0LN	1
S_2119	16/01125	Dene Cottage, Meadow View Road, Shepherdswell, CT15 7PL	1
S_2120	16/01433	32 Orchard Avenue, Deal, CT14 9RW	2
S_2121	16/01315	Land to the rear of 39 & 41 including access strip, New Street, Ash, CT3 2BH	2
S_2122	17/00014	1 & 2 North Corner Cottages, Saddlers Hill, Goodnestone	1
S_2123	16/01268	Barn at Deerson Farm, Deerson Lane, Preston, CT3 1EX	1
S_2124	16/01119	Land adjacent to Marshlands, Jubilee Road, Worth, CT14 0DT	2
S_2125	16/01317	Land adjacent to 1 Church Farm Cottages, Jubilee Road, Worth	2
S_2126	17/00313	Unit 3, West View Farm, Cop Street Road, Ash	2
S_2127	17/00004	Doctors surgery, 13a Queen Street, Deal	3
S_2128	17/00073	Land to the rear of 100 and access, Church Lane	2
S_2129	17/00533	14 De Burgh Hill, Dover	2
S_2130	16/00994	47 Castle Street, Dover	1
S_2131	17/00325	Land rear of 22 St Leonards Road, Deal	1
S_2132	17/00832	Land at Belvedere Gardens, Deal	1
S_2133	16/01396	Queen Street Surgery & Access 13a Queen Street, Deal	5
S_2134	17/00294	Land adjacent to Oak Farm Barn, The Street, Preston	1
S_2135	17/00583	Land adj to 2 Ottawa House, Dover	1
S_2136	17/00411	Site at 279 St Richards Road, Deal	1
S_2137	17/00276	108 Maison Dieu Road, Dover	1
S_2138	16/00472	Land adjacent to 17 Downs Close, East Studdal, CT15 5BY	1
S_2139	17/01359	8 Gerald Palmby Court, Western Road, Deal	1
S_2140	07/00098	Site of King Lear PH, Old Folkestone Road, Aycliffe	12
S_2141	09/00873	Land at Golf Road/Cannon Street, Deal	13
S_2142	11/00127	45 Granville Road, St Margaret's Bay	1
S_2143	11/00887	Site at 3 Herschell Road East, Walmer	1
S_2144	12/00329	Ronaldene, Ellens Road, Deal, CT14 9JJ	1
S_2145	12/00476	41 Stanhope Road, Deal, CT14 6AD	1
S_2146	10/01065	Land North East of Sandwich Road (A258) and North West of Sholden New Road, Sholden (Sholden New Fields)	71
S_2147	13/00132	9-15 Station Road, Walmer, Deal, CT14 7QR	2
S_2148	13/00700	8 St Georges Passage, Deal, CT14 6TA	2
S_2149	13/00195	Chitty's Mill, Lower Mill Lane, Deal, CT14 9AG	1
S_2150	13/00779	Workshop Adjacent to, Northcote Road, Deal, CT14 7BZ	1
S_2151	13/00370	St Giles Cottage & Access, Old Folkestone Road, Aycliffe, Dover, CT17 9HB	12
S_2152	13/00607	Site at Phase 1A - Whitfield Urban Extension, Whitfield, Dover (Abbey Homes)	63
S_2153	14/00233	2 The Old Fairground, High Street, Wingham	1
S_2154	14/00249	Site at 144 Canterbury Road, Lydden	2
S_2155	14/00301	Land at corner of Beaconsfield Road and Millais Road, Dover	4
S_2156	13/00962	Rear of St Mary's Meadow, Wingham	1
S_2157	14/00432	137 Folkestone Road, Dover	4

WSP ID	Application Number	Site Address	Household Completions since 2015
S_2158	13/01044	Land rear of and 59 New Street, Sandwich	1
S_2159	14/00320	Gregory's Yard, rear of 67 High Street, Wingham	4
S_2160	14/00245	The Follies, Downs Road, East Studdal	1
S_2161	14/00912	Site rear of 15 Bewsbury Crescent, Whitfield	1
S_2162	14/00909	43 Swaynes Way, Eastry	1
S_2163	14/00913	Julia, Overland, Ash	1
S_2164	14/00021	Land rear of Palmerston, Lighthouse Road, St Margaret's Bay	1
S_2165	14/01146	Land adjacent to 162 Mongeham Road, Deal	1
S_2166	14/01207	Site adjacent to 9 Orchard Avenue, Deal	1
S_2167	15/00083	Land at Elm Farm House, Archers Court Road, Whitfield	3
S_2168	14/01014	Site at Garden House, Kingsdown Hill, Kingsdown, CT14 8EA	1
S_2169	15/00164	April Cottage, Ellens Road, Deal, CT14 9JJ	1
S_2170	15/00193	Beggars Leap, Lower Mill Lane, Deal, CT14 9AG	1
S_2171	15/00388	27 Victoria Road, Deal, CT14 7AS	1
S_2172	14/00910	Former Site of Powell Print, 57 Coombe Valley Road (Care Home)	1
S_2173	15/00423	21 Market Street, Sandwich CT13 9DA	4
S_2174	15/00502	The Ark, Short Street, Chillenden, CT3 1PR	1
S_2175	15/00581	Longmete Barn, Longmete Road, Preston, CT3 1EY	1
S_2176	15/00296	Site R/O The Shrubbery, St Margarets Road, St. Margaret's Bay, CT15 6EQ	1
S_2177	15/00662	Land r/o 37 Eythorne Road and fronting The Glen, Shepherdswell, CT15 7PG	1
S_2178	15/00196	Land between 115 & The Vineries, New Street, Ash, CT3 2BW	1
S_2179	15/00712	44 Salisbury Road, Dover, CT16 1EY	1
S_2180	15/00797	Site of the former Woodnesborough Village Hall, The Street, Woodnesborough, CT13 0NQ	1
S_2181	15/00946	R/O 19 St Marys Meadow, Wingham, CT3 1DF	1
S_2182	15/01240	Land to the rear of 100, Church Path, Deal, CT14 9TJ	1
S_2183	15/01122	157 & 158 London Road, Dover, CT17 0TG	1
S_2184	16/00310	The Spa Barn, Wallets Court Hotel, Dover Road, St. Margaret's-at-Cliffe, CT15 6EW	1
S_2185	16/00385	117-120, Snargate Street, Dover, CT17 9DA	4
S_2186	16/00370	199 London Road, Dover, CT17 0TF	1
S_2187	13/01037	Snowdown Working Men's Club, Snowdown, Aylesham,CT15 4JL	8
S_2188	15/00327	Site at, 43 Dola Avenue, Deal, CT14 9QH	9
S_2189	16/00668	5 Ranelagh Road, Deal, CT14 7BG	1
S_2190	16/00860	Grosvenor Mansions, including, 1-11 Queen Street, Deal, CT14 6ET	6
S_2191	16/00951	45 Castle Street, Dover, CT16 1PT	1
S_2192	15/01167	Land at and land rear of 104-106, Church Lane, Deal, CT14 9QL	12
S_2193	16/01306	Old Stables, East Side Farm, The Street, East Langdon, CT15 5JF	1
S_2194	04/00261	Land at 89 Northwall Road, Deal	5
S_2195	09/01187	Former Motorline Site, Coombe Valley Road, Dover	17
S_2196	11/00965	Land West & South of Stoneleigh & Village Hall, The Street, Woodnesborough	24
S_2197	12/00045	Site R/O, Old Park Close, Dover	9
S_2198	12/00311	Land adjacent 223C, Mill Road, Deal, CT14 9BQ (Former South Deal County Primary School)	11

WSP ID	Application Number	Site Address	Household Completions since 2015
S_2199	13/00309	Land rear of 19-37 Woodnesborough Road, Sandwich, CT13 0AA	2
S_2200	14/00611	Land at Station Road, St Margaret's at Cliffe	3
S_2201	14/01192	Lasletts Yard, Marshborough Road, Woodnesborough, CT13 0PE	12
S_2202	04/00938	Prince of Wales House, Princes Street, Dover	20
S_2203	08/00750	1 Dickson Road, Dover	1
S_2204	09/00930	Quarterdeck and 37 Beach Street, Deal	14
S_2205	10/01069	Elvington Working Mens Club, Chaucer Road, Elvington	3
S_2206	11/00214	29 Crabble Hill, Dover	1
S_2207	11/00319	126-128 London Road, Dover	2
S_2208	11/00361	55 Westcourt Lane, Shepherdswell	1
S_2209	11/00639	30-30a Mill Hill, Deal	5
S_2210	11/00787	25 High Street, Dover	2
S_2211	12/00032	223 St Richards Road, Deal, CT14 9LF	2
S_2212	12/00112	Land Adjoining Bay Hill House, The Droveway, St. Margaret's Bay, CT15 6DJ	1
S_2213	12/00128	Land Rear of 147, London Road, Dover, CT17 0TG	1
S_2214	12/00234	Land R/O 124 Church Path, Deal, CT14 9TN	1
S_2215	12/00443	8 Clarendon Place, Dover, CT17 9QB	2
S_2216	12/00541	The Nursery, Minnis Lane, River, Dover, CT15 7DN	1
S_2217	12/00700	Blue Berries Early Centre and Education Centre, 10 Dover Road, Sandwich	10
S_2218	12/00730	Cardrona, Minnis Lane, River, Dover, CT17 0PT	1
S_2219	12/00828	Part of 223A Telegraph Road, Deal, CT14 9DU	1
S_2220	12/00873	St Ives, New Road, Eythorne, CT15 4DF	1
S_2221	13/00030	Site R/O 273 & 275 & Access, St Richards Road, Deal, CT14 9LF	1
S_2222	13/00070	Charlton Centre, High Street, Dover, CT16 1TT	14
S_2223	13/00095	Wheelwrights Arms P.H., Chaucer Crescent, Dover, CT16 2BN	4
S_2224	13/00211	23 Cherry Tree Avenue, Dover, CT16 2NL	1
S_2225	13/00406	Sampson Court, Mongeham Road, Deal, CT14 9PX	81
S_2226	13/00522	Bede and Dunstan Houses, College Road, Deal, CT14 6DA	16
S_2227	13/00789	Part of Orchard House, Egerton Road, Temple Ewell, Dover, CT16 3AF	1
S_2228	13/00918	Site rear of 38 & 42 St Patricks Road & fronting Western Road, Deal	1
S_2229	13/00921	12-14, Castle Street, Dover, CT16 1PW	8
S_2230	13/00926	Land adjacent 28 Priory Hill, Dover, CT17 0AA	1
S_2231	13/01004	Site next to, 3 Warwick Road, Walmer, Deal, CT14 7HT	2
S_2232	13/01008	St John's Ambulance Hall, Mill Hill, Deal	10
S_2233	13/01059	Land rear of 22-24 Mill Hill, Deal CT14 9EN	4
S_2234	14/00072	Old Rectory Residential Home, Sandwich Road & 2, Gardners Close, Ash	2
S_2235	14/00082	10-12 South Court, Deal	3
S_2236	14/00143	site adjacent to Greenleaves, Kingsdown Hill, Kingsdown	1
S_2237	14/00201	120 Sandown Road, Deal	1
S_2238	14/00357	Land adjoining 52 Salisbury Road,St Margaret's Bay	1
S_2239	14/00389	70 Liverpool Road, Walmer	1
S_2240	14/00420	12 & 12A Delf Street, Sandwich	3

WSP ID	Application Number	Site Address	Household Completions since 2015
S_2241	14/00442	The Bull Inn, High Street, Eastry	1
S_2242	14/00481	31 Kings Avenue, Sandwich Bay, Worth	1
S_2243	14/00493	Hope Inn, 144 Canterbury Road, Lydden	1
S_2244	14/00593	18A Beauchamp Avenue, Deal	1
S_2245	14/00623	4 St George's Passage, Deal	1
S_2246	14/00725	Finchley Farm, Overland, Ash	1
S_2247	14/00740	Hazeldene, Alkham Valley Road, Alkham	1
S_2248	14/00821	13 Westcourt Lane, Shepherdswell, Dover, CT15 7PT	1
S_2249	14/00853	Pine Cottage, Manor Avenue, Deal	1
S_2250	14/01006	Land rear of 82-84 Canterbury Road, Lydden	1
S_2251	14/01060	Land at 65 Eythorne Road, Shepherdswell	1
S_2252	14/01090	107 London Road, Temple Ewell, Dover, CT16 3BY	4
S_2253	14/01118	61 Canterbury Road, Lydden, CT15 7ET	1
S_2254	14/01215	Stables, The White House, Sandwich Road, Eastry	1
S_2255	15/00073	Land Rear of Cranbrook, Dover Road, Guston, Dover, CT15 5EN	4
S_2256	15/00132	Land Between 17 - 23, Cross Road, Deal, CT14 9LB	2
S_2257	15/00158	26 Dorset Gardens, Walmer, CT14 7SS	1
S_2258	15/00192	First & Second Floors, 60 Castle Street, Dover, CT16 1PJ	2
S_2259	15/00206	31 College Road, Deal, CT14 6DD	1
S_2260	15/00245	Land to the rear of 84 & 86, Church Lane, Deal, CT14 9QL	2
S_2261	15/00261	27-29, Coombe Valley Road, Dover, CT17 0TT	2
S_2262	15/00333	2 The Old Print House, Russell Street, Dover, CT16 1PX	1
S_2263	15/00348	6 Sondes Road, Deal, CT14 7BW	2
S_2264	15/00522	Units 2A & 2B, West View Farm, Cop Street, Ash, CT3 2DN	1
S_2265	15/00575	134 - 135, Snargate Street, Dover, CT17 9DA	1
S_2266	15/00766	1A Erith Street, Dover, CT17 0EJ	1
S_2267	15/01223	10 Tower Hamlets Road, Dover, CT17 0BJ	1
S_2268	19/00845	Land rear of 32 Cannon Street, Deal ,CT14 6QA	1
S_2269	19/00735	12 Albert Road ,CT16 1RD	1
S_2270	19/00720	Mobile Home, 155 Mongeham Road ,CT14 9LL	1
S_2271	19/01510	The Old Railway Station, Mobile Home, Canterbury Road,CT3 1NH	1
S_2272	19/01265	Land west of Highlands, Ringwould Road ,CT14 8DJ	1
S_2273	16/00502	Land off Ark Lane, Deal ,CT14 6PX	23
S_112	07/01081	Aylesham Village Expansion, Aylesham	173
S_113	16/00180	Aylesham Village Expansion, (Phase1B), Aylesham (Barratt Homes)	253
S_114	16/00985	Phase 1B2 & IB3 Aylesham Village Expansion, Aylesham (Persimmon Homes)	96
S_116	15/00878	Phase 1 & Sub Phase 1A, WUE (land south east of Archers Court Road, Whitfield) (Phillip Jeans - Richmond Park)	89
S_122	06/01455	Buckland Paper Mill, Crabble Hill, Dover	8
S_124	15/00256	Land at Salvatori, North and South of Grove Road, Preston, CT3 1EF (Preston Grange)	61
S_125	18/00199	Land on the north east side of Grove Road, Preston	2
S_133	15/00525	Land south of New Dover Road, Capel-le-Ferne (Jarvis Homes)	15
S_136	16/00017	Land at North Barrack Site, (East Section) Trafalgar Drive	4
S_143	16/01161	Bisley Nursery, The Street, Worth	9

WSP ID	Application Number	Site Address	Household Completions since 2015
S_170	15/00638	Land at Upton House, 4 Mill Lane, Shepherdswell	2
S_183	16/00055	The Wilderness and The Former All Saints Church, Church Lane, West Stourmouth, CT3 1HS	1
S_202	16/00947	24 Westcourt Lane, Shepherdswell, CT15 7PT	1
S_205	16/01384	Deaconland Farm, Deacon Lane, Preston, CT3 1HN	1
S_241	17/00267	Land adjoining Sunhillow, Gore Road, Eastry	2
S_302	16/01444	Land adjacent to The Caravan, Westcourt Lane, Shepherdswell	2
S_345	18/00382	Old Barn House, Townsend Farm Road, St Margarets at Cliffe	1
S_410	18/00950	313 Dover Road, Walmer	1
Total			**2,097**

Appendix B

EMPLOYMENT COMPLETIONS

Public

Employment Completions

WSP ID	Application Number	Site Address	Employment Land Use	Area Completed since 2015 (sqm)	Job Completions since 2015*
E_1009	15/00049	Site adjacent to Visitor Centre, Langdon Cliffs	SG	73	1
E_1012	15/00429	Carers' Support (Canterbury, Dover & Thanet), 80, Middle Street	B1a	25	2
E_1015	15/00947	Beulah House, 94 Crabble Hill	C1	-8	-4
E_1017	15/00929	The Old Colliery, Staple Road	B1a; B2; B8	-681	-15
E_1019	16/00152	4 Priory Street	B1a	-63	-5
E_1020	16/00323	The Old Lantern, The Street	A4	7	0
E_1023	16/00284	Church Hall, Stanley Road	D2	-166	-2
E_1024	16/00645	Premier Inn Hotel, Marine Court, Marine Parade	C1	26	13
E_1026	16/00820	Recording Studio, Kent International campsite,	B1a	9	1
E_1028	16/00898	9 Biggin Street	A2; SG		-1
E_1034	17/00065	9 Biggin Street	B1a	-85	-7
E_1041	17/00136	The Rose Hotel, 91 High Street	A4	8	0
E_1044	17/00448	Former Old Chapel Tea Shop, Sea Street, St Marg's	D1	-96	-1
E_1053	17/00305	Land to the south of Honeywood Parkway, WCBP	D2	5700	81
E_1057	17/00698	The Limes Business Centre, 6 Broad Street	B1a	-91	-8
E_1060	17/00823	Land south side of Honeywood Parkway WCBP	B8	5040	65
E_1061	17/01037	115 High Street	A1; D1		-4
E_1063	17/01023	Aylesham Welfare Leisure Centre, Spinney Lane	D2	15	0
E_1066	17/01106	Tilmanstone Salads, Millyard Way	B8	60	1
E_1068	17/01143	Cowshed, Finchley Farm, Overland	A2	65	4
E_1073	17/00776	The Qube, St Radigunds Road	D2	-2440	-35
E_1075	17/01267	Site north side of Walmer Scout Hut, Marine Road	A1	36	2
E_1076	17/01304	15 Castle Street, Dover	A2	-148	-9
E_1077	17/01382	64-65 High Street	A2	80	5
E_1079	17/01336	74-94, High Street	A1; D2		-87
E_1080	17/01098	50 & 51 Biggin Street	A1	-48	-3
E_1087	17/00903	1st & 2nd floors riverside, 27 Castle Street, Dover	B1a	-165	-14
E_1090	17/01121	Dublin Man of War PH, Lower Road, River	A4	-140	-8
E_1094	18/00356	7 Market Square (Dickens Corner)	A3	-52	-3
E_1095	18/00453	6 Bench Street	A1; SG		-4
E_1096	17/01447	Land at Vicarage Lane, Tilmanstone CT14 0JG	D2	-57	-1
E_1097	18/00042	The Drill Hall, The Quay	A3	505	29
E_1103	18/00438	Valeside Services B3, Unit B2B, The Old Boatyard, Sandwich Industrial Estate	SG	221	4
E_1111	18/00455	7 Castle Street	A2	-155	-10
E_1113	18/00596	9 St James Street	A2	-200	-13
E_1114	18/00068	McDonalds Restaurant, Sandwich Road	A5	66	4
E_1115	18/00668	The Firs, 114 Dover Road	D1	-250	-3
E_1117	18/00185	Megger Ltd, Archcliffe Road	B8	-608	-8
E_1121	18/00670	140 West Street	B1a	-62	-5
E_1126	18/00502	104-106 High Street	A1	-84	-5
E_1129	18/00899	Former Co-op Store, 55-61 Castle Street	A1; B1a; B8; D2	-1	-40
E_1134	18/00538	63-65 Sandwich Road	B1_B8; D1	497	6
E_1135	18/00941	Instro-Precision Site, Discovery Park, Ramsgate Road	B2	28	1
E_1136	18/00692	Land & garages rear of & including 4 & 5 The Droveway, St Margarets Bay	A1	-79	-5
E_1145	18/01084	Co-op Foodstore, Park Street	A1	-1964	-112
E_1147	18/01078	1 The Droveway, St Margarets Bay CT15 6DH	A1; A3; A4		0
E_1151	18/01246	37 The Street	A5	-54	-3
E_1152	18/01187	52 Middle Street, Deal, CT14 6HT	A1; A3	-94	-5
E_1156	18/00966	8 Odo Road, Dover	A1	8	0
E_1157	19/00040	39A King Street, Sandwich CT13 9BL	A1; A3	-62	-4

WSP ID	Application Number	Site Address	Employment Land Use	Area Completed since 2015 (sqm)	Job Completions since 2015*
E_1159	18/01378	Ashen Tree House, Ashen Tree Lane	D1	-137	-1
E_5000	12/00218	Baypoint Club, Ramsgate Road	A3; D2	201	6
E_5001	13/00574	143-144, Snargate Street	A1	123	7
E_5003	14/00190	134 - 135, Snargate Street	A2	-290	-18
E_5004	14/00441	The Bull Inn, High Street	A4	-465	-27
E_5005	14/00524	24, Dover Road	A1	8	0
E_5006	14/00493	Hope Inn, 144, Canterbury Road	A4	-29	-2
E_5007	14/00689	152, High Street	A1; A3	40	2
E_5008	14/01140	Former Public Conveniences, Beach Street	A3	57	3
E_5009	15/00304	7 Park Place, Dover	A4	37	2
E_5010	15/00274	Curfew Cottage, Sea Street	A3	12	1
E_5011	15/00050	8 Park Place, Dover	A3; SG		3
E_5012	15/00271	Barn at Adelaide Farm House, Sandwich Rd	A1; B8		2
E_5013	15/00411	352 Dover Rd, Walmer	A3	20	1
E_5014	10/01069	Elvington Working Mens Club, Chaucer Road	A4	-550	-31
E_5015	15/00474	47 Strand Street & 37 Harnett St	A3	56	3
E_5018	15/00897	29 Strand Street	A1; D2		0
E_5019	15/00575	134 - 135 Snargate Street	A2	-83	-5
E_5020	15/01117	41 High Street, Dover	A1; D1		-8
E_5021	13/01044	Land rear of & 59, New Street	A2	-60	-4
E_5023	15/01122	157 & 158 London Rd, Dover	A1	-61	-3
E_5024	13/00319	Units 2, 3 and 4, Millyard Way	B1c; B2; B8	1206	30
E_5025	13/01059	Land rear of 22-24, Mill Hill	B8	-240	-3
E_5026	14/00549	The Old Harbour Station, Elizabeth Street	B1a; D1	277	209
E_5027	14/01012	Saxon House, Willingdon Road, Port Zone, Old Park Estate	B1a	153	13
E_5028	14/01084	Unit 4, Covert Road	B8	12853	99
E_5029	15/00152	Priority Freight, Units 6 -7, Menzies Rd, Old Park, Whitfield	B1a	128	11
E_5030	15/00130	Site at Intercorp, Broad Lane	B8	988	13
E_5031	15/00314	2 Waterworks Cottage, Waterworks Lane	B1a; B8	38	1
E_5032	15/00529	Part 2nd Floor, Maybrook House, Queens Gardens	B1a; D1		-14
E_5033	15/00522	Units 2a & 2b West View Farm, Cop St	B1	-182	-5
E_5034	15/00348	6 Sondes Road	B1a	-38	-3
E_5035	14/00301	Land at corner of Beaconsfield Road and Milais Road	B8	-150	-2
E_5036	14/00320	Gregory's Yard, r/o, 67, High Street	B8	-550	-7
E_5037	15/00388	27 Victoria Road (floorspace approx)	B1a	-94	-8
E_5038	14/00910	Former site of Powell Print, 57 Coombe Valley Road	B1a	-708	-61
E_5039	11/00333	Denton Village Hall, Bakery Lane	D1	32	0
E_5040	12/00966	Gazen Salts Recreation Ground, Strand Street	D2	54	1
E_5041	13/00355	Kingsdown International Scout Camp, The Avenue	D2	96	1
E_5042	13/00790	36, 37 and 38, London Road	D2	25	0
E_5043	13/00879	Downs Sailing club, The Strand	D2	64	1
E_5044	11/00965	Land West & South of Stoneleigh & Village Hall, The Street	D1	230	2
E_5045	12/00700	Blue Berries Early Care and Education Centre, 10, Dover Road	D1	-1208	-12
E_5046	14/00569	Deal Town Football Club, St Leonards Road	D2	55	1
E_5047	14/00985	Market Place Surgery, Cattle Market	D1	207	2
E_5048	14/01090	107, London Road	D1	-100	-1
E_5049	15/00764	30 Victoria Road	D1	13	0
E_5050	15/01026	30 Mill Hill	D2	19	0
E_5051	15/00798 15/00797	Site of Woodnesborough Village Hall, The Street, Woodnesborough	D2	-185	-3
E_5052	15/00441	The White Horse, Church Hill	C1	5	3
E_5053	09/00930	Quarterdeck and 37, Beach Street	A1; A3	522	30
E_5054	14/00195	139, Folkestone Road	A1; B8	455	18
E_5055	14/00378	Land off Honeywood Parkway, White Cliffs Business Park	A3	246	14

WSP ID	Application Number	Site Address	Employment Land Use	Area Completed since 2015 (sqm)	Job Completions since 2015*
E_5056	07/01081	Aylesham Village, Kent, Spinney Lane and Cooting Road, Area banded to the north by B2046 public footpath EE286A	A1	477	27
E_5057	14/00358	Wingham Wildlife Park, Rusham Road	SG	1510	25
E_5058	14/00634	Dover Ford Garage, Crabble Hill	SG	10	0
E_5059	15/01036	Land adjacent to Lime Kiln R/D	SG	75	1
E_5060	13/00907	St James's Site (DTIZ) between Townwall Street, Castle Street/King Street, Russell Street, Woolcomber Street	A1; A3; B1a; D2	3080	-184
E_5061	14/00418	Maxteds Pet Shop, 136, High Street	A1; B1a	70	5
E_5062	15/00246	Garden of Aylesham House, Dorman Avenue South	A1; A3	60	3
E_5063	15/00288	18 Hope Road	A1; D2		-4
E_5064	15/00423	21 Market St, Sandwich	A2	34	2
E_5065	16/00572	The Politicians Daughter, 32-33 High Street	A1; A3	100	6
E_5066	16/00439	64 & 66 Cornwallis Avenue	A1	6	0
E_5067	16/00279	Newcastle House, Newcastle Lane	A1	-17	-1
E_5070	15/01126	67 Cornwallis Avenue	A1; A3	54	3
E_5071	16/00796	88 Mill Hill	A1; SG		3
E_5072	16/00825	1 The Street	A1	26	1
E_5073	13/01037	Snowdown Working Men's Club, Snowdown	A4	-462	-26
E_5075	16/00860	Grosvenor Mansions 1-11 Queen St	A1	-400	-23
E_5077	16/01006	20c King Street	A1; D2		-2
E_5078	16/00927	10 King Street	A2; A3		0
E_5079	16/00821	The Salutation, Knightrider Street	A3; C1	232	21
E_5080	17/00122	65 The Strand	A1; A3	-42	-2
E_5081	16/00370	199, London Road	A1	-50	-3
E_5082	16/00994	47 Castle Street	A2	-18	-1
E_5083	13/00287	Preston Village Stores, The Street	A1	45	3
E_5084	15/00120	Hope Inn, High Street	A4	-290	-17
E_5085	16/00687	40 Dover Road	A1	-25	-1
E_5086	16/00912	41 Castle Street	A2	-90	-6
E_5087	13/01001	Building 528, (East Side) Pfizer Ltd, Ramsgate Road	B8	122	2
E_5088	14/00728	Site adjacent to The Old Boiler House, Menzies Road, Old Park	B1a; B1b	128	7
E_5089	15/00319	Homestead, Doctors Lane	B1a; B8	23	1
E_5090	14/01213	The Barn rear of 7 Millfield St	B8	670	9
E_5091	16/00289	VAG Spares, Sandwich Ind Estate	B1c	61	1
E_5092	16/00332	Freight Terminal Lydden Hill	B1a	260	22
E_5093	16/00385	117-120 Snargate Street	B1a; B8	-198	-11
E_5094	16/00951	45 Castle Street	B1a	-140	-12
E_5095	16/00792	Former Factory Site, Lorne Rd	B2; B1_B8		-6
E_5096	16/01185	Statenborough Farm, Sandwich Rd	B2	230	6
E_5097	16/01120	Coxhill Farm, Coxhill	B1c	11	0
E_5098	15/01137	Preston Nursery, The Street	B1a; B8	60	8
E_5099	16/00992	50 Castle Street	B1a	-202	-17
E_5100	12/00476	41, Stanhope Road	D1	220	2
E_5101	12/00577	Woodnesborough Football Club, Foxborough Hill	D2	78	1
E_5102	14/01069	Sandwich Lawn Tennis Club, Sandown Road	D2	98	1
E_5103	15/00098	Site adjacent Viking House, Menzies Road, Old Park	D1	2399	24
E_5104	15/00731	P.A.D. & Co. land N.E. of Southwall Rd	D1	45	0
E_5105	15/00300	Site of Dover Athletic FC	D2	285	4
E_5106	12/00745	Site junction of Willingdon Road, Menzies Road, Old Park	D1	233	2
E_5107	16/00037	The Old Harbour Station, Elizabeth Street	D2	150	2
E_5108	16/00310	The SPA Barn, Wallets Court Hotel, Dover Rd	C1; D2	-198	-4
E_5109	16/00668	5 Ranelagh Road	C1	-6	-3
E_5110	15/00847	15 Norman Street	C1	6	3
E_5111	16/00718	Units 4-6, Whitfield Court, Honeywood Close	B1; D1		-10
E_5112	16/00191	Unit 1, Whitfield Court, Honeywood Close	B1_B8; D2		0

WSP ID	Application Number	Site Address	Employment Land Use	Area Completed since 2015 (sqm)	Job Completions since 2015*
E_5113	13/00261	Former Barwick Site, Coombe Valley Road	B1c	-170	-4
E_5114	16/00450	April Lodge, Thornton Lane	SG	13	0
E_5115	14/00367	Upper Floors, 1 & 2, Church Street	A3	-75	-4
E_5116	15/00346	8 Victoria Rd, Deal	A3	76	4
E_5117	16/00503	38 Cherry Tree Avenue	A1	-40	-2
E_5118	16/01334	161 Snargate Street	A4	-38	-2
E_5120	15/01008	Tilmanstone Salads, Millyard Way	B8	1785	23
E_5121	15/01234	The Yard, 109 Station Road	B1a	64	6
E_5122	16/00805	The Boiler House, Menzies Road, Old Park	B1a	126	11
E_5123	17/00313	West View Farm, Cop Street Rd	B1a	-40	-3
E_5124	16/00602	Site at Battle of Britain Memorial	D1	38	0
E_5125	16/01208	Rose Hotel, 91 High St	C1	8	4
E_5126	15/00430	Discovery Park, land west of Ramsgate Rd, Sandwich	B2	2059	57
E_5127	16/00045	Discovery Park, Site north East Ramsgate Rd,	B2	4162	116
E_5128	16/00976	Land at Honeywood Parkway, WCBP	A1	2760	158
E_5129	15/00595	Site west side of Woolcomber Street & South of St James Street	A3; C1	923	101
E_5130	16/01453	19 Salisbury Road	SG	149	2
E_5131	17/00948	The former Shepherdswell Post Office, 1 Church Hill	A1	-36	-2
E_5133	16/01087	2 South Street	A4; A5	55	3
E_5134	17/00337	121 High Street	A1; B1a	-32	-2
E_5135	17/00039	Fiveways, The Cross	A3	81	5
E_5136	16/01292	Great Hougham Court Farm, Gravel Lane	A2	-64	-4
E_5138	17/00907	Site at Park Farm, Queens Road	A3	74	4
E_5139	17/01367	16 & 16a High Street, Deal	A1; A3	35	2
E_5140	17/00370	Bays 2 & 3 former Britland site, Pike Road	B2	600	17
E_5141	16/01199	Site at Knell Farm, Knell Lane	B1a	68.4	6
E_5142	17/00574	Land adjoining The Old Boiler House, Menzies Road, Old Park	B1a	72	6
E_5143	17/01289	Unit 1, Primrose Industrial Estate, Coombe Valley Road	B2	380	11
E_5144	17/01317	Site at St Margaret's Farm, Napchester Road	B1c; SG	106	2
E_5145	17/00004	Doctors Surgery, 13a Queen Street	D1	-83	-1
E_5146	16/01396	Queen Street Surgery, Surgery & Access, 13a Queen Street	D1	-428	-4
E_5147	17/00276	108 Maison Dieu Road	C1	-9	-5
E_5148	17/00500	Land at Honeywood Parkway, WCBP	B1_B8	1176	15
E_5149	15/00292	Red Lion PH, Canterbury Road, Wingham	A4; A5	-191	-11
E_5150	17/00163	2 New Street	A1	-115	-7
E_5151	16/01249	Red Lion PH, Kingsdown Rd, At Margarets	A4	-216	-12
E_5152	17/00488	2b New Street	B1a	-230	-20
E_5153	17/00489	Site at Kingdom Hall, North Military Road, Dover	D2	-228	-3
Total				**39,241**	**389**

Appendix C

EXTANT HOUSING SITES

Public

Extant Housing Sites with Planning Permission

WSP ID	Application Number	Site Address	Extant Housing
S_100	15/00260	Former Connaught Barracks, Dover Road, Guston, CT16 1HL (Officers Mess)	64
S_101	17/01268	The Old Sorting Office, Charlton Green, Dover, CT16 1AP	39
S_102	15/00364	65 Folkestone Road, Dover, CT17 9RZ	10
S_103	15/01032	Land adjacent to allotments, Folkestone Road, Dover, CT17 9JU	29
S_104	15/01290	Land on the West side of Albert Road, Deal, CT14 9RB	142
S_105	16/01049	Land off Chequer Lane, Ash	90
S_106	17/01114	Land at Gore Lane, Eastry	50
S_107	14/00058	Discovery Park, Ramsgate Road, Sandwich, CT13 9ND	500
S_108	18/00051	Bramley Hedge, Tower Street, Dover	10
S_109	16/01450	Land adjacent to Fernfield Lane, Hawkinge	19
S_110	17/00487	Land Opposite 423-459 Dover Road, Walmer	85
S_111	16/01247	Land at White Post Farm, Sandwich Road, Ash	30
S_112	07/01081	Aylesham Village Expansion, Aylesham	440
S_113	16/00180	Aylesham Village Expansion, (Phase1B), Aylesham (Barratt Homes)	24
S_114	16/00985	Phase 1B2 & IB3 Aylesham Village Expansion, Aylesham (Persimmon Homes)	66
S_115	10/01010	Phase 1, Whitfield Urban Extension,Whitfield, CT16 (Remainder of the O/L)	589
S_116	15/00878	Phase 1 & Sub Phase 1A, WUE (land south east of Archers Court Road, Whitfield) (Phillip Jeans - Richmond Park)	1
S_117	17/01525	Phase 1, WUE, Whitfield	32
S_119	17/00056	Phase 1A - Whitfield Urban Extension Whitfield	26
S_120	16/00136	Land on the south side of Singledge Lane, Whitfield	133
S_121	01/01167	Land north of River Stour & including part of Sandwich Ind Estate, Ramsgate Road	229
S_122	06/01455	Buckland Paper Mill, Crabble Hill, Dover	39
S_123	18/00079	Site at Buckland Mill, Crabble Hill, Dover	44
S_124	15/00256	Land at Salvatori, North and South of Grove Road, Preston, CT3 1EF (Preston Grange)	9
S_125	18/00199	Land on the north east side of Grove Road, Preston	6
S_126	15/00702	Land at Salvatori, North and South of Grove Road, Preston, CT3 1EF (separate to Preston Grange)	3
S_127	17/01431	Land SW at Hammill Brickworks, Hammill Road, Woodnesborough	18
S_128	16/01026	Land SW at Hammill Brickworks, Hammill Road, Woodnesborough	5
S_129	14/00361	Land off, Station Road, Walmer, CT14 7RH	223
S_130	16/01434	Former Barwick Site, Coombe Valley Road, Dover, CT17 0EP	16
S_131	16/00502	Land off, Ark Lane	23
S_132	15/01184	Land rear of, 114 Canterbury Road, Lydden, Dover	31
S_133	15/00525	Land south of New Dover Road, Capel-le-Ferne (Jarvis Homes)	25
S_134	11/00928	Southern Water Pumping Station, St Richards Road, Deal	14
S_135	17/00810	Anchor Works, West Street, Deal	12
S_136	16/00017	Land at North Barrack Site, (East Section) Trafalgar Drive	26
S_137	17/00776	The Qube, St Radigunds Road, Dover	27
S_138	17/00962	2-9 Cambridge Terrace, Dover	25

WSP ID	Application Number	Site Address	Extant Housing
S_139	17/00387	Part of Wingham Court, Hawarden Place, Canterbury Road, Wingham	8
S_140	17/00892	Former Greyhound PH, Dorman Avenue South	17
S_141	14/00240	Eastry Hospital, Mill Lane, Eastry	100
S_142	16/01476	Land to the rear of Hyton Drive and Roman Close, Church Lane, Sholden	70
S_143	16/01161	Bisley Nursery, The Street, Worth	15
S_144	18/00300	Aylesham Sports Club, Burgess Road, Aylesham	17
S_145	18/00777	Former William Muge House & Snelgrove House, Leyburne Road, Harold Street and Godwyne Road, Dover	65
S_146	17/01515	Land between Homeleigh & Lansdale, Northbourne Road, Great Mongeham	12
S_147	17/00826	Weighside House, Sandwich Road, Whitfield	13
S_148	11/00747	Land rear of 100 Folkestone Road, Dover	1
S_149	13/00502	Plot adjacent to Summerholme, 104 Wellington Parade, Kingsdown, Deal, CT14 8AF	1
S_150	14/00193	Land rear of 17 London Road and adjacent to 1 Matthews Place, Dover	1
S_151	14/00176	1 & 2 Hope Bay, & Hope Bay Studios, The Leas, Kingsdown	2
S_152	13/01100	Norlands, Lower Road, Staple	1
S_153	15/00146	San Pio, Victoria Road, Kingsdown, CT14 8DY	2
S_154	15/00176	Site at, 90 Golf Road, Deal, CT14 6QG	2
S_155	15/00326	Site adjoining 3 Valley View, Wigmore Lane, Eythorne, CT15 4AU	1
S_156	14/01058	Land Rear of No 7, Church Lane, Deal, CT14 9QD	1
S_157	15/00442	60 London Road, Dover, CT17 0SP	2
S_158	14/00818	28 The Strand & Channel View, York Road, Walmer, CT14 7ED	1
S_159	15/00763	Site at Lindley, Station Road, St. Margaret's-at-Cliffe, Dover, CT15 6ER	1
S_160	15/00694	Site adjacent to 3 Herschell Road East, Walmer, CT14 7SQ	1
S_161	15/00871	Old Tractor Shed, Langdon Avenue, Ash, CT3 2BP	1
S_162	15/00113	9 Clarence Road, Capel le Ferne	1
S_163	15/00460	Woodville, The Street, Preston, CT3 1EB	1
S_164	15/00899	Orchard Lea, The Street, Staple	1
S_165	15/00336	Denne Court Farm, Hammill, Woodnesborough, CT13 0EG	3
S_167	15/00449	Site at Eastside Farm, The Street, East Langdon, CT15 5JF	1
S_168	15/00910	Site Adjacent to Church Hall, Stanley Road, Deal, CT14 7BT	1
S_169	15/01060	Box Tree Cottage, Hangman's Lane, Ringwould, CT14 8HW	1
S_170	15/00638	Land at Upton House, 4 Mill Lane, Shepherdswell	1
S_171	15/00701	Anchorage & Collingwood Cottage, Collingwood Road, St. Margaret's-at-Cliffe, CT15 6EZ	1
S_172	15/01228	8 Harold Street, Dover, CT16 1SF	-1
S_173	15/00986	Coach House, High Street, Wingham, CT3 1AB	1
S_174	15/00198	Land to the rear of 20, Archers Court Road, Whitfield, CT16 3HP	1
S_175	14/00059	Former Carpark Site, Adjacent to The Manor House, Upper Street, Kingsdown, CT14 8EU	4
S_176	15/01239	The Old Farmhouse, Hammill Road, Woodnesborough CT13 0EQ	1
S_177	16/00042	Former Bakery Site and land to rear of Hillside, High Street, Eastry, CT13 0HE	1

WSP ID	Application Number	Site Address	Extant Housing
S_178	16/00007	Land and Garages rear of and including 4 & 5, The Droveway, St. Margaret's Bay, CT15 6DH	4
S_179	16/00152	4 Priory Street, Dover, CT17 9AA	1
S_180	15/00123	Land at 191 and Forge Bungalow, London Road, Temple Ewell	10
S_181	16/00135	Willow Tree Cottage, The Old Fairground, High Street, Wingham, CT3 1BU	2
S_182	16/00361	Land Adjoining 458 Dover Road, Walmer, CT14 7PQ	1
S_183	16/00055	The Wilderness and The Former All Saints Church, Church Lane, West Stourmouth, CT3 1HS	1
S_184	16/00189	Poulton Farm, Poulton, Hougham, CT15 7DP	4
S_185	16/00226	Charles Lister Court, Lister Close, Dover, CT17 0TP	-1
S_186	15/01221	Land adjacent to Sessions House, Staple Road, Wingham, CT3 1LX	4
S_187	12/00120	Ambulance Depot, Winchelsea Road, Dover, CT17 9TT	9
S_188	16/00834	Land Adjacent to Mundels, Cherry Lane, Great Mongeham, CT15 0HG	1
S_189	15/00936	Land at The Outrigger, Chapel Lane, Ashley, Sutton, CT15 5HZ	1
S_191	16/00507	Site at The Old Court House, Pinners Hill, Nonington, Dover, CT15 4LL	1
S_192	16/00992	50 Castle Street, Dover, CT16 1PJ	2
S_193	16/00736	4 Priory Street, Dover, CT17 9AA	2
S_194	16/00740	67 and rear of 66, London Road, Dover, CT17 0SP	1
S_195	16/01154	Tractor Shed and Hay Barn, Upper Goldstone Farm, Upper Goldstone, Ash, CT3 2DN	1
S_196	16/00048	Site at Summerfield Farm, Barnsole Road, Barnsole, Staple, CT3 1LD	1
S_197	16/01080	Agricultural Buildings, Sun Valley Farm, London Road, Temple Ewell, CT16 3DJ	2
S_198	15/01182	Site rear of 162 Folkestone Road, Vale View Road, Dover, CT17 9NP	3
S_199	16/01224	Barns at Highleas, Old Court Hill, Nonington, CT3 3HS	2
S_200	15/01243	Land at North End, Channel View Road, Dover, CT17 9TJ	1
S_201	18/00404	Solanum, Felderland Lane, Worth, CT14 0BX	1
S_202	16/00947	24 Westcourt Lane, Shepherdswell, CT15 7PT	1
S_203	16/01159	45 High Street, Dover, CT16 1EB	1
S_204	16/01271	7a Hayward Close, Deal, CT14 9PJ	1
S_205	16/01384	Deaconland Farm, Deacon Lane, Preston, CT3 1HN	2
S_206	16/00470	Land opposite The Row, Barnsole Road, Barnsole, Staple, CT3 1LE	4
S_207	16/01256	Site Adjoining The Cottage, St Monicas Road, Kingsdown, CT14 8AZ	1
S_209	18/00080	Crockshard Farm Barns, Crockshard Hill, Wingham	3
S_210	16/01209	180 Clarendon Street, Dover, CT17 9RB	1
S_211	17/00099	Potting Shed, Layham Garden Centre & Nursery, Lower Road, Staple, CT3 1LH	1
S_212	17/00104	Barn at Summerfield Farm, Barnsole Road, Barnsole, Staple, CT3 1LD	2
S_213	16/01427	Calf House, Solton Manor Farm, Solton Lane, East Langdon, CT15 5JB	1
S_214	17/00065	9 Biggin Street, Dover, CT16 1BD	1
S_215	16/01206	Protea House, Waterloo Crescent, Dover, CT17 9BW	9

WSP ID	Application Number	Site Address	Extant Housing
S_216	17/00082	22-24 Castle Street, Dover, CT16 1PW	4
S_217	17/00538	Outbuildings at Dambridge Oast Farm, Staple Road	2
S_218	17/00157	Great Mongeham Farm, Cherry Lane, Great Mongeham	4
S_219	17/00070	93 High Street, Dover	1
S_220	17/00123	Bellrose Hotel 18-19, East Cliff, Dover	9
S_222	17/00942	Wolverton Court, Alkham Valley Road, Alkham, CT15 7DS	2
S_223	17/00913	2a York Road, Walmer, Deal	1
S_224	17/00900	Land adj to Alice Cottage, Cherry Lane, Great Mongeham	3
S_225	17/01073	Marley Farm Nurseries, Marley Lane, Finglesham	1
S_226	17/00284	Barn at Shatterling Court Farm, Shatterling, Wingham	1
S_227	17/00163	2 New Street, Dover	1
S_228	17/00488	2b New Street, Dover	2
S_229	17/00358	Flats 3 & 4 10 Prince of Wales Terrace, Deal	-1
S_230	17/00317	322 London Road, Dover	2
S_231	17/01080	Land adjacent to 16 Granville Road, St Margaret's Bay	1
S_232	16/01342	Land adjacent to the Hope Inn, Canterbury Road, Lydden CT15 7ET	1
S_233	17/00010	1 Luckett Cottages, The Street, Preston	1
S_234	18/00610	1 Luckett Cottages, The Street, Preston	-1
S_235	16/00442	Three Tuns, The Street, Staple	8
S_236	17/00197	48-50 London Road, Dover	2
S_237	17/00201	Land at junction of Winehouse Lane & Capel Street, Capel-le-Ferne	4
S_238	18/00563	Land between The Vineries and April Cottage, New Street, Ash	1
S_239	17/00292	Land next to St Martin's Northbourne Road, Great Mongeham	1
S_240	17/00697	Canton, Downs Road, East Studdal	1
S_241	17/00267	Land adjoining Sunhillow, Gore Road, Eastry	1
S_242	17/00412	Hungaria, Warren Lane, Ewell Minnis, Lydden	1
S_243	17/01142	Land at 111-115 Folkestone Road, Dover	8
S_244	17/00756	34-36 Castle Street & 1-2 Russell Street, Dover	4
S_245	17/00815	56 Golf Road	1
S_246	17/00838	Site adjacent to 128 Capel Street, Capel-le-Ferne	1
S_247	17/00916	Barn at Staple Farm, Durlock Road, Staple	3
S_248	17/00984	Brick Oast Upper Goldstone Farm, Cop Street, Ash	1
S_249	17/01254	Agricultural Building at Court Farm, Padbrook Lane, Preston	1
S_250	17/00656	Site at Sunrise, Cop Street, Ash	1
S_251	17/00657	Barn A, Goss Hall, Gosshall Lane, Ash	2
S_252	17/00420	227-228 London Road, Dover	1
S_253	17/00481	Southlands Farm, Knell Lane, Ash	3
S_254	17/00272	3 Market Square, Dover, CT16 1LZ	8
S_255	17/00628	Land adjacent to 13 High Street, Wingham	1
S_256	17/00661	Site south of, Marlborough Road, Deal, CT14 9LE	9
S_257	17/01002	Agricultural Buildings at Newlands Farm, Stoneheap Road, East Studdal	3

WSP ID	Application Number	Site Address	Extant Housing
S_258	17/00404	Land adjacent to Garden Mews & NW of Sydney Road, Deal	1
S_259	17/00255	Preston Garage, The Street, Preston	2
S_260	17/00571	Land r/o Coach House, 44 Eythorne Road, Shepherdswell	1
S_261	16/00032	Deacon Landscape Management, Wootton Lane, Wootton	8
S_262	16/01242	Gt Mongeham House, Northbourne Road, Gt Mongeham	1
S_263	17/01216	Land between 34 & 36 Canterbury Road, Lydden	1
S_265	17/00874	Barn at Guilford Farm, Singledge Lane, Coldred	3
S_266	17/01121	Dublin Man of War PH, Lower Road, River	8
S_267	17/01531	Site at Drainless Farm, Drainless Road, Woodnesborough	1
S_268	17/01406	Trees and land at the end of Park Lane, Park Lane, Preston	2
S_269	17/01256	Cedarlea, Victoria Road, Kingsdown, CT14 8DY	1
S_270	17/01474	3 Channel Lea, Walmer	1
S_271	17/01328	Agricultural Building & access at Broadfields Farm, Lydden	3
S_272	17/01465	15 Bench Street, Dover	1
S_273	18/00014	28 Castle Street, Dover	4
S_274	17/01304	15 Castle Street, Dover	1
S_275	17/01349	9 High Street, Dover	2
S_276	17/01290	13 St Davids Avenue, Aycliffe	1
S_277	16/00530	Site adj to 5 Friends Close, Deal	1
S_278	17/00564	Land to the rear of Innisfree, Glen Road, Kingsdown	1
S_279	18/00675	Innisfree, Glen Road, Kingsdown	1
S_280	17/01109	Land adj to The Homestead, Homestead Lane, East Studdal	4
S_281	17/01504	Land adj to Pegasus, London Rd, Sholden	2
S_282	18/01109	10 Chequer Lane, Ash	1
S_284	17/00994	111 Rectory Road, Deal	1
S_285	17/00802	115 New Street, Ash	2
S_286	18/00045	Agricultural Buildings, Lower Rowling Farm, Lower Rowling	3
S_287	17/01236	Newsole Farm Barn, Singledge Lane, Whitfield	2
S_288	17/01240	Land adj to 100 Church Lane, Deal	1
S_289	17/01192	Quinces, Sheerwater Road, Preston	1
S_290	17/01288	Land between 15 & 17 Foxborough Close, Woodnesborough	2
S_291	17/01279	Land adj to 49 New Street, Ash	2
S_292	17/01188	Basement, 18 Castle Street, Dover	1
S_293	17/01098	50 & 51 Biggin Street, Dover	7
S_294	17/01234	The Black Barn, Great Knell Farm, Knell Lane, Ash	2
S_295	17/01004	Eastwood Manor, High Street, Wingham	2
S_296	15/00457	Land adjoining Pentire House, The Leas, Kingsdown	1
S_297	15/00992	Delfbridge, 10 Dover Road, Sandwich	8
S_298	16/01029	Land adjoining 1 Catherine Cottages, Alkham Valley Road, Alkham	1
S_299	16/01101	Land (beyond) to the west of Strathfleet, Victoria Road, Kingsdown	1
S_300	16/01336	130 Canterbury Road, Lydden	1

WSP ID	Application Number	Site Address	Extant Housing
S_301	16/01387	Land adjacent to 120 New Street, Ash	2
S_302	16/01444	Land adjacent to The Caravan, Westcourt Lane, Shepherdswell	2
S_303	16/01467	Site at Statenborough Farm Cottage, Felderland Lane, Worth	1
S_304	18/01052	Agricultural Storage Building, East Street Farm, East Street, Ash	3
S_305	16/01490	Units 1 & 2 former Cold Stores, East Street Farm, East Street, Ash	2
S_306	17/00425	Land adjacent to 75 Trinity Place, Deal	1
S_307	18/01379	64 Archers Court Road, Whitfield	1
S_308	17/00623	38a Walmer Castle Road, Walmer	1
S_309	17/00134	1 & 2 Alphege Road, Dover	2
S_310	13/00118	Silverley, Egerton Road, Temple Ewell	1
S_311	16/01412	Plough Filling Station, Folkestone Road, Dover	9
S_312	17/00448	Former Old Chapel Tea Shop, Sea Street, St Margarets	1
S_313	18/00747	241 London Road, Dover	1
S_314	18/00665	355 London Road, Deal	1
S_315	18/00376	Fairacres & Land rear of Alkham Valley Road, Alkham	1
S_316	18/00122	Land rear of 18-20 Park Street & fronting West Street, Deal	1
S_317	18/00717	81b Crabble Hill, Dover	-1
S_318	18/00104	23 High Street, Deal	1
S_319	18/00176	2 Sondes Road, Deal	1
S_320	18/00865	25 Cattle Market, Sandwich	1
S_321	18/00745	49-51 High Street, Dover	2
S_322	18/00348	72 Clarendon Place, Dover	1
S_323	18/00410	Bowling Green Tavern, 164 Church Path, Deal	1
S_324	18/00142	Land adjoining 6 Ash Road, Aylesham	1
S_325	17/01230	Land rear of 117 Manor Road & adjoining 437 Folkestone Road, Dover	1
S_326	18/00544	Land rear of 9 Hill Drive, Eastry	1
S_327	18/00718	The Black Barn, Lower Street, Tilmanstone	1
S_328	18/00877	Agricultural Buildings, Dambridge Farm, Staple Road, Wingham	4
S_329	18/00837	Sandhills Farm, Sandhills, Ash	1
S_330	18/00155	The Piggery (Land between Overhill and Borneo), Northbourne Road, East Studdal	1
S_331	18/00485	59 Biggin Street, Dover	1
S_332	18/00455	7 Castle Street, Dover	3
S_333	18/00450	209 Folkestone Road, Dover	3
S_334	18/00572	Land rear of 49 Church Lane, Deal	1
S_335	18/00851	147 New Dover Road, Capel-le-Ferne	1
S_336	18/00488	Land rear of 97 London Road, Deal	1
S_337	18/00431	Dial House, 23 St Margarets Road, St Margarets Bay	1
S_339	18/00440	23 Templar Street, Dover	1
S_340	18/00067	The Forge, 83 Church Hll, Shepherdswell	1
S_341	18/00356	7 Market Square, Dover	1
S_342	18/00503	Resthaven, Queens Road, Ash	2
S_343	18/00139	Bracknell House, 34 Helena Road, Capel le Ferne	-10

WSP ID	Application Number	Site Address	Extant Housing
S_344	18/00451	Breezes, St Vincent Road, St Margarets at Cliffe	1
S_345	18/00382	Old Barn House, Townsend Farm Road, St Margarets at Cliffe	1
S_346	17/00752	Swerford, The Avenue, Temple Ewell	1
S_347	18/00797	Agricultural Buildings at Great Ware Farm, Ware Farm Road, Ash	3
S_348	17/01446	Land to the rear of 59 and 61 Maison Dieu Road, Dover	2
S_349	17/00931	Land at Cowgate Hill, Dover	6
S_350	17/00704	Beacon Church and Christian Centre, London Road, Dover	9
S_351	17/01536	43-65 & land adjoining, Randolph Road, Dover	5
S_352	18/00502	104-106 High Street, Deal	1
S_353	18/00862	59 Mill Road, Deal	1
S_354	18/00809	134 Crabble Hill, Dover	1
S_355	18/00796	113 London Road, Deal	1
S_356	18/00044	65 London Road, Dover	1
S_357	18/00548	First & Second Floors, 96 High Street, Deal	1
S_358	18/00670	140 West Street, Deal	2
S_359	17/01462	173-175 Beach Street, Deal	1
S_360	17/01447	Land at Vicarage Lane, Tilmanstone	1
S_361	18/00649	23 Chamberlain Road, Dover	1
S_362	18/00668	The Firs, 114 Dover Road, Sandwich	1
S_363	18/00463	Leyburne House, 86 Leyburne Road, Dover	1
S_364	18/00492	Linwood Youth Centre, 92 Mill Road, Deal	6
S_365	18/00606	Land adjacent to 180 London Road, Deal	1
S_366	18/00648	104-106 West Street, Deal	1
S_367	18/00317	Wincolmlee, 46 Salisbury Road, St Margarets Bay	1
S_369	18/00786	Land to the south of Stable End, Jubilee Road, Worth	1
S_370	17/00483	Solleys Farm House, The Street, Worth	1
S_372	18/00282	The White House, 3 St Margaret's Road, St Margaret's Bay	1
S_374	18/01098	28 Winchelsea Street, Dover	1
S_375	18/01029	51 Church Lane, Deal	1
S_376	18/00816	Site r/o 89-91, Folkestone Road, Dover,	1
S_377	18/00751	Land between 5 & 6 Woodside Close, Kearsney	2
S_378	18/01117	Derwent, Common Lane, River	1
S_379	18/00591	1a Victoria Street, Dover	2
S_380	18/00878	Land adjacent to 57 New Street, Ash	1
S_381	18/01099	The Old Butchers, 31 High Street, Wingham	1
S_382	18/01166	Agricultural Buildings at Mellands Farm, Stourmouth Road, Preston	2
S_383	18/01145	Minters Barn, Durlock Road, Ash	1
S_384	18/01308	Rookery Farm, Longmete Road, Preston	3
S_385	18/01227	5 Allenby Avenue, Deal	1
S_386	18/01197	26 Templar Street, Dover	2
S_387	18/01097	Quietways, The Avenue, St Margarets	1
S_388	18/01147	13 Castle Street, Dover	2
S_389	18/01157	49-51 High Street, Dover	2

WSP ID	Application Number	Site Address	Extant Housing
S_390	18/01324	Swinge Hill Cottage, Hurst Lane, Capel le Ferne	1
S_391	18/00949	Part of Piglet Place, Fleming Road, Barnsole, Staple	1
S_392	18/01230	122 London Road, Dover	1
S_393	18/01121	51A Salisbury Road, Dover	1
S_394	18/01319	3 London Road, River	1
S_395	18/01357	1 Sydney Road, Deal	1
S_396	19/00019	84 Leyburne Road, Dover	1
S_397	18/00643	Land on the west side of Moat Lane, Ash	1
S_398	17/01165	The Chalet & Milners Land between Claremont Road, Kingsdown	1
S_399	18/01109	10 Chequer Lane, Ash	1
S_400	18/01184	1 Harnet House, Harnet Street, Sandwich	2
S_402	18/01378	Ashen Tree House, Ashen Tree Lane, Dover	1
S_403	18/01291	60 Nursery Lane, Whitfield, Dover	1
S_404	19/00094	365 Middle Deal Road, Deal	1
S_405	18/01038	4A Bench Street, Dover,	3
S_406	17/00966	Barn at Appletree Farm, Stourmouth Road, Preston	1
S_407	17/00464	Land at Cam Hill Farm, Westcourt Lane, Shepherdswell	1
S_408	17/01434	Walletts Court, Dover Road, West Cliffe	1
S_409	16/01050	Woodside Residential Home, Whitfield Hill, Whitfield	8
S_410	18/00950	313 Dover Road, Walmer	1
S_411	17/00246	Old Rectory, Church Hill, Eythorne	9
S_1069	18/01156	The Old Sorting Office, Charlton Green, Dover, CT16 1AP	41
S_1070	17/01530	Land to the rear of Matthews Close & Southwall Road, Deal	63
S_1071	17/01523	Former Buckland Hospital, Coombe Valley Road, Dover	150
S_1072	19/00669	Land between nos 107 and 127 Capel Street, Capel le Ferne	34
S_1073	19/00357	The Qube, St Radigunds Road, Dover	8
S_1074	18/00663	Plots 17 & 24 Bisley Nurseries, The Street, Worth	6
S_1075	18/00888	Manor View Nursery, Lower Road, Temple Ewell	14
S_1076	18/01169	12 King Street, Deal	16
S_1079	19/00243	Land east of Woodnesborough Road, Sandwich	120
S_1080	18/01322	The former Magistrates Court, Pencester Road, Dover	46
S_1081	18/00468	Land adjoining 1 Malvern Road, Dover	17
S_1082	18/00682	Land to the rear 135 to 147 St Richards Road, Deal	20
S_1083	18/01263	Former United Reformed Church, High Street, Dover	16
S_1084	18/00764	Stalco Engineering Works and Land rear of and including 126 Mongeham Road, Great Mongeham	35
S_1085	19/00012	Long Lane Farm, Long Lane, Shepherdswell	4
S_1086	19/00571	Land north west of Downs Cottage, Grove Road, Preston	1
S_1087	18/01358	36 Blenheim Road, Deal	-1
S_1088	18/01288	Canon Barn, Felderland Lane, Worth	1
S_1089	19/00863	37-39 High Street, Dover	2
S_1090	19/00833	Stepping Down, 248 Folkestone Road, Dover	1
S_1091	19/00385	Telegraph Inn, 1 Hamilton Road, Deal	4
S_1092	19/01411	Telegraph Inn, 1 Hamilton Road, Deal	1
S_1093	19/00292	60 London Road, Dover	1

WSP ID	Application Number	Site Address	Extant Housing
S_1094	19/00443	Temple Ewell Nursing Home, Wellington Road, Temple Ewell	4
S_1095	19/00545	37-39 High Street, Dover	2
S_1096	19/00083	Land north of 8 Sunnybank, Adelaide Road, Eythorne	5
S_1098	19/00641	2-8 Worthington Street, Dover	3
S_1099	19/00581	Southdown House, Easole Street, Nonington	1
S_1100	19/00109	162 Snargate Street, Dover	1
S_1101	19/00006	Shotfield Farm, The Street, Preston	1
S_1102	19/00219	Office, Highleas, Old Court Hill, Aylesham	1
S_1103	19/00221	Workshop, Highleas, Old Court Hill, Aylesham	1
S_1104	19/00315	Spring Meadow, Alkham Valley Road, Drellingore,	1
S_1105	19/00587	Agricultural Building at Richborough Farm, Richborough Road, Richborough Sandwich	1
S_1106	18/01321	The Old Railway Station, Canterbury Road, Wingham	1
S_1108	19/00683	Land to the rear of Sutherland, Dover Road, Ringwould	1
S_1109	19/00568	Flat 1, Curfew House, 14 Kingsdown Road, St Margarets at Cliffe	1
S_1110	19/00551	Sushael, Denton Lane, Wootton	1
S_1111	19/00591	64-66 High Street, Deal	5
S_1112	18/01152	Former Carpenters Workshop, Corner of Reach Road & High Street, Reach Road, St Margarets	1
S_1114	19/00231	177 Telegraph Road, Deal	1
S_1115	19/00564	7 High Street, Deal	1
S_1116	19/00139	Townsend Bungalow, Station Road, St Margarets at Cliffe	1
S_1117	19/00434	Delf Nursery, Deal Road, Sandwich	1
S_1118	18/01216	Lynton, Mill Lane, Nonington	2
S_1119	19/00638	Bricklayers Arms, Coxhill, Shepherdswell	4
S_1120	19/00805	Preston Garden Centre, The Street, Preston	1
S_1121	19/00341	United Reformed Church, The Street, Ash	1
S_1122	18/00444	West View, Cop Street, Ash	1
S_1123	19/00161	62 Brookfield Avenue, Dover	1
S_1124	18/01278	Drellingore Barn, Stombers Lane, Drellingore	1
S_1125	19/00454	Windy Peak, 53 Granville Road, St Margarets Bay	1
S_1126	19/00166	Sessions House, Goodnestone Road, Wingham	1
S_1127	19/00549	22 Meryl Gardens, Walmer	1
S_1128	19/00704	Land to the rear of 76-78 Folkestone Road, Dover	1
S_1129	19/0116	The Workshop, Cambridge Road, Walmer	1
S_1130	18/01361	Land at Silver Hill, Northbourne Road, Great Mongeham	1
S_1131	19/00023	Land r/o 75 Westcourt Lane, Shepherdswell	1
S_1132	19/00697	Land adjacent to The Vicarage, St Marys Road, Walmer	1
S_1133	19/00752	Lydden Garage, 166 Canterbury Road, Lydden	1
S_1134	19/01032	Dog and Duck Inn, Plucks Gutter, Stourmouth	-1
S_1135	19/00968	Ham Barn, Updown Road, Ham, Northbourne	1
S_1136	19/01059	The Lodge, Elmstone Farm, Elmstone	1
S_1137	19/01103	Store to the rear of 6 The Strand, Walmer	1
S_1138	19/00838	45 Eythorne Road, Shepherdswell	6
S_1139	19/01124	Tower House, Granville Street, Dover	3
S_1140	19/00455	18 Malvern Meadow, Temple Ewell	1

WSP ID	Application Number	Site Address	Extant Housing
S_1141	18/00052	Church Farm Buildings, Mongeham Road, Great Mongeham	3
S_1142	19/01069	115-116 Ryder House, London Road, Dover	1
S_1143	19/00804	Ivydene, Coxhill, Shepherdswell	1
S_1144	19/00883	Preston Village Store, The Street, Preston	1
S_1145	19/01028	61 Mill Lane, Shepherdswell	1
S_1146	19/01083	Land rear of Grove House, 14 Wigmore Lane, Eythorne	1
S_1147	19/01196	18A Somerset Road, Walmer	1
S_1148	19/00840	42 St Martins Road, Deal	1
S_1149	19/00381	Trinity Court, Easole Street, Nonington	1
S_1150	19/01044	4 Park Avenue, Dover	2
S_1151	19/01157	223 Telegraph Road, Deal	2
S_1152	19/00910	90 Oswald Road, Dover	1
S_1154	19/00291	337 Folkestone Road, Dover	-1
S_1155	18/01334	Charity Public House, The Street, Woodnesborough	5
S_1156	19/01257	The Press on The Lake, Ramsgate Road, Sandwich	1
S_1157	19/01331	58 Biggin Street, Dover	2
S_1158	19/01412	28 and 30 Mill Road, Deal	1
S_1159	19/01443	Rose Barn, Coxhill, Shepherdswell	1
S_1161	19/01243	Three Chimneys, Moat Lane, Ash	1
S_1162	19/01459	Copthorne, Dover Road, Guston	1
S_1164	19/01414	27a Cannon Street, Deal	-1
S_1166	19/01471	Wind Torn, Hardy Road, St Margarets at Cliffe	1
S_1167	19/01563	Barn at Shallows, Brook Farm, Cooper Street, Drove Ash	1
S_1168	19/00856	Land rear of 56 Sandwich Road, Eythorne	2
S_1171	19/01317	Layham Garden Centre, Lower Road, Staple	1
S_1172	19/01546	2 Wellington Parade, Walmer	-9
S_1173	20/00015	Land rear of Jasmine Cottage, Saunders Lane, Ash	1
S_1174	20/00039	Land between Look Cottage and Rose Cottage, The Forstal, Preston	1
S_1175	20/00091	Cross Farm, Lower Street, Eastry	1
S_1176	19/01021	The Homestead, Homestead Lane, East Studdal	2
S_1177	19/01441	Our Lady of the Holy Apostles, Catholic Church, Church Hill, Eastry	1
S_1178	19/00462	Land to the north east of Chesnut House, Canterbury Road, Wingham	1
S_1179	19/00721	4 Mill Lane, Shepherdswell	4
S_1180	19/01112	The White Cliffs Hotel, High Street, St Margarets	4
S_1181	19/01580	First, second & third floors 62 Biggin Street, Dover	4
Total			**4,655**

Appendix D

EXTANT EMPLOYMENT SITES

Public

Extant Employment Sites with Planning Permission

WSP ID	Application Number	Site Address	Employment Land Use	Extant Area (sqm)	Extant Jobs
E_1000	04/00591	CT3 (Part of Phase 3) Cooting Rd, Aylesham Ind Estate	B2	1534	43
E_1001	07/00404	Minters Yard, Southwall Road	B1a; B2	4481	181
E_1002	18/00775	Total Dentalcare, 64 Pencester Road	D1	48	0
E_1003	10/00155 11/00102	Industrial Units, Honeywood Parkway, White Cliffs Business Park	B1_B8	15715	40
E_1004	10/01011	Whitfield Urban Extension, (land to east of Sandwich Road and north west of Napchester Road)	A1; B1a; D1	8825	478
E_1005	13/00279	Sandwich Leisure Park, Woodnesborough Road	D2	628	9
E_1006	13/00367	Guston Village Hall, The Street	D2	127	2
E_1007	14/00262	Fowlmead Country Park, Sandwich Road	D2	3807	54
E_1008	14/01138	Site of former Tilamstone Collery Tip, Pike Road	B2	10000	278
E_1010	13/00783	Discovery Park, Enterprise Zone, Ramsgate Road	A1	4830	158
E_1011	15/00291	Club House, Recreation Ground, Approach Road	D2	10	0
E_1013	14/00058	Discovery Park, Ramsgate Road,	A3; A4; B1a; B1b; B1c; B2; B8; C1	121200	1600
E_1014	15/00657	18 - 19 Market Square (Port of Call)	C1	6	3
E_1043	17/00272	3 Market Square	B1a	-410	-35
E_1016	15/00698	2nd Floor, Unit 9, Waterloo Mansions, Waterloo Crescent	B1a	78	7
E_1018	15/01273	Kearsney Abbey, Alkham Rd, River	A3	195	11
E_1021	16/00055	The Wilderness & The Former All Saints Church, Church Lane	B1c	314	7
E_1022	16/00504	Premier Inn, Deal Road	C1	20	10
E_1025	16/00515	9 High Street	A3	22	1
E_1027	16/00740	67 and rear of 66 London Rd	B8	-175	-2
E_1029	16/00721	10 Lambton Road	SG	32	1
E_1030	16/01159	45 High Street, Dover	A5	-48	-3
E_1031	16/01139	Land at Haig Drive, Ramsgate	B1c	2304	49
E_1032	15/01290	Land on the west side of Albert Rd	A1; B1a; D1	1610	107
E_1035	16/01206	Protea House, Waterloo Crescent	B1a	-1260	-109
E_1036	17/00123	Bellrose Hotel, 18-19 East Cliff	C1	-19	-10
E_1037	17/00197	48-50 London Road	A1	58	3
E_1038	16/00442	Three Tuns, The Street	A4	-487	-28
E_1039	17/00255	Preston Garage, The Street	B8	-127	-2
E_1040	17/00317	322 London Road, Dover	B1a	-59	-5
E_1042	16/01412	Plough Filling Station, Folkestone Road	SG	-310	-5
E_1046	17/00542	The Salutation, Knightrider Street	A3	83	5
E_1047	17/00304	6 St Peters Street	A1	-31	-2
E_1048	17/00620	Dover Athletic F/C, Crabble Road	D2	165	2
E_1049	17/00451	Site at Betteshanger , Sustainable Parks	A3; B1a; B2	2185	164
E_1051	16/01490	Units 1 & 2 former Cold Stores, East Street Farm, East Street, Ash	B8	-200	-3
E_1054	17/00768	Site rear of 7 Devon Avenue	B1b	60	1
E_1056	17/00790	Goodys Contractors Ovenden House, Wilcox Close	B1a	116	10
E_1058	16/01250	Site at Robinsons Motors Ltd, Unit 3, Ash Road	SG	185	3
E_1059	17/00756	34-36 Castle Street	B1a	-290	-25
E_1062	17/00589	Invitavac, Two Pines, Sandwich Ind Estate	B1c; B8	593	3
E_1064	16/00032	Deacon Landscape Management, Wootton Lane	B1a; B8	-450	-13
E_1065	16/01026	Land SW at Hammill Brickworks, Hammill Road	B1a	524	45
E_1067	17/01174	Unit 15, Port Zone, Menzies Road, Old Park	B8; D1	245	1
E_1070	17/01252	Dog Inn, Canterbury Road	B1a	24	2
E_1071	17/00422	Crown Inn, The Street, Finglesham	C1	10	5
E_1072	17/00917	Perrys Vauxhall, Honeywood Parkway, WCBP	SG	715	12
E_1074	17/01334	60 The Strand, Walmer	A1	-28	-2
E_1078	17/01315	Les Fleurs, 6 Ladywell	C1	1	1
E_1081	17/01465	15 Bench Street, Dover	A1	-18	-1
E_1082	17/00858	71 High Street	A1	-70	-4

WSP ID	Application Number	Site Address	Employment Land Use	Extant Area (sqm)	Extant Jobs
E_1083	17/01188	Basement, 18 Castle Street, Dover	B1a	-30	-3
E_1084	17/01483	Eastry Recreation Ground, Church Street	D1	61	1
E_1085	17/01404	137 Dover Road	SG	244	4
E_1086	18/00014	28 Castle Street, Dover	B1a	-200	-17
E_1091	17/01455	Land and access at Preston Nursery, The Street	B1c	210	4
E_1092	17/01161	Nursery, The Larch, Beacon Lane	A1	350	20
E_1093	17/01231	Land adj CAB Building, Maison Dieu Gardens, Maison Dieu Road	D2	69	1
E_1094	18/00356	7 Market Square (Dickens Corner)	A3	46	3
E_1098	18/00400	88 London Road	A1	43	2
E_1099	18/00437	23 Cannon Street	A1	-8	0
E_1101	17/00704	Beacon Church and Christian Centre, London Road	D1	-309	-3
E_1102	18/00485	59 Biggin Street	A1	-77	-4
E_1104	18/00548	First & Second Floors, 96 High Street	A1	-23	-1
E_1105	18/00098	Land at Selson Farm, Drainless Road	D2	93	1
E_1106	18/00275	Land north of Honeywood Parkway, Whitfield	D1	957	10
E_1109	18/00627	Barn at Chilton Farm, Alkham Valley Road	B8	185	2
E_1112	18/00051	Brambley Hedge, Tower Street	D1	-530	-5
E_1116	18/00137	Megger Ltd, Archcliffe Road	B1c	1513	32
E_1118	14/00240	Eastry Hospital, Mill Lane	B1a; D1	568	24
E_1119	17/00971	Site adj to 1 Montagu Road, Discovery Park	B1c	622	13
E_1122	18/00717	81b Crabble Hill	A1	54	3
E_1123	18/00812	1 Milner Crescent	D1	40	0
E_1127	18/00500	64-66 Southwall Road	D1	1222	12
E_1128	18/00745	49-51 High Street	A3	-106	-6
E_1130	18/00865	25 Cattle Market	A2	-88	-6
E_1131	18/00300	Aylesham Sports Club, Burgess Road, Aylesham	A4	-35	-2
E_1133	18/00741	Land between Dover Transport Musuem and Viking House, Menzies Road, Old Park Whitfield	B1c	400	9
E_1137	18/00798	Land south of Colliers Way, Betteshanger Sustainable Park	D1	216	2
E_1138	18/01059	Dover South Services,, Limekiln Street	SG	37	1
E_1139	18/00950	313 Dover Road	A1	-68	-4
E_1140	18/00839	Sandwich Leisure Park, Woodnesborough Road	A2	-172	-11
E_1141	18/01070	59 Gladstone Road	A1	-30	-2
E_1143	18/00985	Layham Garden Centre, Lower Road	A1	299	17
E_1144	18/00591	1A Victoria Street	B1c	-46	-1
E_1145	18/01084	Co-op Foodstore, Park Street	A1	1739	99
E_1148	18/01218	Wingham Timber & Mouldings Ltd, Goodnestone Road, Wingham CT3 1AR	B8	140	2
E_1149	18/01157	49-51 High Street	A3	-106	-6
E_1150	18/01210	Maritime Skills Academy, Beechwood Business Park, Menzies Road, Old Park, Whitfield	D1; D2	650	8
E_1152	18/01187	52 Middle Street, Deal, CT14 6HT	A1; A3	94	5
E_1155	18/01184	1 Harnet House, Harnet Street	B1a	-149	-13
E_1157	19/00040	39A King Street, Sandwich CT13 9BL	A1; A3	62	4
E_1158	18/01147	13 Castle Street, Dover	B1a	-174	-15
E_8000	18/01206	Land rear of Dubris Close, Honeywood Parkway	B1a; B2; B8	4965	170
E_8001	19/00109	162 Snargate Street, Dover	A1	-22	-1
E_8002	19/00006	Shotfield Farm, The Street, Preston	D2	-135	-2
E_8003	19/00221	Workshop, Highleas, Old Court Hill, Aylesam	B1c	-75	-2
E_8005	18/01152	Former Carpenters Workshop, Corner of Reach Road & High Street, Reach Road, St Margarets at Cliffe	B1c	-56	-1
E_8007	19/00208	The Firs, 114 Dover Road, Sandwich	B1a; D1	50	21
E_8008	18/01025	Bay Tree Cottage, Hay Lane	D1	-140	-1
E_8009	17/00952	Site at Tilmanstone Works, Pike Road, Tilmanstone	B1a	-485	
E_8010	19/00282	Channel House, P&O Ferries, Channel View Road, Dover	B1_B8; D1	490	-1
E_8011	18/01386	The Royal Oak, Lower Road, River	C1	1805	3
E_8012	19/00110	Great Pedding Farm, Pedding Lane, Shatterling	B2	255	50
E_8014	19/00328	Lucida Studios, East Street Farm, East Street	B1	-103	

WSP ID	Application Number	Site Address	Employment Land Use	Extant Area (sqm)	Extant Jobs
E_8015	19/00385	Telegraph Inn, 1 Hamilton Road, Deal	A4	-40	-6
E_8017	19/00514	Envirograf House, Pie Factory Road	B1c	-49	
E_8018	19/00545	37-39 High Street	A1	7	-3
E_8019	19/00384	Homebase, Honeywood Parkway, WCBP	A1	-63	0
E_8020	19/00231	177 Telegraph Road, Deal	A5	-2344	-4
E_8021	18/01322	The former Magistrates Court, Pencester Road, Dover	D1	-1000	-23
E_8022	18/01321	The Old Railway Station, Canterbury Road	A1; A3	-977	-114
E_8023	19/00434	Delf Nursery, Deal Road, Sandwich	B1a	309	2
E_8024	18/01395	The Regent and Land adjacent to the Timeball Tower, Beach Street	A3; D2	-293	13
E_8025	18/01169	12 King Street, Deal	A1; D2	401	15
E_8026	19/00741	Car Park D, Discovery Park, Spitfire Way	A1; C1	11	56
E_8027	19/00502	Cook Fabrications, Broomfield Works, Fernfield Lane	B1c; B8	-343	-1
E_8028	19/00012	Long Lane Farm, Long Lane, Shepherdswell	B2	-637	-2
E_8029	19/00777	Alkham Valley Garden Centre, Alkham Valley Road	A1	637	2
E_8030	19/00638	Bricklayers Arms, Coxhill, Shepherdswell	A4	-234	-18
E_8031	19/00693	Land to the west of Hollow Wood Road, Dover	B2; D2	-116	-9
E_8032	19/00778	Former Village Hall, Waldershare Park, Waldershare	D1	12	-2
E_8033	19/00368	13 Castle Street, Dover	B1a	43	-15
E_8034	19/00812	West View, Cop Street Road, Ash	D1	-17	1
E_8035	19/00324	Archcliffe Fort, Archcliffe Road, Dover	A1; B1c	-232	2
E_8036	19/00591	64-66 High Street, Deal CT14 6HE	A1	39	-1
E_8037	19/000863	37-39 High Street	A1	-59	-8
E_8038	19/00805	Preston Garden Centre, The Street, Preston	B1a; B8	-74	-4
E_8039	19/00788	River Recreation Ground, Public Conveniences, Lower Road, River	A3; B8	47	1
E_8040	19/00883	Preston Village Store, The Street, Preston	A1	490	-4
E_8041	19/01032	Dog and Duck Inn, Plucks Gutter, Stourmouth	C1	-79	2
E_8042	19/00956	69 Folkestone Road, Dover	C1	-180	3
E_8043	19/01027	Discovery Park House, Pfizer Ltd, Ramsgate Road	B2	180	1
E_8044	19/01111	Barn at Shingleton Farm, Thornton Road, Tilmanstone	B1_B8	116	6
E_8045	19/01103	Store to the rear of 6 The Strand, Walmer	B8	5	-1
E_8046	19/01273	20 Castle Street	B1a; D1	24	-14
E_8047	19/00674	Eastling Down Farm, Sandwich Road, Waldershare	D1	-32	1
E_8048	19/00028	Lydden Bell PH, Canterbury Road, Lydden	C1	95	3
E_8049	19/01192	Hercules Wine Warehouse, Moat Sole, Sandwich	B8; D1	92	0
E_8050	19/01255	Waterlock House, Canterbury Road, Wingham	A1	-54	-2
E_8051	19/00342	Land at Weatherlees Bend, Ramsgate Road	A3; A5	-33	11
E_8052	19/01261	Rolles Court, Church Whitfield Road, Whitfield	C1	87	-2
E_8053	19/00907	65 Cornwallis Avenue	A1; A5	-805	
E_8054	19/01081	27 Market Square, Dover CT16 1NG	A2; A3	85	0
E_8055	18/00764	Stalco Engineering Works and Land rear of and including 126 Mongeham Road, Great Mongeham	A1; D2	-9	-42
E_8056	19/00898	Old Lorry Farm Shop, Sandwich Road,	A1; A3	-132	5
E_8057	19/00291	337 Folkestone Road, Dover	SG	-96	2
E_8059	19/01257	The Press on The Lake, Ramsgate Road, Sandwich	B1c	15	-3
E_8060	19/01357	Shingleton Farm, Thornton Road, Tilmanstone	B1_B8	66	
E_8061	19/01443	Rose Barn, Coxhill, Shepherdswell	B1c	212	-2
E_8062	19/01269	146 High Street, Deal	A1; A4	1314	
E_8063	19/01457	Bride Farm, Richborough Road, Ash	B1a; B1	222	3
E_8064	19/00826	Intex House, Cooting Road	B1a; B2	100	58
E_8065	19/01007	The Pines, Chancepixies Animal Rescue, Gravel Lane	D1; SG	1302	2
E_8066	19/00964	Land adjacent to Lidl, easst of Honeywood Parkway, WCBP,	A1; A3; A5; B1_B8; D2	-126	26
E_8067	19/01524	27 Biggin Street	A1; D1	126	-6
E_8068	19/01441	Our Lady of the Holy Apostles, Church Hill, Eythorne	D2	-159	-2
E_8069	19/01112	The White Cliffs Hotel, High Street, St Margarets	C1	-10	-5
E_8070	19/01580	First, second & third floors 62 Biggin Street	A1	-200	-11
E_8071	02/00905	Betteshanger Colliery, A258 & Tip Site	B1a; B1c	22297	1259

WSP ID	Application Number	Site Address	Employment Land Use	Extant Area (sqm)	Extant Jobs
Total				211,022	4,632

Appendix E

TRICS OUTPUT

Public

TRICS 7.3.1
Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

2	SOUTH EAST	
HF	HERTFORD	1 days
RE	READING	1 days

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

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter
Parameter Gross floor area
Actual Ran 645 to 1800 (units: sqm)
Range Sele 645 to 2000 (units: sqm)

Public Transport Provision:
Selection b Include all surveys

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

This data displays the range of survey dates selected. Only surveys that were conducted within this date range a
Selected survey days:
Thursday 2 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 2 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Cent	0
Edge of To	0
Suburban A	1
Edge of To	1
Neighbour	0
Free Stand	0
Not Known	0

This data d Edge of Tc Suburban Neighbour Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Z	2
Commercia	0
Developme	0

Residential 0
Retail Zone 0
Built-Up Zo 0
Village 0
Out of Tow 0
High Street 0
No Sub Cat 0
This data d Industrial : Developm Residentia Retail Zon Built-Up Z Village Out of Tov High Street and No Su

Filtering Stage 3 selection:

Use Class:
B1 2 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
15,001 to 2 1 days
25,001 to 5 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
125,001 to 2 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 1 days
1.1 to 1.5 1 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
No 2 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters
1 HF-02-C-01 INDUSTRIA HERTFORDSHIRE
BRIDGE ROAD EAST

WELWYN GARDEN CITY
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1800 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL
2 RE-02-C-01 SHEET ME READING
COMMERCIAL ROAD

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

This sectio it displays the selecte the day of and whether the survey was a manual classified count or an ATC cc

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	2	1223	0.082	2	1223	0	2	1223	0.082
07:30-08:0	2	1223	0.123	2	1223	0	2	1223	0.123
08:00-08:3	2	1223	0.204	2	1223	0.123	2	1223	0.327
08:30-09:0	2	1223	0.409	2	1223	0.123	2	1223	0.532
09:00-09:3	2	1223	0.286	2	1223	0.123	2	1223	0.409
09:30-10:0	2	1223	0.204	2	1223	0.082	2	1223	0.286
10:00-10:3	2	1223	0.082	2	1223	0.123	2	1223	0.205
10:30-11:0	2	1223	0.204	2	1223	0.123	2	1223	0.327
11:00-11:3	2	1223	0.123	2	1223	0.164	2	1223	0.287
11:30-12:0	2	1223	0.123	2	1223	0.123	2	1223	0.246
12:00-12:3	2	1223	0.123	2	1223	0.123	2	1223	0.246
12:30-13:0	2	1223	0.123	2	1223	0.082	2	1223	0.205
13:00-13:3	2	1223	0.082	2	1223	0.204	2	1223	0.286
13:30-14:0	2	1223	0.204	2	1223	0.041	2	1223	0.245
14:00-14:3	2	1223	0.123	2	1223	0.082	2	1223	0.205
14:30-15:0	2	1223	0.082	2	1223	0.082	2	1223	0.164
15:00-15:3	2	1223	0.041	2	1223	0.164	2	1223	0.205
15:30-16:0	2	1223	0.286	2	1223	0.204	2	1223	0.49
16:00-16:3	2	1223	0.082	2	1223	0.082	2	1223	0.164
16:30-17:0	2	1223	0.123	2	1223	0.286	2	1223	0.409
17:00-17:3	2	1223	0.041	2	1223	0.245	2	1223	0.286
17:30-18:0	2	1223	0.041	2	1223	0.613	2	1223	0.654
18:00-18:3	2	1223	0	2	1223	0.041	2	1223	0.041
18:30-19:0	2	1223	0	2	1223	0	2	1223	0
19:00-19:30									
19:30-20:00									

20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:		3.191			3.233			6.424	

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: TAXIS

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: OGVS

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

14:00-14:3	2	1223	0	2	1223	0	2	1223	0
14:30-15:0	2	1223	0	2	1223	0	2	1223	0
15:00-15:3	2	1223	0	2	1223	0	2	1223	0
15:30-16:0	2	1223	0	2	1223	0	2	1223	0
16:00-16:3	2	1223	0	2	1223	0	2	1223	0
16:30-17:0	2	1223	0	2	1223	0	2	1223	0
17:00-17:3	2	1223	0	2	1223	0	2	1223	0
17:30-18:0	2	1223	0	2	1223	0	2	1223	0
18:00-18:3	2	1223	0	2	1223	0	2	1223	0
18:30-19:0	2	1223	0	2	1223	0	2	1223	0
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.328			0.328			0.656

Parameter summary

Trip rate pa	645 - 1800 (units: sqm)
Survey dat	01/01/08 - 22/11/12
Number of	2
Number of	0
Number of	0
Surveys ma	0

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

TRICS 7.3.1
Trip Rate P Retail floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 01 - RETAIL
Category A - FOOD SUPERSTORE
VEHICLES

Selected regions and areas:
2 SOUTH EAST
KC KENT 3 days
This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter
Parameter Retail floor area
Actual Ran 2926 to 5555 (units: sqm)
Range Sele 1666 to 5555 (units: sqm)

Public Transport Provision:
Selection b Include all surveys

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

This data displays the range of survey dates selected. Only surveys that were conducted within this date range a
Selected survey days:
Sunday 3 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 3 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 0
Edge of To 0
Suburban A 0
Edge of To 3
Neighbour 0
Free Stand 0
Not Known 0
This data d Edge of Tc Suburban Neighbour Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 0
Developme 0
Residential 2

Retail Zone 1
Built-Up Zo 0
Village 0
Out of Tow 0
High Street 0
No Sub Cat 0
This data d Industrial Developm Residentia Retail Zon Built-Up Z Village Out of Tov High Street and No Su

Filtering Stage 3 selection:

Use Class:
A1 3 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
1,001 to 5 1 days
15,001 to 2 1 days
20,001 to 2 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
25,001 to 1 days
50,001 to 1 days
100,001 to 1 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 1 days
1.1 to 1.5 2 days
This data d within a radius of 5-miles of selected survey sites.

Petrol filling station:
PFS is pres 3 days
PFS is pres 0 days
There is no 0 days
This data d and the number of surveys that do not.

Travel Plan:
Not Known 1 days
No 2 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters
1 KC-01-A-17 TESCO KENT
LEYBOURNE WAY
LARKFIELD
MAIDSTONE
Edge of Town
Residential Zone
Total Retail floor area: 5555 sqm
Survey dat SUNDAY ######## Survey Typ MANUAL

2 KC-01-A-18 SAINSBURY KENT
MARGATE ROAD
WESTWOOD
BROADSTAIRS
Edge of Town
Retail Zone
Total Retail floor area: 2970 sqm
Survey dat SUNDAY ######## Survey Typ MANUAL
3 KC-01-A-19 SAFEWAY KENT
COLDHARBOUR ROAD
NORTHFLEET
GRAVESEND
Edge of Town
Residential Zone
Total Retail floor area: 2926 sqm
Survey dat SUNDAY ######## Survey Typ MANUAL

This sectio it displays the selecte the day of and whether the survey was a manual classified count or an ATC cc

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
Calculation Factor: 100 sqm
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00									
08:00-09:0	2	2948	2.188	2	2948	1.747	2	2948	3.935
09:00-10:0	2	2948	6.004	2	2948	3.63	2	2948	9.634
10:00-11:0	3	3817	12.916	3	3817	9.458	3	3817	22.374
11:00-12:0	3	3817	12.505	3	3817	11.728	3	3817	24.233
12:00-13:0	3	3817	12.584	3	3817	12.671	3	3817	25.255
13:00-14:0	3	3817	11.492	3	3817	11.981	3	3817	23.473
14:00-15:0	3	3817	10.741	3	3817	11.571	3	3817	22.312
15:00-16:0	3	3817	8.838	3	3817	11.257	3	3817	20.095
16:00-17:0	2	2948	3.528	2	2948	5.41	2	2948	8.938
17:00-18:0	2	2948	2.222	2	2948	2.358	2	2948	4.58
18:00-19:0	2	2948	2.324	2	2948	2.29	2	2948	4.614
19:00-20:0	1	2970	1.65	1	2970	1.582	1	2970	3.232
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									

Daily Trip Rates: 86.992 85.683 172.675

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
Calculation Factor: 100 sqm
Count Type: OGVS

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

Parameter summary

Trip rate p: 2926 - 5555 (units: sqm)
Survey dat 01/01/98 - 09/11/03
Number of 3
Number of 3
Number of 3
Surveys m: 0
This sectio followed b the total n the number of survey days that have been manually removed from the selecte

TRICS 7.3.1
Trip Rate P Number of bedrooms

TRIP RATE FOOD & DRINK/A - HOTELS
Calculation Factor: 1 BEDRMS
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	3	89	0.116	3	89	0.231	3	89	0.347
08:00-09:0	3	89	0.116	3	89	0.254	3	89	0.37
09:00-10:0	3	89	0.216	3	89	0.138	3	89	0.354
10:00-11:0	3	89	0.149	3	89	0.082	3	89	0.231
11:00-12:0	3	89	0.067	3	89	0.153	3	89	0.22
12:00-13:0	3	89	0.071	3	89	0.093	3	89	0.164
13:00-14:0	3	89	0.116	3	89	0.112	3	89	0.228
14:00-15:0	3	89	0.09	3	89	0.093	3	89	0.183
15:00-16:0	3	89	0.127	3	89	0.172	3	89	0.299
16:00-17:0	3	89	0.175	3	89	0.119	3	89	0.294
17:00-18:0	3	89	0.228	3	89	0.108	3	89	0.336
18:00-19:0	3	89	0.269	3	89	0.149	3	89	0.418
19:00-20:0	3	89	0.239	3	89	0.164	3	89	0.403
20:00-21:0	3	89	0.127	3	89	0.101	3	89	0.228
21:00-22:0	3	89	0.086	3	89	0.131	3	89	0.217
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			2.192			2.1			4.292

TRIP RATE FOOD & DRINK/A - HOTELS
Calculation Factor: 1 BEDRMS
Count Type: TAXIS

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									

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

TRIP RATE FOOD & DRINK/A - HOTELS
Calculation Factor: 1 BEDRMS
Count Type: OGVS

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

TRICS 7.3.1
Trip Rate P Number of pupils

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 04 - EDUCATION
Category A - PRIMARY
VEHICLES

Selected regions and areas:

2	SOUTH EAST		
	BU	BUCKINGH	1 days
	EX	ESSEX	1 days
	SC	SURREY	1 days

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

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter
Parameter Number of pupils
Actual Ran 79 to 414 (units:)
Range Sele 79 to 414 (units:)

Public Transport Provision:
Selection b Include all surveys

Date Rang 01/01/08 to 01/10/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range a
Selected survey days:
Tuesday 1 days
Wednesda 1 days
Thursday 1 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 3 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 0
Edge of To 0
Suburban A 0
Edge of To 0
Neighbour 3
Free Stand 0
Not Knowr 0
This data d Edge of Tc Suburban Neighbour Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Z	0
Commercia	0
Developme	0
Residential	0
Retail Zone	0
Built-Up Zc	0
Village	3
Out of Tow	0
High Street	0
No Sub Cat	0

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

Filtering Stage 3 selection:

Use Class:

D1	3 days

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

Population within 1 mile:

1,000 or Le	1 days
5,001 to 1	2 days

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

Population within 5 miles:

75,001 to	3 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days

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

Travel Plan:

Yes	2 days
No	1 days

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

LIST OF SITES relevant to selection parameters

1 BU-04-A-0 PRIMARY S BUCKINGHAMSHIRE
LOWER ROAD
STOKE MANDEVILLE
NEAR AYLESBURY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of pupil 208
Survey dat WEDNESD ######## Survey Typ MANUAL

2 EX-04-A-01 PRIMARY S ESSEX
THE STREET
ROXWELL
NEAR CHELMSFORD
Neighbourhood Centre (PPS6 Local Centre)

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

This sectio it displays the selecte the day of and whether the survey was a manual classified count or an ATC cc

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
Calculation Factor: 1 PUPILS
Count Type: VEHICLES

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	3	234	0.058	3	234	0.01	3	234	0.068
08:00-09:0	3	234	0.285	3	234	0.215	3	234	0.5
09:00-10:0	3	234	0.057	3	234	0.076	3	234	0.133
10:00-11:0	3	234	0.01	3	234	0.01	3	234	0.02
11:00-12:0	3	234	0.011	3	234	0.007	3	234	0.018
12:00-13:0	3	234	0.014	3	234	0.014	3	234	0.028
13:00-14:0	3	234	0.021	3	234	0.033	3	234	0.054
14:00-15:0	3	234	0.081	3	234	0.016	3	234	0.097
15:00-16:0	3	234	0.131	3	234	0.221	3	234	0.352
16:00-17:0	3	234	0.124	3	234	0.141	3	234	0.265
17:00-18:0	3	234	0.027	3	234	0.051	3	234	0.078
18:00-19:0	3	234	0.047	3	234	0.037	3	234	0.084
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.866			0.831			1.697

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
Calculation Factor: 1 PUPILS
Count Type: TAXIS

		ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	3	234	0.001	3	234	0	3	234	0.001
08:00-09:0	3	234	0.001	3	234	0.003	3	234	0.004
09:00-10:0	3	234	0	3	234	0	3	234	0
10:00-11:0	3	234	0	3	234	0	3	234	0
11:00-12:0	3	234	0	3	234	0	3	234	0
12:00-13:0	3	234	0	3	234	0	3	234	0
13:00-14:0	3	234	0	3	234	0	3	234	0
14:00-15:0	3	234	0	3	234	0	3	234	0
15:00-16:0	3	234	0.003	3	234	0.003	3	234	0.006
16:00-17:0	3	234	0	3	234	0	3	234	0
17:00-18:0	3	234	0	3	234	0	3	234	0
18:00-19:0	3	234	0	3	234	0	3	234	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.005			0.006			0.011

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
Calculation Factor: 1 PUPILS
Count Type: OGVS

		ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	3	234	0	3	234	0	3	234	0
08:00-09:0	3	234	0	3	234	0	3	234	0
09:00-10:0	3	234	0	3	234	0	3	234	0
10:00-11:0	3	234	0	3	234	0	3	234	0
11:00-12:0	3	234	0.001	3	234	0.001	3	234	0.002
12:00-13:0	3	234	0	3	234	0	3	234	0
13:00-14:0	3	234	0	3	234	0	3	234	0

14:00-15:0	3	234	0	3	234	0	3	234	0
15:00-16:0	3	234	0	3	234	0	3	234	0
16:00-17:0	3	234	0	3	234	0	3	234	0
17:00-18:0	3	234	0	3	234	0	3	234	0
18:00-19:0	3	234	0	3	234	0	3	234	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.001			0.001			0.002

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
Calculation Factor: 1 PUPILS
Count Type: CARS

			ARRIVALS			DEPARTURES			TOTALS
Time Rang	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	3	234	0.029	3	234	0	3	234	0.029
08:00-09:0	3	234	0.087	3	234	0.071	3	234	0.158
09:00-10:0	3	234	0.013	3	234	0.017	3	234	0.03
10:00-11:0	3	234	0.004	3	234	0.006	3	234	0.01
11:00-12:0	3	234	0.003	3	234	0.001	3	234	0.004
12:00-13:0	3	234	0.004	3	234	0.003	3	234	0.007
13:00-14:0	3	234	0.004	3	234	0.01	3	234	0.014
14:00-15:0	3	234	0.019	3	234	0.004	3	234	0.023
15:00-16:0	3	234	0.021	3	234	0.056	3	234	0.077
16:00-17:0	3	234	0.046	3	234	0.044	3	234	0.09
17:00-18:0	3	234	0.003	3	234	0.02	3	234	0.023
18:00-19:0	3	234	0	3	234	0	3	234	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.233			0.232			0.465

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
Calculation Factor: 1 PUPILS
Count Type: LGVS

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip

Time Rang	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	3	234	0	3	234	0	3	234	0
08:00-09:0	3	234	0.004	3	234	0.004	3	234	0.008
09:00-10:0	3	234	0.004	3	234	0.004	3	234	0.008
10:00-11:0	3	234	0.001	3	234	0.003	3	234	0.004
11:00-12:0	3	234	0.001	3	234	0.001	3	234	0.002
12:00-13:0	3	234	0.003	3	234	0.003	3	234	0.006
13:00-14:0	3	234	0.003	3	234	0.001	3	234	0.004
14:00-15:0	3	234	0.001	3	234	0	3	234	0.001
15:00-16:0	3	234	0.004	3	234	0.003	3	234	0.007
16:00-17:0	3	234	0.001	3	234	0.001	3	234	0.002
17:00-18:0	3	234	0.001	3	234	0.003	3	234	0.004
18:00-19:0	3	234	0	3	234	0	3	234	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.023			0.023			0.046

Parameter summary

Trip rate p	79 - 414 (units:)
Survey dat	01/01/08 - 01/10/14
Number of	3
Number of	0
Number of	0
Surveys ma	0

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

TRICS 7.3.1
Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 06 - HOTEL FOOD & DRINK
Category B - RESTAURANTS
VEHICLES

Selected regions and areas:

2	SOUTH EAST		
	KC	KENT	2 days
	WS	WEST SUSS	1 days

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

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter
Parameter Gross floor area
Actual Ran 130 to 334 (units: sqm)
Range Sele 130 to 910 (units: sqm)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/98 to 04/10/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range ar
Selected survey days:
Saturday 2 days
Sunday 1 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 3 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 0
Edge of To 0
Suburban A 0
Edge of To 0
Neighbour 3
Free Stand 0
Not Known 0
This data d Edge of To Suburban Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 0

Developme 0
Residentia 0
Retail Zone 0
Built-Up Zc 0
Village 1
Out of Tow 0
High Street 0
No Sub Cat 2
This data d Industrial Developm Residentia Retail Zon Built-Up Z Village Out of Tov High Street and No Su

Filtering Stage 3 selection:

Use Class:
A3 3 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
1,001 to 5 2 days
10,001 to 1 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
5,001 to 2 1 days
75,001 to 2 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
1.1 to 1.5 2 days
1.6 to 2.0 1 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Not Knowr 2 days
No 1 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters
1 KC-06-B-01 RESTAURA KENT
GRAVESEND ROAD

CULVERSTONE GREEN
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 150 sqm
Survey dat SATURDAY ######## Survey Typ MANUAL
2 KC-06-B-02 RESTAURA KENT
OLD CHATHAM ROAD
BLUE BELL HILL
NEAR MAIDSTONE
Neighbourhood Centre (PPS6 Local Centre)

No Sub Category
Total Gross floor area: 334 sqm
Survey dat SUNDAY ######## Survey Typ MANUAL

3 WS-06-B-0 BRITISH FII WEST SUSSEX
ARUNDEL ROAD
TANGMERE
NEAR CHICHESTER
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 130 sqm
Survey dat SATURDAY ######## Survey Typ MANUAL

This sectio it displays the selecte the day of and whether the survey was a manual classified count or an ATC cc

TRIP RATE FOOD & DRINK/B - RESTAURANTS
Calculation Factor: 100 sqm
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00									
08:00-09:00									
09:00-10:00									
10:00-11:0	3	205	1.792	3	205	0.489	3	205	2.281
11:00-12:0	3	205	1.14	3	205	0.651	3	205	1.791
12:00-13:0	3	205	1.629	3	205	0.163	3	205	1.792
13:00-14:0	3	205	1.14	3	205	1.14	3	205	2.28
14:00-15:0	3	205	0.489	3	205	1.303	3	205	1.792
15:00-16:0	3	205	0.163	3	205	2.769	3	205	2.932
16:00-17:0	2	140	0	2	140	0	2	140	0
17:00-18:0	2	140	1.786	2	140	0	2	140	1.786
18:00-19:0	2	140	3.571	2	140	1.071	2	140	4.642
19:00-20:0	2	140	10.714	2	140	1.786	2	140	12.5
20:00-21:0	2	140	3.571	2	140	2.5	2	140	6.071
21:00-22:0	2	140	1.429	2	140	2.5	2	140	3.929
22:00-23:0	2	140	1.071	2	140	4.643	2	140	5.714
23:00-24:0	2	140	1.429	2	140	6.071	2	140	7.5
Daily Trip Rates:			29.924			25.086			55.01

TRIP RATE FOOD & DRINK/B - RESTAURANTS
Calculation Factor: 100 sqm
Count Type: OGVS

		ARRIVALS			DEPARTURES			TOTALS	
Time Rang	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00									
08:00-09:00									
09:00-10:00									
10:00-11:0	3	205	0	3	205	0	3	205	0
11:00-12:0	3	205	0	3	205	0	3	205	0
12:00-13:0	3	205	0	3	205	0	3	205	0
13:00-14:0	3	205	0	3	205	0	3	205	0
14:00-15:0	3	205	0	3	205	0	3	205	0
15:00-16:0	3	205	0	3	205	0	3	205	0
16:00-17:0	2	140	0	2	140	0	2	140	0
17:00-18:0	2	140	0	2	140	0	2	140	0
18:00-19:0	2	140	0	2	140	0	2	140	0
19:00-20:0	2	140	0	2	140	0	2	140	0
20:00-21:0	2	140	0	2	140	0	2	140	0
21:00-22:0	2	140	0	2	140	0	2	140	0
22:00-23:0	2	140	0	2	140	0	2	140	0
23:00-24:0	2	140	0	2	140	0	2	140	0
Daily Trip Rates:			0			0			0

Parameter summary

Trip rate pa	130 - 334 (units: sqm)
Survey dat	01/01/98 - 04/10/14
Number of	2
Number of	3
Number of	1
Surveys ma	0

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

TRICS 7.3.1
Trip Rate P Gross floor area

TRIP RATE for Land Use 01 - RETAIL/M - MIXED SHOPPING MALLS
Calculation Factor: 100 sqm
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	1	14693	0.919	1	14693	0.783	1	14693	1.702
08:00-09:0	2	11409	1.424	2	11409	0.727	2	11409	2.151
09:00-10:0	2	11409	2.437	2	11409	1.503	2	11409	3.94
10:00-11:0	2	11409	2.871	2	11409	2.327	2	11409	5.198
11:00-12:0	2	11409	3.133	2	11409	2.971	2	11409	6.104
12:00-13:0	2	11409	2.849	2	11409	2.822	2	11409	5.671
13:00-14:0	2	11409	2.66	2	11409	2.884	2	11409	5.544
14:00-15:0	2	11409	2.349	2	11409	2.656	2	11409	5.005
15:00-16:0	2	11409	2.244	2	11409	2.432	2	11409	4.676
16:00-17:0	2	11409	1.911	2	11409	2.726	2	11409	4.637
17:00-18:0	2	11409	1.451	2	11409	1.876	2	11409	3.327
18:00-19:0	2	11409	0.745	2	11409	1.104	2	11409	1.849
19:00-20:0	2	11409	0.526	2	11409	0.522	2	11409	1.048
20:00-21:0	1	14693	0.184	1	14693	0.259	1	14693	0.443
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			25.703			25.592			51.295

TRIP RATE for Land Use 01 - RETAIL/M - MIXED SHOPPING MALLS
Calculation Factor: 100 sqm
Count Type: OGVS

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									

07:00-08:0	1	14693	0.054	1	14693	0.007	1	14693	0.061
08:00-09:0	2	11409	0.026	2	11409	0.031	2	11409	0.057
09:00-10:0	2	11409	0.013	2	11409	0.013	2	11409	0.026
10:00-11:0	2	11409	0.022	2	11409	0.035	2	11409	0.057
11:00-12:0	2	11409	0.031	2	11409	0.031	2	11409	0.062
12:00-13:0	2	11409	0.018	2	11409	0.035	2	11409	0.053
13:00-14:0	2	11409	0.035	2	11409	0.035	2	11409	0.07
14:00-15:0	2	11409	0.035	2	11409	0.026	2	11409	0.061
15:00-16:0	2	11409	0.018	2	11409	0.013	2	11409	0.031
16:00-17:0	2	11409	0.009	2	11409	0.026	2	11409	0.035
17:00-18:0	2	11409	0.022	2	11409	0.013	2	11409	0.035
18:00-19:0	2	11409	0.009	2	11409	0.013	2	11409	0.022
19:00-20:0	2	11409	0.004	2	11409	0	2	11409	0.004
20:00-21:0	1	14693	0	1	14693	0	1	14693	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.296			0.278			0.574

TRICS 7.3.1
Trip Rate P Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL
Category C - FLATS PRIVATELY OWNED
VEHICLES

Selected regions and areas:

2	SOUTH EAST		
	EX	ESSEX	2 days
	HC	HAMPSHIR	1 days
	HF	HERTFORD	1 days
	OX	OXFORDSH	1 days
	SC	SURREY	4 days

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

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter
Parameter Number of dwellings
Actual Ran 6 to 140 (units:)
Range Sele 6 to 140 (units:)

Public Transport Provision:
Selection b Include all surveys

Date Rang 01/01/08 to 22/10/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range a
Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesda	3 days
Thursday	1 days
Saturday	2 days

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

Selected survey types:
Manual co 9 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Cent	0
Edge of To	3
Suburban A	5
Edge of To	1
Neighbour	0
Free Stand	0

Not Known 0
This data d Edge of Tc Suburban Neighbour Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 0
Developme 0
Residential 7
Retail Zone 0
Built-Up Zc 1
Village 0
Out of Tow 0
High Street 0
No Sub Cat 1
This data d Industrial Develop Residentia Retail Zon Built-Up Z Village Out of Tov High Street and No Su

Filtering Stage 3 selection:

Use Class:
C3 9 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
1,001 to 5 3 days
5,001 to 1 1 days
15,001 to 2 1 days
25,001 to 5 4 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
100,001 to 2 days
125,001 to 6 days
250,001 to 1 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 1 days
1.1 to 1.5 8 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
No 9 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters
1 EX-03-C-01 FLATS ESSEX
WESTCLIFF PARADE
WESTCLIFF
SOUTHEND-ON-SEA
Edge of Town Centre

Residential Zone
Total Number of dwel 6
Survey dat TUESDAY ######## Survey Typ MANUAL
2 EX-03-C-02 BLOCK OF I ESSEX
WESTCLIFF PARADE
WESTCLIFF
SOUTHEND-ON-SEA
Edge of Town Centre
Residential Zone
Total Number of dwel 94
Survey dat TUESDAY ######## Survey Typ MANUAL
3 HC-03-C-0 FLATS HAMPSHIRE
WORTING ROAD

BASINGSTOKE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwel 16
Survey dat THURSDAY ######## Survey Typ MANUAL
4 HF-03-C-02 FLATS HERTFORDSHIRE
BRIDGE ROAD EAST

WELWYN GARDEN CITY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwel 86
Survey dat WEDNESD/ ######## Survey Typ MANUAL
5 OX-03-C-0 BLOCK OF I OXFORDSHIRE
OXFORD ROAD
COWLEY
OXFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwel 14
Survey dat WEDNESD/ ######## Survey Typ MANUAL
6 SC-03-C-01 FLATS SURREY
HEATHCOTE ROAD

CAMBERLEY
Edge of Town Centre
Residential Zone
Total Number of dwel 140
Survey dat MONDAY ######## Survey Typ MANUAL
7 SC-03-C-02 FLATS SURREY
CONSTITUTION HILL

WOKING
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwel 36
Survey dat WEDNESD/ ######## Survey Typ MANUAL

8 SC-03-C-03 FLATS SURREY
KINGS ROAD

WOKING
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwel 52
Survey dat SATURDAY ######## Survey Typ MANUAL

9 SC-03-C-04 BLOCK OF I SURREY
LONDON ROAD
BURPHAM
GUILDFORD
Edge of Town
Residential Zone
Total Number of dwel 72
Survey dat SATURDAY ######## Survey Typ MANUAL

This sectio it displays the selecte the day of and whether the survey was a manual classified count or an ATC cc

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	9	57	0.019	9	57	0.124	9	57	0.143
08:00-09:0	9	57	0.058	9	57	0.182	9	57	0.24
09:00-10:0	9	57	0.052	9	57	0.128	9	57	0.18
10:00-11:0	9	57	0.103	9	57	0.105	9	57	0.208
11:00-12:0	9	57	0.089	9	57	0.093	9	57	0.182
12:00-13:0	9	57	0.107	9	57	0.116	9	57	0.223
13:00-14:0	9	57	0.122	9	57	0.122	9	57	0.244
14:00-15:0	9	57	0.103	9	57	0.097	9	57	0.2
15:00-16:0	9	57	0.103	9	57	0.079	9	57	0.182
16:00-17:0	9	57	0.134	9	57	0.099	9	57	0.233
17:00-18:0	9	57	0.167	9	57	0.083	9	57	0.25
18:00-19:0	9	57	0.171	9	57	0.079	9	57	0.25
19:00-20:0	3	34	0.176	3	34	0.127	3	34	0.303
20:00-21:0	3	34	0.088	3	34	0.059	3	34	0.147
21:00-22:0	3	34	0.098	3	34	0.059	3	34	0.157
22:00-23:00									
23:00-24:00									

Daily Trip Rates:			1.59			1.552			3.142

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TAXIS

			ARRIVALS			DEPARTURES			TOTALS
Time Rang	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:0	1	72	0	1	72	0	1	72	0
07:00-08:0	9	57	0.002	9	57	0.002	9	57	0.004
08:00-09:0	9	57	0	9	57	0	9	57	0
09:00-10:0	9	57	0	9	57	0	9	57	0
10:00-11:0	9	57	0.002	9	57	0.002	9	57	0.004
11:00-12:0	9	57	0.006	9	57	0.006	9	57	0.012
12:00-13:0	9	57	0.004	9	57	0.004	9	57	0.008
13:00-14:0	9	57	0.004	9	57	0.004	9	57	0.008
14:00-15:0	9	57	0.002	9	57	0	9	57	0.002
15:00-16:0	9	57	0	9	57	0.002	9	57	0.002
16:00-17:0	9	57	0.002	9	57	0.002	9	57	0.004
17:00-18:0	9	57	0.002	9	57	0.002	9	57	0.004
18:00-19:0	9	57	0.002	9	57	0.002	9	57	0.004
19:00-20:0	3	34	0.01	3	34	0.01	3	34	0.02
20:00-21:0	3	34	0	3	34	0	3	34	0
21:00-22:0	3	34	0	3	34	0	3	34	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.036			0.036			0.072

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: OGVS

			ARRIVALS			DEPARTURES			TOTALS
Time Rang	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	9	57	0	9	57	0	9	57	0
08:00-09:0	9	57	0	9	57	0	9	57	0

09:00-10:0	9	57	0	9	57	0	9	57	0
10:00-11:0	9	57	0	9	57	0	9	57	0
11:00-12:0	9	57	0.002	9	57	0.002	9	57	0.004
12:00-13:0	9	57	0.004	9	57	0.004	9	57	0.008
13:00-14:0	9	57	0	9	57	0	9	57	0
14:00-15:0	9	57	0	9	57	0	9	57	0
15:00-16:0	9	57	0	9	57	0	9	57	0
16:00-17:0	9	57	0.002	9	57	0.002	9	57	0.004
17:00-18:0	9	57	0	9	57	0	9	57	0
18:00-19:0	9	57	0	9	57	0	9	57	0
19:00-20:0	3	34	0	3	34	0	3	34	0
20:00-21:0	3	34	0	3	34	0	3	34	0
21:00-22:0	3	34	0	3	34	0	3	34	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.008			0.008			0.016

Parameter summary

Trip rate p	6 - 140 (units:)
Survey dat	01/01/08 - 22/10/13
Number of	7
Number of	2
Number of	0
Surveys m	0

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

TRICS 7.3.1
Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category F - WAREHOUSING (COMMERCIAL)
VEHICLES

Selected regions and areas:

2	SOUTH EAST	
BD	BEDFORDS	1 days
BU	BUCKINGH	1 days
HC	HAMPSHIR	1 days
HF	HERTFORD	3 days
KC	KENT	1 days
SC	SURREY	1 days

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

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.
Parameter Gross floor area
Actual Ran 4000 to 76000 (units: sqm)
Range Sele 3065 to 76000 (units: sqm)

Public Transport Provision:
Selection t Include all surveys

Date Rang 01/01/98 to 10/07/08

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:

Tuesday	1 days
Wednesda	2 days
Thursday	4 days
Friday	1 days

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

Selected survey types:
Manual co 8 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Cent	0
Edge of To	0
Suburban A	1
Edge of To	7
Neighbour	0
Free Stand	0
Not Known	0

This data d Edge of Tc Suburban Neighbou Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Z	4
Commerci	1
Developme	0
Residentia	0
Retail Zone	0
Built-Up Zc	0
Village	0
Out of Tow	0
High Stree	0
No Sub Cat	3

This data d Industrial Developm Residentia Retail Zon Built-Up Z Village Out of Tov High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

B8	8 days

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

Population within 1 mile:

1,001 to 5	5 days
10,001 to 1	2 days
20,001 to 2	1 days

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

Population within 5 miles:

5,001 to 2	1 days
100,001 to	2 days

125,001 to 4 days
250,001 to 1 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 3 days
1.1 to 1.5 5 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Not Knowr 5 days
No 3 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 BD-02-F-01 WAREHOU BEDFORDSHIRE
FRENCH'S AVENUE

DUNSTABLE
Edge of Town
Industrial Zone
Total Gross floor area 6050 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL

2 BU-02-F-01 SUPERSTO BUCKINGHAMSHIRE
BLETCHAM WAY
BLETCHLEY
MILTON KEYNES
Edge of Town
Industrial Zone
Total Gross floor area 52125 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL

3 HC-02-F-01 WAREHOU HAMPSHIRE
MAURETANIA ROAD
NURSLING INDUSTRIAL ESTATE
SOUTHAMPTON
Edge of Town
Industrial Zone
Total Gross floor area 4000 sqm
Survey dat WEDNESD/ ######## Survey Typ MANUAL

4 HF-02-F-01 SUPERSTO HERTFORDSHIRE
LONDON ROAD

BUNTINGFORD
Edge of Town
No Sub Category
Total Gross floor area 47584 sqm
Survey dat WEDNESD/ ######## Survey Typ MANUAL

5 HF-02-F-02 SUPERSTO HERTFORDSHIRE
BLACK FAN ROAD
PANSHANGER
WELWYN GARDEN CITY
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area 18600 sqm
Survey dat FRIDAY ######## Survey Typ MANUAL

6 HF-02-F-03 DISTRIBUT HERTFORDSHIRE

HATFIELD BUSINESS CEN.
HATFIELD
Edge of Town
Commercial Zone
Total Gross floor area 80000 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL

7 KC-02-F-01 FOOD DIST KENT
HOLBOROUGH ROAD

SNODLAND
Edge of Town
No Sub Category
Total Gross floor area 7500 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL

8 SC-02-F-04 WAREHOU SURREY
PRETORIA ROAD

CHERTSEY
Edge of Town
No Sub Category
Total Gross floor area 4460 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL

This sectio it displays the select the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
Calculation Factor: 100 sqm
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:3	1	7500	0.093	1	7500	0.08	1	7500	0.173
00:30-01:0	1	7500	0.053	1	7500	0.067	1	7500	0.12
01:00-01:3	1	7500	0.013	1	7500	0.027	1	7500	0.04
01:30-02:0	1	7500	0.04	1	7500	0.067	1	7500	0.107
02:00-02:3	1	7500	0.027	1	7500	0.027	1	7500	0.054
02:30-03:0	1	7500	0.053	1	7500	0.067	1	7500	0.12
03:00-03:3	1	7500	0.027	1	7500	0.013	1	7500	0.04
03:30-04:0	1	7500	0.067	1	7500	0.053	1	7500	0.12
04:00-04:3	1	7500	0.053	1	7500	0.053	1	7500	0.106
04:30-05:0	1	7500	0.067	1	7500	0.053	1	7500	0.12
05:00-05:3	1	7500	0.08	1	7500	0.067	1	7500	0.147
05:30-06:0	1	7500	0.067	1	7500	0.053	1	7500	0.12
06:00-06:3	1	7500	0.133	1	7500	0.133	1	7500	0.266
06:30-07:0	1	7500	0.133	1	7500	0.08	1	7500	0.213
07:00-07:3	8	27040	0.042	8	27040	0.054	8	27040	0.096
07:30-08:0	8	27040	0.075	8	27040	0.04	8	27040	0.115
08:00-08:3	8	27040	0.053	8	27040	0.032	8	27040	0.085
08:30-09:0	8	27040	0.062	8	27040	0.034	8	27040	0.096
09:00-09:3	8	27040	0.051	8	27040	0.043	8	27040	0.094
09:30-10:0	8	27040	0.05	8	27040	0.039	8	27040	0.089
10:00-10:3	8	27040	0.043	8	27040	0.039	8	27040	0.082
10:30-11:0	8	27040	0.04	8	27040	0.039	8	27040	0.079
11:00-11:3	8	27040	0.052	8	27040	0.036	8	27040	0.088
11:30-12:0	8	27040	0.051	8	27040	0.04	8	27040	0.091
12:00-12:3	8	27040	0.046	8	27040	0.059	8	27040	0.105
12:30-13:0	8	27040	0.045	8	27040	0.049	8	27040	0.094
13:00-13:3	8	27040	0.069	8	27040	0.064	8	27040	0.133
13:30-14:0	8	27040	0.144	8	27040	0.109	8	27040	0.253
14:00-14:3	8	27040	0.061	8	27040	0.09	8	27040	0.151
14:30-15:0	8	27040	0.078	8	27040	0.091	8	27040	0.169
15:00-15:3	8	27040	0.049	8	27040	0.077	8	27040	0.126
15:30-16:0	8	27040	0.06	8	27040	0.067	8	27040	0.127
16:00-16:3	8	27040	0.048	8	27040	0.068	8	27040	0.116
16:30-17:0	8	27040	0.041	8	27040	0.071	8	27040	0.112
17:00-17:3	8	27040	0.027	8	27040	0.063	8	27040	0.09
17:30-18:0	8	27040	0.038	8	27040	0.053	8	27040	0.091
18:00-18:3	8	27040	0.024	8	27040	0.054	8	27040	0.078
18:30-19:0	8	27040	0.022	8	27040	0.026	8	27040	0.048
19:00-19:3	2	6775	0.03	2	6775	0.03	2	6775	0.06
19:30-20:0	2	6775	0.007	2	6775	0.037	2	6775	0.044
20:00-20:3	1	7500	0.053	1	7500	0.013	1	7500	0.066
20:30-21:0	1	7500	0.04	1	7500	0.053	1	7500	0.093
21:00-21:3	1	7500	0.04	1	7500	0.053	1	7500	0.093
21:30-22:0	1	7500	0.013	1	7500	0.027	1	7500	0.04
22:00-22:3	1	7500	0.067	1	7500	0.053	1	7500	0.12
22:30-23:0	1	7500	0.067	1	7500	0.04	1	7500	0.107
23:00-23:3	1	7500	0.04	1	7500	0.04	1	7500	0.08
23:30-24:0	1	7500	0.04	1	7500	0.04	1	7500	0.08
Daily Trip Rates:			2.574			2.563			5.137

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
Calculation Factor: 100 sqm
Count Type: OGVS

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:3	1	7500	0.093	1	7500	0.08	1	7500	0.173
00:30-01:0	1	7500	0.053	1	7500	0.067	1	7500	0.12
01:00-01:3	1	7500	0.013	1	7500	0.027	1	7500	0.04
01:30-02:0	1	7500	0.04	1	7500	0.067	1	7500	0.107
02:00-02:3	1	7500	0.027	1	7500	0.027	1	7500	0.054
02:30-03:0	1	7500	0.053	1	7500	0.067	1	7500	0.12
03:00-03:3	1	7500	0.027	1	7500	0.013	1	7500	0.04
03:30-04:0	1	7500	0.067	1	7500	0.053	1	7500	0.12
04:00-04:3	1	7500	0.053	1	7500	0.053	1	7500	0.106
04:30-05:0	1	7500	0.067	1	7500	0.053	1	7500	0.12
05:00-05:3	1	7500	0.04	1	7500	0.067	1	7500	0.107
05:30-06:0	1	7500	0.027	1	7500	0.04	1	7500	0.067
06:00-06:3	1	7500	0.027	1	7500	0.027	1	7500	0.054
06:30-07:0	1	7500	0.12	1	7500	0.08	1	7500	0.2
07:00-07:3	8	27040	0.013	8	27040	0.01	8	27040	0.023
07:30-08:0	8	27040	0.012	8	27040	0.011	8	27040	0.023

08:00-08:3	8	27040	0.016	8	27040	0.016	8	27040	0.032
08:30-09:0	8	27040	0.016	8	27040	0.012	8	27040	0.028
09:00-09:3	8	27040	0.018	8	27040	0.02	8	27040	0.038
09:30-10:0	8	27040	0.019	8	27040	0.018	8	27040	0.037
10:00-10:3	8	27040	0.021	8	27040	0.016	8	27040	0.037
10:30-11:0	8	27040	0.013	8	27040	0.019	8	27040	0.032
11:00-11:3	8	27040	0.019	8	27040	0.016	8	27040	0.035
11:30-12:0	8	27040	0.018	8	27040	0.014	8	27040	0.032
12:00-12:3	8	27040	0.015	8	27040	0.018	8	27040	0.033
12:30-13:0	8	27040	0.013	8	27040	0.016	8	27040	0.029
13:00-13:3	8	27040	0.018	8	27040	0.014	8	27040	0.032
13:30-14:0	8	27040	0.02	8	27040	0.016	8	27040	0.036
14:00-14:3	8	27040	0.015	8	27040	0.015	8	27040	0.03
14:30-15:0	8	27040	0.021	8	27040	0.018	8	27040	0.039
15:00-15:3	8	27040	0.017	8	27040	0.015	8	27040	0.032
15:30-16:0	8	27040	0.02	8	27040	0.015	8	27040	0.035
16:00-16:3	8	27040	0.018	8	27040	0.015	8	27040	0.033
16:30-17:0	8	27040	0.018	8	27040	0.011	8	27040	0.029
17:00-17:3	8	27040	0.011	8	27040	0.012	8	27040	0.023
17:30-18:0	8	27040	0.012	8	27040	0.012	8	27040	0.024
18:00-18:3	8	27040	0.009	8	27040	0.01	8	27040	0.019
18:30-19:0	8	27040	0.011	8	27040	0.012	8	27040	0.023
19:00-19:3	2	6775	0.03	2	6775	0.015	2	6775	0.045
19:30-20:0	2	6775	0.007	2	6775	0.022	2	6775	0.029
20:00-20:3	1	7500	0.053	1	7500	0.013	1	7500	0.066
20:30-21:0	1	7500	0.04	1	7500	0.053	1	7500	0.093
21:00-21:3	1	7500	0.04	1	7500	0.053	1	7500	0.093
21:30-22:0	1	7500	0.013	1	7500	0.027	1	7500	0.04
22:00-22:3	1	7500	0.067	1	7500	0.053	1	7500	0.12
22:30-23:0	1	7500	0.067	1	7500	0.04	1	7500	0.107
23:00-23:3	1	7500	0.04	1	7500	0.04	1	7500	0.08
23:30-24:0	1	7500	0.04	1	7500	0.04	1	7500	0.08
Daily Trip Rates:			1.487			1.428			2.915

Parameter summary

Trip rate p	4000 - 76000 (units: sqm)
Survey dat	01/01/98 - 10/07/08
Number of	8
Number of	0
Number of	0
Surveys m	0

This sectio followed b the total r the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.3.1
Trip Rate P Number of dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:0	2	565	0.058	2	565	0.042	2	565	0.1
01:00-02:0	2	565	0.029	2	565	0.026	2	565	0.055
02:00-03:0	2	565	0.012	2	565	0.01	2	565	0.022
03:00-04:0	2	565	0.004	2	565	0.004	2	565	0.008
04:00-05:0	2	565	0.001	2	565	0.003	2	565	0.004
05:00-06:0	2	565	0.004	2	565	0.006	2	565	0.01
06:00-07:0	2	565	0.002	2	565	0.02	2	565	0.022
07:00-08:0	17	290	0.06	17	290	0.241	17	290	0.301
08:00-09:0	17	290	0.106	17	290	0.351	17	290	0.457
09:00-10:0	17	290	0.127	17	290	0.199	17	290	0.326
10:00-11:0	17	290	0.136	17	290	0.186	17	290	0.322
11:00-12:0	17	290	0.158	17	290	0.174	17	290	0.332
12:00-13:0	17	290	0.21	17	290	0.18	17	290	0.39
13:00-14:0	17	290	0.194	17	290	0.177	17	290	0.371
14:00-15:0	17	290	0.183	17	290	0.171	17	290	0.354
15:00-16:0	17	290	0.247	17	290	0.188	17	290	0.435
16:00-17:0	17	290	0.263	17	290	0.174	17	290	0.437
17:00-18:0	17	290	0.32	17	290	0.176	17	290	0.496
18:00-19:0	17	290	0.29	17	290	0.178	17	290	0.468
19:00-20:0	2	565	0.117	2	565	0.088	2	565	0.205
20:00-21:0	2	565	0.108	2	565	0.083	2	565	0.191
21:00-22:0	2	565	0.076	2	565	0.038	2	565	0.114
22:00-23:0	2	565	0.073	2	565	0.049	2	565	0.122
23:00-24:0	2	565	0.034	2	565	0.019	2	565	0.053
Daily Trip Rates:			2.812			2.783			5.595

TRICS 7.3.1
Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category A - OFFICE
VEHICLES

Selected regions and areas:

2	SOUTH EAST	
BD	BEDFORDS	1 days
ES	EAST SUSS	2 days
EX	ESSEX	1 days
HC	HAMPSHIR	1 days
HF	HERTFORD	2 days
KC	KENT	6 days
SC	SURREY	4 days
SO	SLOUGH	1 days

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

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.
Parameter Gross floor area
Actual Ran 186 to 40000 (units: sqm)
Range Sele 186 to 135750 (units: sqm)

Public Transport Provision:
Selection t Include all surveys

Date Rang 01/01/08 to 26/11/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:
Monday 5 days
Tuesday 6 days
Wednesda 4 days
Thursday 3 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 18 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 2
Edge of To 7
Suburban A 3
Edge of To 6
Neighbour 0
Free Stand 0
Not Known 0
This data d Edge of Tc Suburban Neighbou Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 1
Commerci 4
Developme 0
Residentia 5
Retail Zone 0
Built-Up Zc 6
Village 0
Out of Tow 0
High Stree 1
No Sub Cat 1
This data d Industrial Developm Residentia Retail Zon Built-Up Z Village Out of To High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

B1	18 days

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

Population within 1 mile:
Not Known 1 days
1,001 to 5 1 days
5,001 to 1 3 days
10,001 to 1 3 days
15,001 to 2 1 days
25,001 to 5 8 days

50,001 to 1 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
Not Knowr 1 days
75,001 to 5 days
125,001 to 10 days
250,001 to 2 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 6 days
1.1 to 1.5 11 days
1.6 to 2.0 1 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 13 days
No 5 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 BD-02-A-0: OFFICES BEDFORDSHIRE
BROMHAM ROAD

BEDFORD
Edge of Town Centre
No Sub Category
Total Gross floor area 1469 sqm
Survey dat MONDAY ######## Survey Typ MANUAL

2 ES-02-A-11 HOUSING (EAST SUSSEX
THE SIDINGS
ORE VALLEY
HASTINGS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area 186 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL

3 ES-02-A-12 COUNCIL C EAST SUSSEX
VICARAGE LANE

HAILSHAM
Edge of Town Centre
Built-Up Zone
Total Gross floor area 3640 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL

4 EX-02-A-03 HMRC ESSEX
VICTORIA AVENUE

SOUTHEND-ON-SEA
Town Centre
Built-Up Zone
Total Gross floor area 45000 sqm
Survey dat WEDNESD/ ######## Survey Typ MANUAL

5 HC-02-A-1: DIY CO. HC HAMPSHIRE
CHESTNUT AVENUE

CHANDLER'S FORD
Edge of Town
Commercial Zone
Total Gross floor area 26100 sqm
Survey dat MONDAY ######## Survey Typ MANUAL

6 HF-02-A-0: OFFICE HERTFORDSHIRE
60 VICTORIA STREET

ST ALBANS
Edge of Town Centre
Built-Up Zone
Total Gross floor area 610 sqm
Survey dat WEDNESD/ ######## Survey Typ MANUAL

7 HF-02-A-0 OFFICES HERTFORDSHIRE
STATION WAY

ST ALBANS
Edge of Town Centre
Residential Zone
Total Gross floor area 5000 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL

8 KC-02-A-0 LAND REGI KENT
FOREST ROAD
CAMDEN PARK

TUNBRIDGE WELLS
Edge of Town
Residential Zone
Total Gross floor area 5677 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL
9 KC-02-A-07 KCC HIGHV KENT
KAVELIN WAY
HENWOOD IND. ESTATE
ASHFORD
Edge of Town
Commercial Zone
Total Gross floor area 2525 sqm
Survey dat MONDAY ######## Survey Typ MANUAL
10 KC-02-A-08 KCC HIGHV KENT
ST MICHAEL'S CLOSE
CLAY WOOD
AYLESFORD
Edge of Town
Industrial Zone
Total Gross floor area 3168 sqm
Survey dat MONDAY ######## Survey Typ MANUAL
11 KC-02-A-09 COUNCIL C KENT
SANDLING ROAD

MAIDSTONE
Edge of Town Centre
Built-Up Zone
Total Gross floor area 1500 sqm
Survey dat WEDNESD/ ######## Survey Typ MANUAL
12 KC-02-A-10 COUNCIL C KENT
SANDLING ROAD

MAIDSTONE
Edge of Town Centre
Built-Up Zone
Total Gross floor area 2900 sqm
Survey dat WEDNESD/ ######## Survey Typ MANUAL
13 KC-02-A-11 COUNTY H KENT
SANDLING ROAD

MAIDSTONE
Edge of Town Centre
Built-Up Zone
Total Gross floor area 32793 sqm
Survey dat MONDAY ######## Survey Typ MANUAL
14 SC-02-A-14 UNILEVER SURREY
SPRINGFIELD DRIVE

LEATHERHEAD
Edge of Town
Commercial Zone
Total Gross floor area 19974 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL
15 SC-02-A-15 ACCOUNTA SURREY
BOXGROVE ROAD

GUILDFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area 1896 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL
16 SC-02-A-16 BANK OF A SURREY
STANHOPE ROAD

CAMBERLEY
Edge of Town
Commercial Zone
Total Gross floor area 39230 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL
17 SC-02-A-17 PHARMAC SURREY
ST GEORGE'S AVENUE
THE HEATH
WEYBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area 10293 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL
18 SO-02-A-01 COUNCIL C SLOUGH
HIGH STREET

SLOUGH
Town Centre

High Street
Total Gross floor area 1800 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL

This sectio it displays the select the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: VEHICLES

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:3	1	19974	0	1	19974	0.005	1	19974	0.005
05:30-06:0	1	19974	0.02	1	19974	0.005	1	19974	0.025
06:00-06:3	1	19974	0.07	1	19974	0.005	1	19974	0.075
06:30-07:0	1	19974	0.105	1	19974	0.025	1	19974	0.13
07:00-07:3	18	10526	0.173	18	10526	0.01	18	10526	0.183
07:30-08:0	18	10526	0.392	18	10526	0.031	18	10526	0.423
08:00-08:3	18	10526	0.567	18	10526	0.035	18	10526	0.602
08:30-09:0	18	10526	0.655	18	10526	0.052	18	10526	0.707
09:00-09:3	18	10526	0.418	18	10526	0.057	18	10526	0.475
09:30-10:0	18	10526	0.218	18	10526	0.049	18	10526	0.267
10:00-10:3	18	10526	0.135	18	10526	0.061	18	10526	0.196
10:30-11:0	18	10526	0.09	18	10526	0.062	18	10526	0.152
11:00-11:3	18	10526	0.08	18	10526	0.054	18	10526	0.134
11:30-12:0	18	10526	0.078	18	10526	0.061	18	10526	0.139
12:00-12:3	18	10526	0.068	18	10526	0.092	18	10526	0.16
12:30-13:0	18	10526	0.065	18	10526	0.09	18	10526	0.155
13:00-13:3	18	10526	0.1	18	10526	0.069	18	10526	0.169
13:30-14:0	18	10526	0.078	18	10526	0.061	18	10526	0.139
14:00-14:3	18	10526	0.054	18	10526	0.067	18	10526	0.121
14:30-15:0	18	10526	0.055	18	10526	0.099	18	10526	0.154
15:00-15:3	18	10526	0.051	18	10526	0.138	18	10526	0.189
15:30-16:0	18	10526	0.052	18	10526	0.186	18	10526	0.238
16:00-16:3	18	10526	0.047	18	10526	0.305	18	10526	0.352
16:30-17:0	18	10526	0.052	18	10526	0.425	18	10526	0.477
17:00-17:3	18	10526	0.033	18	10526	0.695	18	10526	0.728
17:30-18:0	18	10526	0.02	18	10526	0.371	18	10526	0.391
18:00-18:3	18	10526	0.02	18	10526	0.243	18	10526	0.263
18:30-19:0	18	10526	0.018	18	10526	0.134	18	10526	0.152
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			3.714			3.487			7.201

	ARRIVALS	DEPARTUR	TOTAL
	0800-0900	0800-0900	0800-0900
	1.222	0.087	1.309
	1700-1800	1700-1800	1700-1800
	0.053	1.066	1.119

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: TAXIS

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:3	1	19974	0	1	19974	0	1	19974	0

05:30-06:0	1	19974	0	1	19974	0	1	19974	0
06:00-06:3	1	19974	0.005	1	19974	0.005	1	19974	0.01
06:30-07:0	1	19974	0	1	19974	0	1	19974	0
07:00-07:3	18	10526	0.001	18	10526	0.001	18	10526	0.002
07:30-08:0	18	10526	0.003	18	10526	0.003	18	10526	0.006
08:00-08:3	18	10526	0.006	18	10526	0.006	18	10526	0.012
08:30-09:0	18	10526	0.004	18	10526	0.004	18	10526	0.008
09:00-09:3	18	10526	0.009	18	10526	0.009	18	10526	0.018
09:30-10:0	18	10526	0.004	18	10526	0.004	18	10526	0.008
10:00-10:3	18	10526	0.007	18	10526	0.008	18	10526	0.015
10:30-11:0	18	10526	0.002	18	10526	0.002	18	10526	0.004
11:00-11:3	18	10526	0.002	18	10526	0.002	18	10526	0.004
11:30-12:0	18	10526	0.001	18	10526	0.002	18	10526	0.003
12:00-12:3	18	10526	0.004	18	10526	0.003	18	10526	0.007
12:30-13:0	18	10526	0.002	18	10526	0.002	18	10526	0.004
13:00-13:3	18	10526	0.003	18	10526	0.002	18	10526	0.005
13:30-14:0	18	10526	0.002	18	10526	0.003	18	10526	0.005
14:00-14:3	18	10526	0.001	18	10526	0.001	18	10526	0.002
14:30-15:0	18	10526	0.004	18	10526	0.004	18	10526	0.008
15:00-15:3	18	10526	0.002	18	10526	0.001	18	10526	0.003
15:30-16:0	18	10526	0.001	18	10526	0.002	18	10526	0.003
16:00-16:3	18	10526	0.002	18	10526	0.002	18	10526	0.004
16:30-17:0	18	10526	0.002	18	10526	0.002	18	10526	0.004
17:00-17:3	18	10526	0.003	18	10526	0.002	18	10526	0.005
17:30-18:0	18	10526	0.003	18	10526	0.004	18	10526	0.007
18:00-18:3	18	10526	0.004	18	10526	0.004	18	10526	0.008
18:30-19:0	18	10526	0.003	18	10526	0.003	18	10526	0.006
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.08			0.081			0.161

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: OGVS

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:3	1	19974	0	1	19974	0	1	19974	0
05:30-06:0	1	19974	0	1	19974	0	1	19974	0
06:00-06:3	1	19974	0	1	19974	0	1	19974	0
06:30-07:0	1	19974	0.005	1	19974	0.005	1	19974	0.01
07:00-07:3	18	10526	0.001	18	10526	0	18	10526	0.001
07:30-08:0	18	10526	0.001	18	10526	0.002	18	10526	0.003
08:00-08:3	18	10526	0.002	18	10526	0.001	18	10526	0.003
08:30-09:0	18	10526	0.002	18	10526	0.003	18	10526	0.005
09:00-09:3	18	10526	0.002	18	10526	0.001	18	10526	0.003
09:30-10:0	18	10526	0.002	18	10526	0.003	18	10526	0.005
10:00-10:3	18	10526	0.003	18	10526	0.002	18	10526	0.005
10:30-11:0	18	10526	0.001	18	10526	0.001	18	10526	0.002
11:00-11:3	18	10526	0.001	18	10526	0.002	18	10526	0.003
11:30-12:0	18	10526	0.003	18	10526	0.003	18	10526	0.006
12:00-12:3	18	10526	0.001	18	10526	0.001	18	10526	0.002
12:30-13:0	18	10526	0.002	18	10526	0.001	18	10526	0.003
13:00-13:3	18	10526	0	18	10526	0.002	18	10526	0.002
13:30-14:0	18	10526	0.001	18	10526	0.001	18	10526	0.002
14:00-14:3	18	10526	0	18	10526	0	18	10526	0
14:30-15:0	18	10526	0.001	18	10526	0.002	18	10526	0.003
15:00-15:3	18	10526	0.001	18	10526	0.001	18	10526	0.002
15:30-16:0	18	10526	0.003	18	10526	0.002	18	10526	0.005
16:00-16:3	18	10526	0.002	18	10526	0.002	18	10526	0.004
16:30-17:0	18	10526	0.001	18	10526	0.001	18	10526	0.002
17:00-17:3	18	10526	0.001	18	10526	0.003	18	10526	0.004
17:30-18:0	18	10526	0	18	10526	0	18	10526	0

18:00-18:3	18	10526	0	18	10526	0	18	10526	0
18:30-19:0	18	10526	0	18	10526	0	18	10526	0
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.036			0.039			0.075

Parameter summary

Trip rate p	186 - 40000 (units: sqm)
Survey dat	01/01/08 - 26/11/15
Number of	18
Number of	0
Number of	0
Surveys m	9

This sectio followed b the total r the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.3.1
Trip Rate P Number of residents

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL
Category H - NURSES HOMES
VEHICLES

Selected regions and areas:
2 SOUTH EAST
RE READING 1 days
This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.
Parameter Number of residents
Actual Ran 30 to 30 (units:)
Range Sele 30 to 350 (units:)

Public Transport Provision:
Selection b Include all surveys

Date Rang 01/01/08 to 03/12/09

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:
Thursday 1 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 1 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 0
Edge of To 0
Suburban A 0
Edge of To 0
Neighbour 1
Free Stand 0
Not Known 0
This data d Edge of Tc Suburban Neighbou Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commerci 0
Developme 0
Residentia 0
Retail Zone 0
Built-Up Zc 0
Village 0
Out of Tow 0
High Stree 0
No Sub Cat 1
This data d Industrial Developm Residentia Retail Zon Built-Up Z Village Out of To High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:
C2 1 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
25,001 to 5 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
125,001 to 1 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
1.1 to 1.5 1 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
No 1 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 RE-03-H-01 NURSES ST READING
HONEY END LANE
TILEHURST
READING
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Number of resid 30
Survey dat THURSDAY ######## Survey Typ MANUAL

This sectio it displays the select the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/H - NURSES HOMES
Calculation Factor: 1 RESIDE
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	1	30	0	1	30	0.067	1	30	0.067
08:00-09:0	1	30	0.067	1	30	0.1	1	30	0.167
09:00-10:0	1	30	0.067	1	30	0.067	1	30	0.134
10:00-11:0	1	30	0	1	30	0.067	1	30	0.067
11:00-12:0	1	30	0	1	30	0	1	30	0
12:00-13:0	1	30	0.1	1	30	0.1	1	30	0.2
13:00-14:0	1	30	0.133	1	30	0.067	1	30	0.2
14:00-15:0	1	30	0.067	1	30	0.133	1	30	0.2
15:00-16:0	1	30	0.1	1	30	0.1	1	30	0.2
16:00-17:0	1	30	0.033	1	30	0	1	30	0.033
17:00-18:0	1	30	0.1	1	30	0.033	1	30	0.133
18:00-19:0	1	30	0.133	1	30	0.033	1	30	0.166
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.8			0.767			1.567

TRIP RATE for Land Use 03 - RESIDENTIAL/H - NURSES HOMES
Calculation Factor: 1 RESIDE
Count Type: TAXIS

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	1	30	0	1	30	0	1	30	0
08:00-09:0	1	30	0	1	30	0	1	30	0
09:00-10:0	1	30	0	1	30	0	1	30	0
10:00-11:0	1	30	0	1	30	0	1	30	0
11:00-12:0	1	30	0	1	30	0	1	30	0
12:00-13:0	1	30	0	1	30	0	1	30	0
13:00-14:0	1	30	0	1	30	0	1	30	0
14:00-15:0	1	30	0	1	30	0	1	30	0
15:00-16:0	1	30	0	1	30	0	1	30	0
16:00-17:0	1	30	0	1	30	0	1	30	0
17:00-18:0	1	30	0	1	30	0	1	30	0
18:00-19:0	1	30	0	1	30	0	1	30	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0			0			0

TRIP RATE for Land Use 03 - RESIDENTIAL/H - NURSES HOMES
Calculation Factor: 1 RESIDE
Count Type: OGVS

		ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	RESIDE	Rate	Days	RESIDE	Rate	Days	RESIDE	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	1	30	0	1	30	0	1	30	0
08:00-09:0	1	30	0	1	30	0	1	30	0
09:00-10:0	1	30	0.033	1	30	0	1	30	0.033
10:00-11:0	1	30	0	1	30	0.033	1	30	0.033
11:00-12:0	1	30	0	1	30	0	1	30	0
12:00-13:0	1	30	0	1	30	0	1	30	0
13:00-14:0	1	30	0.033	1	30	0	1	30	0.033
14:00-15:0	1	30	0	1	30	0.033	1	30	0.033
15:00-16:0	1	30	0	1	30	0	1	30	0
16:00-17:0	1	30	0	1	30	0	1	30	0
17:00-18:0	1	30	0	1	30	0	1	30	0
18:00-19:0	1	30	0	1	30	0	1	30	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.066			0.066			0.132

Parameter summary

Trip rate p	30 - 30 (units:)
Survey dat	01/01/08 - 03/12/09
Number of	1
Number of	0
Number of	0
Surveys m	0

This sectio followed b the total r the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.3.1
Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 01 - RETAIL
Category G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES

Selected regions and areas:

2	SOUTH EAST	
BU	BUCKINGH	1 days
EX	ESSEX	1 days
KC	KENT	3 days

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

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.
Parameter Gross floor area
Actual Ran 1000 to 7900 (units: sqm)
Range Sele 1000 to 7900 (units: sqm)

Public Transport Provision:
Selection b Include all surveys

Date Rang 01/01/98 to 19/07/08

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:
Saturday 2 days
Sunday 3 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 5 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Cent	0
Edge of To	0
Suburban A	2
Edge of To	3
Neighbour	0
Free Stand	0
Not Known	0

This data d Edge of Tc Suburban Neighbou Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Z	0
Commercia	2
Developme	0
Residential	0
Retail Zone	1
Built-Up Zc	0
Village	0
Out of Tow	0
High Stree	0
No Sub Cat	2

This data d Industrial Developm Residentia Retail Zon Built-Up Z Village Out of To High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

A1	5 days

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

Population within 1 mile:
1,001 to 5 1 days
5,001 to 1 1 days
10,001 to 1 2 days
15,001 to 2 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
50,001 to 3 days
100,001 to 1 days
125,001 to 1 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days
1.1 to 1.5 4 days
This data d within a radius of 5-miles of selected survey sites.

Petrol filling station:
Included in 0 days
Excluded fi 5 days
This data d and the number of surveys that do not.

Travel Plan:
Not Knowr 4 days
No 1 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 BU-01-G-0 COURTS BUCKINGHAMSHIRE
CAIRNGORM GATE
WINTERHILL
MILTON KEYNES
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area 7900 sqm
Survey dat SUNDAY ######## Survey Typ MANUAL

2 EX-01-G-01 MFI ESSEX
LONDON ROAD
LEXDEN
COLCHESTER
Edge of Town
No Sub Category
Total Gross floor area 1000 sqm
Survey dat SATURDAY ######## Survey Typ MANUAL

3 KC-01-G-0: PREMUS H KENT
SEA STREET

HERNE BAY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area 1248 sqm
Survey dat SUNDAY ######## Survey Typ MANUAL

4 KC-01-G-0: D&A TOYS KENT
BROADOAK ROAD

CANTERBURY
Edge of Town
Commercial Zone
Total Gross floor area 1500 sqm
Survey dat SUNDAY ######## Survey Typ MANUAL

5 KC-01-G-0: TOY SUPEF KENT
BROADOAK ROAD

CANTERBURY
Edge of Town
Commercial Zone
Total Gross floor area 1500 sqm
Survey dat SATURDAY ######## Survey Typ MANUAL

This sectio it displays the select the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
Calculation Factor: 100 sqm
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	1	1000	0	1	1000	0	1	1000	0
08:00-09:0	1	1000	0.5	1	1000	0	1	1000	0.5
09:00-10:0	2	1250	2.4	2	1250	1.4	2	1250	3.8
10:00-11:0	5	2630	1.521	5	2630	0.859	5	2630	2.38
11:00-12:0	5	2630	2.928	5	2630	2.457	5	2630	5.385
12:00-13:0	5	2630	2.997	5	2630	2.959	5	2630	5.956
13:00-14:0	5	2630	2.814	5	2630	2.959	5	2630	5.773
14:00-15:0	5	2630	2.791	5	2630	2.959	5	2630	5.75
15:00-16:0	5	2630	2.198	5	2630	2.624	5	2630	4.822

16:00-17:0	4	2975	0.874	4	2975	1.387	4	2975	2.261
17:00-18:0	3	3467	0.337	3	3467	0.587	3	3467	0.924
18:00-19:0	1	1000	0	1	1000	0.2	1	1000	0.2
19:00-20:0	1	1000	0	1	1000	0	1	1000	0
20:00-21:0	1	1000	0	1	1000	0	1	1000	0
21:00-22:0	1	1000	0	1	1000	0	1	1000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			19.36			18.391			37.751

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
Calculation Factor: 100 sqm
Count Type: OGVS

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	1	1000	0	1	1000	0	1	1000	0
08:00-09:0	1	1000	0	1	1000	0	1	1000	0
09:00-10:0	2	1250	0.04	2	1250	0.04	2	1250	0.08
10:00-11:0	5	2630	0.008	5	2630	0	5	2630	0.008
11:00-12:0	5	2630	0	5	2630	0	5	2630	0
12:00-13:0	5	2630	0.008	5	2630	0.015	5	2630	0.023
13:00-14:0	5	2630	0	5	2630	0	5	2630	0
14:00-15:0	5	2630	0	5	2630	0	5	2630	0
15:00-16:0	5	2630	0.008	5	2630	0	5	2630	0.008
16:00-17:0	4	2975	0	4	2975	0.008	4	2975	0.008
17:00-18:0	3	3467	0	3	3467	0	3	3467	0
18:00-19:0	1	1000	0	1	1000	0	1	1000	0
19:00-20:0	1	1000	0	1	1000	0	1	1000	0
20:00-21:0	1	1000	0	1	1000	0	1	1000	0
21:00-22:0	1	1000	0	1	1000	0	1	1000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.064			0.063			0.127

Parameter summary

Trip rate p: 1000 - 7900 (units: sqm)
Survey dat 01/01/98 - 19/07/08
Number of 3
Number of 4
Number of 3
Surveys m: 0
This sectio followed b the total r the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.3.1
Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 01 - RETAIL
Category I - SHOPPING CENTRE - LOCAL SHOPS
VEHICLES

Selected regions and areas:

2	SOUTH EAST	
BD	BEDFORDS	1 days
ES	EAST SUSS	1 days
EX	ESSEX	1 days
HC	HAMPSHIR	1 days
HF	HERTFORD	1 days
SC	SURREY	1 days
WS	WEST SUS	1 days

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

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.
Parameter Gross floor area
Actual Ran 359 to 4045 (units: sqm)
Range Sele 359 to 8310 (units: sqm)

Public Transport Provision:
Selection t Include all surveys

Date Rang 01/01/98 to 24/09/10

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:
Tuesday 1 days
Wednesda 1 days
Thursday 1 days
Friday 1 days
Saturday 3 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 7 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 0
Edge of To 1
Suburban A 0
Edge of To 2
Neighbour 4
Free Stand 0
Not Known 0
This data d Edge of Tc Suburban Neighbou Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commerci 0
Developme 0
Residentia 7
Retail Zone 0
Built-Up Zc 0
Village 0
Out of Tow 0
High Stree 0
No Sub Cat 0
This data d Industrial Developm Residentia Retail Zon Built-Up Z Village Out of To High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:
Not Known 4 days
A1 3 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
1,001 to 5 1 days
5,001 to 1 2 days
10,001 to 1 1 days
15,001 to 2 1 days
20,001 to 2 2 days

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

Population within 5 miles:
25,001 to 1 days
75,001 to 1 days
100,001 to 2 days
125,001 to 2 days
500,001 or 1 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 2 days
1.1 to 1.5 5 days
This data d within a radius of 5-miles of selected survey sites.

Petrol filling station:
Included in 0 days
Excluded fi 7 days
This data d and the number of surveys that do not.

Travel Plan:
Not Knowr 4 days
No 3 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 BD-01-I-01 DISTRICT C BEDFORDSHIRE
WIGMORE LANE
WIGMORE
LUTON
Edge of Town
Residential Zone
Total Gross floor area 4045 sqm
Survey dat SATURDAY ######## Survey Typ MANUAL

2 ES-01-I-02 LOCAL SHC EAST SUSSEX
BROWNS CLOSE
MANOR PARK
UCKFIELD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area 676 sqm
Survey dat SATURDAY ######## Survey Typ MANUAL

3 EX-01-I-01 LOCAL SHC ESSEX
PYRLES LANE

LOUGHTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area 650 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL

4 HC-01-I-02 LOCAL SHC HAMPSHIRE
OLIVER'S BATTERY ROAD S.
OLIVERS BATTERY
WINCHESTER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area 1605 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL

5 HF-01-I-01 LOCAL SHC HERTFORDSHIRE
NEW HOUSE PARK

ST ALBANS
Edge of Town
Residential Zone
Total Gross floor area 1120 sqm
Survey dat SATURDAY ######## Survey Typ MANUAL

6 SC-01-I-01 LOCAL SHC SURREY
CHURCH ROAD

MILFORD
Edge of Town Centre
Residential Zone
Total Gross floor area 359 sqm
Survey dat FRIDAY ######## Survey Typ MANUAL

7 WS-01-I-01 LOCAL SHC WEST SUSSEX
TILGATE PARADE
TILGATE
CRAWLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area 2461 sqm
Survey dat WEDNESD, ######## Survey Typ MANUAL

This sectio it displays the selecti the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
Calculation Factor: 100 sqm
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:0	1	359	1.671	1	359	0.836	1	359	2.507
07:00-08:0	7	1559	2.583	7	1559	2.373	7	1559	4.956
08:00-09:0	7	1559	3.499	7	1559	3.151	7	1559	6.65
09:00-10:0	7	1559	5.02	7	1559	4.306	7	1559	9.326
10:00-11:0	7	1559	4.929	7	1559	4.855	7	1559	9.784
11:00-12:0	7	1559	5.304	7	1559	4.984	7	1559	10.288
12:00-13:0	7	1559	5.35	7	1559	5.597	7	1559	10.947
13:00-14:0	7	1559	5.313	7	1559	5.231	7	1559	10.544
14:00-15:0	7	1559	4.974	7	1559	4.855	7	1559	9.829
15:00-16:0	7	1559	5.075	7	1559	5.103	7	1559	10.178
16:00-17:0	7	1559	5.487	7	1559	5.9	7	1559	11.387
17:00-18:0	7	1559	5.249	7	1559	5.762	7	1559	11.011
18:00-19:0	7	1559	5.093	7	1559	5.442	7	1559	10.535
19:00-20:0	4	823	3.799	4	823	3.708	4	823	7.507
20:00-21:0	3	562	3.145	3	562	3.62	3	562	6.765
21:00-22:0	2	518	1.932	2	518	2.415	2	518	4.347
22:00-23:0	1	359	0.557	1	359	2.507	1	359	3.064
23:00-24:00									
Daily Trip Rates:			68.98			70.645			139.625

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
Calculation Factor: 100 sqm
Count Type: OGVS

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:0	1	359	0.557	1	359	0.279	1	359	0.836
07:00-08:0	7	1559	0.119	7	1559	0.128	7	1559	0.247
08:00-09:0	7	1559	0.092	7	1559	0.073	7	1559	0.165
09:00-10:0	7	1559	0.119	7	1559	0.119	7	1559	0.238
10:00-11:0	7	1559	0.064	7	1559	0.082	7	1559	0.146
11:00-12:0	7	1559	0.046	7	1559	0.046	7	1559	0.092
12:00-13:0	7	1559	0.018	7	1559	0.046	7	1559	0.064
13:00-14:0	7	1559	0.037	7	1559	0.037	7	1559	0.074
14:00-15:0	7	1559	0.027	7	1559	0.027	7	1559	0.054
15:00-16:0	7	1559	0.018	7	1559	0.018	7	1559	0.036
16:00-17:0	7	1559	0.037	7	1559	0.037	7	1559	0.074
17:00-18:0	7	1559	0.037	7	1559	0.037	7	1559	0.074
18:00-19:0	7	1559	0.027	7	1559	0.027	7	1559	0.054
19:00-20:0	4	823	0.03	4	823	0	4	823	0.03
20:00-21:0	3	562	0	3	562	0	3	562	0
21:00-22:0	2	518	0	2	518	0	2	518	0
22:00-23:0	1	359	0	1	359	0	1	359	0
23:00-24:00									
Daily Trip Rates:			1.228			0.956			2.184

Parameter summary

Trip rate p	359 - 4045 (units: sqm)
Survey dat	01/01/98 - 24/09/10
Number of	4
Number of	3
Number of	0
Surveys m	0

This sectio followed b the total r the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.3.1
Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category B - BUSINESS PARK
VEHICLES

Selected regions and areas:

2	SOUTH EAST	
BU	BUCKINGH	1 days
HC	HAMPSHIR	2 days
HF	HERTFORD	1 days
OX	OXFORDSH	1 days
SC	SURREY	1 days

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

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.
Parameter Gross floor area
Actual Ran 13300 to 121275 (units: sqm)
Range Sele 9290 to 121275 (units: sqm)

Public Transport Provision:
Selection t Include all surveys

Date Rang 01/01/98 to 18/10/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:
Monday 1 days
Tuesday 2 days
Thursday 2 days
Friday 1 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 6 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 0
Edge of To 1
Suburban A 1
Edge of To 4
Neighbour 0
Free Stand 0
Not Known 0
This data d Edge of Tc Suburban Neighbou Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commerci 3
Developme 0
Residentia 0
Retail Zone 0
Built-Up Zc 0
Village 0
Out of Tow 0
High Stree 0
No Sub Cat 3
This data d Industrial Developm Residentia Retail Zon Built-Up Z Village Out of To High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:
B1 6 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
1,001 to 5 1 days
10,001 to 1 3 days
20,001 to 2 1 days
25,001 to 5 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
5,001 to 2 1 days
75,001 to 1 days

125,001 to 3 days
250,001 to 1 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 2 days
1.1 to 1.5 3 days
1.6 to 2.0 1 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 2 days
No 4 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 BU-02-B-0: BUSINESS I BUCKINGHAMSHIRE
LONDON ROAD

HIGH WYCOMBE
Edge of Town
No Sub Category
Total Gross floor area 13300 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL

2 HC-02-B-0: BUSINESS I HAMPSHIRE
CROCKFORD LANE
CHINEHAM BUSINESS PARK
BASINGSTOKE
Edge of Town
Commercial Zone
Total Gross floor area 121275 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL

3 HC-02-B-0: BUSINESS I HAMPSHIRE
WESTERN ROAD

PORTSMOUTH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area 55000 sqm
Survey dat FRIDAY ######## Survey Typ MANUAL

4 HF-02-B-01 BUSINESS I HERTFORDSHIRE
ST ALBANS ROAD WEST

HATFIELD
Edge of Town
Commercial Zone
Total Gross floor area 26000 sqm
Survey dat MONDAY ######## Survey Typ MANUAL

5 OX-02-B-0: BUSINESS I OXFORDSHIRE
GARSINGTON ROAD
COWLEY
OXFORD
Edge of Town
Commercial Zone
Total Gross floor area 33105 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL

6 SC-02-B-03 BUSINESS I SURREY
A331

FRIMLEY
Edge of Town Centre
No Sub Category
Total Gross floor area 20160 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL

This sectio it displays the select the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									

03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	6	42753	0.15	6	42753	0.038	6	42753	0.188
07:30-08:0	6	42753	0.4	6	42753	0.066	6	42753	0.466
08:00-08:3	6	42753	0.727	6	42753	0.115	6	42753	0.842
08:30-09:0	6	42753	0.893	6	42753	0.147	6	42753	1.04
09:00-09:3	6	42753	0.522	6	42753	0.111	6	42753	0.633
09:30-10:0	6	42753	0.29	6	42753	0.097	6	42753	0.387
10:00-10:3	6	42753	0.153	6	42753	0.083	6	42753	0.236
10:30-11:0	6	42753	0.106	6	42753	0.087	6	42753	0.193
11:00-11:3	6	42753	0.112	6	42753	0.089	6	42753	0.201
11:30-12:0	6	42753	0.095	6	42753	0.109	6	42753	0.204
12:00-12:3	6	42753	0.13	6	42753	0.28	6	42753	0.41
12:30-13:0	6	42753	0.213	6	42753	0.244	6	42753	0.457
13:00-13:3	6	42753	0.237	6	42753	0.264	6	42753	0.501
13:30-14:0	6	42753	0.262	6	42753	0.158	6	42753	0.42
14:00-14:3	6	42753	0.144	6	42753	0.14	6	42753	0.284
14:30-15:0	6	42753	0.11	6	42753	0.139	6	42753	0.249
15:00-15:3	6	42753	0.09	6	42753	0.184	6	42753	0.274
15:30-16:0	6	42753	0.08	6	42753	0.187	6	42753	0.267
16:00-16:3	6	42753	0.083	6	42753	0.29	6	42753	0.373
16:30-17:0	6	42753	0.099	6	42753	0.436	6	42753	0.535
17:00-17:3	6	42753	0.09	6	42753	0.695	6	42753	0.785
17:30-18:0	6	42753	0.097	6	42753	0.562	6	42753	0.659
18:00-18:3	6	42753	0.065	6	42753	0.389	6	42753	0.454
18:30-19:0	6	42753	0.06	6	42753	0.189	6	42753	0.249
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			5.208			5.099			10.307

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: OGVS

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	6	42753	0.002	6	42753	0.001	6	42753	0.003
07:30-08:0	6	42753	0	6	42753	0.002	6	42753	0.002
08:00-08:3	6	42753	0.007	6	42753	0.003	6	42753	0.01
08:30-09:0	6	42753	0.005	6	42753	0.004	6	42753	0.009
09:00-09:3	6	42753	0.004	6	42753	0.005	6	42753	0.009
09:30-10:0	6	42753	0.006	6	42753	0.006	6	42753	0.012
10:00-10:3	6	42753	0.004	6	42753	0.004	6	42753	0.008
10:30-11:0	6	42753	0.002	6	42753	0.005	6	42753	0.007
11:00-11:3	6	42753	0.004	6	42753	0.004	6	42753	0.008
11:30-12:0	6	42753	0.003	6	42753	0.002	6	42753	0.005
12:00-12:3	6	42753	0.005	6	42753	0.004	6	42753	0.009
12:30-13:0	6	42753	0.004	6	42753	0.003	6	42753	0.007
13:00-13:3	6	42753	0.002	6	42753	0.004	6	42753	0.006
13:30-14:0	6	42753	0.003	6	42753	0.003	6	42753	0.006
14:00-14:3	6	42753	0.001	6	42753	0.002	6	42753	0.003
14:30-15:0	6	42753	0.004	6	42753	0.003	6	42753	0.007
15:00-15:3	6	42753	0.003	6	42753	0.002	6	42753	0.005

15:30-16:0	6	42753	0.002	6	42753	0.003	6	42753	0.005
16:00-16:3	6	42753	0.002	6	42753	0.002	6	42753	0.004
16:30-17:0	6	42753	0.002	6	42753	0.001	6	42753	0.003
17:00-17:3	6	42753	0.002	6	42753	0.002	6	42753	0.004
17:30-18:0	6	42753	0.001	6	42753	0.002	6	42753	0.003
18:00-18:3	6	42753	0	6	42753	0.001	6	42753	0.001
18:30-19:0	6	42753	0	6	42753	0.001	6	42753	0.001
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.068			0.069			0.137

Parameter summary

Trip rate p	13300 - 121275 (units: sqm)
Survey dat	01/01/98 - 18/10/13
Number of	6
Number of	0
Number of	0
Surveys m	0

This sectio followed b the total r the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.3.1
Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category D - INDUSTRIAL ESTATE
VEHICLES

Selected regions and areas:

2	SOUTH EAST	
ES	EAST SUSS	3 days
EX	ESSEX	1 days
KC	KENT	1 days
WG	WOKINGH	1 days
WS	WEST SUS	2 days

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

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.
Parameter Gross floor area
Actual Ran 1216 to 27564 (units: sqm)
Range Sele 1216 to 167416 (units: sqm)

Public Transport Provision:
Selection t Include all surveys

Date Rang 01/01/98 to 16/10/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:
Monday 1 days
Tuesday 1 days
Wednesda 4 days
Thursday 2 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 7 days
Directional 1 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 0
Edge of To 0
Suburban A 2
Edge of To 3
Neighbour 1
Free Stand 2
Not Known 0
This data d Edge of Tc Suburban Neighbou Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 3
Commerci 0
Developme 0
Residentia 2
Retail Zone 0
Built-Up Zc 0
Village 1
Out of Tow 2
High Stree 0
No Sub Cat 0
This data d Industrial Developm Residentia Retail Zon Built-Up Z Village Out of To\ High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:
Not Known 3 days
B1 2 days
B2 3 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
1,000 or Le 2 days
1,001 to 5 1 days
15,001 to 2 1 days
20,001 to 2 1 days
25,001 to 5 2 days
50,001 to 1 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
5,001 to 2 1 days
25,001 to 1 days
75,001 to 2 days
125,001 to 2 days
250,001 to 2 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 4 days
1.1 to 1.5 3 days
1.6 to 2.0 1 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Not Knowr 1 days
No 7 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 ES-02-D-04 IND. ESTAT EAST SUSSEX
WHEEL LANE
WESTFIELD
NEAR HASTINGS
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area 2016 sqm
Survey dat WEDNESD, ######## Survey Typ MANUAL

2 ES-02-D-0E INDUSTRIA EAST SUSSEX
COURTLANDS ROAD

EASTBOURNE
Edge of Town
Residential Zone
Total Gross floor area 7525 sqm
Survey dat MONDAY ######## Survey Typ MANUAL

3 ES-02-D-07 INDUSTRIA EAST SUSSEX
HUGHES ROAD

BRIGHTON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area 6625 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL

4 EX-02-D-01 INDUSTRIA ESSEX
OAKWOOD HILL

LOUGHTON
Edge of Town
Industrial Zone
Total Gross floor area 27687 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL

5 KC-02-D-0: INDUSTRIA KENT
SOUTHWELL ROAD

DEAL
Edge of Town
Residential Zone
Total Gross floor area 10715 sqm
Survey dat WEDNESD, ######## Survey Typ MANUAL

6 WG-02-D-(INDUSTRIA WOKINGHAM
FISHPONDS ROAD

WOKINGHAM
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area 3800 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL

7 WS-02-D-0 IND. ESTAT WEST SUSSEX
BROOK LANE
GREATHAM BRIDGE
NEAR PULBOROUGH
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area 1216 sqm
Survey dat WEDNESD, ######## Survey Typ MANUAL

8 WS-02-D-0 IND. ESTAT WEST SUSSEX
STAIRBRIDGE LANE

NEAR BURGESS HILL

Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area 5858 sqm
Survey dat WEDNESD, ######## Survey Typ DIRECTIONAL ATC COUNT

This sectio it displays the select the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
Calculation Factor: 100 sqm
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:3	1	5858	0	1	5858	0	1	5858	0
00:30-01:0	1	5858	0	1	5858	0	1	5858	0
01:00-01:3	1	5858	0	1	5858	0	1	5858	0
01:30-02:0	1	5858	0	1	5858	0	1	5858	0
02:00-02:3	1	5858	0	1	5858	0	1	5858	0
02:30-03:0	1	5858	0	1	5858	0	1	5858	0
03:00-03:3	1	5858	0	1	5858	0	1	5858	0
03:30-04:0	1	5858	0	1	5858	0	1	5858	0
04:00-04:3	1	5858	0	1	5858	0	1	5858	0
04:30-05:0	1	5858	0	1	5858	0	1	5858	0
05:00-05:3	1	5858	0.034	1	5858	0	1	5858	0.034
05:30-06:0	1	5858	0.034	1	5858	0	1	5858	0.034
06:00-06:3	1	5858	0.154	1	5858	0.051	1	5858	0.205
06:30-07:0	1	5858	0.171	1	5858	0.051	1	5858	0.222
07:00-07:3	8	7712	0.138	8	7712	0.041	8	7712	0.179
07:30-08:0	8	7712	0.352	8	7712	0.109	8	7712	0.461
08:00-08:3	8	7712	0.397	8	7712	0.097	8	7712	0.494
08:30-09:0	8	7712	0.421	8	7712	0.115	8	7712	0.536
09:00-09:3	8	7712	0.306	8	7712	0.138	8	7712	0.444
09:30-10:0	8	7712	0.237	8	7712	0.157	8	7712	0.394
10:00-10:3	8	7712	0.193	8	7712	0.175	8	7712	0.368
10:30-11:0	8	7712	0.169	8	7712	0.167	8	7712	0.336
11:00-11:3	8	7712	0.193	8	7712	0.175	8	7712	0.368
11:30-12:0	8	7712	0.157	8	7712	0.165	8	7712	0.322
12:00-12:3	8	7712	0.165	8	7712	0.216	8	7712	0.381
12:30-13:0	8	7712	0.165	8	7712	0.219	8	7712	0.384
13:00-13:3	8	7712	0.232	8	7712	0.211	8	7712	0.443
13:30-14:0	8	7712	0.186	8	7712	0.198	8	7712	0.384
14:00-14:3	8	7712	0.19	8	7712	0.159	8	7712	0.349
14:30-15:0	8	7712	0.18	8	7712	0.194	8	7712	0.374
15:00-15:3	8	7712	0.128	8	7712	0.211	8	7712	0.339
15:30-16:0	8	7712	0.17	8	7712	0.177	8	7712	0.347
16:00-16:3	8	7712	0.156	8	7712	0.219	8	7712	0.375
16:30-17:0	8	7712	0.138	8	7712	0.407	8	7712	0.545
17:00-17:3	8	7712	0.079	8	7712	0.473	8	7712	0.552
17:30-18:0	8	7712	0.044	8	7712	0.318	8	7712	0.362
18:00-18:3	8	7712	0.018	8	7712	0.175	8	7712	0.193
18:30-19:0	8	7712	0.034	8	7712	0.079	8	7712	0.113
19:00-19:3	1	5858	0	1	5858	0.034	1	5858	0.034
19:30-20:0	1	5858	0	1	5858	0.034	1	5858	0.034
20:00-20:3	1	5858	0.017	1	5858	0.017	1	5858	0.034
20:30-21:0	1	5858	0.017	1	5858	0.017	1	5858	0.034
21:00-21:3	1	5858	0.017	1	5858	0	1	5858	0.017
21:30-22:0	1	5858	0.017	1	5858	0.017	1	5858	0.034
22:00-22:3	1	5858	0	1	5858	0	1	5858	0
22:30-23:0	1	5858	0	1	5858	0	1	5858	0
23:00-23:3	1	5858	0	1	5858	0	1	5858	0
23:30-24:0	1	5858	0	1	5858	0	1	5858	0
Daily Trip Rates:			4.909			4.816			9.725

Parameter summary

Trip rate p 1216 - 27564 (units: sqm)
Survey dat 01/01/98 - 16/10/14
Number of 12
Number of 1
Number of 1
Surveys m 1
This sectio followed b the total r the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix F

COMMITTED DEVELOPMENT TRIP GENERATION

Public

	1		3	800	2097	4655			TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
Unique_id_WSP	EXTANT APPLICATION number	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
S_2000	13/00798	97 & 97A High Street, Wingham	2		2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2001	16/01115	Lenacre Court Farm, Lenacre Lane, Whitfield,	2		2	TRICS		703	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2002	18/01350	North Court Cottage, West Stourmouth	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2003	16/01161	Bisley Nursery, The Street, Worth	8		8	TRICS		240	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_2004	15/01133	Phase 1, B1, Part 2, Aylesham Village Expansion, Aylesham, CT3 3BW (Persimmon Homes)	93		93	TRICS		251	0.351	0.106	0.457	33	10	43	0.176	0.320	0.496	16	30	46
S_2005	15/01225	Land adjoining Mill Field, New Street, Ash, CT3 2BD	10		10	TRICS		241	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
S_2006	16/00968	Land at West Side, Westside, East Langdon, CT15 5JG	10		10	TRICS		78	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
S_2007	16/00521	Land east of 1 & 2, Woodnesborough Lane, Eastry, CT13 0DX	12		12	TRICS		253	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	6
S_2008	17/00468	Site at 3 Malvern Meadow, Temple Ewell	1		1	TRICS		35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2009	13/00261	Former Barwick Site, Coombe Valley Road, Dover, CT17 0EY	24		24	TRICS		94	0.351	0.106	0.457	8	3	11	0.176	0.320	0.496	4	8	12
S_2010	16/00172	6 Park Avenue, Dover,	1		1	TRICS		112	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2011	17/00054	Site at King Lear PH, Old Folkestone Road, Aycliffe	8		8	TRICS		114	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_2012	18/00596	9 St James Street, Dover	1		1	TRICS		28	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2013	17/01502	11 Maison Dieu Place	1		1	TRICS		99	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2014	17/01498	Land to the rear of 48 Valley Road & Fronting Beresford Road, River	1		1	TRICS		70	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2015	17/01360	28 Priory Hill	2		2	TRICS		105	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2016	17/00903	1st, 2nd & 3rd floors, Riverside, 27 Castle Street, Dover	3		3	TRICS		28	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2017	17/00489	Site at Kingdom Hall, North Military Road, Dover	4		4	TRICS		749	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2019	16/01034	Land adjacent to 36 Westside, East Langdon, CT15 5JG	1		1	TRICS		78	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2021	16/01249	Red Lion PH, Kingsdown Road, St Margaret's-at-Cliffe	1		1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2022	15/00490	Upper Freedown, Kingsdown Road, St Margaret's at Cliffe	2		2	TRICS		790	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2023	17/00698	Limes Business Centre, 6 Broad Street, Deal	1		1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2024	14/00852	22 Harold Road, Deal	1		1	TRICS		780	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2025	17/01400	297 London Road, Deal	1		1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2026	16/00282	Land adjacent to Wychway, The Rise, Kingsdown	1		1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2027	17/00268	Forge House & land rear of Dover Road, Ringwould	1		1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2028	18/00106	Hygeia, 106 Wellington Parade, Kingsdown	1		1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2029	17/00383	Land at and adjoining Gillows, Hawksdown, Walmer	1		1	TRICS		782	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2030	17/00648	32 Station Road, Walmer	1		1	TRICS		782	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2031	17/00450	Railway Hotel, 85 Station Road, Walmer	7		7	TRICS		782	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_2032	11/00430	35 Ark Lane, Deal	1		1	TRICS		803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2034	13/00972	Part of, 86 Liverpool Road, Walmer, Deal	1		1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2035	14/00556	Folly Cottage, 14 High Street, Wingham	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2036	15/00292	Red Lion, Canterbury Road, Wingham	2		2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2037	16/00666	1 The Old Fairground, High Street, Wingham	1		1	TRICS		228	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2038	17/01382	64-65 High Street, Wingham	-1		-1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2039	17/00548	Land adjacent to the White Horse, Church Hill, Eythorne	2		2	TRICS		254	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2040	17/01392	Preston Garage, The Street, Preston	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2041	15/00821	Former Nursery and Builders Yard, The Forstal, Preston	2		2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2043	16/00212	Barn at Barton Farm, Westmarsh, Ash,	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2044	17/00731	The Diary, Drove Farm, Drainless Road, Eastry	1		1	TRICS		253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2045	14/00642	Hammill Brickworks, Hammill, Woodnesborough	20		20	TRICS		241	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
S_2046	15/00323	Barn and Stables at Saunders House, Saunders Lane, Ash	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2047	17/00702	Land Fronting, 92A The Street, Ash	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2048	17/01418	30/32 The Street, Ash	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2049	16/00874	The Black Barn, Hoaden Court Farm, Overland Lane, Ash	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2050	17/00003	Orchard Lea, The Street, Staple	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2051	16/01191	Orchard Lea, The Street, Staple	2		2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2052	17/01534	Land adjoining Fairways, Beacon Lane, Woodnesborough	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2053	18/01246	37 The Street, Ash	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2054	18/00041	31 Dorman Avenue North, Aylesham	1		1	TRICS		251	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2056	18/00765	Church Farm, Church Lane, West Langdon	4		4	TRICS		78	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2057	18/00658	Caravan Plot 4, Rose Garden, Hay Hill	2		2	TRICS		139	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2058	05/01375	No 1 & land adjoining North Barrack Road, Walmer	4		4	TRICS		796	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2059	10/00022	39 Adelaide Road, Elvington	2		2	TRICS		147	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2060	10/01143	Sundown, 15 Watersend, Temple Ewell	1		1	TRICS		35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2061	11/00173	11A Archers Court Road, Whitfield	1		1	TRICS		121	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2062	10/01132	Former Car Sales site, St Martins Yard, East Side, Lorne Road, Dover	17		17	TRICS		90	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	5	8
S_2063	11/00985	80-81 London Road, Dover	2		2	TRICS		90	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2064	12/00770	Land Between 82 - 92, Wellington Parade, Walmer, CT14 8AD	2		2	TRICS		787	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2065	13/00424	Land adjoining 1 Ingleside Cottages, Gore Lane, Eastry, CT13 0ED	2		2	TRICS		138	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2066	13/00669	25 Cannon Street, Deal CT14 6QA	2		2	TRICS		803	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2067	14/00157	9 & 10 Mansion Gardens & Land at DHB Club, Port Zone, Willingdon Road, Whitfield	1		1	TRICS		708	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2068	14/00367	Upper floors, 1 & 2 Church Street, Dover	1		1	TRICS		28	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2069	14/00190	134-135 Snargate Street, Dover	3		3	TRICS		718	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2070	13/00945	Land between Deal & Sholden, Church Lane, Sholden, Deal (Timperley Place)	230		230	TRICS	Y	806	0.351	0.106	0.457	81	24	105	0.176	0.320	0.496	40	74	114
S_2071	14/00343	Land adjoining 49 Balmoral Road, Kingsdown	1		1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2072	14/00534	Land rear of Fire Station, Reach Road, St Margaret's at Cliffe	1		1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2073	13/01099	149-156 Snargate Street, Dover	9		9	TRICS		718	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
S_2074	14/00729	Land rear of 16 Gore Terrace, Eastry	1		1	TRICS		253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2075	14/00637	Clooneavin, Victoria Road, Kingsdown	1		1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2076	13/01115	Rear of 44 Salisbury Road & fronting Park Avenue, Dover	1		1	TRICS		112	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2077	14/01059	The Stable Block, adj to Great Knell Farm Cottage, Knell Lane, Ash	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2078	14/01018	Knapp Cottage, Old Park Hill, Dover, CT16 2GR	2		2	TRICS		708	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2079	15/00205	Land r/o 14 - 16 Sandwich Road, Whitfield	3		3	TRICS		702	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2080	15/00174	Site at St Andrew's Rectory, London Road, Dover, CT17 0TF	1		1	TRICS		80	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2081	15/00636	42 The Strand, Walmer, CT14 7DX	2		2	TRICS		796	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2082	15/00471	215 London Road, Dover, CT17 0TD	2		2	TRICS		80	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2083	15/00120	Hope Inn, High Street, St Margaret's at Cliffe, CT15 6AT	6		6	TRICS		790	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_2084	15/00557	1 & 3 Lower Rowling Cottages, Rowling, Goodnestone, CT3 1PU	3		3	TRICS		151	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2085	15/00652	Land adjacent to Sagana Lodge, Gore Lane, Eastry, CT13 0ED	1		1	TRICS		138	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2086	15/00947	Beulah House, 94 Crabble Hill, Dover, CT17 0SA	3		3	TRICS		80	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2087	15/00482	Guy's Cliff, Chalk Hill Road, Kingsdown, CT14 8DP	2		2	TRICS		787	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2088	15/00896	Worth Depot, Deal Road, Worth, CT14 0BQ	1		1	TRICS		527	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2089	15/01142	Land adjacent to 129 Mill Hill, Deal, CT14 9JB	1		1	TRICS		794	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2090	15/01234	The Yard, 109 Station Road, Walmer, CT14 7RL	1		1	TRICS		781	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2091	15/01004	Phase 1, B1 Part 1, Aylesham Village Expansion, Aylesham (Persimmon Homes)	71		71	TRICS		251	0.351	0.106	0.457	25	8	32	0.176	0.320	0.496	12	23	35
S_2092	16/00078	Site at No.s 7-9, Templar Road, Temple Ewell, CT16 3DL	1		1	TRICS		35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0

									TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
	1		3	800	2097	4655														
Unique_id_WSP	EXTANT APPLICATION number	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
S_2093	16/00328	The Retreat, Old Roman Road, Martin Mill, CT15 5JY	1		1	TRICS		789	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2094	15/00926	105 Mill Hill, Deal, CT14 9ER	2		2	TRICS		784	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2095	16/00214	Land at Warden House Mews, Deal, CT14 9WD	1		1	TRICS		252	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2096	16/00284	Church Hall, Stanley Road, Deal, CT14 7BT	1		1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2097	16/00503	38 Cherry Tree Avenue, Dover, CT16 2NL	1		1	TRICS		84	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2098	16/00009	62 Nursery Lane, Whitfield, CT16 3EX	1		1	TRICS		734	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2099	16/00702	Coach House, Old Downs Farm, Guilford Road, Sandwich Bay, CT13 9PF	2		2	TRICS		240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2100	15/00639	Old School & Curfew House, Kingsdown Road, St. Margaret's-at-Cliffe, CT15 6AZ	3		3	TRICS		790	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2101	16/00781	Land Opposite Forstal Cottage, The Forstal, Preston, CT3 1DT	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2102	16/00540	The Old Butchers, 31 High Street, Wingham, CT3 1AB	3		3	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2103	15/00730	Land adjacent to 53, Church Path, Deal, CT14 9TH	1		1	TRICS		795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2104	16/00403	11 Vale View Road, Aylesham, CT3 3DB	1		1	TRICS		251	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2105	16/00041	Pilgrims Nook, Willow Woods Road, Sutton, CT15 5BH	4		4	TRICS		142	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2106	16/00849	18 Salisbury Road, Dover, CT16 1EU	3		3	TRICS		111	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2107	16/00966	14 Norman Street, Dover, CT17 9RS	2		2	TRICS		749	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2108	16/00867	91-95, Folkestone Road, Dover, CT17 9SD	9		9	TRICS		60	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
S_2109	16/01017	Hillside, Collingwood Road, St. Margaret's-at-Cliffe, CT15 6EX	2		2	TRICS		790	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2110	16/01174	Land Adjoining Nemesis, Queensdown Road, Kingsdown, CT14 8EF	1		1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2111	16/01011	Rosehurst, 162 Church Path, Deal, CT14 9TU	6		6	TRICS		795	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_2112	16/01142	3 The Conifers, Cross Road, Walmer, CT14 9FZ	1		1	TRICS		805	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2113	16/00980	20 The Marina, Deal, CT14 6NG	3		3	TRICS		803	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2114	16/00594	180 London Road, Deal, CT14 9PT	3		3	TRICS		795	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2115	16/01334	161 Snargate Street, Dover, CT17 9BZ	1		1	TRICS		718	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2116	16/01418	26, 28 and 30, Fisher Street, Sandwich, CT13 9EJ	2		2	TRICS		240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2117	16/00866	Townsend Paddock, Townsend Farm Road, St. Margaret's-at-Cliffe, CT15 6JJ	6		6	TRICS		790	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_2118	16/01417	Site at Cressener's, Gore Lane, Eastry, CT13 0LN	1		1	TRICS		253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2119	16/01125	Dene Cottage, Meadow View Road, Shepherdswell, CT15 7PL	1		1	TRICS		149	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2120	16/01433	32 Orchard Avenue, Deal, CT14 9RW	2		2	TRICS		800	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2121	16/01315	Land to the rear of 39 & 41 including access strip, New Street, Ash, CT3 2BH	2		2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2122	17/00014	1 & 2 North Corner Cottages, Saddlers Hill, Goodnestone	1		1	TRICS		151	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2123	16/01268	Barn at Deerson Farm, Deerson Lane, Preston, CT3 1EX	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2124	16/01119	Land adjacent to Marshlands, Jubilee Road, Worth, CT14 0DT	2		2	TRICS		527	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2125	16/01317	Land adjacent to 1 Church Farm Cottages, Jubilee Road, Worth	2		2	TRICS		527	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2126	17/00313	Unit 3, West View Farm, Cop Street Road, Ash	2		2	TRICS		240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2127	17/00004	Doctors surgery, 13a Queen Street, Deal	3		3	TRICS		802	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2128	17/00073	Land to the rear of 100 and access, Church Lane	2		2	TRICS		791	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2129	17/00533	14 De Burgh Hill, Dover	2		2	TRICS		96	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2130	16/00994	47 Castle Street, Dover	1		1	TRICS		28	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2131	17/00325	Land rear of 22 St Leonards Road, Deal	1		1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2132	17/00832	Land at Belvedere Gardens, Deal	1		1	TRICS		800	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2133	16/01396	Queen Street Surgery & Access 13a Queen Street, Deal	5		5	TRICS		802	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
S_2134	17/00294	Land adjacent to Oak Farm Barn, The Street, Preston	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2135	17/00583	Land adj to 2 Ottawa House, Dover	1		1	TRICS		12	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2136	17/00411	Site at 279 St Richards Road, Deal	1		1	TRICS		781	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2137	17/00276	108 Maison Dieu Road, Dover	1		1	TRICS		726	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2138	16/00472	Land adjacent to 17 Downs Close, East Studdal, CT15 5BY	1		1	TRICS		143	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2139	17/01359	8 Gerald Palmby Court, Western Road, Deal	1		1	TRICS		803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2140	07/00098	Site of King Lear PH, Old Folkestone Road, Aycliffe	12		12	TRICS		114	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	6
S_2141	09/00873	Land at Golf Road/Cannon Street, Deal	13		13	TRICS		803	0.351	0.106	0.457	5	1	6	0.176	0.320	0.496	2	4	6
S_2142	11/00127	45 Granville Road, St Margaret's Bay	1		1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2143	11/00887	Site at 3 Herschell Road East, Walmer	1		1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2144	12/00329	Ronaldene, Ellens Road, Deal, CT14 9JJ	1		1	TRICS		781	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2145	12/00476	41 Stanhope Road, Deal, CT14 6AD	1		1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2146	10/01065	Land North East of Sandwich Road (A258) and North West of Sholden New Road, Sholden (Sholden New Fields)	71		71	TRICS		791	0.351	0.106	0.457	25	8	32	0.176	0.320	0.496	12	23	35
S_2147	13/00132	9-15 Station Road, Walmer, Deal, CT14 7QR	2		2	TRICS		782	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2148	13/00700	8 St Georges Passage, Deal, CT14 6TA	2		2	TRICS		802	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2149	13/00195	Chitty's Mill, Lower Mill Lane, Deal, CT14 9AG	1		1	TRICS		795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2150	13/00779	Workshop Adjacent to, Northcote Road, Deal, CT14 7BZ	1		1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2151	13/00370	St Giles Cottage & Access, Old Folkestone Road, Aycliffe, Dover, CT17 9HB	12		12	TRICS		114	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	6
S_2152	13/00607	Site at Phase 1A - Whitfield Urban Extension, Whitfield, Dover (Abbey Homes)	63		63	TRICS	Y	739	0.351	0.106	0.457	22	7	29	0.176	0.320	0.496	11	20	31
S_2153	14/00233	2 The Old Fairground, High Street, Wingham	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2154	14/00249	Site at 144 Canterbury Road, Lydden	2		2	TRICS		152	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2155	14/00301	Land at corner of Beaconsfield Road and Millais Road, Dover	4		4	TRICS		89	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2156	13/00962	Rear of St Mary's Meadow, Wingham	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2157	14/00432	137 Folkestone Road, Dover	4		4	TRICS		42	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2158	13/01044	Land rear of and 59 New Street, Sandwich	1		1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2159	14/00320	Gregory's Yard, rear of 67 High Street, Wingham	4		4	TRICS		242	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2160	14/00245	The Follies, Downs Road, East Studdal	1		1	TRICS		143	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2161	14/00912	Site rear of 15 Bewsbury Crescent, Whitfield	1		1	TRICS		702	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2162	14/00909	43 Swaynes Way, Eastry	1		1	TRICS		253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2163	14/00913	Julia, Overland, Ash	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2164	14/00021	Land rear of Palmerston, Lighthouse Road, St Margaret's Bay	1		1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2165	14/01146	Land adjacent to 162 Mongeham Road, Deal	1		1	TRICS		145	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2166	14/01207	Site adjacent to 9 Orchard Avenue, Deal	1		1	TRICS		800	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2167	15/00083	Land at Elm Farm House, Archers Court Road, Whitfield	3		3	TRICS		737	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2168	14/01014	Site at Garden House, Kingsdown Hill, Kingsdown, CT14 8EA	1		1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2169	15/00164	April Cottage, Ellens Road, Deal, CT14 9JJ	1		1	TRICS		784	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2170	15/00193	Beggars Leap, Lower Mill Lane, Deal, CT14 9AG	1		1	TRICS		795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2171	15/00388	27 Victoria Road, Deal, CT14 7AS	1		1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2172	14/00910	Former Site of Powell Print, 57 Coombe Valley Road (Care Home)	1		1	TRICS		94	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2173	15/00423	21 Market Street, Sandwich CT13 9DA	4		4	TRICS		240	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2174	15/00502	The Ark, Short Street, Chillenden, CT3 1PR	1		1	TRICS		151	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2175	15/00581	Longmete Barn, Longmete Road, Preston, CT3 1EY	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2176	15/00296	Site R/O The Shrubbery, St Margarets Road, St. Margaret's Bay, CT15 6EQ	1		1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2177	15/00662	Land r/o 37 Eythorne Road and fronting The Glen, Shepherdswell, CT15 7PG	1		1	TRICS		150	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2178	15/00196	Land between 115 & The Vineries, New Street, Ash, CT3 2BW	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2179	15/00712	44 Salisbury Road, Dover, CT16 1EY	1		1	TRICS		112	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2180	15/00797	Site of the former Woodnesborough Village Hall, The Street, Woodnesborough, CT13 0NQ	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0

									TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
	1		3	800	2097	4655														
Unique_id_WSP	EXTANT APPLICATION number	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
S_2181	15/00946	R/O 19 St Marys Meadow, Wingham, CT3 1DF	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2182	15/01240	Land to the rear of 100, Church Path, Deal, CT14 9TJ	1		1	TRICS		795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2183	15/01122	157 & 158 London Road, Dover, CT17 0TG	1		1	TRICS		80	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2184	16/00310	The Spa Barn, Wallets Court Hotel, Dover Road, St. Margaret's-at-Cliffe, CT15 6EW	1		1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2185	16/00385	117-120, Snargate Street, Dover, CT17 9DA	4		4	TRICS		718	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2186	16/00370	199 London Road, Dover, CT17 0TF	1		1	TRICS		80	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2187	13/01037	Snowdown Working Men's Club, Snowdown, Aylesham,CT15 4JL	8		8	TRICS		133	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_2188	15/00327	Site at, 43 Dola Avenue, Deal, CT14 9QH	9		9	TRICS		800	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
S_2189	16/00668	5 Ranelagh Road, Deal, CT14 7BG	1		1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2190	16/00860	Grosvenor Mansions, including, 1-11 Queen Street, Deal, CT14 6ET	6		6	TRICS		151	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_2191	16/00951	45 Castle Street, Dover, CT16 1PT	1		1	TRICS		28	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2192	15/01167	Land at and land rear of 104-106, Church Lane, Deal, CT14 9QL	12		12	TRICS		791	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	6
S_2193	16/01306	Old Stables, East Side Farm, The Street, East Langdon, CT15 5JF	1		1	TRICS		78	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2194	04/00261	Land at 89 Northwall Road, Deal	5		5	TRICS		804	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
S_2195	09/01187	Former Motorline Site, Coombe Valley Road, Dover	17		17	TRICS		94	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	5	8
S_2196	11/00965	Land West & South of Stoneleigh & Village Hall, The Street, Woodnesborough	24		24	TRICS		241	0.351	0.106	0.457	8	3	11	0.176	0.320	0.496	4	8	12
S_2197	12/00045	Site R/O, Old Park Close, Dover	9		9	TRICS		708	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
S_2198	12/00311	Land adjacent 223C, Mill Road, Deal, CT14 9BQ (Former South Deal County Primary School)	11		11	TRICS		786	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	5
S_2199	13/00309	Land rear of 19-37 Woodnesborough Road, Sandwich, CT13 0AA	2		2	TRICS		240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2200	14/00611	Land at Station Road, St Margaret's at Cliffe	3		3	TRICS		790	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2201	14/01192	Lasletts Yard, Marshborough Road, Woodnesborough, CT13 0PE	12		12	TRICS		241	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	6
S_2202	04/00938	Prince of Wales House, Princes Street, Dover	20		20	TRICS		120	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
S_2203	08/00750	1 Dickson Road, Dover	1		1	TRICS		97	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2204	09/00930	Quarterdeck and 37 Beach Street, Deal	14		14	TRICS		802	0.351	0.106	0.457	5	1	6	0.176	0.320	0.496	2	4	7
S_2205	10/01069	Elvington Working Mens Club, Chaucer Road, Elvington	3		3	TRICS		147	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2206	11/00214	29 Crabble Hill, Dover	1		1	TRICS		721	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2207	11/00319	126-128 London Road, Dover	2		2	TRICS		80	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2208	11/00361	55 Westcourt Lane, Shepherdswell	1		1	TRICS		150	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2209	11/00639	30-30a Mill Hill, Deal	5		5	TRICS		784	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
S_2210	11/00787	25 High Street, Dover	2		2	TRICS		96	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2211	12/00032	223 St Richards Road, Deal, CT14 9LF	2		2	TRICS		781	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2212	12/00112	Land Adjoining Bay Hill House, The Droveway, St. Margaret's Bay, CT15 6DJ	1		1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2213	12/00128	Land Rear of 147, London Road, Dover, CT17 0TG	1		1	TRICS		80	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2214	12/00234	Land R/O 124 Church Path, Deal, CT14 9TN	1		1	TRICS		795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2215	12/00443	8 Clarendon Place, Dover, CT17 9QB	2		2	TRICS		42	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2216	12/00541	The Nursery, Minnis Lane, River, Dover, CT15 7DN	1		1	TRICS		70	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2217	12/00700	Blue Berries Early Centre and Education Centre, 10 Dover Road, Sandwich	10		10	TRICS		240	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
S_2218	12/00730	Cardrona, Minnis Lane, River, Dover, CT17 0PT	1		1	TRICS		70	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2219	12/00828	Part of 223A Telegraph Road, Deal, CT14 9DU	1		1	TRICS		784	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2220	12/00873	St Ives, New Road, Eythorne, CT15 4DF	1		1	TRICS		254	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2221	13/00030	Site R/O 273 & 275 & Access, St Richards Road, Deal, CT14 9LF	1		1	TRICS		781	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2222	13/00070	Charlton Centre, High Street, Dover, CT16 1TT	14		14	TRICS		113	0.351	0.106	0.457	5	1	6	0.176	0.320	0.496	2	4	7
S_2223	13/00095	Wheelwrights Arms P.H., Chaucer Crescent, Dover, CT16 2BN	4		4	TRICS		11	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2224	13/00211	23 Cherry Tree Avenue, Dover, CT16 2NL	1		1	TRICS		90	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2225	13/00406	Sampson Court, Mongeham Road, Deal, CT14 9PX	81		81	TRICS		783	0.351	0.106	0.457	28	9	37	0.176	0.320	0.496	14	26	40
S_2226	13/00522	Bede and Dunstan Houses, College Road, Deal, CT14 6DA	16		16	TRICS		780	0.351	0.106	0.457	6	2	7	0.176	0.320	0.496	3	5	8
S_2227	13/00789	Part of Orchard House, Egerton Road, Temple Ewell, Dover, CT16 3AF	1		1	TRICS		35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2228	13/00918	Site rear of 38 & 42 St Patricks Road & fronting Western Road, Deal	1		1	TRICS		803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2229	13/00921	12-14, Castle Street, Dover, CT16 1PW	8		8	TRICS		28	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_2230	13/00926	Land adjacent 28 Priory Hill, Dover, CT17 0AA	1		1	TRICS		105	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2231	13/01004	Site next to, 3 Warwick Road, Walmer, Deal, CT14 7HT	2		2	TRICS		792	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2232	13/01008	St John's Ambulance Hall, Mill Hill, Deal	10		10	TRICS		784	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
S_2233	13/01059	Land rear of 22-24 Mill Hill, Deal CT14 9EN	4		4	TRICS		784	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2234	14/00072	Old Rectory Residential Home, Sandwich Road & 2, Gardners Close, Ash	2		2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2235	14/00082	10-12 South Court, Deal	3		3	TRICS		802	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2236	14/00143	site adjacent to Greenleaves, Kingsdown Hill, Kingsdown	1		1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2237	14/00201	120 Sandown Road, Deal	1		1	TRICS		780	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2238	14/00357	Land adjoining 52 Salisbury Road,St Margaret's Bay	1		1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2239	14/00389	70 Liverpool Road, Walmer	1		1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2240	14/00420	12 & 12A Delf Street, Sandwich	3		3	TRICS		240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_2241	14/00442	The Bull Inn, High Street, Eastry	1		1	TRICS		253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2242	14/00481	31 Kings Avenue, Sandwich Bay, Worth	1		1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2243	14/00493	Hope Inn, 144 Canterbury Road, Lydden	1		1	TRICS		152	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2244	14/00593	18A Beauchamp Avenue, Deal	1		1	TRICS		794	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2245	14/00623	4 St George's Passage, Deal	1		1	TRICS		803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2246	14/00725	Finchley Farm, Overland, Ash	1		1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2247	14/00740	Hazeldene, Alkham Valley Road, Alkham	1		1	TRICS		154	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2248	14/00821	13 Westcourt Lane, Shepherdswell, Dover, CT15 7PT	1		1	TRICS		150	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2249	14/00853	Pine Cottage, Manor Avenue, Deal	1		1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2250	14/01006	Land rear of 82-84 Canterbury Road, Lydden	1		1	TRICS		152	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2251	14/01060	Land at 65 Eythorne Road, Shepherdswell	1		1	TRICS		149	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2252	14/01090	107 London Road, Temple Ewell, Dover, CT16 3BY	4		4	TRICS		35	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2253	14/01118	61 Canterbury Road, Lydden, CT15 7ET	1		1	TRICS		152	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2254	14/01215	Stables, The White House, Sandwich Road, Eastry	1		1	TRICS		253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2255	15/00073	Land Rear of Cranbrook, Dover Road, Guston, Dover, CT15 5EN	4		4	TRICS		713	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_2256	15/00132	Land Between 17 - 23, Cross Road, Deal, CT14 9LB	2		2	TRICS		781	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2257	15/00158	26 Dorset Gardens, Walmer, CT14 7SS	1		1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2258	15/00192	First & Second Floors, 60 Castle Street, Dover, CT16 1PJ	2		2	TRICS		28	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2259	15/00206	31 College Road, Deal, CT14 6DD	1		1	TRICS		803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2260	15/00245	Land to the rear of 84 & 86, Church Lane, Deal, CT14 9QL	2		2	TRICS		791	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2261	15/00261	27-29, Coombe Valley Road, Dover, CT17 0TT	2		2	TRICS		88	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2262	15/00333	2 The Old Print House, Russell Street, Dover, CT16 1PX	1		1	TRICS		742	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2263	15/00348	6 Sondes Road, Deal, CT14 7BW	2		2	TRICS		796	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_2264	15/00522	Units 2A & 2B, West View Farm, Cop Street, Ash, CT3 2DN	1		1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2265	15/00575	134 - 135, Snargate Street, Dover, CT17 9DA	1		1	TRICS		718	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2266	15/00766	1A Erith Street, Dover, CT17 0EJ	1		1	TRICS		86	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2267	15/01223	10 Tower Hamlets Road, Dover, CT17 0BJ	1		1	TRICS		96	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2268	19/00845	Land rear of 32 Cannon Street, Deal ,CT14 6QA	1		1	TRICS		803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0

									TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
	1		3	800	2097	4655														
Unique_id_WSP	EXTANT APPLICATION number	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
S_2269	19/00735	12 Albert Road ,CT16 1RD	1		1	TRICS		112	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2270	19/00720	Mobile Home, 155 Mongeham Road ,CT14 9LL	1		1	TRICS		145	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2271	19/01510	The Old Railway Station, Mobile Home, Canterbury Road,CT3 1NH	1		1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2272	19/01265	Land west of Highlands, Ringwould Road ,CT14 8DJ	1		1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_2273	16/00502	Land off Ark Lane, Deal ,CT14 6PX	23		23	TRICS		803	0.351	0.106	0.457	8	2	11	0.176	0.320	0.496	4	7	11
S_100	15/00260	Former Connaught Barracks, Dover Road, Guston, CT16 1HL (Officers Mess)		64	64	TA		753	0.454	0.145	0.599	29	9	38	0.214	0.416	0.630	14	27	40
S_101	17/01268	The Old Sorting Office, Charlton Green, Dover, CT16 1AP		39	39	TA		111	0.050	0.060	0.110	2	2	4	0.050	0.030	0.080	2	1	3
S_102	15/00364	65 Folkestone Road, Dover, CT17 9RZ		10	10	TRICS		749	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
S_103	15/01032	Land adjacent to allotments, Folkestone Road, Dover, CT17 9JU		29	29	TRICS		796	0.351	0.106	0.457	10	3	13	0.176	0.320	0.496	5	9	14
S_104	15/01290	Land on the West side of Albert Road, Deal, CT14 9RB		142	142	TA	Y	807	0.385	0.101	0.486	55	14	69	0.167	0.305	0.472	24	43	67
S_105	16/01049	Land off Chequer Lane, Ash		90	90	TA		241	0.396	0.124	0.520	36	11	47	0.216	0.411	0.627	19	37	56
S_106	17/01114	Land at Gore Lane, Eastry		50	50	TA		253	0.431	0.169	0.600	22	8	30	0.221	0.379	0.600	11	19	30
S_107	14/00058	Discovery Park, Ramsgate Road, Sandwich, CT13 9ND		500	500	TA	Y	813	0.837	0.235	1.072	213	72	285	0.367	0.584	0.951	88	139	227
S_108	18/00051	Bramley Hedge, Tower Street, Dover		10	10	TRICS		97	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
S_109	16/01450	Land adjacent to Fernfield Lane, Hawkinge		19	19	TA		156	0.431	0.169	0.600	8	3	11	0.221	0.379	0.600	4	7	11
S_110	17/00487	Land Opposite 423-459 Dover Road, Walmer		85	85	TA		787	0.420	0.160	0.580	36	14	49	0.230	0.390	0.620	20	33	53
S_111	16/01247	Land at White Post Farm, Sandwich Road, Ash		30	30	TA		241	0.359	0.141	0.500	11	4	15	0.184	0.316	0.500	6	9	15
S_112	07/01081	Aylesham Village Expansion, Aylesham	173	440	613	TA	Y	809	0.409	0.112	0.531	251	69	326	0.168	0.373	0.541	103	229	332
S_113	16/00180	Aylesham Village Expansion, (Phase1B), Aylesham (Barratt Homes)	253	24	277	TRICS	Y	809	0.409	0.112	0.531	113	31	147	0.168	0.373	0.541	47	103	150
S_114	16/00985	Phase 1B2 & IB3 Aylesham Village Expansion, Aylesham (Persimmon Homes)	96	66	162	TRICS	Y	809	0.351	0.106	0.457	57	17	74	0.176	0.320	0.496	29	52	80
S_115	10/01010	Phase 1, Whitfield Urban Extension,Whitfield, CT16 (Remainder of the O/L)		589	589	TA	Y	737	0.443	0.158	0.601	261	93	354	0.236	0.412	0.648	139	243	382
S_116	15/00878	Phase 1 & Sub Phase 1A, WUE (land south east of Archers Court Road, Whitfield) (Phillip Jeans - Richmond Park)	89	1	90	TRICS	Y	737	0.351	0.106	0.457	32	10	41	0.176	0.320	0.496	16	29	45
S_117	17/01525	Phase 1, WUE, Whitfield		32	32	TRICS	Y	737	0.351	0.106	0.457	11	3	15	0.176	0.320	0.496	6	10	16
S_119	17/00056	Phase 1A - Whitfield Urban Extension Whitfield		26	26	TA	Y	739	0.287	0.153	0.440	7	4	11	0.185	0.260	0.445	5	7	12
S_120	16/00136	Land on the south side of Singledge Lane, Whitfield		133	133	TA	Y	819	0.454	0.160	0.614	60	21	82	0.242	0.423	0.665	32	56	88
S_121	01/01167	Land north of River Stour & including part of Sandwich Ind Estate, Ramsgate Road		229	229	TRICS		240	0.351	0.106	0.457	80	24	105	0.176	0.320	0.496	40	73	114
S_122	06/01455	Buckland Paper Mill, Crabble Hill, Dover	8	39	47	TA		80	0.516	0.203	0.719	24	10	34	0.333	0.495	0.828	16	23	39
S_123	18/00079	Site at Buckland Mill, Crabble Hill, Dover		44	44	TRICS		80	0.351	0.106	0.457	15	5	20	0.176	0.320	0.496	8	14	22
S_124	15/00256	Land at Salvatori, North and South of Grove Road, Preston, CT3 1EF (Preston Grange)	61	9	70	TRICS		242	0.351	0.106	0.457	25	7	32	0.176	0.320	0.496	12	22	35
S_125	18/00199	Land on the north east side of Grove Road, Preston	2	6	8	TRICS		242	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_126	15/00702	Land at Salvatori, North and South of Grove Road, Preston, CT3 1EF (separate to Preston Grange)		3	3	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_127	17/01431	Land SW at Hammill Brickworks, Hammill Road, Woodnesborough		18	18	TRICS		241	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
S_128	16/01026	Land SW at Hammill Brickworks, Hammill Road, Woodnesborough		5	5	TRICS		241	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
S_129	14/00361	Land off, Station Road, Walmer, CT14 7RH		223	223	TA	Y	810	0.420	0.160	0.580	94	36	129	0.230	0.390	0.620	51	87	138
S_130	16/01434	Former Barwick Site, Coombe Valley Road, Dover, CT17 0EP		16	16	TRICS		94	0.351	0.106	0.457	6	2	7	0.176	0.320	0.496	3	5	8
S_131	16/00502	Land off, Ark Lane		23	23	TA		803	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000	0	0	0
S_132	15/01184	Land rear of, 114 Canterbury Road, Lydden, Dover		31	31	TA		152	0.541	0.204	0.745	17	6	23	0.308	0.494	0.802	10	15	25
S_133	15/00525	Land south of New Dover Road, Capel-le-Ferne (Jarvis Homes)	15	25	40	TA		136	0.435	0.160	0.595	17	6	24	0.167	0.414	0.581	7	17	23
S_134	11/00928	Southern Water Pumping Station, St Richards Road, Deal		14	14	TRICS		781	0.351	0.106	0.457	5	1	6	0.176	0.320	0.496	2	4	7
S_135	17/00810	Anchor Works, West Street, Deal		12	12	TRICS		802	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	6
S_136	16/00017	Land at North Barrack Site, (East Section) Trafalgar Drive	4	26	30	TA		796	0.217	0.056	0.273	7	2	8	0.068	0.182	0.250	2	5	8
S_137	17/00776	The Qube, St Radigunds Road, Dover		27	27	TA		85	0.082	0.106	0.112	2	3	3	0.046	0.075	0.121	1	2	3
S_138	17/00962	2-9 Cambridge Terrace, Dover		25	25	TA		722	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000	0	0	0
S_139	17/00387	Part of Wingham Court, Hawarden Place, Canterbury Road, Wingham		8	8	TRICS		242	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_140	17/00892	Former Greyhound PH, Dorman Avenue South		17	17	TA		252	0.310	0.117	0.426	5	2	7	0.176	0.283	0.459	3	5	8
S_141	14/00240	Eastry Hospital, Mill Lane, Eastry		100	100	TA		253	0.366	0.159	0.525	37	16	53	0.216	0.381	0.597	22	38	60
S_142	16/01476	Land to the rear of Hyton Drive and Roman Close, Church Lane, Sholden		70	70	TA		800	0.448	0.087	0.535	31	6	37	0.167	0.288	0.455	12	20	32
S_143	16/01161	Bisley Nursery, The Street, Worth	9	15	24	TRICS		240	0.351	0.106	0.457	8	3	11	0.176	0.320	0.496	4	8	12
S_144	18/00300	Aylesham Sports Club, Burgess Road, Aylesham		17	17	TRICS		252	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	5	8
S_145	18/00777	Former William Muge House & Snelgrove House, Leyburne Road, Harold Street and Godwyne Road, Dover		65	65	TA		33	0.235	0.235	0.470	15	15	31	0.294	0.353	0.647	19	23	42
S_146	17/01515	Land between Homeleigh & Lansdale, Northbourne Road, Great Mongeham		12	12	TRICS		145	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	6
S_147	17/00826	Weighside House, Sandwich Road, Whitfield		13	13	TA		739	0.385	0.136	0.521	5	2	7	0.192	0.385	0.577	2	5	8
S_148	11/00747	Land rear of 100 Folkestone Road, Dover		1	1	TRICS		42	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_149	13/00502	Plot adjacent to Summerholme, 104 Wellington Parade, Kingsdown, Deal, CT14 8AF		1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_150	14/00193	Land rear of 17 London Road and adjacent to 1 Matthews Place, Dover		1	1	TRICS		113	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_151	14/00176	1 & 2 Hope Bay, & Hope Bay Studios, The Leas, Kingsdown		2	2	TRICS		787	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_152	13/01100	Norlands, Lower Road, Staple		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_153	15/00146	San Pio, Victoria Road, Kingsdown, CT14 8DY		2	2	TRICS		787	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_154	15/00176	Site at, 90 Golf Road, Deal, CT14 6QG		2	2	TRICS		780	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_155	15/00326	Site adjoining 3 Valley View, Wigmore Lane, Eythorne, CT15 4AU		1	1	TRICS		254	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_156	14/01058	Land Rear of No 7, Church Lane, Deal, CT14 9QD		1	1	TRICS		800	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_157	15/00442	60 London Road, Dover, CT17 0SP		2	2	TRICS		90	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_158	14/00818	28 The Strand & Channel View, York Road, Walmer, CT14 7ED		1	1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_159	15/00763	Site at Lindley, Station Road, St. Margaret's-at-Cliffe, Dover, CT15 6ER		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_160	15/00694	Site adjacent to 3 Herschell Road East, Walmer, CT14 7SQ		1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_161	15/00871	Old Tractor Shed, Langdon Avenue, Ash, CT3 2BP		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_162	15/00113	9 Clarence Road, Capel le Ferne		1	1	TRICS		265	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_163	15/00460	Woodville, The Street, Preston, CT3 1EB		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_164	15/00899	Orchard Lea, The Street, Staple		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_165	15/00336	Denne Court Farm, Hammill, Woodnesborough, CT13 0EG		3	3	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_167	15/00449	Site at Eastside Farm, The Street, East Langdon, CT15 5JF		1	1	TRICS		78	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_168	15/00910	Site Adjacent to Church Hall, Stanley Road, Deal, CT14 7BT		1	1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_169	15/01060	Box Tree Cottage, Hangman's Lane, Ringwould, CT14 8HW		1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_170	15/00638	Land at Upton House, 4 Mill Lane, Shepherdswell	2	1	3	TRICS		255	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_171	15/00701	Anchorage & Collingwood Cottage, Collingwood Road, St. Margaret's-at-Cliffe, CT15 6EZ	0	1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_172	15/01228	8 Harold Street, Dover, CT16 1SF		-1	-1	TRICS		726	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_173	15/00986	Coach House, High Street, Wingham, CT3 1AB		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_174	15/00198	Land to the rear of 20, Archers Court Road, Whitfield, CT16 3HP		1	1	TRICS		121	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_175	14/00059	Former Carpark Site, Adjacent to The Manor House, Upper Street, Kingsdown, CT14 8EU		4	4	TRICS		787	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_176	15/01239	The Old Farmhouse, Hammill Road, Woodnesborough CT13 0EQ		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_177	16/00042	Former Bakery Site and land to rear of Hillside, High Street, Eastry, CT13 0HE		1	1	TRICS		253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_178	16/00007	Land and Garages rear of and including 4 & 5, The Droveway, St. Margaret's Bay, CT15 6DH		4	4	TRICS		790	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_179	16/00152	4 Priory Street, Dover, CT17 9AA		1	1	TRICS		750	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_180	15/00123	Land at 191 and Forge Bungalow, London Road, Temple Ewell		10	10	TRICS		35	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
S_181	16/00135	Willow Tree Cottage, The Old Fairground, High Street, Wingham, CT3 1BU		2	2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_182	16/00361	Land Adjoining 458 Dover Road, Walmer, CT14 7PQ		1	1	TRICS		788	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_183	16/00055	The Wilderness and The Former All Saints Church, Church Lane, West Stourmouth, CT3 1HS	1	1	2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_184	16/00189	Poulton Farm, Poulton, Hougham, CT15 7DP		4	4	TRICS		25	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2

		1		3	800	2097	4655			TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
Unique_id_WSP	EXTANT APPLICATION number	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
S_185	16/00226	Charles Lister Court, Lister Close, Dover, CT17 0TP		-1	-1	TRICS		84	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_186	15/01221	Land adjacent to Sessions House, Staple Road, Wingham, CT3 1LX		4	4	TRICS		242	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_187	12/00120	Ambulance Depot, Winchelsea Road, Dover, CT17 9TT		9	9	TRICS		42	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
S_188	16/00834	Land Adjacent to Mundels, Cherry Lane, Great Mongeham, CT15 0HG		1	1	TRICS		145	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_189	15/00936	Land at The Outrigger, Chapel Lane, Ashley, Sutton, CT15 5HZ		1	1	TRICS		142	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_191	16/00507	Site at The Old Court House, Pinners Hill, Nonington, Dover, CT15 4LL		1	1	TRICS		151	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_192	16/00992	50 Castle Street, Dover, CT16 1PJ		2	2	TRICS		28	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_193	16/00736	4 Priory Street, Dover, CT17 9AA		2	2	TRICS		750	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_194	16/00740	67 and rear of 66, London Road, Dover, CT17 0SP		1	1	TRICS		90	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_195	16/01154	Tractor Shed and Hay Barn, Upper Goldstone Farm, Upper Goldstone, Ash, CT3 2DN		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_196	16/00048	Site at Summerfield Farm, Barnsole Road, Barnsole, Staple, CT3 1LD		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_197	16/01080	Agricultural Buildings, Sun Valley Farm, London Road, Temple Ewell, CT16 3DJ		2	2	TRICS		152	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_198	15/01182	Site rear of 162 Folkestone Road, Vale View Road, Dover, CT17 9NP		3	3	TRICS		40	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_199	16/01224	Barns at Highleas, Old Court Hill, Nonington, CT3 3HS		2	2	TRICS		135	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_200	15/01243	Land at North End, Channel View Road, Dover, CT17 9TJ		1	1	TRICS		719	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_201	18/00404	Solanum, Felderland Lane, Worth, CT14 0BX		1	1	TRICS		139	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_202	16/00947	24 Westcourt Lane, Shepherdswell, CT15 7PT	1	1	2	TRICS		150	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_203	16/01159	45 High Street, Dover, CT16 1EB		1	1	TRICS		96	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_204	16/01271	7a Hayward Close, Deal, CT14 9PJ		1	1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_205	16/01384	Deaconland Farm, Deacon Lane, Preston, CT3 1HN	1	2	3	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_206	16/00470	Land opposite The Row, Barnsole Road, Barnsole, Staple, CT3 1LE		4	4	TRICS		242	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_207	16/01256	Site Adjoining The Cottage, St Monicas Road, Kingsdown, CT14 8AZ		1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_209	18/00080	Crockshard Farm Barns, Crockshard Hill, Wingham		3	3	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_210	16/01209	180 Clarendon Street, Dover, CT17 9RB		1	1	TRICS		42	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_211	17/00099	Potting Shed, Layham Garden Centre & Nursery, Lower Road, Staple, CT3 1LH		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_212	17/00104	Barn at Summerfield Farm, Barnsole Road, Barnsole, Staple, CT3 1LD		2	2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_213	16/01427	Calf House, Solton Manor Farm, Solton Lane, East Langdon, CT15 5JB		1	1	TRICS		789	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_214	17/00065	9 Biggin Street, Dover, CT16 1BD		1	1	TRICS		750	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_215	16/01206	Protea House, Waterloo Crescent, Dover, CT17 9BW		9	9	TRICS		722	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
S_216	17/00082	22-24 Castle Street, Dover, CT16 1PW		4	4	TRICS		742	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_217	17/00538	Outbuildings at Dambridge Oast Farm, Staple Road		2	2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_218	17/00157	Great Mongeham Farm, Cherry Lane, Great Mongeham		4	4	TRICS		145	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_219	17/00070	93 High Street, Dover		1	1	TRICS		96	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_220	17/00123	Bellrose Hotel 18-19, East Cliff, Dover		9	9	TRICS		730	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
S_222	17/00942	Wolverton Court, Alkham Valley Road, Alkham, CT15 7DS		2	2	TRICS		156	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_223	17/00913	2a York Road, Walmer, Deal		1	1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_224	17/00900	Land adj to Alice Cottage, Cherry Lane, Great Mongeham		3	3	TRICS		145	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_225	17/01073	Marley Farm Nurseries, Marley Lane, Finglesham		1	1	TRICS		527	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_226	17/00284	Barn at Shatterling Court Farm, Shatterling, Wingham		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_227	17/00163	2 New Street, Dover		1	1	TRICS		28	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_228	17/00488	2b New Street, Dover		2	2	TRICS		28	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_229	17/00358	Flats 3 & 4 10 Prince of Wales Terrace, Deal		-1	-1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_230	17/00317	322 London Road, Dover		2	2	TRICS		113	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_231	17/01080	Land adjacent to 16 Granville Road, St Margaret's Bay		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_232	16/01342	Land adjacent to the Hope Inn, Canterbury Road, Lydden CT15 7ET		1	1	TRICS		152	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_233	17/00010	1 Luckett Cottages, The Street, Preston		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_234	18/00610	1 Luckett Cottages, The Street, Preston		-1	-1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_235	16/00442	Three Tuns, The Street, Staple		8	8	TRICS		242	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_236	17/00197	48-50 London Road, Dover		2	2	TRICS		90	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_237	17/00201	Land at junction of Winehouse Lane & Capel Street, Capel-le-Ferne		4	4	TRICS		137	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_238	18/00563	Land between The Vineries and April Cottage, New Street, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_239	17/00292	Land next to St Martin's Northbourne Road, Great Mongeham		1	1	TRICS		145	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_240	17/00697	Canton, Downs Road, East Studdal		1	1	TRICS		143	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_241	17/00267	Land adjoining Sunhillow, Gore Road, Eastry	2	1	3	TRICS		138	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_242	17/00412	Hungaria, Warren Lane, Ewell Minnis, Lydden		1	1	TRICS		152	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_243	17/01142	Land at 111-115 Folkestone Road, Dover		8	8	TRICS		60	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_244	17/00756	34-36 Castle Street & 1-2 Russell Street, Dover		4	4	TRICS		28	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_245	17/00815	56 Golf Road		1	1	TRICS		780	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_246	17/00838	Site adjacent to 128 Capel Street, Capel-le-Ferne		1	1	TRICS		137	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_247	17/00916	Barn at Staple Farm, Durlock Road, Staple		3	3	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_248	17/00984	Brick Oast Upper Goldstone Farm, Cop Street, Ash		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_249	17/01254	Agricultural Building at Court Farm, Padbrook Lane, Preston		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_250	17/00656	Site at Sunrise, Cop Street, Ash		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_251	17/00657	Barn A, Goss Hall, Gosshall Lane, Ash		2	2	TRICS		240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_252	17/00420	227-228 London Road, Dover		1	1	TRICS		84	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_253	17/00481	Southlands Farm, Knell Lane, Ash		3	3	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_254	17/00272	3 Market Square, Dover, CT16 1LZ		8	8	TRICS		28	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_255	17/00628	Land adjacent to 13 High Street, Wingham		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_256	17/00661	Site south of, Marlborough Road, Deal, CT14 9LE		9	9	TRICS		781	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
S_257	17/01002	Agricultural Buildings at Newlands Farm, Stoneheap Road, East Studdal		3	3	TRICS		141	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_258	17/00404	Land adjacent to Garden Mews & NW of Sydney Road, Deal		1	1	TRICS		781	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_259	17/00255	Preston Garage, The Street, Preston		2	2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_260	17/00571	Land r/o Coach House, 44 Eythorne Road, Shepherdswell		1	1	TRICS		255	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_261	16/00032	Deacon Landscape Management, Wootton Lane, Wootton		8	8	TRICS		146	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_262	16/01242	Gt Mongeham House, Northbourne Road, Gt Mongeham		1	1	TRICS		145	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_263	17/01216	Land between 34 & 36 Canterbury Road, Lydden		1	1	TRICS		152	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_265	17/00874	Barn at Guilford Farm, Singledge Lane, Coldred		3	3	TRICS		148	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_266	17/01121	Dublin Man of War PH, Lower Road, River		8	8	TRICS		69	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_267	17/01531	Site at Drainless Farm, Drainless Road, Woodnesborough		1	1	TRICS		138	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_268	17/01406	Trees and land at the end of Park Lane, Park Lane, Preston		2	2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_269	17/01256	Cedarlea, Victoria Road, Kingsdown, CT14 8DY		1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_270	17/01474	3 Channel Lea, Walmer		1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_271	17/01328	Agricultural Building & access at Broadfields Farm, Lydden		3	3	TRICS		153	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_272	17/01465	15 Bench Street, Dover		1	1	TRICS		28	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_273	18/00014	28 Castle Street, Dover		4	4	TRICS		742	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_274	17/01304	15 Castle Street, Dover		1	1	TRICS		28	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_275	17/01349	9 High Street, Dover		2	2	TRICS		749	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_276	17/01290	13 St Davids Avenue, Aycliffe		1	1	TRICS		114	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0

									TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
	1		3	800	2097	4655														
Unique_id_WSP	EXTANT APPLICATION number	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
S_277	16/00530	Site adj to 5 Friends Close, Deal		1	1	TRICS		804	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_278	17/00564	Land to the rear of Innisfree, Glen Road, Kingsdown		1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_279	18/00675	Innisfree, Glen Road, Kingsdown		1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_280	17/01109	Land adj to The Homestead, Homestead Lane, East Studdal		4	4	TRICS		143	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_281	17/01504	Land adj to Pegasus, London Rd, Sholden		2	2	TRICS		793	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_282	18/01109	10 Chequer Lane, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_284	17/00994	111 Rectory Road, Deal		1	1	TRICS		794	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_285	17/00802	115 New Street, Ash		2	2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_286	18/00045	Agricultural Buildings, Lower Rowling Farm, Lower Rowling		3	3	TRICS		151	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_287	17/01236	Newsole Farm Barn, Singledge Lane, Whitfield		2	2	TRICS		148	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_288	17/01240	Land adj to 100 Church Lane, Deal		1	1	TRICS		791	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_289	17/01192	Quinces, Sheerwater Road, Preston		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_290	17/01288	Land between 15 & 17 Foxborough Close, Woodnesborough		2	2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_291	17/01279	Land adj to 49 New Street, Ash		2	2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_292	17/01188	Basement, 18 Castle Street, Dover		1	1	TRICS		28	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_293	17/01098	50 & 51 Biggin Street, Dover		7	7	TRICS		28	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_294	17/01234	The Black Barn, Great Knell Farm, Knell Lane, Ash		2	2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_295	17/01004	Eastwood Manor, High Street, Wingham		2	2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_296	15/00457	Land adjoining Pentire House, The Leas, Kingsdown		1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_297	15/00992	Delfbridge, 10 Dover Road, Sandwich		8	8	TRICS		240	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_298	16/01029	Land adjoining 1 Catherine Cottages, Alkham Valley Road, Alkham		1	1	TRICS		154	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_299	16/01101	Land (beyond) to the west of Strathfleet, Victoria Road, Kingsdown		1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_300	16/01336	130 Canterbury Road, Lydden		1	1	TRICS		152	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_301	16/01387	Land adjacent to 120 New Street, Ash		2	2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_302	16/01444	Land adjacent to The Caravan, Westcourt Lane, Shepherdswell	2	2	4	TRICS		150	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_303	16/01467	Site at Statenborough Farm Cottage, Felderland Lane, Worth		1	1	TRICS		139	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_304	18/01052	Agricultural Storage Building, East Street Farm, East Street, Ash		3	3	TRICS		240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_305	16/01490	Units 1 & 2 former Cold Stores, East Street Farm, East Street, Ash		2	2	TRICS		240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_306	17/00425	Land adjacent to 75 Trinity Place, Deal		1	1	TRICS		794	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_307	18/01379	64 Archers Court Road, Whitfield		1	1	TRICS		121	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_308	17/00623	38a Walmer Castle Road, Walmer		1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_309	17/00134	1 & 2 Alphege Road, Dover		2	2	TRICS		110	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_310	13/00118	Silverley, Egerton Road, Temple Ewell		1	1	TRICS		35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_311	16/01412	Plough Filling Station, Folkestone Road, Dover		9	9	TRICS		743	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
S_312	17/00448	Former Old Chapel Tea Shop, Sea Street, St Margarets		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_313	18/00747	241 London Road, Dover		1	1	TRICS		84	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_314	18/00665	355 London Road, Deal		1	1	TRICS		794	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_315	18/00376	Fairacres & Land rear of Alkham Valley Road, Alkham		1	1	TRICS		154	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_316	18/00122	Land rear of 18-20 Park Street & fronting West Street, Deal		1	1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_317	18/00717	81b Crabble Hill, Dover		-1	-1	TRICS		721	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_318	18/00104	23 High Street, Deal		1	1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_319	18/00176	2 Sondes Road, Deal		1	1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_320	18/00865	25 Cattle Market, Sandwich		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_321	18/00745	49-51 High Street, Dover		2	2	TRICS		96	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_322	18/00348	72 Clarendon Place, Dover		1	1	TRICS		42	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_323	18/00410	Bowling Green Tavern, 164 Church Path, Deal		1	1	TRICS		795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_324	18/00142	Land adjoining 6 Ash Road, Aylesham		1	1	TRICS		252	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_325	17/01230	Land rear of 117 Manor Road & adjoining 437 Folkestone Road, Dover		1	1	TRICS		744	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_326	18/00544	Land rear of 9 Hill Drive, Eastry		1	1	TRICS		253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_327	18/00718	The Black Barn, Lower Street, Tilmanstone		1	1	TRICS		144	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_328	18/00877	Agricultural Buildings, Dambridge Farm, Staple Road, Wingham		4	4	TRICS		242	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_329	18/00837	Sandhills Farm, Sandhills, Ash		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_330	18/00155	The Piggery (Land between Overhill and Borneo), Northbourne Road, East Studdal		1	1	TRICS		141	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_331	18/00485	59 Biggin Street, Dover		1	1	TRICS		750	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_332	18/00455	7 Castle Street, Dover		3	3	TRICS		28	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_333	18/00450	209 Folkestone Road, Dover		3	3	TRICS		42	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_334	18/00572	Land rear of 49 Church Lane, Deal		1	1	TRICS		800	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_335	18/00851	147 New Dover Road, Capel-le-Ferne		1	1	TRICS		136	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_336	18/00488	Land rear of 97 London Road, Deal		1	1	TRICS		795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_337	18/00431	Dial House, 23 St Margarets Road, St Margarets Bay		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_339	18/00440	23 Templar Street, Dover		1	1	TRICS		96	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_340	18/00067	The Forge, 83 Church Hll, Shepherdswell		1	1	TRICS		255	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_341	18/00356	7 Market Square, Dover		1	1	TRICS		28	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_342	18/00503	Resthaven, Queens Road, Ash		2	2	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_343	18/00139	Bracknell House, 34 Helena Road, Capel le Ferne		-10	-10	TRICS		136	0.351	0.106	0.457	-4	-1	-5	0.176	0.320	0.496	-2	-3	-5
S_344	18/00451	Breezes, St Vincent Road, St Margarets at Cliffe		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_345	18/00382	Old Barn House, Townsend Farm Road, St Margarets at Cliffe	1	1	2	TRICS		790	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_346	17/00752	Swerford, The Avenue, Temple Ewell		1	1	TRICS		35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_347	18/00797	Agricultural Buildings at Great Ware Farm, Ware Farm Road, Ash		3	3	TRICS		241	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_348	17/01446	Land to the rear of 59 and 61 Maison Dieu Road, Dover		2	2	TRICS		111	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_349	17/00931	Land at Cowgate Hill, Dover		6	6	TRICS		120	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_350	17/00704	Beacon Church and Christian Centre, London Road, Dover		9	9	TRICS		96	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
S_351	17/01536	43-65 & land adjoining, Randolph Road, Dover		5	5	TRICS		94	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
S_352	18/00502	104-106 High Street, Deal		1	1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_353	18/00862	59 Mill Road, Deal		1	1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_354	18/00809	134 Crabble Hill, Dover		1	1	TRICS		65	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_355	18/00796	113 London Road, Deal		1	1	TRICS		795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_356	18/00044	65 London Road, Dover		1	1	TRICS		90	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_357	18/00548	First & Second Floors, 96 High Street, Deal		1	1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_358	18/00670	140 West Street, Deal		2	2	TRICS		803	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_359	17/01462	173-175 Beach Street, Deal		1	1	TRICS		803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_360	17/01447	Land at Vicarage Lane, Tilmanstone		1	1	TRICS		144	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_361	18/00649	23 Chamberlain Road, Dover		1	1	TRICS		97	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_362	18/00668	The Firs, 114 Dover Road, Sandwich		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_363	18/00463	Leyburne House, 86 Leyburne Road, Dover		1	1	TRICS		33	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_364	18/00492	Linwood Youth Centre, 92 Mill Road, Deal		6	6	TRICS		786	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_365	18/00606	Land adjacent to 180 London Road, Deal		1	1	TRICS		795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_366	18/00648	104-106 West Street, Deal		1	1	TRICS		803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0

	1		3	800	2097	4655					TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
Unique_id_WSP	EXTANT APPLICATION number	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
S_367	18/00317	Wincolmlee, 46 Salisbury Road, St Margarets Bay		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_369	18/00786	Land to the south of Stable End, Jubilee Road, Worth		1	1	TRICS		527	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_370	17/00483	Solleys Farm House, The Street, Worth		1	1	TRICS		527	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_372	18/00282	The White House, 3 St Margaret's Road, St Margaret's Bay		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_374	18/01098	28 Winchelsea Street, Dover		1	1	TRICS		42	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_375	18/01029	51 Church Lane, Deal		1	1	TRICS		800	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_376	18/00816	Site r/o 89-91, Folkestone Road, Dover,		1	1	TRICS		60	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_377	18/00751	Land between 5 & 6 Woodside Close, Kearsney		2	2	TRICS		35	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_378	18/01117	Derwent, Common Lane, River		1	1	TRICS		63	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_379	18/00591	1a Victoria Street, Dover		2	2	TRICS		86	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_380	18/00878	Land adjacent to 57 New Street, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_381	18/01099	The Old Butchers, 31 High Street, Wingham		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_382	18/01166	Agricultural Buildings at Mellands Farm, Stourmouth Road, Preston		2	2	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_383	18/01145	Minters Barn, Durlock Road, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_384	18/01308	Rookery Farm, Longmete Road, Preston		3	3	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_385	18/01227	5 Allenby Avenue, Deal		1	1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_386	18/01197	26 Templar Street, Dover		2	2	TRICS		96	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_387	18/01097	Quietways, The Avenue, St Margarets		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_388	18/01147	13 Castle Street, Dover		2	2	TRICS		28	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_389	18/01157	49-51 High Street, Dover		2	2	TRICS		96	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_390	18/01324	Swinge Hill Cottage, Hurst Lane, Capel le Ferne		1	1	TRICS		137	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_391	18/00949	Part of Piglet Place, Fleming Road, Barnsole, Staple		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_392	18/01230	122 London Road, Dover		1	1	TRICS		84	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_393	18/01121	51A Salisbury Road, Dover		1	1	TRICS		111	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_394	18/01319	3 London Road, River		1	1	TRICS		65	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_395	18/01357	1 Sydney Road, Deal		1	1	TRICS		781	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_396	19/00019	84 Leyburne Road, Dover		1	1	TRICS		33	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_397	18/00643	Land on the west side of Moat Lane, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_398	17/01165	The Chalet & Milners Land between Claremont Road, Kingsdown		1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_399	18/01109	10 Chequer Lane, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_400	18/01184	1 Harnet House, Harnet Street, Sandwich		2	2	TRICS		240	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_402	18/01378	Ashen Tree House, Ashen Tree Lane, Dover		1	1	TRICS		752	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_403	18/01291	60 Nursery Lane, Whitfield, Dover		1	1	TRICS		734	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_404	19/00094	365 Middle Deal Road, Deal		1	1	TRICS		795	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_405	18/01038	4A Bench Street, Dover,		3	3	TRICS		28	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_406	17/00966	Barn at Appletree Farm, Stourmouth Road, Preston		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_407	17/00464	Land at Cam Hill Farm, Westcourt Lane, Shepherdswell		1	1	TRICS		150	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_408	17/01434	Walletts Court, Dover Road, West Cliffe		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_409	16/01050	Woodside Residential Home, Whitfield Hill, Whitfield		8	8	TRICS		708	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_410	18/00950	313 Dover Road, Walmer	1	1	2	TRICS		782	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_411	17/00246	Old Rectory, Church Hill, Eythorne		9	9	TRICS		254	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
S_1069	18/01156	The Old Sorting Office, Charlton Green, Dover, CT16 1AP		41	41	TA		111	0.071	0.128	0.199	3	5	8	0.185	0.200	0.385	8	8	16
S_1070	17/01530	Land to the rear of Matthews Close & Southwall Road, Deal		63	63	TA		785	0.385	0.101	0.486	24	6	31	0.167	0.305	0.472	11	19	30
S_1071	17/01523	Former Buckland Hospital, Coombe Valley Road, Dover		150	150	TA	Y	822	0.700	0.200	0.900	105	30	135	0.300	0.500	0.800	45	75	120
S_1072	19/00669	Land between nos 107 and 127 Capel Street, Capel le Ferne		34	34	TA		137	0.417	0.153	0.570	14	5	19	0.202	0.367	0.569	7	12	19
S_1073	19/00357	The Qube, St Radigunds Road, Dover		8	8	TRICS		85	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
S_1074	18/00663	Plots 17 & 24 Bisley Nurseries, The Street, Worth		6	6	TRICS		240	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_1075	18/00888	Manor View Nursery, Lower Road, Temple Ewell		14	14	TRICS		35	0.351	0.106	0.457	5	1	6	0.176	0.320	0.496	2	4	7
S_1076	18/01169	12 King Street, Deal		16	16	TRICS		802	0.351	0.106	0.457	6	2	7	0.176	0.320	0.496	3	5	8
S_1079	19/00243	Land east of Woodnesborough Road, Sandwich		120	120	TA		240	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000	0	0	0
S_1080	18/01322	The former Magistrates Court, Pencester Road, Dover		46	46	TA		752	0.144	0.057	0.201	7	3	9	0.098	0.149	0.247	5	7	11
S_1081	18/00468	Land adjoining 1 Malvern Road, Dover		17	17	TRICS		42	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	5	8
S_1082	18/00682	Land to the rear 135 to 147 St Richards Road, Deal		20	20	TA		781	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000	0	0	0
S_1083	18/01263	Former United Reformed Church, High Street, Dover		16	16	TRICS		749	0.351	0.106	0.457	6	2	7	0.176	0.320	0.496	3	5	8
S_1084	18/00764	Stalco Engineering Works and Land rear of and including 126 Mongeham Road, Great Mongeham		35	35	TA		145	0.151	0.057	0.208	5	2	7	0.066	0.138	0.204	2	5	7
S_1085	19/00012	Long Lane Farm, Long Lane, Shepherdswell		4	4	TRICS		149	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_1086	19/00571	Land north west of Downs Cottage, Grove Road, Preston		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1087	18/01358	36 Blenheim Road, Deal		-1	-1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1088	18/01288	Canon Barn, Felderland Lane, Worth		1	1	TRICS		527	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1089	19/00863	37-39 High Street, Dover		2	2	TRICS		96	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_1090	19/00833	Stepping Down, 248 Folkestone Road, Dover		1	1	TRICS		745	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1091	19/00385	Telegraph Inn, 1 Hamilton Road, Deal		4	4	TRICS		786	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_1092	19/01411	Telegraph Inn, 1 Hamilton Road, Deal		1	1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1093	19/00292	60 London Road, Dover		1	1	TRICS		90	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1094	19/00443	Temple Ewell Nursing Home, Wellington Road, Temple Ewell		4	4	TRICS		35	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_1095	19/00545	37-39 High Street, Dover		2	2	TRICS		96	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_1096	19/00083	Land north of 8 Sunnybank, Adelaide Road, Eythorne		5	5	TRICS		254	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
S_1098	19/00641	2-8 Worthington Street, Dover		3	3	TRICS		750	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_1099	19/00581	Southdown House, Easole Street, Nonington		1	1	TRICS		134	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1100	19/00109	162 Snargate Street, Dover		1	1	TRICS		718	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1101	19/00006	Shotfield Farm, The Street, Preston		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1102	19/00219	Office, Highleas, Old Court Hill, Aylesham		1	1	TRICS		135	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1103	19/00221	Workshop, Highleas, Old Court Hill, Aylesham		1	1	TRICS		135	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1104	19/00315	Spring Meadow, Alkham Valley Road, Drellingore,		1	1	TRICS		156	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1105	19/00587	Agricultural Building at Richborough Farm, Richborough Road, Richborough Sandwich		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1106	18/01321	The Old Railway Station, Canterbury Road, Wingham		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1108	19/00683	Land to the rear of Sutherland, Dover Road, Ringwould		1	1	TRICS		787	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1109	19/00568	Flat 1, Curfew House, 14 Kingsdown Road, St Margarets at Cliffe		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1110	19/00551	Sushael, Denton Lane, Wootton		1	1	TRICS		146	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1111	19/00591	64-66 High Street, Deal		5	5	TRICS		802	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
S_1112	18/01152	Former Carpenters Workshop, Corner of Reach Road & High Street, Reach Road, St Margarets		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1114	19/00231	177 Telegraph Road, Deal		1	1	TRICS		784	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1115	19/00564	7 High Street, Deal		1	1	TRICS		802	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1116	19/00139	Townsend Bungalow, Station Road, St Margarets at Cliffe		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1117	19/00434	Delf Nursery, Deal Road, Sandwich		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1118	18/01216	Lynton, Mill Lane, Nonington		2	2	TRICS		134	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_1119	19/00638	Bricklayers Arms, Coxhill, Shepherdswell		4	4	TRICS		255	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_1120	19/00805	Preston Garden Centre, The Street, Preston		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0

									TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
	1		3	800	2097	4655														
Unique_id_WSP	EXTANT APPLICATION number	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
S_1121	19/00341	United Reformed Church, The Street, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1122	18/00444	West View, Cop Street, Ash		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1123	19/00161	62 Brookfield Avenue, Dover		1	1	TRICS		4	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1124	18/01278	Drellingore Barn, Stombers Lane, Drellingore		1	1	TRICS		156	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1125	19/00454	Windy Peak, 53 Granville Road, St Margarets Bay		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1126	19/00166	Sessions House, Goodnestone Road, Wingham		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1127	19/00549	22 Meryl Gardens, Walmer		1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1128	19/00704	Land to the rear of 76-78 Folkestone Road, Dover		1	1	TRICS		60	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1129	19/0116	The Workshop, Cambridge Road, Walmer		1	1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1130	18/01361	Land at Silver Hill, Northbourne Road, Great Mongeham		1	1	TRICS		145	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1131	19/00023	Land r/o 75 Westcourt Lane, Shepherdswell		1	1	TRICS		150	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1132	19/00697	Land adjacent to The Vicarage, St Marys Road, Walmer		1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1133	19/00752	Lydden Garage, 166 Canterbury Road, Lydden		1	1	TRICS		152	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1134	19/01032	Dog and Duck Inn, Plucks Gutter, Stourmouth		-1	-1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1135	19/00968	Ham Barn, Updown Road, Ham, Northbourne		1	1	TRICS		798	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1136	19/01059	The Lodge, Elmstone Farm, Elmstone		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1137	19/01103	Store to the rear of 6 The Strand, Walmer		1	1	TRICS		796	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1138	19/00838	45 Eythorne Road, Shepherdswell		6	6	TRICS		149	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
S_1139	19/01124	Tower House, Granville Street, Dover		3	3	TRICS		110	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_1140	19/00455	18 Malvern Meadow, Temple Ewell		1	1	TRICS		35	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1141	18/00052	Church Farm Buildings, Mongeham Road, Great Mongeham		3	3	TRICS		781	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
S_1142	19/01069	115-116 Ryder House, London Road, Dover		1	1	TRICS		84	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1143	19/00804	Ivydene, Coxhill, Shepherdswell		1	1	TRICS		150	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1144	19/00883	Preston Village Store, The Street, Preston		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1145	19/01028	61 Mill Lane, Shepherdswell		1	1	TRICS		255	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1146	19/01083	Land rear of Grove House, 14 Wigmore Lane, Eythorne		1	1	TRICS		254	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1147	19/01196	18A Somerset Road, Walmer		1	1	TRICS		792	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1148	19/00840	42 St Martins Road, Deal		1	1	TRICS		781	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1149	19/00381	Trinity Court, Easole Street, Nonington		1	1	TRICS		134	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1150	19/01044	4 Park Avenue, Dover		2	2	TRICS		112	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_1151	19/01157	223 Telegraph Road, Deal		2	2	TRICS		784	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_1152	19/00910	90 Oswald Road, Dover		1	1	TRICS		85	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1154	19/00291	337 Folkestone Road, Dover		-1	-1	TRICS		744	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1155	18/01334	Charity Public House, The Street, Woodnesborough		5	5	TRICS		241	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
S_1156	19/01257	The Press on The Lake, Ramsgate Road, Sandwich		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1157	19/01331	58 Biggin Street, Dover		2	2	TRICS		750	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_1158	19/01412	28 and 30 Mill Road, Deal		1	1	TRICS		786	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1159	19/01443	Rose Barn, Coxhill, Shepherdswell		1	1	TRICS		148	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1161	19/01243	Three Chimneys, Moat Lane, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1162	19/01459	Copthorne, Dover Road, Guston		1	1	TRICS		713	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1164	19/01414	27a Cannon Street, Deal		-1	-1	TRICS		803	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1166	19/01471	Wind Torn, Hardy Road, St Margarets at Cliffe		1	1	TRICS		790	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1167	19/01563	Barn at Shallows, Brook Farm, Cooper Street, Drove Ash		1	1	TRICS		240	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1168	19/00856	Land rear of 56 Sandwich Road, Eythorne		2	2	TRICS		254	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_1171	19/01317	Layham Garden Centre, Lower Road, Staple		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1172	19/01546	2 Wellington Parade, Walmer		-9	-9	TRICS		787	0.351	0.106	0.457	-3	-1	-4	0.176	0.320	0.496	-2	-3	-4
S_1173	20/00015	Land rear of Jasmine Cottage, Saunders Lane, Ash		1	1	TRICS		241	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1174	20/00039	Land between Look Cottage and Rose Cottage, The Forstal, Preston		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1175	20/00091	Cross Farm, Lower Street, Eastry		1	1	TRICS		253	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1176	19/01021	The Homestead, Homestead Lane, East Studdal		2	2	TRICS		142	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	0	1	1
S_1177	19/01441	Our Lady of the Holy Apostles, Catholic Church, Church Hill, Eastry		1	1	TRICS		254	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1178	19/00462	Land to the north east of Chesnut House, Canterbury Road, Wingham		1	1	TRICS		242	0.351	0.106	0.457	0	0	0	0.176	0.320	0.496	0	0	0
S_1179	19/00721	4 Mill Lane, Shepherdswell		4	4	TRICS		255	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_1180	19/01112	The White Cliffs Hotel, High Street, St Margarets		4	4	TRICS		790	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
S_1181	19/01580	First, second & third floors 62 Biggin Street, Dover		4	4	TRICS		750	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2

YES

													TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
Unique_site_id_WSP	EXTANT APPLICATION number	Employment use	Total area (sqm)	No Jobs - Remaining	No Total Jobs	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
E_1000	04/00591	B2	1534	43	43	CT3 (Part of Phase 3) Cooting Rd, Aylesham Ind Estate		1534	1534	TRICS		251	0.246	0.613	0.859	4	9	13	0.858	0.082	0.940	13	1	14
E_1001	07/00404	B1a	970	84	84	Minters Yard, Southwall Road		970	970	TA	Y	811	0.360	1.660	2.020	3	16	20	1.400	0.250	1.650	14	2	16
E_1001	07/00404	B2	3511	98	98	Minters Yard, Southwall Road		3511	3511	TA	Y	811	0.410	1.180	1.590	14	41	56	0.150	0.280	0.430	5	10	15
E_1002	18/00775	D1	47.6	0	0	Total Dentalcare, 64 Pencester Road		47.6	47.6	TRICS		750	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1003	10/00155511/00102	B1_B8	15715	40	40	Industrial Units, Honeywood Parkway, White Cliffs Business Park		15715	15715	TA	Y	819	0.130	0.730	0.860	20	115	135	0.620	0.130	0.750	97	20	118
E_1004	10/01011	A1	1975	226	226	Whitfield Urban Extension, (land to east of Sandwich Road and north west o		1975	1975	TA	Y	739	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000	0	0	0
E_1004	10/01011	B1a	750	130	130	Whitfield Urban Extension, (land to east of Sandwich Road and north west o		750	750	TA	Y	739	0.190	1.547	1.737	1	12	13	1.263	0.218	1.481	9	2	11
E_1004	10/01011	D1	6100	122	122	Whitfield Urban Extension, (land to east of Sandwich Road and north west o		6100	6100	TA	Y	739	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000	0	0	0
E_1005	13/00279	D2	628	9	9	Sandwich Leisure Park, Woodnesborough Road		628	628	TRICS		240	0.727	1.424	2.151	5	9	14	1.876	1.451	3.327	12	9	21
E_1006	13/00367	D2	127	2	2	Guston Village Hall, The Street		127	127	TRICS		712	0.727	1.424	2.151	1	2	3	1.876	1.451	3.327	2	2	4
E_1007	14/00262	D2	3807	54	54	Fowlmead Country Park, Sandwich Road		3807	3807	TRICS		791	0.727	1.424	2.151	28	54	82	1.876	1.451	3.327	71	55	127
E_1008	14/01138	B2	10000	278	278	Site of former Tilamstone Collery Tip, Pike Road		10000	10000	TRICS	Y	812	0.246	0.613	0.859	25	61	86	0.858	0.082	0.940	86	8	94
E_1009	15/00049	SG	73		1	Site adjacent to Visitor Centre, Langdon Cliffs	73		73	TRICS		715	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1010	13/00783	A1	4830	158	158	Discovery Park, Enterprise Zone, Ramsgate Road		4830	4830	TA	Y	813	3.130	4.665	7.795	151	225	376	7.360	6.926	14.286	355	335	690
E_1011	15/00291	D2	10	0	0	Club House, Recreation Ground, Approach Road		10	10	TRICS		255	0.727	1.424	2.151	0	0	0	1.876	1.451	3.327	0	0	0
E_1012	15/00429	B1a	25		2	Carers' Support (Canterbury, Dover & Thanet), 80, Middle Street	25		25	TRICS		803	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_1013	14/00058	A3	500	14	14	Discovery Park, Ramsgate Road,		500	500	TA		813	0.000	0.000	0.000	0	0	0	1.770	2.209	3.979	9	11	20
E_1013	14/00058	A4	500	14	14	Discovery Park, Ramsgate Road,		500	500	TA		813	0.000	0.000	0.000	0	0	0	1.770	2.209	3.979	9	11	20
E_1013	14/00058	B1a	10000	420	420	Discovery Park, Ramsgate Road,		10000	10000	TA	Y	813	0.057	0.727	0.784	6	73	78	0.541	0.052	0.593	54	5	59
E_1013	14/00058	B1b	10000	97	97	Discovery Park, Ramsgate Road,		10000	10000	TA	Y	813	0.057	0.727	0.784	6	73	78	0.541	0.052	0.593	54	5	59
E_1013	14/00058	B1c	33333	345	345	Discovery Park, Ramsgate Road,		33333	33333	TA	Y	813	0.135	0.307	0.442	45	102	147	0.283	0.091	0.374	94	30	125
E_1013	14/00058	B2	33333	451	451	Discovery Park, Ramsgate Road,		33333	33333	TA	Y	813	0.135	0.307	0.442	45	102	147	0.283	0.091	0.374	94	30	125
E_1013	14/00058	B8	33333	211	211	Discovery Park, Ramsgate Road,		33333	33333	TA	Y	813	0.135	0.307	0.442	45	102	147	0.283	0.091	0.374	94	30	125
E_1013	14/00058	C1	200	49	49	Discovery Park, Ramsgate Road,		200	200	TA		813	0.222	0.099	0.321	44	20	64	0.086	0.190	0.276	17	38	55
E_1014	15/00657	C1	6	3	3	18 - 19 Market Square (Port of Call)		6	6	TRICS		28	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_1043	17/00272	B1a	-410	-35	-35	3 Market Square		-410	-410	TRICS		28	0.087	1.222	1.309	0	-5	-5	1.066	0.053	1.119	-4	0	-5
E_1015	15/00947	C1	-8		-4	Beulah House, 94 Crabble Hill	-8		-8	TRICS		80	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_1016	15/00698	B1a	78	7	7	2nd Floor, Unit 9, Waterloo Mansions, Waterloo Crescent		78	78	TRICS		722	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_1017	15/00929	B1a	-89		-8	The Old Colliery, Staple Road	-89		-89	TRICS		242	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1017	15/00929	B2	26		1	The Old Colliery, Staple Road	26		26	TRICS		242	0.246	0.613	0.859	0	0	0	0.858	0.082	0.940	0	0	0
E_1017	15/00929	B8	-618		-8	The Old Colliery, Staple Road	-618		-618	TRICS		242	0.066	0.115	0.181	0	-1	-1	0.116	0.065	0.181	-1	0	-1
E_1018	15/01273	A3	195	11	11	Kearsney Abbey, Alkham Rd, River		195	195	TRICS		35	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	3	3
E_1019	16/00152	B1a	-63		-5	4 Priory Street	-63		-63	TRICS		28	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1020	16/00323	A4	7		0	The Old Lantern, The Street	7		7	TRICS		789	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1021	16/00055	B1c	314	7	7	The Wilderness & The Former All Saints Church, Church Lane		314	314	TRICS		242	0.087	1.222	1.309	0	4	4	1.066	0.053	1.119	3	0	4
E_1022	16/00504	C1	20	10	10	Premier Inn, Deal Road		20	20	TRICS		713	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_1023	16/00284	D2	-166		-2	Church Hall, Stanley Road	-166		-166	TRICS		796	0.727	1.424	2.151	-1	-2	-4	1.876	1.451	3.327	-3	-2	-6
E_1024	16/00645	C1	26		13	Premier Inn Hotel, Marine Court, Marine Parade	26		26	TRICS		725	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_1025	16/00515	A3	22	1	1	9 High Street		22	22	TRICS		749	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1026	16/00820	B1a	9		1	Recording Studio, Kent International campsite,	9		9	TRICS		787	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_1027	16/00740	B8	-175	-2	-2	67 and rear of 66 London Rd		-175	-175	TRICS		90	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1028	16/00898	A2	-105		-7	9 Biggin Street	-105		-105	TRICS		750	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1028	16/00898	A1	105		6	9 Biggin Street	105		105	TRICS		750	1.747	2.188	3.935	2	2	4	2.358	2.222	4.580	2	2	5
E_1029	16/00721	SG	32	1	1	10 Lambton Road		32	32	TRICS		716	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1030	16/01159	A5	-48	-3	-3	45 High Street, Dover		-48	-48	TRICS		96	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_1031	16/01139	B1c	2304	49	49	Land at Haig Drive, Ramsgate		2304	2304	TRICS		240	0.087	1.222	1.309	2	28	30	1.066	0.053	1.119	25	1	26
E_1032	15/01290	A1	370	21	21	Land on the west side of Albert Rd		370	370	TRICS		808	1.747	2.188	3.935	6	8	15	2.358	2.222	4.580	9	8	17
E_1032	15/01290	B1a	960	83	83	Land on the west side of Albert Rd		960	960	TRICS	Y	808	0.087	1.222	1.309	1	12	13	1.066	0.053	1.119	10	1	11
E_1032	15/01290	D1	280	3	3	Land on the west side of Albert Rd		280	280	TRICS		808	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1034	17/00065	B1a	-85		-7	9 Biggin Street	-85		-85	TRICS		750	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1033	16/00307	A1	-43		-2	10 Market Place	-43		-43	TRICS		252	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_1033	16/00307	A5	43		2	10 Market Place	43		43	TRICS		252	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_1035	16/01206	B1a	-1260	-109	-109	Protea House, Waterloo Crescent		-1260	-1260	TRICS		722	0.087	1.222	1.309	-1	-15	-16	1.066	0.053	1.119	-13	-1	-14
E_1036	17/00123	C1	-19	-10	-10	Bellrose Hotel, 18-19 East Cliff		-19	-19	TRICS		730	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_1037	17/00197	A1	58	3	3	48-50 London Road		58	58	TRICS		90	1.747	2.188	3.935	1	1	2	2.358	2.222	4.580	1	1	3
E_1038	16/00442	A4	-487	-28	-28	Three Tuns, The Street		-487	-487	TRICS		242	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-9	-9
E_1039	17/00255	B8	-127	-2	-2	Preston Garage, The Street		-127	-127	TRICS		242	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1040	17/00317	B1a	-59	-5	-5	322 London Road, Dover		-59	-59	TRICS		113	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1041	17/00136	A4	8		0	The Rose Hotel, 91 High Street	8		8	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1042	16/01412	SG	-310	-5	-5	Plough Filling Station, Folkestone Road		-310	-310	TRICS		743	0.066	0.115	0.181	0	0	-1	0.116	0.065	0.181	0	0	-1
E_1044	17/00448	D1	-96		-1	Former Old Chapel Tea Shop, Sea Street, St Marg's	-96		-96	TRICS		790	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1045	16/01128	A1	37	2	2	7 & 9 Market Place		37	37	TRICS		252	1.747	2.188	3.935	1	1	1	2.358	2.222	4.580	1	1	2
E_1045	16/01128	A3	-10		-1	7 & 9 Market Place	-10		-10	TRICS		252	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1045	16/01128	A5	-27	-2	-2	7 & 9 Market Place	10	-37	-27	TRICS		252	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1046	17/00542	A3	83	5	5	The Salutation, Knightrider Street		83	83	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_1047	17/00304	A1	-31	-2	-2	6 St Peters Street		-31	-31	TRICS		240	1.747	2.188	3.935	-1	-1	-1	2.358	2.222	4.580	-1	-1	-1
E_1048	17/00620	D2	165	2	2	Dover Athletic F/C, Crabble Road		165	165	TRICS		81	0.727	1.424	2.151	1	2	4	1.876	1.451	3.327	3	2	5
E_1049	17/00451	A3	350	20	20	Site at Betteshanger , Sustainable Parks		350	350	TRICS		814	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	6	6
E_1049	17/00451	B1a	1585	137	137	Site at Betteshanger , Sustainable Parks		1585	1585	TRICS	Y	814	0.087	1.222	1.309	1	19	21	1.066	0.053	1.119	17	1	18
E_1049	17/00451	B2	250	7	7	Site at Betteshanger , Sustainable Parks		250	250	TRICS		814	0.246	0.613	0.859	1	2	2	0.858	0.082	0.940	2	0	2
E_1050	17/00622	B1c	292	6	6	Unit 11, Whitfield Court, Honeywood Close, WCBP		292	292	TRICS		710	0.087	1.222	1.309	0	4	4	1.066	0.053	1.119	3	0	3
E_1050	17/00622	D1	-292	-3	-3	Unit 11, Whitfield Court, Honeywood Close, WCBP		-292	-292	TRICS		710	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1051	16/01490	B8	-200	-3	-3	Units 1 & 2 former Cold Stores, East Street Farm, East Street, Ash		-200	-200	TRICS		240	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1052	17/00693	A1	-57	-3	-3	146 High Street		-57	-57	TRICS		803	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
E_1052	17/00693	A2	57	4	4	146 High Street		57	57	TRICS		803	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_1053	17/00305	D2	5700		81	Land to the south of Honeywoord Parkway, WCBP	5700		5700	TRICS		711	0.727	1.424	2.151	41	81	123	1.876	1.451	3.327	107	83	190
E_1054	17/00768	B1b	60	1	1	Site rear of 7 Devon Avenue		60	60	TRICS		792	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_1055	17/00786	A1	-34	-2	-2	37 Biggin Street		-34	-34	TRICS		28	1.747	2.188	3.935	-1	-1	-1	2.358	2.222	4.580	-1	-1	-2
E_1055	17/00786	A3	34	2	2	37 Biggin Street		34	34	TRICS		28	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_1056	17/00790	B1a	116	10	10	Goodys Contractors Ovenden House, Wilcox Close		116	116	TRICS		251	0.087	1.222	1.309	0	1	2	1.066	0.053	1.119	1	0	1
E_1057	17/00698	B1a	-91		-8	The Limes Business Centre, 6 Broad Street	-91		-91	TRICS		802	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1058	16/01250	SG	185	3	3	Site at Robinsons Motors Ltd, Unit 3, Ash Road		185	185	TRICS		240	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1059	17/00756	B1a	-290	-25	-25	34-36 Castle Street		-290	-290	TRICS		28	0.087	1.222	1.309	0	-4	-4	1.066	0.053	1.119	-3	0	-3
E_1060	17/00823	B8	5040		65	Land south side of Honeywood Parkway WCBP	5040		5040	TRICS		604	0.066	0.115	0.181	3	6	9	0.116	0.065	0.181	6	3	9
E_1061	17/01037	A1	-90		-5	115 High Street	-90		-90	TRICS		802	1.747	2.188	3.935	-2	-2	-4	2.358	2.222	4.580	-2	-2	-4
E_1061	17/01037	D1	90		1	115 High Street	90		90	TRICS		802	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0

YES

												TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
Unique_site_id_WSP	EXTANT APPLICATION number	Employment use	Total area (sqm)	No Jobs - Remaining	No Total Jobs	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
E_1062	17/00589	B1c	-593	-13	-13	Invitavac, Two Pines, Sandwich Ind Estate		-593	-593	TRICS		240	0.087	1.222	1.309	-1	-7	-8	1.066	0.053	1.119	-6	0	-7
E_1062	17/00589	B8	1186	15	15	Invitavac, Two Pines, Sandwich Ind Estate		1186	1186	TRICS		240	0.066	0.115	0.181	1	1	2	0.116	0.065	0.181	1	1	2
E_1063	17/01023	D2	15		0	Aylesham Welfare Leisure Centre, Spinney Lane	15		15	TRICS		252	0.727	1.424	2.151	0	0	0	1.876	1.451	3.327	0	0	0
E_1064	16/00032	B1a	-100	-9	-9	Deacon Landscape Management, Wootton Lane		-100	-100	TRICS		146	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1064	16/00032	B8	-350	-5	-5	Deacon Landscape Management, Wootton Lane		-350	-350	TRICS		146	0.066	0.115	0.181	0	0	-1	0.116	0.065	0.181	0	0	-1
E_1065	16/01026	B1a	524	45	45	Land SW at Hammill Brickworks, Hammill Road		524	524	TRICS		241	0.087	1.222	1.309	0	6	7	1.066	0.053	1.119	6	0	6
E_1066	17/01106	B8	60		1	Tilmanstone Salads, Millyard Way	60		60	TRICS		254	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1067	17/01174	B8	-650	-8	-8	Unit 15, Port Zone, Menzies Road, Old Park		-650	-650	TRICS		704	0.066	0.115	0.181	0	-1	-1	0.116	0.065	0.181	-1	0	-1
E_1067	17/01174	D1	895	9	9	Unit 15, Port Zone, Menzies Road, Old Park		895	895	TRICS		704	0.100	0.067	0.167	1	1	1	0.033	0.100	0.133	0	1	1
E_1068	17/01143	A2	65		4	Cowshed, Finchley Farm, Overland	65		65	TRICS		241	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_1069	17/00807	A1	-55	-3	-3	9 King Street		-55	-55	TRICS		741	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
E_1069	17/00807	A2	55	3	3	9 King Street		55	55	TRICS		741	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_1070	17/01252	B1a	24	2	2	Dog Inn, Canterbury Road		24	24	TRICS		242	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_1071	17/00422	C1	10	5	5	Crown Inn, The Street, Finglesham		10	10	TRICS		801	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_1072	17/00917	SG	715	12	12	Perrys Vauxhall, Honeywood Parkway, WCBP		715	715	TRICS		710	0.066	0.115	0.181	0	1	1	0.116	0.065	0.181	1	0	1
E_1073	17/00776	D2	-2440		-35	The Qube, St Radigunds Road	-2440		0	TRICS		85	0.727	1.424	2.151	0	0	0	1.876	1.451	3.327	0	0	0
E_1074	17/01334	A1	-27.5	-2	-2	60 The Strand, Walmer		-27.5	-27.5	TRICS		796	1.747	2.188	3.935	0	-1	-1	2.358	2.222	4.580	-1	-1	-1
E_1075	17/01267	A1	36		2	Site north side of Walmer Scout Hut, Marine Road	36		36	TRICS		796	1.747	2.188	3.935	1	1	1	2.358	2.222	4.580	1	1	2
E_1076	17/01304	A2	-148		-9	15 Castle Street, Dover	-148		-148	TRICS		28	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_1077	17/01382	A2	80		5	64-65 High Street	80		80	TRICS		242	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_1078	17/01315	C1	1	1	1	Les Fleurs, 6 Ladywell		1	1	TRICS		105	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_1079	17/01336	A2	-1800		-113	74-94, High Street	-1800		-1800	TRICS		113	0.087	1.222	1.309	-2	-22	-24	1.066	0.053	1.119	-19	-1	-20
E_1079	17/01336	D2	1800		26	74-94, High Street	1800		1800	TRICS		113	0.727	1.424	2.151	13	26	39	1.876	1.451	3.327	34	26	60
E_1080	17/01098	A1	-48		-3	50 & 51 Biggin Street	-48		-48	TRICS		28	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_1081	17/01465	A1	-18	-1	-1	15 Bench Street, Dover		-18	-18	TRICS		28	1.747	2.188	3.935	0	0	-1	2.358	2.222	4.580	0	0	-1
E_1082	17/00858	A1	-70	-4	-4	71 High Street		-70	-70	TRICS		242	1.747	2.188	3.935	-1	-2	-3	2.358	2.222	4.580	-2	-2	-3
E_1083	17/01188	B1a	-30	-3	-3	Basement, 18 Castle Street, Dover		-30	-30	TRICS		28	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_1084	17/01483	D1	61	1	1	Eastry Recreation Ground, Church Street		61	61	TRICS		253	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1085	17/01404	SG	244	4	4	137 Dover Road		244	244	TRICS		792	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1086	18/00014	B1a	-200	-17	-17	28 Castle Street, Dover		-200	-200	TRICS		742	0.087	1.222	1.309	0	-2	-3	1.066	0.053	1.119	-2	0	-2
E_1087	17/00903	B1a	-165		-14	1st & 2nd floors riverside, 27 Castle Street, Dover	-165		-165	TRICS		28	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_1088	17/00962	B1a	-2934		0	2-9 Cambridge Terrace	-2934		-2934	TRICS		722	0.087	1.222	1.309	-3	-36	-38	1.066	0.053	1.119	-31	-2	-33
E_1089	18/00060	D1	34	0	0	Public Conveniences (Land r/o 2-8a Buckland Avenue, Crabble Hill		34	34	TRICS		4	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1089	18/00060	SG	-34	-1	-1	Public Conveniences (Land r/o 2-8a Buckland Avenue, Crabble Hill		-34	-34	TRICS		4	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1090	17/01121	A4	-140		-8	Dublin Man of War PH, Lower Road, River	-140		-140	TRICS		69	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-3	-3
E_1091	17/01455	B1c	210	4	4	Land and access at Preston Nursery, The Street		210	210	TRICS		242	0.087	1.222	1.309	0	3	3	1.066	0.053	1.119	2	0	2
E_1092	17/01161	A1	350	20	20	Nursery, The Larch, Beacon Lane		350	350	TRICS		241	1.747	2.188	3.935	6	8	14	2.358	2.222	4.580	8	8	16
E_1093	17/01231	D2	69	1	1	Land adj CAB Building, Maison Dieu Gardens, Maison Dieu Road		69	69	TRICS		751	0.727	1.424	2.151	1	1	1	1.876	1.451	3.327	1	1	2
E_1094	18/00356	A3	-6	3	0	7 Market Square (Dickens Corner)	-52	46	-6	TRICS		28	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1095	18/00453	A1	-102		-6	6 Bench Street	-102		-102	TRICS		28	1.747	2.188	3.935	-2	-2	-4	2.358	2.222	4.580	-2	-2	-5
E_1095	18/00453	SG	102		2	6 Bench Street	102		102	TRICS		28	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1096	17/01447	D2	-57		-1	Land at Vicarage Lane, Tilmanstone CT14 0JG	-57		-57	TRICS		144	0.727	1.424	2.151	0	-1	-1	1.876	1.451	3.327	-1	-1	-2
E_1097	18/00042	A3	505		29	The Drill Hall, The Quay	505		505	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	9	9
E_1098	18/00400	A1	43	2	2	88 London Road		43	43	TRICS		90	1.747	2.188	3.935	1	1	2	2.358	2.222	4.580	1	1	2
E_1099	18/00437	A1	-8	0	0	23 Cannon Street		-8	-8	TRICS		28	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	0
E_1100	18/00439	A1	-57		-3	10 Delf Street	-57		-57	TRICS		240	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
E_1100	18/00439	A4	57		3	10 Delf Street	57		57	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_1101	17/00704	D1	-309	-3	-3	Beacon Church and Christian Centre, London Road		-309	-309	TRICS		96	0.100	0.067	0.167	0	0	-1	0.033	0.100	0.133	0	0	0
E_1102	18/00485	A1	-77	-4	-4	59 Biggin Street		-77	-77	TRICS		750	1.747	2.188	3.935	-1	-2	-3	2.358	2.222	4.580	-2	-2	-4
E_1103	18/00438	SG	221		4	Valeside Services B3, Unit B2B, The Old Boatyard, Sandwich Industrial Estat	221		221	TRICS		240	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1104	18/00548	A1	-23	-1	-1	First & Second Floors, 96 High Street		-23	-23	TRICS		802	1.747	2.188	3.935	0	-1	-1	2.358	2.222	4.580	-1	-1	-1
E_1105	18/00098	D2	93	1	1	Land at Selson Farm, Drainless Road		93	93	TRICS		138	0.727	1.424	2.151	1	1	2	1.876	1.451	3.327	2	1	3
E_1106	18/00275	D1	957	10	10	Land north of Honeywood Parkway, Whitfield		957	957	TRICS		604	0.100	0.067	0.167	1	1	2	0.033	0.100	0.133	0	1	1
E_1107	17/00808	A3	-230	-13	-13	78 London Road		-230	-230	TRICS		90	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-4	-4
E_1107	17/00808	A5	230	13	13	78 London Road		230	230	TRICS		90	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	4	4
E_1108	18/00321	B1_B8	-27	0	0	Unit 1, Building 5, Sandwich Ind Estate		-27	-27	TRICS		240	0.077	0.669	0.745	0	0	0	0.591	0.059	0.650	0	0	0
E_1108	18/00321	SG	27	0	0	Unit 1, Building 5, Sandwich Ind Estate		27	27	TRICS		240	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1109	18/00627	B8	185	2	2	Barn at Chilton Farm, Alkham Valley Road		185	185	TRICS		796	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1110	17/01263	B1	-593	-16	-16	Unit 1H Clock Tower Lofts, Buckland Mill, Crabble Hill		-593	-593	TRICS		84	0.087	1.222	1.309	-1	-7	-8	1.066	0.053	1.119	-6	0	-7
E_1110	17/01263	D2	593	8	8	Unit 1H Clock Tower Lofts, Buckland Mill, Crabble Hill		593	593	TRICS		84	0.727	1.424	2.151	4	8	13	1.876	1.451	3.327	11	9	20
E_1111	18/00455	A2	-155		-10	7 Castle Street	-155		-155	TRICS		28	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_1112	18/00051	D1	-530	-5	-5	Brambley Hedge, Tower Street		-530	-530	TRICS		97	0.100	0.067	0.167	-1	0	-1	0.033	0.100	0.133	0	-1	-1
E_1113	18/00596	A2	-200		-13	9 St James Street	-200		-200	TRICS		28	0.087	1.222	1.309	0	-2	-3	1.066	0.053	1.119	-2	0	-2
E_1114	18/00068	A5	66		4	McDonalds Restaurant, Sandwich Road	66		66	TRICS		702	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_1115	18/00668	D1	-250		-3	The Firs, 114 Dover Road	-250		-250	TRICS		240	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1116	18/00137	B1c	1513	32	32	Megger Ltd, Archcliffe Road		1513	1513	TRICS		718	0.087	1.222	1.309	1	18	20	1.066	0.053	1.119	16	1	17
E_1117	18/00185	B8	-608		-8	Megger Ltd, Archcliffe Road	-608		-608	TRICS		718	0.066	0.115	0.181	0	-1	-1	0.116	0.065	0.181	-1	0	-1
E_1118	14/00240	B1a	238	21	21	Eastry Hospital, Mill Lane		238	238	TRICS		253	0.087	1.222	1.309	0	3	3	1.066	0.053	1.119	3	0	3
E_1118	14/00240	D1	330	3	3	Eastry Hospital, Mill Lane		330	330	TRICS		253	0.100	0.067	0.167	0	0	1	0.033	0.100	0.133	0	0	0
E_1119	17/00971	B1c	622	13	13	Site adj to 1 Montagu Road, Discovery Park		622	622	TRICS		240	0.087	1.222	1.309	1	8	8	1.066	0.053	1.119	7	0	7
E_1120	18/00537	A4	-811		-46	Ground floor, Travelodge, St James Retail Park	-811		-811	TRICS		742	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-14	-14
E_1120	18/00537	A5	811		46	Ground floor, Travelodge, St James Retail Park	811		811	TRICS		742	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	14	14
E_1121	18/00670	B1a	-62		-5	140 West Street	-62		-62	TRICS		803	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1122	18/00717	A1	54	3	3	81b Crabble Hill		54	54	TRICS		721	1.747	2.188	3.935	1	1	2	2.358	2.222	4.580	1	1	2
E_1123	18/00812	D1	40	0	0	1 Milner Crescent		40	40	TRICS		252	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1124	18/00705	A1	-791	-45	-45	39-41 Biggin Street		-791	-791	TRICS		28	1.747	2.188	3.935	-14	-17	-31	2.358	2.222	4.580	-19	-18	-36
E_1124	18/00705	A1	791	45	45	39-41 Biggin Street		791	791	TRICS		28	1.747	2.188	3.935	14	17	31	2.358	2.222	4.580	19	18	36
E_1125	18/00748	A1	85	5	5	51 High Street		85	85	TRICS		96	1.747	2.188	3.935	1	2	3	2.358	2.222	4.580	2	2	4
E_1125	18/00748	A3	-85	-5	-5	51 High Street		-85	-85	TRICS		96	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-2	-2
E_1126	18/00502	A1	-84		-5	104-106 High Street	-84		-84	TRICS		802	1.747	2.188	3.935	-1	-2	-3	2.358	2.222	4.580	-2	-2	-4
E_1127	18/00500	D1	1222	12	12	64-66 Southwall Road		1222	1222	TRICS		785	0.100	0.067	0.167	1	1	2	0.033	0.100	0.133	0	1	2
E_1128	18/00745	A3	-106	-6	-6	49-51 High Street		-106	-106	TRICS		96	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-2	-2
E_1129	18/00899	a2	-1792		-112	Former Co-op Store, 55-61 Castle Street	-1792		0	TRICS		28	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_1129	18/00899	B1a	661		57	Former Co-op Store, 55-61 Castle Street	661		661	TRICS		28	0.087	1.222	1.309	1	8	9	1.066	0.053	1.119	7	0	7
E_1129	18/00899	B8	518		7	Former Co-op Store, 55-61 Castle Street	518		518	TRICS		28	0.066	0.115	0.181	0	1	1	0.116	0.065	0.181	1	0	1
E_1129	18/00899	D2	612		9	Former Co-op Store, 55-61 Castle Street	612		612	TRICS		28	0.727	1.424	2.151	4	9	13	1.876	1.451	3.327	11	9	20

													TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
Unique_site_id_WSP	EXTANT APPLICATION number	Employment use	Total area (sqm)	No Jobs - Remaining	No Total Jobs	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
E_1130	18/00865	A2	-88	-6	-6	25 Cattle Market		-88	-88	TRICS		240	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_1131	18/00300	A4	-35	-2	-2	Aylesham Sports Club, Burgess Road, Aylesham		-35	-35	TRICS		252	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_1132	18/00830	A1	-26		-1	31 Biggin Street	-26		-26	TRICS		28	1.747	2.188	3.935	0	-1	-1	2.358	2.222	4.580	-1	-1	-1
E_1132	18/00830	A4	26		1	31 Biggin Street	26		26	TRICS		28	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1133	18/00741	B1c	400	9	9	Land between Dover Transport Musuem and Viking House, Menzies Road, (		400	400	TRICS		708	0.087	1.222	1.309	0	5	5	1.066	0.053	1.119	4	0	4
E_1134	18/00538	B1_B8	297		4	63-65 Sandwich Road	297		297	TRICS		241	0.077	0.669	0.745	0	2	2	0.591	0.059	0.650	2	0	2
E_1134	18/00538	D1	200		2	63-65 Sandwich Road	200		200	TRICS		241	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1135	18/00941	B2	28		1	Instro-Precision Site, Discovery Park, Ramsgate Road	28		28	TRICS		240	0.246	0.613	0.859	0	0	0	0.858	0.082	0.940	0	0	0
E_1136	18/00692	A1	-79		-5	Land & garages rear of & including 4 & 5 The Droveway, St Margarets Bay	-79		-79	TRICS		790	1.747	2.188	3.935	-1	-2	-3	2.358	2.222	4.580	-2	-2	-4
E_1137	18/00798	D1	216	2	2	Land south of Colliers Way, Betteshanger Sustainable Park		216	216	TRICS		801	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_1138	18/01059	SG	37	1	1	Dover South Services,, Limekiln Street		37	37	TRICS		719	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1139	18/00950	A1	-68	-4	-4	313 Dover Road		-68	-68	TRICS		782	1.747	2.188	3.935	-1	-1	-3	2.358	2.222	4.580	-2	-2	-3
E_1140	18/00839	A2	-172	-11	-11	Sandwich Leisure Park, Woodnesborough Road		-172	-172	TRICS		240	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_1141	18/01070	A1	-30	-2	-2	59 Gladstone Road		-30	-30	TRICS		796	1.747	2.188	3.935	-1	-1	-1	2.358	2.222	4.580	-1	-1	-1
E_1142	18/01065	A4	-84	-5	-5	7 Park Place		-84	-84	TRICS		105	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-2	-2
E_1142	18/01065	B1a	84	7	7	7 Park Place		84	84	TRICS		105	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_1143	18/00985	A1	299	17	17	Layham Garden Centre, Lower Road		299	299	TRICS		242	1.747	2.188	3.935	5	7	12	2.358	2.222	4.580	7	7	14
E_1144	18/00591	B1c	-46	-1	-1	1A Victoria Street		-46	-46	TRICS		86	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	0	0	-1
E_1145	18/01084	A1	-225	99	-13	Co-op Foodstore, Park Street	-1964	1739	-225	TRICS		802	1.747	2.188	3.935	-4	-5	-9	2.358	2.222	4.580	-5	-5	-10
E_1146	18/01161	A1	-45	-3	-3	4 Church Street		-45	-45	TRICS		28	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_1146	18/01161	SG	45	1	1	4 Church Street		45	45	TRICS		28	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1147	18/01078	A1	-45		-3	1 The Droveway, St Margarets Bay CT15 6DH	-45		-45	TRICS		790	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_1147	18/01078	A3	20		1	1 The Droveway, St Margarets Bay CT15 6DH	20		20	TRICS		790	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1147	18/01078	A4	25		1	1 The Droveway, St Margarets Bay CT15 6DH	25		25	TRICS		790	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_1148	18/01218	B8	140	2	2	Wingham Timber & Mouldings Ltd, Goodnestone Road, Wingham CT3 1AR		140	140	TRICS		242	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_1149	18/01157	A3	-106	-6	-6	49-51 High Street		-106	-106	TRICS		96	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-2	-2
E_1150	18/01210	D1	325	3	3	Maritime Skills Academy, Beechwood Business Park, Menzies Road, Old Par		325	325	TRICS		704	0.100	0.067	0.167	0	0	1	0.033	0.100	0.133	0	0	0
E_1150	18/01210	D2	325	5	5	Maritime Skills Academy, Beechwood Business Park, Menzies Road, Old Par		325	325	TRICS		704	0.727	1.424	2.151	2	5	7	1.876	1.451	3.327	6	5	11
E_1151	18/01246	A5	-54		-3	37 The Street	-54		-54	TRICS		241	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_1152	18/01187	A1	-94		-5	52 Middle Street, Deal, CT14 6HT	-94		-94	TRICS		802	1.747	2.188	3.935	-2	-2	-4	2.358	2.222	4.580	-2	-2	-4
E_1152	18/01187	A3	94	5	5	52 Middle Street, Deal, CT14 6HT		94	94	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_1153	18/01347	A2	83	5	5	Wellington Lodge, Basement and Flat 1, 15 Prince of Wales Terrace, Deal CT		83	83	TRICS		796	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_1153	18/01347	D2	-83	-1	-1	Wellington Lodge, Basement and Flat 1, 15 Prince of Wales Terrace, Deal CT		-83	-83	TRICS		796	0.727	1.424	2.151	-1	-1	-2	1.876	1.451	3.327	-2	-1	-3
E_1154	18/00970	A1	-43	-2	-2	29A London Road, Dover CT17 0SS		-43	-43	TRICS		96	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_1154	18/00970	A5	43	2	2	29A London Road, Dover CT17 0SS		43	43	TRICS		96	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_1155	18/01184	B1a	-149	-13	-13	1 Harnet House, Harnet Street		-149	-149	TRICS		240	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_1156	18/00966	A1	8		0	8 Odo Road, Dover	8		8	TRICS		97	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	0
E_1157	19/00040	A1	-62		-4	39A King Street, Sandwich CT13 9BL	-62		-62	TRICS		240	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
E_1157	19/00040	A3	62	4	4	39A King Street, Sandwich CT13 9BL		62	62	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_1158	18/01147	B1a	-174	-15	-15	13 Castle Street, Dover		-174	-174	TRICS		28	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_1159	18/01378	D1	-137		-1	Ashen Tree House, Ashen Tree Lane	-137		-137	TRICS		752	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5000	12/00218	A3	80		5	Baypoint Club, Ramsgate Road	80	0	80	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5000	12/00218	D2	121		2	Baypoint Club, Ramsgate Road	121	0	121	TRICS		240	0.727	1.424	2.151	1	2	3	1.876	1.451	3.327	2	2	4
E_5001	13/00574	A1	123		7	143-144, Snargate Street	123	0	123	TRICS		718	1.747	2.188	3.935	2	3	5	2.358	2.222	4.580	3	3	6
E_5002	13/00371	A1	-125		-7	10, Victoria Road	-125	0	-125	TRICS		802	1.747	2.188	3.935	-2	-3	-5	2.358	2.222	4.580	-3	-3	-6
E_5002	13/00371	A3	125		7	10, Victoria Road	125	0	125	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_5003	14/00190	A2	-290		-18	134 - 135, Snargate Street	-290	0	-290	TRICS		718	0.087	1.222	1.309	0	-4	-4	1.066	0.053	1.119	-3	0	-3
E_5004	14/00441	A4	-465		-27	The Bull Inn, High Street	-465	0	-465	TRICS		253	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-8	-8
E_5005	14/00524	A1	8		0	24, Dover Road	8	0	8	TRICS		796	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	0
E_5006	14/00493	A4	-29		-2	Hope Inn, 144, Canterbury Road	-29	0	-29	TRICS		152	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_5007	14/00689	A1	-60		-3	152, High Street	-60	0	-60	TRICS		803	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
E_5007	14/00689	A3	100		6	152, High Street	100	0	100	TRICS		803	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_5008	14/01140	A3	57		3	Former Public Conveniences, Beach Street	57	0	57	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5009	15/00304	A4	37		2	7 Park Place, Dover	37	0	37	TRICS		105	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5010	15/00274	A3	12		1	Curfew Cottage, Sea Street	12	0	12	TRICS		790	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_5011	15/00050	A3	65		4	8 Park Place, Dover	65	0	65	TRICS		750	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5011	15/00050	SG	-65		-1	8 Park Place, Dover	-65	0	-65	TRICS		750	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5012	15/00271	A1	50		3	Barn at Adelaide Farm House, Sandwich Rd	50	0	50	TRICS		791	1.747	2.188	3.935	1	1	2	2.358	2.222	4.580	1	1	2
E_5012	15/00271	B8	-50		-1	Barn at Adelaide Farm House, Sandwich Rd	-50	0	-50	TRICS		791	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5013	15/00411	A3	20		1	352 Dover Rd, Walmer	20	0	20	TRICS		782	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_5014	10/01069	A4	-550		-31	Elvington Working Mens Club, Chaucer Road	-550	0	-550	TRICS		147	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-10	-10
E_5015	15/00474	A3	56		3	47 Strand Street & 37 Harnett St	56	0	56	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5016	15/00719	A3	-52		-3	Ground floor, 107 High Street	-52	0	-52	TRICS		96	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_5016	15/00719	A4	52		3	Ground floor, 107 High Street	52	0	52	TRICS		96	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5017	15/00870	A1	-47		-3	329 Dover Road, Walmer	-47	0	-47	TRICS		782	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_5017	15/00870	A4	47		3	329 Dover Road, Walmer	47	0	47	TRICS		782	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5018	15/00897	A1	-10		-1	29 Strand Street	-10	0	-10	TRICS		240	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	0
E_5018	15/00897	D2	10		0	29 Strand Street	10	0	10	TRICS		240	0.727	1.424	2.151	0	0	0	1.876	1.451	3.327	0	0	0
E_5019	15/00575	A2	-83		-5	134 - 135 Snargate Street	-83	0	-83	TRICS		723	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_5020	15/01117	A1	-168		-10	41 High Street, Dover	-168	0	-168	TRICS		97	1.747	2.188	3.935	-3	-4	-7	2.358	2.222	4.580	-4	-4	-8
E_5020	15/01117	D1	168		2	41 High Street, Dover	168	0	168	TRICS		97	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5021	13/01044	A2	-60		-4	Land rear of & 59, New Street	-60	0	-60	TRICS		240	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_5022	15/00252	A1	-52		-3	43/45 Cherry Tree Avenue	-52	0	-52	TRICS		90	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_5022	15/00252	A3	26		1	43/45 Cherry Tree Avenue	26	0	26	TRICS		90	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_5022	15/00252	A5	26		1	43/45 Cherry Tree Avenue	26	0	26	TRICS		90	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_5023	15/01122	A1	-61		-3	157 & 158 London Rd, Dover	-61	0	-61	TRICS		90	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
E_5024	13/00319	B1c	-2164		-46	Units 2, 3 and 4, Millyard Way	-2164	0	-2164	TRICS		254	0.087	1.222	1.309	-2	-26	-28	1.066	0.053	1.119	-23	-1	-24
E_5024	13/00319	B2	2164		60	Units 2, 3 and 4, Millyard Way	2164	0	2164	TRICS		254	0.246	0.613	0.859	5	13	19	0.858	0.082	0.940	19	2	20
E_5024	13/00319	B8	1206		16	Units 2, 3 and 4, Millyard Way	1206	0	1206	TRICS		254	0.066	0.115	0.181	1	1	2	0.116	0.065	0.181	1	1	2
E_5025	13/01059	B8	-240		-3	Land rear of 22-24, Mill Hill	-240	0	-240	TRICS		784	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5026	14/00549	B1a	2710		234	The Old Harbour Station, Elizabeth Street	2710	0	2710	TRICS	Y	815	0.087	1.222	1.309	2	33	35	1.066	0.053	1.119	29	1	30
E_5026	14/00549	D1	-2433		-24	The Old Harbour Station, Elizabeth Street	-2433	0	-2433	TRICS		815	0.100	0.067	0.167	-2	-2	-4	0.033	0.100	0.133	-1	-2	-3
E_5027	14/01012	B1a	153		13	Saxon House, Willingdon Road, Port Zone, Old Park Estate	153	0	153	TRICS		708	0.087	1.222	1.309	0	2	2	1.066	0.053	1.119	2	0	2
E_5028	14/01084	B8	12853		99	Unit 4, Covert Road	12853	0	12853	TRICS		251	0.066	0.115	0.181	8	15	23	0.116	0.065	0.181	15	8	23
E_5029	15/00152	B1a	128		11	Priority Freight, Units 6 -7, Menzies Rd, Old Park, Whitfield	128	0	128	TRICS		708	0.087	1.222	1.309	0	2	2	1.066	0.053	1.119	1	0	1
E_5030	15/00130	B8	988		13	Site at Intercorp, Broad Lane	988	0	988	TRICS		801	0.066	0.115	0.181	1	1	2	0.116	0.065	0.181	1	1	2

													TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
Unique_site_id_WSP	EXTANT APPLICATION number	Employment use	Total area (sqm)	No Jobs - Remaining	No Total Jobs	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
E_5031	15/00314	B1a	7		1	2 Waterworks Cottage, Waterworks Lane	7	0	7	TRICS		789	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_5031	15/00314	B8	31		0	2 Waterworks Cottage, Waterworks Lane	31	0	31	TRICS		789	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5032	15/00529	B1a	-178		-15	Part 2nd Floor, Maybrook House, Queens Gardens	-178	0	-178	TRICS		28	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_5032	15/00529	D1	178		2	Part 2nd Floor, Maybrook House, Queens Gardens	178	0	178	TRICS		28	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5033	15/00522	B1	-182		-5	Units 2a & 2b West View Farm, Cop St	-182	0	-182	TRICS		240	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_5034	15/00348	B1a	-38		-3	6 Sondes Road	-38	0	-38	TRICS		796	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_5035	14/00301	B8	-150		-2	Land at corner of Beaconsfield Road and Milais Road	-150	0	-150	TRICS		89	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5036	14/00320	B8	-550		-7	Gregory's Yard, r/o, 67, High Street	-550	0	-550	TRICS		242	0.066	0.115	0.181	0	-1	-1	0.116	0.065	0.181	-1	0	-1
E_5037	15/00388	B1a	-94		-8	27 Victoria Road (floorspace approx)	-94	0	-94	TRICS		796	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_5038	14/00910	B1a	-708		-61	Former site of Powell Print, 57 Coombe Valley Road	-708	0	-708	TRICS		94	0.087	1.222	1.309	-1	-9	-9	1.066	0.053	1.119	-8	0	-8
E_5039	11/00333	D1	32		0	Denton Village Hall, Bakery Lane	32	0	32	TRICS		146	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5040	12/00966	D2	54		1	Gazen Salts Recreation Ground, Strand Street	54	0	54	TRICS		240	0.727	1.424	2.151	0	1	1	1.876	1.451	3.327	1	1	2
E_5041	13/00355	D2	96		1	Kingsdown International Scout Camp, The Avenue	96	0	96	TRICS		787	0.727	1.424	2.151	1	1	2	1.876	1.451	3.327	2	1	3
E_5042	13/00790	D2	25		0	36, 37 and 38, London Road	25	0	25	TRICS		96	0.727	1.424	2.151	0	0	1	1.876	1.451	3.327	0	0	1
E_5043	13/00879	D2	64		1	Downs Sailing club, The Strand	64	0	64	TRICS		796	0.727	1.424	2.151	0	1	1	1.876	1.451	3.327	1	1	2
E_5044	11/00965	D1	230		2	Land West & South of Stoneleigh & Village Hall, The Street	230	0	230	TRICS		241	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5045	12/00700	D1	-1208		-12	Blue Berries Early Care and Education Centre, 10, Dover Road	-1208	0	-1208	TRICS		240	0.100	0.067	0.167	-1	-1	-2	0.033	0.100	0.133	0	-1	-2
E_5046	14/00569	D2	55		1	Deal Town Football Club, St Leonards Road	55	0	55	TRICS		786	0.727	1.424	2.151	0	1	1	1.876	1.451	3.327	1	1	2
E_5047	14/00985	D1	207		2	Market Place Surgery, Cattle Market	207	0	207	TRICS		240	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5048	14/01090	D1	-100		-1	107, London Road	-100	0	-100	TRICS		35	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5049	15/00764	D1	13		0	30 Victoria Road	13	0	13	TRICS		796	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5050	15/01026	D2	19		0	30 Mill Hill	19	0	19	TRICS		784	0.727	1.424	2.151	0	0	0	1.876	1.451	3.327	0	0	1
E_5051	15/0079815/00797	D2	-185		-3	Site of Woodnesborough Village Hall, The Street, Woodnesborough	-185	0	-185	TRICS		241	0.727	1.424	2.151	-1	-3	-4	1.876	1.451	3.327	-3	-3	-6
E_5052	15/00441	C1	5		3	The White Horse, Church Hill	5	0	5	TRICS		254	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_5053	09/00930	A1	422		24	Quarterdeck and 37, Beach Street	422	0	422	TRICS		802	1.747	2.188	3.935	7	9	17	2.358	2.222	4.580	10	9	19
E_5053	09/00930	A3	100		6	Quarterdeck and 37, Beach Street	100	0	100	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_5054	14/00195	A1	273		16	139, Folkestone Road	273	0	273	TRICS		42	1.747	2.188	3.935	5	6	11	2.358	2.222	4.580	6	6	13
E_5054	14/00195	B8	182		2	139, Folkestone Road	182	0	182	TRICS		42	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5055	14/00378	A3	246		14	Land off Honeywood Parkway, White Cliffs Business Park	246	0	246	TRICS		710	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	4	4
E_5056	07/01081	A1	477		27	Aylesham Village, Kent, Spinney Lane and Cooting Road, Area banded to the	477	0	477	TRICS		252	1.747	2.188	3.935	8	10	19	2.358	2.222	4.580	11	11	22
E_5057	14/00358	SG	1510		25	Wingham Wildlife Park, Rusham Road	1510	0	1510	TRICS		242	0.066	0.115	0.181	1	2	3	0.116	0.065	0.181	2	1	3
E_5058	14/00634	SG	10		0	Dover Ford Garage, Crabble Hill	10	0	10	TRICS		4	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5059	15/01036	SG	75		1	Land adjacent to Lime Kiln R/D	75	0	75	TRICS		719	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5060	13/00907	A1	6879.5		393	St James's Site (DTIZ) between Townwall Street, Castle Street/King Street, R	6879.5	0	6879.5	TRICS	Y	817	1.747	2.188	3.935	120	151	271	2.358	2.222	4.580	162	153	315
E_5060	13/00907	A3	1223.5		70	St James's Site (DTIZ) between Townwall Street, Castle Street/King Street, R	1223.5	0	1223.5	TRICS	Y	817	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	22	22
E_5060	13/00907	B1a	-8000		-690	St James's Site (DTIZ) between Townwall Street, Castle Street/King Street, R	-8000	0	-8000	TRICS		817	0.087	1.222	1.309	-7	-98	-105	1.066	0.053	1.119	-85	-4	-90
E_5060	13/00907	D2	2977		43	St James's Site (DTIZ) between Townwall Street, Castle Street/King Street, R	2977	0	2977	TRICS	Y	817	0.727	1.424	2.151	22	42	64	1.876	1.451	3.327	56	43	99
E_5061	14/00418	A1	40		2	Maxteds Pet Shop, 136, High Street	40	0	40	TRICS		803	1.747	2.188	3.935	1	1	2	2.358	2.222	4.580	1	1	2
E_5061	14/00418	B1a	30		3	Maxteds Pet Shop, 136, High Street	30	0	30	TRICS		803	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_5062	15/00246	A1	20		1	Garden of Aylesham House, Dorman Avenue South	20	0	20	TRICS		252	1.747	2.188	3.935	0	0	1	2.358	2.222	4.580	0	0	1
E_5062	15/00246	A3	40		2	Garden of Aylesham House, Dorman Avenue South	40	0	40	TRICS		252	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5063	15/00288	A1	-94		-5	18 Hope Road	-94	0	-94	TRICS		796	1.747	2.188	3.935	-2	-2	-4	2.358	2.222	4.580	-2	-2	-4
E_5063	15/00288	D2	94		1	18 Hope Road	94	0	94	TRICS		796	0.727	1.424	2.151	1	1	2	1.876	1.451	3.327	2	1	3
E_5064	15/00423	A2	34		2	21 Market St, Sandwich	34	0	34	TRICS		240	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_5065	16/00572	A3	50		3	The Politicians Daughter, 32-33 High Street	50	0	50	TRICS		242	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5065	16/00572	A1	50		3	The Politicians Daughter, 32-33 High Street	50	0	50	TRICS		242	1.747	2.188	3.935	1	1	2	2.358	2.222	4.580	1	1	2
E_5066	16/00439	A1	6		0	64 & 66 Cornwallis Avenue	6	0	6	TRICS		252	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	0
E_5067	16/00279	A1	-17		-1	Newcastle House, Newcastle Lane	-17	0	-17	TRICS		156	1.747	2.188	3.935	0	0	-1	2.358	2.222	4.580	0	0	-1
E_5068	16/00021	A1	-185		-11	47 High Street	-185	0	-185	TRICS		802	1.747	2.188	3.935	-3	-4	-7	2.358	2.222	4.580	-4	-4	-8
E_5068	16/00021	A3	185		11	47 High Street	185	0	185	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	3	3
E_5069	16/00411	A3	-106		-6	50 High Street	-106	0	-106	TRICS		113	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-2	-2
E_5069	16/00411	A5	106		6	50 High Street	106	0	106	TRICS		113	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_5070	15/01126	A1	12		1	67 Cornwallis Avenue	12	0	12	TRICS		252	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	1
E_5070	15/01126	A3	42		2	67 Cornwallis Avenue	42	0	42	TRICS		252	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5071	16/00796	A1	72		4	88 Mill Hill	72	0	72	TRICS		784	1.747	2.188	3.935	1	2	3	2.358	2.222	4.580	2	2	3
E_5071	16/00796	SG	-72		-1	88 Mill Hill	-72	0	-72	TRICS		784	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5072	16/00825	A1	26		1	1 The Street	26	0	26	TRICS		793	1.747	2.188	3.935	0	1	1	2.358	2.222	4.580	1	1	1
E_5073	13/01037	A4	-462		-26	Snowdown Working Men's Club, Snowdown	-462	0	-462	TRICS		133	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-8	-8
E_5074	16/00809	A1	200		11	208 Coombe Valley Road	200	0	200	TRICS		716	1.747	2.188	3.935	3	4	8	2.358	2.222	4.580	5	4	9
E_5074	16/00809	A3	-200		-11	208 Coombe Valley Road	-200	0	-200	TRICS		716	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-4	-4
E_5075	16/00860	A1	-400		-23	Grosvenor Mansions 1-11 Queen St	-400	0	-400	TRICS		802	1.747	2.188	3.935	-7	-9	-16	2.358	2.222	4.580	-9	-9	-18
E_5076	16/00598	A1	-30		-2	60 King Street	-30	0	-30	TRICS		240	1.747	2.188	3.935	-1	-1	-1	2.358	2.222	4.580	-1	-1	-1
E_5076	16/00598	A3	30		2	60 King Street	30	0	30	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5077	16/01006	A1	-55		-3	20c King Street	-55	0	-55	TRICS		240	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
E_5077	16/01006	D2	55		1	20c King Street	55	0	55	TRICS		240	0.727	1.424	2.151	0	1	1	1.876	1.451	3.327	1	1	2
E_5078	16/00927	A2	-77		-5	10 King Street	-77	0	-77	TRICS		741	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_5078	16/00927	A3	77		4	10 King Street	77	0	77	TRICS		741	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5079	16/00821	A3	215		12	The Salutation, Knightrider Street	215	0	215	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	4	4
E_5079	16/00821	C1	17		9	The Salutation, Knightrider Street	17	0	17	TRICS		240	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_5080	17/00122	A1	-12		-1	65 The Strand	-12	0	-12	TRICS		796	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	-1
E_5080	17/00122	A3	-30		-2	65 The Strand	-30	0	-30	TRICS		796	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_5081	16/00370	A1	-50		-3	199, London Road	-50	0	-50	TRICS		80	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_5082	16/00994	A2	-18		-1	47 Castle Street	-18	0	-18	TRICS		28	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_5083	13/00287	A1	45		3	Preston Village Stores, The Street	45	0	45	TRICS		242	1.747	2.188	3.935	1	1	2	2.358	2.222	4.580	1	1	2
E_5084	15/00120	A4	-290		-17	Hope Inn, High Street	-290	0	-290	TRICS		790	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-5	-5
E_5085	16/00687	A1	-25		-1	40 Dover Road	-25	0	-25	TRICS		796	1.747	2.188	3.935	0	-1	-1	2.358	2.222	4.580	-1	-1	-1
E_5086	16/00912	A2	-90		-6	41 Castle Street	-90	0	-90	TRICS		28	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_5087	13/01001	B8	122		2	Building 528, (East Side) Pfizer Ltd, Ramsgate Road	122	0	122	TRICS		240	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5088	14/00728	B1a	64		6	Site adjacent to The Old Boiler House, Menzies Road, Old Park	64	0	64	TRICS		709	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_5088	14/00728	B1b	64		1	Site adjacent to The Old Boiler House, Menzies Road, Old Park	64	0	64	TRICS		709	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_5089	15/00319	B1a	13		1	Homestead, Doctors Lane	13	0	13	TRICS		25	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_5089	15/00319	B8	10		0	Homestead, Doctors Lane	10	0	10	TRICS		25	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5090	14/01213	B8	670		9	The Barn rear of 7 Millfield St	670	0	670	TRICS		790	0.066	0.115	0.181	0	1	1	0.116	0.065	0.181	1	0	1
E_5091	16/00289	B1c	61		1	VAG Spares, Sandwich Ind Estate	61	0	61	TRICS		240	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_5092	16/00332	B1a	260		22	Freight Terminal Lydden Hill	260	0	260	TRICS		146	0.087	1.222	1.309	0	3	3	1.066	0.053	1.119	3	0	3
E_5093	16/00385	B1a	-113		-10	117-120 Snargate Street	-113	0	-113	TRICS		718	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1

YES

													TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
Unique_site_id_WSP	EXTANT APPLICATION number	Employment use	Total area (sqm)	No Jobs - Remaining	No Total Jobs	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
E_5093	16/00385	B8	-85		-1	117-120 Snargate Street	-85	0	-85	TRICS		718	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5094	16/00951	B1a	-140		-12	45 Castle Street	-140	0	-140	TRICS		28	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-1	0	-2
E_5095	16/00792	B2	-437		-12	Former Factory Site, Lorne Rd	-437	0	-437	TRICS		84	0.246	0.613	0.859	-1	-3	-4	0.858	0.082	0.940	-4	0	-4
E_5095	16/00792	B1_B8	437		6	Former Factory Site, Lorne Rd	437	0	437	TRICS		84	0.077	0.669	0.745	0	3	3	0.591	0.059	0.650	3	0	3
E_5096	16/01185	B2	230		6	Statenborough Farm, Sandwich Rd	230	0	230	TRICS		139	0.246	0.613	0.859	1	1	2	0.858	0.082	0.940	2	0	2
E_5097	16/01120	B1c	11		0	Coxhill Farm, Coxhill	11	0	11	TRICS		148	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_5098	15/01137	B1a	102		9	Preston Nursery, The Street	102	0	102	TRICS		242	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_5098	15/01137	B8	-42		-1	Preston Nursery, The Street	-42	0	-42	TRICS		242	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5099	16/00992	B1a	-202		-17	50 Castle Street	-202	0	-202	TRICS		28	0.087	1.222	1.309	0	-2	-3	1.066	0.053	1.119	-2	0	-2
E_5100	12/00476	D1	220		2	41, Stanhope Road	220	0	220	TRICS		802	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5101	12/00577	D2	78		1	Woodnesborough Football Club, Foxborough Hill	78	0	78	TRICS		253	0.727	1.424	2.151	1	1	2	1.876	1.451	3.327	1	1	3
E_5102	14/01069	D2	98		1	Sandwich Lawn Tennis Club, Sandown Road	98	0	98	TRICS		240	0.727	1.424	2.151	1	1	2	1.876	1.451	3.327	2	1	3
E_5103	15/00098	D1	2399		24	Site adjacent Viking House, Menzies Road, Old Park	2399	0	2399	TRICS		708	0.100	0.067	0.167	2	2	4	0.033	0.100	0.133	1	2	3
E_5104	15/00731	D1	45		0	P.A.D. & Co. land N.E. of Southwall Rd	45	0	45	TRICS		785	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5105	15/00300	D2	285		4	Site of Dover Athletic FC	285	0	285	TRICS		81	0.727	1.424	2.151	2	4	6	1.876	1.451	3.327	5	4	9
E_5106	12/00745	D1	233		2	Site junction of Willingdon Road, Menzies Road, Old Park	233	0	233	TRICS		708	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5107	16/00037	D2	150		2	The Old Harbour Station, Elizabeth Street	150	0	150	TRICS		719	0.727	1.424	2.151	1	2	3	1.876	1.451	3.327	3	2	5
E_5108	16/00310	C1	-3		-2	The SPA Barn, Wallets Court Hotel, Dover Rd	-3	0	-3	TRICS		790	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_5108	16/00310	D2	-195		-3	The SPA Barn, Wallets Court Hotel, Dover Rd	-195	0	-195	TRICS		790	0.727	1.424	2.151	-1	-3	-4	1.876	1.451	3.327	-4	-3	-6
E_5109	16/00668	C1	-6		-3	5 Ranelagh Road	-6	0	-6	TRICS		796	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_5110	15/00847	C1	6		3	15 Norman Street	6	0	6	TRICS		749	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_5111	16/00718	B1	-580		-16	Units 4-6, Whitfield Court, Honeywood Close	-580	0	-580	TRICS		710	0.087	1.222	1.309	-1	-7	-8	1.066	0.053	1.119	-6	0	-6
E_5111	16/00718	D1	580		6	Units 4-6, Whitfield Court, Honeywood Close	580	0	580	TRICS		710	0.100	0.067	0.167	1	0	1	0.033	0.100	0.133	0	1	1
E_5112	16/00191	B1_B8	361		5	Unit 1, Whitfield Court, Honeywood Close	361	0	361	TRICS		710	0.077	0.669	0.745	0	2	3	0.591	0.059	0.650	2	0	2
E_5112	16/00191	D2	-361		-5	Unit 1, Whitfield Court, Honeywood Close	-361	0	-361	TRICS		710	0.727	1.424	2.151	-3	-5	-8	1.876	1.451	3.327	-7	-5	-12
E_5113	13/00261	B1c	-170		-4	Former Barwick Site, Coombe Valley Road	-170	0	-170	TRICS		94	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_5114	16/00450	SG	13		0	April Lodge, Thornton Lane	13	0	13	TRICS		138	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5115	14/00367	A3	-75		-4	Upper Floors, 1 & 2, Church Street	-75	0	-75	TRICS		28	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_5116	15/00346	A3	76		4	8 Victoria Rd, Deal	76	0	76	TRICS		796	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5117	16/00503	A1	-40		-2	38 Cherry Tree Avenue	-40	0	-40	TRICS		84	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_5118	16/01334	A4	-38		-2	161 Snargate Street	-38	0	-38	TRICS		718	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_5119	16/01012	A1	-150		-9	The Booking Hall, Old Harbour Station, Elizabeth St	-150	0	-150	TRICS		719	1.747	2.188	3.935	-3	-3	-6	2.358	2.222	4.580	-4	-3	-7
E_5119	16/01012	A4	150		9	The Booking Hall, Old Harbour Station, Elizabeth St	150	0	150	TRICS		719	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	3	3
E_5120	15/01008	B8	1785		23	Tilmanstone Salads, Millyard Way	1785	0	1785	TRICS		254	0.066	0.115	0.181	1	2	3	0.116	0.065	0.181	2	1	3
E_5121	15/01234	B1a	64		6	The Yard, 109 Station Road	64	0	64	TRICS		781	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_5122	16/00805	B1a	126		11	The Boiler House, Menzies Road, Old Park	126	0	126	TRICS		709	0.087	1.222	1.309	0	2	2	1.066	0.053	1.119	1	0	1
E_5123	17/00313	B1a	-40		-3	West View Farm, Cop Street Rd	-40	0	-40	TRICS		240	0.087	1.222	1.309	0	0	-1	1.066	0.053	1.119	0	0	0
E_5124	16/00602	D1	38		0	Site at Battle of Britain Memorial	38	0	38	TRICS		265	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5125	16/01208	C1	8		4	Rose Hotel, 91 High St	8	0	8	TRICS		802	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_5126	15/00430	B2	2059		57	Discovery Park, land west of Ramsgate Rd, Sandwich	2059	0	2059	TRICS		240	0.246	0.613	0.859	5	13	18	0.858	0.082	0.940	18	2	19
E_5127	16/00045	B2	4162		116	Discovery Park, Site north East Ramsgate Rd,	4162	0	4162	TRICS	Y	813	0.246	0.613	0.859	10	26	36	0.858	0.082	0.940	36	3	39
E_5128	16/00976	A1	2760		158	Land at Honeywood Parkway, WCBP	2760	0	2760	TRICS	Y	816	1.747	2.188	3.935	48	60	109	2.358	2.222	4.580	65	61	126
E_5129	15/00595	A3	815		47	Site west side of Woolcomber Street & South of St James Street	815	0	815	TRICS	Y	817	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	15	15
E_5129	15/00595	C1	108		54	Site west side of Woolcomber Street & South of St James Street	108	0	108	TRICS		817	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_5130	16/01453	SG	149		2	19 Salisbury Road	149	0	149	TRICS		792	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5131	17/00948	A1	-36		-2	The former Shepherdswell Post Office, 1 Church Hill	-36	0	-36	TRICS		255	1.747	2.188	3.935	-1	-1	-1	2.358	2.222	4.580	-1	-1	-2
E_5132	17/00893	A1	-90		-5	9 Beauchamp Avenue	-90	0	-90	TRICS		784	1.747	2.188	3.935	-2	-2	-4	2.358	2.222	4.580	-2	-2	-4
E_5132	17/00893	A5	90		5	9 Beauchamp Avenue	90	0	90	TRICS		784	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_5133	16/01087	A4	45		3	2 South Street	45	0	45	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5133	16/01087	A5	10		1	2 South Street	10	0	10	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	0	0
E_5134	17/00337	A1	-16		-1	121 High Street	-16	0	-16	TRICS		802	1.747	2.188	3.935	0	0	-1	2.358	2.222	4.580	0	0	-1
E_5134	17/00337	B1a	-16		-1	121 High Street	-16	0	-16	TRICS		802	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_5135	17/00039	A3	81		5	Fiveways, The Cross	81	0	81	TRICS		253	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5136	16/01292	A2	-64		-4	Great Hougham Court Farm, Gravel Lane	-64	0	-64	TRICS		25	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_5137	17/00085	A1	-38		-2	14a King Street	-38	0	-38	TRICS		802	1.747	2.188	3.935	-1	-1	-1	2.358	2.222	4.580	-1	-1	-2
E_5137	17/00085	A5	38		2	14a King Street	38	0	38	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5138	17/00907	A3	74		4	Site at Park Farm, Queens Road	74	0	74	TRICS		241	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_5139	17/01367	A1	-60		-3	16 & 16a High Street, Deal	-60	0	-60	TRICS		802	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
E_5139	17/01367	A3	95		5	16 & 16a High Street, Deal	95	0	95	TRICS		802	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_5140	17/00370	B2	600		17	Bays 2 & 3 former Britland site, Pike Road	600	0	600	TRICS		254	0.246	0.613	0.859	1	4	5	0.858	0.082	0.940	5	0	6
E_5141	16/01199	B1a	68.4		6	Site at Knell Farm, Knell Lane	68.4	0	68.4	TRICS		241	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_5142	17/00574	B1a	72		6	Land adjoining The Old Boiler House, Menzies Road, Old Park	72	0	72	TRICS		709	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_5143	17/01289	B2	380		11	Unit 1, Primrose Industrial Estate, Coombe Valley Road	380	0	380	TRICS		88	0.246	0.613	0.859	1	2	3	0.858	0.082	0.940	3	0	4
E_5144	17/01317	B1c	-35		-1	Site at St Margaret's Farm, Napchester Road	-35	0	-35	TRICS		142	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_5144	17/01317	SG	141		2	Site at St Margaret's Farm, Napchester Road	141	0	141	TRICS		142	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_5145	17/00004	D1	-83		-1	Doctors Surgery, 13a Queen Street	-83	0	-83	TRICS		802	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_5146	16/01396	D1	-428		-4	Queen Street Surgery, Surgery & Access, 13a Queen Street	-428	0	-428	TRICS		802	0.100	0.067	0.167	0	0	-1	0.033	0.100	0.133	0	0	-1
E_5147	17/00276	C1	-9		-5	108 Maison Dieu Road	-9	0	-9	TRICS		726	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_5148	17/00500	B1_B8	1176		15	Land at Honeywood Parkway, WCBP	1176	0	1176	TRICS		604	0.077	0.669	0.745	1	8	9	0.591	0.059	0.650	7	1	8
E_5149	15/00292	A4	-65		-4	Red Lion PH, Canterbury Road, Wingham	-65	0	-65	TRICS		242	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_5149	15/00292	A5	-126		-7	Red Lion PH, Canterbury Road, Wingham	-126	0	-126	TRICS		242	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-2	-2
E_5150	17/00163	A1	-115		-7	2 New Street	-115	0	-115	TRICS		28	1.747	2.188	3.935	-2	-3	-5	2.358	2.222	4.580	-3	-3	-5
E_5151	16/01249	A4	-216		-12	Red Lion PH, Kingsdown Rd, At Margarets	-216	0	-216	TRICS		790	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-4	-4
E_5152	17/00488	B1a	-230		-20	2b New Street	-230	0	-230	TRICS		28	0.087	1.222	1.309	0	-3	-3	1.066	0.053	1.119	-2	0	-3
E_5153	17/00489	D2	-228		-3	Site at Kingdom Hall, North Military Road, Dover	-228	0	-228	TRICS		749	0.727	1.424	2.151	-2	-3	-5	1.876	1.451	3.327	-4	-3	-8
E_8000	18/01206	B1a	1185	102	102	Land rear of Dubris Close, Honeywood Parkway		1185	1185	TRICS	Y	821	0.087	1.222	1.309	1	14	16	1.066	0.053	1.119	13	1	13
E_8000	18/01206	B2	1285	36	36	Land rear of Dubris Close, Honeywood Parkway		1285	1285	TRICS		604	0.246	0.613	0.859	3	8	11	0.858	0.082	0.940	11	1	12
E_8000	18/01206	B8	2495	32	32	Land rear of Dubris Close, Honeywood Parkway		2495	2495	TRICS		604	0.066	0.115	0.181	2	3	5	0.116	0.065	0.181	3	2	5
E_8001	19/00109	A1	-22	-1	-1	162 Snargate Street, Dover		-22	-22	TRICS		718	1.747	2.188	3.935	0	0	-1	2.358	2.222	4.580	-1	0	-1
E_8002	19/00006	D2	-135	-2	-2	Shotfield Farm, The Street, Preston		-135	-135	TRICS		242	0.727	1.424	2.151	-1	-2	-3	1.876	1.451	3.327	-3	-2	-4
E_8003	19/00221	B1c	-75	-2	-2	Workshop, Highleas, Old Court Hill, Aylesam		-75	-75	TRICS		135	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_8005	18/01152	B1c	-56	-1	-1	Former Carpenters Workshop, Corner of Reach Road & High Street, Reach F		-56	-56	TRICS		790	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_8006	18/01373	A1	-27.8	-2	-2	3 The Units, Granville Street, Dover		-27.8	-27.8	TRICS		113	1.747	2.188	3.935	0	-1	-1	2.358	2.222	4.580	-1	-1	-1
E_8006	18/01373	SG	27.8	0	0	3 The Units, Granville Street, Dover		27.8	27.8	TRICS		113	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_8007	19/00208	B1a	265	23	23	The Firs, 114 Dover Road, Sandwich		265	265	TRICS		240	0.087	1.222	1.309	0	3	3	1.066	0.053	1.119	3	0	3
E_8007	19/00208	D1	-215	-2	-2	The Firs, 114 Dover Road, Sandwich		-215	-215	TRICS		240	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0

													TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
Unique_site_id_WSP	EXTANT APPLICATION number	Employment use	Total area (sqm)	No Jobs - Remaining	No Total Jobs	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
E_8008	18/01025	D1	-140	-1	-1	Bay Tree Cottage, Hay Lane		-140	-140	TRICS		139	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_8009	17/00952		79		0	Site at Tilmanstone Works, Pike Road, Tilmanstone	79		79	TRICS		254	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_8010	19/00282	B1_B8	-485	-6	-6	Channel House, P&O Ferries, Channel View Road, Dover		-485	-485	TRICS		719	0.077	0.669	0.745	0	-3	-4	0.591	0.059	0.650	-3	0	-3
E_8010	19/00282	D1	485	5	5	Channel House, P&O Ferries, Channel View Road, Dover		485	485	TRICS		719	0.100	0.067	0.167	0	0	1	0.033	0.100	0.133	0	0	1
E_8011	18/01386	C1	5	3	3	The Royal Oak, Lower Road, River		5	5	TRICS		65	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_8012	19/00110	B2	1805	50	50	Great Pedding Farm, Pedding Lane, Shatterling		1805	1805	TRICS		242	0.246	0.613	0.859	4	11	16	0.858	0.082	0.940	15	1	17
E_8013	18/01354	D2	255	4	4	Granville Gardens, Marine Parade, Dover		255	255	TRICS		725	0.727	1.424	2.151	2	4	5	1.876	1.451	3.327	5	4	8
E_8014	19/00328	B1	148		4	Lucida Studios, East Street Farm, East Street	148		148	TRICS		240	0.087	1.222	1.309	0	2	2	1.066	0.053	1.119	2	0	2
E_8015	19/00385	A4	-103	-6	-6	Telegraph Inn, 1 Hamilton Road, Deal		-103	-103	TRICS		786	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-2	-2
E_8016	19/00292	A1	-39.6	-2	-2	60 London Road, Dover		-39.6	-39.6	TRICS		90	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_8017	19/00514	B1c	295		6	Envirograf House, Pie Factory Road	295		295	TRICS		147	0.087	1.222	1.309	0	4	4	1.066	0.053	1.119	3	0	3
E_8018	19/00545	A1	-49	-3	-3	37-39 High Street		-49	-49	TRICS		96	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_8019	19/00384	A1	7	0	0	Homebase, Honeywood Parkway, WCBP		7	7	TRICS		710	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	0
E_8020	19/00231	A5	-63	-4	-4	177 Telegraph Road, Deal		-63	-63	TRICS		784	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-1	-1
E_8021	18/01322	D1	-2344	-23	-23	The former Magistrates Court, Pencester Road, Dover		-2344	-2344	TRICS		752	0.100	0.067	0.167	-2	-2	-4	0.033	0.100	0.133	-1	-2	-3
E_8022	18/01321	A1	-1000	-57	-57	The Old Railway Station, Canterbury Road		-1000	-1000	TRICS		242	1.747	2.188	3.935	-17	-22	-39	2.358	2.222	4.580	-24	-22	-46
E_8022	18/01321	A3	-1000	-57	-57	The Old Railway Station, Canterbury Road		-1000	-1000	TRICS		242	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-18	-18
E_8023	19/00434	B1a	23	2	2	Delf Nursery, Deal Road, Sandwich		23	23	TRICS		240	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_8024	18/01395	A3	309	18	18	The Regent and Land adjacent to the Timeball Tower, Beach Street		309	309	TRICS		796	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	6	6
E_8024	18/01395	D2	-292.5	-4	-4	The Regent and Land adjacent to the Timeball Tower, Beach Street		-292.5	-292.5	TRICS		796	0.727	1.424	2.151	-2	-4	-6	1.876	1.451	3.327	-5	-4	-10
E_8025	18/01169	A1	350	20	20	12 King Street, Deal		350	350	TRICS		802	1.747	2.188	3.935	6	8	14	2.358	2.222	4.580	8	8	16
E_8025	18/01169	D2	-350	-5	-5	12 King Street, Deal		-350	-350	TRICS		802	0.727	1.424	2.151	-3	-5	-8	1.876	1.451	3.327	-7	-5	-12
E_8026	19/00741	A1	326	19	19	Car Park D, Discovery Park, Spitfire Way		326	326	TRICS		240	1.747	2.188	3.935	6	7	13	2.358	2.222	4.580	8	7	15
E_8026	19/00741	C1	75	38	38	Car Park D, Discovery Park, Spitfire Way		75	75	TRICS		240	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_8027	19/00502	B1c	-79	-2	-2	Cook Fabrications, Broomfield Works, Fernfield Lane		-79	-79	TRICS		156	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_8027	19/00502	B8	90	1	1	Cook Fabrications, Broomfield Works, Fernfield Lane		90	90	TRICS		156	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_8028	19/00012	B2	-64	-2	-2	Long Lane Farm, Long Lane, Shepherdswell		-64	-64	TRICS		149	0.246	0.613	0.859	0	0	-1	0.858	0.082	0.940	-1	0	-1
E_8029	19/00777	A1	35	2	2	Alkham Valley Garden Centre, Alkham Valley Road		35	35	TRICS		156	1.747	2.188	3.935	1	1	1	2.358	2.222	4.580	1	1	2
E_8030	19/00638	A4	-314	-18	-18	Bricklayers Arms, Coxhill, Shepherdswell		-314	-314	TRICS		255	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-6	-6
E_8031	19/00693	B2	-637	-18	-18	Land to the west of Hollow Wood Road, Dover		-637	-637	TRICS		92	0.246	0.613	0.859	-2	-4	-5	0.858	0.082	0.940	-5	-1	-6
E_8031	19/00693	D2	637	9	9	Land to the west of Hollow Wood Road, Dover		637	637	TRICS		92	0.727	1.424	2.151	5	9	14	1.876	1.451	3.327	12	9	21
E_8032	19/00778	D1	-234	-2	-2	Former Village Hall, Waldershare Park, Waldershare		-234	-234	TRICS		144	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_8033	19/00368	B1a	-174	-15	-15	13 Castle Street, Dover		-174	-174	TRICS		28	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_8034	19/00812	D1	58	1	1	West View, Cop Street Road, Ash		58	58	TRICS		240	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_8035	19/00324	A1	12	1	1	Archcliffe Fort, Archcliffe Road, Dover		12	12	TRICS		719	1.747	2.188	3.935	0	0	0	2.358	2.222	4.580	0	0	1
E_8035	19/00324	B1c	43	1	1	Archcliffe Fort, Archcliffe Road, Dover		43	43	TRICS		719	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	0	0	0
E_8036	19/00591	A1	-16.5	-1	-1	64-66 High Street, Deal CT14 6HE		-16.5	-16.5	TRICS		802	1.747	2.188	3.935	0	0	-1	2.358	2.222	4.580	0	0	-1
E_8037	19/000863	A1	-147	-8	-8	37-39 High Street		-147	-147	TRICS		96	1.747	2.188	3.935	-3	-3	-6	2.358	2.222	4.580	-3	-3	-7
E_8038	19/00805	B1a	-40	-3	-3	Preston Garden Centre, The Street, Preston		-40	-40	TRICS		242	0.087	1.222	1.309	0	0	-1	1.066	0.053	1.119	0	0	0
E_8038	19/00805	B8	-45	-1	-1	Preston Garden Centre, The Street, Preston		-45	-45	TRICS		242	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_8039	19/00788	A3	39.4	2	2	River Recreation Ground, Public Conveniences, Lower Road, River		39.4	39.4	TRICS		65	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_8039	19/00788	B8	-59.1	-1	-1	River Recreation Ground, Public Conveniences, Lower Road, River		-59.1	-59.1	TRICS		65	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_8040	19/00883	A1	-78	-4	-4	Preston Village Store, The Street, Preston		-78	-78	TRICS		242	1.747	2.188	3.935	-1	-2	-3	2.358	2.222	4.580	-2	-2	-4
E_8041	19/01032	C1	4	2	2	Dog and Duck Inn, Plucks Gutter, Stourmouth		4	4	TRICS		242	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_8042	19/00956	C1	5	3	3	69 Folkestone Road, Dover		5	5	TRICS		749	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_8043	19/01027	B2	42	1	1	Discovery Park House, Pfizer Ltd, Ramsgate Road		42	42	TRICS		240	0.246	0.613	0.859	0	0	0	0.858	0.082	0.940	0	0	0
E_8044	19/01111	B1_B8	490	6	6	Barn at Shingleton Farm, Thornton Road, Tilmanstone		490	490	TRICS		139	0.077	0.669	0.745	0	3	4	0.591	0.059	0.650	3	0	3
E_8045	19/01103	B8	-78.8	-1	-1	Store to the rear of 6 The Strand, Walmer		-78.8	-78.8	TRICS		796	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_8046	19/01273	B1a	-180	-16	-16	20 Castle Street		-180	-180	TRICS		742	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_8046	19/01273	D1	180	2	2	20 Castle Street		180	180	TRICS		742	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_8047	19/00674	D1	116	1	1	Eastling Down Farm, Sandwich Road, Waldershare		116	116	TRICS		144	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_8048	19/00028	C1	5	3	3	Lydden Bell PH, Canterbury Road, Lydden		5	5	TRICS		152	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_8049	19/01192	B8	-169	-2	-2	Hercules Wine Warehouse, Moat Sole, Sandwich		-169	-169	TRICS		240	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_8049	19/01192	D1	193	2	2	Hercules Wine Warehouse, Moat Sole, Sandwich		193	193	TRICS		240	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_8050	19/01255	A1	-32	-2	-2	Waterlock House, Canterbury Road, Wingham		-32	-32	TRICS		242	1.747	2.188	3.935	-1	-1	-1	2.358	2.222	4.580	-1	-1	-1
E_8051	19/00342	A3	94.5	5	5	Land at Weatherlees Bend, Ramsgate Road		94.5	94.5	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_8051	19/00342	A5	94.5	5	5	Land at Weatherlees Bend, Ramsgate Road		94.5	94.5	TRICS		240	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_8052	19/01261	C1	-3	-2	-2	Rolles Court, Church Whitfield Road, Whitfield		-3	-3	TRICS		738	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_8053	19/00907	A1	-54	-3	-3	65 Cornwallis Avenue		-54	-54	TRICS		252	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_8053	19/00907	A5	54	3	3	65 Cornwallis Avenue		54	54	TRICS		252	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_8054	19/01081	A2	-87	-5	-5	27 Market Square, Dover CT16 1NG		-87	-87	TRICS		28	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_8054	19/01081	A3	87	5	5	27 Market Square, Dover CT16 1NG		87	87	TRICS		28	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_8055	18/00764	A1	-704	-40	-40	Stalco Engineering Works and Land rear of and including 126 Mongeham R		-704	-704	TRICS		145	1.747	2.188	3.935	-12	-15	-28	2.358	2.222	4.580	-17	-16	-32
E_8055	18/00764	D2	-101	-1	-1	Stalco Engineering Works and Land rear of and including 126 Mongeham R		-101	-101	TRICS		145	0.727	1.424	2.151	-1	-1	-2	1.876	1.451	3.327	-2	-1	-3
E_8056	19/00898	A1	-50	-3	-3	Old Lorry Farm Shop, Sandwich Road,		-50	-50	TRICS		791	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-2
E_8056	19/00898	A3	135	8	8	Old Lorry Farm Shop, Sandwich Road,		135	135	TRICS		791	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	2	2
E_8057	19/00291	SG	142	2	2	337 Folkestone Road, Dover		142	142	TRICS		744	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_8058	18/01334	A4	-151	-9	-9	Charity Public House, The Street		-151	-151	TRICS		241	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	-3	-3
E_8058	18/01334	D1	28	0	0	Charity Public House, The Street		28	28	TRICS		241	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_8059	19/01257	B1c	-160	-3	-3	The Press on The Lake, Ramsgate Road, Sandwich		-160	-160	TRICS		240	0.087	1.222	1.309	0	-2	-2	1.066	0.053	1.119	-2	0	-2
E_8060	19/01357	B1_B8	450		6	Shingleton Farm, Thornton Road, Tilmanstone	450		450	TRICS		139	0.077	0.669	0.745	0	3	3	0.591	0.059	0.650	3	0	3
E_8061	19/01443	B1c	-96	-2	-2	Rose Barn, Coxhill, Shepherdswell		-96	-96	TRICS		148	0.087	1.222	1.309	0	-1	-1	1.066	0.053	1.119	-1	0	-1
E_8062	19/01269	A1	-57	-3	-3	146 High Street, Deal		-57	-57	TRICS		803	1.747	2.188	3.935	-1	-1	-2	2.358	2.222	4.580	-1	-1	-3
E_8062	19/01269	A4	57	3	3	146 High Street, Deal		57	57	TRICS		803	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_8063	19/01457	B1a	15	1	1	Bride Farm, Richborough Road, Ash		15	15	TRICS		240	0.087	1.222	1.309	0	0	0	1.066	0.053	1.119	0	0	0
E_8063	19/01457	B1	66	2	2	Bride Farm, Richborough Road, Ash		66	66	TRICS		240	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_8064	19/00826	B1a	211.5	18	18	Intex House, Cooting Road		211.5	211.5	TRICS		251	0.087	1.222	1.309	0	3	3	1.066	0.053	1.119	2	0	2
E_8064	19/00826	B2	1420	39	39	Intex House, Cooting Road		1420	1420	TRICS		251	0.246	0.613	0.859	3	9	12	0.858	0.082	0.940	12	1	13
E_8065	19/01007	D1	-106	-1	-1	The Pines, Chancepixies Animal Rescue, Gravel Lane		-106	-106	TRICS		25	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_8065	19/01007	SG	172	3	3	The Pines, Chancepixies Animal Rescue, Gravel Lane		172	172	TRICS		25	0.066	0.115	0.181	0	0	0	0.116	0.065	0.181	0	0	0
E_8066	19/00964	A1	50	3	3	Land adjacent to Lidl, easst of Honeywood Parkway, WCBP,		50	50	TRICS		604	1.747	2.188	3.935	1	1	2	2.358	2.222	4.580	1	1	2
E_8066	19/00964	A3	50	3	3	Land adjacent to Lidl, easst of Honeywood Parkway, WCBP,		50	50	TRICS		604	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_8066	19/00964	A5	50	3	3	Land adjacent to Lidl, easst of Honeywood Parkway, WCBP,		50	50	TRICS		604	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	1	1
E_8066	19/00964	B1_B8	557	7	7	Land adjacent to Lidl, easst of Honeywood Parkway, WCBP,		557	557	TRICS		604	0.077	0.669	0.745	0	4	4	0.591	0.059	0.650	3	0	4
E_8066	19/00964	D2	745	11	11	Land adjacent to Lidl, easst of Honeywood Parkway, WCBP,		745	745	TRICS		604	0.727	1.424	2.151	5	11	16	1.876	1.451	3.327	14	11	25
E_8067	19/01524	A1	-126	-7	-7	27 Biggin Street		-126	-126	TRICS		28	1.747	2.188	3.935	-2	-3	-5	2.358	2.222	4.580	-3	-3	-6

													TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
Unique_site_id_WSP	EXTANT APPLICATION number	Employment use	Total area (sqm)	No Jobs - Remaining	No Total Jobs	Site Address/Location	2015 - 2019 Completions	2040 Build Out	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
E_8067	19/01524	D1	126	1	1	27 Biggin Street		126	126	TRICS		28	0.100	0.067	0.167	0	0	0	0.033	0.100	0.133	0	0	0
E_8068	19/01441	D2	-159	-2	-2	Our Lady of the Holy Apostles, Church Hill, Eythorne		-159	-159	TRICS		254	0.727	1.424	2.151	-1	-2	-3	1.876	1.451	3.327	-3	-2	-5
E_8069	19/01112	C1	-10	-5	-5	The White Cliffs Hotel, High Street, St Margarets		-10	-10	TRICS		790	0.254	0.116	0.370	0	0	0	0.108	0.228	0.336	0	0	0
E_8070	19/01580	A1	-200	-11	-11	First, second & third floors 62 Biggin Street		-200	-200	TRICS		750	1.747	2.188	3.935	-3	-4	-8	2.358	2.222	4.580	-5	-4	-9
E_8071	02/00905	B1a	12077	1041		Betteshanger Colliery, A258 & Tip Site	0	12077	12077	TRICS	Y	818	0.087	1.222	1.309	11	148	158	1.066	0.053	1.119	129	6	135
E_8071	02/00905	B1c	10220	217		Betteshanger Colliery, A258 & Tip Site	0	10220	10220	TRICS	Y	818	0.087	1.222	1.309	9	125	134	1.066	0.053	1.119	109	5	114

Appendix G

LOCAL PLAN RESIDENTIAL ALLOCATIONS

Public

Local Plan Housing Allocations

WSP ID	Allocation Reference	Site Address	Housholds
DS_1	GUS002	Connaughts Barracks, Dover	436
DS_2	DEA008	Land off Cross Road, Deal	100
DS_3	DEA018	Church Lane/Hyton Drive, Deal	18
DS_4	DEA020	Land off Cross Road, Deal	100
DS_5	DEA021	Land off Freemen's Way, Deal	88
DS_6	DOV006	Land at Dunedin Drive (south), Dover	14
DS_7	DOV007	Former Co-op, Castle Street, Dover	30
DS_8	DOV009	Land at Stanhope Road, Dover	25
DS_9	DOV010	Poultons Family Centre, Vale View Road, Dover	25
DS_10	DOV017	Dover Waterfront	300
DS_11	DOV018	Mid Town	100
DS_12	DOV019	Albany Place Car Park, Dover	15
DS_13	DOV022A	Land in Coombe Valley, Dover	100
DS_14	DOV022B	Land in Coombe Valley, Dover	40
DS_15	DOV022C	Land in Coombe Valley, Dover	20
DS_16	DOV022E	Land in Coombe Valley, Dover	220
DS_17	DOV023	Buckland Mill, Dover	124
DS_18	DOV025	Land off Wycherley Crescent, Dover	10
DS_19	DOV026	Westmount College, Folketone Road, Dover	100
DS_20	DOV028	Charlton Shopping Centre, High Street, Dover	100
DS_21	DOV030	Land at Durham Hill, Dover	10
DS_22	DOV032	Church Street, Car Park Dover (DOV25)	50
DS_23	GTM003	Land to the east of Northbourne Road, Great Mongeham	10
DS_24	KIN002	Land at Woodhill Farm, Ringwould Road, Kingsdown	100
DS_25	LAN003	Land adjacent Langdon Court Bungalow, The Street, East Langdon	41
DS_26	NOR003	White Horse Public House, Broad Lane, Finglesham	4
DS_27	NOR005	Betteshanger Colliery, Betteshanger, Deal	250
DS_28	RIN002	Land at Ringwould Alpines, Dover Road, Ringwould	20
DS_29	RIN004	Ringwould Alpines, Dover Road, Ringwould	5
DS_30	SHO002	Land south west of Sandwich Road, Sholden	100
DS_31	SHO004	Land adjoining Pegasus, Sandwich Road, Sholden	42
DS_32	STM003	Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way	40
DS_33	STM006	Land at New Townsend Farm, Station Road, St Margaret's	10
DS_34	STM007	Land to the west of Townsend Farm Road, St Margaret's at Cliffe (Site B)	18
DS_35	STM008	Land to the west of Townsend Farm Road, St Margarets at Cliffe (Site A)	18

WSP ID	Allocation Reference	Site Address	Housholds
DS_36	STM010	Land located between Salisbury Road and The Droveway, St Margaret's at Cliffe	35
DS_37	STM011	Land to the north of Salisbury Road, St Margaret's at Cliffe	5
DS_38	TIL001	Land on the west side of Dover Road	15
DS_39	WAL002	Land at Rays Bottom between Liverpool Road and Hawksdown	120
S_115	10/01010	Phase 1/1A remaining extant planning permission qunatum	539
DS_40	WHI001	Land to the north west of Whitfield's current housing land allocation	600
DS_41	WHI002	Eastling Down Farm, Sandwich Road, Waldershare	26
DS_42	WHI003	Eastling Down Farm, Sandwich Road, Waldershare	11
DS_43	WHI004	Eastling Down Farm, Sandwich Road, Waldershare	27
DS_44	WHI005	Field adjacent to Singledge Manor, Singledge Lane, Whitfield	6
DS_45	WHI006	Guide Hut, Sandwich Road, Whitfield	8
DS_46	WHI007	Holly Lodge Retirement Community, Holly Lodge, Sandwich Road, Whitfield	106
DS_47	WHI008	Managed Expansion of Whitfield	884
DS_47	WHI008	Managed Expansion of Whitfield	808
DS_47	WHI008	Managed Expansion of Whitfield	710
DS_47	WHI008	Managed Expansion of Whitfield	983
DS_47	WHI008	Managed Expansion of Whitfield	825
DS_48	ALK003	Land at Short Lane, Alkham	10
DS_49	ASH014	Land to the south of Sandwich Road, Ash	63
DS_50	ASH015	Former Council Yard, Molland Lea, Ash	5
DS_51	ASH003	Land south of Mill Field	8
DS_52	ASH004	Land to the north of Molland Lane, Ash	110
DS_53	ASH010	Land adjacent Saunders Lane, Ash	60
DS_54	ASH011	Guilton,Ash	10
DS_55	AYL001	Land at Dorman Avenue North, Aylesham	9
DS_56	AYL002	Land at Boulevard Courrieres, Aylesham	17
DS_57	AYL004	Farmland lying to the north of Aylesham and to the east of the B2046 (Adisham Road)	500
DS_58	AYL003	Land to the south of Spinney Lane, Aylesham	640
DS_59	AYL005	Land off Holt Street, Snowdown, Aylesham	10
DS_60	CAP011	Former Archway Filling Station, New Dover Road, Capel le Ferne	18
DS_61	CAP013	Land at Cauldham Lane, Capel le Ferne	15
DS_62	CAP006	Land to the east of Great Cauldham Farm, Capel le Ferne	100
DS_63	CAP009	Longships, Cauldham Lane, Capel le Ferne	10
DS_64	DOV008	Land adjoining 455 Folkestone Road, Dover	5
DS_65	DOV012	Western Heights and Farthingloe	100
DS_66	EAS009	Eastry Court Farm, Eastry	5
DS_67	EAS011	The Old Chalk Pit, Heronden Road, Eastry	20

WSP ID	Allocation Reference	Site Address	Housholds
DS_68	EAS012	Lower Gore Field, Lower Gore Lane, Eastry	35
DS_69	EAS002	Land at Buttsole Pond, Lower Street, Eastry	80
DS_70	EAS007	Land east of Foxborough Hill, Eastry	13
DS_71	EYT012	Sweetbriar Lane, Elvington	50
DS_72	EYT019	DDC owned site - land to east of Adelaide Road, Eythorne	6
DS_73	EYT001	Land at Monkton Court Lane	20
DS_74	EYT003	Land adjoining Terrace Road, Elvington	150
DS_75	EYT008	Land on the south eastern side of Roman Way, Elvington	50
DS_76	EYT009	Land to the east of Terrace Road, Elvington	150
DS_77	GOO006	Land adjacent to Short Street, Chillenden	5
DS_78	HOU004	Land to the north east of Broadside Lane and to the rear of Jubilee Cottage, West Hougham	25
DS_79	LYD003	Land adjacent to Lydden Court Farm, Church Lane, Lydden	65
DS_80	NON006	Prima Windows, Easole Street/Sandwich Road, Nonington	35
DS_81	NON004	Land to the north of church Street, Nonington	12
DS_82	PRE003	Apple Tree Farm, Stourmouth Road	12
DS_83	PRE017	Site north-west of Appletree Farm, Stourmouth Road, Preston	75
DS_84	PRE016	Site north of Discovery Drive, Preston	35
DS_85	SAN013	Land adjacent to Sandwich Technology School, Deal Road, Sandwich	60
DS_86	SAN006	Sandwich Highway Depot, Ash Road, Sandwich	32
DS_87	SAN007	Land known as Poplar Meadow, Adjacent to 10 Dover Road, Sandwich	80
DS_88	SAN008	Woods' Yard, rear of 17 Woodnesborough Road, Sandwich	35
DS_89	SAN023	Land at Archers Low Farm, St George's Road, Sandwich	40
DS_90	SAN019	Sydney Nursery, Dover Road, Sandwich	30
DS_91	SAN015	Kumor Nursery, Sandwich	67
DS_92	SHE008	Land off Mill Lane, Shepherdswell	10
DS_93	SHE003	Land to the north of Westcourt Lane, Shepherdswell	130
DS_94	SHE006	Land west of Coxhill Road, Shepherdswell	20
DS_95	SHE004	Land at Shepherdswell, between St Andrew's Gardens, Mill Lane and Meadow View Road	20
DS_96	SHE004	Land at Shepherdswell, between St Andrew's Gardens, Mill Lane and Meadow View Road	20
DS_97	STA004	Land at Durlock Road, Staple	3
DS_98	WIN003	Land adjacent to Staple Road	20
DS_99	WIN004	Land adjacent to White Lodge, Preston Hill	8
DS_100	WIN006	Land at Broomhill, Gobery Hill, Wingham	11
DS_101	WIN014	Footpath Field, Staple Road, Wingham	50
DS_102	WOO002	Land at Beacon Lane Farm	5

WSP ID	Allocation Reference	Site Address	Housholds
DS_103	WOO006	Land south of Sandwich Road, Woodnesborough	10
DS_104	WOO005	Beacon Lane Nursery, Beacon Lane, Woodnesborough	5
DS_105	WOR006	Land to the east of Jubilee Road	5
DS_106	WOR009	Land to the East of former Bisley Nursery, The Street, Worth	20
DS_107	WOR006	Land to the east of Jubilee Road	5
Total			**11,610**

Appendix H

LOCAL PLAN EMPLOYMENT ALLOCATIONS

Public

Local Plan Employment Allocations

WSP ID	Allocation Reference	Site Address	Employment Land Use	Area (sqm)	Jobs
E_8071	ELR_SiteRef3	Sandwich Industrial Estate	B8	5832	76
E_8072	ELR_SiteRef4	Aylesham Development Area	B1a; B2	8500	484
E_8073	ELR_SiteRef6	Betteshanger Colliery Pithead	B1a; B2; B8	2500	106
E_8074	ELR_SiteRef7	White Cliffs Business Park Phases I-III	B1a; B2; B8	87381	3698
E_8075	ELR_SiteRef9	Dover Western Docks	B8	375	5
E_8077	ELR_SiteRef14	Land off Holt Street, Snowdown, Aylesham	A1; A3; A4; B1a; B2; B8	12000	529
E_8078	ELR_SiteRef15	Land east of Foxborough Hill, Eastry	B1a	100	9
E_8079	ELR_SiteRef16	Land at Ringwould Alpines, Dover Road, Ringwould - site submitted 4 times by Lee Evans for B1, care home, holiday accommodation	B1a; B2	1800	103
E_8080	ELR_SiteRef18	Dover Waterfront	B1a	1000	86
E_8081	ELR_SiteRef21	Dover Mid Town	B1a	1000	86
E_8082	ELR_SiteRef22	Former Co-op Site and the adjacent Church Street Car Park	B1a	2000	172
E_8083	ELR_SiteRef23	Citadel	B1a	2000	172
Total				**124,488**	**5,526**

Appendix I

DO SOMETHING TRIP GENERATION

Public

	1				3	4655												
							TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
Unique_id_WSP	ALLOCATION Policy / Site Ref	Site Address/Location	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
DS_1	GUS002	Connaughts Barracks, Dover	436	TRICS	Y	850	0.351	0.106	0.457	153	46	199	0.176	0.320	0.496	77	140	216
DS_2	DEA008	Land off Cross Road, Deal	100	TRICS		781	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_3	DEA018	Church Lane/Hyton Drive, Deal	18	TRICS		791	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
DS_4	DEA020	Land off Cross Road, Deal	100	TRICS		781	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_5	DEA021	Land off Freemen's Way, Deal	88	TRICS		784	0.351	0.106	0.457	31	9	40	0.176	0.320	0.496	15	28	44
DS_6	DOV006	Land at Dunedin Drive (south), Dover	14	TRICS		3	0.351	0.106	0.457	5	1	6	0.176	0.320	0.496	2	4	7
DS_7	DOV007	Former Co-op, Castle Street, Dover	30	TRICS		28	0.351	0.106	0.457	11	3	14	0.176	0.320	0.496	5	10	15
DS_8	DOV009	Land at Stanhope Road, Dover	25	TRICS		1	0.351	0.106	0.457	9	3	11	0.176	0.320	0.496	4	8	12
DS_9	DOV010	Poultons Family Centre, Vale View Road, Dover	25	TRICS		40	0.351	0.106	0.457	9	3	11	0.176	0.320	0.496	4	8	12
DS_10	DOV017	Dover Waterfront	300	TRICS	Y	851	0.351	0.106	0.457	105	32	137	0.176	0.320	0.496	53	96	149
DS_11	DOV018	Mid Town	100	TRICS		751	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_12	DOV019	Albany Place Car Park, Dover	15	TRICS		120	0.351	0.106	0.457	5	2	7	0.176	0.320	0.496	3	5	7
DS_13	DOV022A	Land in Coombe Valley, Dover	100	TRICS		88	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_14	DOV022B	Land in Coombe Valley, Dover	40	TRICS		94	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_15	DOV022C	Land in Coombe Valley, Dover	20	TRICS		88	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_16	DOV022E	Land in Coombe Valley, Dover	220	TRICS	Y	852	0.351	0.106	0.457	77	23	101	0.176	0.320	0.496	39	70	109
DS_17	DOV023	Buckland Mill, Dover	124	TRICS	Y	853	0.351	0.106	0.457	44	13	57	0.176	0.320	0.496	22	40	62
DS_18	DOV025	Land off Wycherley Crescent, Dover	10	TRICS		11	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_19	DOV026	Westmount College, Folketone Road, Dover	100	TRICS		42	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_20	DOV028	Charlton Shopping Centre, High Street, Dover	100	TRICS		113	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_21	DOV030	Land at Durham Hill, Dover	10	TRICS		120	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_22	DOV032	Church Street, Car Park Dover (DOV25)	50	TRICS		28	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_23	GTM003	Land to the east of Northbourne Road, Great Mongeham	10	TRICS		145	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_24	KIN002	Land at Woodhill Farm, Ringwould Road, Kingsdown	100	TRICS		787	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_25	LAN003	Land adjacent Langdon Court Bungalow, The Street, East Langdon	41	TRICS		78	0.351	0.106	0.457	14	4	19	0.176	0.320	0.496	7	13	20
DS_26	NOR003	White Horse Public House, Broad Lane, Finglesham	4	TRICS		801	0.351	0.106	0.457	1	0	2	0.176	0.320	0.496	1	1	2
DS_27	NOR005	Betteshanger Colliery, Betteshanger, Deal	250	TRICS	Y	870	0.351	0.106	0.457	88	27	114	0.176	0.320	0.496	44	80	124
DS_28	RIN002	Land at Ringwould Alpines, Dover Road, Ringwould	20	TRICS		787	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_29	RIN004	Ringwould Alpines, Dover Road, Ringwould	5	TRICS		787	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_30	SHO002	Land south west of Sandwich Road, Sholden	100	TRICS		783	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_31	SHO004	Land adjoining Pegasus, Sandwich Road, Sholden	42	TRICS		793	0.351	0.106	0.457	15	4	19	0.176	0.320	0.496	7	13	21
DS_32	STM003	Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way	40	TRICS		790	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_33	STM006	Land at New Townsend Farm, Station Road, St Margaret's	10	TRICS		790	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_34	STM007	Land to the west of Townsend Farm Road, St Margaret's at Cliffe (Site B)	18	TRICS		790	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
DS_35	STM008	Land to the west of Townsend Farm Road, St Margarets at Cliffe (Site A)	18	TRICS		790	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
DS_36	STM010	Land located between Salisbury Road and The Droveway, St Margaret's at Cliffe	35	TRICS		790	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_37	STM011	Land to the north of Salisbury Road, St Margaret's at Cliffe	5	TRICS		790	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_38	TIL001	Land on the west side of Dover Road	15	TRICS		144	0.351	0.106	0.457	5	2	7	0.176	0.320	0.496	3	5	7
DS_39	WAL002	Land at Rays Bottom between Liverpool Road and Hawksdown	120	TRICS	Y	855	0.351	0.106	0.457	42	13	55	0.176	0.320	0.496	21	38	60
DS_40	WHI001	Land to the north west of Whitfield's current housing land allocation	600	TRICS	Y	868	0.351	0.106	0.457	211	64	274	0.176	0.320	0.496	106	192	298
DS_41	WHI002	Eastling Down Farm, Sandwich Road, Waldershare	26	TRICS		144	0.351	0.106	0.457	9	3	12	0.176	0.320	0.496	5	8	13
DS_42	WHI003	Eastling Down Farm, Sandwich Road, Waldershare	11	TRICS		144	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	5
DS_43	WHI004	Eastling Down Farm, Sandwich Road, Waldershare	27	TRICS		144	0.351	0.106	0.457	9	3	12	0.176	0.320	0.496	5	9	13
DS_44	WHI005	Field adjacent to Singledge Manor, Singledge Lane, Whitfield	6	TRICS		148	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
DS_45	WHI006	Guide Hut, Sandwich Road, Whitfield	8	TRICS		703	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
DS_46	WHI007	Holly Lodge Retirement Community, Holly Lodge, Sandwich Road, Whitfield	106	TRICS	Y	735	0.351	0.106	0.457	37	11	48	0.176	0.320	0.496	19	34	53
DS_47	WHI008	Managed Expansion of Whitfield	884	TRICS	Y	738	0.351	0.106	0.457	310	94	404	0.176	0.320	0.496	156	283	438
DS_47	WHI008	Managed Expansion of Whitfield	808	TRICS	Y	740	0.351	0.106	0.457	284	86	369	0.176	0.320	0.496	142	259	401
DS_47	WHI008	Managed Expansion of Whitfield	710	TRICS	Y	733	0.351	0.106	0.457	249	75	324	0.176	0.320	0.496	125	227	352
DS_47	WHI008	Managed Expansion of Whitfield	983	TRICS	Y	734	0.351	0.106	0.457	345	104	449	0.176	0.320	0.496	173	315	488
DS_47	WHI008	Managed Expansion of Whitfield	825	TRICS	Y	735	0.351	0.106	0.457	290	87	377	0.176	0.320	0.496	145	264	409
DS_48	ALK003	Land at Short Lane, Alkham	10	TRICS		154	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_49	ASH014	Land to the south of Sandwich Road, Ash	63	TRICS		241	0.351	0.106	0.457	22	7	29	0.176	0.320	0.496	11	20	31
DS_50	ASH015	Former Council Yard, Molland Lea, Ash	5	TRICS		241	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_51	ASH003	Land south of Mill Field	8	TRICS		241	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
DS_52	ASH004	Land to the north of Molland Lane, Ash	110	TRICS	Y	856	0.351	0.106	0.457	39	12	50	0.176	0.320	0.496	19	35	55
DS_53	ASH010	Land adjacent Saunders Lane, Ash	60	TRICS		241	0.351	0.106	0.457	21	6	27	0.176	0.320	0.496	11	19	30
DS_54	ASH011	Guilton,Ash	10	TRICS		241	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_55	AYL001	Land at Dorman Avenue North, Aylesham	9	TRICS		251	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
DS_56	AYL002	Land at Boulevard Courrieres, Aylesham	17	TRICS		251	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	5	8
DS_57	AYL004	Farmland lying to the north of Aylesham and to the east of the B2046 (Adisham Road)	500	TRICS	Y	857	0.351	0.106	0.457	176	53	229	0.176	0.320	0.496	88	160	248
DS_58	AYL003	Land to the south of Spinney Lane, Aylesham	640	TRICS	Y	858	0.351	0.106	0.457	225	68	292	0.176	0.320	0.496	113	205	317
DS_59	AYL005	Land off Holt Street, Snowdown, Aylesham	10	TRICS		133	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_60	CAP011	Former Archway Filling Station, New Dover Road, Capel le Ferne	18	TRICS		136	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
DS_61	CAP013	Land at Cauldham Lane, Capel le Ferne	15	TRICS		265	0.351	0.106	0.457	5	2	7	0.176	0.320	0.496	3	5	7
DS_62	CAP006	Land to the east of Great Cauldham Farm, Capel le Ferne	100	TRICS		265	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_63	CAP009	Longships, Cauldham Lane, Capel le Ferne	10	TRICS		265	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_64	DOV008	Land adjoining 455 Folkestone Road, Dover	5	TRICS		601	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_65	DOV012	Western Heights and Farthingloe	100	TRICS		601	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_66	EAS009	Eastry Court Farm, Eastry	5	TRICS		253	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_67	EAS011	The Old Chalk Pit, Heronden Road, Eastry	20	TRICS		138	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_68	EAS012	Lower Gore Field, Lower Gore Lane, Eastry	35	TRICS		138	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_69	EAS002	Land at Buttsole Pond, Lower Street, Eastry	80	TRICS		253	0.351	0.106	0.457	28	8	37	0.176	0.320	0.496	14	26	40
DS_70	EAS007	Land east of Foxborough Hill, Eastry	13	TRICS		253	0.351	0.106	0.457	5	1	6	0.176	0.320	0.496	2	4	6
DS_71	EYT012	Sweetbriar Lane, Elvington	50	TRICS		254	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_72	EYT019	DDC owned site - land to east of Adelaide Road, Eythorne	6	TRICS		254	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
DS_73	EYT001	Land at Monkton Court Lane	20	TRICS		254	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_74	EYT003	Land adjoining Terrace Road, Elvington	150	TRICS	Y	859	0.351	0.106	0.457	53	16	69	0.176	0.320	0.496	26	48	74
DS_75	EYT008	Land on the south eastern side of Roman Way, Elvington	50	TRICS		254	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_76	EYT009	Land to the east of Terrace Road, Elvington	150	TRICS	Y	860	0.351	0.106	0.457	53	16	69	0.176	0.320	0.496	26	48	74
DS_77	GOO006	Land adjacent to Short Street, Chillenden	5	TRICS		151	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_78	HOU004	Land to the north east of Broadside Lane and to the rear of Jubilee Cottage, West Hougham	25	TRICS		25	0.351	0.106	0.457	9	3	11	0.176	0.320	0.496	4	8	12

Unique_id_WSP	ALLOCATION Policy / Site Ref	Site Address/Location	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
DS_79	LYD003	Land adjacent to Lydden Court Farm, Church Lane, Lydden	65	TRICS		152	0.351	0.106	0.457	23	7	30	0.176	0.320	0.496	11	21	32
DS_80	NON006	Prima Windows, Easole Street/Sandwich Road, Nonington	35	TRICS		134	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_81	NON004	Land to the north of church Street, Nonington	12	TRICS		135	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	6
DS_82	PRE003	Apple Tree Farm, Stourmouth Road	12	TRICS		242	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	6
DS_83	PRE017	Site north-west of Appletree Farm, Stourmouth Road, Preston	75	TRICS		242	0.351	0.106	0.457	26	8	34	0.176	0.320	0.496	13	24	37
DS_84	PRE016	Site north of Discovery Drive, Preston	35	TRICS		242	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_85	SAN013	Land adjacent to Sandwich Technology School, Deal Road, Sandwich	60	TRICS		240	0.351	0.106	0.457	21	6	27	0.176	0.320	0.496	11	19	30
DS_86	SAN006	Sandwich Highway Depot, Ash Road, Sandwich	32	TRICS		240	0.351	0.106	0.457	11	3	15	0.176	0.320	0.496	6	10	16
DS_87	SAN007	Land known as Poplar Meadow, Adjacent to 10 Dover Road, Sandwich	80	TRICS		240	0.351	0.106	0.457	28	8	37	0.176	0.320	0.496	14	26	40
DS_88	SAN008	Woods' Yard, rear of 17 Woodnesborough Road, Sandwich	35	TRICS		240	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_89	SAN023	Land at Archers Low Farm, St George's Road, Sandwich	40	TRICS		240	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_90	SAN019	Sydney Nursery, Dover Road, Sandwich	30	TRICS		240	0.351	0.106	0.457	11	3	14	0.176	0.320	0.496	5	10	15
DS_91	SAN015	Kumor Nursery, Sandwich	67	TRICS		240	0.351	0.106	0.457	24	7	31	0.176	0.320	0.496	12	21	33
DS_92	SHE008	Land off Mill Lane, Shepherdswell	10	TRICS		255	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_93	SHE003	Land to the north of Westcourt Lane, Shepherdswell	130	TRICS	Y	861	0.351	0.106	0.457	46	14	59	0.176	0.320	0.496	23	42	64
DS_94	SHE006	Land west of Coxhill Road, Shepherdswell	20	TRICS		255	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_95	SHE004	Land at Shepherdswell, between St Andrew's Gardens, Mill Lane and Meadow View Road	20	TRICS		255	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_96	SHE004	Land at Shepherdswell, between St Andrew's Gardens, Mill Lane and Meadow View Road	20	TRICS		255	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_97	STA004	Land at Durlock Road, Staple	3	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
DS_98	WIN003	Land adjacent to Staple Road	20	TRICS		242	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_99	WIN004	Land adjacent to White Lodge, Preston Hill	8	TRICS		242	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
DS_100	WIN006	Land at Broomhill, Gobery Hill, Wingham	11	TRICS		242	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	5
DS_101	WIN014	Footpath Field, Staple Road, Wingham	50	TRICS		242	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_102	WOO002	Land at Beacon Lane Farm	5	TRICS		241	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_103	WOO006	Land south of Sandwich Road, Woodnesborough	10	TRICS		241	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_104	WOO005	Beacon Lane Nursery, Beacon Lane, Woodnesborough	5	TRICS		241	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_105	WOR006	Land to the east of Jubilee Road	5	TRICS		527	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_106	WOR009	Land to the East of former Bisley Nursery, The Street, Worth	20	TRICS		240	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_107	WOR006	Land to the east of Jubilee Road	5	TRICS		527	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2

										TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
Unique_site_id_WSP	ALLOCATION Policy / Site Ref	Employment use	Total area (sqm)	No Total Jobs	Site Address/Location	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
E_8071	ELR_SiteRef3	B8	5832	76	Sandwich Industrial Estate	5832	TRICS		240	0.066	0.115	0.181	4	7	11	0.116	0.065	0.181	7	4	11
E_8072	ELR_SiteRef4	B1a	4250	366	Aylesham Development Area	4250	TRICS	Y	862	0.087	1.222	1.309	4	52	56	1.066	0.053	1.119	45	2	48
E_8072	ELR_SiteRef4	B2	4250	118	Aylesham Development Area	4250	TRICS	Y	862	0.246	0.613	0.859	10	26	37	0.858	0.082	0.940	36	3	40
E_8073	ELR_SiteRef6	B1a	833	72	Betteshanger Colliery Pithead	833	TRICS	Y	870	0.087	1.222	1.309	1	10	11	1.066	0.053	1.119	9	0	9
E_8073	ELR_SiteRef6	B2	833	23	Betteshanger Colliery Pithead	833	TRICS	Y	870	0.246	0.613	0.859	2	5	7	0.858	0.082	0.940	7	1	8
E_8073	ELR_SiteRef6	B8	833	11	Betteshanger Colliery Pithead	833	TRICS	Y	870	0.066	0.115	0.181	1	1	2	0.116	0.065	0.181	1	1	2
E_8074	ELR_SiteRef7	B1a	29127	2511	White Cliffs Business Park Phases I-III	29127	TRICS	y	863	0.087	1.222	1.309	25	356	381	1.066	0.053	1.119	310	15	326
E_8074	ELR_SiteRef7	B2	29127	809	White Cliffs Business Park Phases I-III	29127	TRICS	y	863	0.246	0.613	0.859	72	179	250	0.858	0.082	0.940	250	24	274
E_8074	ELR_SiteRef7	B8	29127	378	White Cliffs Business Park Phases I-III	29127	TRICS	y	863	0.066	0.115	0.181	19	33	53	0.116	0.065	0.181	34	19	53
E_8075	ELR_SiteRef9	B8	375	5	Dover Western Docks	375	TRICS		723	0.066	0.115	0.181	0	0	1	0.116	0.065	0.181	0	0	1
E_8077	ELR_SiteRef14	A1	1714	98	Land off Holt Street, Snowdown, Aylesham	1714	TRICS	Y	864	1.747	2.188	3.935	30	38	67	2.358	2.222	4.580	40	38	79
E_8077	ELR_SiteRef14	A3	1714	98	Land off Holt Street, Snowdown, Aylesham	1714	TRICS	Y	864	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	31	31
E_8077	ELR_SiteRef14	A4	1714	98	Land off Holt Street, Snowdown, Aylesham	1714	TRICS	Y	864	0.000	0.000	0.000	0	0	0	0.000	1.786	1.786	0	31	31
E_8077	ELR_SiteRef14	B1a	1714	148	Land off Holt Street, Snowdown, Aylesham	1714	TRICS	Y	864	0.087	1.222	1.309	1	21	22	1.066	0.053	1.119	18	1	19
E_8077	ELR_SiteRef14	B2	1714	48	Land off Holt Street, Snowdown, Aylesham	1714	TRICS	Y	864	0.246	0.613	0.859	4	11	15	0.858	0.082	0.940	15	1	16
E_8077	ELR_SiteRef14	B8	1714	22	Land off Holt Street, Snowdown, Aylesham	1714	TRICS	Y	864	0.066	0.115	0.181	1	2	3	0.116	0.065	0.181	2	1	3
E_8077	ELR_SiteRef14	D1	1714	17	Land off Holt Street, Snowdown, Aylesham	1714	TRICS	Y	864	0.100	0.067	0.167	2	1	3	0.033	0.100	0.133	1	2	2
E_8078	ELR_SiteRef15	B1a	100	9	Land east of Foxborough Hill, Eastry	100	TRICS		253	0.087	1.222	1.309	0	1	1	1.066	0.053	1.119	1	0	1
E_8079	ELR_SiteRef16	B1a	900	78	Land at Ringwould Alpines, Dover Road, Ringwould - site submitted 4 tim	900	TRICS	Y	865	0.087	1.222	1.309	1	11	12	1.066	0.053	1.119	10	0	10
E_8079	ELR_SiteRef16	B2	900	25	Land at Ringwould Alpines, Dover Road, Ringwould - site submitted 4 tim	900	TRICS	Y	865	0.246	0.613	0.859	2	6	8	0.858	0.082	0.940	8	1	8
E_8080	ELR_SiteRef18	B1a	1000	86	Dover Waterfront	1000	TRICS		722	0.087	1.222	1.309	1	12	13	1.066	0.053	1.119	11	1	11
E_8081	ELR_SiteRef21	B1a	1000	86	Dover Mid Town	1000	TRICS		751	0.087	1.222	1.309	1	12	13	1.066	0.053	1.119	11	1	11
E_8082	ELR_SiteRef22	B1a	2000	172	Former Co-op Site and the adjacent Church Street Car Park	2000	TRICS	Y	866	0.087	1.222	1.309	2	24	26	1.066	0.053	1.119	21	1	22
E_8083	ELR_SiteRef23	B1a	2000	172	Citadel	2000	TRICS	Y	867	0.087	1.222	1.309	2	24	26	1.066	0.053	1.119	21	1	22

Appendix J

REVISED LOCAL PLAN RESIDENTIAL ALLOCATIONS

Public

Refined Local Plan Housing Allocations

WSP ID	Allocation Reference	Site Address	Households
DS_1	GUS002	Connaughts Barracks, Dover	300
DS_2	DEA008	Land off Cross Road, Deal	100
DS_3	DEA018	Church Lane/Hyton Drive, Deal	18
DS_4	DEA020	Land off Cross Road, Deal	100
DS_5	DEA021	Land off Freemen's Way, Deal	88
DS_6	DOV006	Land at Dunedin Drive (south), Dover	8
DS_8	DOV009	Land at Stanhope Road, Dover	32
DS_10	DOV017	Dover Waterfront	200
DS_11	DOV018	Mid Town	100
DS_12	DOV019	Albany Place Car Park, Dover	15
DS_14	DOV022B	Land in Coombe Valley, Dover	40
DS_15	DOV022C	Land in Coombe Valley, Dover	20
DS_16	DOV022E	Land in Coombe Valley, Dover	220
DS_17	DOV023	Buckland Mill, Dover	124
DS_18	DOV025	Land off Wycherley Crescent, Dover	10
DS_19	DOV026	Westmount College, Folketone Road, Dover	100
DS_20	DOV028	Charlton Shopping Centre, High Street, Dover	100
DS_21	DOV030	Land at Durham Hill, Dover	10
DS_23	GTM003	Land to the east of Northbourne Road, Great Mongeham	10
DS_24	KIN002	Land at Woodhill Farm, Ringwould Road, Kingsdown	90
DS_25	LAN003	Land adjacent Langdon Court Bungalow, The Street, East Langdon	40
DS_27	NOR005	Betteshanger Colliery, Betteshanger, Deal	210
DS_29	RIN004	Ringwould Alpines, Dover Road, Ringwould	5
DS_30	SHO002	Land south west of Sandwich Road, Sholden	100
DS_31	SHO004	Land adjoining Pegasus, Sandwich Road, Sholden	42
DS_32	STM003	Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way	40
DS_33	STM006	Land at New Townsend Farm, Station Road, St Margaret's	10
DS_34	STM007	Land to the west of Townsend Farm Road, St Margaret's at Cliffe (Site B)	18
DS_35	STM008	Land to the west of Townsend Farm Road, St Margarets at Cliffe (Site A)	18
DS_39	WAL002	Land at Rays Bottom between Liverpool Road and Hawksdown	100
DS	WHI008	Phase 1/1A remaining extant planning permission qantum (WHI008 Parcel A Extant)	539
DS_40	WHI001	Land to the north west of Whitfield's current housing land allocation	600
DS_45	WHI006	Guide Hut, Sandwich Road, Whitfield	8
DS_47	WHI008	Managed Expansion of Whitfield (Pent) Parcel B	250
DS_47	WHI008	Managed Expansion of Whitfield (KB) Parcel C	1240
DS_47	WHI008	Managed Expansion of Whitfield (AH) Parcel D	200
DS_47	WHI008	Managed Expansion of Whitfield (OVERY) Parcel E	2143
DS_47	WHI008	Managed Expansion of Whitfield (FP) Parcel F	134
DS_47	WHI008	Managed Expansion of Whitfield (NB) Parcel G	300
DS_48	ALK003	Land at Short Lane, Alkham	10
DS_49	ASH014	Land to the south of Sandwich Road, Ash	63
DS_50	ASH015	Former Council Yard, Molland Lea, Ash	5
DS_51	ASH003	Land south of Mill Field	8
DS_52	ASH004	Land to the north of Molland Lane, Ash	110
DS_53	ASH010	Land adjacent Saunders Lane, Ash	76
DS_54	ASH011	Guilton,Ash	10
DS_55	AYL001	Land at Dorman Avenue North, Aylesham	9
DS_56	AYL002	Land at Boulevard Courrieres, Aylesham	17
DS_57	AYL004	Farmland lying to the north of Aylesham and to the east of the B2046 (Adisham Road)	500
DS_58	AYL003	Land to the south of Spinney Lane, Aylesham	640

WSP ID	Allocation Reference	Site Address	Households
DS_60	CAP011	Former Archway Filling Station, New Dover Road, Capel le Ferne	18
DS_61	CAP013	Land at Cauldham Lane, Capel le Ferne	15
DS_62	CAP006	Land to the east of Great Cauldham Farm, Capel le Ferne	50
DS_63	CAP009	Longships, Cauldham Lane, Capel le Ferne	10
DS_64	DOV008	Land adjoining 455 Folkestone Road, Dover	5
DS_65	DOV012	Western Heights and Farthingloe	100
DS_66	EAS009	Eastry Court Farm, Eastry	5
DS_68	EAS012	Lower Gore Field, Lower Gore Lane, Eastry	35
DS_69	EAS002	Land at Buttsole Pond, Lower Street, Eastry	80
DS_71	EYT012	Sweetbriar Lane, Elvington	50
DS_72	EYT019	DDC owned site - land to east of Adelaide Road, Eythorne	6
DS_73	EYT001	Land at Monkton Court Lane	20
DS_74	EYT003	Land adjoining Terrace Road, Elvington	150
DS_75	EYT008	Land on the south eastern side of Roman Way, Elvington	50
DS_76	EYT009	Land to the east of Terrace Road, Elvington	150
DS_77	GOO006	Land adjacent to Short Street, Chillenden	5
DS_79	LYD003	Land adjacent to Lydden Court Farm, Church Lane, Lydden	65
DS_80	NON006	Prima Windows, Easole Street/Sandwich Road, Nonington	35
DS_82	PRE003	Apple Tree Farm, Stourmouth Road	12
DS_83	PRE017	Site north-west of Appletree Farm, Stourmouth Road, Preston	75
DS_84	PRE016	Site north of Discovery Drive, Preston	35
DS_85	SAN013	Land adjacent to Sandwich Technology School, Deal Road, Sandwich	60
DS_86	SAN006	Sandwich Highway Depot, Ash Road, Sandwich	32
DS_87	SAN007	Land known as Poplar Meadow, Adjacent to 10 Dover Road, Sandwich	80
DS_88	SAN008	Woods' Yard, rear of 17 Woodnesborough Road, Sandwich	35
DS_89	SAN023	Land at Archers Low Farm, St George's Road, Sandwich	40
DS_90	SAN019	Sydney Nursery, Dover Road, Sandwich	10
DS_91	SAN015	Kumor Nursery, Sandwich	55
DS_92	SHE008	Land off Mill Lane, Shepherdswell	10
DS_93	SHE003	Land to the north of Westcourt Lane, Shepherdswell	100
DS_94	SHE006	Land west of Coxhill Road, Shepherdswell	20
DS_95	SHE004	Land at Shepherdswell, between St Andrew's Gardens, Mill Lane and Meadow View Road	20
DS_96	SHE004	Land at Shepherdswell, between St Andrew's Gardens, Mill Lane and Meadow View Road	20
DS_97	STA004	Land at Durlock Road, Staple	3
DS_98	WIN003	Land adjacent to Staple Road	20
DS_99	WIN004	Land adjacent to White Lodge, Preston Hill	8
DS_101	WIN014	Footpath Field, Staple Road, Wingham	50
DS_103	WOO006	Land south of Sandwich Road, Woodnesborough	10
DS_104	WOO005	Beacon Lane Nursery, Beacon Lane, Woodnesborough	5
DS_105	WOR006	Land to the east of Jubilee Road	5
DS_106	WOR009	Land to the East of former Bisley Nursery, The Street, Worth	20
DS_107	WOR006	Land to the east of Jubilee Road	5
Total			**10,709**

Appendix K

REVISED LOCAL PLAN
EMPLOYMENT ALLOCATIONS

Public

Refined Local Plan Employment Allocations

WSP ID	Allocation Reference	Site Address	Employment Land Use	Area (sqm)	Jobs
E_8071	ELR_SiteRef3	Sandwich Industrial Estate	B8	5832	76
E_8072	ELR_SiteRef4	Aylesham Development Area	B1a; B2	8500	484
E_8080	ELR_SiteRef18	Dover Waterfront	B1a	1000	86

Appendix L

REVISED DO SOMETHING TRIP GENERATION

Public

							TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
Unique_id_WSP	ALLOCATION Policy / Site Ref	Site Address/Location	Final Dwellings	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
DS_1	GUS002	Connaughts Barracks, Dover	300	TRICS	Y	850	0.351	0.106	0.457	105	32	137	0.176	0.320	0.496	53	96	149
DS_2	DEA008	Land off Cross Road, Deal	100	TRICS		781	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_3	DEA018	Church Lane/Hyton Drive, Deal	18	TRICS		791	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
DS_4	DEA020	Land off Cross Road, Deal	100	TRICS		781	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_5	DEA021	Land off Freemen's Way, Deal	88	TRICS		784	0.351	0.106	0.457	31	9	40	0.176	0.320	0.496	15	28	44
DS_6	DOV006	Land at Dunedin Drive (south), Dover	8	TRICS		3	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
DS_8	DOV009	Land at Stanhope Road, Dover	32	TRICS		1	0.351	0.106	0.457	11	3	15	0.176	0.320	0.496	6	10	16
DS_10	DOV017	Dover Waterfront	200	TRICS	Y	851	0.351	0.106	0.457	70	21	91	0.176	0.320	0.496	35	64	99
DS_11	DOV018	Mid Town	100	TRICS		751	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_12	DOV019	Albany Place Car Park, Dover	15	TRICS		120	0.351	0.106	0.457	5	2	7	0.176	0.320	0.496	3	5	7
DS_14	DOV022B	Land in Coombe Valley, Dover	40	TRICS		94	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_15	DOV022C	Land in Coombe Valley, Dover	20	TRICS		88	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_16	DOV022E	Land in Coombe Valley, Dover	220	TRICS	Y	852	0.351	0.106	0.457	77	23	101	0.176	0.320	0.496	39	70	109
DS_17	DOV023	Buckland Mill, Dover	124	TRICS	Y	853	0.351	0.106	0.457	44	13	57	0.176	0.320	0.496	22	40	62
DS_18	DOV025	Land off Wycherley Crescent, Dover	10	TRICS		11	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_19	DOV026	Westmount College, Folketone Road, Dover	100	TRICS		42	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_20	DOV028	Charlton Shopping Centre, High Street, Dover	100	TRICS		113	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_21	DOV030	Land at Durham Hill, Dover	10	TRICS		120	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_23	GTM003	Land to the east of Northbourne Road, Great Mongeham	10	TRICS		145	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_24	KIN002	Land at Woodhill Farm, Ringwould Road, Kingsdown	90	TRICS		787	0.351	0.106	0.457	32	10	41	0.176	0.320	0.496	16	29	45
DS_25	LAN003	Land adjacent Langdon Court Bungalow, The Street, East Langdon	40	TRICS		78	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_27	NOR005	Betteshanger Colliery, Betteshanger, Deal	210	TRICS	Y	870	0.351	0.106	0.457	74	22	96	0.176	0.320	0.496	37	67	104
DS_29	RIN004	Ringwould Alpines, Dover Road, Ringwould	5	TRICS		787	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_30	SHO002	Land south west of Sandwich Road, Sholden	100	TRICS		783	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_31	SHO004	Land adjoining Pegasus, Sandwich Road, Sholden	42	TRICS		793	0.351	0.106	0.457	15	4	19	0.176	0.320	0.496	7	13	21
DS_32	STM003	Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way	40	TRICS		790	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_33	STM006	Land at New Townsend Farm, Station Road, St Margaret's	10	TRICS		790	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_34	STM007	Land to the west of Townsend Farm Road, St Margaret's at Cliffe (Site B)	18	TRICS		790	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
DS_35	STM008	Land to the west of Townsend Farm Road, St Margarets at Cliffe (Site A)	18	TRICS		790	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
DS_39	WAL002	Land at Rays Bottom between Liverpool Road and Hawksdown	100	TRICS		855	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_40	WHI001	Land to the north west of Whitfield's current housing land allocation	600	TRICS	Y	868	0.351	0.106	0.457	211	64	274	0.176	0.320	0.496	106	192	298
DS_45	WHI006	Guide Hut, Sandwich Road, Whitfield	8	TRICS		703	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
DS_47	WHI008	Managed Expansion of Whitfield (Pent) Parcel B + 420 Units of Parcel C	675		Y	738	0.351	0.106	0.457	237	72	308	0.176	0.320	0.496	119	216	335
DS_47	WHI008	Managed Expansion of Whitfield (KB) Parcel C	815		Y	740	0.351	0.106	0.457	286	86	372	0.176	0.320	0.496	143	261	404
DS_47	WHI008	Managed Expansion of Whitfield (AH) Parcel D	200	TRICS	Y	738	0.351	0.106	0.457	70	21	91	0.176	0.320	0.496	35	64	99
DS_47	WHI008	Managed Expansion of Whitfield (OVERY) Parcel E	1043	TRICS	Y	734	0.351	0.106	0.457	366	111	477	0.176	0.320	0.496	184	334	517
DS_47	WHI008	Managed Expansion of Whitfield (FP) Parcel F + 700 units of Parcel E	834	TRICS	Y	735	0.351	0.106	0.457	293	88	381	0.176	0.320	0.496	147	267	414
DS_47	WHI008	Managed Expansion of Whitfield (NB) Parcel G + 400 units of Parcel E	700	TRICS	Y	733	0.351	0.106	0.457	246	74	320	0.176	0.320	0.496	123	224	347
DS_48	ALK003	Land at Short Lane, Alkham	10	TRICS		154	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_49	ASH014	Land to the south of Sandwich Road, Ash	63	TRICS		241	0.351	0.106	0.457	22	7	29	0.176	0.320	0.496	11	20	31
DS_50	ASH015	Former Council Yard, Molland Lea, Ash	5	TRICS		241	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_51	ASH003	Land south of Mill Field	8	TRICS		241	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
DS_52	ASH004	Land to the north of Molland Lane, Ash	110	TRICS	Y	856	0.351	0.106	0.457	39	12	50	0.176	0.320	0.496	19	35	55
DS_53	ASH010	Land adjacent Saunders Lane, Ash	76	TRICS		241	0.351	0.106	0.457	27	8	35	0.176	0.320	0.496	13	24	38
DS_54	ASH011	Guilton,Ash	10	TRICS		241	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_55	AYL001	Land at Dorman Avenue North, Aylesham	9	TRICS		251	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	2	3	4
DS_56	AYL002	Land at Boulevard Courrieres, Aylesham	17	TRICS		251	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	5	8
DS_57	AYL004	Farmland lying to the north of Aylesham and to the east of the B2046 (Adisham Road)	500	TRICS	Y	857	0.351	0.106	0.457	176	53	229	0.176	0.320	0.496	88	160	248
DS_58	AYL003	Land to the south of Spinney Lane, Aylesham	640	TRICS	Y	858	0.351	0.106	0.457	225	68	292	0.176	0.320	0.496	113	205	317
DS_60	CAP011	Former Archway Filling Station, New Dover Road, Capel le Ferne	18	TRICS		136	0.351	0.106	0.457	6	2	8	0.176	0.320	0.496	3	6	9
DS_61	CAP013	Land at Cauldham Lane, Capel le Ferne	15	TRICS		265	0.351	0.106	0.457	5	2	7	0.176	0.320	0.496	3	5	7
DS_62	CAP006	Land to the east of Great Cauldham Farm, Capel le Ferne	50	TRICS		265	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_63	CAP009	Longships, Cauldham Lane, Capel le Ferne	10	TRICS		265	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_64	DOV008	Land adjoining 455 Folkestone Road, Dover	5	TRICS		601	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_65	DOV012	Western Heights and Farthingloe	100	TRICS		601	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_66	EAS009	Eastry Court Farm, Eastry	5	TRICS		253	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_68	EAS012	Lower Gore Field, Lower Gore Lane, Eastry	35	TRICS		138	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_69	EAS002	Land at Buttsole Pond, Lower Street, Eastry	80	TRICS		253	0.351	0.106	0.457	28	8	37	0.176	0.320	0.496	14	26	40
DS_71	EYT012	Sweetbriar Lane, Elvington	50	TRICS		254	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_72	EYT019	DDC owned site - land to east of Adelaide Road, Eythorne	6	TRICS		254	0.351	0.106	0.457	2	1	3	0.176	0.320	0.496	1	2	3
DS_73	EYT001	Land at Monkton Court Lane	20	TRICS		254	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_74	EYT003	Land adjoining Terrace Road, Elvington	150	TRICS	Y	859	0.351	0.106	0.457	53	16	69	0.176	0.320	0.496	26	48	74
DS_75	EYT008	Land on the south eastern side of Roman Way, Elvington	50	TRICS		254	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_76	EYT009	Land to the east of Terrace Road, Elvington	150	TRICS	Y	860	0.351	0.106	0.457	53	16	69	0.176	0.320	0.496	26	48	74
DS_77	GOO006	Land adjacent to Short Street, Chillenden	5	TRICS		151	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_79	LYD003	Land adjacent to Lydden Court Farm, Church Lane, Lydden	65	TRICS		152	0.351	0.106	0.457	23	7	30	0.176	0.320	0.496	11	21	32
DS_80	NON006	Prima Windows, Easole Street/Sandwich Road, Nonington	35	TRICS		134	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_82	PRE003	Apple Tree Farm, Stourmouth Road	12	TRICS		242	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	4	6
DS_83	PRE017	Site north-west of Appletree Farm, Stourmouth Road, Preston	75	TRICS		242	0.351	0.106	0.457	26	8	34	0.176	0.320	0.496	13	24	37
DS_84	PRE016	Site north of Discovery Drive, Preston	35	TRICS		242	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_85	SAN013	Land adjacent to Sandwich Technology School, Deal Road, Sandwich	60	TRICS		240	0.351	0.106	0.457	21	6	27	0.176	0.320	0.496	11	19	30
DS_86	SAN006	Sandwich Highway Depot, Ash Road, Sandwich	32	TRICS		240	0.351	0.106	0.457	11	3	15	0.176	0.320	0.496	6	10	16
DS_87	SAN007	Land known as Poplar Meadow, Adjacent to 10 Dover Road, Sandwich	80	TRICS		240	0.351	0.106	0.457	28	8	37	0.176	0.320	0.496	14	26	40
DS_88	SAN008	Woods' Yard, rear of 17 Woodnesborough Road, Sandwich	35	TRICS		240	0.351	0.106	0.457	12	4	16	0.176	0.320	0.496	6	11	17
DS_89	SAN023	Land at Archers Low Farm, St George's Road, Sandwich	40	TRICS		240	0.351	0.106	0.457	14	4	18	0.176	0.320	0.496	7	13	20
DS_90	SAN019	Sydney Nursery, Dover Road, Sandwich	10	TRICS		240	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_91	SAN015	Kumor Nursery, Sandwich	55	TRICS		240	0.351	0.106	0.457	19	6	25	0.176	0.320	0.496	10	18	27
DS_92	SHE008	Land off Mill Lane, Shepherdswell	10	TRICS		255	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_93	SHE003	Land to the north of Westcourt Lane, Shepherdswell	100	TRICS		861	0.351	0.106	0.457	35	11	46	0.176	0.320	0.496	18	32	50
DS_94	SHE006	Land west of Coxhill Road, Shepherdswell	20	TRICS		255	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_95	SHE004	Land at Shepherdswell, between St Andrew's Gardens, Mill Lane and Meadow View Road	20	TRICS		255	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_96	SHE004	Land at Shepherdswell, between St Andrew's Gardens, Mill Lane and Meadow View Road	20	TRICS		255	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_97	STA004	Land at Durlock Road, Staple	3	TRICS		242	0.351	0.106	0.457	1	0	1	0.176	0.320	0.496	1	1	1
DS_98	WIN003	Land adjacent to Staple Road	20	TRICS		242	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_99	WIN004	Land adjacent to White Lodge, Preston Hill	8	TRICS		242	0.351	0.106	0.457	3	1	4	0.176	0.320	0.496	1	3	4
DS_101	WIN014	Footpath Field, Staple Road, Wingham	50	TRICS		242	0.351	0.106	0.457	18	5	23	0.176	0.320	0.496	9	16	25
DS_103	WOO006	Land south of Sandwich Road, Woodnesborough	10	TRICS		241	0.351	0.106	0.457	4	1	5	0.176	0.320	0.496	2	3	5
DS_104	WOO005	Beacon Lane Nursery, Beacon Lane, Woodnesborough	5	TRICS		241	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_105	WOR006	Land to the east of Jubilee Road	5	TRICS		527	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2
DS_106	WOR009	Land to the East of former Bisley Nursery, The Street, Worth	20	TRICS		240	0.351	0.106	0.457	7	2	9	0.176	0.320	0.496	4	6	10
DS_107	WOR006	Land to the east of Jubilee Road	5	TRICS		527	0.351	0.106	0.457	2	1	2	0.176	0.320	0.496	1	2	2

											TRIP RATE			TRIP GENERATION			TRIP RATE			TRIP GENERATION		
Unique_site_id_WSP	ALLOCATION Policy / Site Ref	Employment use	Total area (sqm)	No Total Jobs	Site Address/Location	Final Area (sqm)	Trip Gen Source	Explicitly Modelled	Final Zone	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	AM Origins (Departures)	AM Destination (Arrivals)	AM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way	PM Origins (Departures)	PM Destination (Arrivals)	PM Two-Way
E_8071	ELR_SiteRef3	B8	5832	76	Sandwich Industrial Estate	5832	TRICS		240	0.066	0.115	0.181	4	7	11	0.116	0.065	0.181	7	4	11
E_8072	ELR_SiteRef4	B1a	4250	366	Aylesham Development Area	4250	TRICS	Y	862	0.087	1.222	1.309	4	52	56	1.066	0.053	1.119	45	2	48
E_8072	ELR_SiteRef4	B2	4250	118	Aylesham Development Area	4250	TRICS	Y	862	0.246	0.613	0.859	10	26	37	0.858	0.082	0.940	36	3	40
E_8080	ELR_SiteRef18	B1a	1000	86	Dover Waterfront	1000	TRICS		722	0.087	1.222	1.309	1	12	13	1.066	0.053	1.119	11	1	11

Appendix M

VISSIM TECHNICAL NOTE

Public

TRANSPORT TECHNICAL NOTE

London Road / Manor Road VISSIM Modelling

PROJECT NUMBER	70026729	**DATE**	24 April 2018
PROJECT NAME	North Deal Study	**CLIENT**	Dover District Council
SUBJECT	London Road / Manor Road / Rectory Road Baseline VISSIM Modelling Assessment		
AUTHOR	Charlotte Herridge		
CHECKED	John Allen		
AUTHORISED	Christine Palmer		

1.0 INTRODUCTION

1.1 WSP has been commissioned by Dover District Council (DDC) to enhance the 2015 Dover Strategic Transportation Model with traffic data from the Deal Area. WSP are working in close collaboration with Kent County Council (KCC) and Highways England (HE) on the project.

1.2 Alongside the strategic model and to support the assessment of housing allocations, WSP have developed a traffic model using micro-simulation package VISSIM, covering the priority controlled mini-roundabout of London Road / Manor Road and the priority T-junction at London Road / Rectory Road.

1.3 The extent of the VISSIM model is shown in Figure 1.



Figure 1 2017 Model Extent

1.4 Micro-simulation modelling enables detailed portrayal of the physical road layout including lane widths, bus stop locations and roundabout layouts. Its main distinguishing feature however is its ability to simulate the behaviour and interaction of individual vehicles. These features make it a useful tool for assessing the current operation and traffic conditions at the London Road / Manor Road / Rectory Road junctions.

1.5 The VISSIM model has been developed to represent typical weekday traffic conditions in the AM peak hour and PM peak hour, and will be used to assess the potential development within Deal as part of the housing and employment local plan allocations.

2.0 DATA COLLECTION

2.1 This section describes the data collected and how it was used within the calibration and validation of the 2017 base year VISSIM model.

2.2 In order to produce a robust and 'fit for purpose' model, a comprehensive data collection exercise was undertaken during June 2017, in accordance with WebTAG and DMRB guidance. The surveys included:

- Manual Classified Turning Counts (MCCs)
- Pedestrian Crossing Counts
- Queue lengths; and
- Trafficmaster Journey Time data.

MANUAL CLASSIFIED TURNING COUNTS

2.3 WSP commissioned Traffic Survey Partners (TSP) to undertake a Manual Classified Turning Count (MCC) on Wednesday 22nd November 2017 between the following hours:

- AM Peak 08:00 – 09:00
- PM Peak 17:00 – 18:00

2.4 Due to their proximity, the priority controlled mini-roundabout and T-junction were surveyed as a single junction. The survey data is included within Appendix A and an image showing the survey location is presented in Figure 2.

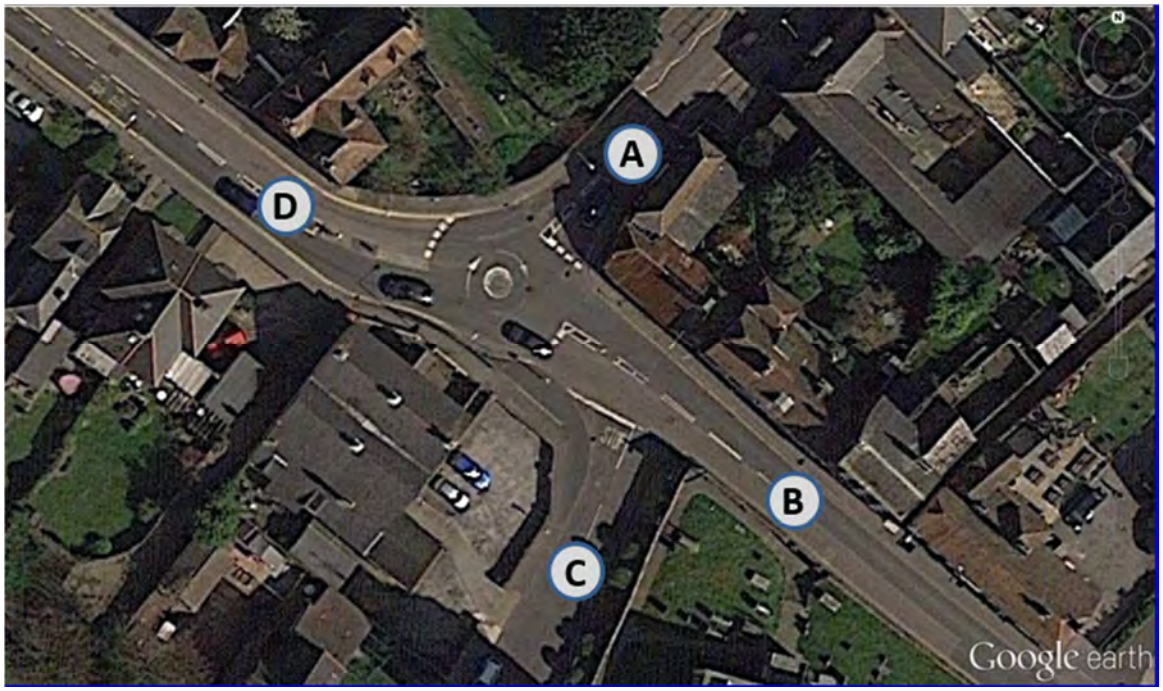


Figure 2 MCC Survey Location and Arms

2.5 The MCC collected data in 15-minute intervals on each approach to the junction and vehicles were summarised as follows:

- Car
- Taxi
- LGV
- OGV1
- OGV2
- PSV
- MCY
- PCY

PEDESTRIAN COUNTS

2.6 TSP also undertook a Pedestrian Count at the Zebra Crossing on London Road, approximately 35m North East from the mini-roundabout. The count considered pedestrians crossing in both directions during the AM and PM peaks and provided a unique time stamp for the start and end of each movement, noting the number of pedestrians crossing at that time.

QUEUE LENGTH SURVEYS

2.7 Queue length surveys were taken at London Road, Manor Road and Rectory Road at each of the approaches to the surveyed junction. The maximum queue length (in vehicles) was recorded in 5 minute intervals throughout the survey periods. The vehicles were classified as:

- Car / LGV
- OGV 1
- OGV 2 / Bus

2.8 The location at which queue length surveys were recorded is the same as the MCCs and such is shown in Figure 2**Error! Reference source not found.**.

JOURNEY TIME DATA

2.9 As part of the 2015 strategic model development, Trafficmaster data was provided to WSP by the Department for Transport (DfT) for the period between September 2014 and August 2015. This data has been used to derive travel times for key routes through the junction to represent all possible movements through the junction. Information was taken for an average weekday drawn from a month's worth of data.

2.10 Two routes, each surveyed in two directions and travelling through the London Road / Manor Road / Rectory Road have been extracted from the Trafficmaster network for use in validating the VISSIM model.

2.11 Route details are demonstrated in Figure 3.

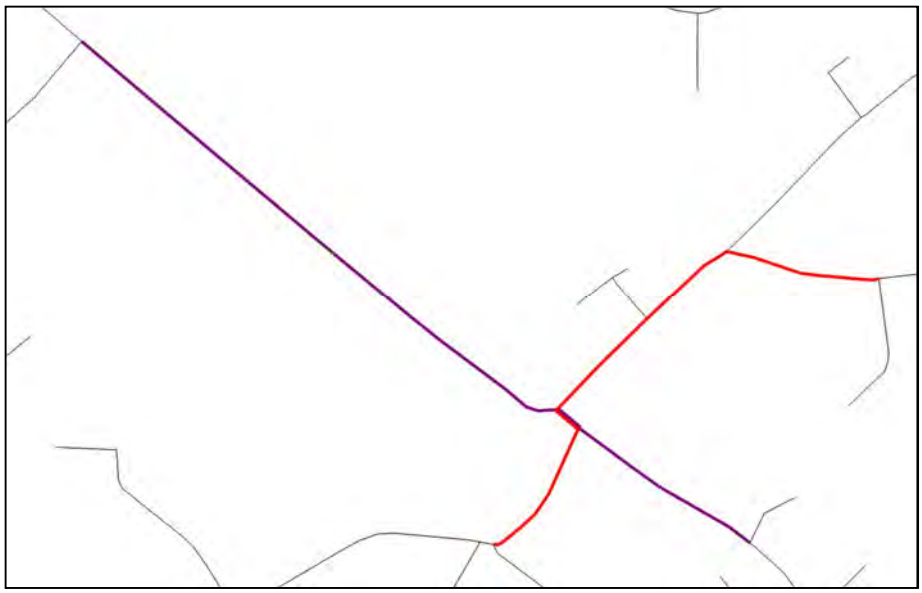


Figure 3 Trafficmaster Journey Time Routes

PUBLIC TRANSPORT

2.12 Public Transport information was obtained from Stagecoach and Regent Coaches websites, which provided timetables and route maps of all bus routes travelling through the modelled area. Bus stops have been modelled with reference to satellite imagery.

3.0 MODEL OVERVIEW

NETWORK DEVELOPMENT

3.1 The baseline microsimulation model has been built within PTV VISSIM 8 and the model coverage is demonstrated in Figure 4**Error! Reference source not found.**.



Figure 4 VISSIM Model Network Extent

3.2 As shown in Figure 4, the model extends:

- North as far as Mongeham Road;
- East to incorporate Middle Deal Road up to Manor Avenue;
- South to Addelam Road; and
- West along Rectory Road.

3.3 Junction layouts were developed using satellite imagery, ensuring they were as accurate as possible. Roads and junctions were coded in detail in order to provide a realistic representation of vehicle interaction.

3.4 Speed limits were applied according to the current restrictions, and further 'reduced speed areas' were coded to represent on-street driving behaviour, for example for reduced speeds of vehicles turning across junctions, at the roundabout, or along a narrow stretch of highway.

3.5 'Priority rules' were coded to reflect the behaviour of interacting vehicles at conflicting movements such as giving way at the London Road roundabout or when entering or exiting the Manor Road priority junction with Rectory Road.

3.6 Bus frequencies and routes were coded according to current timetables obtained from the local bus providers' websites. Due to a lack of data, bus dwell times at the stops within the model were assumed based on video footage (where available).

MODEL TIME PERIODS

3.7 Analysis of the 2015 Dover survey data indicated that the peak hours of traffic demand were as follows:

- AM peak hour 08:00 – 09:00
- PM peak hour 17:00 – 18:00

3.8 Each peak hour model has a simulation time of 5400 seconds, including a fifteen minute (900s) 'warm-up' period prior to the peak hour, during which traffic is loaded onto the network, the actual peak hour as indicated above (3600s), followed by a fifteen minute (900s) 'cool down' period.. This ensures that the model contains a reasonable level of traffic and is therefore representative of normal traffic conditions at the start of the peak hour, accurately simulates the peak hour, and has time to clear any queued vehicles from the model at the end of the simulated hour in the cool down period.

3.9 The whole modelled periods are therefore as follows:

- AM peak modelled period 07:45 – 09:15
- PM peak modelled period 16:45 – 18:15

3.10 Assessment of the traffic conditions is only undertaken on the actual peak hour.

VEHICLE CLASSIFICATION

3.11 The VISSIM model consists of a series of separate vehicle inputs for each vehicle class being modelled enabling the distinctive behaviour of each vehicle class to be defined. The classes used are:

- Car
- LGV
- OGV1
- OGV2
- Motorcycle
- Bus

3.12 Buses are modelled on fixed, timetabled routes. Other buses and coaches observed from the survey counts have been loaded into the model as additional vehicle inputs and assumed to be private hire coach or bus services.

4.0 MODEL CALIBRATION PROCESS

4.1 Calibration of the VISSIM model involves ensuring the model represents the on-site observed conditions by adjusting model inputs and parameters. Vehicle inputs were coded as vehicle routes and as such the model was calibrated against turning counts and pedestrian crossing movements.

4.2 This process involved examination of the network, checking for errors and improving the performance of the model in terms of comparisons with observed data. Those adjustments have included the following:

- Priority rules to replicate driver courtesy, particularly at the Rectory Road junction and to ensure queueing or slow moving vehicles are not 'driven over'
- Separate priority rules were used for HGVs at the roundabout to take into consideration the larger size of such vehicles and hence their slower pace through the junction
- Reduced speed areas were coded onto sections of links to ensure traffic behaviour was realistic, particularly along Manor Road where the carriageway narrows and there is a sharp left turn into Rectory Road, which has been observed to cause delays to following vehicles
- Desired speed decisions were placed around the network to ensure traffic obeyed the relevant speed limits for the various roads around the network

5.0 MODEL CALIBRATION RESULTS

5.1 Where numerical values for modelled and observed situations can be compared, a statistical formula is used, known as the GEH statistic.

5.2 Described in 'Traffic Appraisal in Urban Areas - Chapter 4 (DMRB Vol. 12a, Section 2, Part 1)', the GEH statistic is accepted as the main indicator of the extent to which modelled values match corresponding observed values. It is defined as:

$$GEH^{1} = \sqrt{\frac{(M-C)^2}{(M+C)/2}}$$

Where M = modelled value;

C = observed value.

5.3 The GEH statistic takes into account the size of a number when determining whether another value is significantly different from it. This means large numbers can therefore have larger deviations than smaller numbers and still be acceptably close to one another. Values are considered acceptably close when their GEH is below the value of 5.

5.4 The DMRB provides advice on acceptable values of the main validation measures for traffic models, which are summarised in Table 1.

Table 1 DMRB model calibration and validation criteria

CRITERIA AND MEASURES	ACCEPTABLE GUIDANCE
Assigned hourly flows compared with observed flows	
Individual flows within 15% for flows 700-2700 vph	85% of cases
Individual flows within 100 vph for flows < 700 vph	
Individual flows within 400 vph for flows < 2700 vph	
GEH Statistics	
Individual flows: GEH<=5	>85% of cases
Modelled journey times compared with observed times	
Times within 15% (or 1 minute, if higher)	>85% of routes

[1] The GEH statistic was created by G.E. Havers and the term GEH is taken from his initials.

TURNING COUNTS

5.5 Vehicle turning count and pedestrian crossing data collected through video observations were used to calibrate the model during the AM and PM peak periods. Static vehicle routing decisions have been used to determine the possible movements through the model network for each of the vehicle classes, and vehicle inputs were entered in line with the MCC and pedestrian counts.

5.6 Modelled turning flows were compared to the observed MCC flows separately for light vehicles, heavy vehicles, buses and also total vehicles. For each Origin-Destination path through the junction, the GEH statistic was calculated and compared to assess the level of “fit” with the observed data.

5.7 The flows for AM peak (all vehicles) and PM peak (all vehicles) are shown in Table 2 and Table 3 respectively. A more detailed summary by lights, heavies and buses is shown in Appendix A.

Table 2 Flows AM Peak All (Vehicles)

Vehicle Flow Information
Calibration Statistics
All Vehicles
AM Peak

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	1	London Road / Manor Road	London Road (N)	London Road (S)	1:1:6	404	397	-7	-1.7%	0.3	Pass Low
2	1	London Road / Manor Road	London Road (N)	Manor Road	1:1:4	213	219	6	2.6%	0.4	Pass Low
3	1	London Road / Manor Road	London Road (S)	Manor Road	1:5:4	122	117	-5	-4.0%	0.4	Pass Low
4	1	London Road / Manor Road	London Road (S)	London Road (N)	1:5:2	556	562	6	1.1%	0.3	Pass Low
5	1	London Road / Manor Road	Manor Road	London Road (N)	1:3:2	318	320	2	0.8%	0.1	Pass Low
6	1	London Road / Manor Road	Manor Road	London Road (S)	1:3:6	177	176	-1	-0.7%	0.1	Pass Low
7	2	Manor Road / Rectory Road	Manor Road (N)	Manor Road (S)	2:4:4	239	242	3	1.1%	0.2	Pass Low
8	2	Manor Road / Rectory Road	Manor Road (N)	Rectory Road	2:4:11	96	95	-2	-1.6%	0.2	Pass Low
9	2	Manor Road / Rectory Road	Manor Road (S)	Rectory Road	2:3:11	16	17	1	6.9%	0.3	Pass Low
10	2	Manor Road / Rectory Road	Manor Road (S)	Manor Road (N)	2:3:3	348	350	2	0.7%	0.1	Pass Low
11	2	Manor Road / Rectory Road	Rectory Road	Manor Road (N)	2:8:3	147	146	-2	-1.0%	0.1	Pass Low
12	2	Manor Road / Rectory Road	Rectory Road	Manor Road (S)	2:8:4	1	1	0	0.0%	0.0	Pass Low

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	2637	2641	4	0.1%	0.2

Table 3 Flows PM Peak All (Vehicles)

Vehicle Flow Information
Calibration Statistics
All Vehicles
PM Peak

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	1	London Road / Manor Road	London Road (N)	London Road (S)	1:1:6	428	433	5	1.2%	0.2	Pass Low
2	1	London Road / Manor Road	London Road (N)	Manor Road	1:1:4	329	328	-1	-0.3%	0.1	Pass Low
3	1	London Road / Manor Road	London Road (S)	Manor Road	1:5:4	155	159	4	2.4%	0.3	Pass Low
4	1	London Road / Manor Road	London Road (S)	London Road (N)	1:5:2	284	282	-3	-0.9%	0.1	Pass Low
5	1	London Road / Manor Road	Manor Road	London Road (N)	1:3:2	195	197	2	0.8%	0.1	Pass Low
6	1	London Road / Manor Road	Manor Road	London Road (S)	1:3:6	181	178	-3	-1.5%	0.2	Pass Low
7	2	Manor Road / Rectory Road	Manor Road (N)	Manor Road (S)	2:4:4	352	354	2	0.5%	0.1	Pass Low
8	2	Manor Road / Rectory Road	Manor Road (N)	Rectory Road	2:4:11	132	133	1	0.6%	0.1	Pass Low
9	2	Manor Road / Rectory Road	Manor Road (S)	Rectory Road	2:3:11	37	37	0	0.5%	0.0	Pass Low
10	2	Manor Road / Rectory Road	Manor Road (S)	Manor Road (N)	2:3:3	241	241	0	0.0%	0.0	Pass Low
11	2	Manor Road / Rectory Road	Rectory Road	Manor Road (N)	2:8:3	135	133	-2	-1.3%	0.1	Pass Low
12	2	Manor Road / Rectory Road	Rectory Road	Manor Road (S)	2:8:4	4	4	0	0.0%	0.0	Pass Low

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	2473	2478	5	0.2%	0.1

6.0 MODEL VALIDATION

6.1 The process of model validation is iterative with calibration, in the sense that if the validation criteria is not met after a model run, further adjustments are made to the network or matrix in order to reach both the calibration and validation criteria after the next model run. The distinction between the two lies in the data that the model is compared against.

6.2 Validation is the process of comparing model output against independent sets of observed data that are not used in the matrix development process; in this case queue length data and journey times have been used.

QUEUE COUNTS

6.3 As well as individual turning movements, the total traffic across observed stoplines was compared to ensure the overall volumes of traffic through each junction are accurate in the model. Queue count data observed on Wednesday 21st June was used to validate the queuing observed in the AM and PM peak models.

6.4 On-site observations demonstrated that a lollipop lady is in operation for the half an hour period 08.30 – 09:00, during the AM peak period, and as such signal heads were used in the AM model development to replicate the vehicle queuing that occurs during this time.

6.5 The output from the VISSIM model and graphical comparisons of the modelled average against observed queues are included in Appendix B.

6.6 The results demonstrate that modelled queue lengths in general fall within the range of observed queue lengths in most cases. Queues in the model are generally reflected in the observed data, particularly at the location of the lollipop lady crossing and right-turning vehicles into Rectory Lane, indicating that the models fit reasonably well with observed on-site conditions during these congested periods.

JOURNEY TIMES

6.7 Modelled journey times were compared with observed averages for a series of routes across the model. DMRB requires that modelled journey times should fall within 15% of the observed average (or one minute, whichever is greater) on 85% of surveyed journey time routes.

Table 4 AM Journey Time Summary

			DIFFERENCE (MODELLED – OBSERVED)	
ROUTE	OBSERVED	MODELLED	% Difference	Actual Difference
Northbound	101	84	-16.83	-17
Southbound	66	66	0.00	0
Westbound	54	54	0.00	0
Eastbound	61	54	-11.48	-7

Table 5 PM Journey Time Summary

			DIFFERENCE (MODELLED – OBSERVED)	
ROUTE	OBSERVED	MODELLED	% Difference	Actual Difference
Northbound	53	54	1.89	1
Southbound	57	57	0.00	0
Westbound	53	51	3.92	-2
Eastbound	53	47	-11.32	-6

6.8 Modelled journey times generally showed a strong correlation to observed data, with all routes meeting DMRB criteria and falling within 15% of observed on at least 85% of routes. On route 1 Northbound AM there are some delays observed, with vehicles showing a slightly quicker journey time than observed of 101 seconds whilst in the opposite direction, route 2 southbound showed journey times were the same as observed. However, these discrepancies are minor and show the model to have a good correlation with observed on-street journey times'.

6.9 In the AM peak in particular, the journey times are affected by the queuing caused by the school crossing which is shown to be well reflected in the modelled timings. The summary results of the journey time validation including journey time graphs are presented in Appendix C.

7.0 MODEL SUMMARY

7.1 The 2017 base year VISSIM model of the London Road / Manor Road / Rectory Road has been developed in accordance with DMRB and WebTAG guidance. The model has been developed to cover two peak periods as follows:

- AM peak: 07:45-09:15 hours
- PM peak: 16:45-18:15 hours

7.2 The actual peak hours assessed within these periods are:

- AM peak hour: 08:00-09:00
- PM peak hour: 17:00-18:00

7.3 The highway network was coded in detail with reference satellite imagery. The vehicular inputs were input based on observed MCC survey data, providing full classified vehicle routing.

7.4 The model has been calibrated for the AM and PM peaks, through a comparison of modelled junction turning counts and validated through a comparison of journey times and queue count data.

7.5 The calibration and validation results demonstrate that the VISSIM model satisfies the majority of DMRB criteria and the model is considered to provide a good representation of on-site traffic conditions which are observed to be heavily congested during these periods.

7.6 The model is therefore considered to provide a robust representation of observed 2017 traffic conditions, such that it can be taken forward for the purposes of assessing the highway impacts of various scenarios such as future traffic growth, proposed developments and highway mitigation schemes.

Appendix A

FLOW CALIBRATION

Vehicle Flow Information
Calibration Statistics
All Vehicles
AM Peak

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	1	London Road / Manor Road	London Road (N)	London Road (S)	1:1:6	404	397	-7	-1.7%	0.3	Pass Low
2	1	London Road / Manor Road	London Road (N)	Manor Road	1:1:4	213	219	6	2.6%	0.4	Pass Low
3	1	London Road / Manor Road	London Road (S)	Manor Road	1:5:4	122	117	-5	-4.0%	0.4	Pass Low
4	1	London Road / Manor Road	London Road (S)	London Road (N)	1:5:2	556	562	6	1.1%	0.3	Pass Low
5	1	London Road / Manor Road	Manor Road	London Road (N)	1:3:2	318	320	2	0.8%	0.1	Pass Low
6	1	London Road / Manor Road	Manor Road	London Road (S)	1:3:6	177	176	-1	-0.7%	0.1	Pass Low
7	2	Manor Road / Rectory Road	Manor Road (N)	Manor Road (S)	2:4:4	239	242	3	1.1%	0.2	Pass Low
8	2	Manor Road / Rectory Road	Manor Road (N)	Rectory Road	2:4:11	96	95	-2	-1.6%	0.2	Pass Low
9	2	Manor Road / Rectory Road	Manor Road (S)	Rectory Road	2:3:11	16	17	1	6.9%	0.3	Pass Low
10	2	Manor Road / Rectory Road	Manor Road (S)	Manor Road (N)	2:3:3	348	350	2	0.7%	0.1	Pass Low
11	2	Manor Road / Rectory Road	Rectory Road	Manor Road (N)	2:8:3	147	146	-2	-1.0%	0.1	Pass Low
12	2	Manor Road / Rectory Road	Rectory Road	Manor Road (S)	2:8:4	1	1	0	0.0%	0.0	Pass Low

Vehicle Flow Information
Calibration Statistics
Buses Vehicles
AM Peak

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	1	London Road / Manor Road	London Road (N	London Road (S	1:1:6	10	10	0	0.0%	0.0	Pass Low
2	1	London Road / Manor Road	London Road (N	Manor Road	1:1:4	0	0	0		0.0	Pass Low
3	1	London Road / Manor Road	London Road (S	Manor Road	1:5:4	4	4	0	2.5%	0.0	Pass Low
4	1	London Road / Manor Road	London Road (S	London Road (N	1:5:2	2	2	0	0.0%	0.0	Pass Low
5	1	London Road / Manor Road	Manor Road	London Road (N	1:3:2	1	1	0	0.0%	0.0	Pass Low
6	1	London Road / Manor Road	Manor Road	London Road (S	1:3:6	3	3	0	-3.3%	0.1	Pass Low
7	2	Manor Road / Rectory Road	Manor Road (N	Manor Road (S)	2:4:4	0	0	0		0.0	Pass Low
8	2	Manor Road / Rectory Road	Manor Road (N	Rectory Road	2:4:11	4	4	0	2.5%	0.0	Pass Low
9	2	Manor Road / Rectory Road	Manor Road (S	Rectory Road	2:3:11	0	0	0		0.0	Pass Low
10	2	Manor Road / Rectory Road	Manor Road (S	Manor Road (N)	2:3:3	3	3	0	0.0%	0.0	Pass Low
11	2	Manor Road / Rectory Road	Rectory Road	Manor Road (N)	2:8:3	1	1	0	-10.0%	0.1	Pass Low
12	2	Manor Road / Rectory Road	Rectory Road	Manor Road (S)	2:8:4	0	0	0		0.0	Pass Low

Vehicle Flow Information
Calibration Statistics
Heavies Vehicles
AM Peak

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	1	London Road / Manor Road	London Road (N	London Road (S	1:1:6	8	8	0	-3.8%	0.1	Pass Low
2	1	London Road / Manor Road	London Road (N	Manor Road	1:1:4	4	4	0	7.5%	0.1	Pass Low
3	1	London Road / Manor Road	London Road (S	Manor Road	1:5:4	3	2	-1	-33.3%	0.6	Pass Low
4	1	London Road / Manor Road	London Road (S	London Road (N	1:5:2	5	5	0	-4.0%	0.1	Pass Low
5	1	London Road / Manor Road	Manor Road	London Road (N	1:3:2	2	2	0	0.0%	0.0	Pass Low
6	1	London Road / Manor Road	Manor Road	London Road (S	1:3:6	4	4	0	2.5%	0.0	Pass Low
7	2	Manor Road / Rectory Road	Manor Road (N	Manor Road (S)	2:4:4	6	5	-1	-13.3%	0.3	Pass Low
8	2	Manor Road / Rectory Road	Manor Road (N	Rectory Road	2:4:11	1	1	0	10.0%	0.1	Pass Low
9	2	Manor Road / Rectory Road	Manor Road (S	Rectory Road	2:3:11	1	1	0	0.0%	0.0	Pass Low
10	2	Manor Road / Rectory Road	Manor Road (S	Manor Road (N)	2:3:3	3	3	0	0.0%	0.0	Pass Low
11	2	Manor Road / Rectory Road	Rectory Road	Manor Road (N)	2:8:3	3	3	0	3.3%	0.1	Pass Low
12	2	Manor Road / Rectory Road	Rectory Road	Manor Road (S)	2:8:4	0	0	0		0.0	Pass Low

Vehicle Flow Information
Calibration Statistics
Lights Vehicles
AM Peak

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	1	London Road / Manor Road	London Road (N	London Road (S	1:1:6	386	379	-7	-1.7%	0.3	Pass Low
2	1	London Road / Manor Road	London Road (N	Manor Road	1:1:4	209	214	5	2.5%	0.4	Pass Low
3	1	London Road / Manor Road	London Road (S	Manor Road	1:5:4	115	111	-4	-3.5%	0.4	Pass Low
4	1	London Road / Manor Road	London Road (S	London Road (N	1:5:2	549	555	6	1.1%	0.3	Pass Low
5	1	London Road / Manor Road	Manor Road	London Road (N	1:3:2	315	317	2	0.8%	0.1	Pass Low
6	1	London Road / Manor Road	Manor Road	London Road (S	1:3:6	170	169	-1	-0.8%	0.1	Pass Low
7	2	Manor Road / Rectory Road	Manor Road (N	Manor Road (S)	2:4:4	233	236	3	1.5%	0.2	Pass Low
8	2	Manor Road / Rectory Road	Manor Road (N	Rectory Road	2:4:11	91	89	-2	-1.9%	0.2	Pass Low
9	2	Manor Road / Rectory Road	Manor Road (S	Rectory Road	2:3:11	15	16	1	7.3%	0.3	Pass Low
10	2	Manor Road / Rectory Road	Manor Road (S	Manor Road (N)	2:3:3	342	344	2	0.7%	0.1	Pass Low
11	2	Manor Road / Rectory Road	Rectory Road	Manor Road (N)	2:8:3	143	142	-2	-1.0%	0.1	Pass Low
12	2	Manor Road / Rectory Road	Rectory Road	Manor Road (S)	2:8:4	1	1	0	0.0%	0.0	Pass Low

Vehicle Flow Information
Calibration Statistics
All Vehicles
PM Peak

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	1	London Road / Manor Road	London Road (N)	London Road (S)	1:1:6	428	433	5	1.2%	0.2	Pass Low
2	1	London Road / Manor Road	London Road (N)	Manor Road	1:1:4	329	328	-1	-0.3%	0.1	Pass Low
3	1	London Road / Manor Road	London Road (S)	Manor Road	1:5:4	155	159	4	2.4%	0.3	Pass Low
4	1	London Road / Manor Road	London Road (S)	London Road (N)	1:5:2	284	282	-3	-0.9%	0.1	Pass Low
5	1	London Road / Manor Road	Manor Road	London Road (N)	1:3:2	195	197	2	0.8%	0.1	Pass Low
6	1	London Road / Manor Road	Manor Road	London Road (S)	1:3:6	181	178	-3	-1.5%	0.2	Pass Low
7	2	Manor Road / Rectory Road	Manor Road (N)	Manor Road (S)	2:4:4	352	354	2	0.5%	0.1	Pass Low
8	2	Manor Road / Rectory Road	Manor Road (N)	Rectory Road	2:4:11	132	133	1	0.6%	0.1	Pass Low
9	2	Manor Road / Rectory Road	Manor Road (S)	Rectory Road	2:3:11	37	37	0	0.5%	0.0	Pass Low
10	2	Manor Road / Rectory Road	Manor Road (S)	Manor Road (N)	2:3:3	241	241	0	0.0%	0.0	Pass Low
11	2	Manor Road / Rectory Road	Rectory Road	Manor Road (N)	2:8:3	135	133	-2	-1.3%	0.1	Pass Low
12	2	Manor Road / Rectory Road	Rectory Road	Manor Road (S)	2:8:4	4	4	0	0.0%	0.0	Pass Low

Vehicle Flow Information
Calibration Statistics
Buses Vehicles
PM Peak

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	1	London Road / Manor Road	London Road (N	London Road (S	1:1:6	4	4	0	0.0%	0.0	Pass Low
2	1	London Road / Manor Road	London Road (N	Manor Road	1:1:4	1	1	0	-20.0%	0.2	Pass Low
3	1	London Road / Manor Road	London Road (S	Manor Road	1:5:4	2	2	0	0.0%	0.0	Pass Low
4	1	London Road / Manor Road	London Road (S	London Road (N	1:5:2	2	2	0	0.0%	0.0	Pass Low
5	1	London Road / Manor Road	Manor Road	London Road (N	1:3:2	0	0	0		0.0	Pass Low
6	1	London Road / Manor Road	Manor Road	London Road (S	1:3:6	2	2	0	0.0%	0.0	Pass Low
7	2	Manor Road / Rectory Road	Manor Road (N	Manor Road (S)	2:4:4	1	1	0	-20.0%	0.2	Pass Low
8	2	Manor Road / Rectory Road	Manor Road (N	Rectory Road	2:4:11	2	2	0	0.0%	0.0	Pass Low
9	2	Manor Road / Rectory Road	Manor Road (S	Rectory Road	2:3:11	0	0	0		0.0	Pass Low
10	2	Manor Road / Rectory Road	Manor Road (S	Manor Road (N)	2:3:3	2	2	0	0.0%	0.0	Pass Low
11	2	Manor Road / Rectory Road	Rectory Road	Manor Road (N)	2:8:3	0	0	0		0.0	Pass Low
12	2	Manor Road / Rectory Road	Rectory Road	Manor Road (S)	2:8:4	0	0	0		0.0	Pass Low

Vehicle Flow Information
Calibration Statistics
Heavies Vehicles
PM Peak

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	1	London Road / Manor Road	London Road (N	London Road (S	1:1:6	1	1	0	10.0%	0.1	Pass Low
2	1	London Road / Manor Road	London Road (N	Manor Road	1:1:4	1	1	0	-10.0%	0.1	Pass Low
3	1	London Road / Manor Road	London Road (S	Manor Road	1:5:4	0	0	0		0.0	Pass Low
4	1	London Road / Manor Road	London Road (S	London Road (N	1:5:2	1	1	0	-10.0%	0.1	Pass Low
5	1	London Road / Manor Road	Manor Road	London Road (N	1:3:2	2	2	0	0.0%	0.0	Pass Low
6	1	London Road / Manor Road	Manor Road	London Road (S	1:3:6	1	1	0	0.0%	0.0	Pass Low
7	2	Manor Road / Rectory Road	Manor Road (N	Manor Road (S)	2:4:4	1	1	0	-10.0%	0.1	Pass Low
8	2	Manor Road / Rectory Road	Manor Road (N	Rectory Road	2:4:11	0	0	0		0.0	Pass Low
9	2	Manor Road / Rectory Road	Manor Road (S	Rectory Road	2:3:11	0	0	0		0.0	Pass Low
10	2	Manor Road / Rectory Road	Manor Road (S	Manor Road (N)	2:3:3	2	2	0	0.0%	0.0	Pass Low
11	2	Manor Road / Rectory Road	Rectory Road	Manor Road (N)	2:8:3	1	1	0	0.0%	0.0	Pass Low
12	2	Manor Road / Rectory Road	Rectory Road	Manor Road (S)	2:8:4	0	0	0		0.0	Pass Low

Vehicle Flow Information
Calibration Statistics
Lights Vehicles
PM Peak

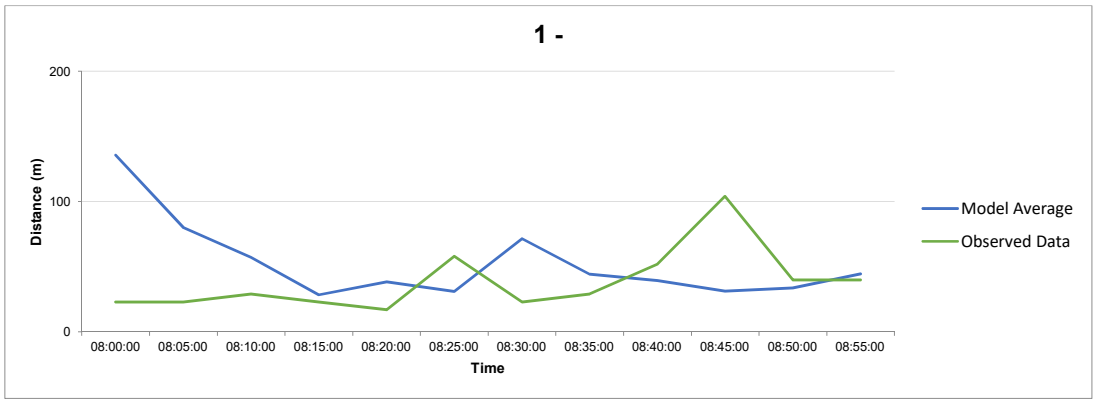
Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	1	London Road / Manor Road	London Road (N	London Road (S	1:1:6	423	428	5	1.2%	0.2	Pass Low
2	1	London Road / Manor Road	London Road (N	Manor Road	1:1:4	327	326	-1	-0.2%	0.0	Pass Low
3	1	London Road / Manor Road	London Road (S	Manor Road	1:5:4	153	157	4	2.4%	0.3	Pass Low
4	1	London Road / Manor Road	London Road (S	London Road (N	1:5:2	281	279	-2	-0.9%	0.1	Pass Low
5	1	London Road / Manor Road	Manor Road	London Road (N	1:3:2	193	195	2	0.8%	0.1	Pass Low
6	1	London Road / Manor Road	Manor Road	London Road (S	1:3:6	178	175	-3	-1.6%	0.2	Pass Low
7	2	Manor Road / Rectory Road	Manor Road (N	Manor Road (S)	2:4:4	350	352	2	0.5%	0.1	Pass Low
8	2	Manor Road / Rectory Road	Manor Road (N	Rectory Road	2:4:11	130	131	1	0.6%	0.1	Pass Low
9	2	Manor Road / Rectory Road	Manor Road (S	Rectory Road	2:3:11	37	37	0	0.5%	0.0	Pass Low
10	2	Manor Road / Rectory Road	Manor Road (S	Manor Road (N)	2:3:3	237	237	0	0.0%	0.0	Pass Low
11	2	Manor Road / Rectory Road	Rectory Road	Manor Road (N)	2:8:3	134	132	-2	-1.3%	0.1	Pass Low
12	2	Manor Road / Rectory Road	Rectory Road	Manor Road (S)	2:8:4	4	4	0	0.0%	0.0	Pass Low

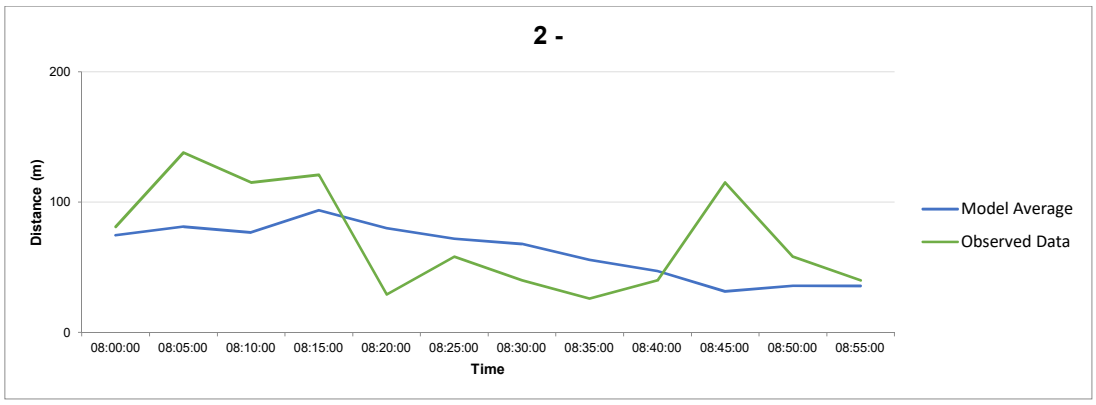
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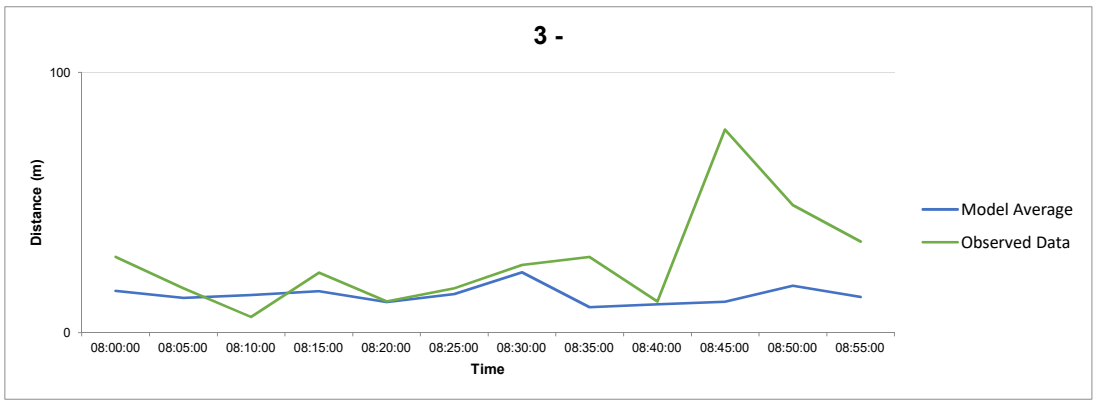
QUEUE VALIDATION

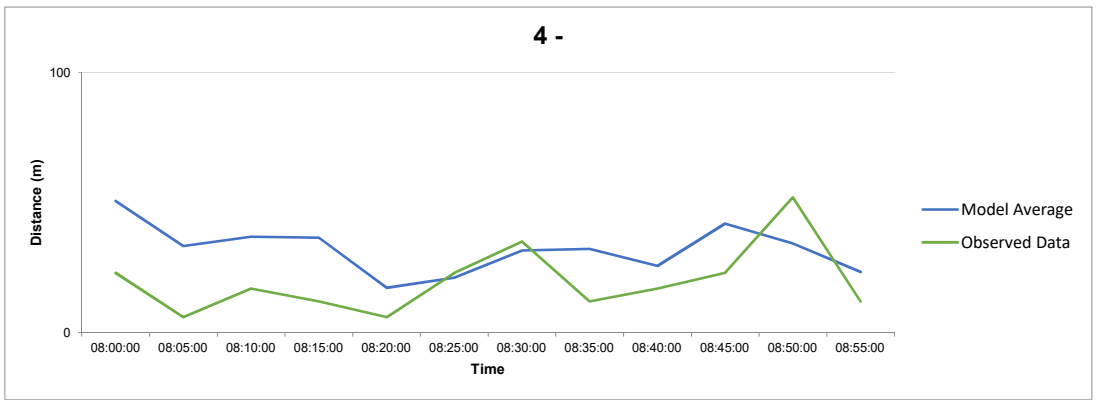
Queue Graphs

Junction Number 1
AM Peak



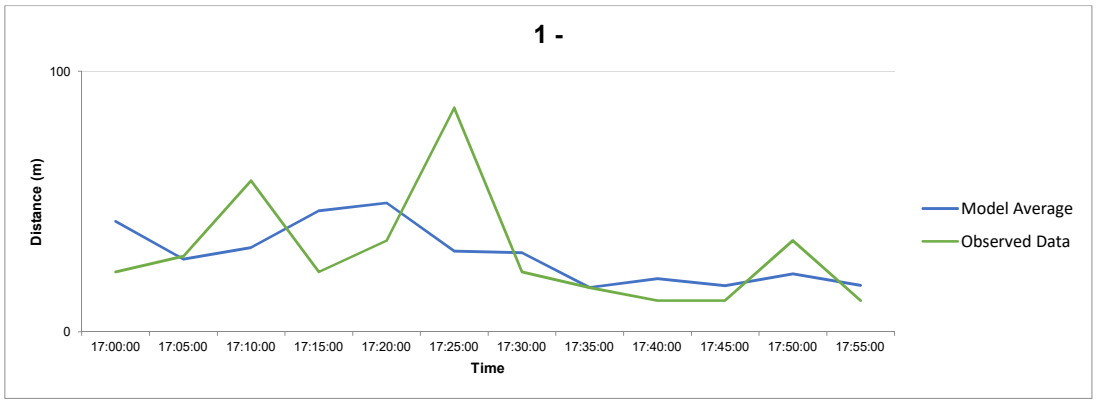


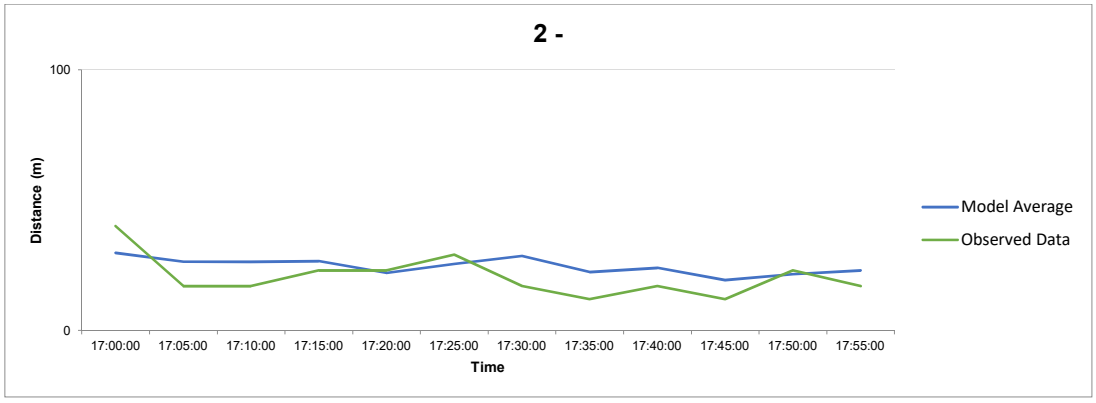


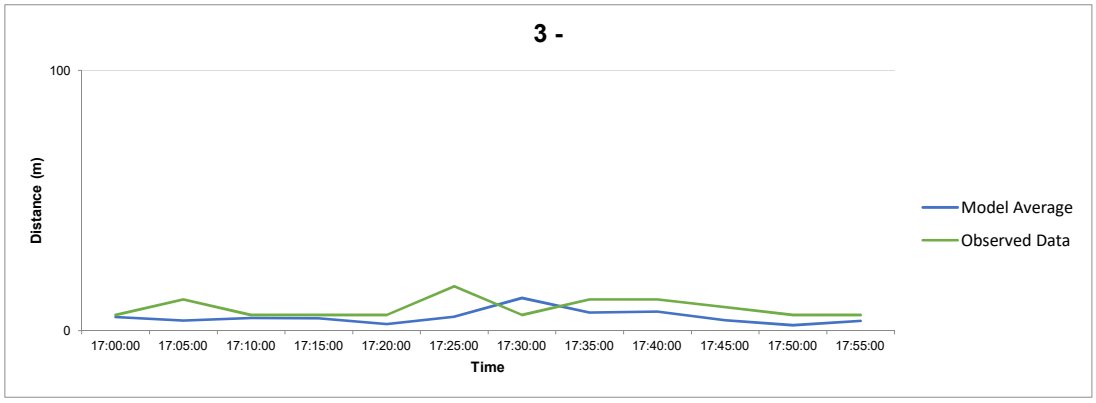


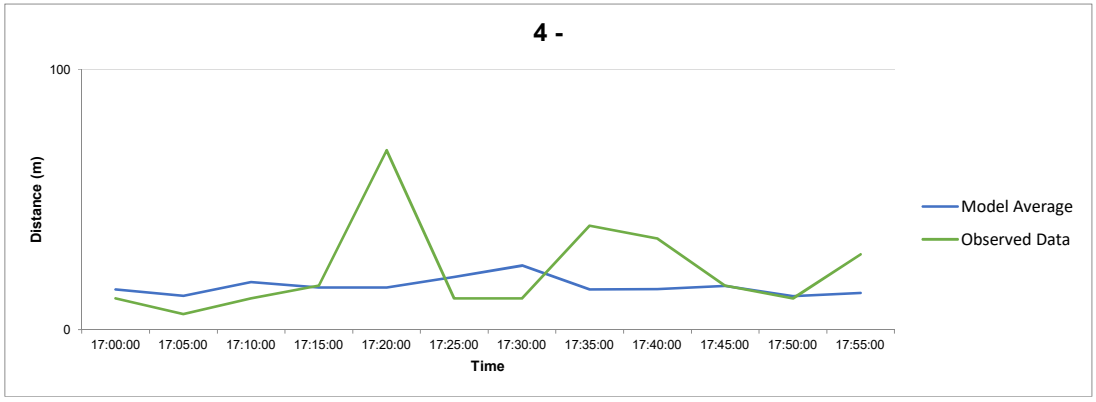
Queue Graphs

Junction Number 1
PM Peak







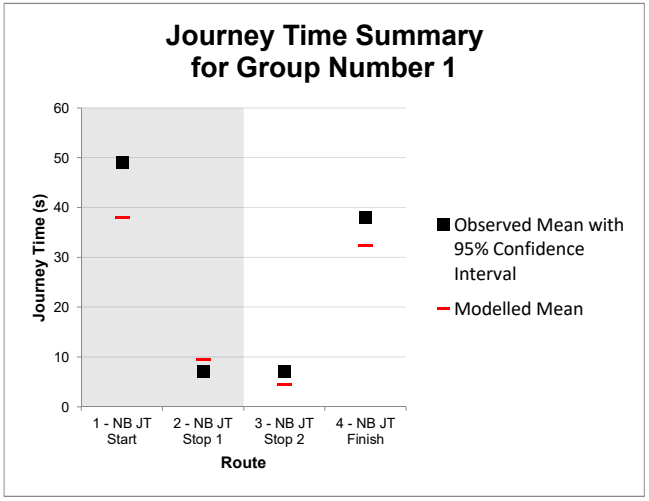


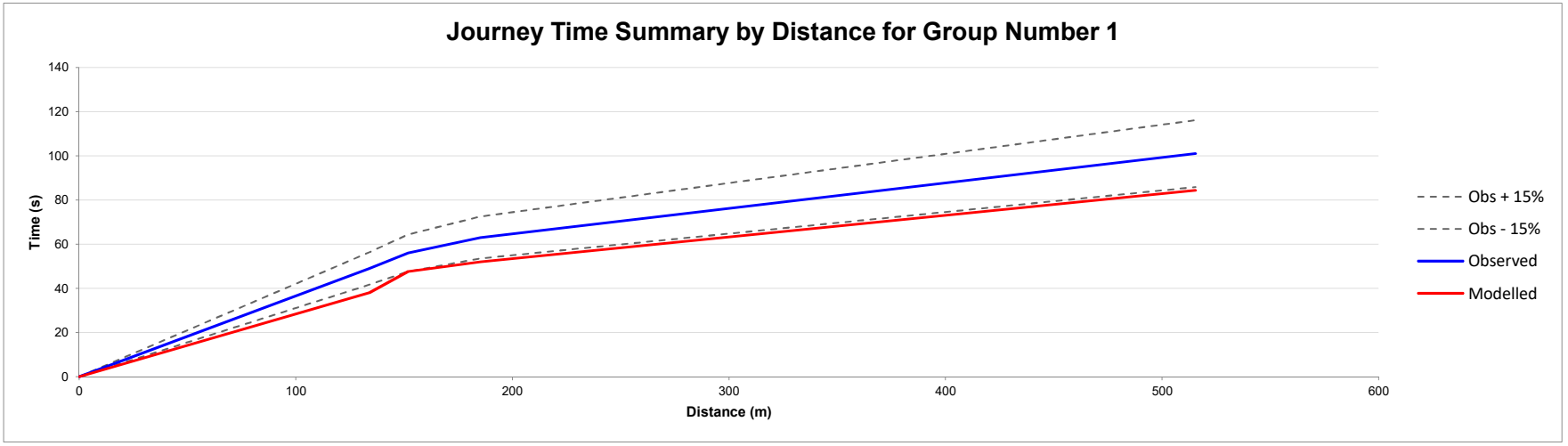
Appendix C

JOURNEY TIME VALIDATION

Journey Times
Validation Statistics

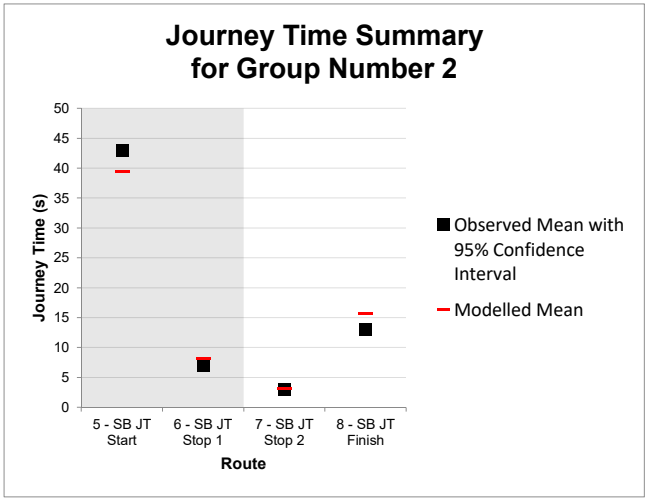
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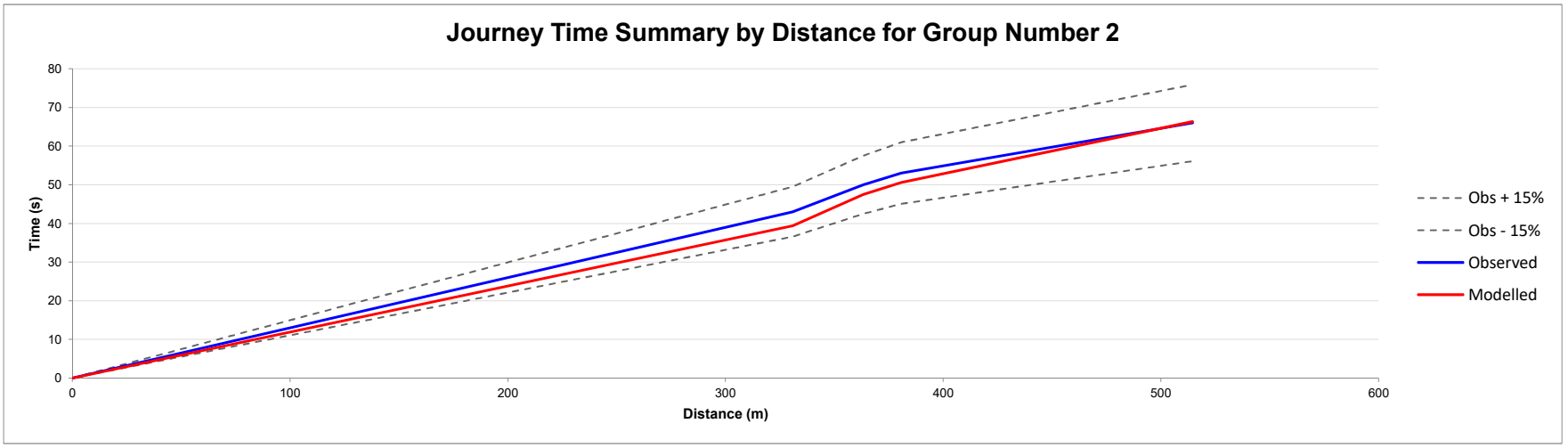




Journey Times
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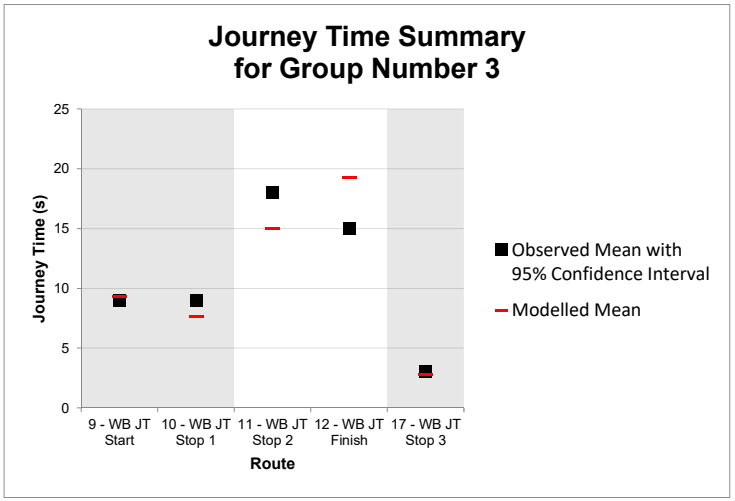
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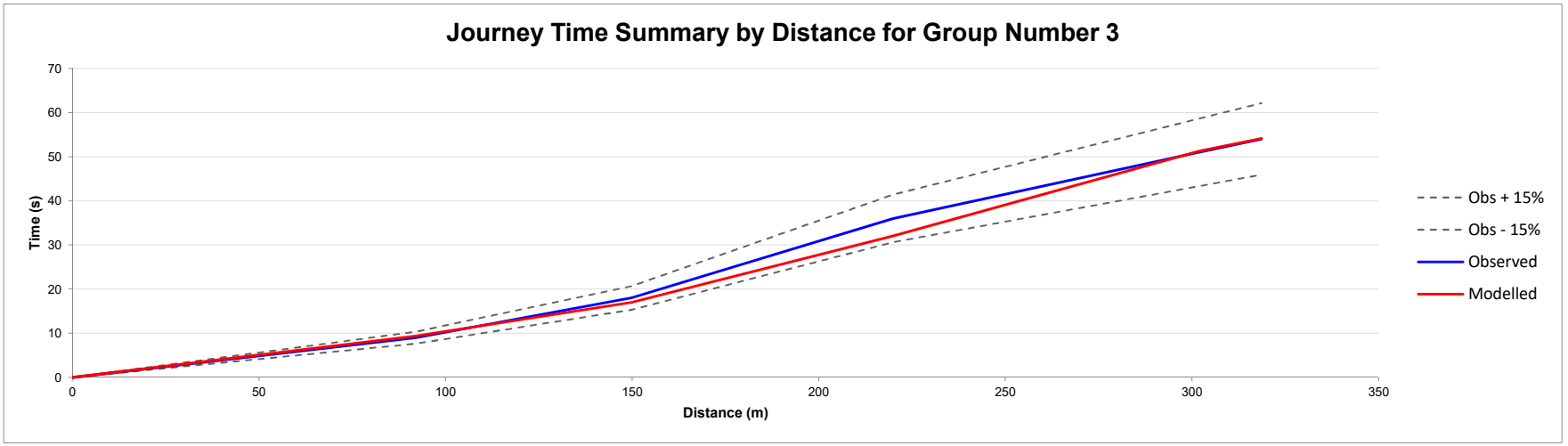




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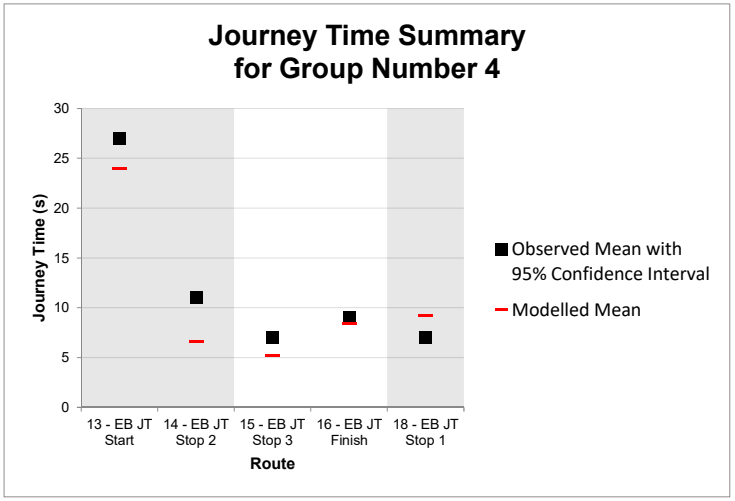
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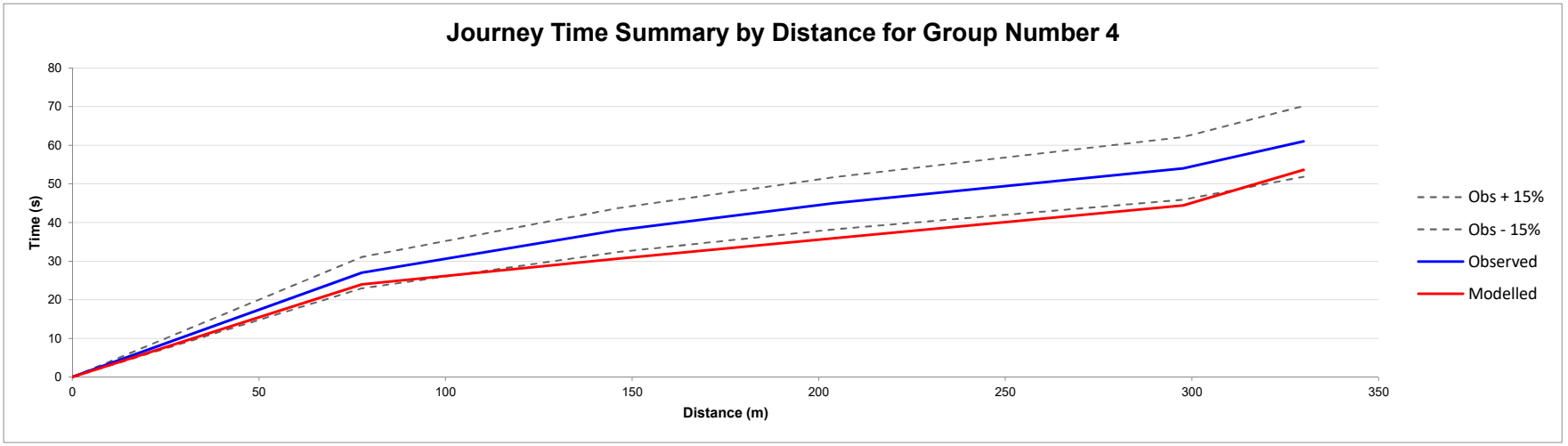




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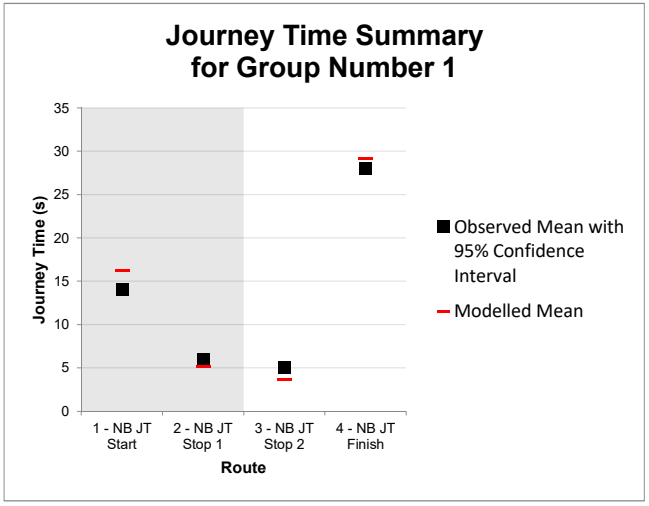
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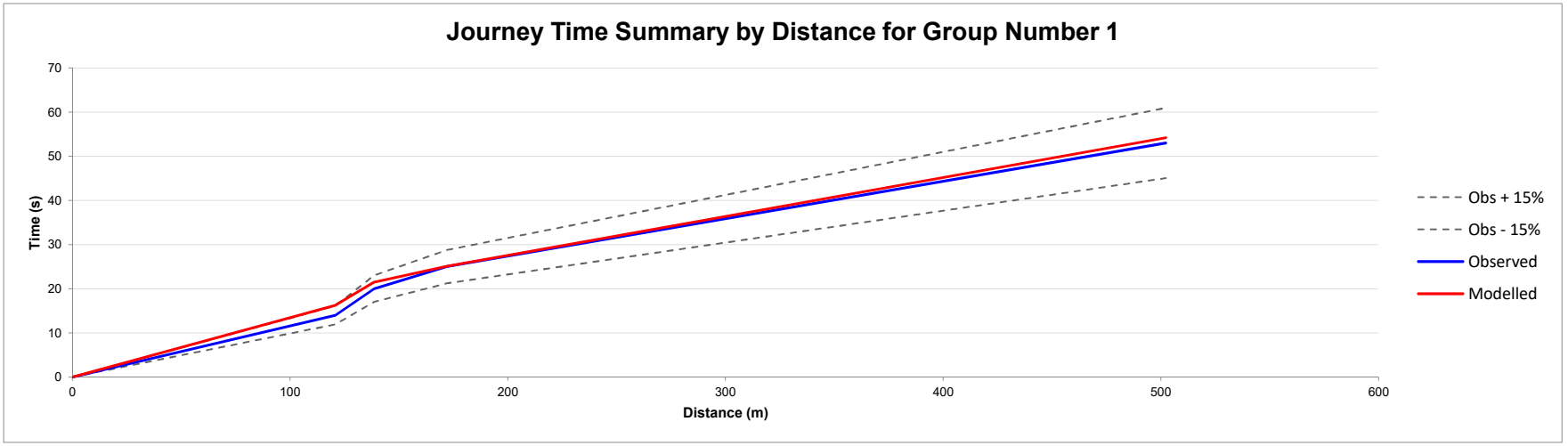




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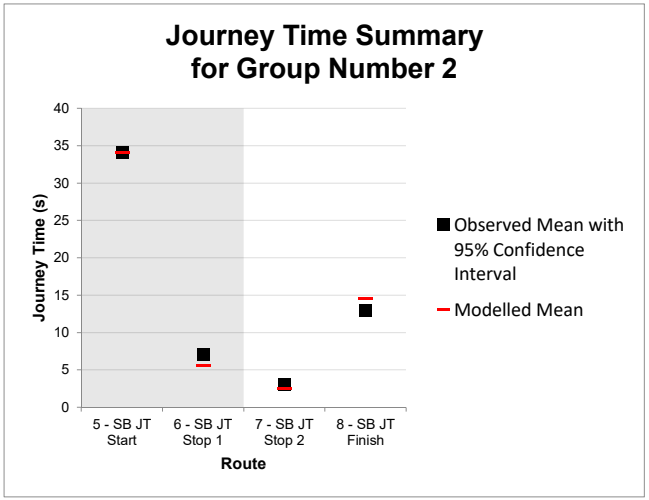
PM Peak

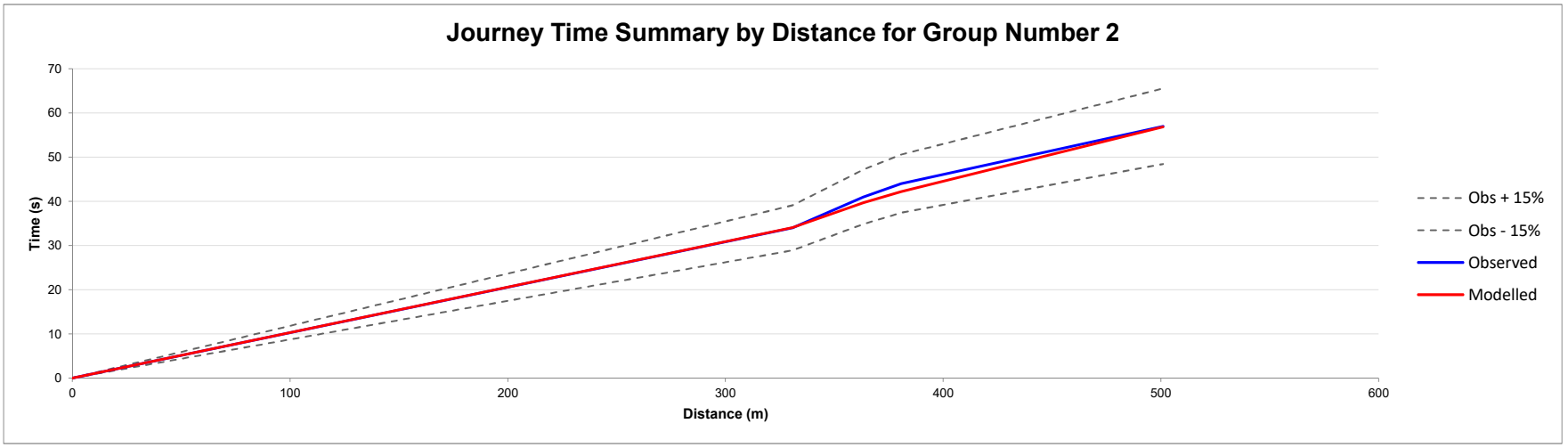




Journey Times
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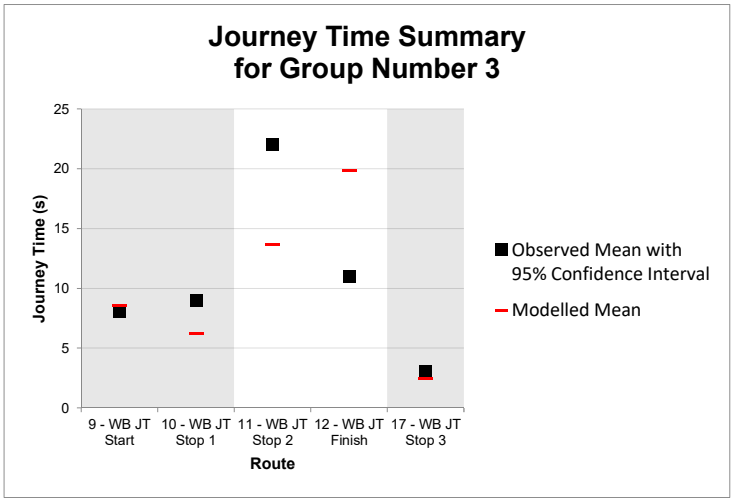
PM Peak

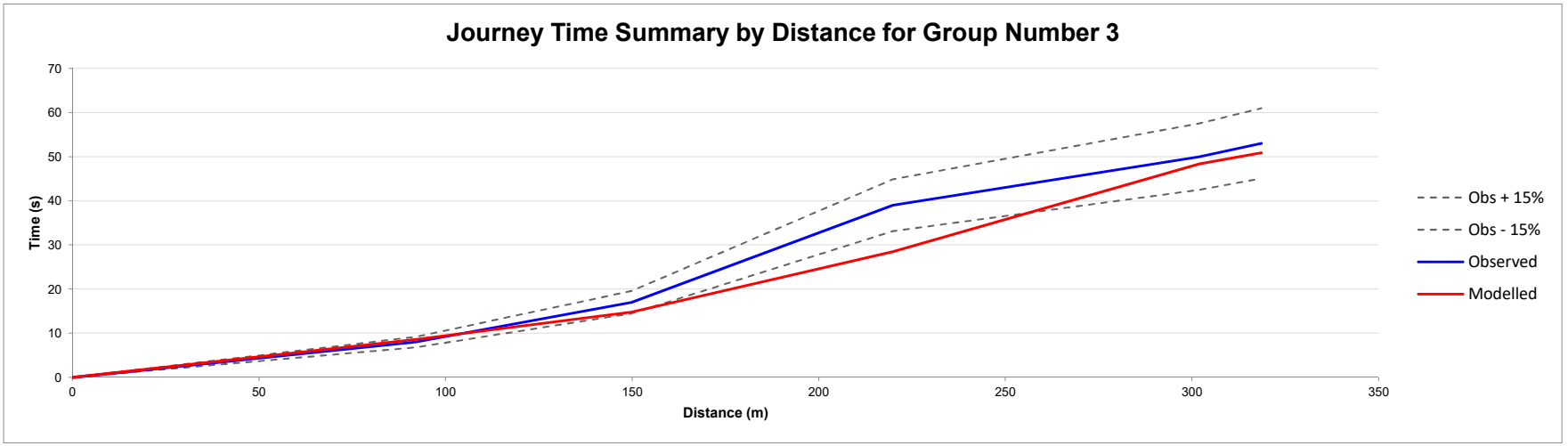




Journey Times
Validation Statistics

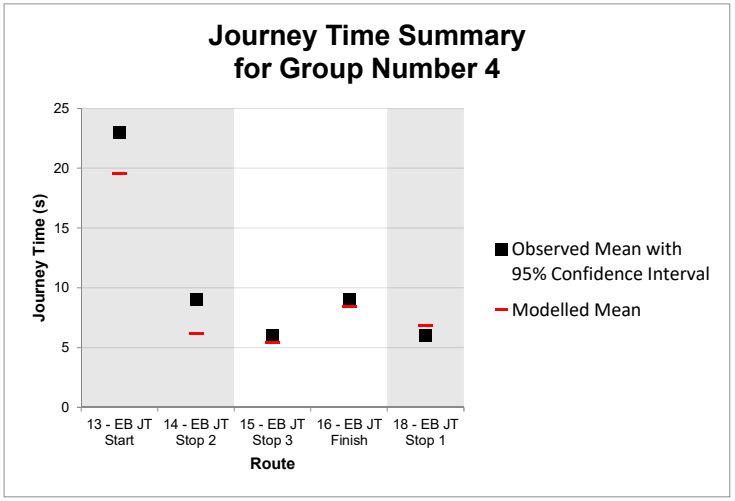
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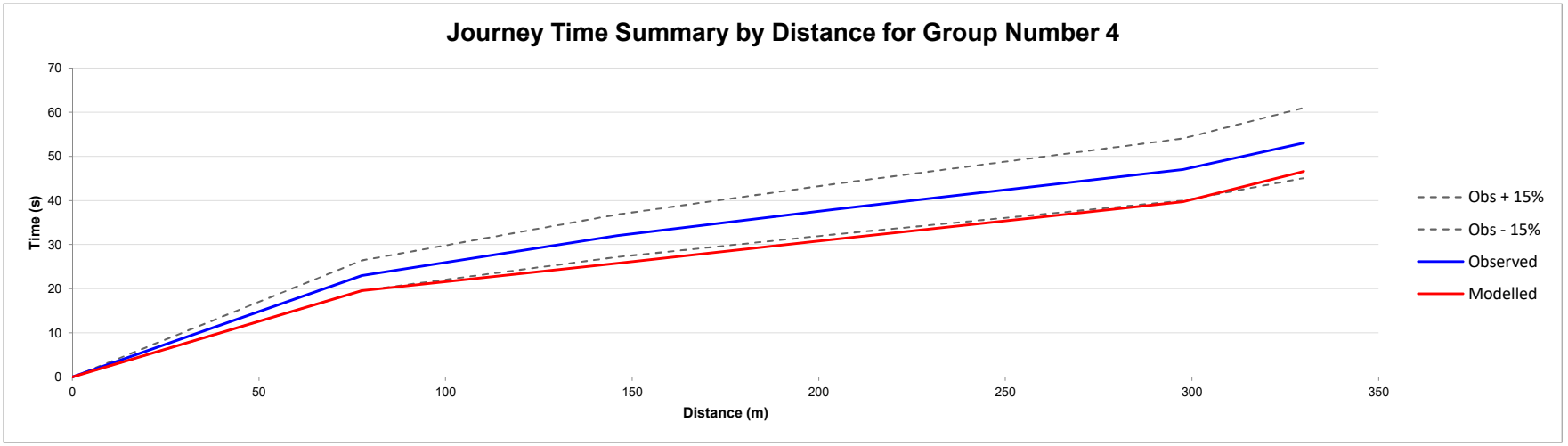




Journey Times
Validation Statistics

PM Peak





Appendix N

VISSIM FORECASTING

Public

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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Filename: Whitfield Roundabout.j9
Path: C:\Users\INVN01911\Desktop\Dover\2020.12.09\2020.12.09
Report generation date: 12/16/2020 10:16:21 AM

»2016 Base Year, AM
»2016 Base Year, PM
»2040 DM, AM
»2040 DM, PM
»2040 DS, AM
»2040 DS, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2016 Base Year								
1 - A2 W	11.7	34.85	0.93	D	4.7	16.83	0.82	C
2 - A258 Sandwich Road N	8.4	41.87	0.92	E	1.1	8.00	0.53	A
3 - A2 E	1.4	5.40	0.56	A	0.8	3.63	0.41	A
4 - Honeywood Road	3.4	15.47	0.76	C	2.9	11.27	0.74	B
5 - Whitfield Hill	11.4	55.23	0.95	F	13.6	57.55	0.96	F
2040 DM								
1 - A2 W	58.5	133.25	1.06	F	38.0	95.60	1.03	F
2 - A258 Sandwich Road N	5.8	32.69	0.86	D	4.4	26.27	0.83	D
3 - A2 E	3.5	9.41	0.77	A	2.3	6.42	0.68	A
4 - Honeywood Road	91.2	281.37	1.19	F	164.8	498.67	1.33	F
5 - Whitfield Hill	244.7	1148.96	1.56	F	657.5	2886.24	2.01	F
2040 DS								
1 - A2 W	75.1	161.44	1.08	F	54.3	121.71	1.05	F
2 - A258 Sandwich Road N	11.7	56.69	0.95	F	2.6	15.98	0.73	C
3 - A2 E	4.9	13.09	0.82	B	3.7	9.57	0.78	A
4 - Honeywood Road	205.9	723.86	1.49	F	231.6	790.58	1.52	F
5 - Whitfield Hill	215.9	1135.37	1.51	F	517.0	2326.72	1.85	F

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

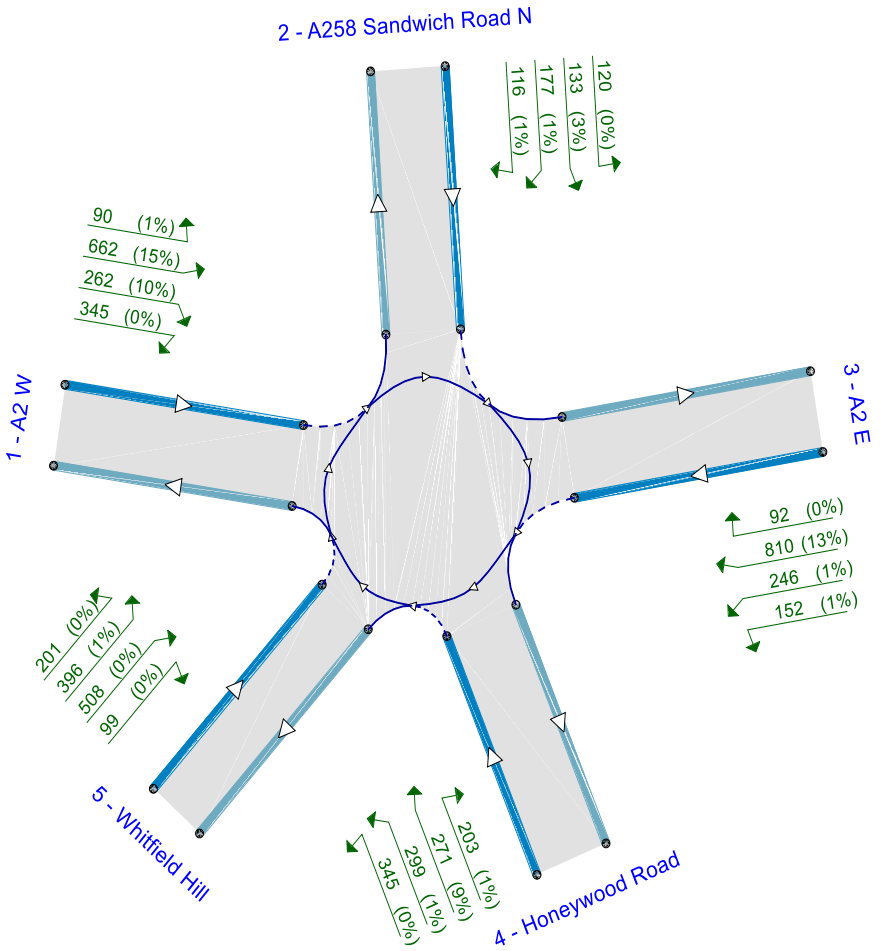
File summary

File Description

Title	Dover Junction Modelling
Location	51.144147, 1.331522
Site number	1
Date	11/9/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INJV01568
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 Base Year	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016 Base Year	PM	ONE HOUR	16:45	18:15	15	✓
D3	2040 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2040 DM	PM	ONE HOUR	16:45	18:15	15	✓
D5	2040 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2040 DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)

A1	✓	100.000	100.000

2016 Base Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J1	Duke of York Roundabout	Standard Roundabout		1, 2, 3, 4, 5	30.10	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A2 W	
2	A258 Sandwich Road N	
3	A2 E	
4	Honeywood Road	
5	Whitfield Hill	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A2 W	7.58	9.03	2.7	26.0	82.0	23.0	
2 - A258 Sandwich Road N	3.19	7.71	18.3	12.2	82.0	34.5	
3 - A2 E	7.95	8.73	12.1	15.3	82.0	37.0	
4 - Honeywood Road	7.27	7.41	1.2	35.3	82.0	27.0	
5 - Whitfield Hill	3.31	8.85	15.7	20.7	82.0	44.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - A2 W	Direct		-500
2 - A258 Sandwich Road N	None		
3 - A2 E	None		
4 - Honeywood Road	Direct		-400
5 - Whitfield Hill	Direct		-220

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A2 W	0.599	2046
2 - A258 Sandwich Road N	0.450	1650
3 - A2 E	0.576	2502
4 - Honeywood Road	0.563	1904
5 - Whitfield Hill	0.459	1487

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 Base Year	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A2 W		ONE HOUR	✓	1169	100.000
2 - A258 Sandwich Road N		ONE HOUR	✓	705	100.000
3 - A2 E		ONE HOUR	✓	860	100.000
4 - Honeywood Road		ONE HOUR	✓	732	100.000
5 - Whitfield Hill		ONE HOUR	✓	720	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To	1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
1 - A2 W		60	53	656	236	164
2 - A258 Sandwich Road N		111	3	135	215	241
3 - A2 E		488	86	7	67	212
4 - Honeywood Road		191	222	101	17	201
5 - Whitfield Hill		147	185	160	228	0

Proportions

From	To	1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
1 - A2 W		0.05	0.05	0.56	0.20	0.14
2 - A258 Sandwich Road N		0.16	0.00	0.19	0.30	0.34
3 - A2 E		0.57	0.10	0.01	0.08	0.25
4 - Honeywood Road		0.26	0.30	0.14	0.02	0.27
5 - Whitfield Hill		0.20	0.26	0.22	0.32	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
From	1 - A2 W	15	2	23	4	5
	2 - A258 Sandwich Road N	2	50	3	4	1
	3 - A2 E	20	6	0	11	3
	4 - Honeywood Road	14	7	15	0	4
	5 - Whitfield Hill	5	2	3	5	0

Average PCU Per Veh

		To				
		1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
From	1 - A2 W	1.150	1.020	1.230	1.040	1.050
	2 - A258 Sandwich Road N	1.020	1.500	1.030	1.040	1.010
	3 - A2 E	1.200	1.060	1.000	1.110	1.030
	4 - Honeywood Road	1.140	1.070	1.150	1.000	1.040
	5 - Whitfield Hill	1.050	1.020	1.030	1.050	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - A2 W	07:45-08:00	880	880
	08:00-08:15	1051	1051
	08:15-08:30	1287	1287
	08:30-08:45	1287	1287
	08:45-09:00	1051	1051
	09:00-09:15	880	880
2 - A258 Sandwich Road N	07:45-08:00	531	531
	08:00-08:15	634	634
	08:15-08:30	776	776
	08:30-08:45	776	776
	08:45-09:00	634	634
	09:00-09:15	531	531
3 - A2 E	07:45-08:00	647	647
	08:00-08:15	773	773
	08:15-08:30	947	947
	08:30-08:45	947	947
	08:45-09:00	773	773
	09:00-09:15	647	647
4 - Honeywood Road	07:45-08:00	551	551
	08:00-08:15	658	658
	08:15-08:30	806	806
	08:30-08:45	806	806
	08:45-09:00	658	658
	09:00-09:15	551	551
5 - Whitfield Hill	07:45-08:00	542	542
	08:00-08:15	647	647
	08:15-08:30	793	793
	08:30-08:45	793	793
	08:45-09:00	647	647

	09:00-09:15	542	542

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A2 W	0.93	34.85	11.7	D	1073	1609
2 - A258 Sandwich Road N	0.92	41.87	8.4	E	647	970
3 - A2 E	0.56	5.40	1.4	A	789	1184
4 - Honeywood Road	0.76	15.47	3.4	C	672	1008
5 - Whitfield Hill	0.95	55.23	11.4	F	661	991

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	880	220	754	1594	0.552	875	747	0.0	1.4	5.689	A
2 - A258 Sandwich Road N	531	133	1218	1102	0.482	527	411	0.0	0.9	6.385	A
3 - A2 E	647	162	953	1953	0.331	645	792	0.0	0.6	3.104	A
4 - Honeywood Road	551	138	1028	1326	0.416	548	571	0.0	0.8	5.015	A
5 - Whitfield Hill	542	136	964	1045	0.519	538	612	0.0	1.1	7.296	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1051	263	903	1505	0.698	1046	894	1.4	2.6	8.892	A
2 - A258 Sandwich Road N	634	158	1458	994	0.638	631	492	0.9	1.8	10.070	B
3 - A2 E	773	193	1140	1846	0.419	772	948	0.6	0.8	3.786	A
4 - Honeywood Road	658	165	1230	1212	0.543	656	683	0.8	1.3	7.015	A
5 - Whitfield Hill	647	162	1153	958	0.675	643	733	1.1	2.1	11.711	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1287	322	1085	1396	0.922	1258	1084	2.6	9.7	25.820	D
2 - A258 Sandwich Road N	776	194	1750	862	0.900	756	593	1.8	6.8	30.269	D
3 - A2 E	947	237	1367	1715	0.552	945	1139	0.8	1.4	5.264	A
4 - Honeywood Road	806	201	1493	1064	0.757	798	819	1.3	3.2	14.327	B
5 - Whitfield Hill	793	198	1404	843	0.940	764	887	2.1	9.1	38.307	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1287	322	1103	1385	0.929	1279	1094	9.7	11.7	34.854	D
2 - A258 Sandwich Road N	776	194	1781	848	0.915	770	602	6.8	8.4	41.870	E
3 - A2 E	947	237	1393	1700	0.557	947	1158	1.4	1.4	5.397	A
4 - Honeywood Road	806	201	1506	1057	0.763	805	834	3.2	3.4	15.469	C
5 - Whitfield Hill	793	198	1414	839	0.945	784	897	9.1	11.4	55.228	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1051	263	940	1483	0.709	1086	913	11.7	2.9	11.253	B
2 - A258 Sandwich Road N	634	158	1519	966	0.656	659	507	8.4	2.0	12.974	B
3 - A2 E	773	193	1193	1816	0.426	775	986	1.4	0.8	3.921	A
4 - Honeywood Road	658	165	1255	1198	0.549	666	713	3.4	1.3	7.467	A
5 - Whitfield Hill	647	162	1169	951	0.681	684	752	11.4	2.3	15.744	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	880	220	765	1588	0.554	886	754	2.9	1.4	5.919	A
2 - A258 Sandwich Road N	531	133	1235	1094	0.485	535	416	2.0	1.0	6.652	A
3 - A2 E	647	162	967	1945	0.333	649	803	0.8	0.6	3.139	A

4 - Honeywood Road	551	138	1037	1321	0.417	553	578	1.3	0.8	5.118	A
5 - Whitfield Hill	542	136	972	1042	0.520	547	619	2.3	1.1	7.617	A

2016 Base Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J1	Duke of York Roundabout	Standard Roundabout		1, 2, 3, 4, 5	20.69	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2016 Base Year	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A2 W		ONE HOUR	✓	956	100.000
2 - A258 Sandwich Road N		ONE HOUR	✓	473	100.000
3 - A2 E		ONE HOUR	✓	715	100.000
4 - Honeywood Road		ONE HOUR	✓	851	100.000
5 - Whitfield Hill		ONE HOUR	✓	812	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To					
		1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
	1 - A2 W	17	79	516	206	138
	2 - A258 Sandwich Road N	42	0	94	147	190
	3 - A2 E	401	102	4	70	138
	4 - Honeywood Road	172	242	117	4	316
	5 - Whitfield Hill	124	328	183	175	2

Proportions

From	To					
		1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
	1 - A2 W	0.02	0.08	0.54	0.22	0.14
	2 - A258 Sandwich Road N	0.09	0.00	0.20	0.31	0.40
	3 - A2 E	0.56	0.14	0.01	0.10	0.19
	4 - Honeywood Road	0.20	0.28	0.14	0.00	0.37
	5 - Whitfield Hill	0.15	0.40	0.23	0.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
	1 - A2 W	0	1	19	10	3
	2 - A258 Sandwich Road N	0	0	0	4	1
	3 - A2 E	22	0	0	31	0
	4 - Honeywood Road	5	3	3	0	1
	5 - Whitfield Hill	2	1	1	2	0

Average PCU Per Veh

From	To					
		1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
	1 - A2 W	1.000	1.010	1.190	1.100	1.030
	2 - A258 Sandwich Road N	1.000	1.000	1.000	1.040	1.010
	3 - A2 E	1.220	1.000	1.000	1.310	1.000
	4 - Honeywood Road	1.050	1.030	1.030	1.000	1.010
	5 - Whitfield Hill	1.020	1.010	1.010	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - A2 W	16:45-17:00	720	720
	17:00-17:15	859	859
	17:15-17:30	1053	1053
	17:30-17:45	1053	1053
	17:45-18:00	859	859
	18:00-18:15	720	720
2 - A258 Sandwich Road N	16:45-17:00	356	356
	17:00-17:15	425	425
	17:15-17:30	521	521

	17:30-17:45	521	521
	17:45-18:00	425	425
	18:00-18:15	356	356
3 - A2 E	16:45-17:00	538	538
	17:00-17:15	643	643
	17:15-17:30	787	787
	17:30-17:45	787	787
	17:45-18:00	643	643
	18:00-18:15	538	538
4 - Honeywood Road	16:45-17:00	641	641
	17:00-17:15	765	765
	17:15-17:30	937	937
	17:30-17:45	937	937
	17:45-18:00	765	765
	18:00-18:15	641	641
5 - Whitfield Hill	16:45-17:00	611	611
	17:00-17:15	730	730
	17:15-17:30	894	894
	17:30-17:45	894	894
	17:45-18:00	730	730
	18:00-18:15	611	611

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A2 W	0.82	16.83	4.7	C	877	1316
2 - A258 Sandwich Road N	0.53	8.00	1.1	A	434	651
3 - A2 E	0.41	3.63	0.8	A	656	984
4 - Honeywood Road	0.74	11.27	2.9	B	781	1171
5 - Whitfield Hill	0.96	57.55	13.6	F	745	1118

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	720	180	865	1528	0.471	716	567	0.0	1.0	4.963	A
2 - A258 Sandwich Road N	356	89	1019	1191	0.299	354	562	0.0	0.4	4.361	A
3 - A2 E	538	135	689	2105	0.256	537	684	0.0	0.4	2.618	A

4 - Honeywood Road	641	160	776	1468	0.436	638	451	0.0	0.8	4.433	A
5 - Whitfield Hill	611	153	826	1109	0.551	606	587	0.0	1.2	7.198	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	859	215	1035	1426	0.603	857	678	1.0	1.7	7.080	A
2 - A258 Sandwich Road N	425	106	1220	1101	0.386	424	673	0.4	0.6	5.399	A
3 - A2 E	643	161	825	2027	0.317	642	819	0.4	0.5	2.966	A
4 - Honeywood Road	765	191	928	1382	0.554	763	539	0.8	1.3	5.953	A
5 - Whitfield Hill	730	182	988	1034	0.706	726	703	1.2	2.3	11.656	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1053	263	1243	1302	0.809	1042	825	1.7	4.4	14.992	B
2 - A258 Sandwich Road N	521	130	1474	987	0.528	519	811	0.6	1.1	7.788	A
3 - A2 E	787	197	1001	1926	0.409	786	992	0.5	0.8	3.604	A
4 - Honeywood Road	937	234	1135	1266	0.740	931	653	1.3	2.8	10.837	B
5 - Whitfield Hill	894	224	1207	934	0.958	861	858	2.3	10.7	38.958	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1053	263	1264	1289	0.817	1051	831	4.4	4.7	16.829	C
2 - A258 Sandwich Road N	521	130	1493	978	0.533	521	822	1.1	1.1	7.996	A
3 - A2 E	787	197	1011	1920	0.410	787	1003	0.8	0.8	3.627	A
4 - Honeywood Road	937	234	1138	1264	0.741	937	660	2.8	2.9	11.268	B
5 - Whitfield Hill	894	224	1212	931	0.960	883	863	10.7	13.6	57.548	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service

1 - A2 W	859	215	1080	1399	0.614	871	689	4.7	1.8	7.830	A
2 - A258 Sandwich Road N	425	106	1255	1085	0.392	427	696	1.1	0.7	5.576	A
3 - A2 E	643	161	843	2017	0.319	644	839	0.8	0.5	2.998	A
4 - Honeywood Road	765	191	933	1379	0.555	771	554	2.9	1.3	6.140	A
5 - Whitfield Hill	730	182	995	1031	0.708	774	710	13.6	2.6	16.436	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	720	180	876	1521	0.473	723	571	1.8	1.0	5.092	A
2 - A258 Sandwich Road N	356	89	1031	1186	0.300	357	568	0.7	0.4	4.418	A
3 - A2 E	538	135	696	2101	0.256	539	691	0.5	0.4	2.633	A
4 - Honeywood Road	641	160	780	1465	0.437	643	455	1.3	0.8	4.501	A
5 - Whitfield Hill	611	153	831	1106	0.553	617	592	2.6	1.3	7.529	A

2040 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J1	Duke of York Roundabout	Standard Roundabout		1, 2, 3, 4, 5	304.70	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2040 DM	AM	ONE HOUR	07:45	09:15	15	✓

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

✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A2 W		ONE HOUR	✓	1325	100.000
2 - A258 Sandwich Road N		ONE HOUR	✓	621	100.000
3 - A2 E		ONE HOUR	✓	1230	100.000
4 - Honeywood Road		ONE HOUR	✓	965	100.000
5 - Whitfield Hill		ONE HOUR	✓	926	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
1 - A2 W	0	110	755	309	151
2 - A258 Sandwich Road N	156	0	74	203	188
3 - A2 E	721	148	0	78	283
4 - Honeywood Road	271	222	257	0	215
5 - Whitfield Hill	188	147	309	282	0

Proportions

From \ To	1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
1 - A2 W	0.00	0.08	0.57	0.23	0.11
2 - A258 Sandwich Road N	0.25	0.00	0.12	0.33	0.30
3 - A2 E	0.59	0.12	0.00	0.06	0.23
4 - Honeywood Road	0.28	0.23	0.27	0.00	0.22
5 - Whitfield Hill	0.20	0.16	0.33	0.30	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
1 - A2 W	0	1	11	4	5
2 - A258 Sandwich Road N	9	0	5	5	4
3 - A2 E	12	9	0	6	1
4 - Honeywood Road	10	13	4	0	6
5 - Whitfield Hill	2	3	0	0	0

Average PCU Per Veh

From \ To	1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
1 - A2 W	1.000	1.009	1.114	1.043	1.049
2 - A258 Sandwich Road N	1.092	1.000	1.047	1.049	1.041
3 - A2 E	1.125	1.091	1.000	1.060	1.014
4 - Honeywood Road	1.095	1.130	1.042	1.000	1.057
5 - Whitfield Hill	1.016	1.031	1.003	1.004	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - A2 W	07:45-08:00	998	998
	08:00-08:15	1191	1191
	08:15-08:30	1459	1459
	08:30-08:45	1459	1459
	08:45-09:00	1191	1191
	09:00-09:15	998	998
2 - A258 Sandwich Road N	07:45-08:00	468	468
	08:00-08:15	558	558
	08:15-08:30	684	684
	08:30-08:45	684	684
	08:45-09:00	558	558
	09:00-09:15	468	468
3 - A2 E	07:45-08:00	926	926
	08:00-08:15	1106	1106
	08:15-08:30	1354	1354
	08:30-08:45	1354	1354
	08:45-09:00	1106	1106
	09:00-09:15	926	926
4 - Honeywood Road	07:45-08:00	727	727
	08:00-08:15	868	868
	08:15-08:30	1062	1062
	08:30-08:45	1062	1062
	08:45-09:00	868	868
	09:00-09:15	727	727
5 - Whitfield Hill	07:45-08:00	697	697
	08:00-08:15	832	832
	08:15-08:30	1020	1020
	08:30-08:45	1020	1020
	08:45-09:00	832	832
	09:00-09:15	697	697

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A2 W	1.06	133.25	58.5	F	1216	1824
2 - A258 Sandwich Road N	0.86	32.69	5.8	D	570	855
3 - A2 E	0.77	9.41	3.5	A	1129	1693
4 - Honeywood Road	1.19	281.37	91.2	F	886	1328
5 - Whitfield Hill	1.56	1148.96	244.7	F	850	1275

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	998	249	1013	1439	0.693	988	998	0.0	2.4	8.446	A
2 - A258 Sandwich Road N	468	117	1534	960	0.487	464	467	0.0	1.0	7.609	A
3 - A2 E	926	232	959	1950	0.475	922	1038	0.0	1.0	3.802	A
4 - Honeywood Road	727	182	1233	1210	0.600	720	648	0.0	1.6	7.830	A
5 - Whitfield Hill	697	174	1328	878	0.794	683	626	0.0	3.5	17.532	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1191	298	1149	1358	0.877	1174	1177	2.4	6.6	19.589	C
2 - A258 Sandwich Road N	558	140	1778	850	0.657	554	545	1.0	1.9	12.717	B
3 - A2 E	1106	276	1122	1856	0.596	1103	1211	1.0	1.6	5.190	A
4 - Honeywood Road	868	217	1474	1075	0.807	857	751	1.6	4.1	17.143	C
5 - Whitfield Hill	832	208	1585	760	1.095	741	747	3.5	26.5	89.923	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1459	365	1126	1372	1.064	1345	1341	6.6	35.0	67.519	F
2 - A258 Sandwich Road N	684	171	1889	800	0.855	671	582	1.9	5.2	27.115	D
3 - A2 E	1354	339	1258	1778	0.762	1347	1302	1.6	3.3	8.959	A
4 - Honeywood Road	1062	266	1787	899	1.182	887	818	4.1	48.0	119.283	F
5 - Whitfield Hill	1020	255	1810	657	1.551	657	864	26.5	117.1	405.559	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1459	365	1125	1372	1.063	1365	1347	35.0	58.5	133.254	F

2 - A258 Sandwich Road N	684	171	1905	792	0.863	681	585	5.2	5.8	32.690	D
3 - A2 E	1354	339	1273	1769	0.765	1354	1314	3.3	3.5	9.412	A
4 - Honeywood Road	1062	266	1801	891	1.193	890	826	48.0	91.2	281.371	F
5 - Whitfield Hill	1020	255	1819	653	1.561	653	871	117.1	208.8	879.504	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1191	298	1201	1327	0.898	1303	1229	58.5	30.6	126.151	F
2 - A258 Sandwich Road N	558	140	1912	789	0.707	571	592	5.8	2.7	18.285	C
3 - A2 E	1106	276	1165	1832	0.604	1113	1318	3.5	1.7	5.510	A
4 - Honeywood Road	868	217	1507	1056	0.821	1044	771	91.2	47.1	238.958	F
5 - Whitfield Hill	832	208	1741	689	1.208	689	810	208.8	244.7	1148.964	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	998	249	1204	1325	0.753	1106	1082	30.6	3.5	25.924	D
2 - A258 Sandwich Road N	468	117	1770	853	0.548	473	540	2.7	1.3	10.141	B
3 - A2 E	926	232	1046	1900	0.487	929	1197	1.7	1.0	4.048	A
4 - Honeywood Road	727	182	1258	1196	0.607	908	717	47.1	1.7	25.545	D
5 - Whitfield Hill	697	174	1481	808	0.863	805	685	244.7	217.7	1034.416	F

2040 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J1	Duke of York Roundabout	Standard Roundabout		1, 2, 3, 4, 5	832.31	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2040 DM	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A2 W		ONE HOUR	✓	1254	100.000
2 - A258 Sandwich Road N		ONE HOUR	✓	572	100.000
3 - A2 E		ONE HOUR	✓	1162	100.000
4 - Honeywood Road		ONE HOUR	✓	1148	100.000
5 - Whitfield Hill		ONE HOUR	✓	1328	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
From	1 - A2 W	0	75	731	227	221
	2 - A258 Sandwich Road N	187	0	133	100	152
	3 - A2 E	652	100	0	172	238
	4 - Honeywood Road	233	200	324	0	391
	5 - Whitfield Hill	186	315	639	188	0

Proportions

		To				
		1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
From	1 - A2 W	0.00	0.06	0.58	0.18	0.18
	2 - A258 Sandwich Road N	0.33	0.00	0.23	0.17	0.27
	3 - A2 E	0.56	0.09	0.00	0.15	0.20
	4 - Honeywood Road	0.20	0.17	0.28	0.00	0.34
	5 - Whitfield Hill	0.14	0.24	0.48	0.14	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
From	1 - A2 W	0	2	12	11	0
	2 - A258 Sandwich Road N	0	0	0	4	1
	3 - A2 E	17	0	0	1	1
	4 - Honeywood Road	1	13	1	0	0
	5 - Whitfield Hill	0	1	0	0	0

Average PCU Per Veh

		To				
		1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
From	1 - A2 W	1.000	1.016	1.124	1.105	1.002
	2 - A258 Sandwich Road N	1.005	1.000	1.002	1.036	1.010
	3 - A2 E	1.172	1.000	1.000	1.009	1.007
	4 - Honeywood Road	1.012	1.133	1.007	1.000	1.003
	5 - Whitfield Hill	1.005	1.008	1.001	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - A2 W	16:45-17:00	944	944
	17:00-17:15	1127	1127
	17:15-17:30	1381	1381
	17:30-17:45	1381	1381
	17:45-18:00	1127	1127
	18:00-18:15	944	944
2 - A258 Sandwich Road N	16:45-17:00	431	431
	17:00-17:15	514	514
	17:15-17:30	630	630
	17:30-17:45	630	630
	17:45-18:00	514	514
	18:00-18:15	431	431
3 - A2 E	16:45-17:00	875	875
	17:00-17:15	1045	1045
	17:15-17:30	1279	1279
	17:30-17:45	1279	1279
	17:45-18:00	1045	1045
	18:00-18:15	875	875
4 - Honeywood Road	16:45-17:00	864	864
	17:00-17:15	1032	1032
	17:15-17:30	1264	1264
	17:30-17:45	1264	1264
	17:45-18:00	1032	1032
	18:00-18:15	864	864
5 - Whitfield Hill	16:45-17:00	1000	1000
	17:00-17:15	1194	1194
	17:15-17:30	1462	1462
	17:30-17:45	1462	1462
	17:45-18:00	1194	1194

	18:00-18:15	1000	1000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A2 W	1.03	95.60	38.0	F	1151	1726
2 - A258 Sandwich Road N	0.83	26.27	4.4	D	525	787
3 - A2 E	0.68	6.42	2.3	A	1066	1599
4 - Honeywood Road	1.33	498.67	164.8	F	1053	1580
5 - Whitfield Hill	2.01	2886.24	657.5	F	1219	1828

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	944	236	1220	1315	0.718	933	925	0.0	2.7	10.017	B
2 - A258 Sandwich Road N	431	108	1665	900	0.478	427	488	0.0	0.9	7.628	A
3 - A2 E	875	219	785	2050	0.427	872	1307	0.0	0.8	3.331	A
4 - Honeywood Road	864	216	1160	1251	0.691	855	497	0.0	2.2	9.139	A
5 - Whitfield Hill	1000	250	1268	906	1.104	877	748	0.0	30.6	75.694	F

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1127	282	1234	1307	0.863	1114	1068	2.7	6.0	19.139	C
2 - A258 Sandwich Road N	514	129	1827	827	0.621	511	521	0.9	1.6	11.412	B
3 - A2 E	1045	261	903	1982	0.527	1043	1436	0.8	1.2	4.183	A
4 - Honeywood Road	1032	258	1388	1123	0.919	1008	558	2.2	8.3	27.582	D
5 - Whitfield Hill	1194	298	1507	796	1.499	796	889	30.6	130.2	385.603	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1381	345	1170	1345	1.027	1304	1214	6.0	25.1	54.769	F
2 - A258 Sandwich Road N	630	157	1948	773	0.815	621	526	1.6	3.9	22.573	C
3 - A2 E	1279	320	1045	1900	0.673	1275	1523	1.2	2.2	6.255	A
4 - Honeywood Road	1264	316	1684	956	1.321	953	636	8.3	86.1	189.392	F
5 - Whitfield Hill	1462	366	1657	728	2.010	728	980	130.2	313.8	1100.097	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1381	345	1168	1346	1.025	1329	1218	25.1	38.0	95.598	F
2 - A258 Sandwich Road N	630	157	1970	763	0.825	628	527	3.9	4.4	26.270	D
3 - A2 E	1279	320	1060	1892	0.676	1279	1538	2.2	2.3	6.416	A
4 - Honeywood Road	1264	316	1696	950	1.331	949	643	86.1	164.8	459.698	F
5 - Whitfield Hill	1462	366	1659	726	2.013	726	987	313.8	497.7	2017.068	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1127	282	1250	1298	0.869	1241	1089	38.0	9.5	69.078	F
2 - A258 Sandwich Road N	514	129	1953	771	0.667	523	537	4.4	2.1	15.187	C
3 - A2 E	1045	261	953	1953	0.535	1049	1523	2.3	1.3	4.368	A
4 - Honeywood Road	1032	258	1422	1104	0.935	1097	580	164.8	148.5	498.671	F
5 - Whitfield Hill	1194	298	1573	766	1.559	766	946	497.7	604.7	2547.631	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	944	236	1317	1257	0.751	968	995	9.5	3.5	14.603	B
2 - A258 Sandwich Road N	431	108	1750	862	0.499	435	535	2.1	1.0	8.598	A
3 - A2 E	875	219	791	2047	0.427	877	1393	1.3	0.8	3.369	A

4 - Honeywood Road	864	216	1175	1243	0.695	1234	493	148.5	56.0	300.501	F
5 - Whitfield Hill	1000	250	1523	789	1.268	789	886	604.7	657.5	2886.241	F

2040 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J1	Duke of York Roundabout	Standard Roundabout		1, 2, 3, 4, 5	380.74	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2040 DS	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A2 W		ONE HOUR	✓	1432	100.000
2 - A258 Sandwich Road N		ONE HOUR	✓	719	100.000
3 - A2 E		ONE HOUR	✓	1263	100.000
4 - Honeywood Road		ONE HOUR	✓	1076	100.000
5 - Whitfield Hill		ONE HOUR	✓	851	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To					
		1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
	1 - A2 W	0	166	720	443	103
	2 - A258 Sandwich Road N	289	0	48	156	226
	3 - A2 E	698	147	0	74	344
	4 - Honeywood Road	391	265	219	0	201
	5 - Whitfield Hill	213	140	315	183	0

Proportions

From	To					
		1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
	1 - A2 W	0.00	0.12	0.50	0.31	0.07
	2 - A258 Sandwich Road N	0.40	0.00	0.07	0.22	0.31
	3 - A2 E	0.55	0.12	0.00	0.06	0.27
	4 - Honeywood Road	0.36	0.25	0.20	0.00	0.19
	5 - Whitfield Hill	0.25	0.16	0.37	0.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
	1 - A2 W	0	1	12	3	7
	2 - A258 Sandwich Road N	5	0	8	7	4
	3 - A2 E	13	10	0	7	1
	4 - Honeywood Road	6	10	5	0	6
	5 - Whitfield Hill	1	3	0	1	0

Average PCU Per Veh

From	To					
		1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
	1 - A2 W	1.000	1.006	1.120	1.030	1.074
	2 - A258 Sandwich Road N	1.050	1.000	1.077	1.067	1.036
	3 - A2 E	1.132	1.095	1.000	1.066	1.012
	4 - Honeywood Road	1.061	1.101	1.048	1.000	1.058
	5 - Whitfield Hill	1.013	1.031	1.003	1.006	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - A2 W	07:45-08:00	1078	1078
	08:00-08:15	1287	1287
	08:15-08:30	1577	1577
	08:30-08:45	1577	1577
	08:45-09:00	1287	1287
	09:00-09:15	1078	1078
2 - A258 Sandwich Road N	07:45-08:00	541	541
	08:00-08:15	646	646
	08:15-08:30	792	792

	08:30-08:45	792	792
	08:45-09:00	646	646
	09:00-09:15	541	541
3 - A2 E	07:45-08:00	951	951
	08:00-08:15	1135	1135
	08:15-08:30	1391	1391
	08:30-08:45	1391	1391
	08:45-09:00	1135	1135
	09:00-09:15	951	951
4 - Honeywood Road	07:45-08:00	810	810
	08:00-08:15	967	967
	08:15-08:30	1185	1185
	08:30-08:45	1185	1185
	08:45-09:00	967	967
	09:00-09:15	810	810
5 - Whitfield Hill	07:45-08:00	641	641
	08:00-08:15	765	765
	08:15-08:30	937	937
	08:30-08:45	937	937
	08:45-09:00	765	765
	09:00-09:15	641	641

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A2 W	1.08	161.44	75.1	F	1314	1971
2 - A258 Sandwich Road N	0.95	56.69	11.7	F	660	990
3 - A2 E	0.82	13.09	4.9	B	1159	1738
4 - Honeywood Road	1.49	723.86	205.9	F	987	1481
5 - Whitfield Hill	1.51	1135.37	215.9	F	781	1171

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1078	270	939	1483	0.727	1067	1186	0.0	2.8	9.061	A
2 - A258 Sandwich Road N	541	135	1473	987	0.548	536	534	0.0	1.3	8.302	A
3 - A2 E	951	238	1042	1902	0.500	947	967	0.0	1.1	4.083	A

4 - Honeywood Road	810	203	1352	1143	0.708	800	637	0.0	2.5	10.895	B
5 - Whitfield Hill	641	160	1499	800	0.801	626	653	0.0	3.6	19.592	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1287	322	1044	1420	0.906	1266	1386	2.8	8.2	22.341	C
2 - A258 Sandwich Road N	646	162	1695	887	0.728	641	615	1.3	2.7	15.009	C
3 - A2 E	1135	284	1223	1798	0.631	1132	1113	1.1	1.8	5.859	A
4 - Honeywood Road	967	242	1616	995	0.972	926	739	2.5	12.8	41.883	E
5 - Whitfield Hill	765	191	1768	676	1.131	662	774	3.6	29.5	107.704	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1577	394	989	1453	1.085	1434	1518	8.2	43.9	76.680	F
2 - A258 Sandwich Road N	792	198	1796	842	0.940	765	627	2.7	9.3	39.836	E
3 - A2 E	1391	348	1394	1699	0.818	1380	1166	1.8	4.6	11.873	B
4 - Honeywood Road	1185	296	1950	807	1.468	805	824	12.8	107.6	281.447	F
5 - Whitfield Hill	937	234	1885	623	1.505	622	870	29.5	108.2	410.417	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1577	394	984	1456	1.083	1452	1526	43.9	75.1	156.553	F
2 - A258 Sandwich Road N	792	198	1809	836	0.947	782	628	9.3	11.7	56.692	F
3 - A2 E	1391	348	1417	1686	0.825	1389	1174	4.6	4.9	13.088	B
4 - Honeywood Road	1185	296	1973	794	1.492	794	834	107.6	205.3	658.366	F
5 - Whitfield Hill	937	234	1890	621	1.509	621	877	108.2	187.3	845.096	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service

1 - A2 W	1287	322	1055	1414	0.910	1394	1420	75.1	48.4	161.440	F
2 - A258 Sandwich Road N	646	162	1810	836	0.774	678	640	11.7	3.9	27.445	D
3 - A2 E	1135	284	1304	1751	0.648	1147	1183	4.9	2.0	6.596	A
4 - Honeywood Road	967	242	1665	967	1.000	965	785	205.3	205.9	723.865	F
5 - Whitfield Hill	765	191	1824	651	1.176	651	806	187.3	215.9	1114.811	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1078	270	1119	1376	0.784	1254	1324	48.4	4.4	55.031	F
2 - A258 Sandwich Road N	541	135	1730	871	0.621	550	643	3.9	1.8	12.073	B
3 - A2 E	951	238	1136	1848	0.515	954	1144	2.0	1.2	4.403	A
4 - Honeywood Road	810	203	1383	1126	0.719	1120	708	205.9	128.3	538.119	F
5 - Whitfield Hill	641	160	1771	675	0.949	672	732	215.9	208.0	1135.368	F

2040 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J1	Duke of York Roundabout	Standard Roundabout		1, 2, 3, 4, 5	700.53	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2040 DS	PM	ONE HOUR	16:45	18:15	15	✓

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

✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A2 W		ONE HOUR	✓	1359	100.000
2 - A258 Sandwich Road N		ONE HOUR	✓	546	100.000
3 - A2 E		ONE HOUR	✓	1300	100.000
4 - Honeywood Road		ONE HOUR	✓	1118	100.000
5 - Whitfield Hill		ONE HOUR	✓	1204	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
1 - A2 W	0	90	662	262	345
2 - A258 Sandwich Road N	116	0	120	133	177
3 - A2 E	810	92	0	152	246
4 - Honeywood Road	299	271	203	0	345
5 - Whitfield Hill	201	396	508	99	0

Proportions

From \ To	1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
1 - A2 W	0.00	0.07	0.49	0.19	0.25
2 - A258 Sandwich Road N	0.21	0.00	0.22	0.24	0.32
3 - A2 E	0.62	0.07	0.00	0.12	0.19
4 - Honeywood Road	0.27	0.24	0.18	0.00	0.31
5 - Whitfield Hill	0.17	0.33	0.42	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
1 - A2 W	0	1	15	10	0
2 - A258 Sandwich Road N	1	0	0	3	1
3 - A2 E	13	0	0	1	1
4 - Honeywood Road	1	9	1	0	0
5 - Whitfield Hill	0	1	0	0	0

Average PCU Per Veh

From \ To	1 - A2 W	2 - A258 Sandwich Road N	3 - A2 E	4 - Honeywood Road	5 - Whitfield Hill
1 - A2 W	1.000	1.014	1.147	1.095	1.001
2 - A258 Sandwich Road N	1.007	1.000	1.002	1.026	1.008
3 - A2 E	1.126	1.000	1.000	1.009	1.006
4 - Honeywood Road	1.009	1.092	1.013	1.000	1.003
5 - Whitfield Hill	1.004	1.005	1.001	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - A2 W	16:45-17:00	1023	1023
	17:00-17:15	1222	1222
	17:15-17:30	1496	1496
	17:30-17:45	1496	1496
	17:45-18:00	1222	1222
	18:00-18:15	1023	1023
2 - A258 Sandwich Road N	16:45-17:00	411	411
	17:00-17:15	491	491
	17:15-17:30	601	601
	17:30-17:45	601	601
	17:45-18:00	491	491
	18:00-18:15	411	411
3 - A2 E	16:45-17:00	979	979
	17:00-17:15	1169	1169
	17:15-17:30	1431	1431
	17:30-17:45	1431	1431
	17:45-18:00	1169	1169
	18:00-18:15	979	979
4 - Honeywood Road	16:45-17:00	842	842
	17:00-17:15	1005	1005
	17:15-17:30	1231	1231
	17:30-17:45	1231	1231
	17:45-18:00	1005	1005
	18:00-18:15	842	842
5 - Whitfield Hill	16:45-17:00	906	906
	17:00-17:15	1082	1082
	17:15-17:30	1326	1326
	17:30-17:45	1326	1326
	17:45-18:00	1082	1082
	18:00-18:15	906	906

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A2 W	1.05	121.71	54.3	F	1247	1871
2 - A258 Sandwich Road N	0.73	15.98	2.6	C	501	752
3 - A2 E	0.78	9.57	3.7	A	1193	1789
4 - Honeywood Road	1.52	790.58	231.6	F	1026	1539
5 - Whitfield Hill	1.85	2326.72	517.0	F	1105	1657

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1023	256	1113	1379	0.742	1011	1055	0.0	3.0	10.325	B
2 - A258 Sandwich Road N	411	103	1514	969	0.424	408	610	0.0	0.7	6.458	A
3 - A2 E	979	245	838	2020	0.485	975	1083	0.0	1.0	3.699	A
4 - Honeywood Road	842	210	1336	1152	0.731	831	477	0.0	2.7	11.170	B
5 - Whitfield Hill	906	227	1338	874	1.037	830	830	0.0	19.1	55.289	F

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1222	305	1124	1373	0.890	1205	1213	3.0	7.3	21.328	C
2 - A258 Sandwich Road N	491	123	1684	892	0.550	489	645	0.7	1.2	8.981	A
3 - A2 E	1169	292	982	1937	0.603	1166	1190	1.0	1.6	5.019	A
4 - Honeywood Road	1005	251	1598	1005	1.000	952	551	2.7	15.9	48.300	E
5 - Whitfield Hill	1082	271	1571	767	1.412	765	979	19.1	98.3	292.927	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1496	374	1045	1420	1.053	1391	1352	7.3	33.5	64.475	F
2 - A258 Sandwich Road N	601	150	1809	836	0.719	596	627	1.2	2.5	14.889	B
3 - A2 E	1431	358	1146	1843	0.777	1423	1260	1.6	3.6	9.086	A
4 - Honeywood Road	1231	308	1930	818	1.505	817	639	15.9	119.4	309.147	F
5 - Whitfield Hill	1326	331	1679	717	1.848	717	1068	98.3	250.4	880.932	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1496	374	1042	1422	1.052	1413	1355	33.5	54.3	121.710	F

2 - A258 Sandwich Road N	601	150	1828	827	0.727	601	627	2.5	2.6	15.976	C
3 - A2 E	1431	358	1159	1835	0.780	1431	1270	3.6	3.7	9.568	A
4 - Honeywood Road	1231	308	1945	810	1.520	810	645	119.4	224.6	708.328	F
5 - Whitfield Hill	1326	331	1680	717	1.850	717	1074	250.4	402.6	1646.477	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1222	305	1126	1371	0.891	1344	1226	54.3	23.6	108.300	F
2 - A258 Sandwich Road N	491	123	1813	834	0.589	495	657	2.6	1.5	10.885	B
3 - A2 E	1169	292	1049	1898	0.616	1177	1260	3.7	1.8	5.430	A
4 - Honeywood Road	1005	251	1646	978	1.028	977	579	224.6	231.6	790.584	F
5 - Whitfield Hill	1082	271	1597	755	1.434	755	1026	402.6	484.5	2087.159	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2 W	1023	256	1195	1330	0.769	1102	1131	23.6	3.9	22.339	C
2 - A258 Sandwich Road N	411	103	1626	918	0.448	414	672	1.5	0.8	7.250	A
3 - A2 E	979	245	879	1996	0.490	982	1160	1.8	1.0	3.835	A
4 - Honeywood Road	842	210	1369	1134	0.742	1129	492	231.6	159.7	624.644	F
5 - Whitfield Hill	906	227	1550	777	1.167	777	948	484.5	517.0	2326.722	F

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: Duke of York Roundabout.j9
Path: C:\Users\INVN01911\Desktop\Dover\2020.12.09\2020.12.09
Report generation date: 12/16/2020 10:12:20 AM

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

Summary of junction performance

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

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

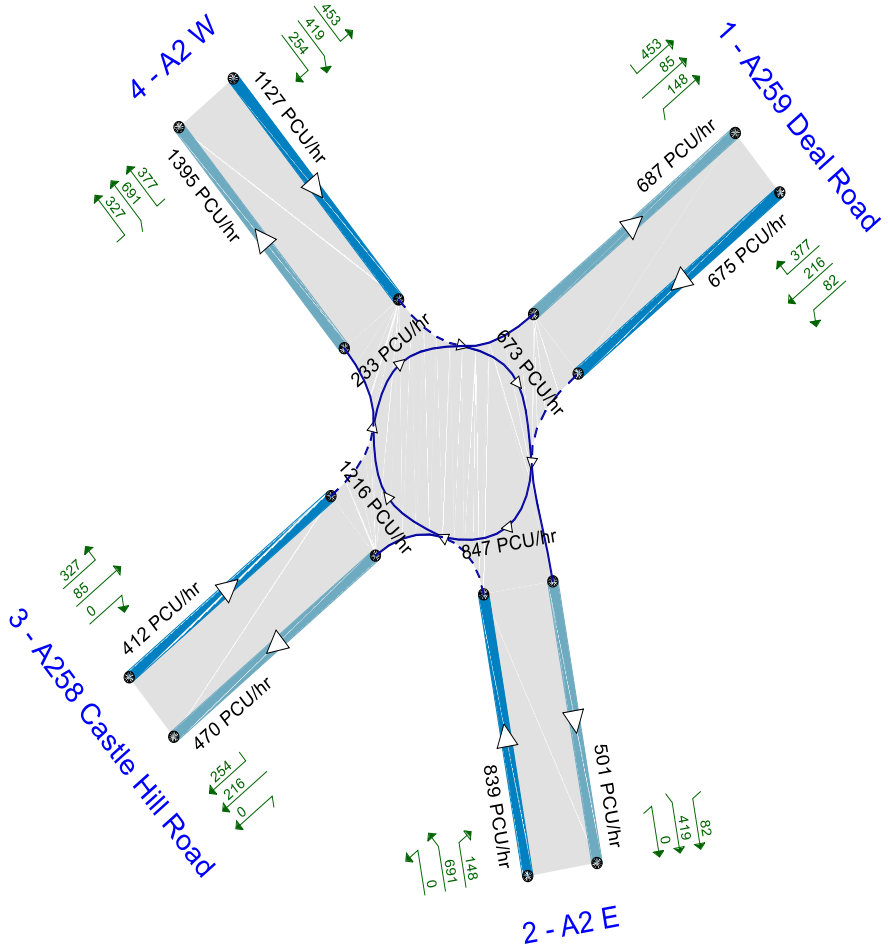
File summary

File Description

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

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

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

Analysis Set Details

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

(Default Analysis Set) - 2016 Base Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Roundabout Geometry

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

Slope / Intercept / Capacity

Arm Intercept Adjustments

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

Roundabout Slope and Intercept used in model

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

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

08:00 - 08:15

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

08:15 - 08:30

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

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

09:15 - 09:30

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

4 - A2 W	1033	258	361	2021	0.51 1	1036	888	1.8	1.1	3.941	A

(Default Analysis Set) - 2016 Base Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

17:00 - 17:15

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

17:15 - 17:30

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

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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

18:15 - 18:30

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

4 - A2 W	678	169	452	1963	0.345	678	877	0.8	0.6	2.997	A

(Default Analysis Set) - 2040 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

08:00 - 08:15

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

08:15 - 08:30

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

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

09:15 - 09:30

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

4 - A2 W	1198	299	488	1941	0.617	1205	1188	3.6	1.7	5.278	A

(Default Analysis Set) - 2040 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

17:00 - 17:15

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

17:15 - 17:30

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

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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

18:15 - 18:30

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

4 - A2 W	1067	267	418	1985	0.538	1070	1171	2.1	1.2	4.208	A

(Default Analysis Set) - 2040 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

08:00 - 08:15

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

08:15 - 08:30

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

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

09:15 - 09:30

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

4 - A2 W	1211	303	494	1937	0.626	1220	1281	3.9	1.8	5.380	A

(Default Analysis Set) - 2040 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

17:00 - 17:15

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

17:15 - 17:30

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

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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

18:15 - 18:30

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

4 - A2 W	1132	283	235	2100	0.539	1135	1404	2.0	1.3	3.980	A

Appendix O

JUNCTION 9 MODEL OUTPUTS

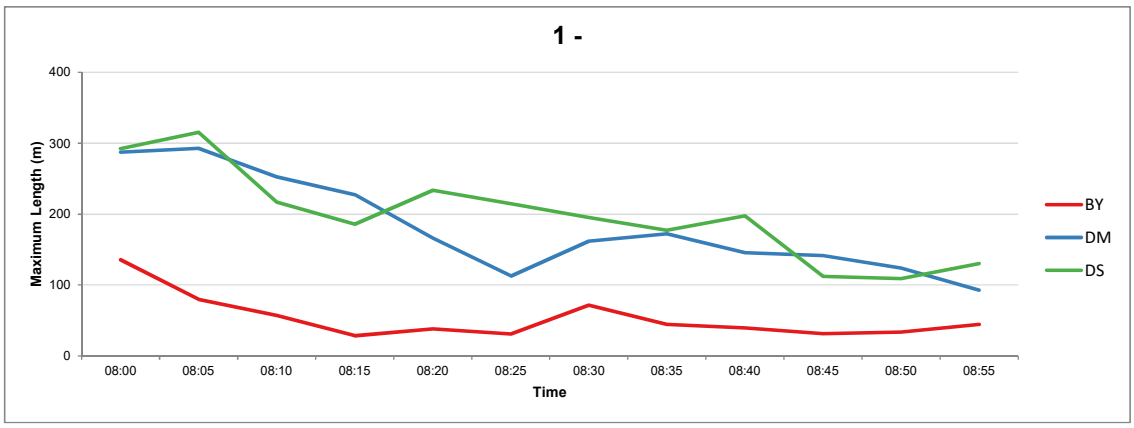
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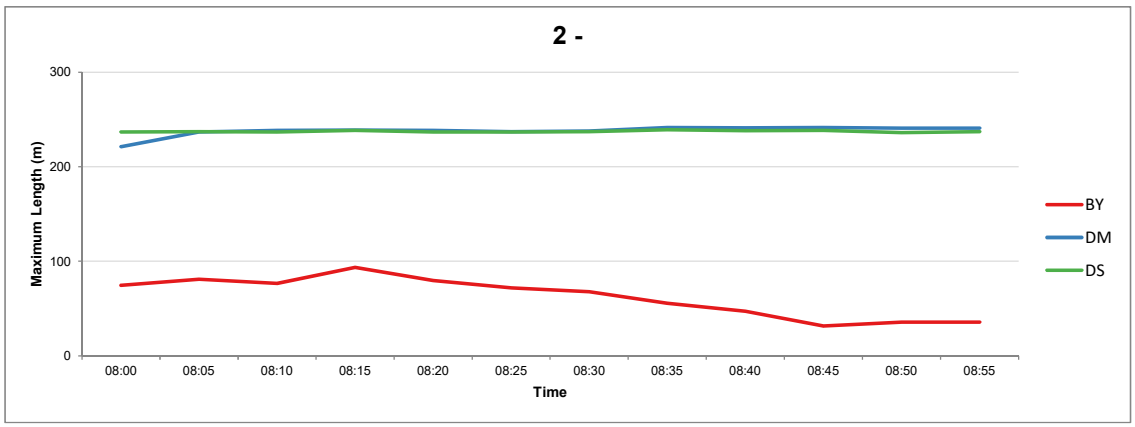
VISSIM Modelled Flows

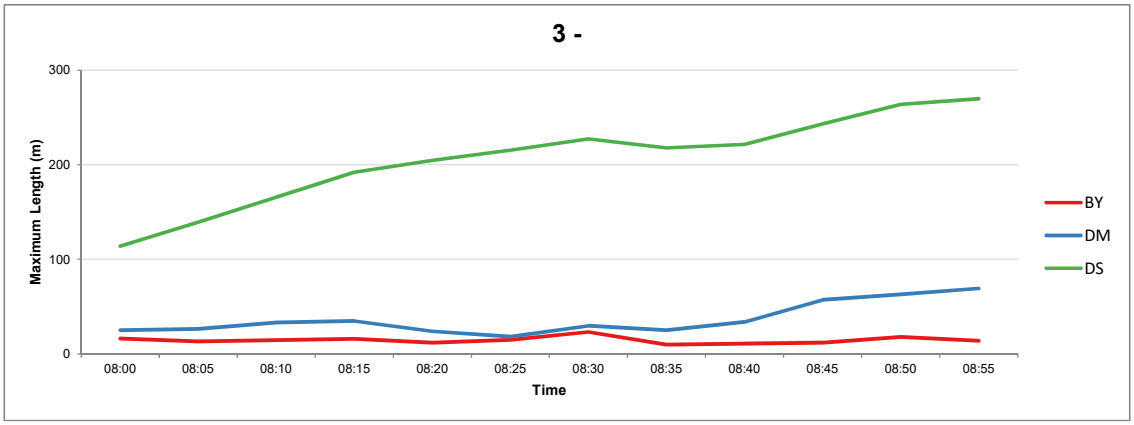
AM Peak								
Junction Name	**Origin**	**Destination**	**Modelled Flow - Lights**			**Modelled Flow - Heavies**		
			BY	**2040 DM**	**2040 DS**	**BY**	**2040 DM**	**2040 DS**
London Road / Manor Road	London Road (N)	London Road (S)	379	405	357	8	7	6
London Road / Manor Road	London Road (N)	Manor Road	214	226	188	4	4	2
London Road / Manor Road	London Road (S)	Manor Road	111	74	64	2	3	2
London Road / Manor Road	London Road (S)	London Road (N)	555	732	662	5	5	4
London Road / Manor Road	Manor Road	London Road (N)	317	287	219	2	3	2
London Road / Manor Road	Manor Road	London Road (S)	169	180	190	4	1	1

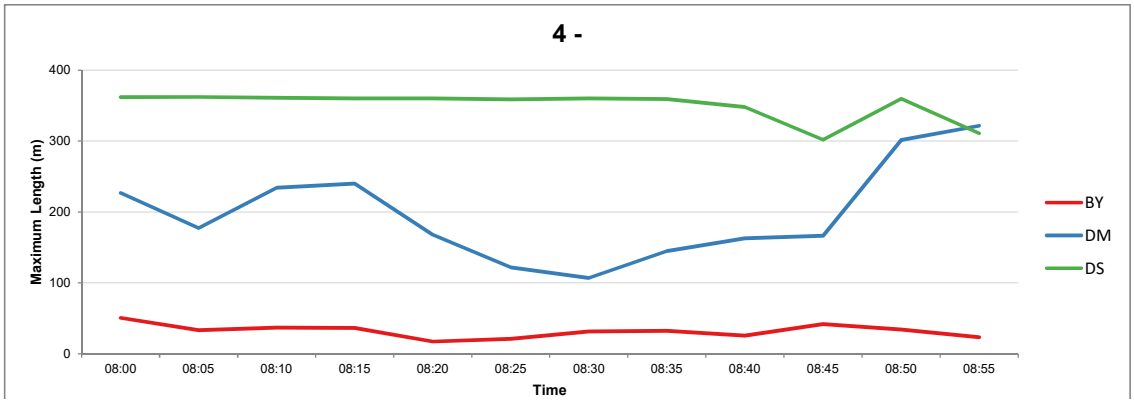
PM Peak								
Junction Name	**Origin**	**Destination**	**Modelled Flow - Lights**			**Modelled Flow - Heavies**		
			BY	**2040 DM**	**2040 DS**	**BY**	**2040 DM**	**2040 DS**
London Road / Manor Road	London Road (N)	London Road (S)	428	398	415	1	1	1
London Road / Manor Road	London Road (N)	Manor Road	326	223	245	1	1	1
London Road / Manor Road	London Road (S)	Manor Road	157	157	173	0	0	0
London Road / Manor Road	London Road (S)	London Road (N)	279	372	471	1	1	1
London Road / Manor Road	Manor Road	London Road (N)	195	304	344	2	2	2
London Road / Manor Road	Manor Road	London Road (S)	175	208	297	1	0	0

Comparison Graphs
AM

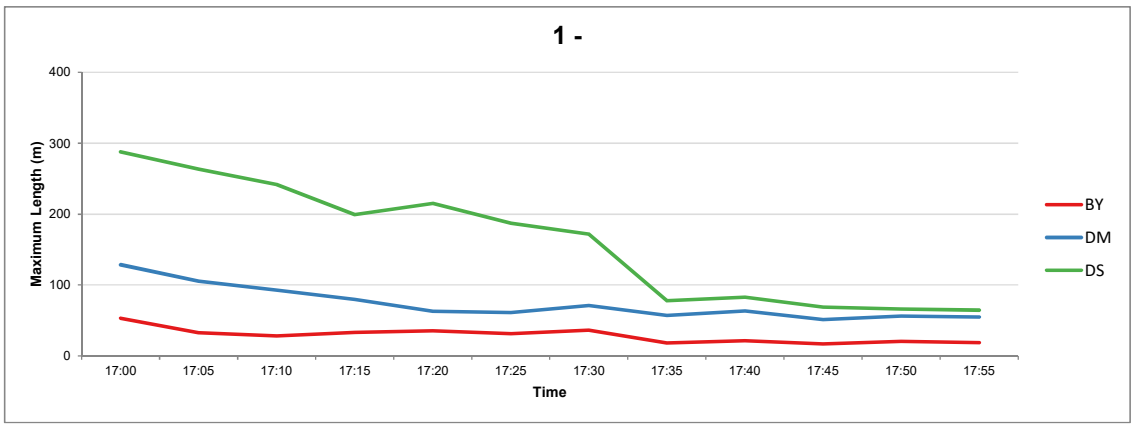


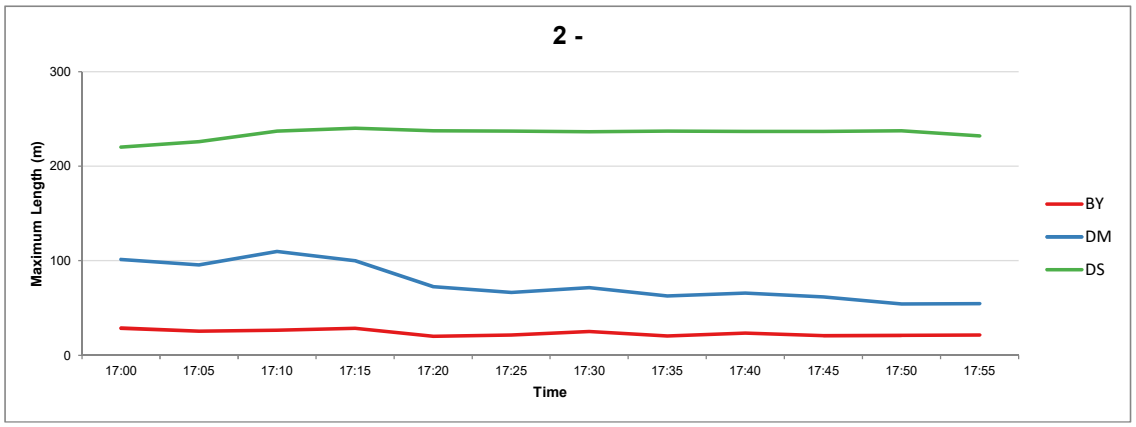


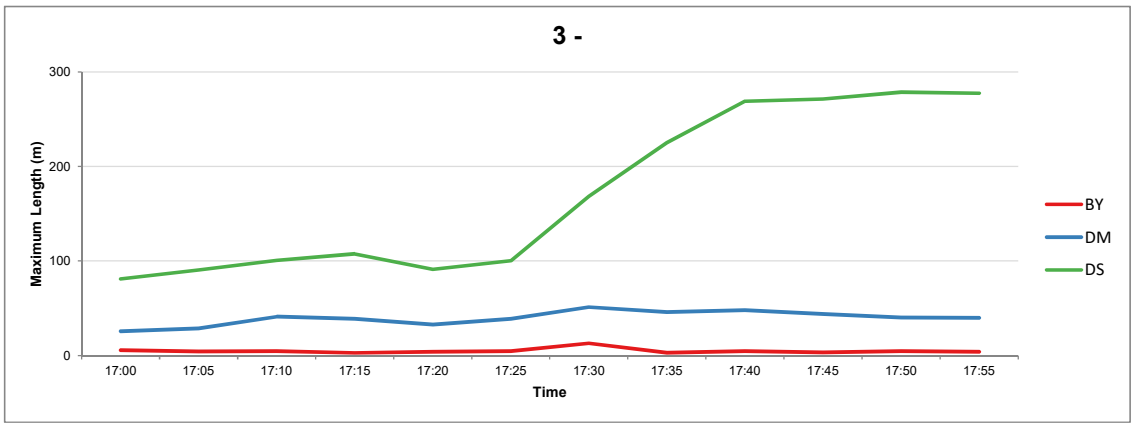


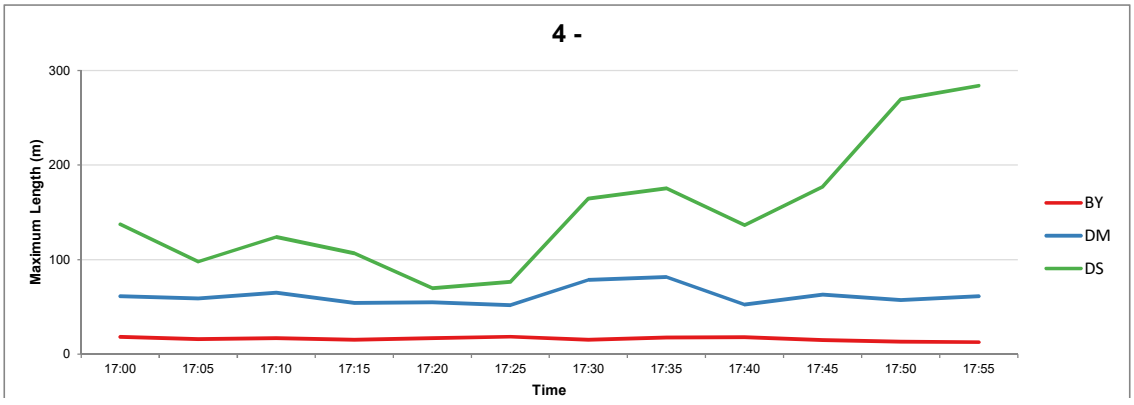


Comparison Graphs
PM

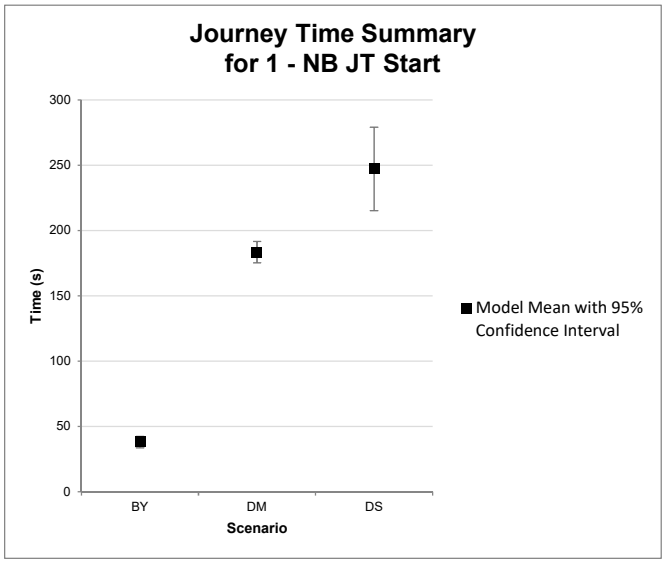


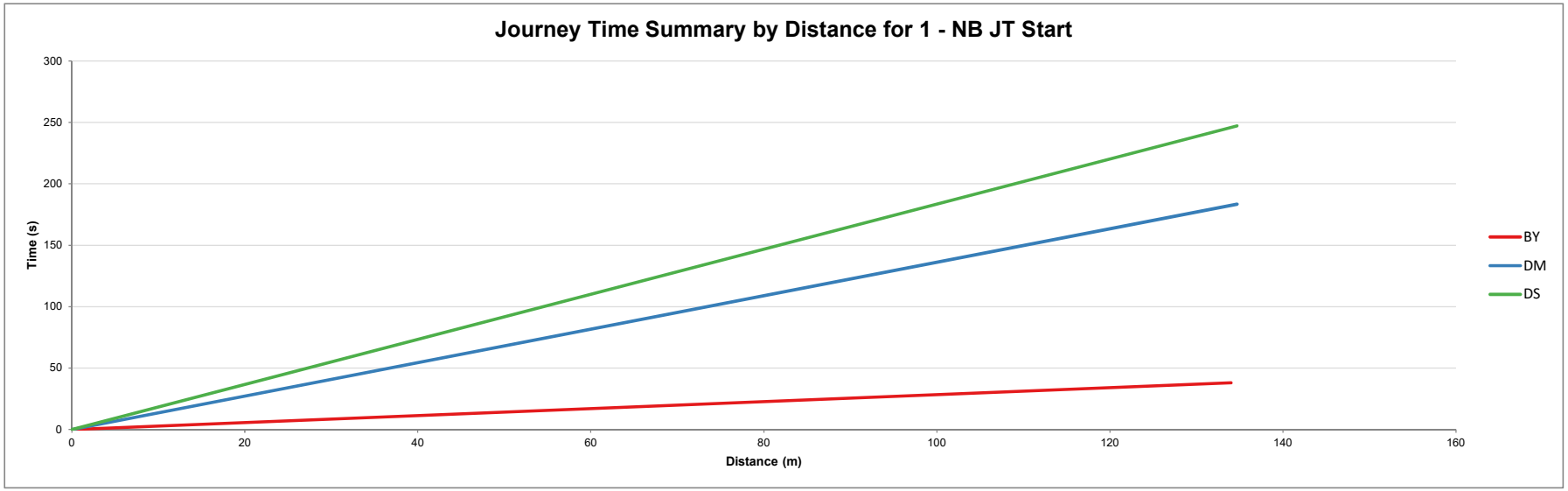




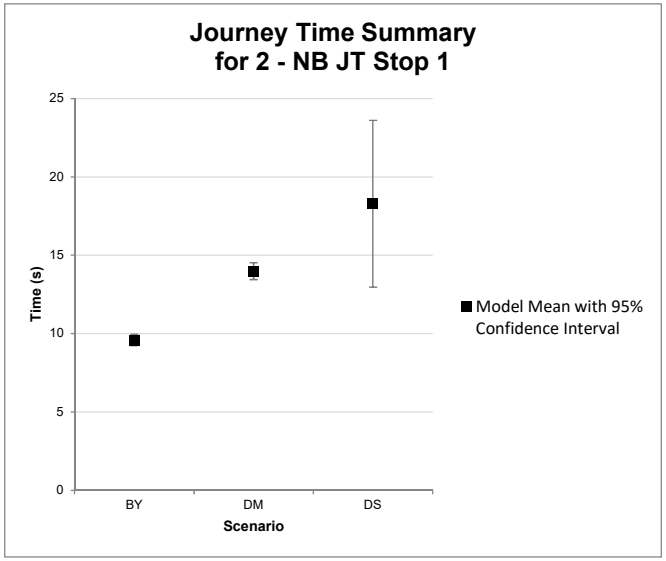


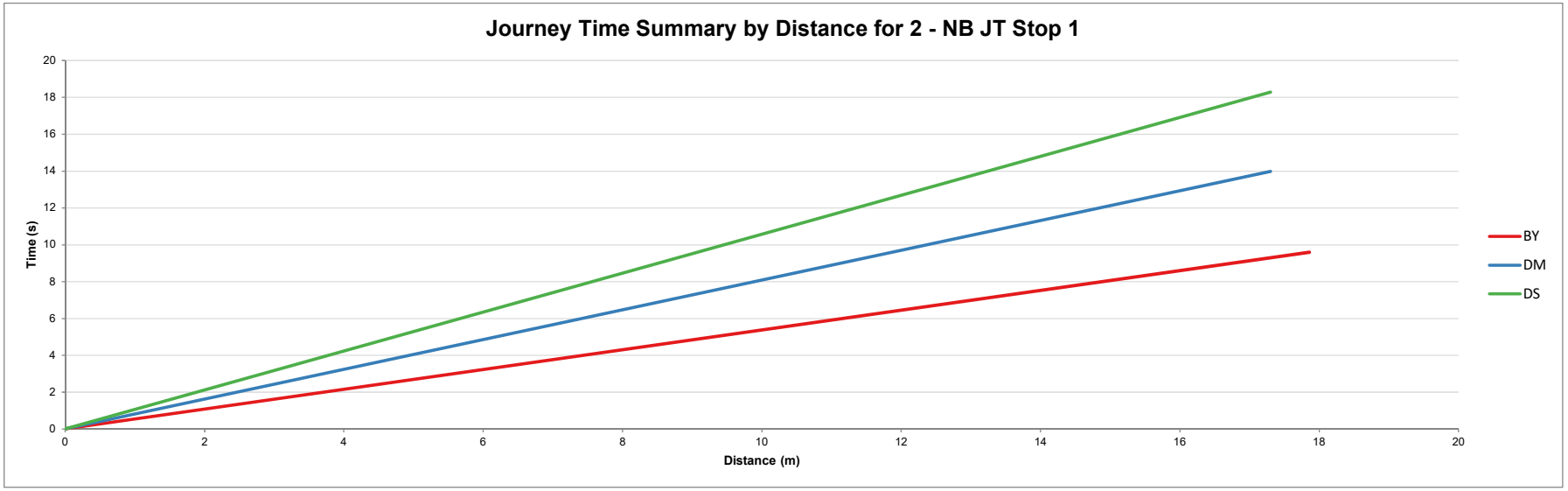
Journey Time Comparison Graphs
AM
08:00 - 09:00
CG 1



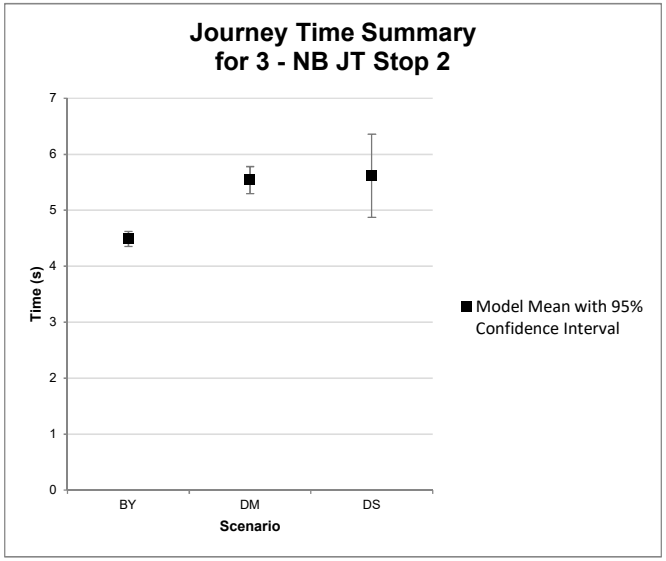


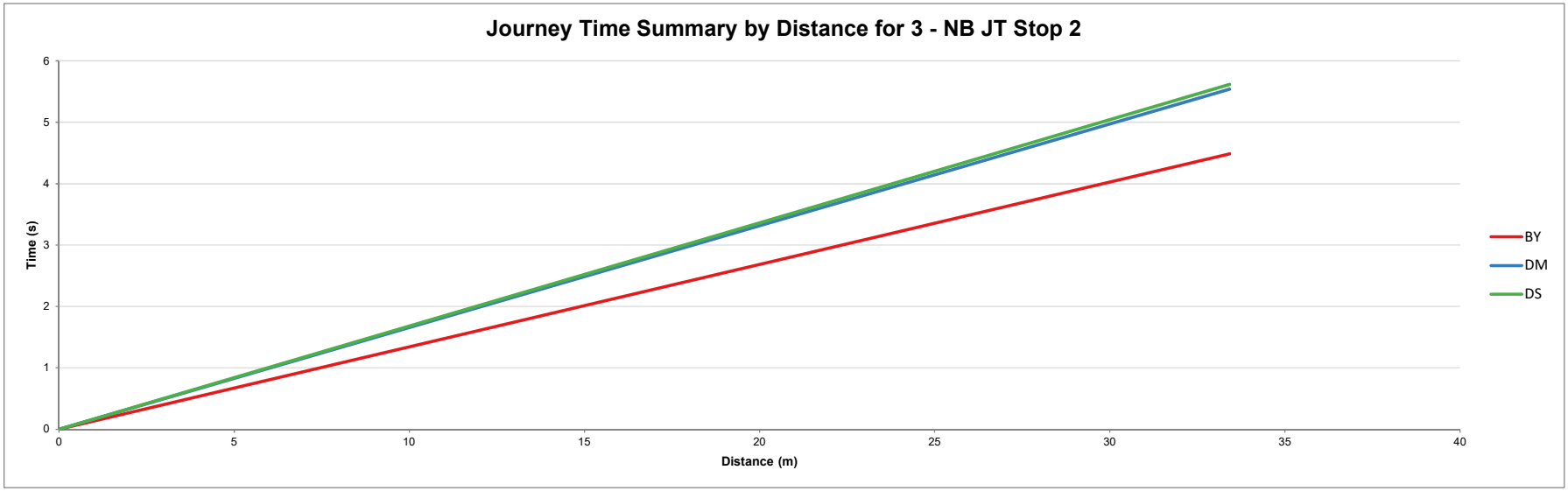
Journey Time Comparison Graphs
AM
08:00 - 09:00
CG 1



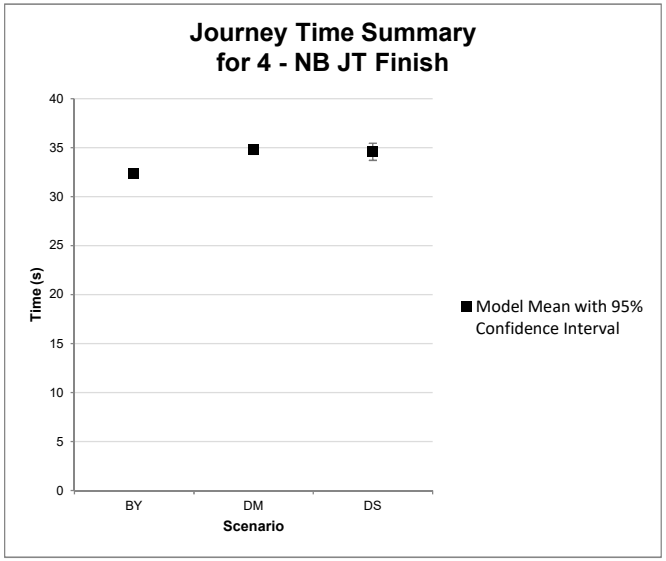


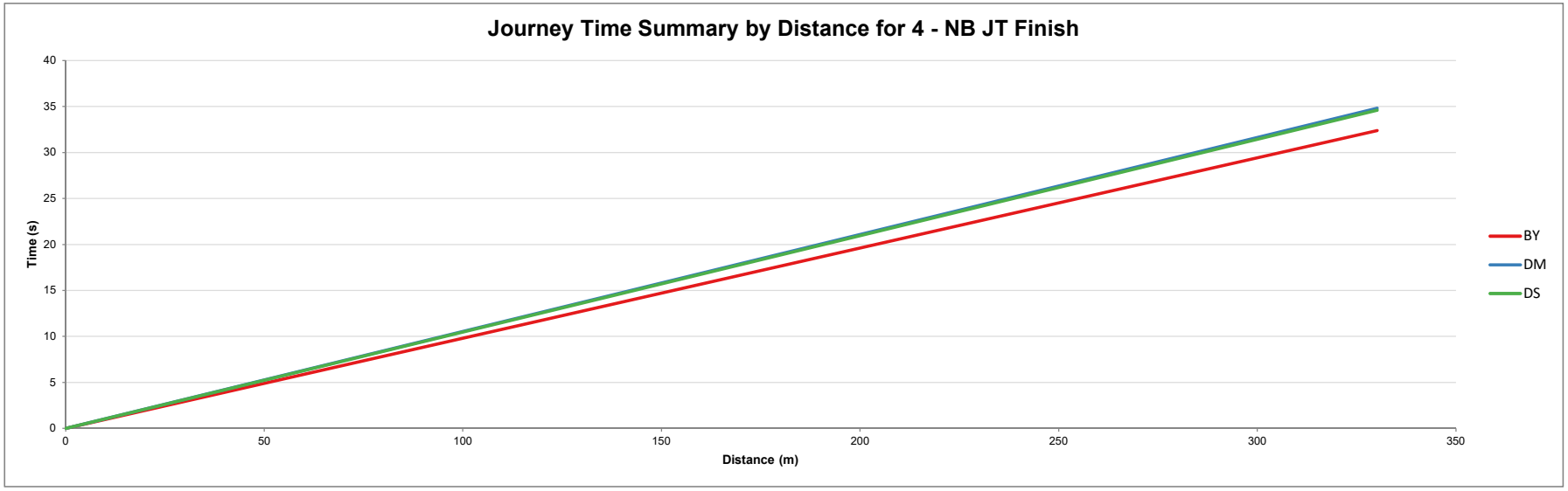
Journey Time Comparison Graphs
AM
08:00 - 09:00
CG 1



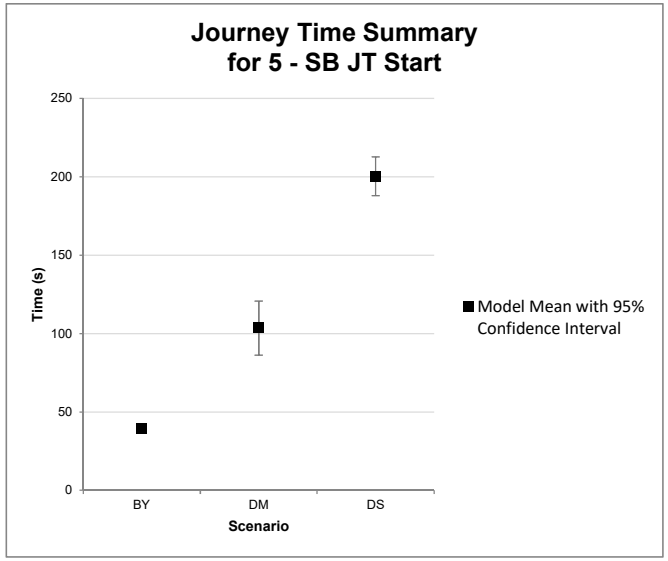


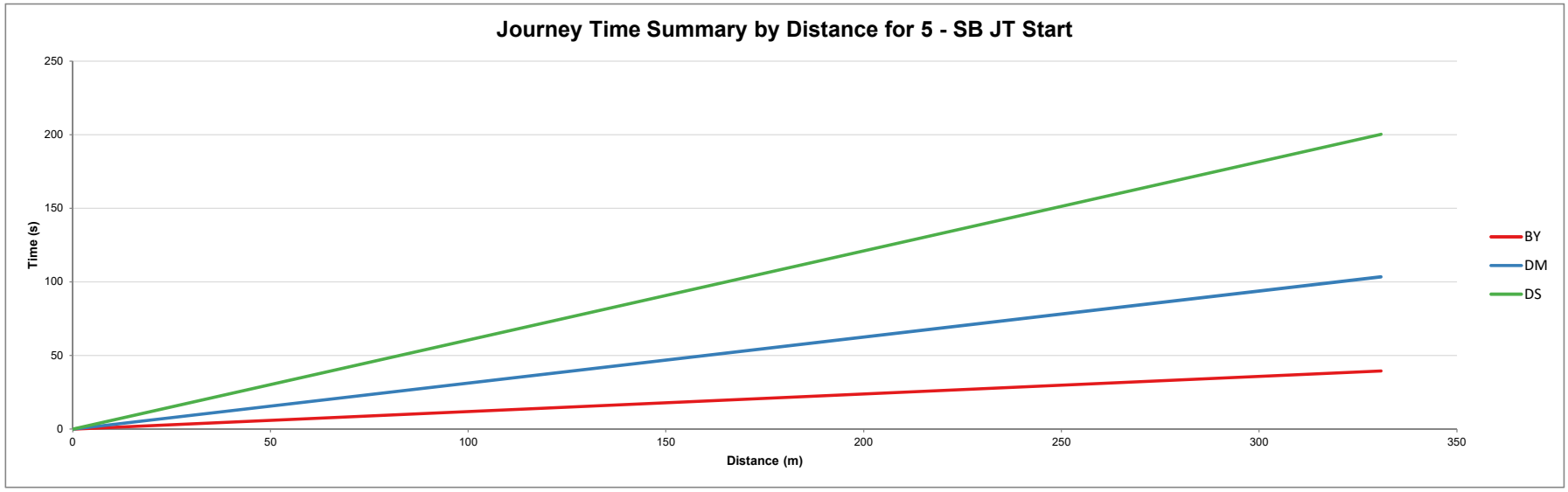
Journey Time Comparison Graphs
AM
08:00 - 09:00
CG 1



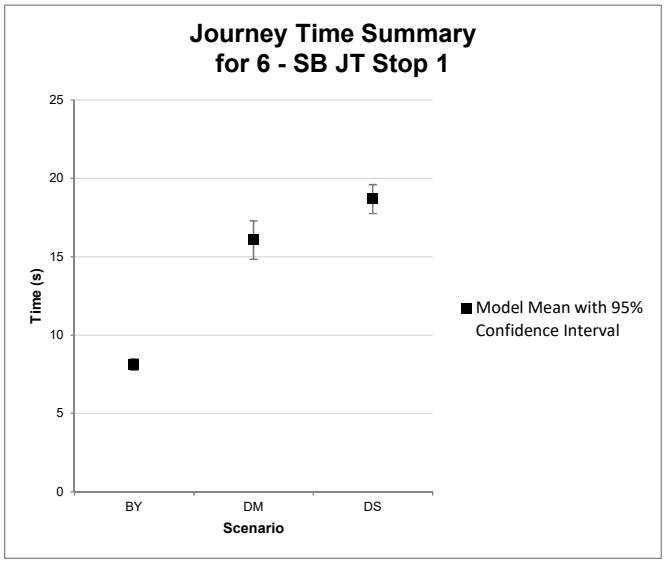


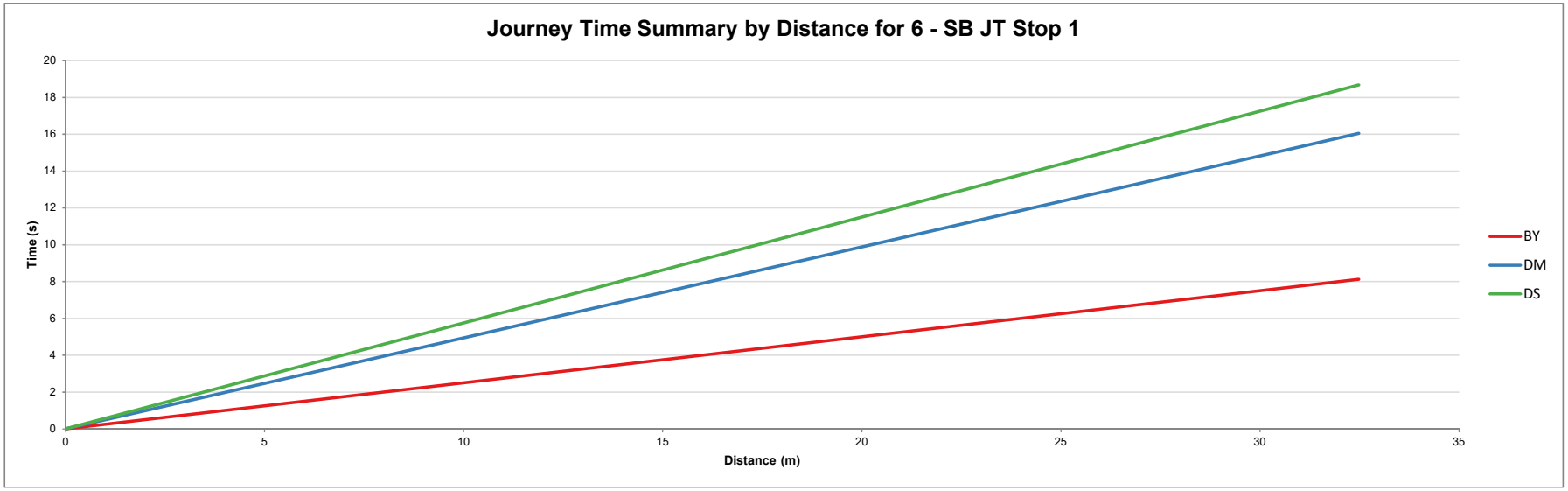
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08:00 - 09:00
CG 1



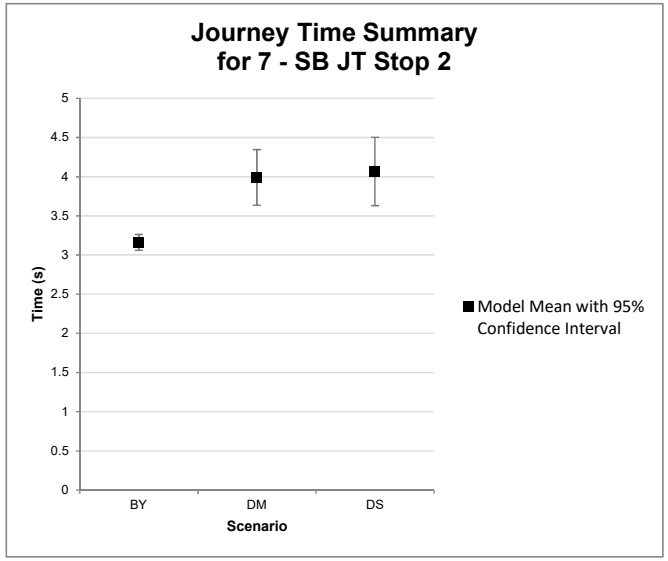


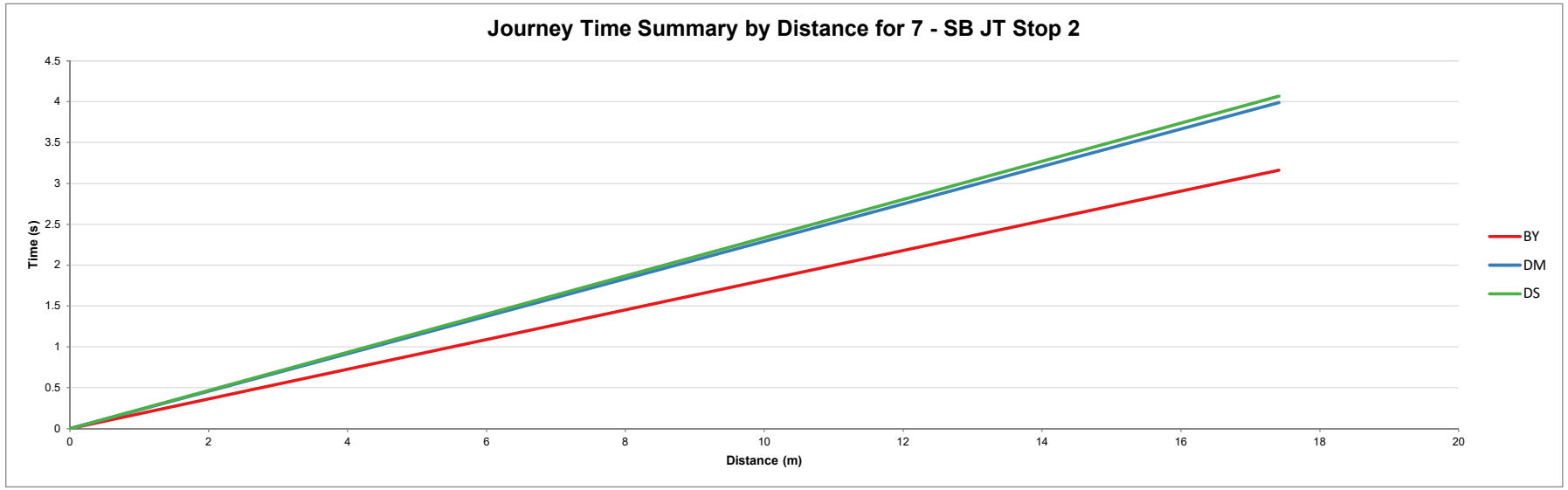
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CG 1



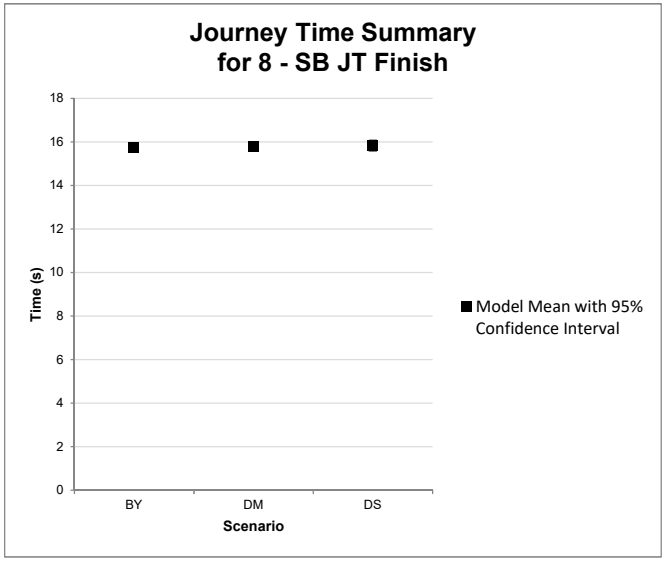


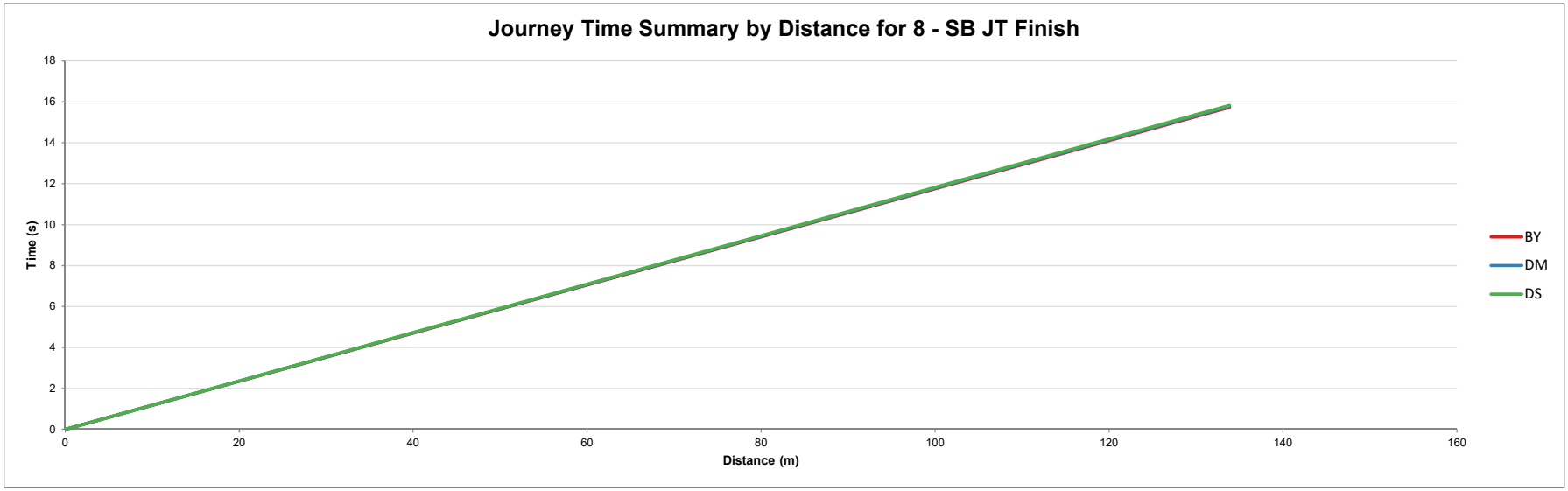
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CG 1



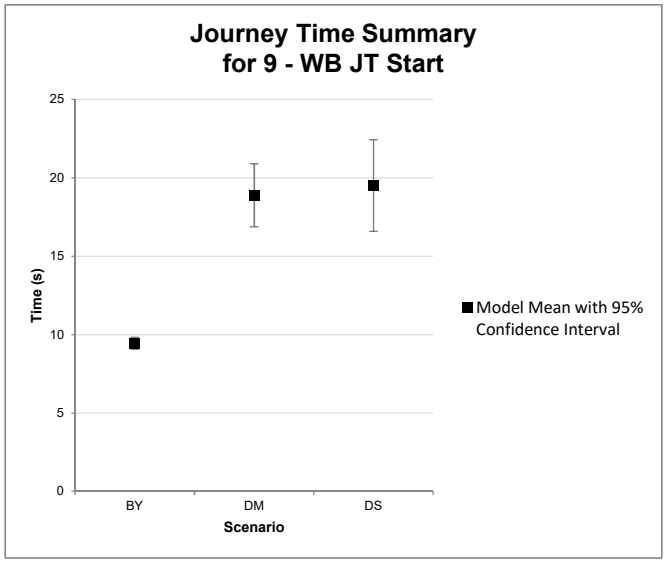


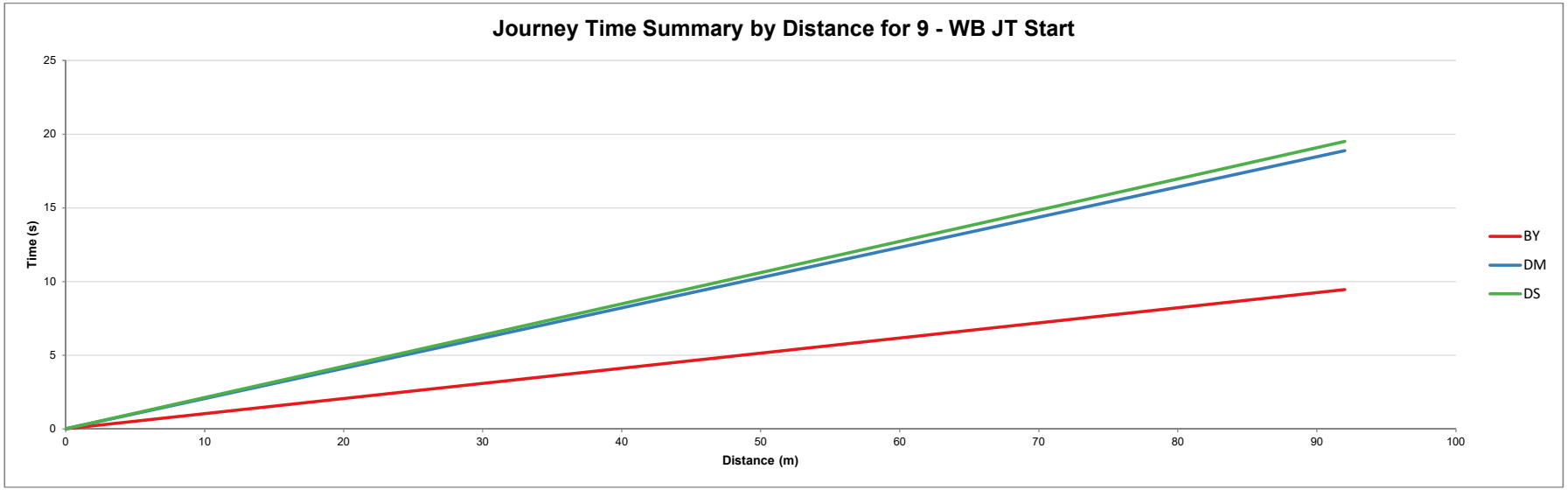
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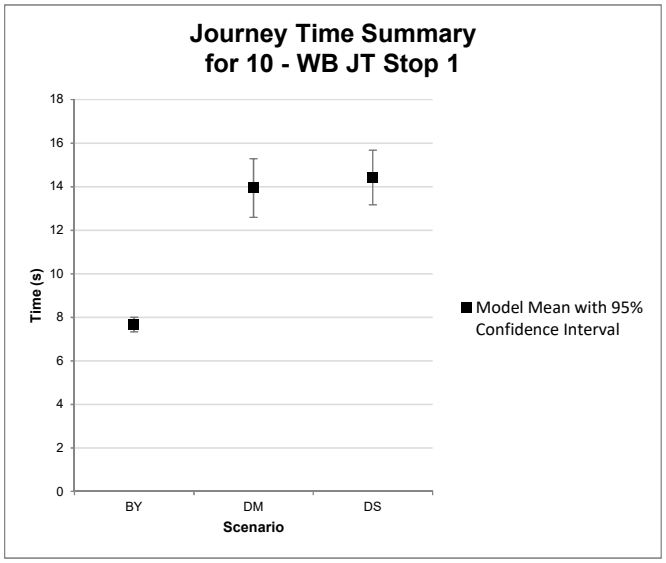


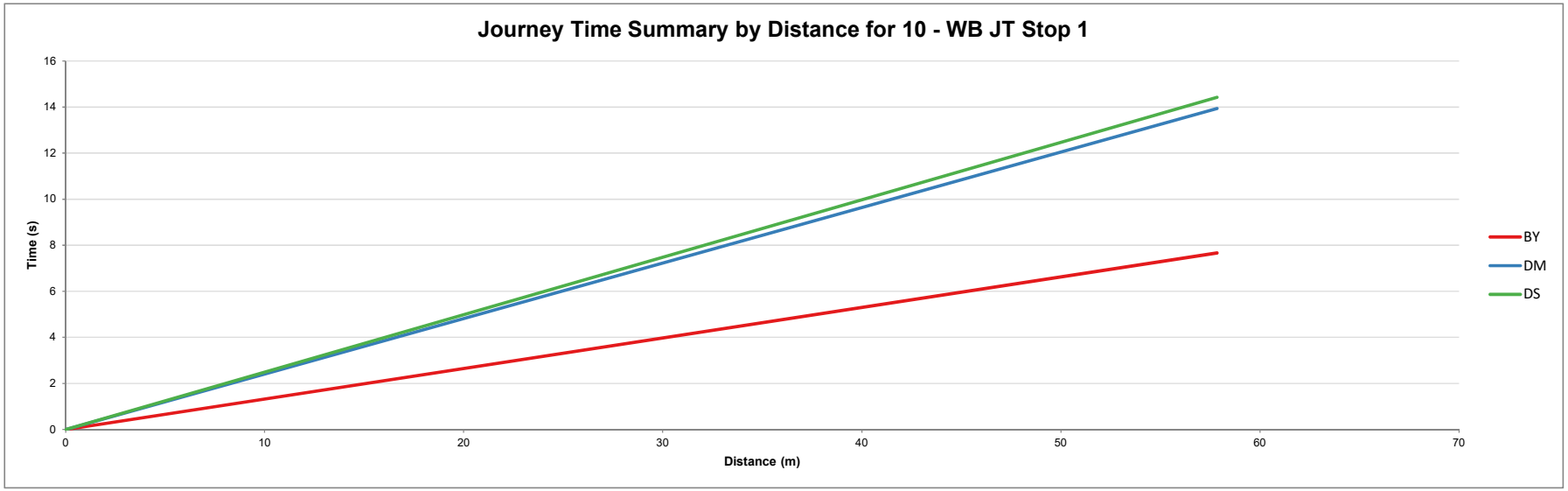
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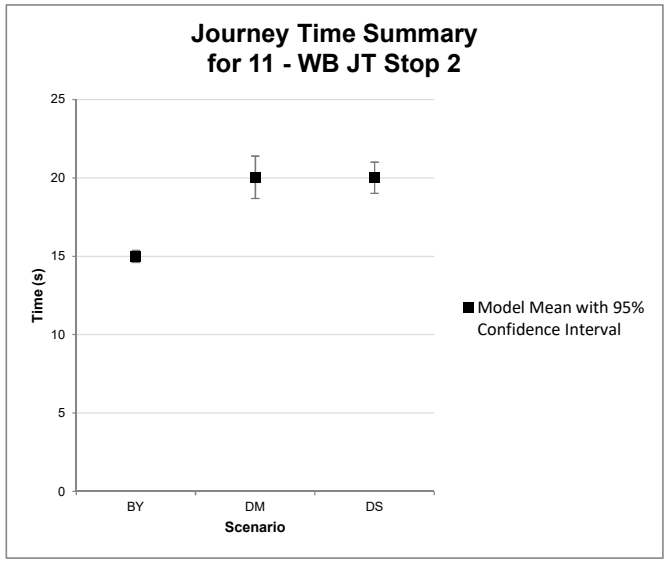


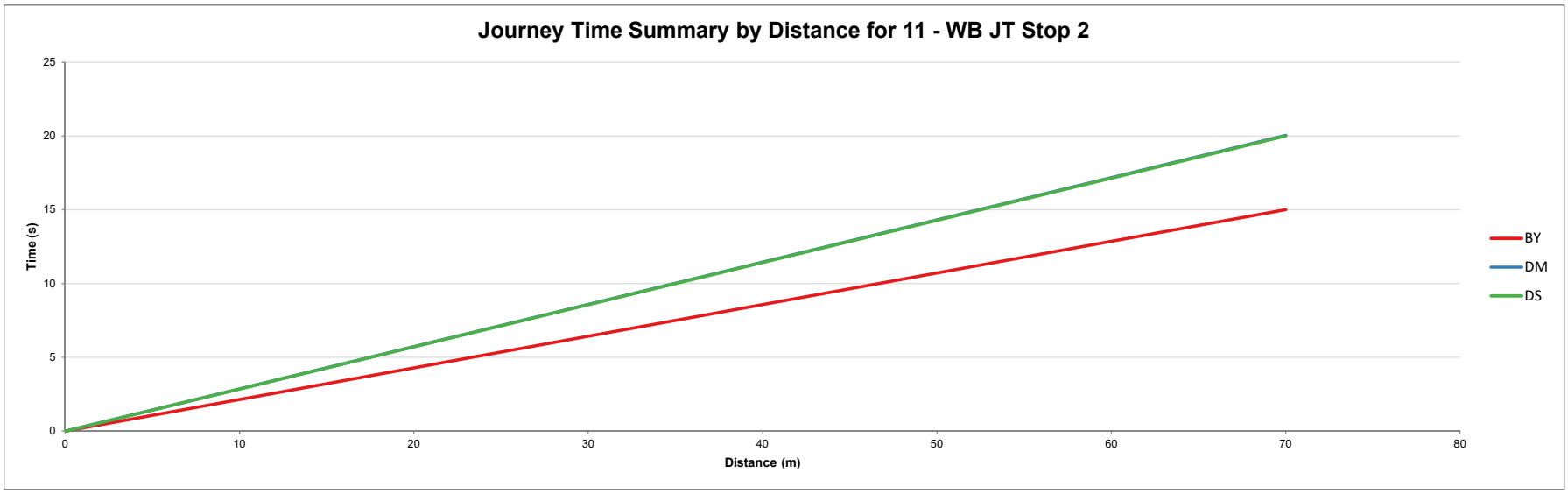
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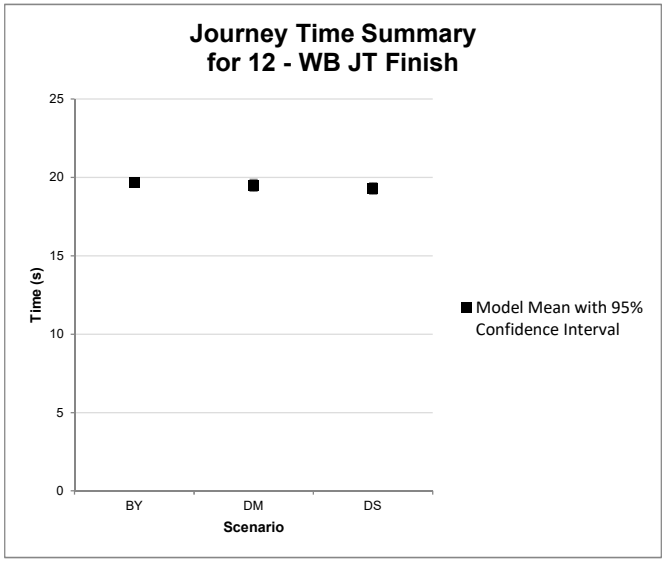


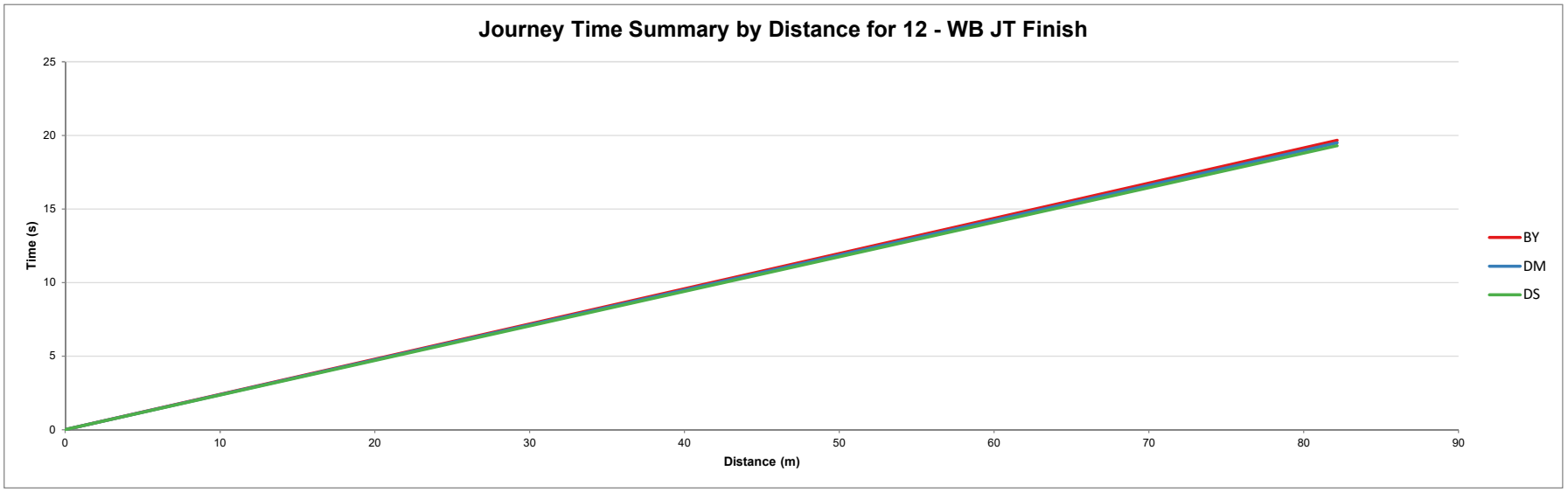
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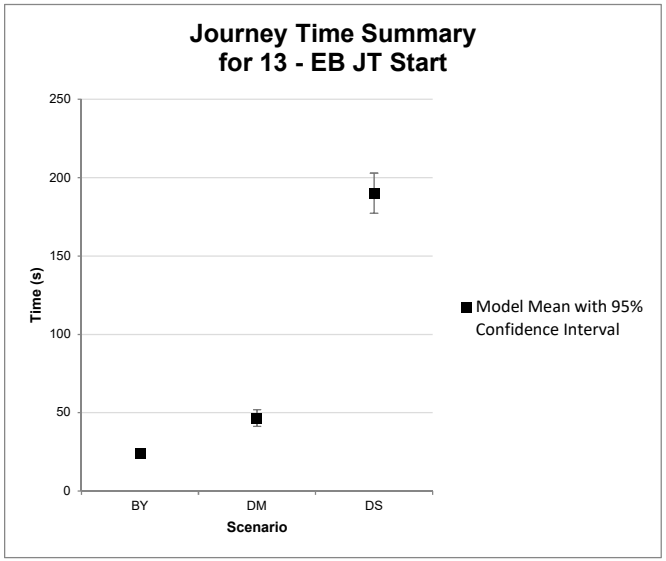


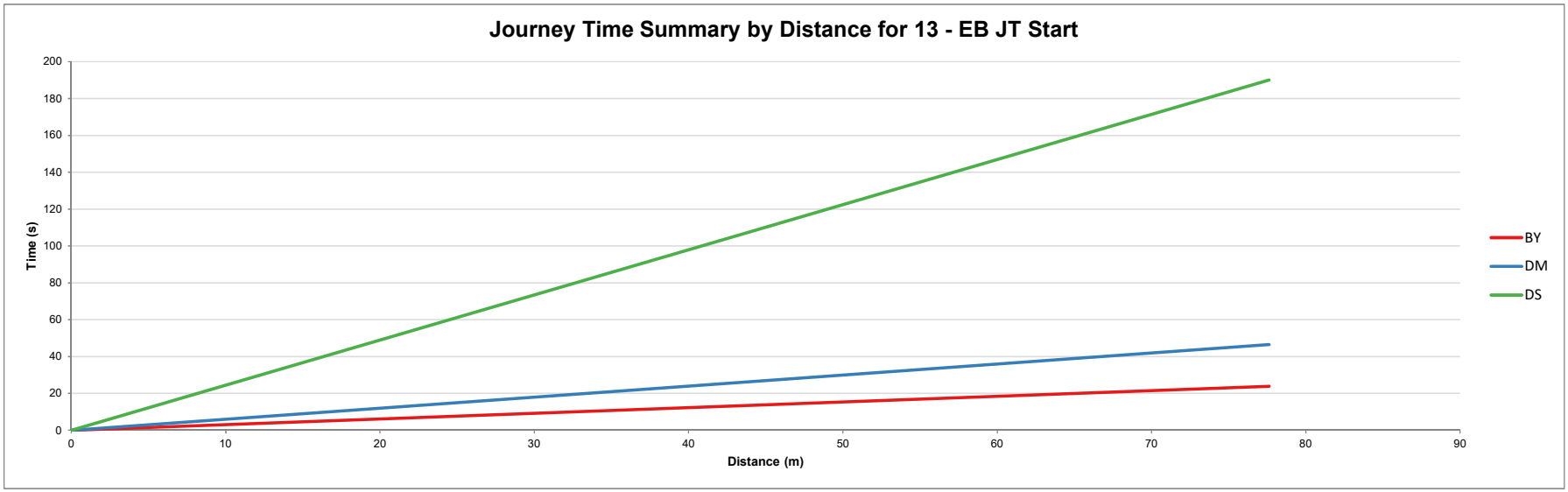
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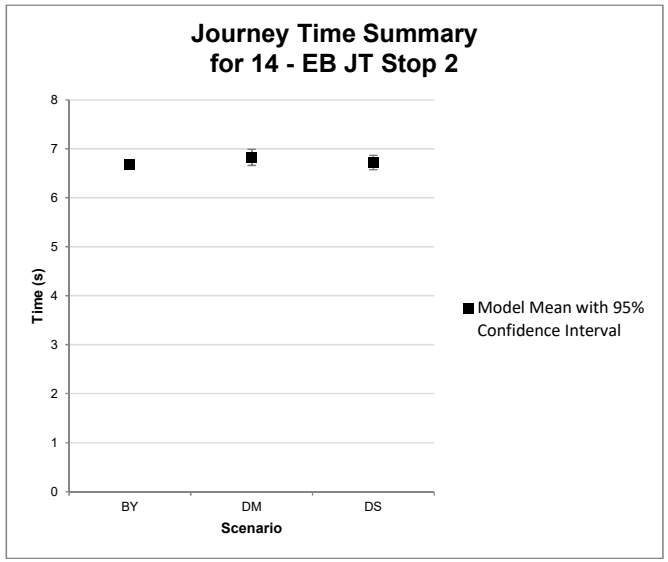


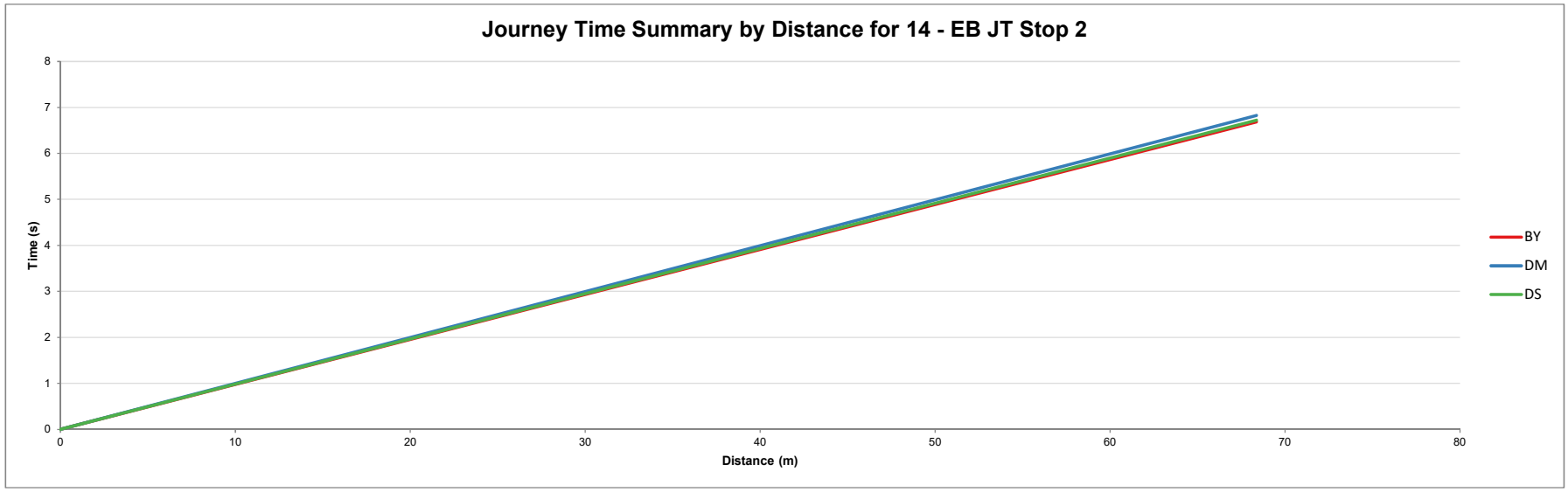
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CG 1



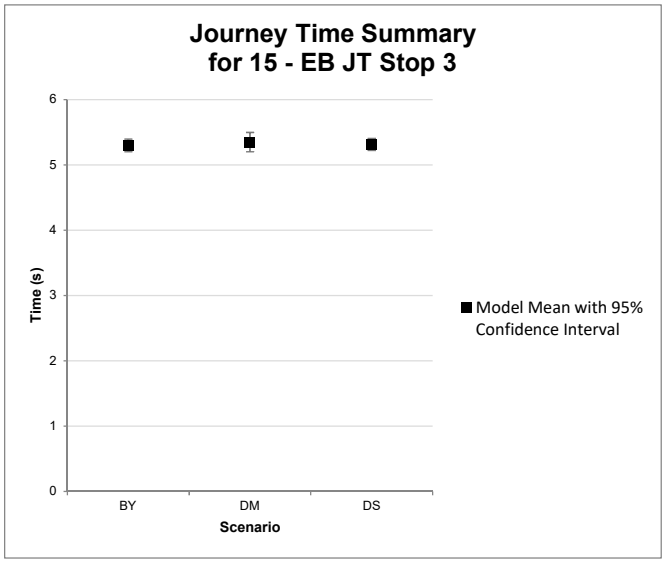


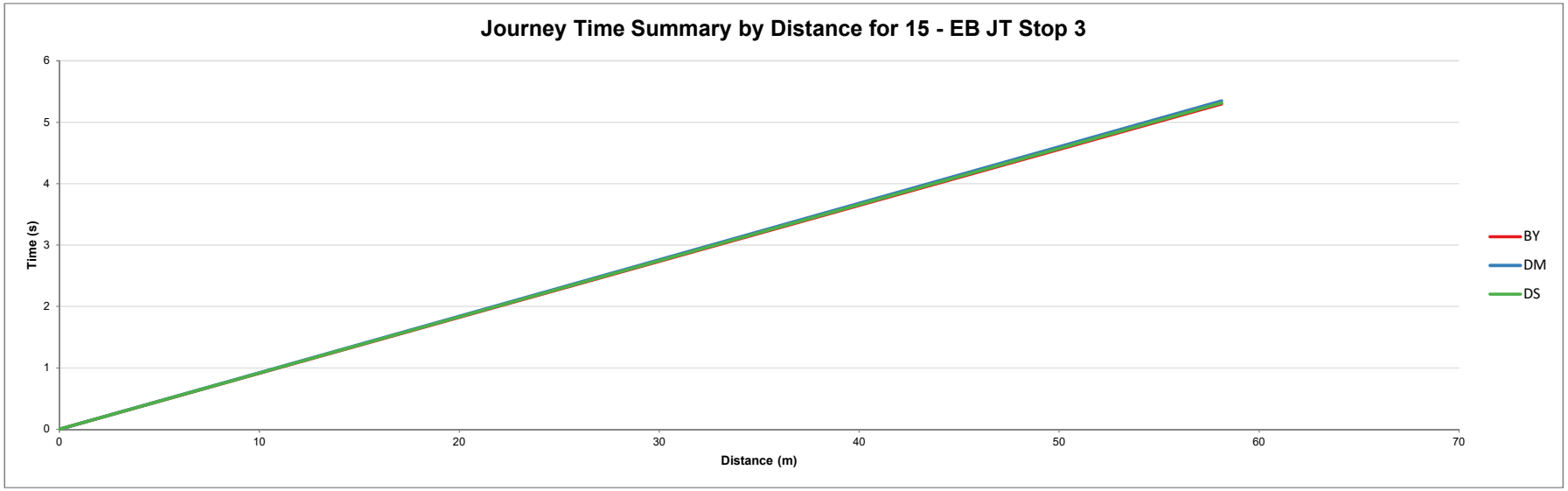
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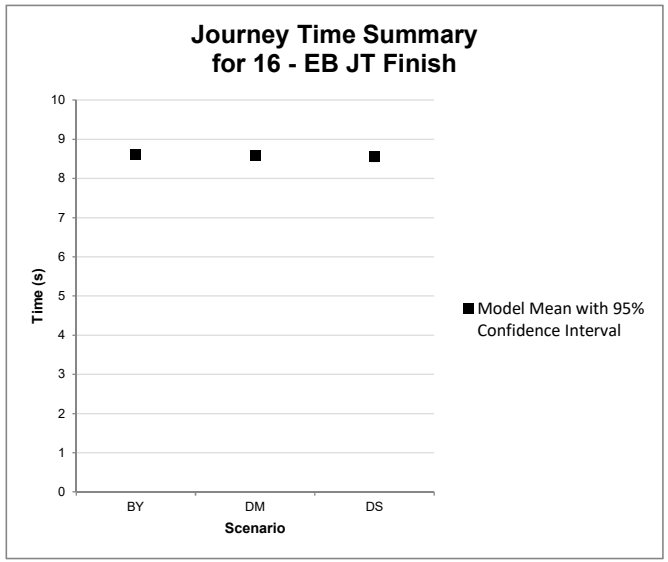


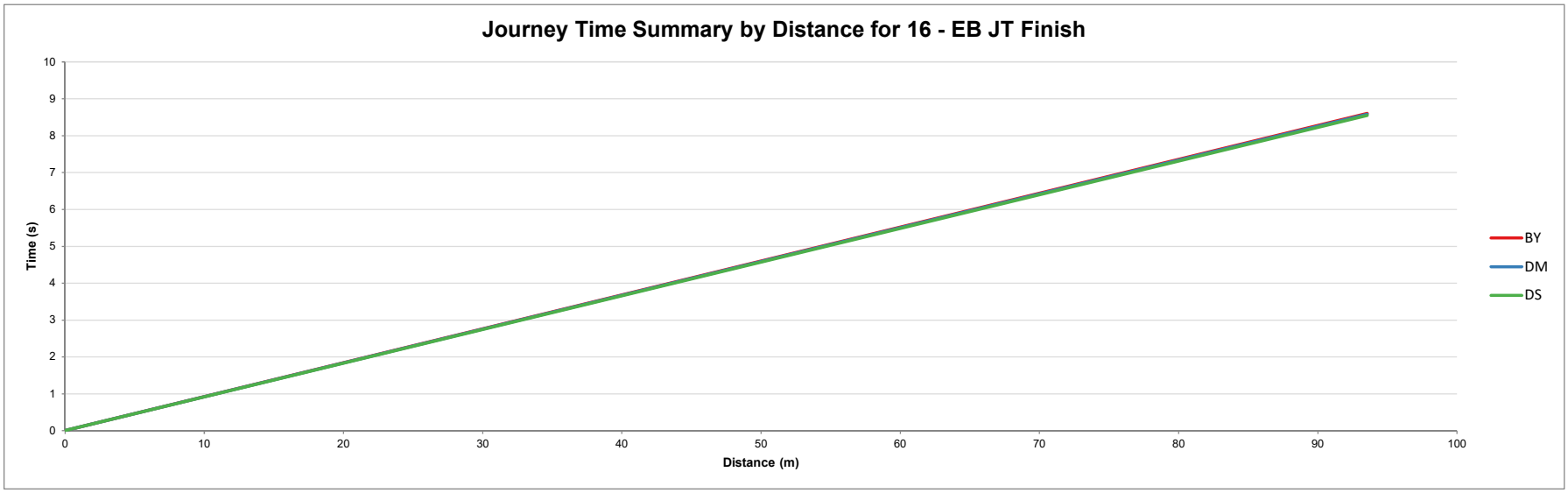
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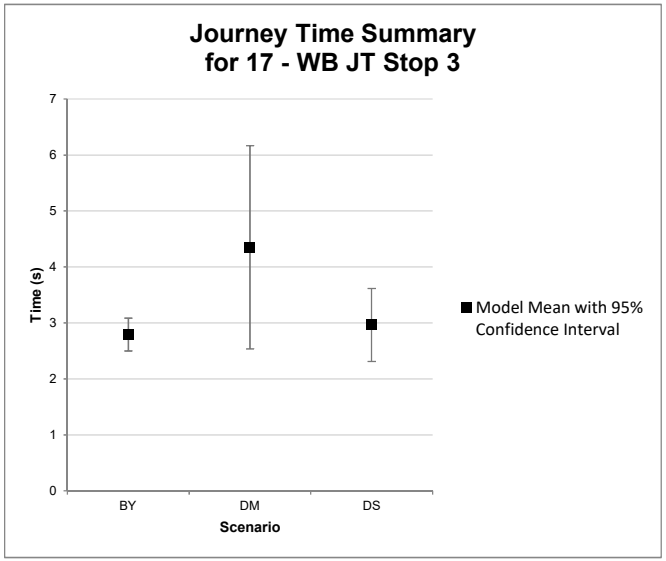


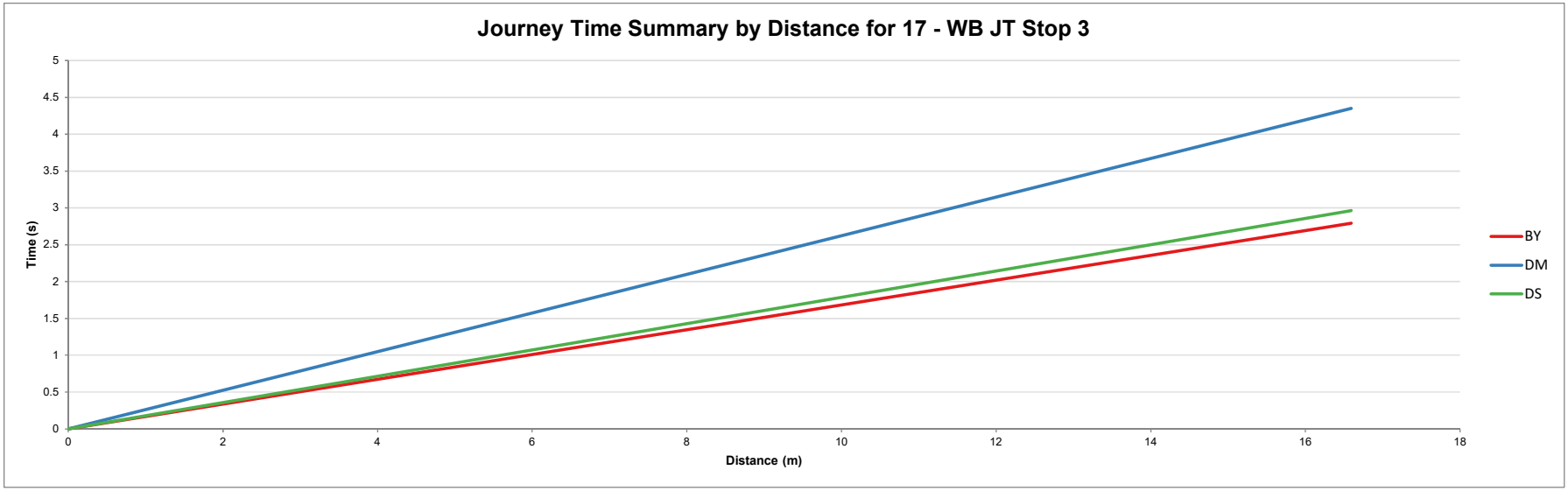
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CG 1



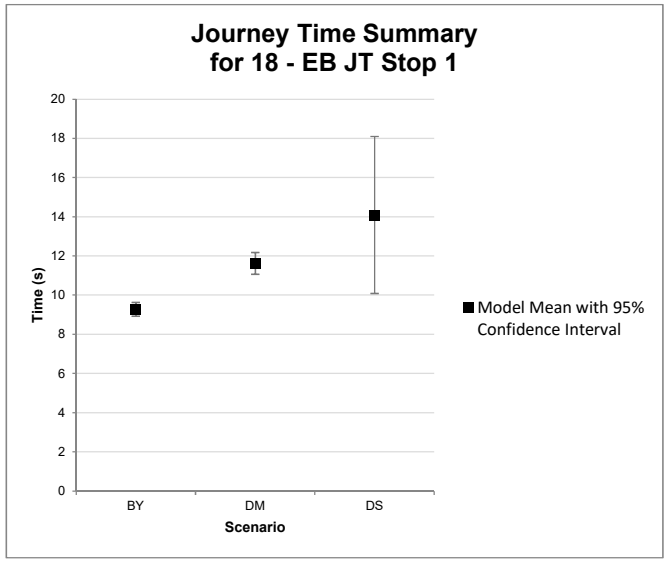


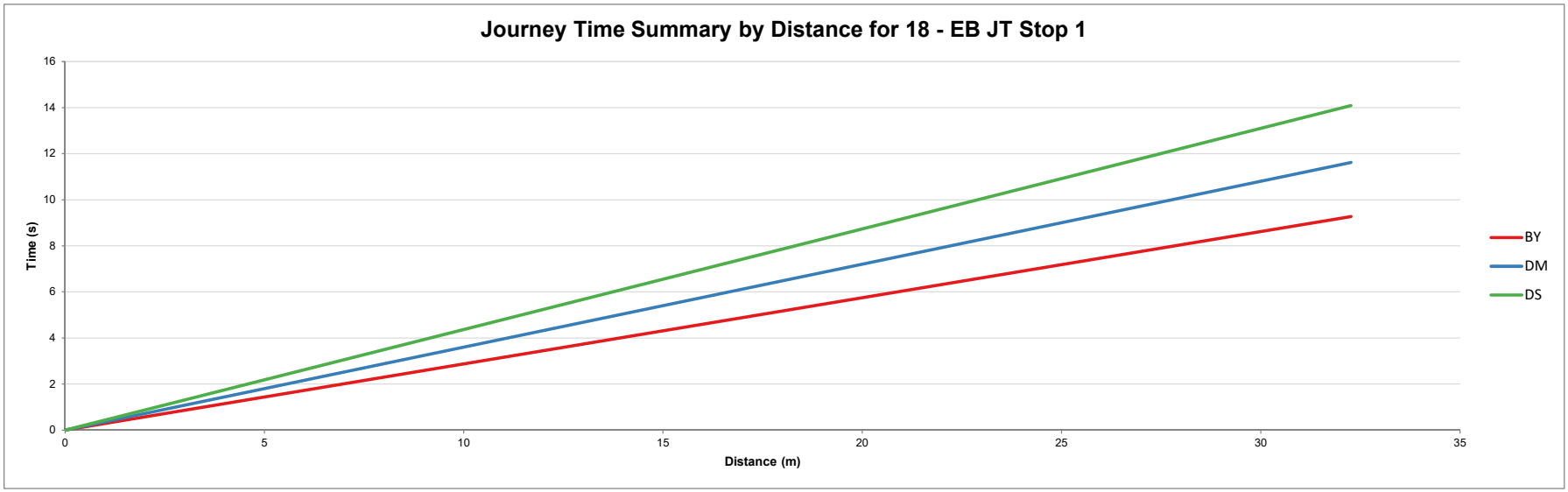
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08:00 - 09:00
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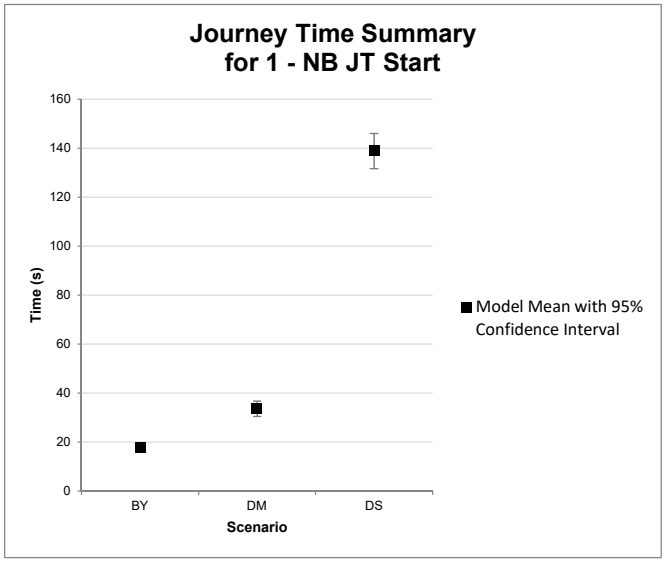


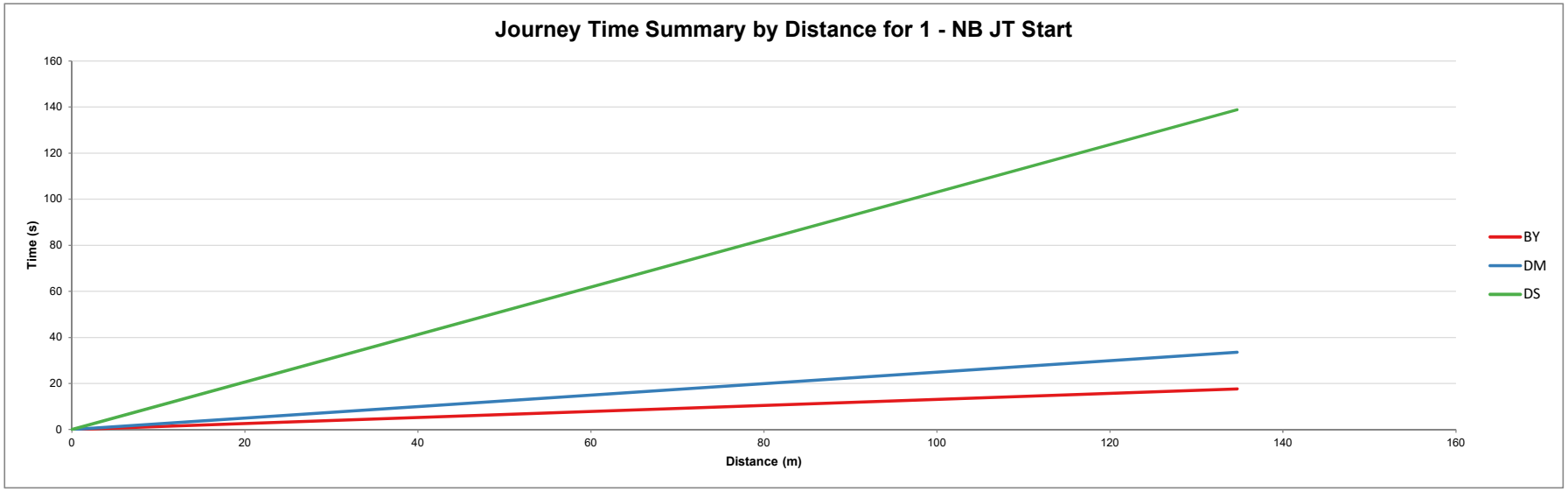
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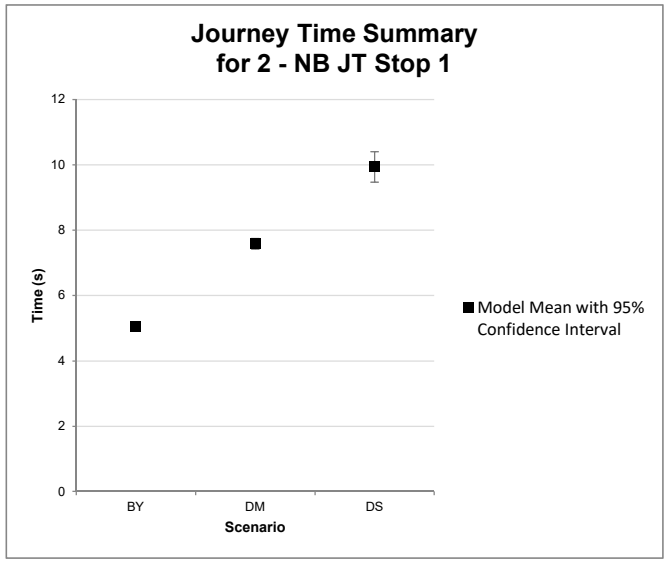


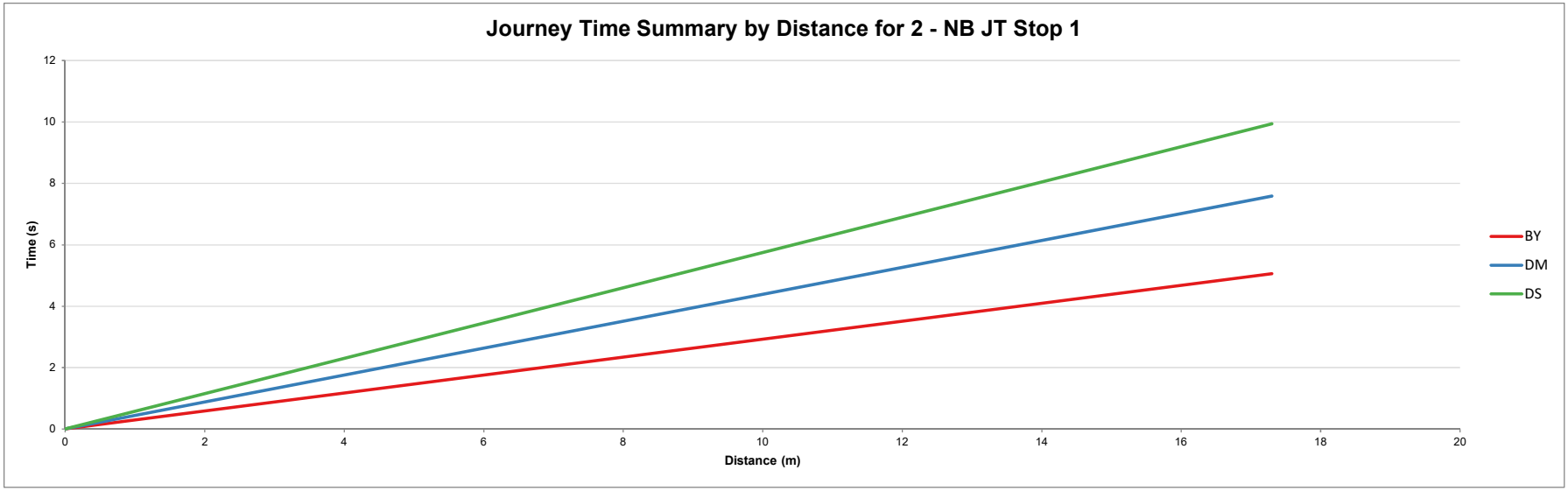
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17:00 - 18:00
CG 1



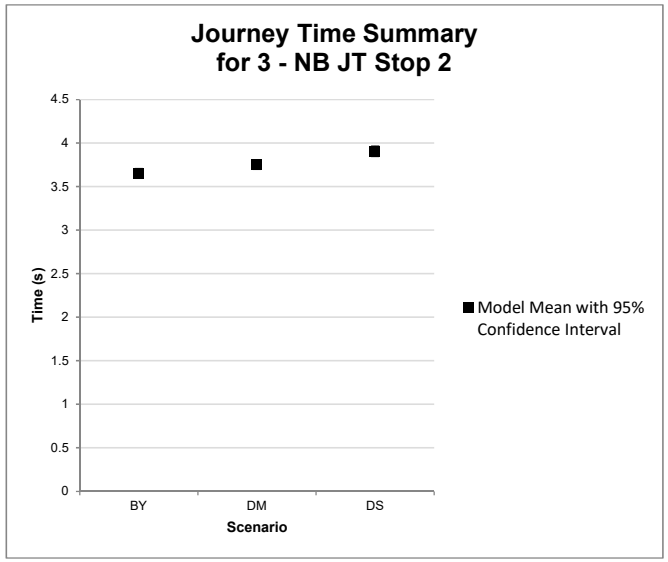


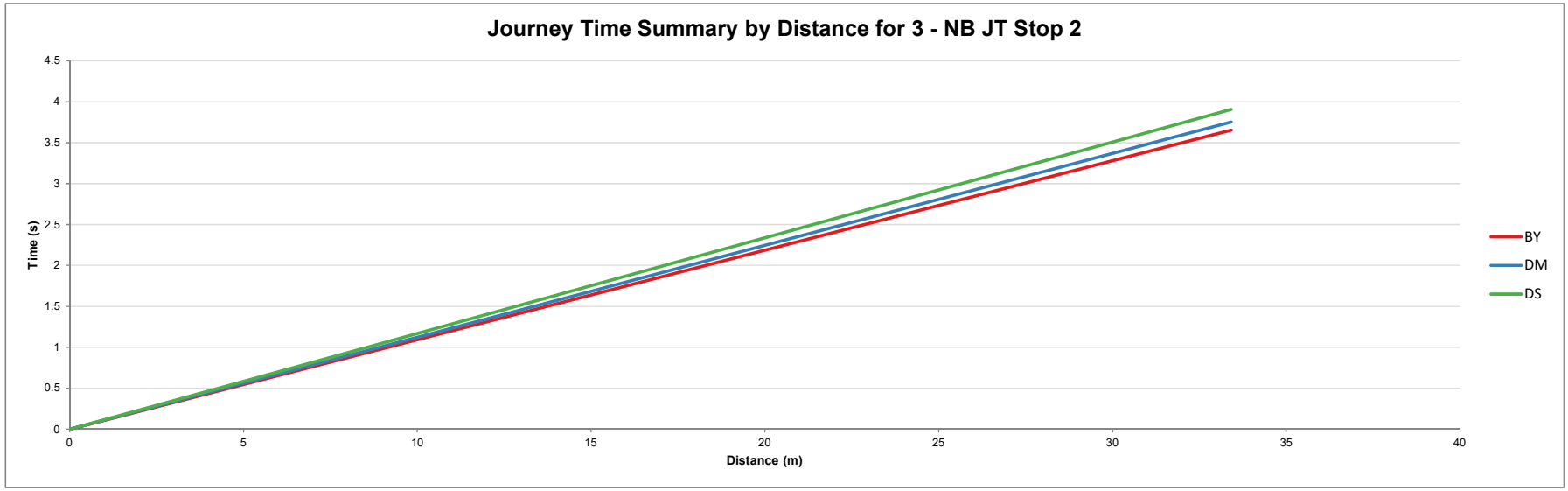
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CG 1



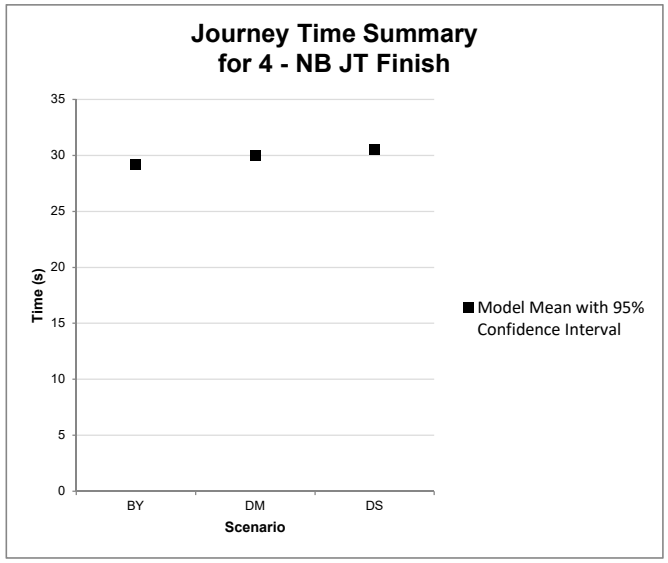


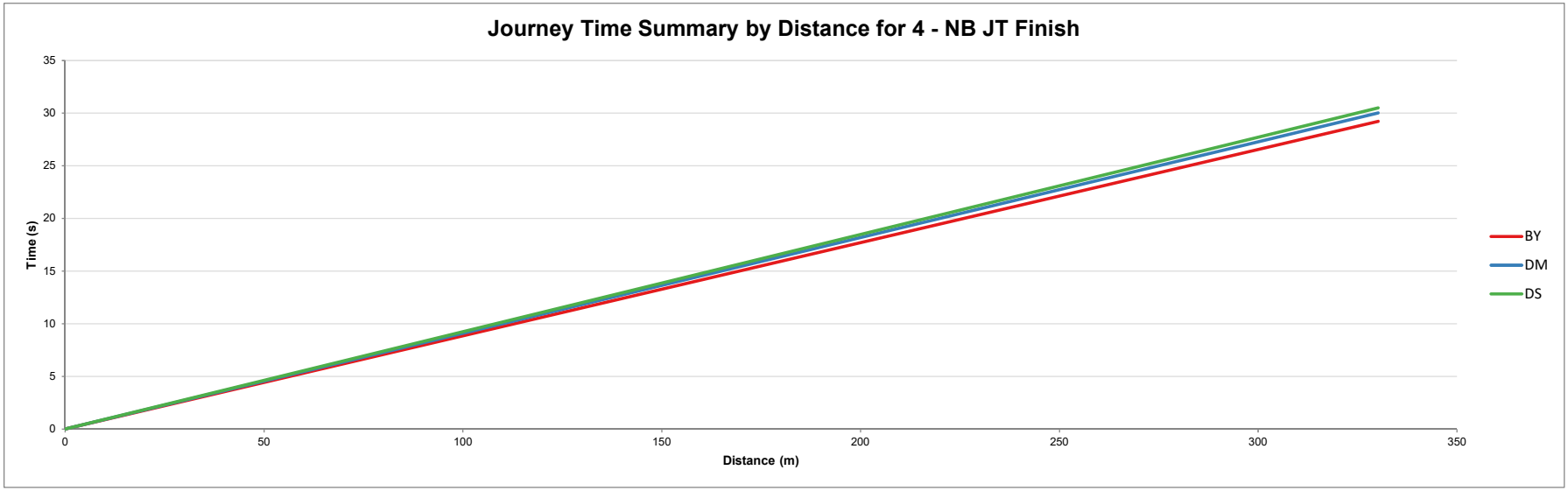
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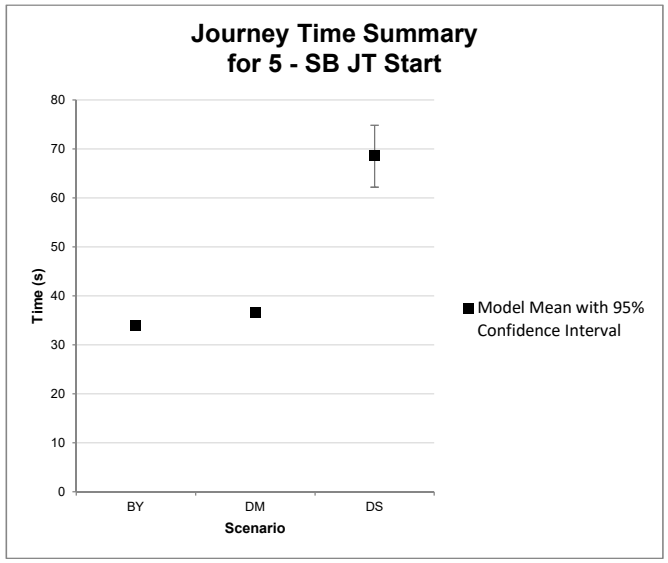


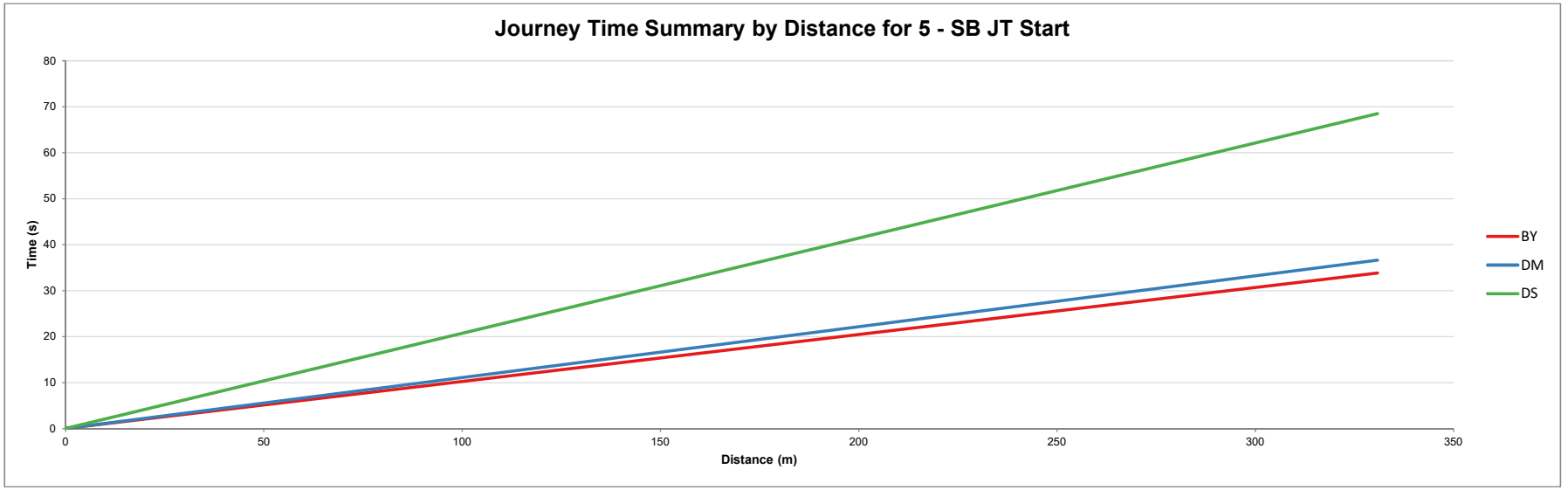
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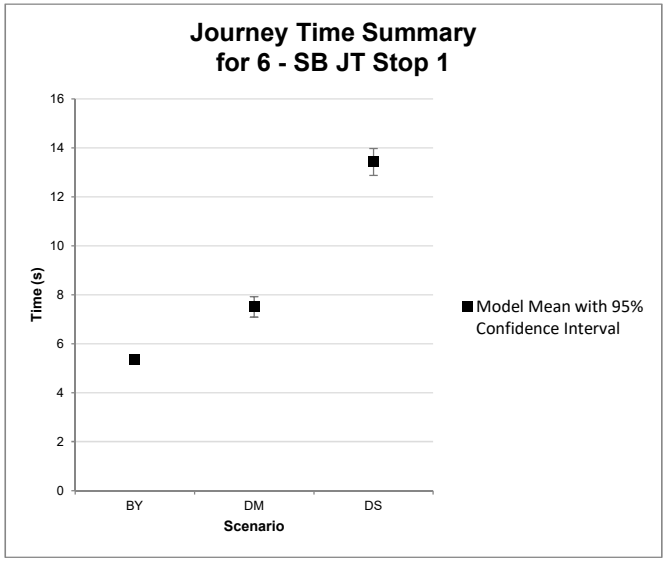


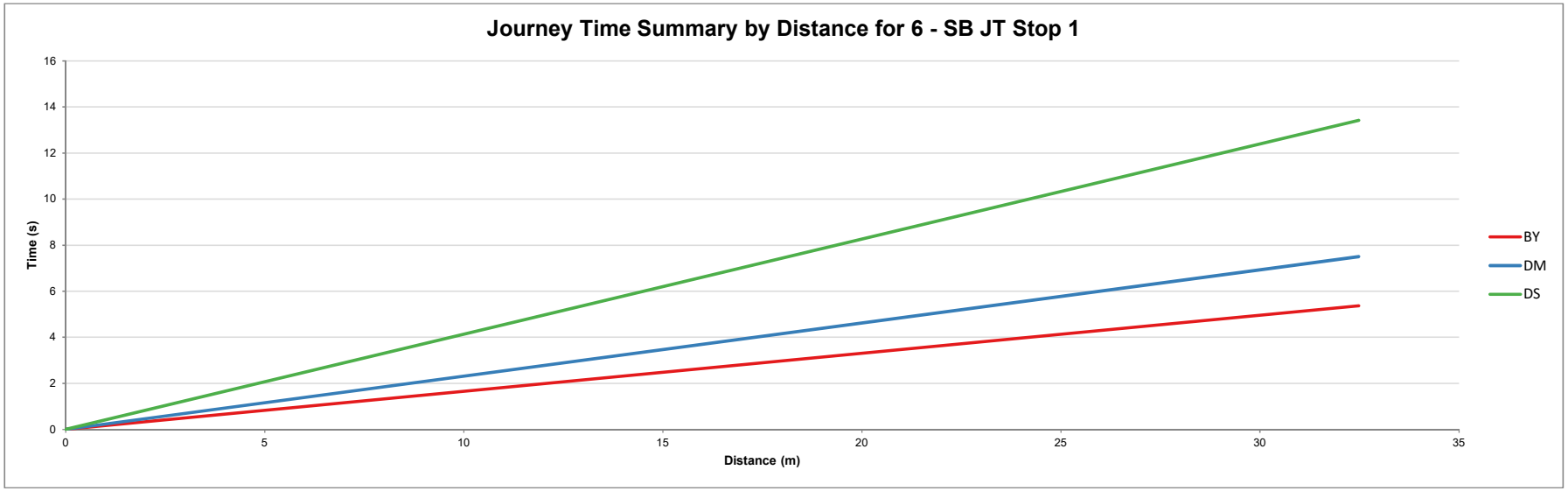
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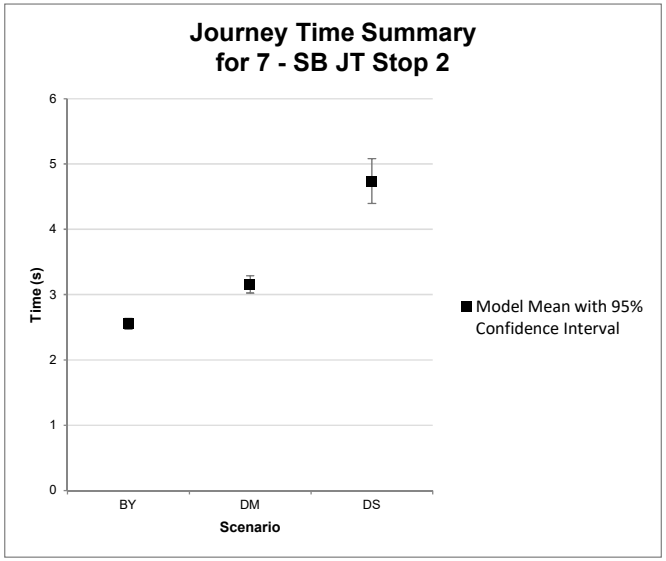


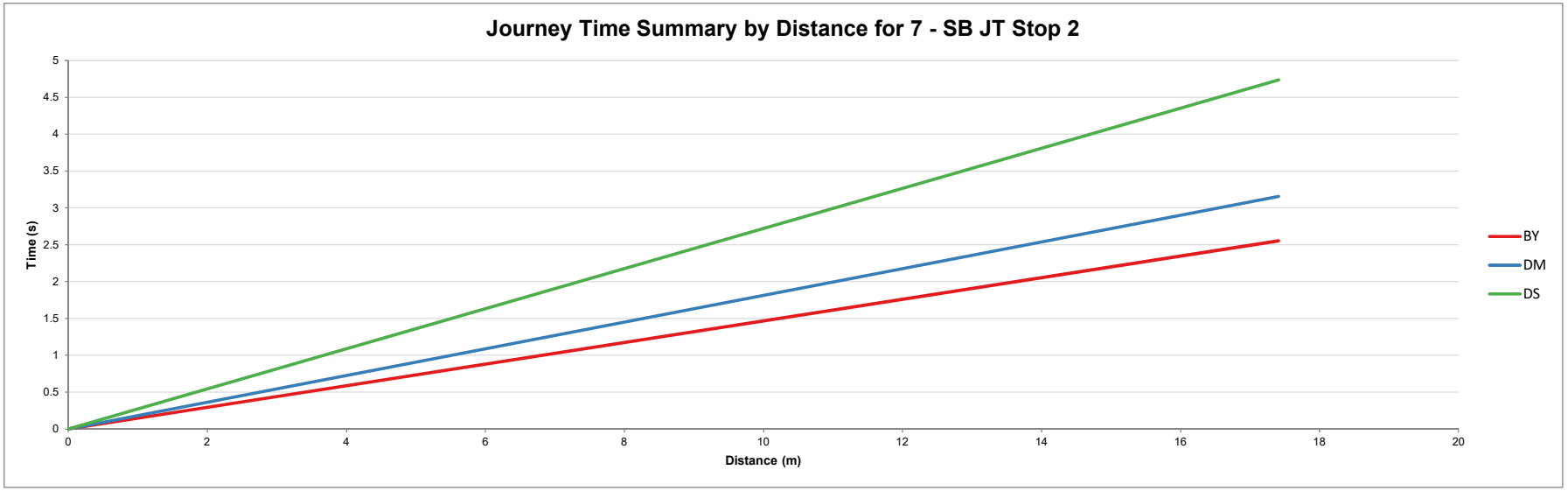
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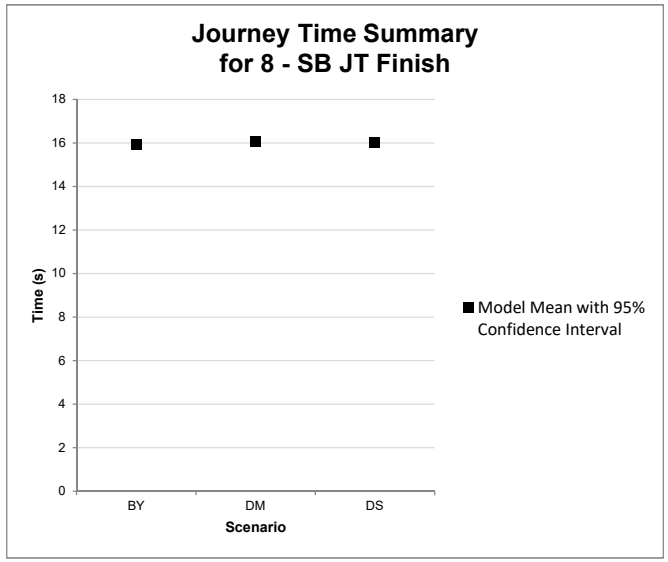


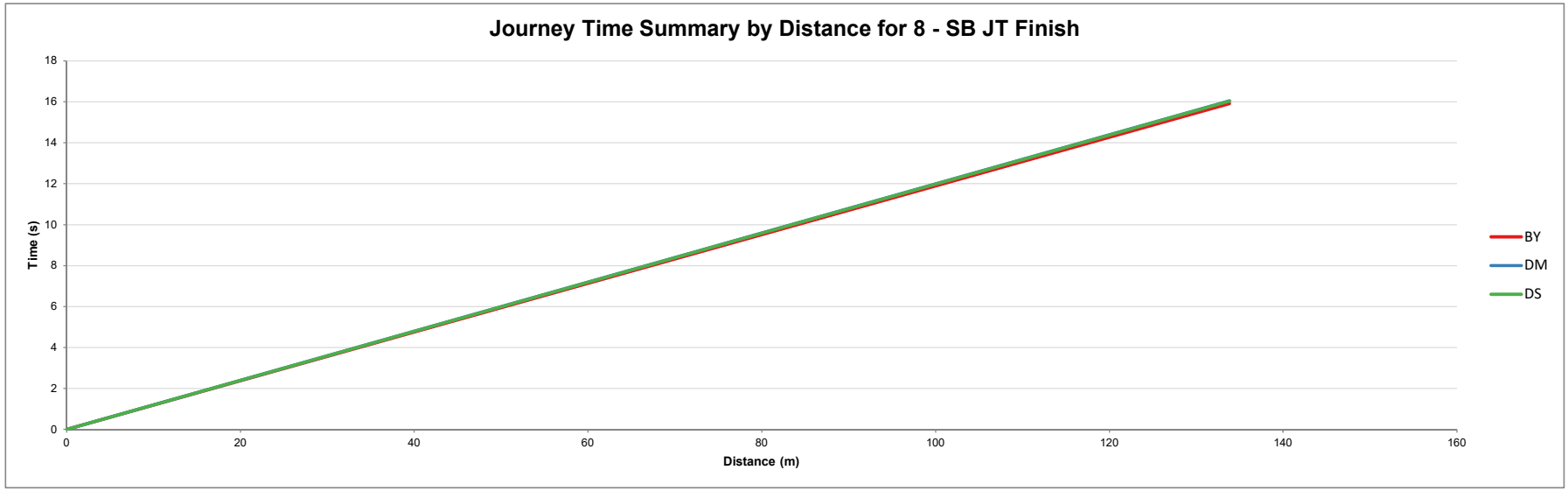
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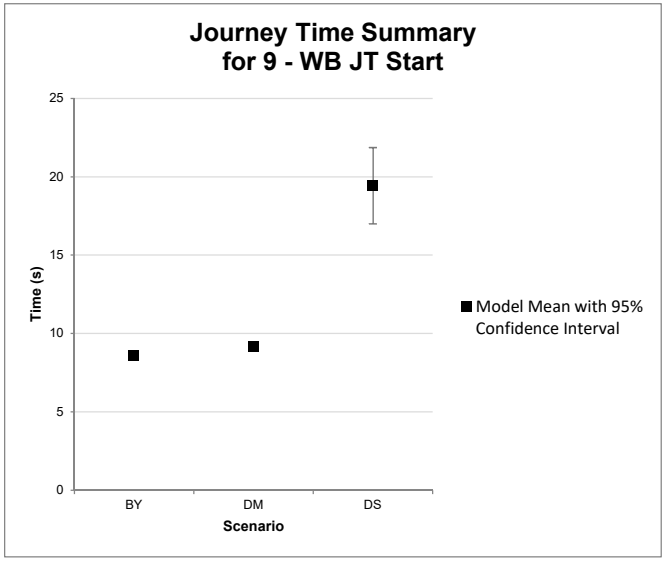


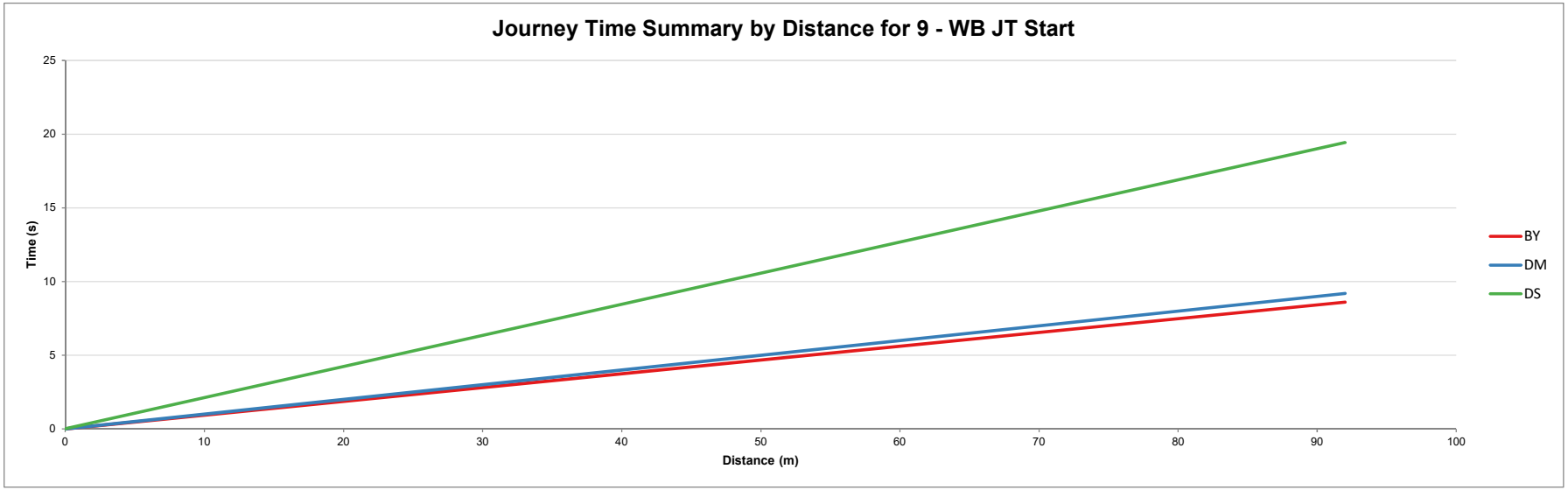
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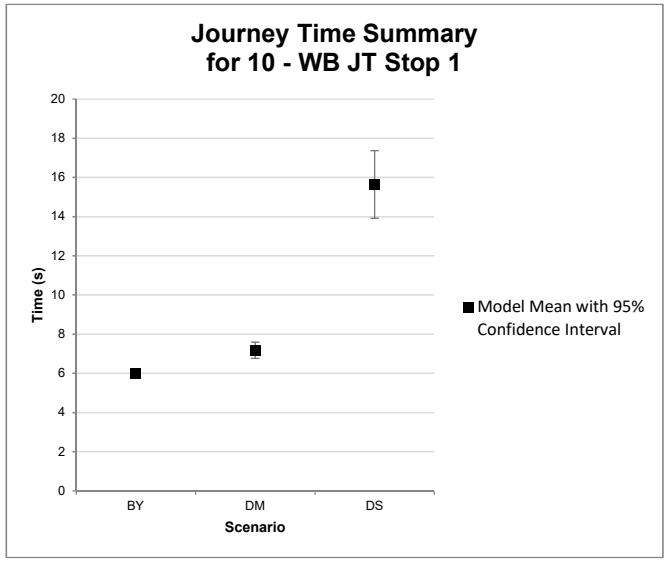


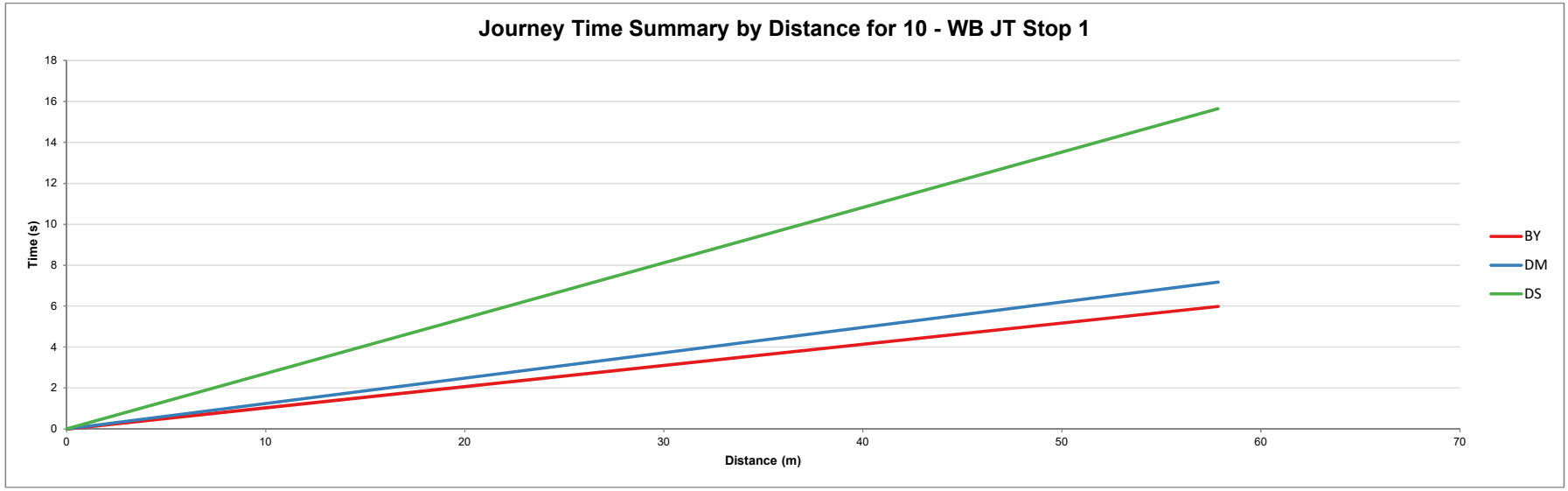
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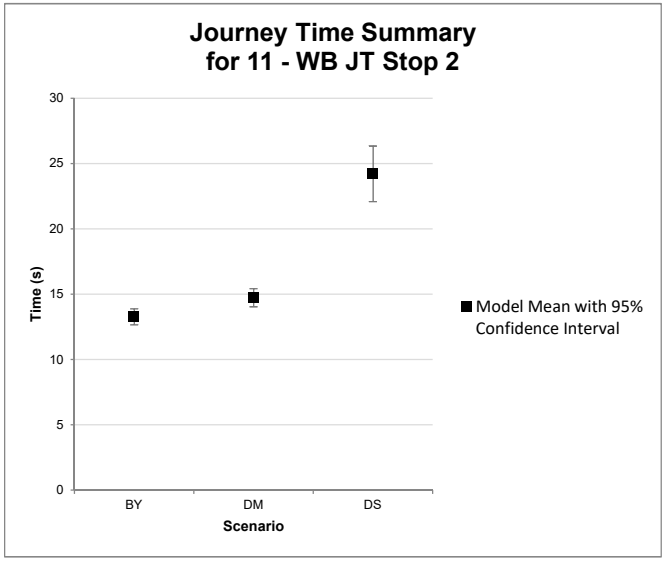


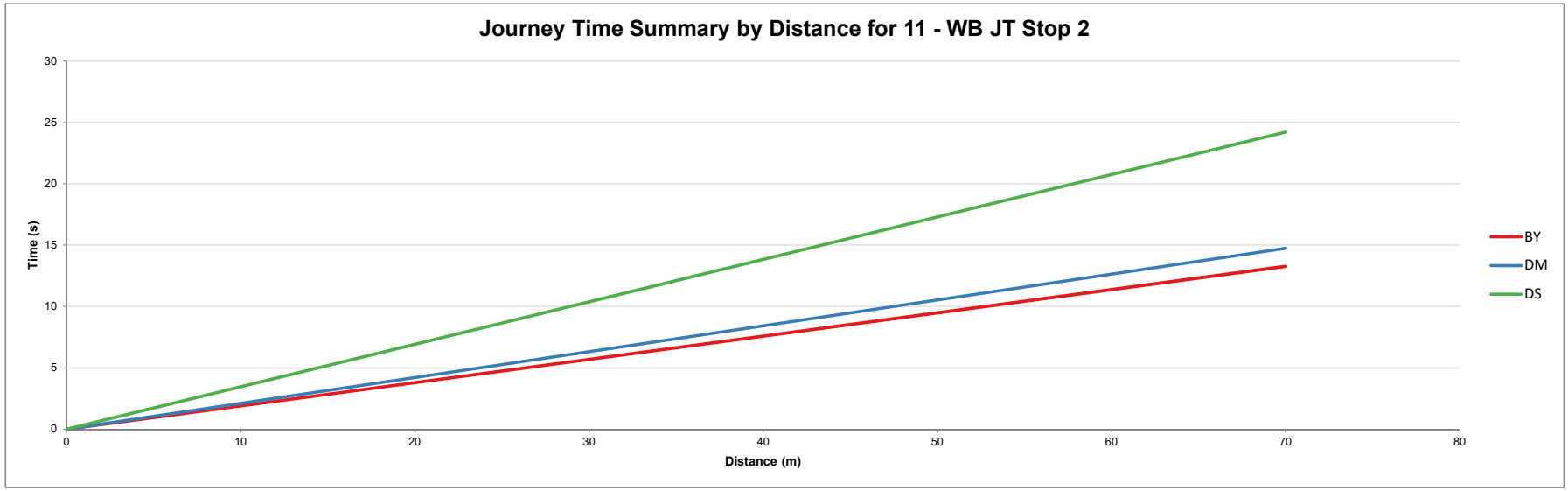
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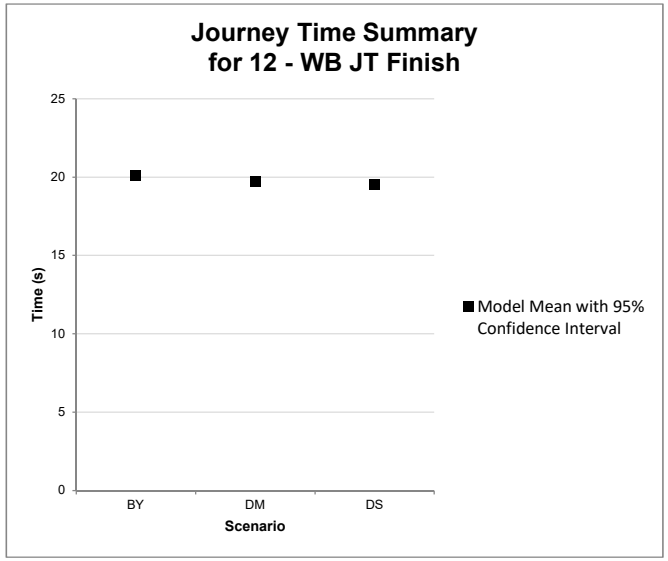


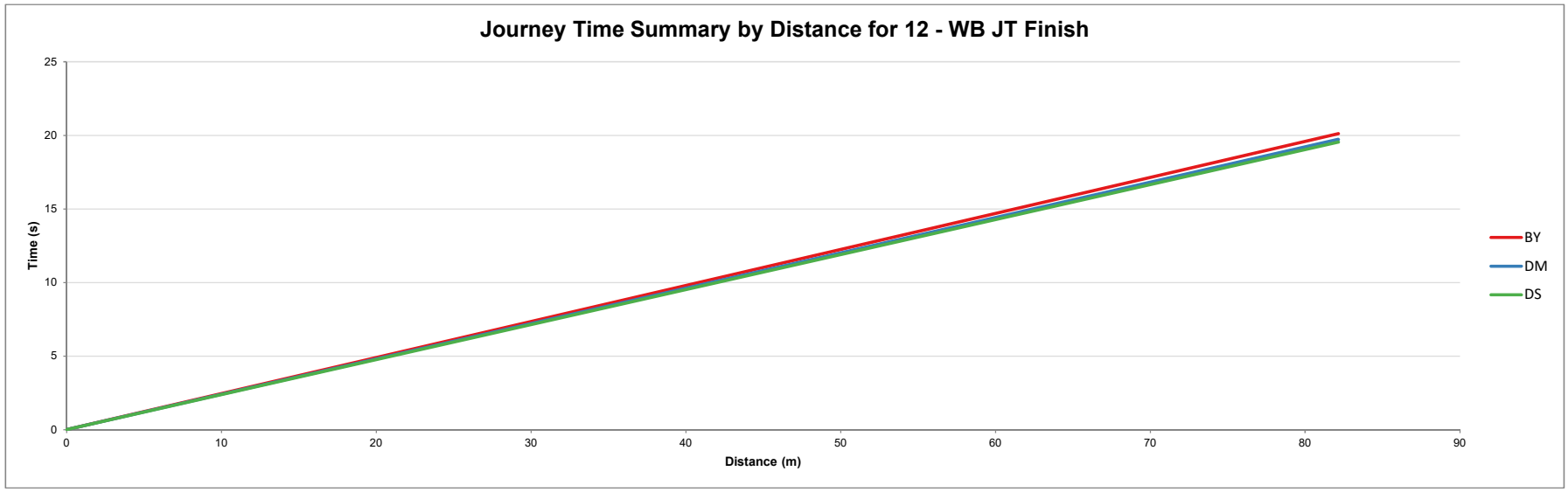
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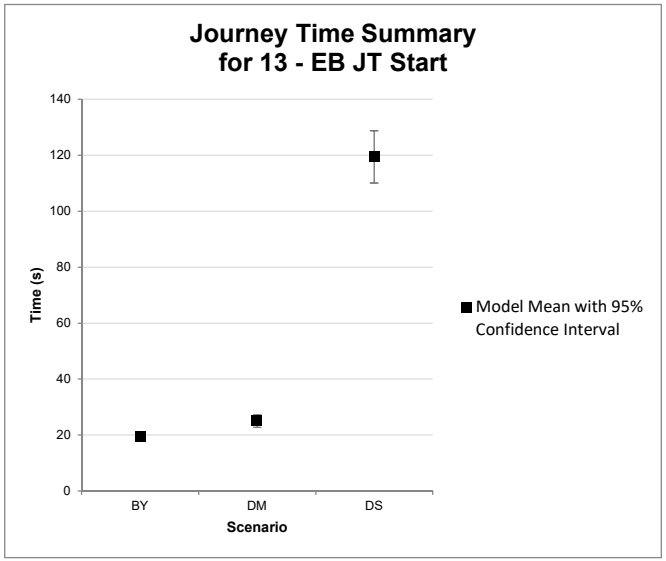


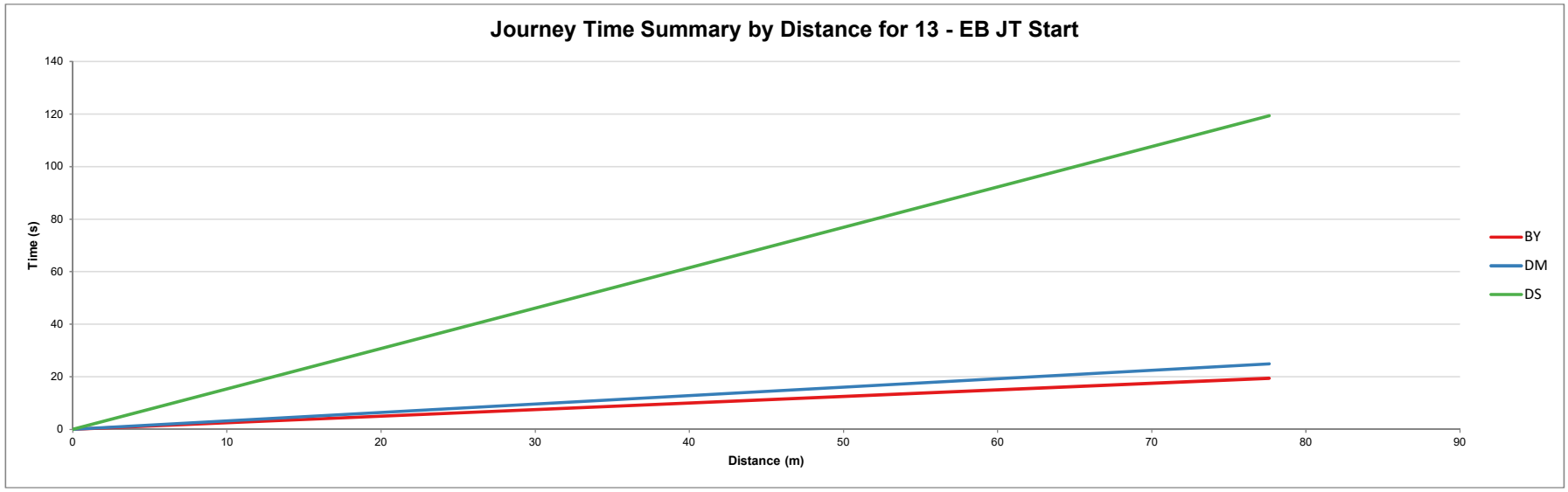
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17:00 - 18:00
CG 1



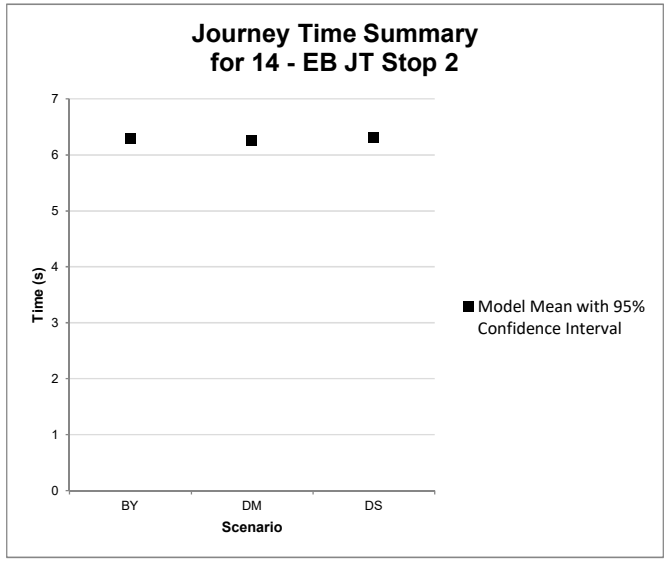


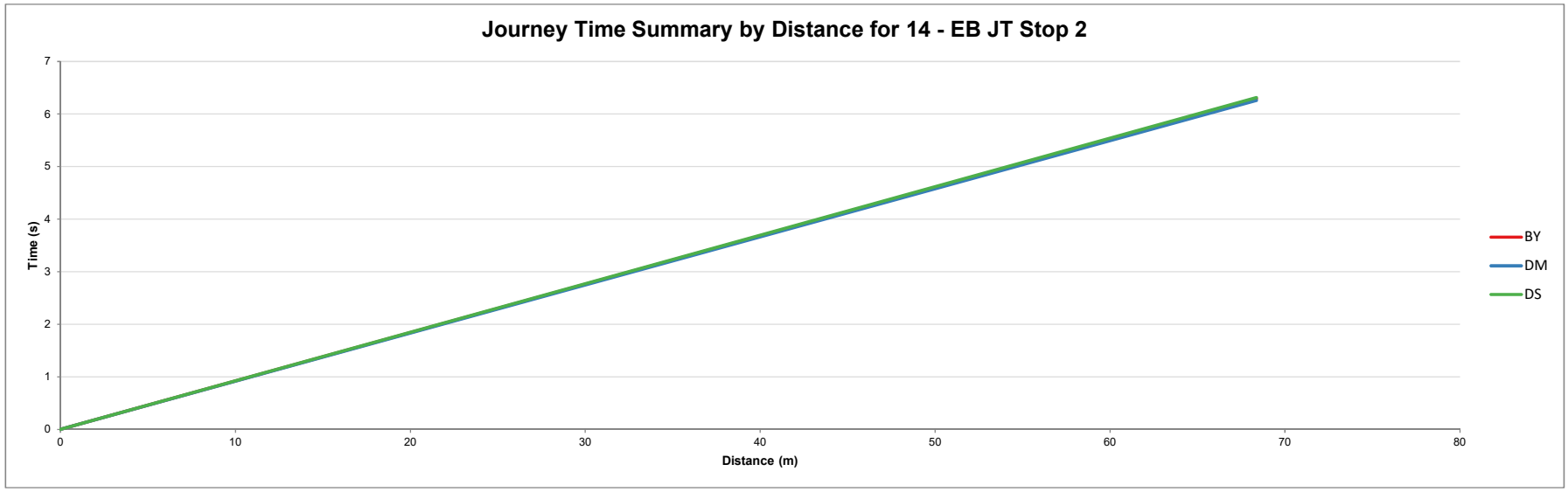
Journey Time Comparison Graphs
PM
17:00 - 18:00
CG 1



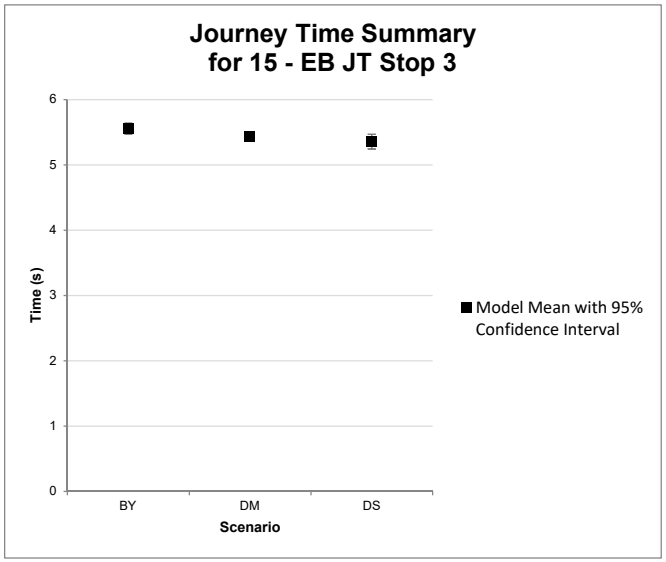


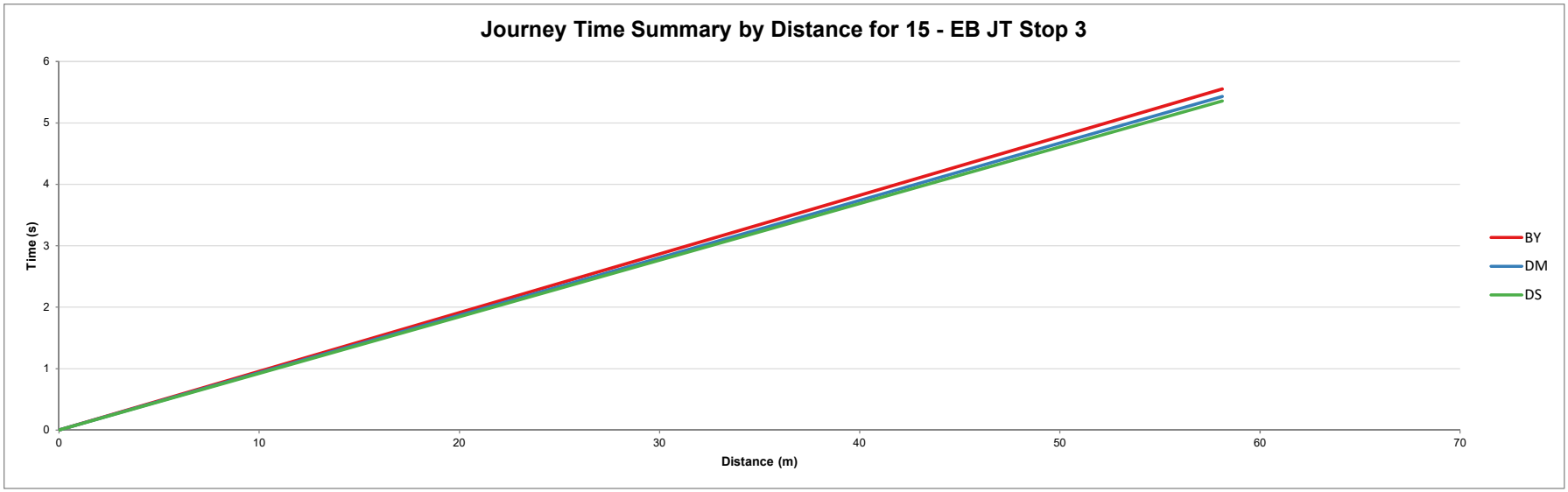
Journey Time Comparison Graphs
PM
17:00 - 18:00
CG 1



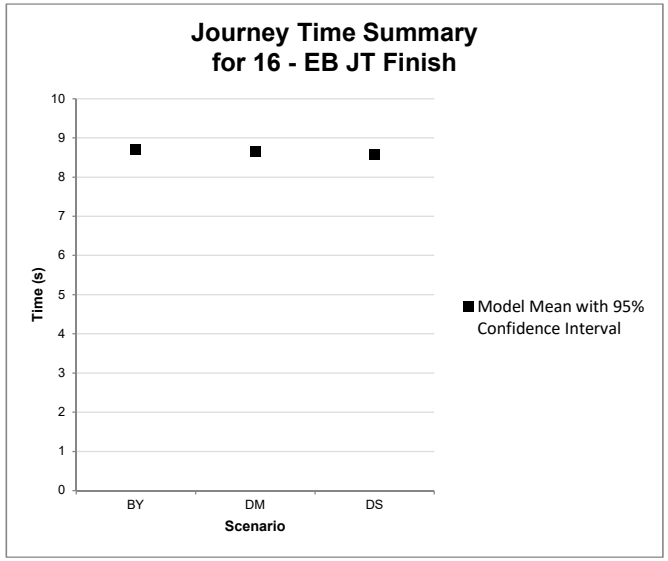


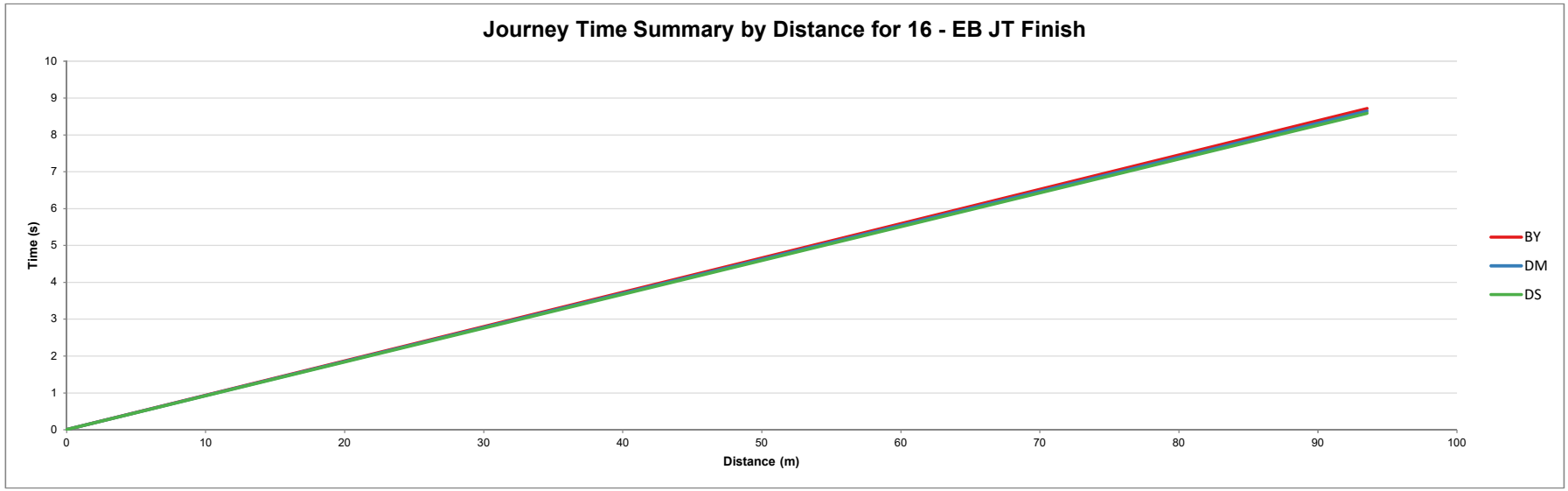
Journey Time Comparison Graphs
PM
17:00 - 18:00
CG 1



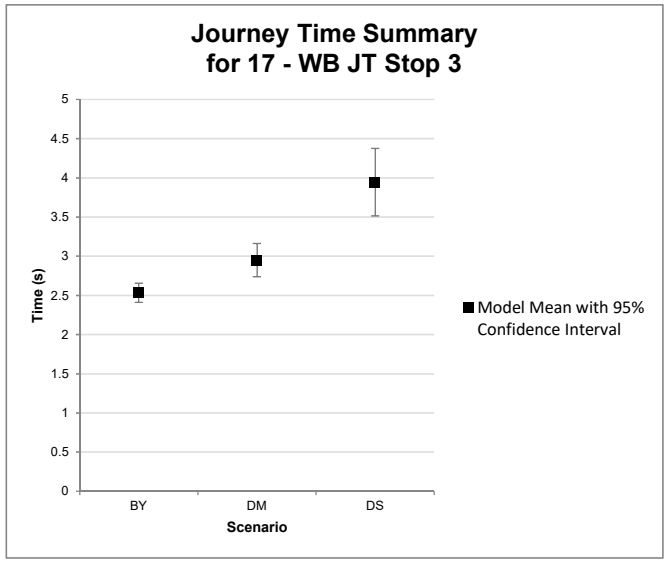


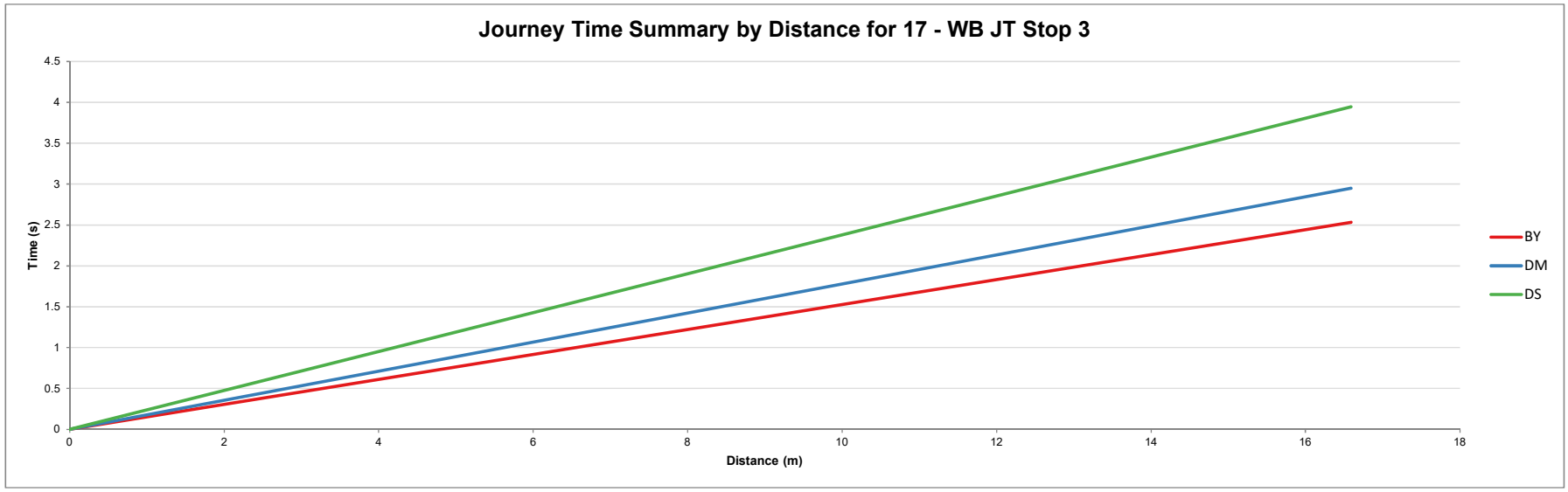
Journey Time Comparison Graphs
PM
17:00 - 18:00
CG 1



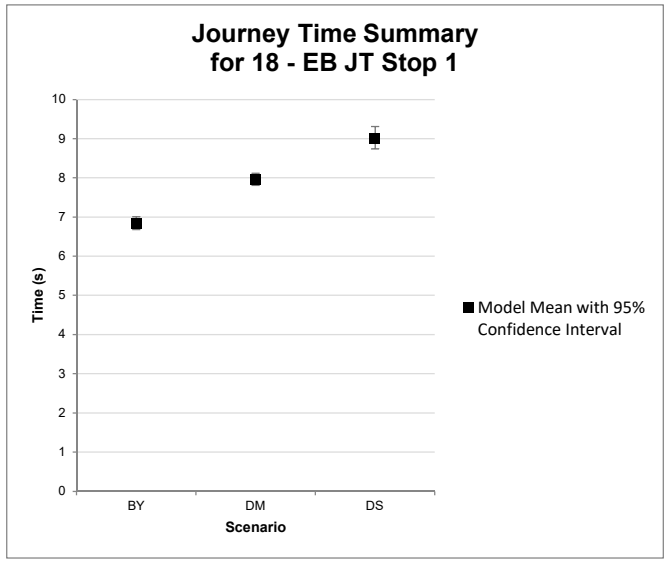


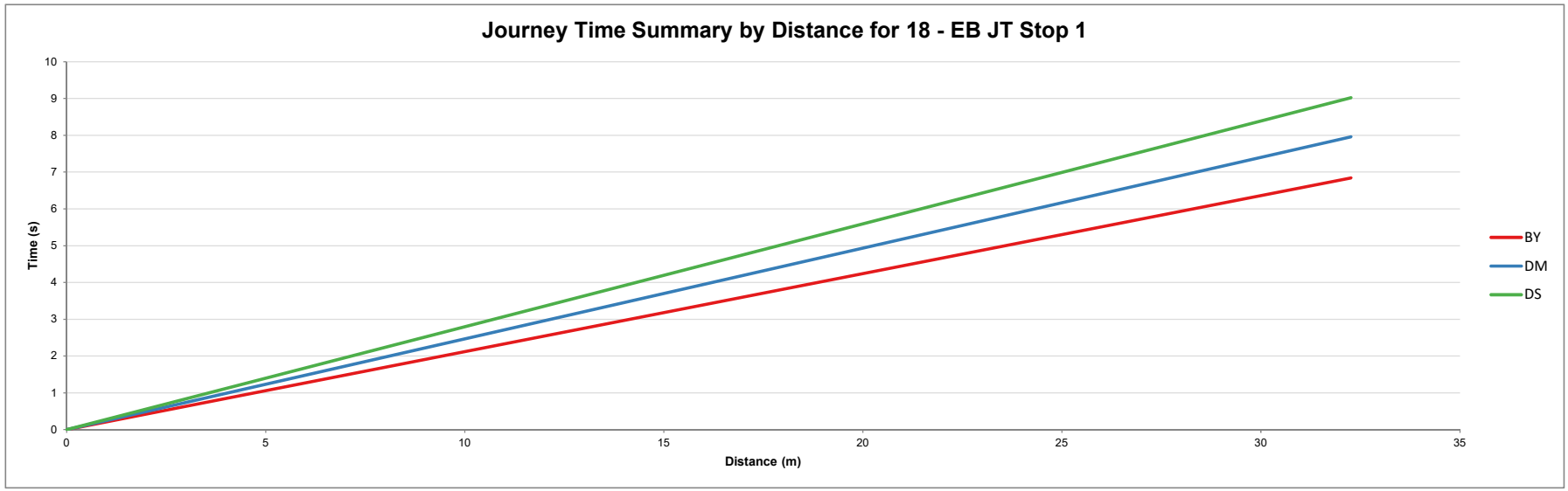
Journey Time Comparison Graphs
PM
17:00 - 18:00
CG 1





Journey Time Comparison Graphs
PM
17:00 - 18:00
CG 1





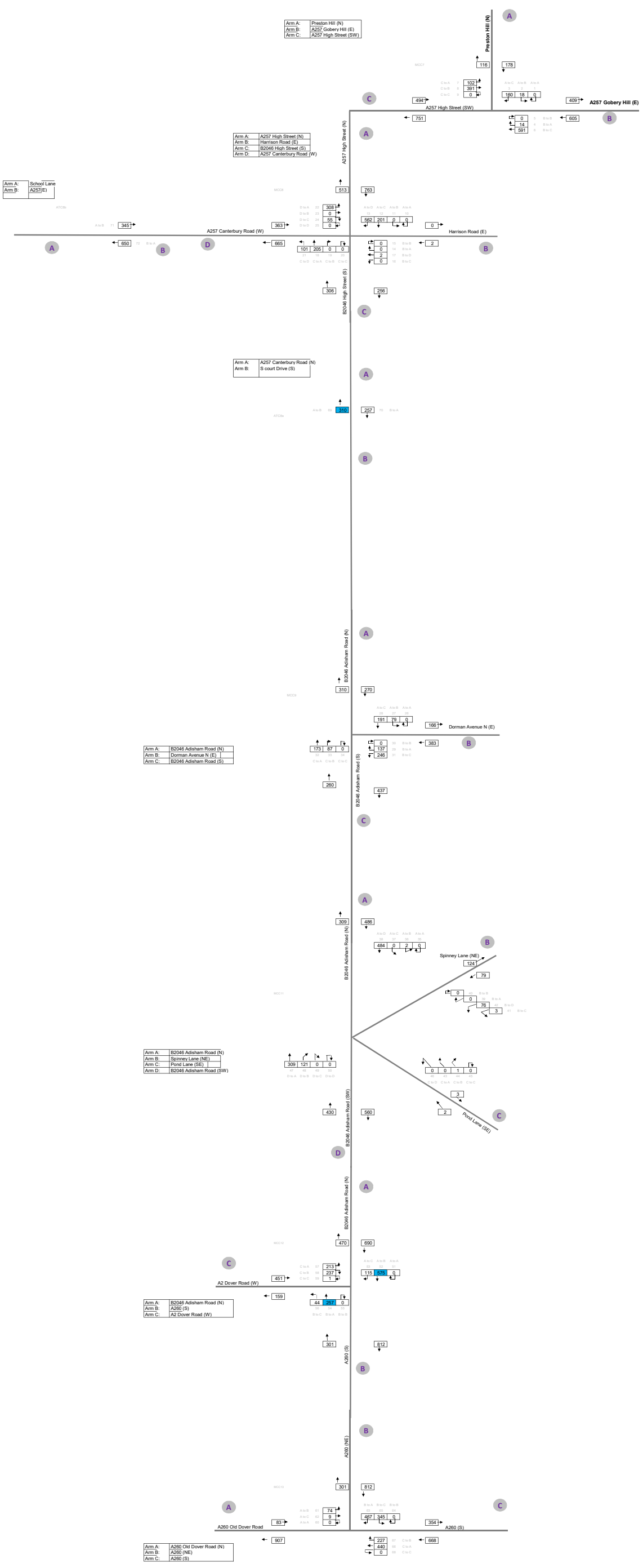
Appendix P

EXCEL MODELS - OBSERVED FLOWS

Public

Key
123 Total Vehicles

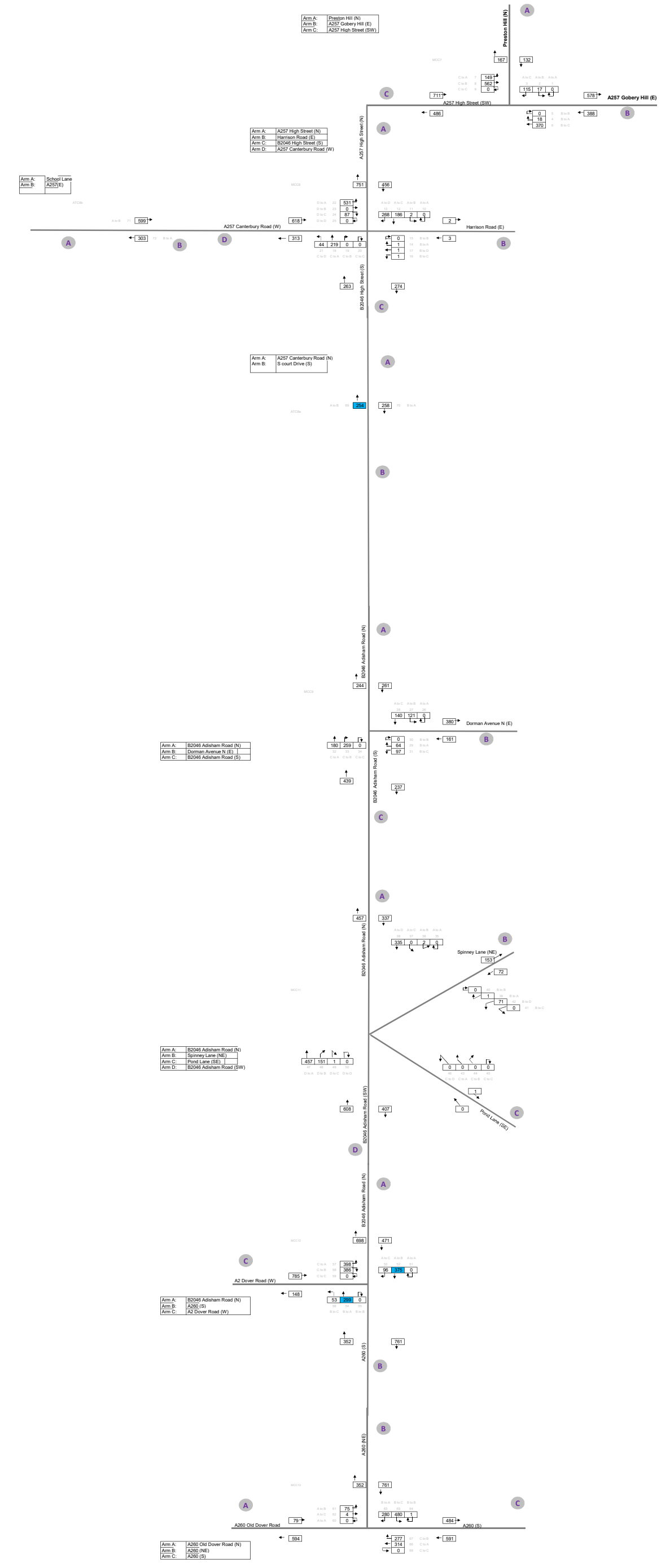
Flow Balancing



TITLE	Cluster 1 2019 Base AM Peak (08:00 - 09:00)
FIGURE No.	FIGURE No 1

Key
123 Total Vehicles

Flow Balancing



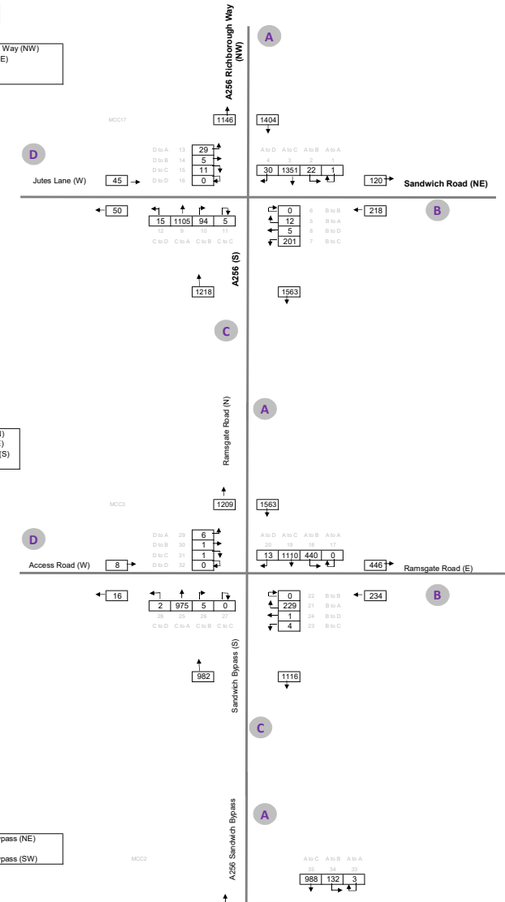
Cluster 1
2019 Base
PM Peak (17:00 - 18:00)

FIGURE No 2

Flow Balancing

Key
123 Total Vehicles

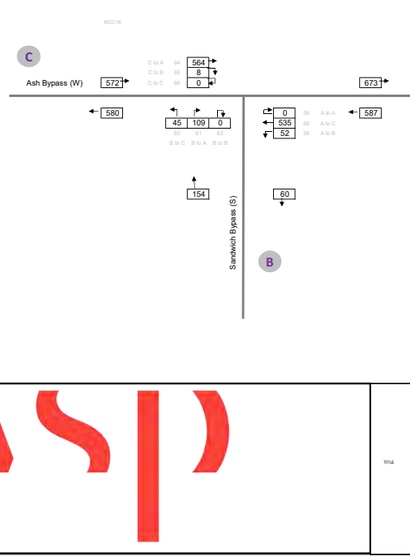
Arm A:	A256 Richborough Way (NW)
Arm B:	Sandwich Road (NE)
Arm C:	A256 (S)
Arm D:	Jutes Lane (W)



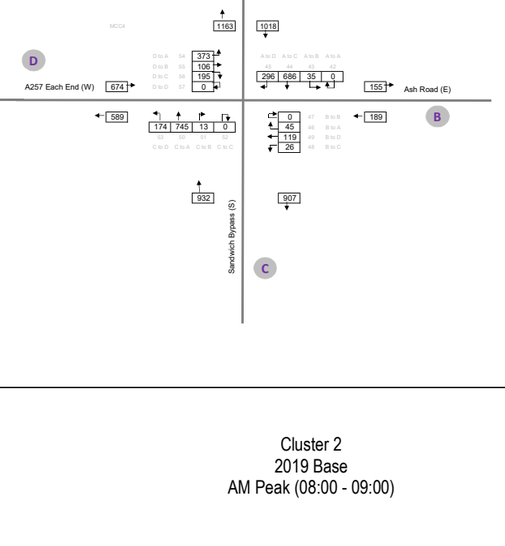
Arm A:	Ramsgate Road (N)
Arm B:	Ramsgate Road (E)
Arm C:	Sandwich Bypass (S)
Arm D:	Access Road (W)

Arm A:	A256 Sandwich Bypass (NE)
Arm B:	Monk's Way (SE)
Arm C:	A256 Sandwich Bypass (SW)

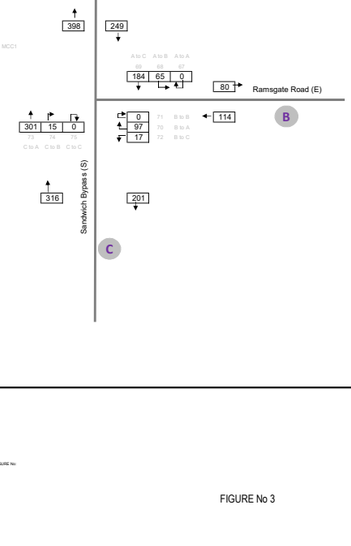
Arm A:	Sandwich Bypass (E)
Arm B:	Sandwich Bypass (S)
Arm C:	Ash Bypass (W)



Arm A:	Sandwich Bypass (N)
Arm B:	Ash Road (E)
Arm C:	Sandwich Bypass (S)
Arm D:	A257 Each End (W)



Arm A:	Ramsgate Road (N)
Arm B:	The Quay (E)
Arm C:	High Street (S)



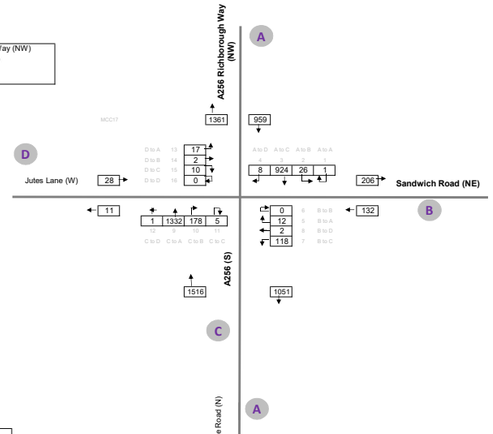
Cluster 2
2019 Base
AM Peak (08:00 - 09:00)

FIGURE No 3

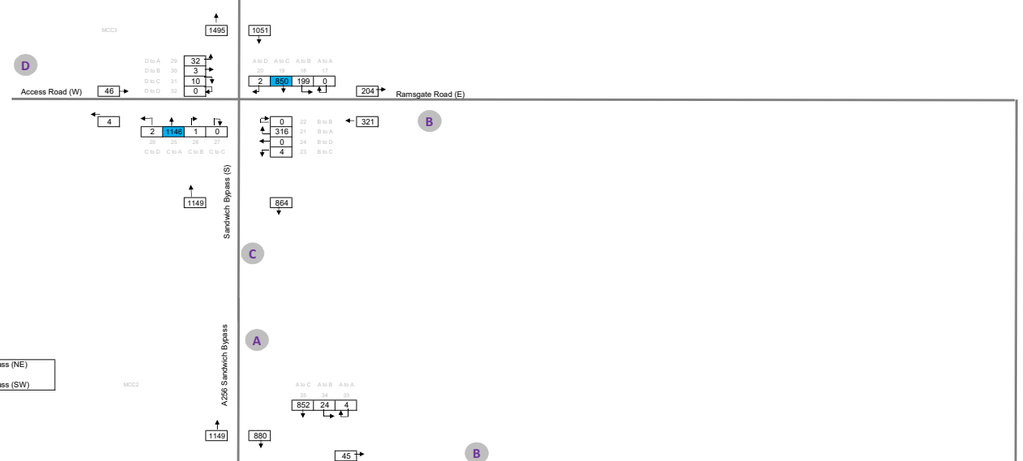
Flow Balancing

Key
123 Total Vehicles

Arm A:	A256 Richborough Way (NW)
Arm B:	Sandwich Road (NE)
Arm C:	A256 (S)
Arm D:	Jutes Lane (W)

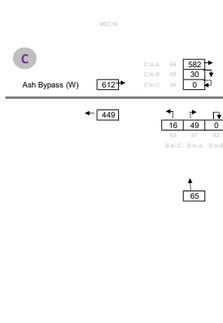


Arm A:	Ramsgate Road (N)
Arm B:	Ramsgate Road (E)
Arm C:	Sandwich Bypass (S)
Arm D:	Access Road (W)

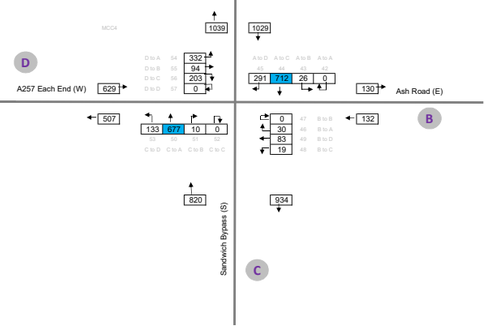


Arm A:	A256 Sandwich Bypass (NE)
Arm B:	Monk's Way (SE)
Arm C:	A256 Sandwich Bypass (SW)

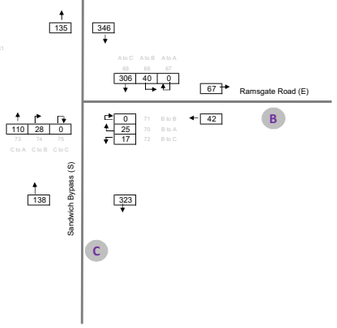
Arm A:	Sandwich Bypass (E)
Arm B:	Sandwich Bypass (S)
Arm C:	Ash Bypass (W)



Arm A:	Sandwich Bypass (N)
Arm B:	Ash Road (E)
Arm C:	Sandwich Bypass (S)
Arm D:	A257 Each End (W)



Arm A:	Ramsgate Road (N)
Arm B:	The Quay (E)
Arm C:	High Street (S)



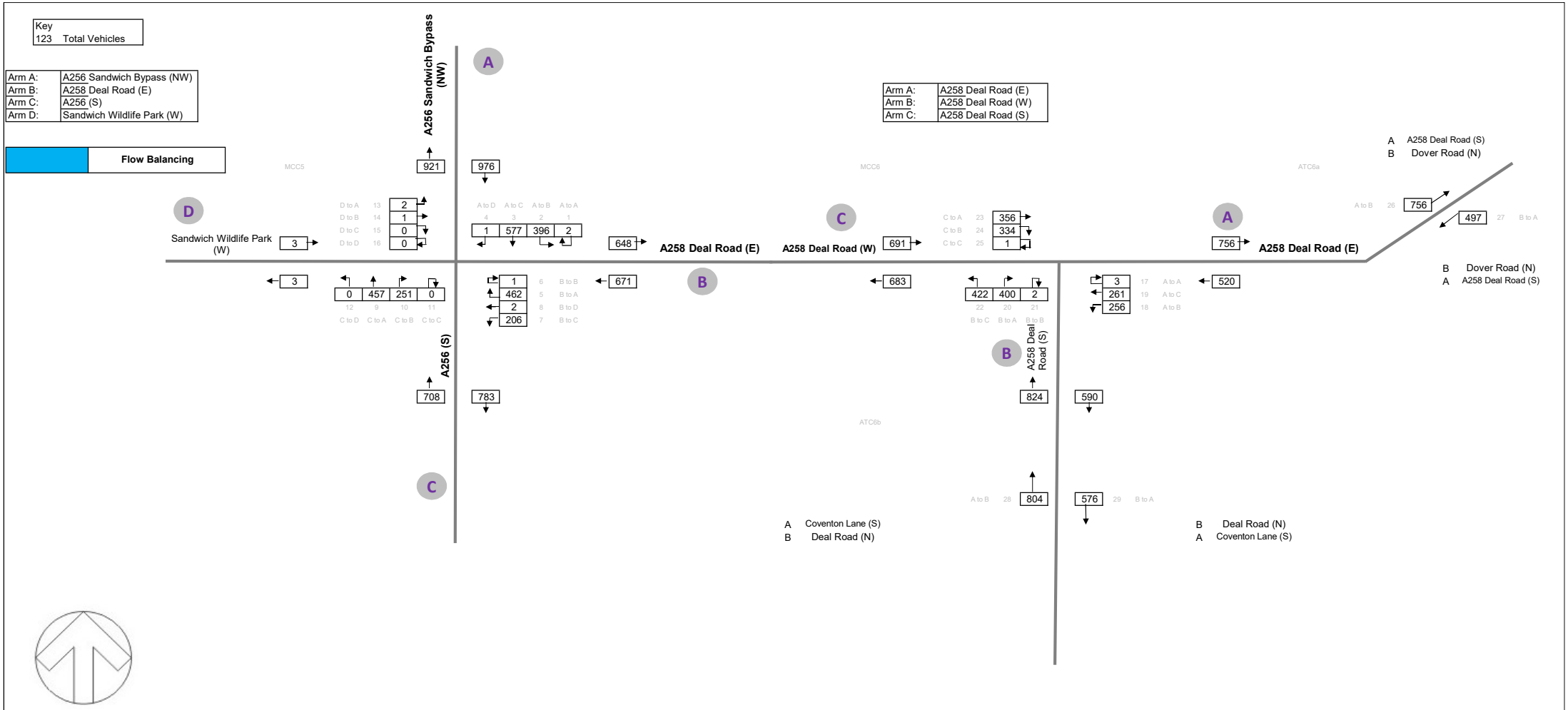
WSP

TITLE

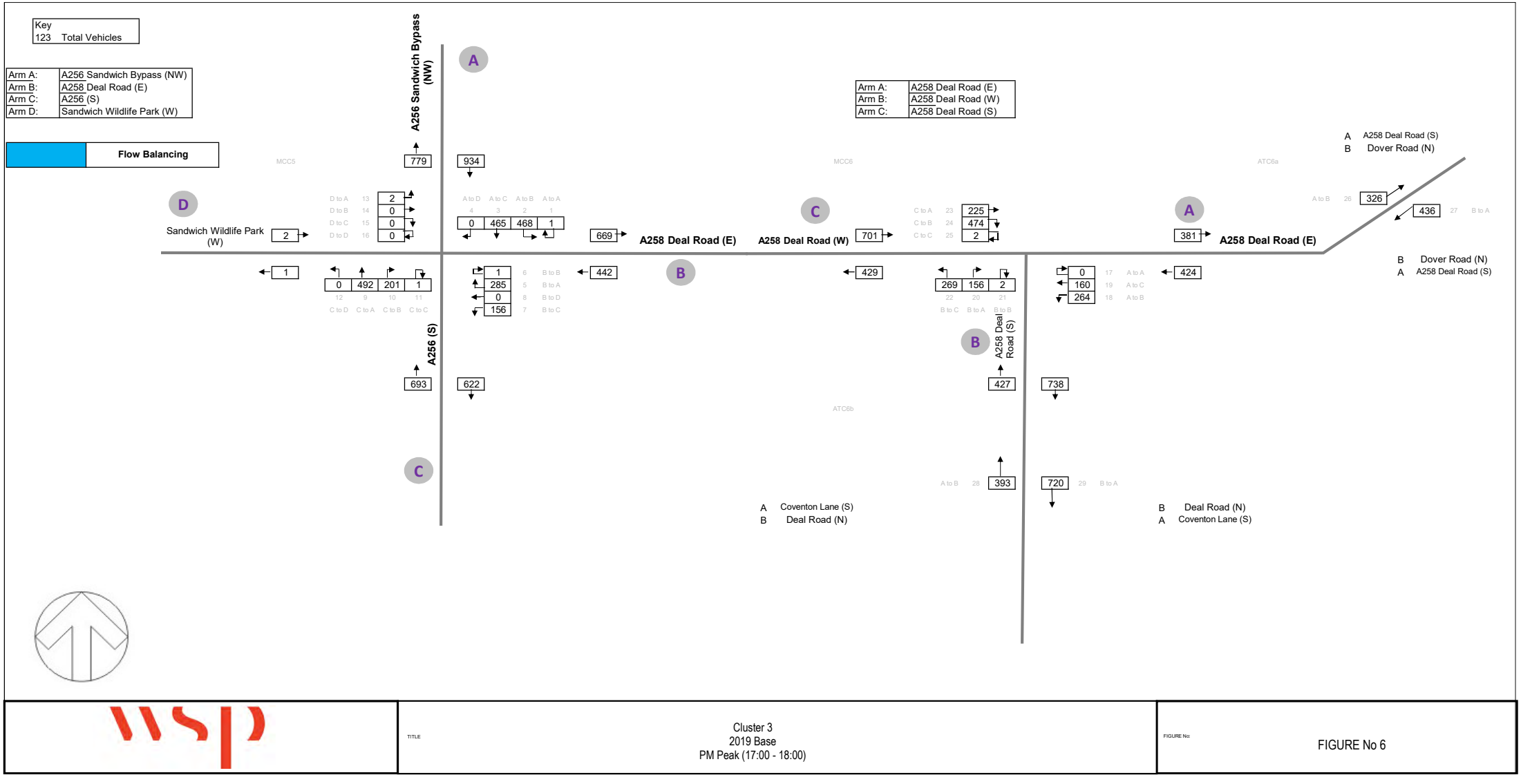
Cluster 2
2019 Base
PM Peak (17:00 - 18:00)

FIGURE No:

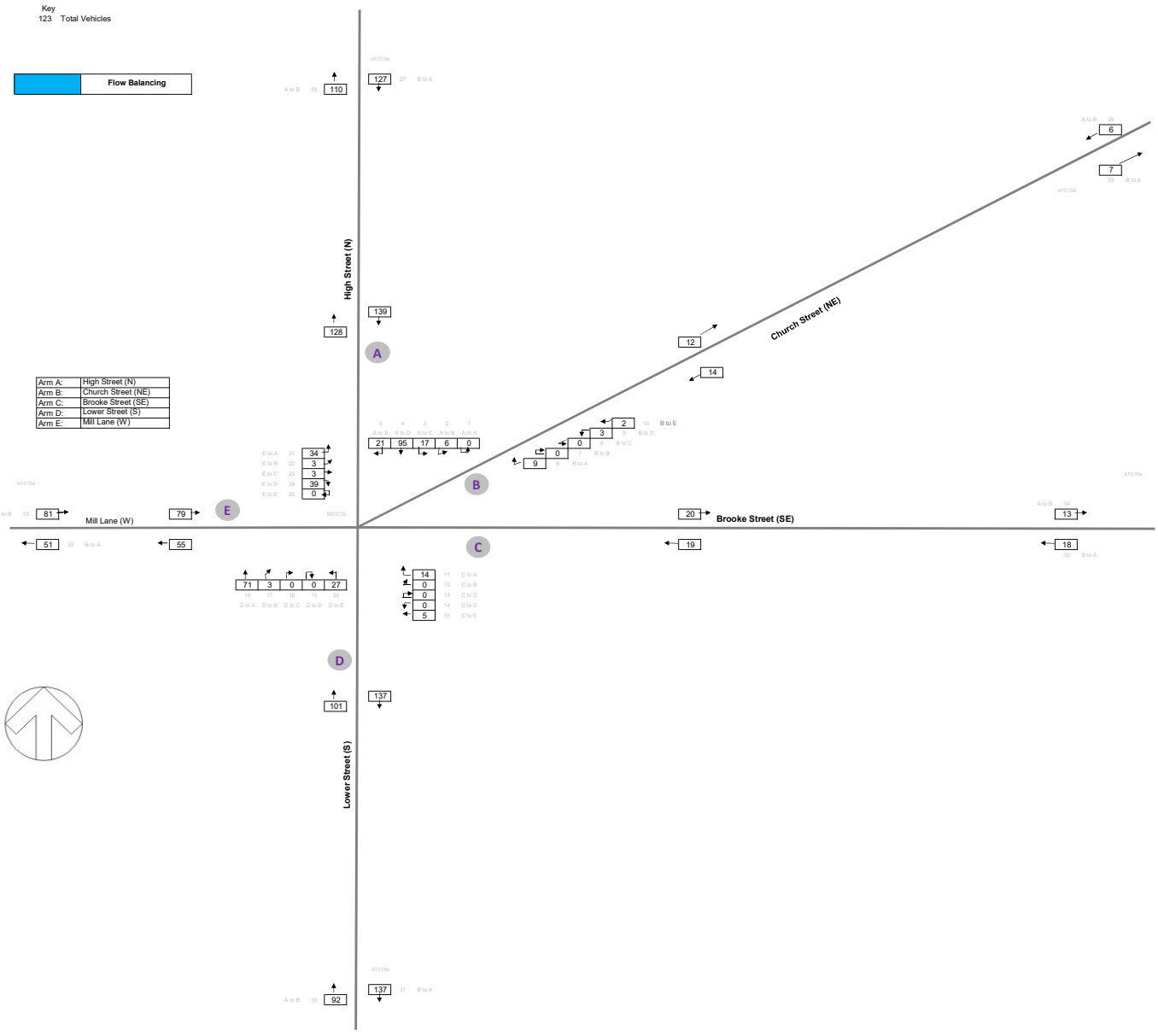
FIGURE No 4



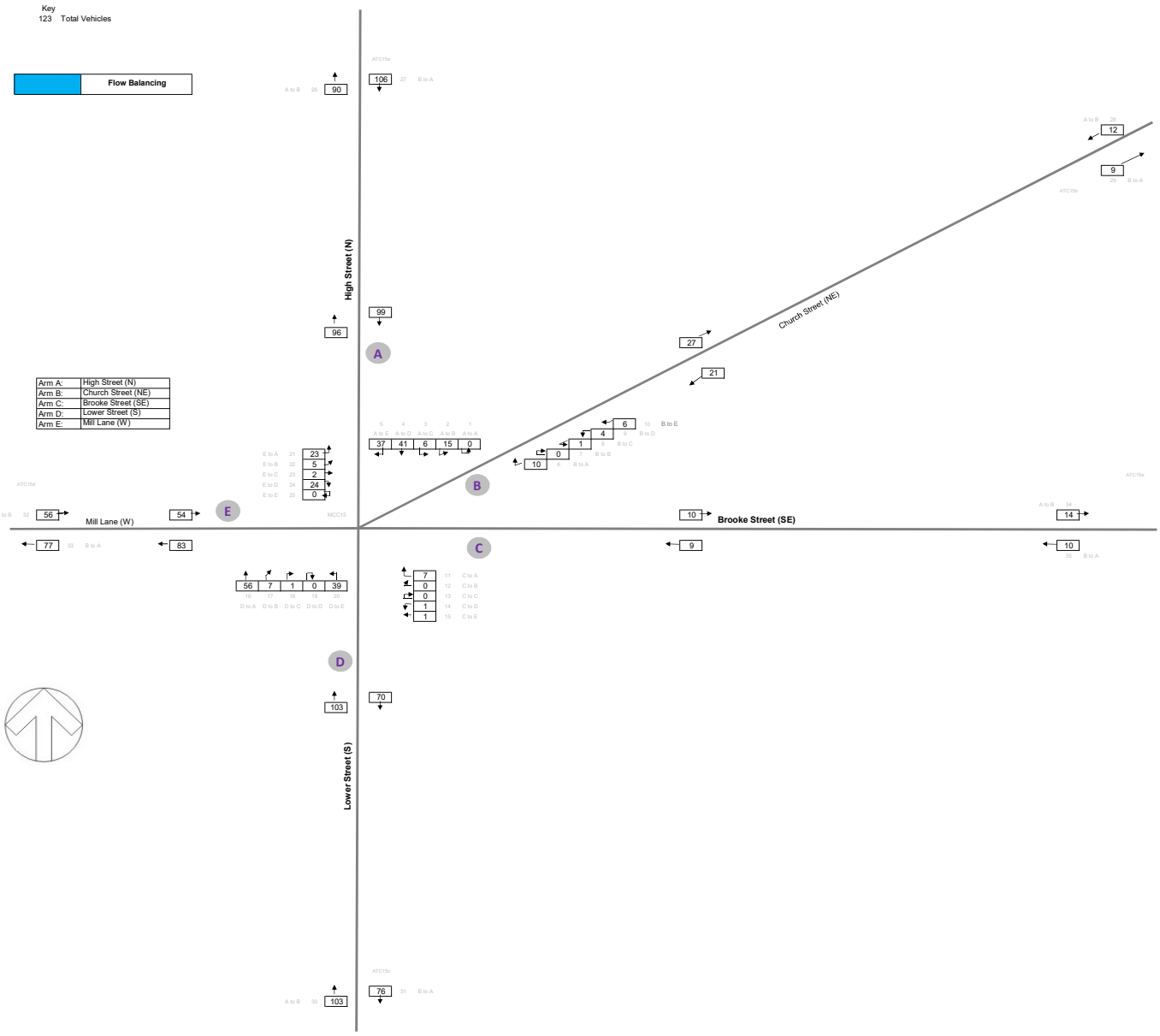
TITLE	Cluster 3 2019 Base AM Peak (08:00 - 09:00)
FIGURE No:	FIGURE No 5



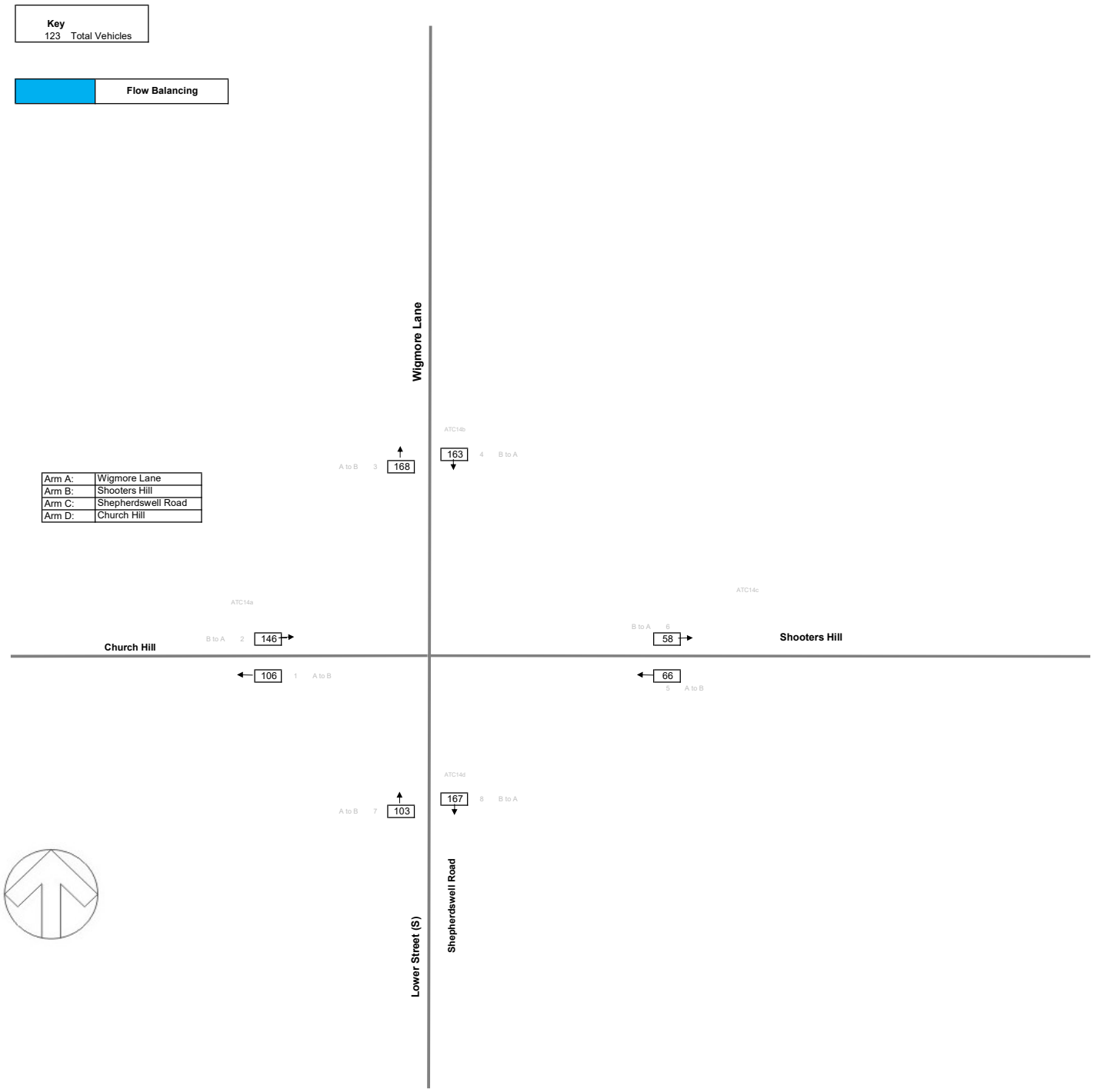
TITLE	Cluster 3 2019 Base PM Peak (17:00 - 18:00)
FIGURE No:	FIGURE No 6



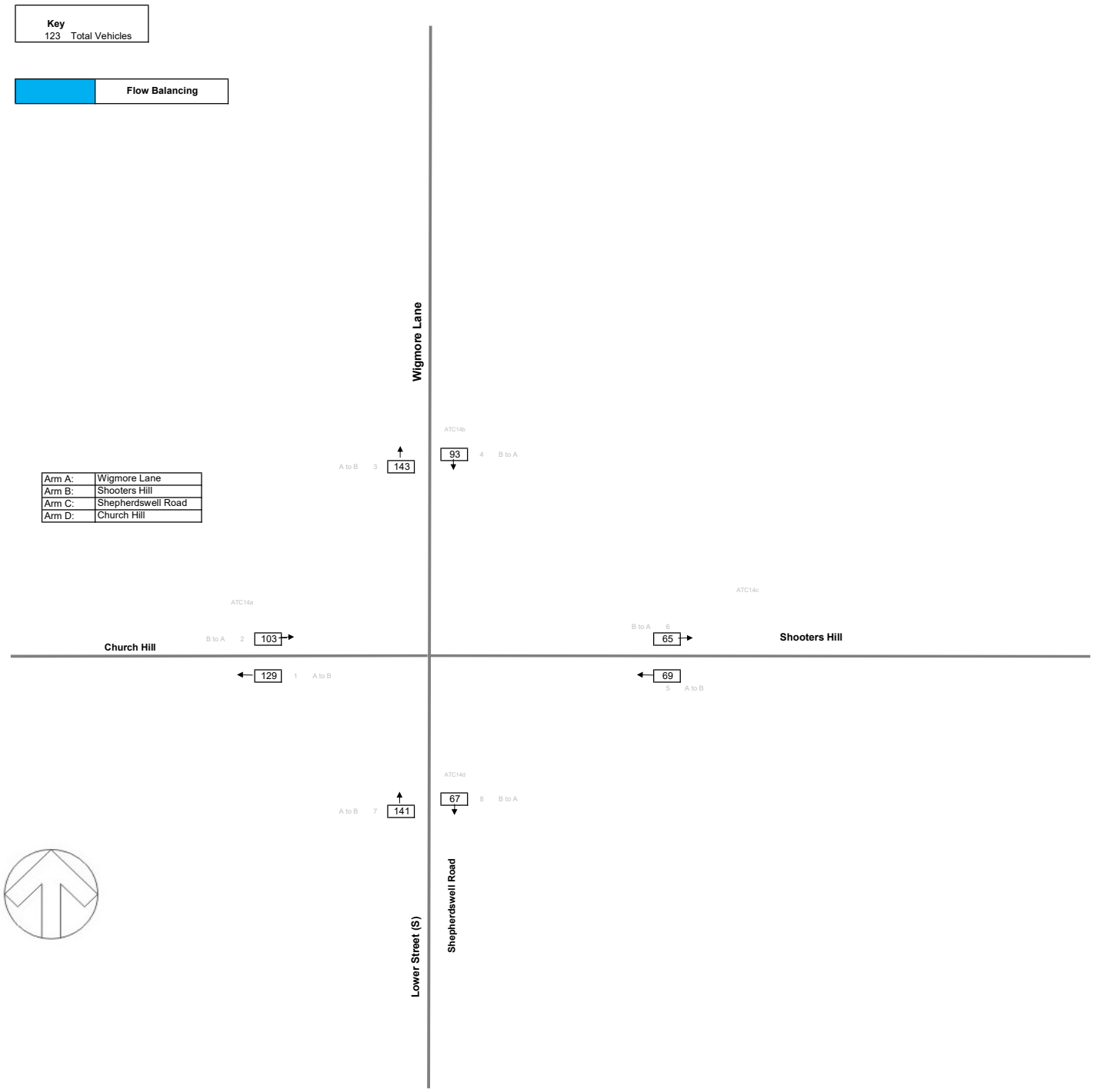
TITLE	Cluster 4 2019 Base AM Peak (08:00 - 09:00)
FIGURE No:	FIGURE No 7



WSP	Cluster 4 2019 Base PM Peak (17:00 - 18:00)
	FIGURE No 8



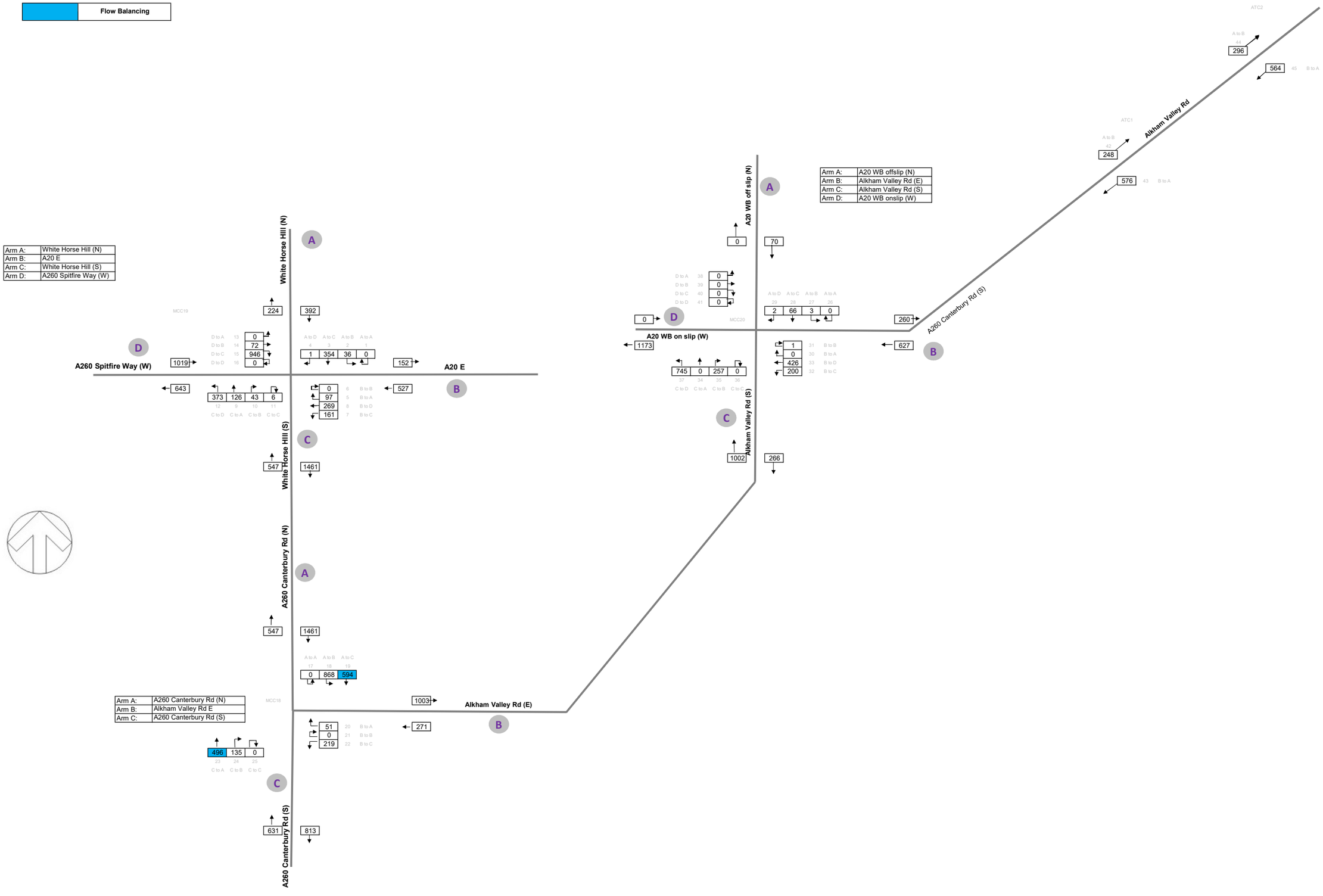
TITLE	Cluster 5 2019 Base AM Peak (08:00 - 09:00)
FIGURE No:	FIGURE No 9



TITLE	Cluster 5 2019 Base PM Peak (17:00 - 18:00)
FIGURE No:	FIGURE No 10

Key
123 Total Vehicles

Flow Balancing



TITLE

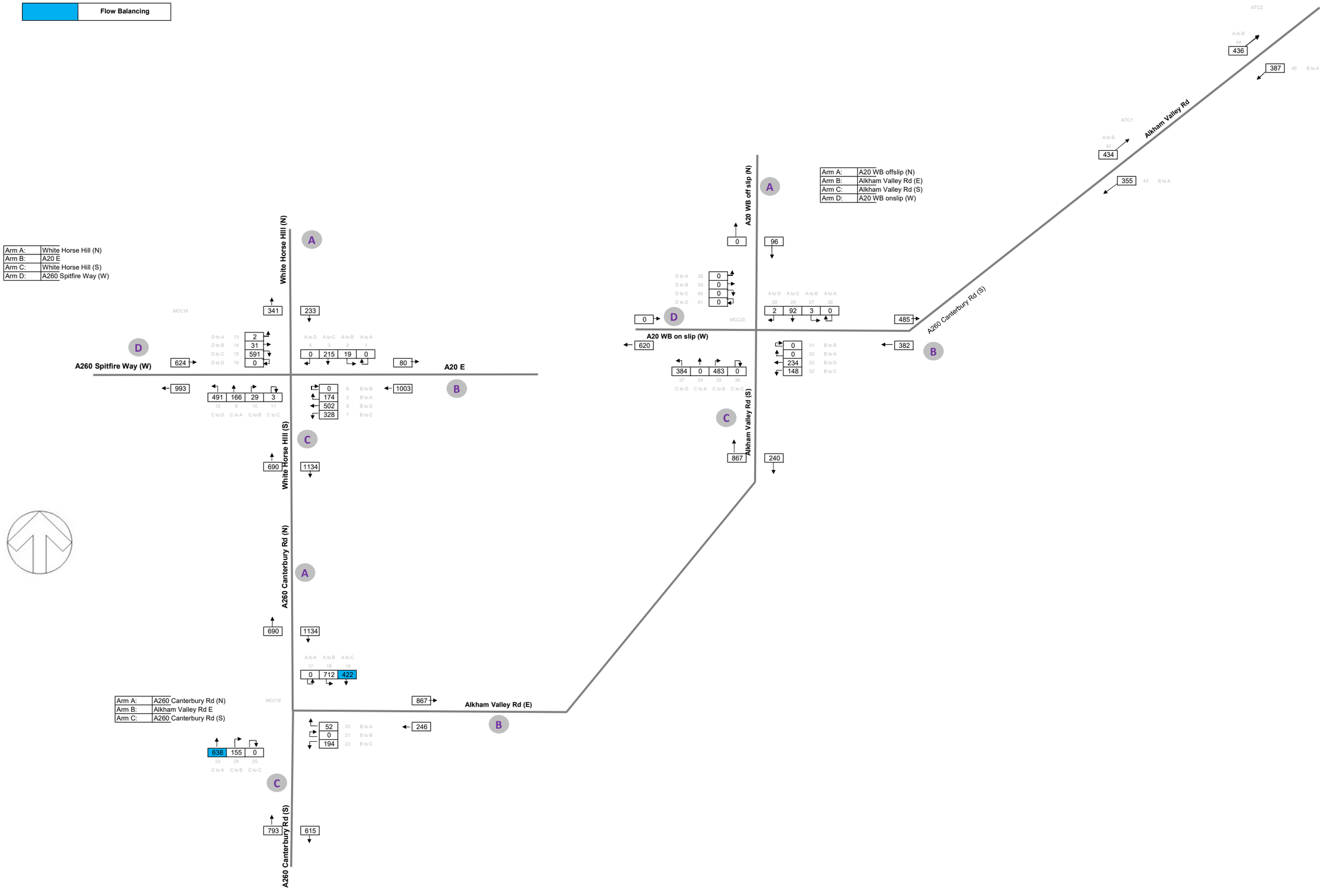
Cluster 6
2019 Base
AM Peak (08:00 - 09:00)

FIGURE No:

FIGURE No 11

Key
123 Total Vehicles

Flow Balancing



TITLE

Cluster 6
2019 Base
PM Peak (17:00 - 18:00)

FIGURE No:

FIGURE No 12

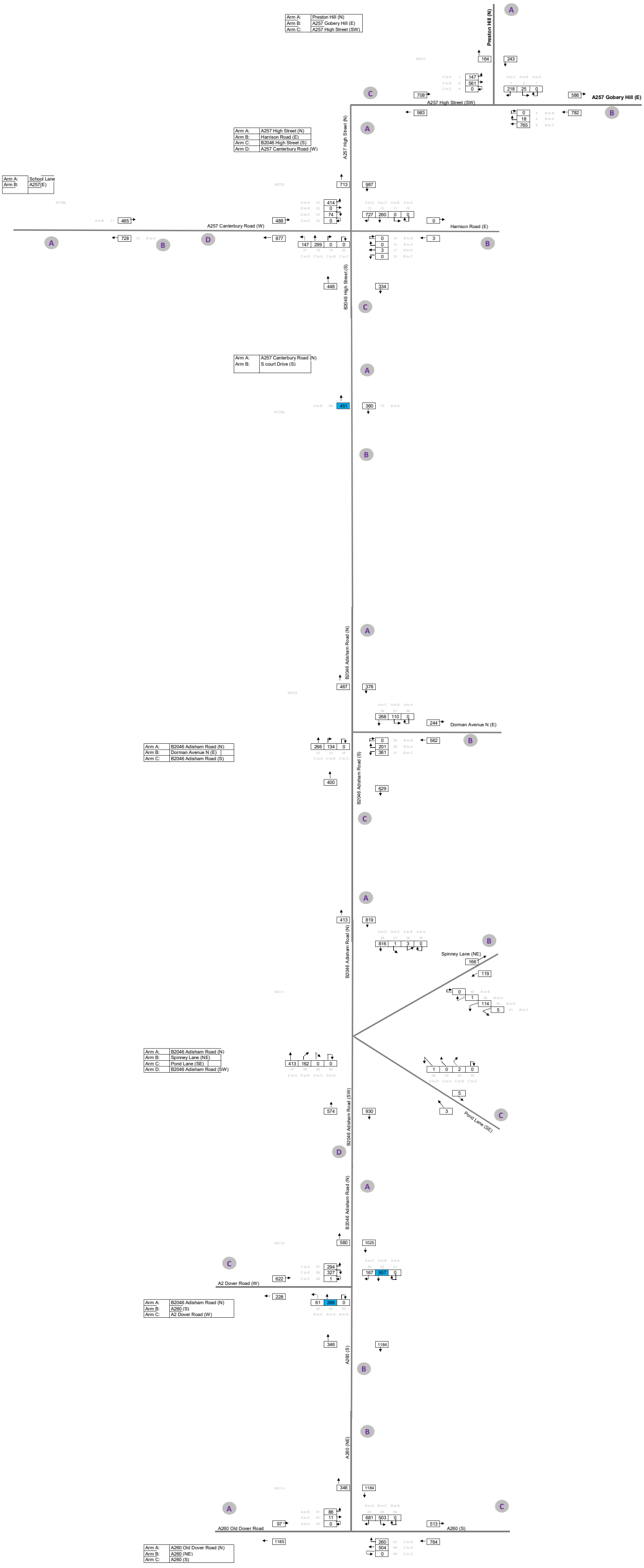
Appendix Q

EXCEL MODELS - DO MINIMUM FLOWS

Public

Key
123 Total Vehicles

Flow Balancing



V:\Cad\Excel\Traffic Flows\A3 Landscape frame.xls

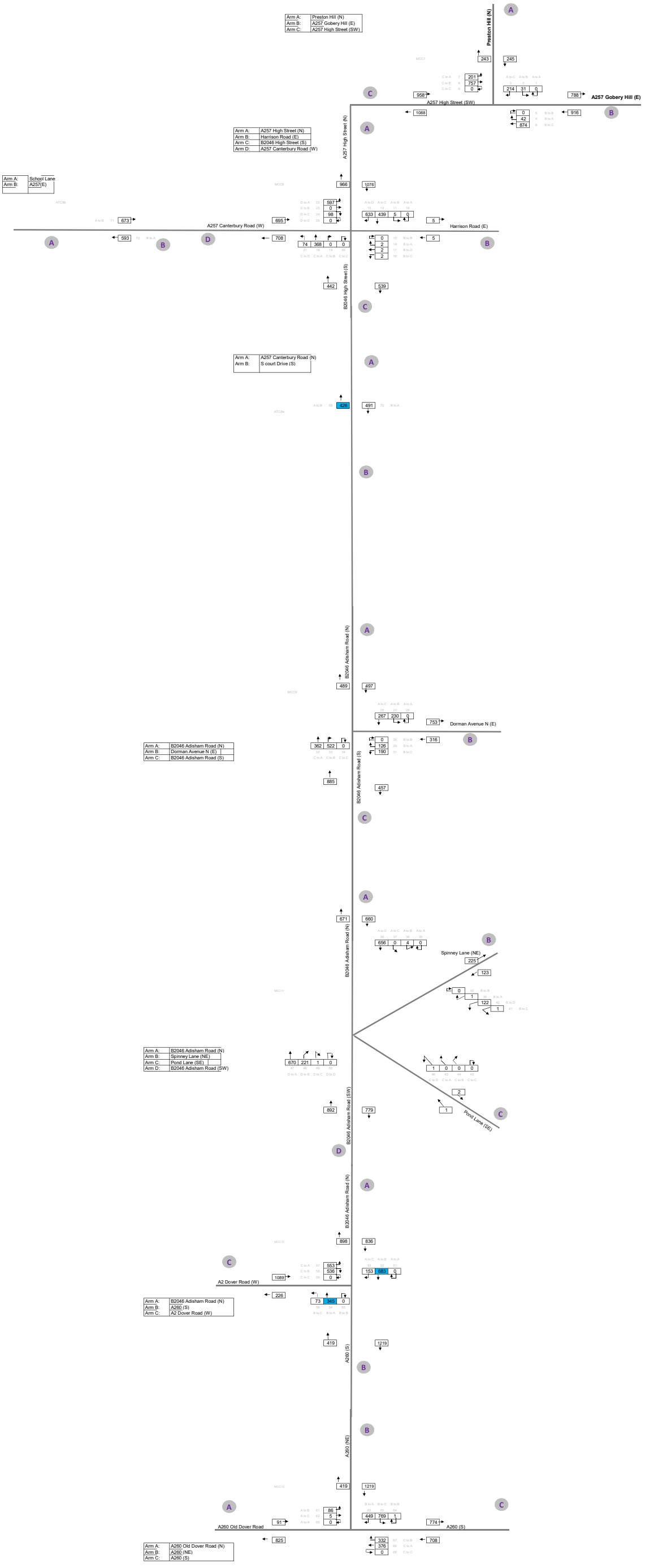
wsp

Cluster 1
2040 Do Minimum
AM Peak (08:00 - 09:00)

FIGURE No 1

Key
123 Total Vehicles

Flow Balancing



wsp

Cluster 1
2040 Do Minimum
PM Peak (17:00 - 18:00)

FIGURE No 2



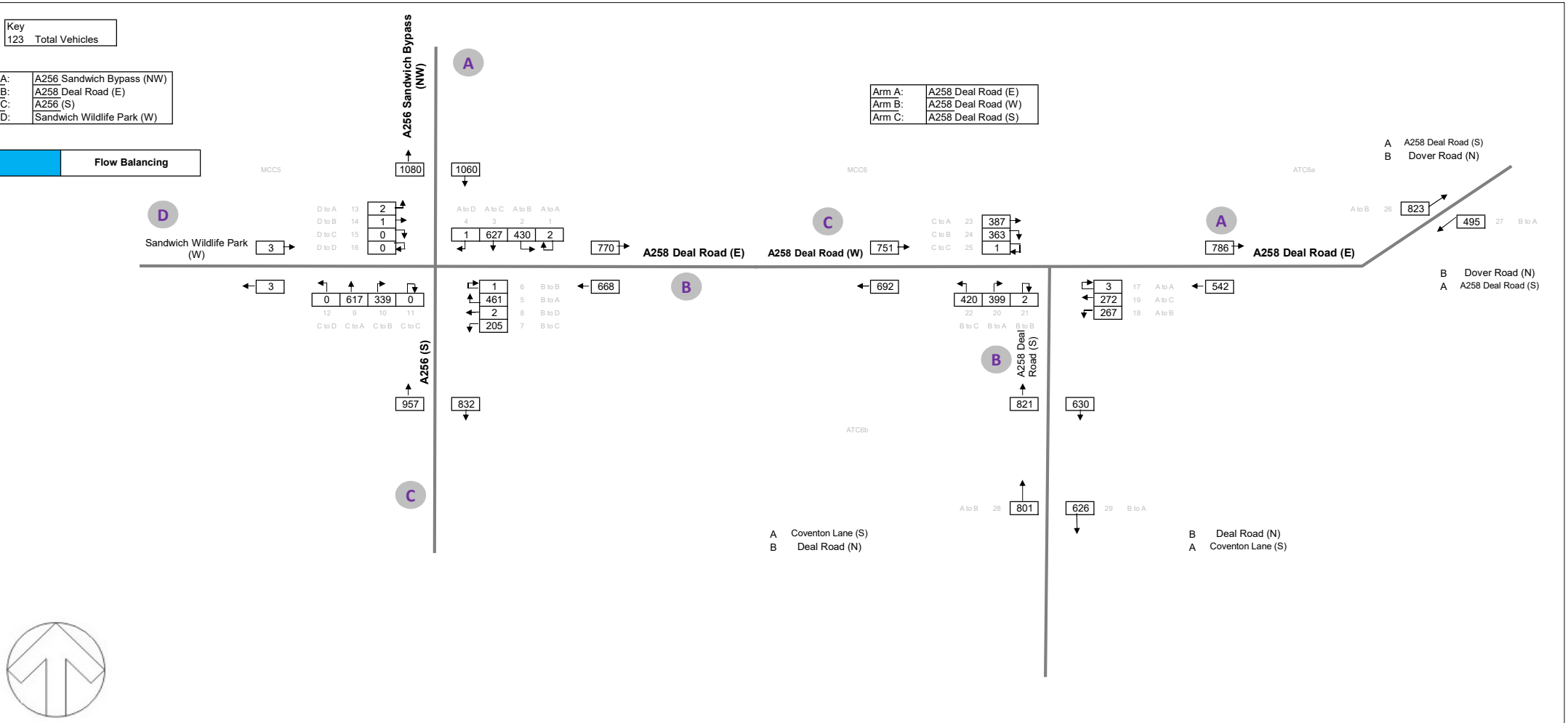
Cluster 2
2040 Do Minimum
AM Peak (08:00 - 09:00)

FIGURE No 3

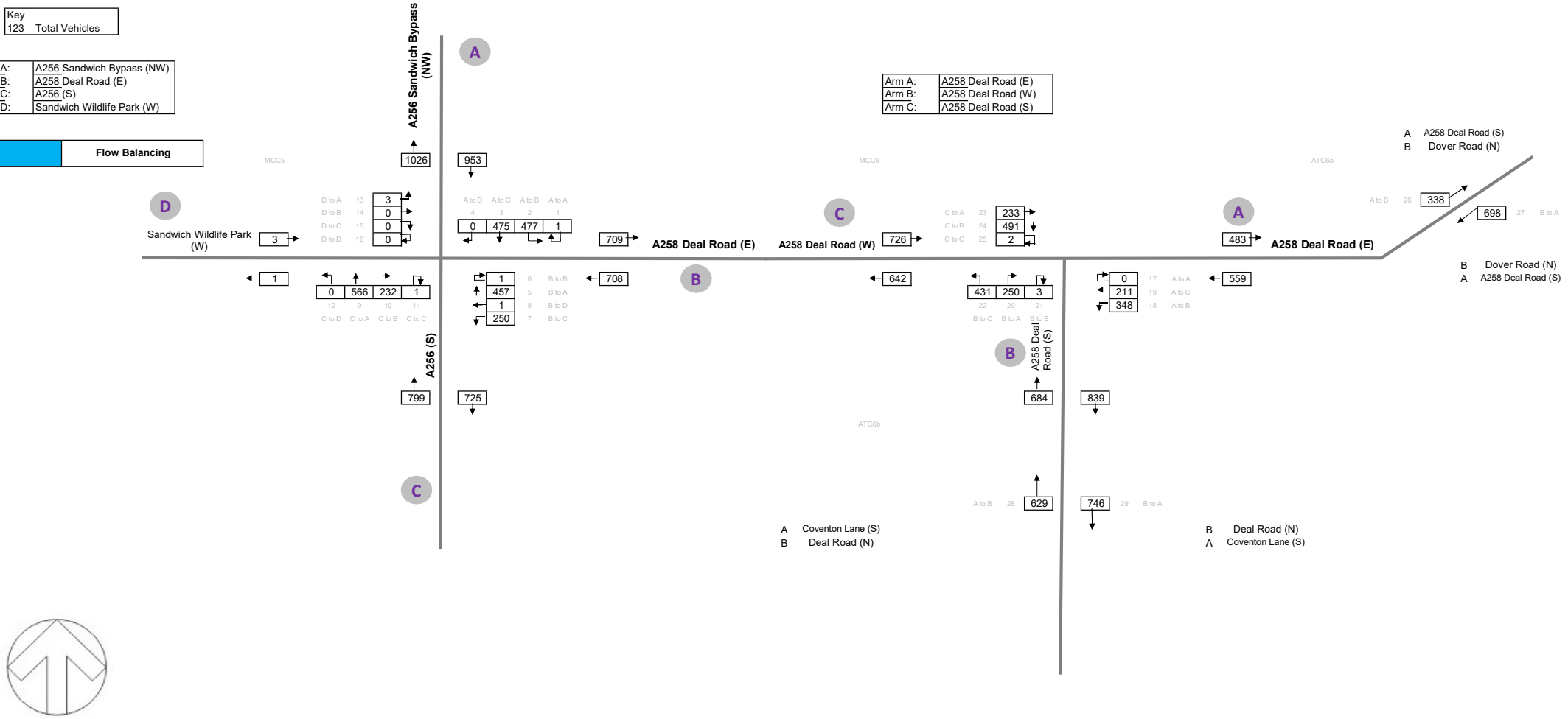


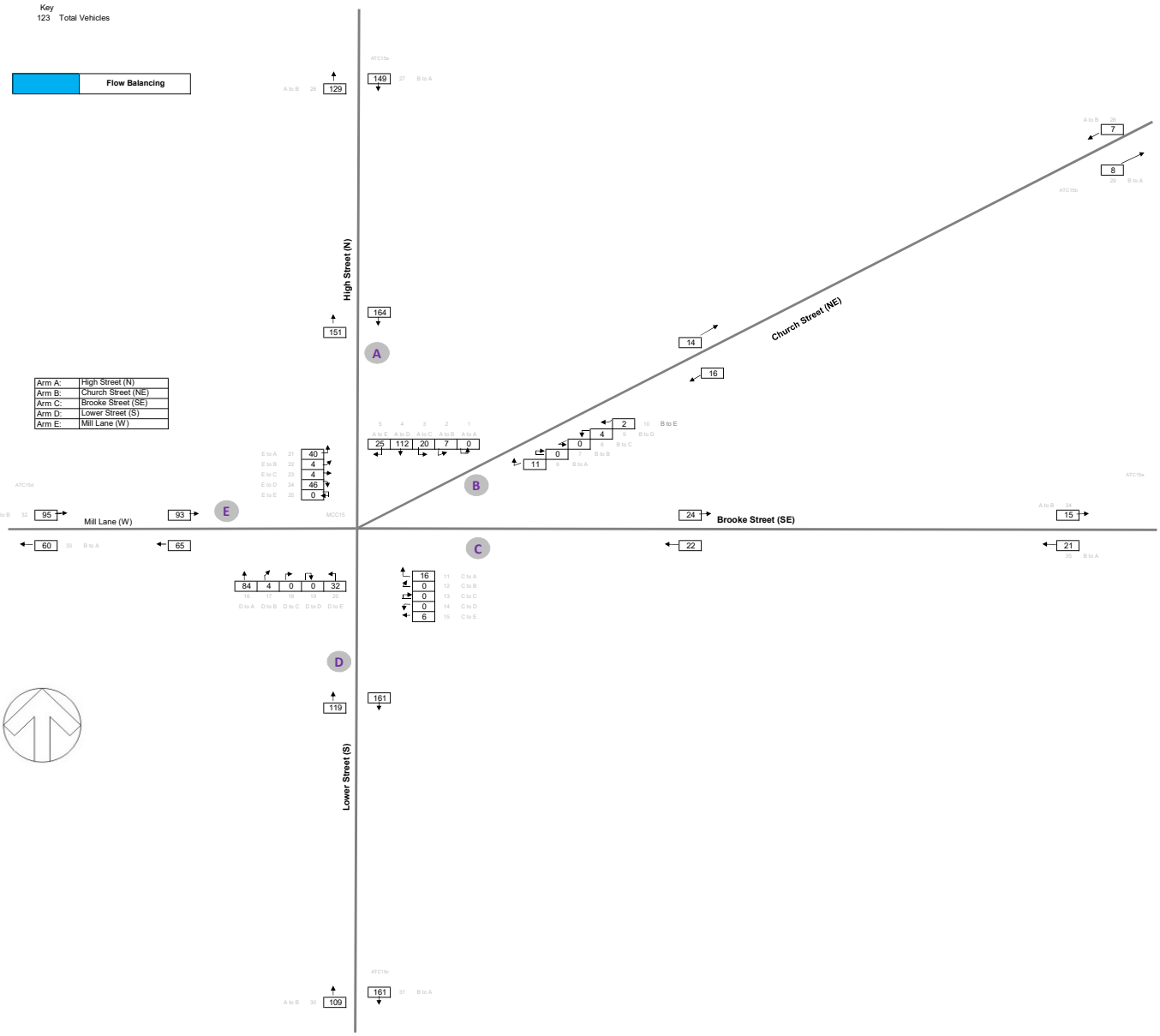
Cluster 2
2040 Do Minimum
PM Peak (17:00 - 18:00)

FIGURE No 4

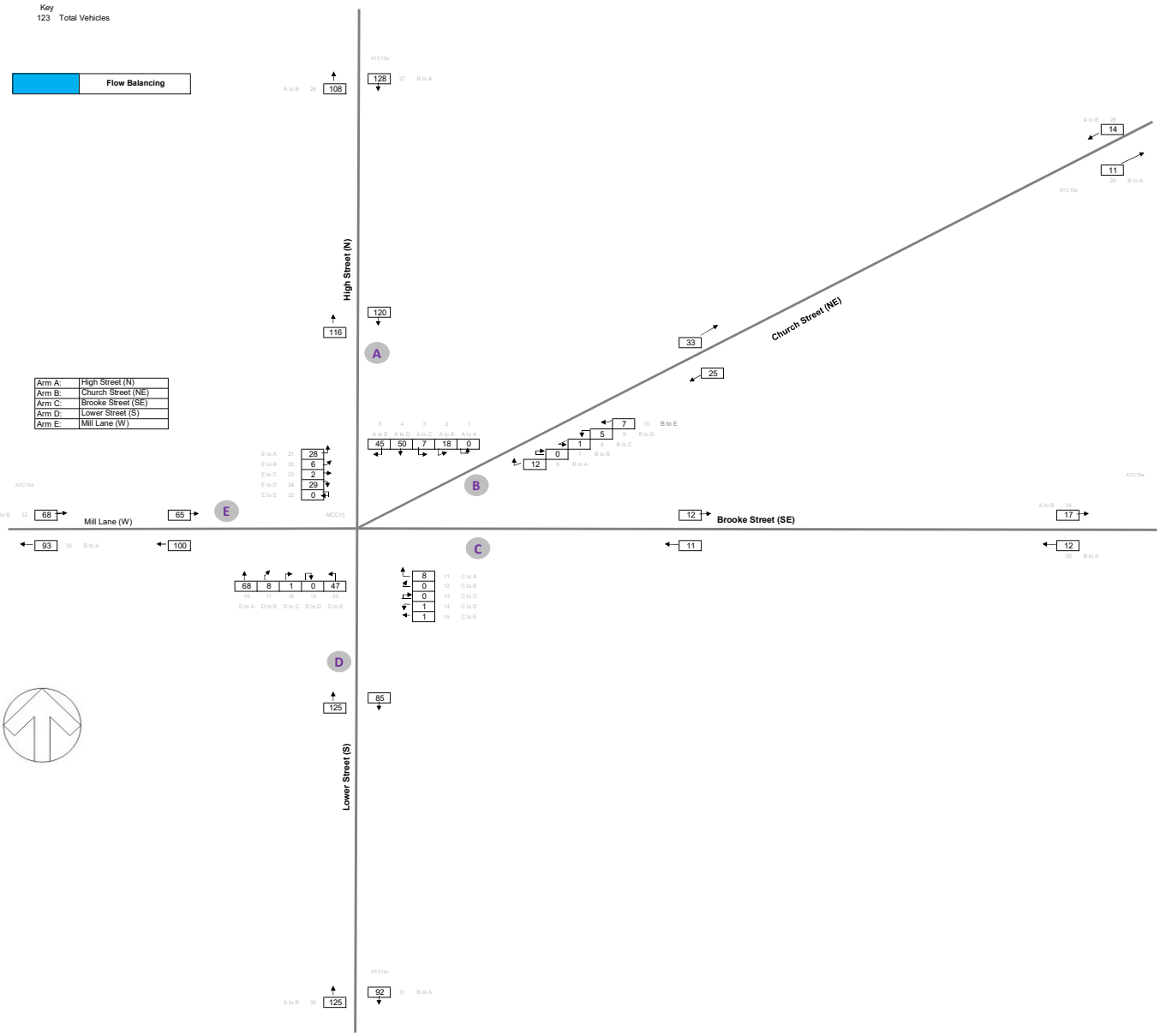


TITLE	Cluster 3 2040 Do Minimum AM Peak (08:00 - 09:00)
FIGURE No:	FIGURE No 5

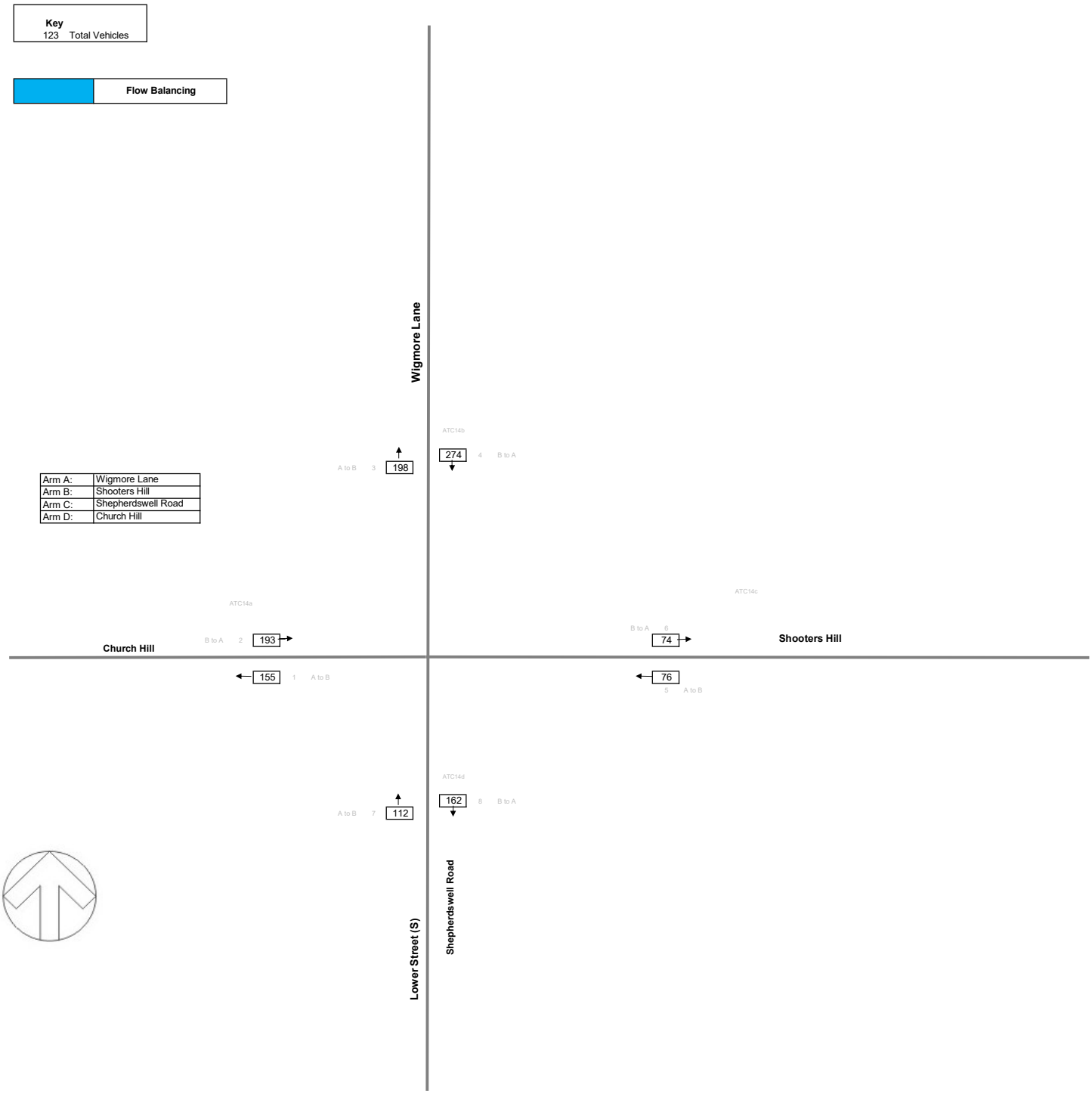

Key
123 Total Vehicles
Arm A: A256 Sandwich Bypass (NW)
Arm B: A258 Deal Road (E)
Arm C: A256 (S)
Arm D: Sandwich Wildlife Park (W)
Flow Balancing
A256 Sandwich Bypass (NW)
A256 (S)
A258 Deal Road (E)
A258 Deal Road (W)
A258 Deal Road (S)
Sandwich Wildlife Park (W)
Arm A: A258 Deal Road (E)
Arm B: A258 Deal Road (W)
Arm C: A258 Deal Road (S)
A Coventon Lane (S)
B Deal Road (N)
B Deal Road (N)
A Coventon Lane (S)
A A258 Deal Road (S)
B Dover Road (N)
B Dover Road (N)
A A258 Deal Road (S)



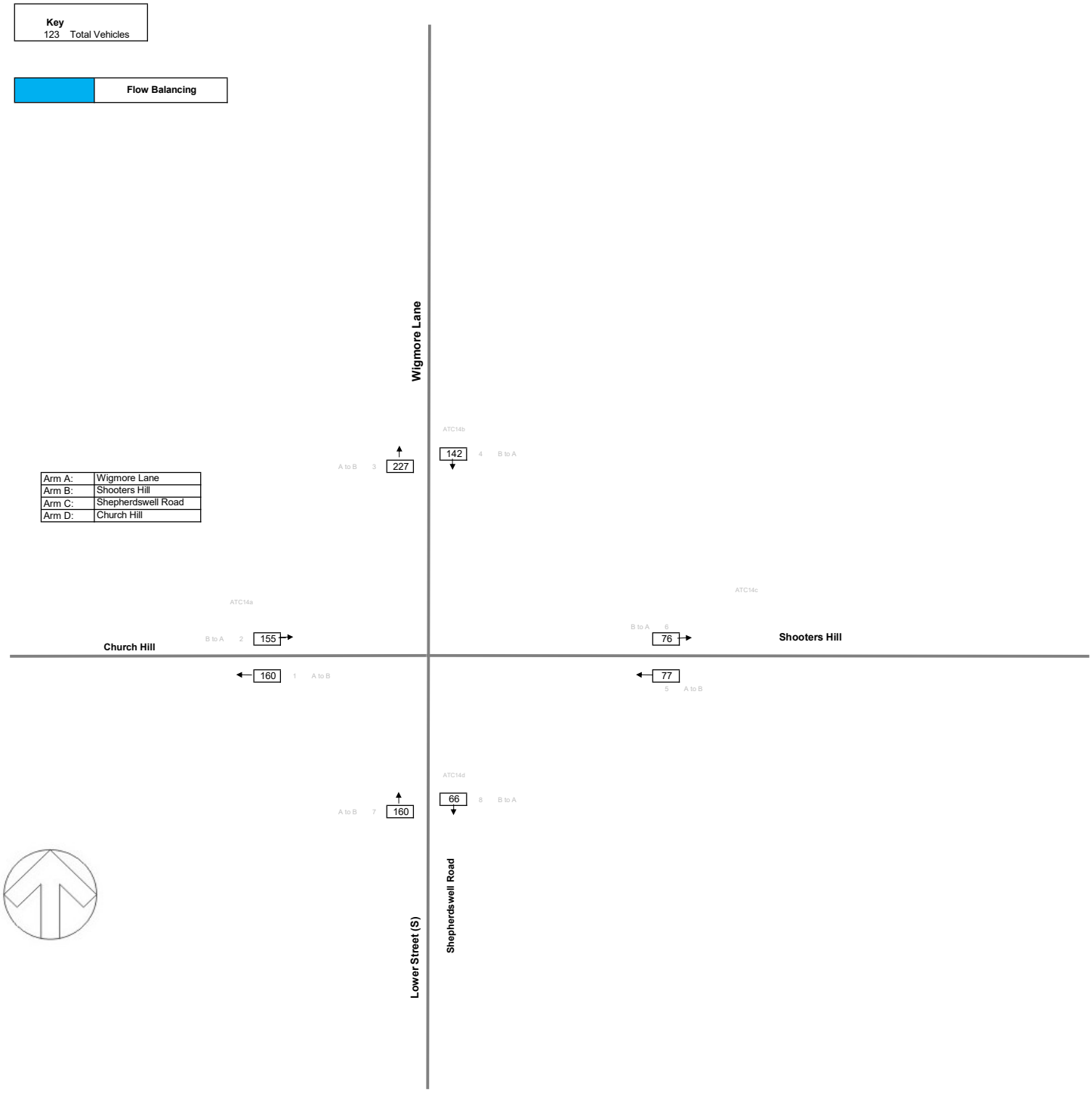
wsp	Cluster 4 2040 Do Minimum AM Peak (08:00 - 09:00)	FIGURE No 7



TITLE	Cluster 4 2040 Do Minimum PM Peak (17:00 - 18:00)
FIGURE No:	FIGURE No 8



TITLE	Cluster 5 2040 Do Minimum AM Peak (08:00 - 09:00)
FIGURE No:	FIGURE No 9



TITLE	Cluster 5 2040 Do Minimum PM Peak (17:00 - 18:00)
FIGURE No:	FIGURE No 10

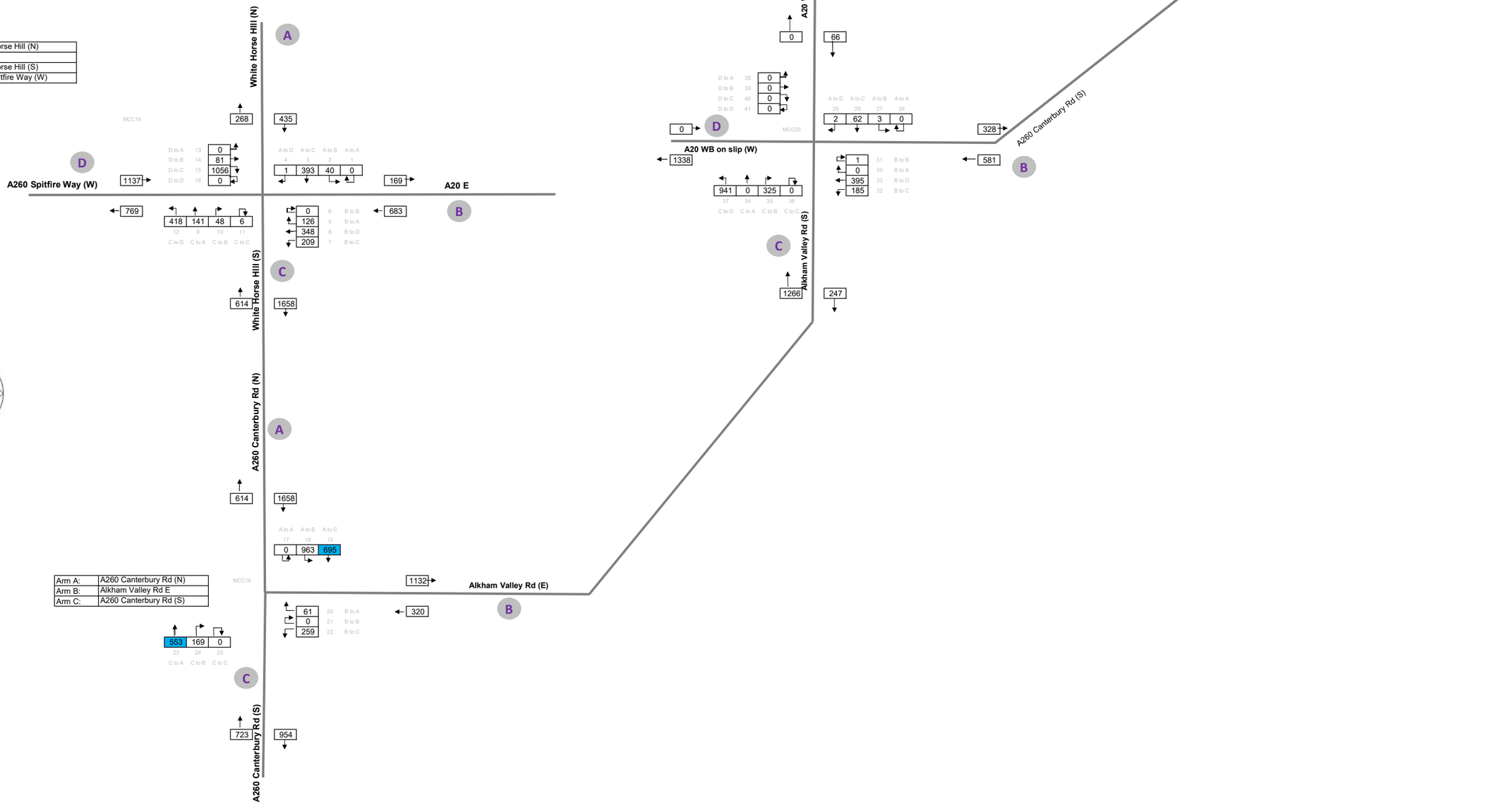
Key
123 Total Vehicles

Flow Balancing

Arm A:	White Horse Hill (N)
Arm B:	A20 E
Arm C:	White Horse Hill (S)
Arm D:	A260 Spitfire Way (W)

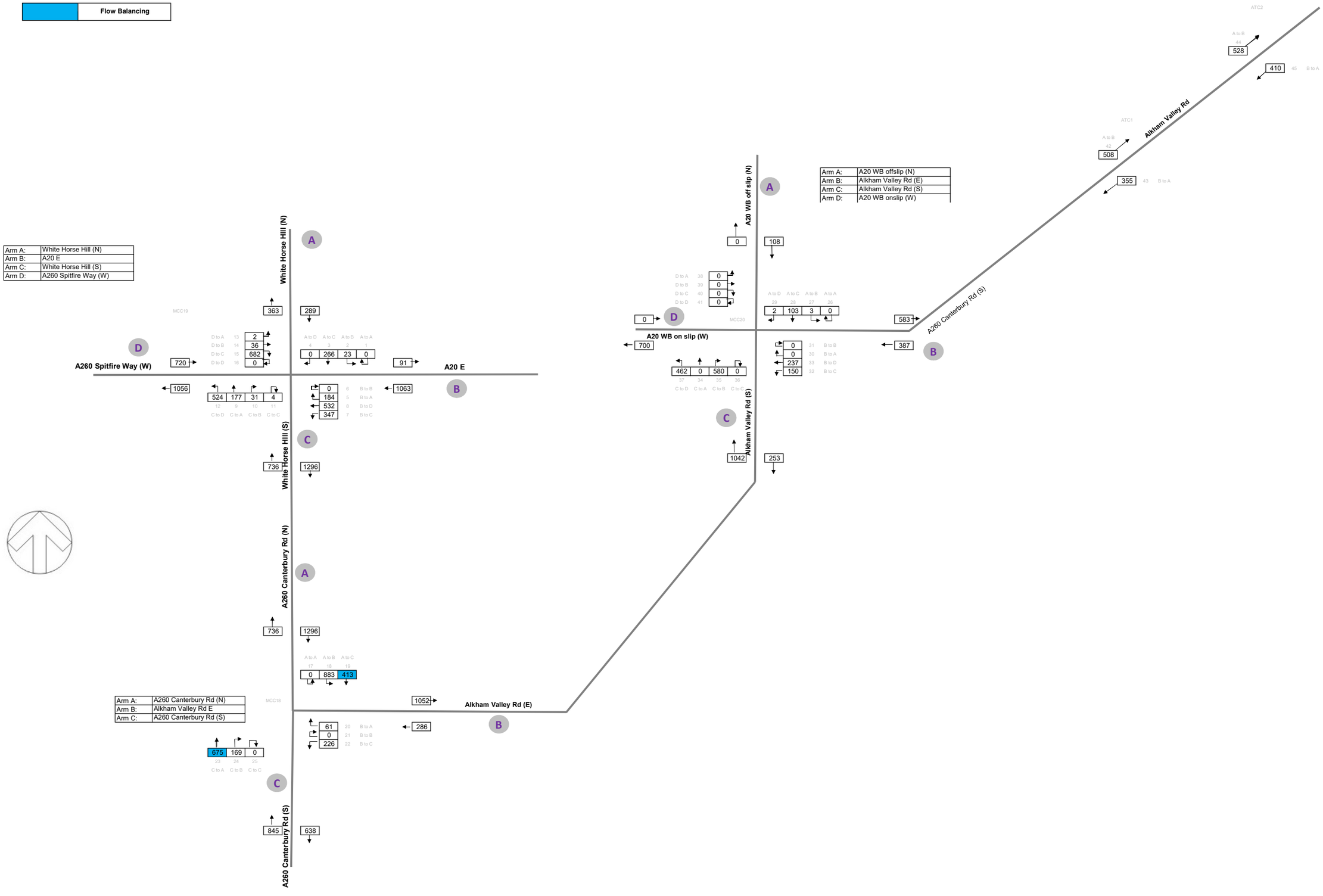
Arm A:	A20 WB offslip (N)
Arm B:	Alkham Valley Rd (E)
Arm C:	Alkham Valley Rd (S)
Arm D:	A20 WB onslip (W)

Arm A:	A260 Canterbury Rd (N)
Arm B:	Alkham Valley Rd E
Arm C:	A260 Canterbury Rd (S)



Key
123 Total Vehicles

Flow Balancing



TITLE	Cluster 6 2040 Do Minimum PM Peak (17:00 - 18:00)
FIGURE No:	FIGURE No 12

Appendix R

MASTER SITES

Public

Master Sites

Residential

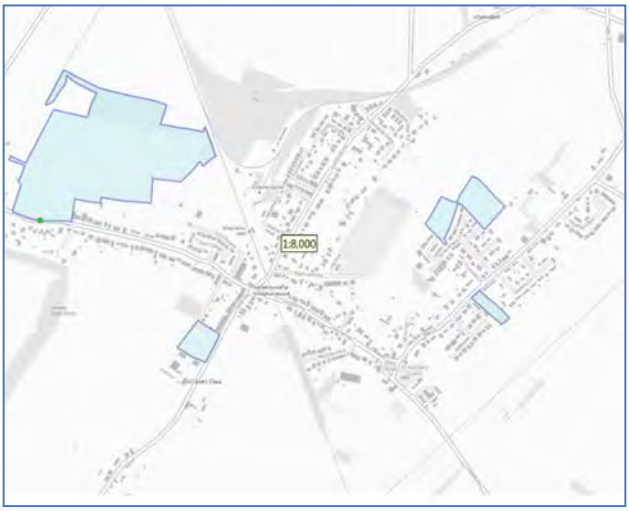
1. Farmland north of Aylesham (1 site)



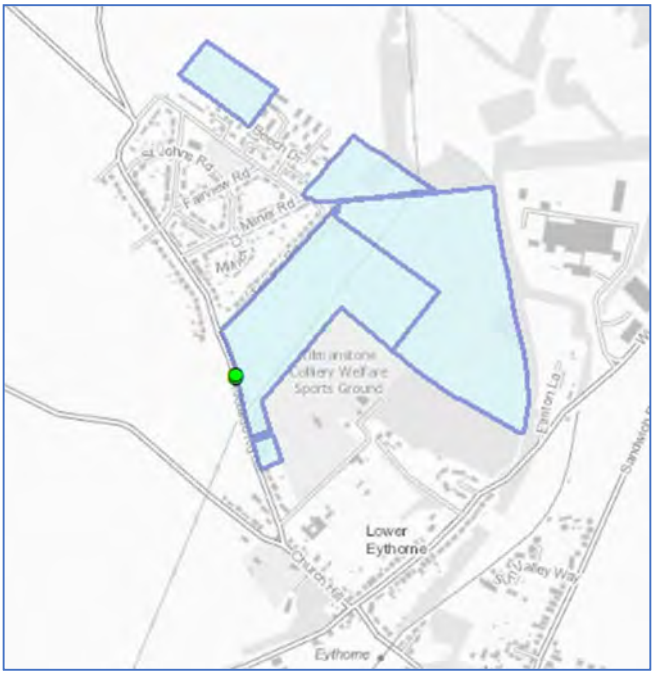
2. Land south of Spinney Lane; land off Holt Street; land at Dorman Avenue; land at Boulevard Currieries (4 sites). The trip distribution will take into account the proportion of trips likely to access via Dorman Avenue, Spinney Lane and Aylesham Road respectively.



3. Land north of Westcourt Lane, land west of Coxhill Rd, Land off Mill Lane, land at shepherdswell x 2. All sites can be treated with one access as observed data isn't within the immediate vicinity



4. Land of the south eastern side of Roman Way, Sweetbriar Lane, land adjoining terrace road, land east of terrace road, land east of Adelaide road (5 sites)



5. Monkton court lane (1 site)



6. Land adjacent to white lodge, land at Broomhall (2 sites)



7. Land adjacent to staple road, footpath field (2 sites)



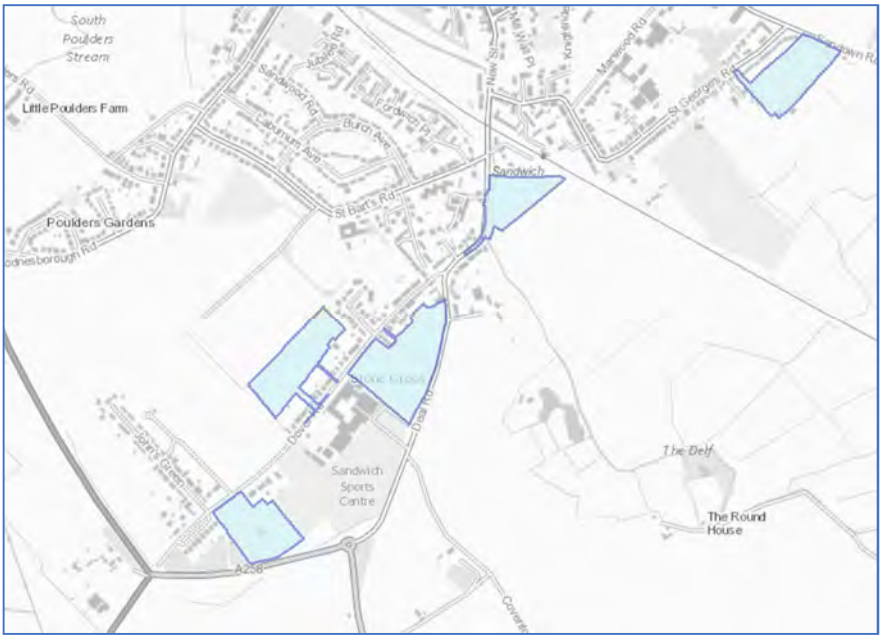
8. Guilton, land north of Mollard Lane, former council yard, land south of mill farm, land south of Sandwich road, land adjacent to Saunders Lane, Land south of Mill Field



9. Sandwich Highway depot, Woods yard (2 sites)



10. Land at archers low farm, land known as poplar meadow, land adjacent to sandwich technology school, kulmor nursery, Sydney nursery (5 sites)



11. Land at beacon lane farm, land south of sandwich road (Woodnesborough), beacon lane nursery (3 sites)



12. Eastry court farm (1 site)



13. Lower Gore field, land east of Foxborough Hill (2 sites)



14. Land at Buttsole (1 site)



15. Land at cauldham lane, longships, land to the east of great cauldham farm, former archway (4 sites)



16. Apple tree farm, site north-west of appletree farm, site north of discovery drive (3 sites)



17. Land to the east of former Bisley nursery, land to the east of jubilee road x 2 (3 sites)

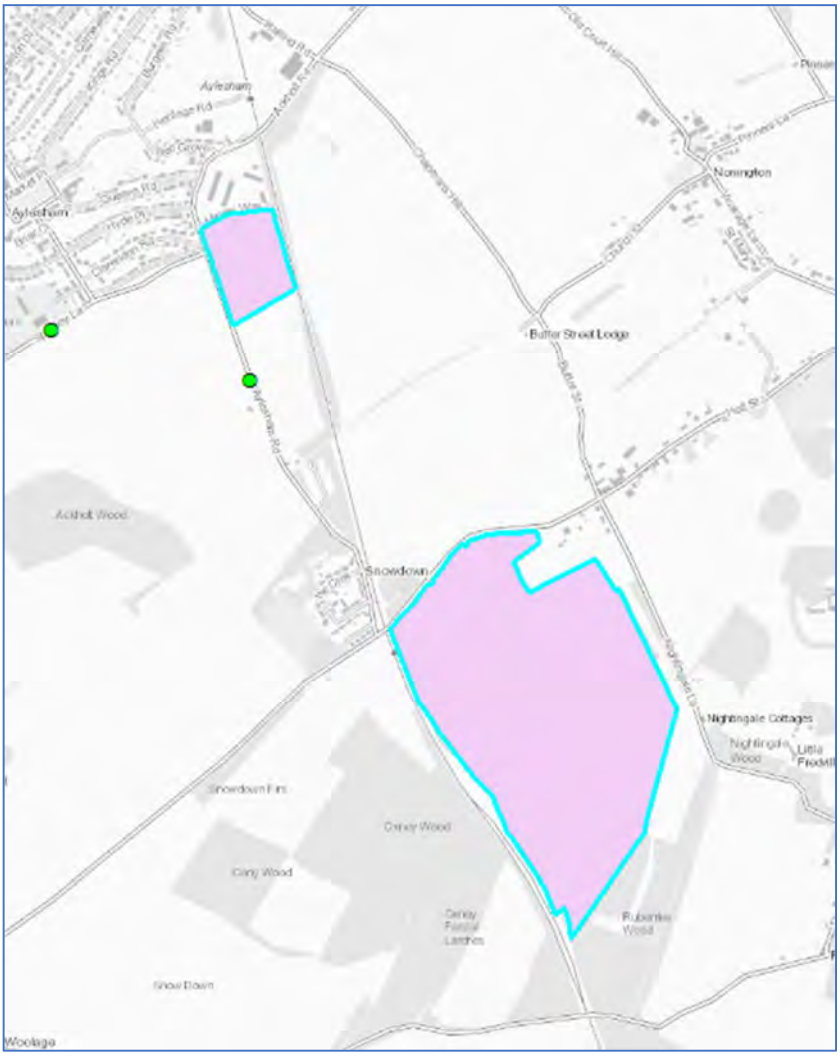


18. Land to the north of church street (Nonington), Prima Windows Easole Street, land adjacent to short street



Employment

19. Aylesham Development Area, Land off Holt Street (2 sites)



20. Sandwich Industrial area (1 site)



Appendix S

EXCEL MODELS - DO SOMETHING FLOWS

Public

Key
123 Total Vehicles

	Flow Balancing
	Flow Increase
	% Flow Difference

Arm A:	Preston Hill (N)
Arm B:	A257 Gobery Hill (E)
Arm C:	A257 High Street (SW)

Arm A:	A257 High Street (N)
Arm B:	Harrison Road (E)
Arm C:	B2046 High Street (S)
Arm D:	A257 Canterbury Road (W)

Arm A:	School Lane
Arm B:	A257(E)

Arm A:	A257 Canterbury Road (N)
Arm B:	S court Drive (S)

Arm A:	B2046 Adisham Road (N)
Arm B:	Dorman Avenue N (E)
Arm C:	B2046 Adisham Road (S)

Arm A:	B2046 Adisham Road (N)
Arm B:	Spinney Lane (NE)
Arm C:	Pond Lane (SE)
Arm D:	B2046 Adisham Road (SW)

Arm A:	A2 Dover Road (W)
Arm B:	A260 (S)
Arm C:	B2046 Adisham Road (N)

Arm A:	A260 Old Dover Road (N)
Arm B:	A260 (NE)
Arm C:	A260 (S)

Master Site 1

Trips from Site 1 enter the network here.

Master Site 18

Trips from this Site are likely to use Dover Road to join B2046 Adisham Rd, so trips are not counted beyond this point.

Master Site 19

Holt Street
Trips for employment site 19 load/ exit the network here. This road not modelled as



wsp

Cluster 1
2040 Do Something
AM Peak (08:00 - 09:00)

FIGURE No 1

Key
123 Total Vehicles

	Flow Balancing
	Flow Increase
	% Flow Difference

Arm A:	Preston Hill (N)
Arm B:	A257 Gobery Hill (E)
Arm C:	A257 High Street (SW)

Arm A:	A257 High Street (N)
Arm B:	Harrison Road (E)
Arm C:	B2046 High Street (S)
Arm D:	A257 Canterbury Road (W)

Arm A:	School Lane
Arm B:	A257(E)

Arm A:	A257 Canterbury Road
Arm B:	S court Drive (S)

Arm A:	B2046 Adisham Road (N)
Arm B:	Dorman Avenue N (E)
Arm C:	B2046 Adisham Road (S)

Arm A:	B2046 Adisham Road (N)
Arm B:	Spinney Lane (NE)
Arm C:	Pond Lane (SE)
Arm D:	B2046 Adisham Road (S)

Arm A:	B2046 Adisham Road (S)
Arm B:	A260 (S)
Arm C:	A2 Dover Road (W)

Arm A:	A260 Old Dover Road (E)
Arm B:	A260 (NE)
Arm C:	A260 (S)

Master Site 1

Trips from Site 1 enter the network here.

Master Site 18

Trips from this Site are likely to use Dover Road to join B2046 Adisham Rd, so trips are not counted beyond this point.

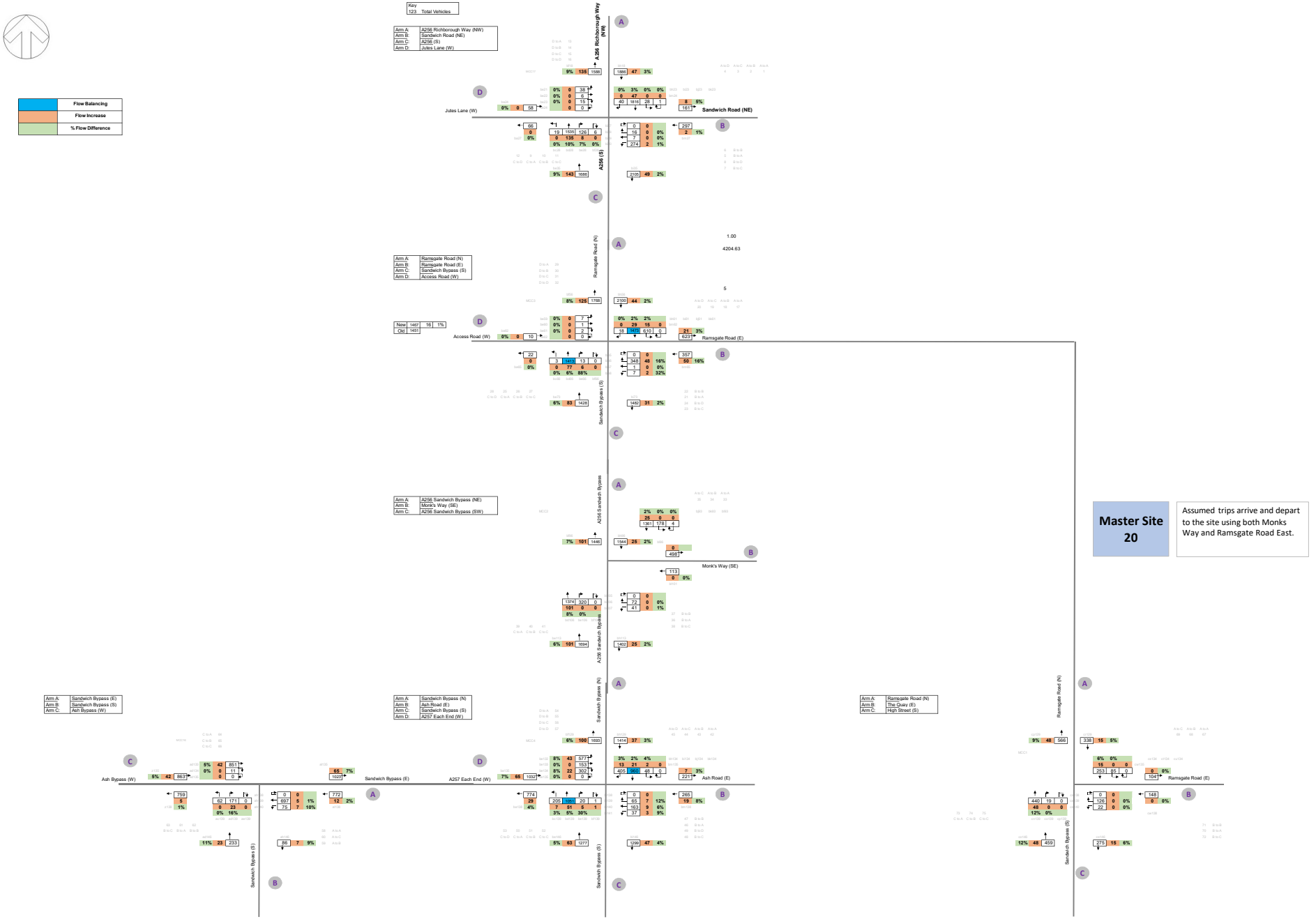
Master Site 19

Holt Street
Trips for employment site 19 load/ exit the network here. This road not modelled as



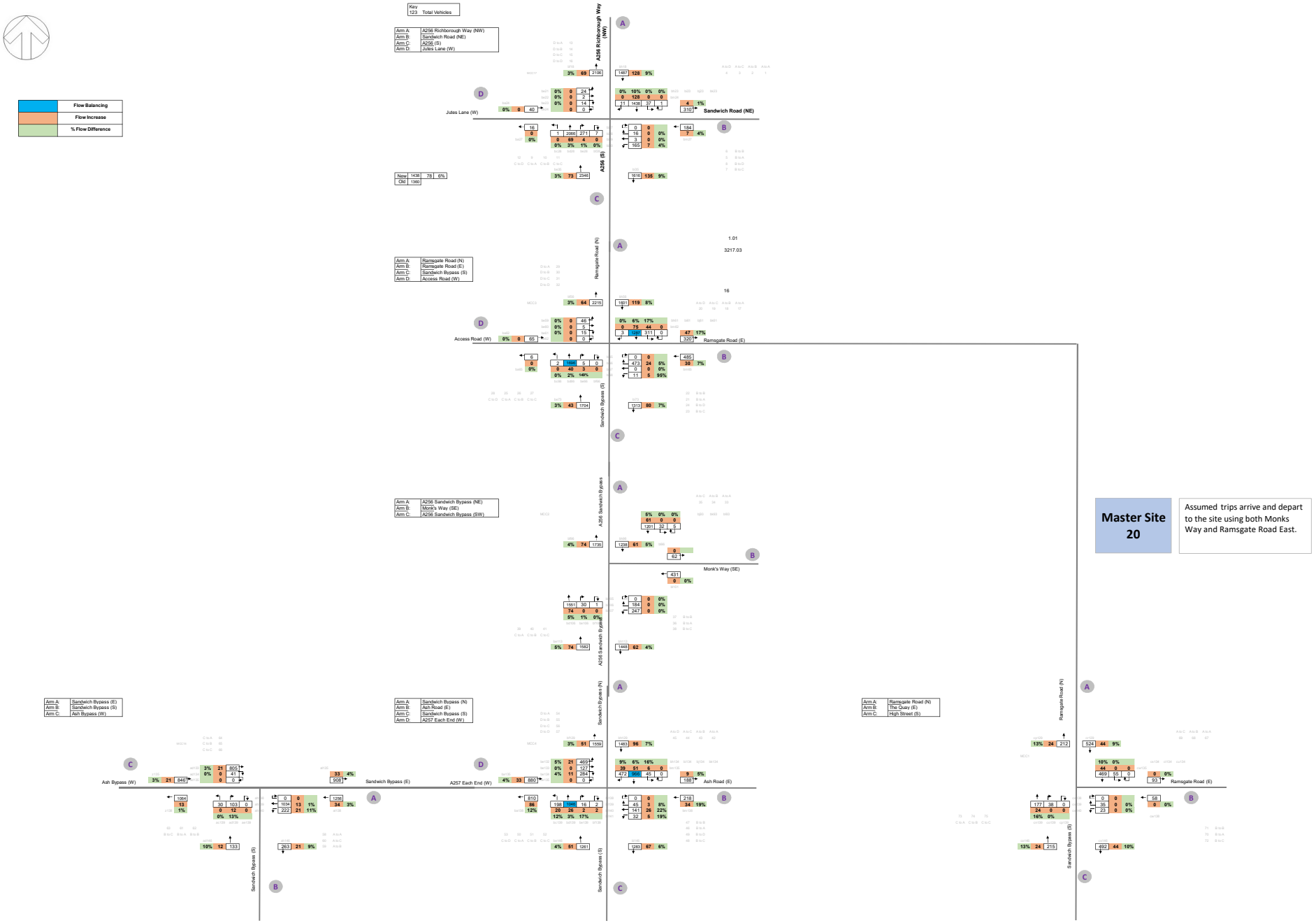
Cluster 1
2040 Do Something
PM Peak (17:00 - 18:00)

FIGURE No 2



Master Site 20

Assumed trips arrive and depart to the site using both Monks Way and Ramsgate Road East.

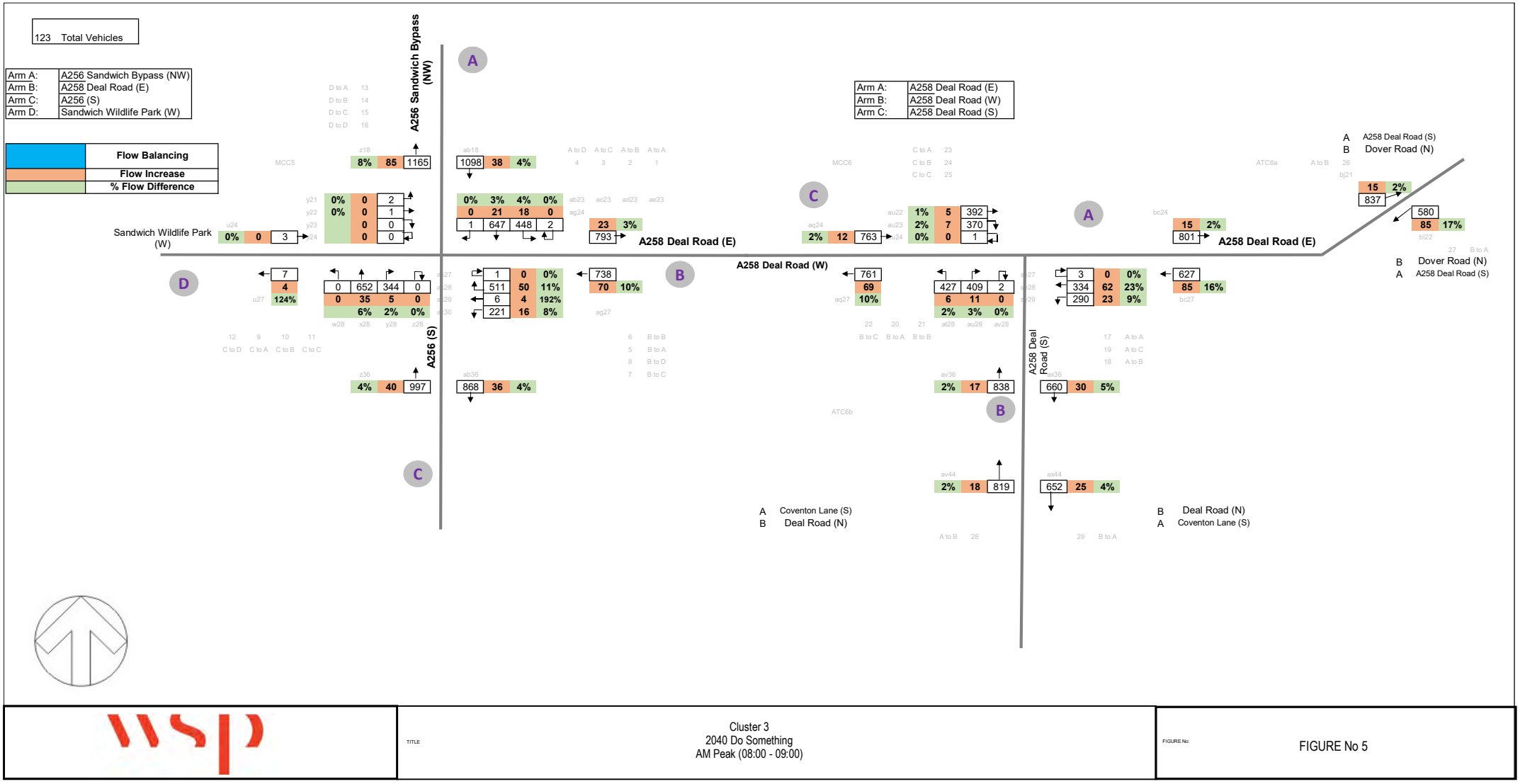


Master Site 20

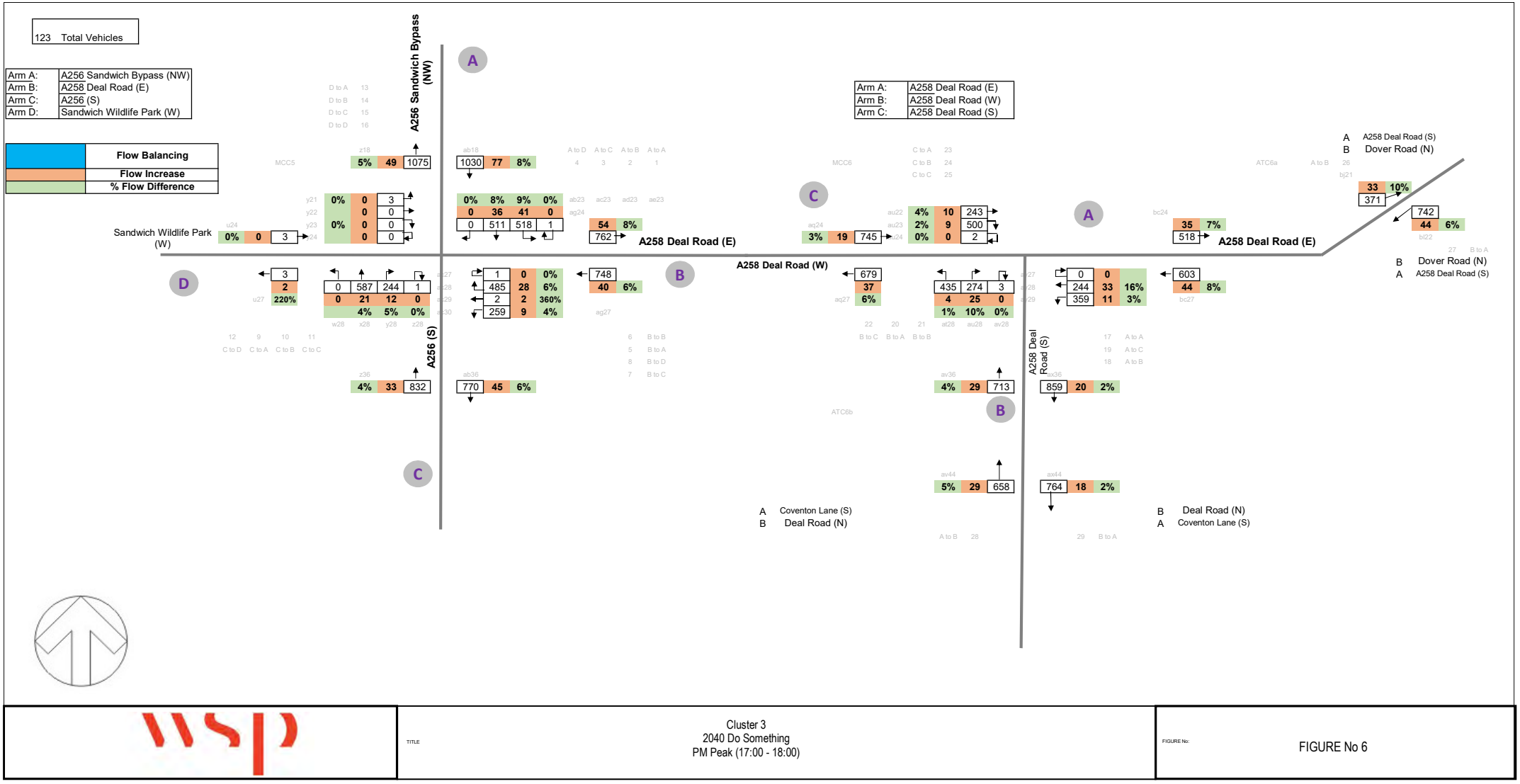
Assumed trips arrive and depart to the site using both Monks Way and Ramsgate Road East.

Cluster 2
2040 Do Something
PM Peak (17:00 - 18:00)

FIGURE No 4

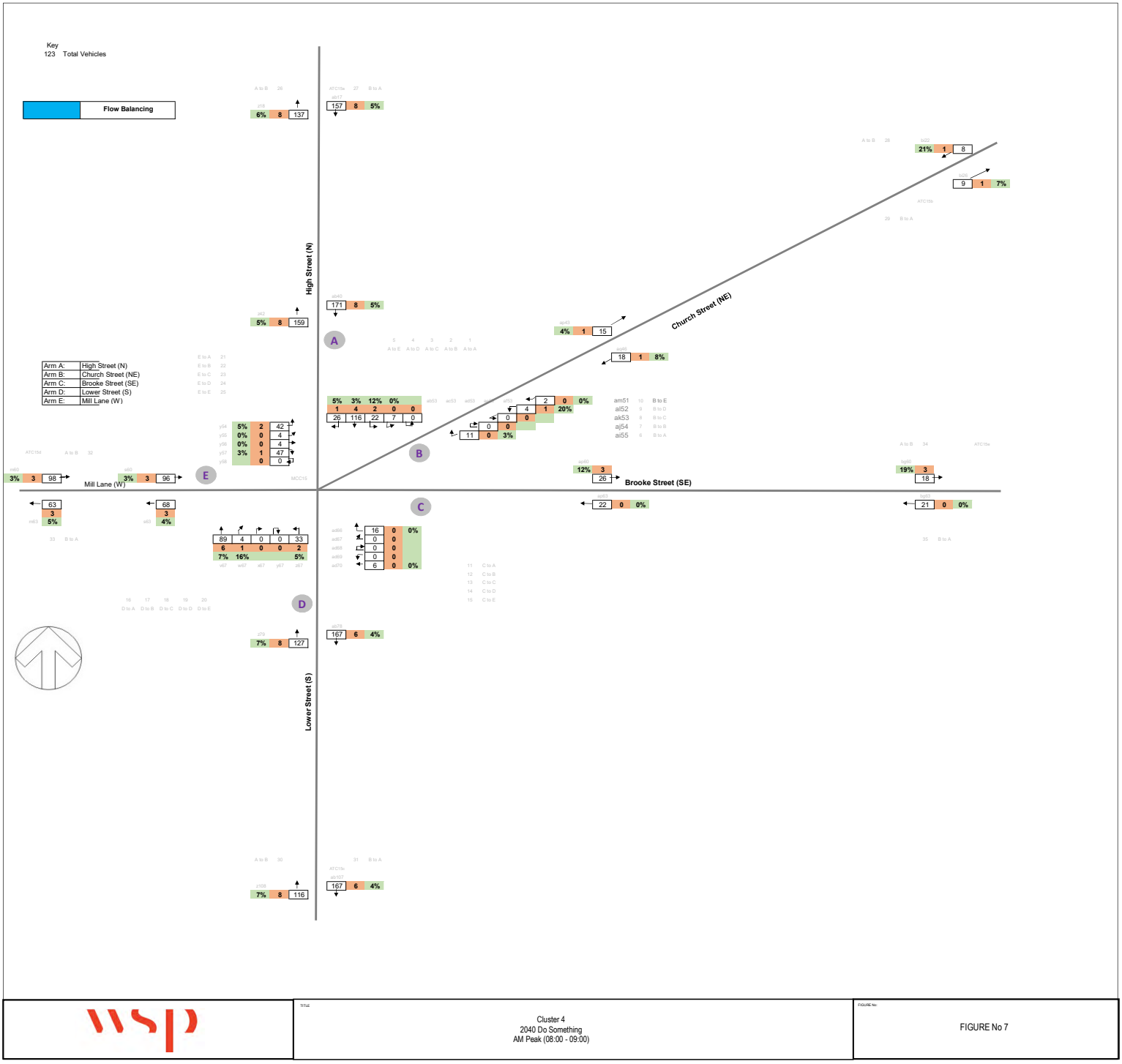


TITLE	Cluster 3 2040 Do Something AM Peak (08:00 - 09:00)
FIGURE No:	FIGURE No 5



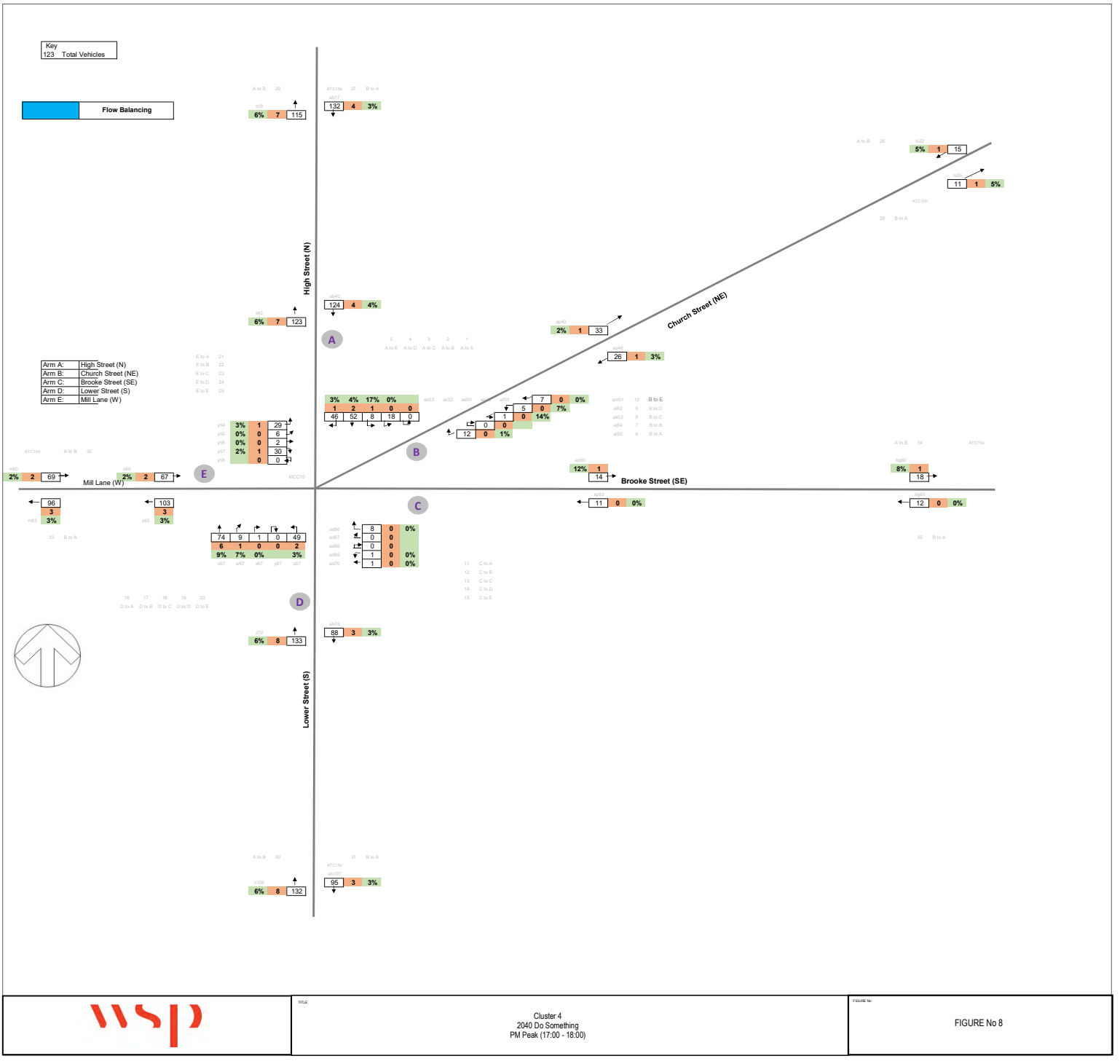
Cluster 3
2040 Do Something
PM Peak (17:00 - 18:00)

FIGURE No 6

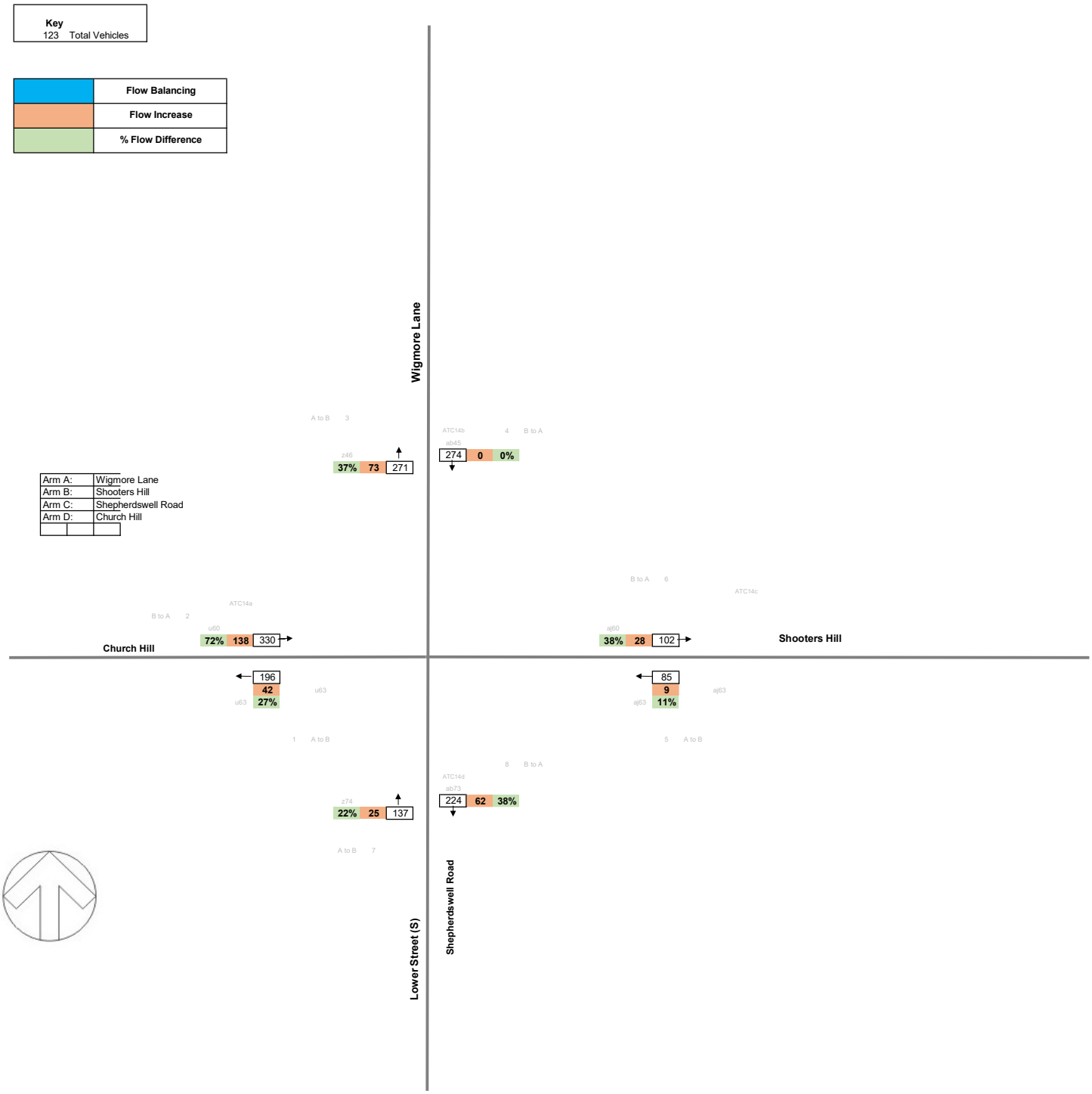


WSP	Cluster 4 2040 Do Something AM Peak (08:00 - 09:00)

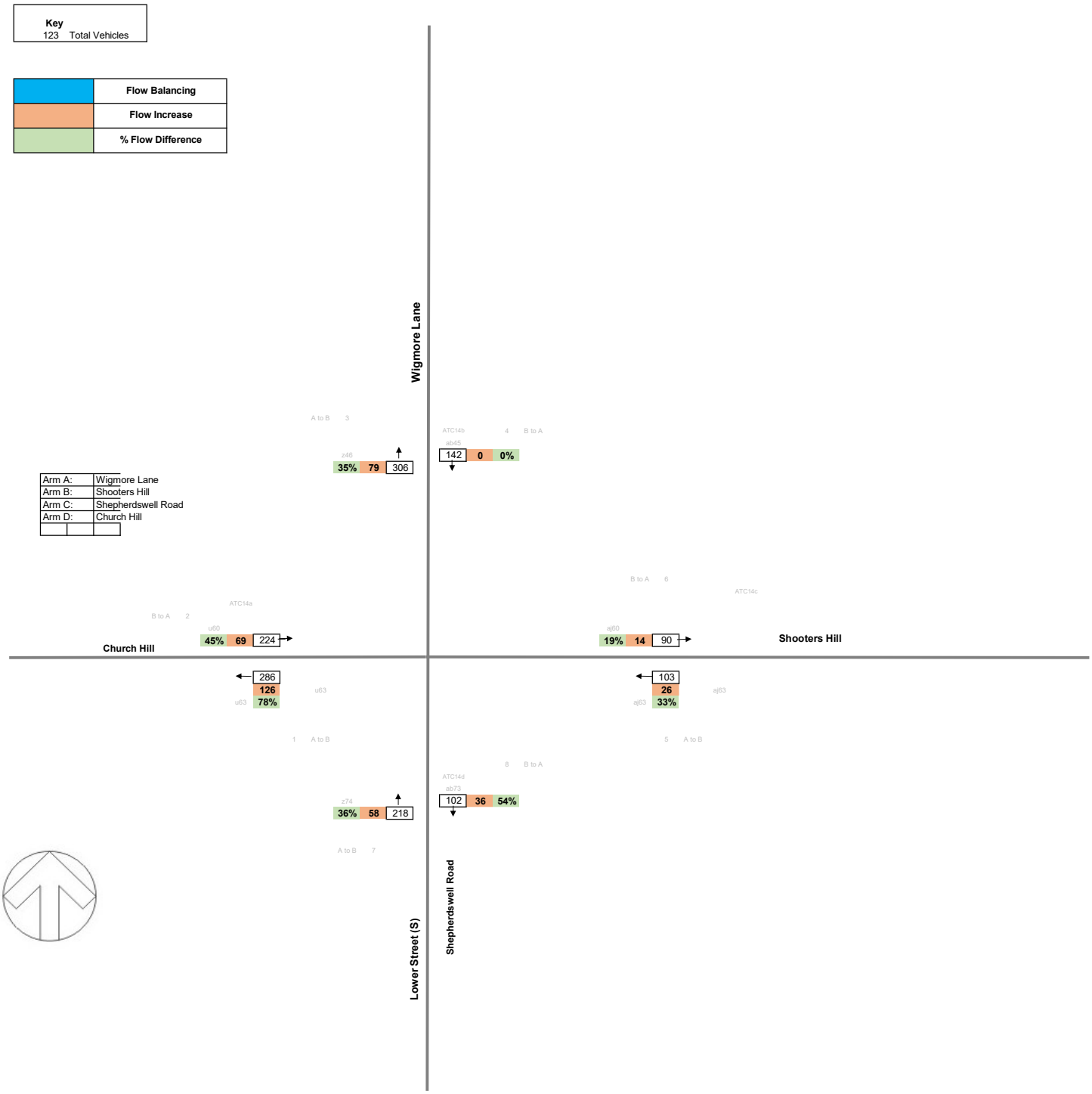
FIGURE No 7



wsp	Cluster 4 2040 Do Something PM Peak (17:00 - 18:00)	FIGURE No 8



TITLE	Cluster 5 2040 Do Something AM Peak (08:00 - 09:00)
FIGURE No:	FIGURE No 9



TITLE	Cluster 5 2040 Do Something PM Peak (17:00 - 18:00)
FIGURE No:	FIGURE No 10

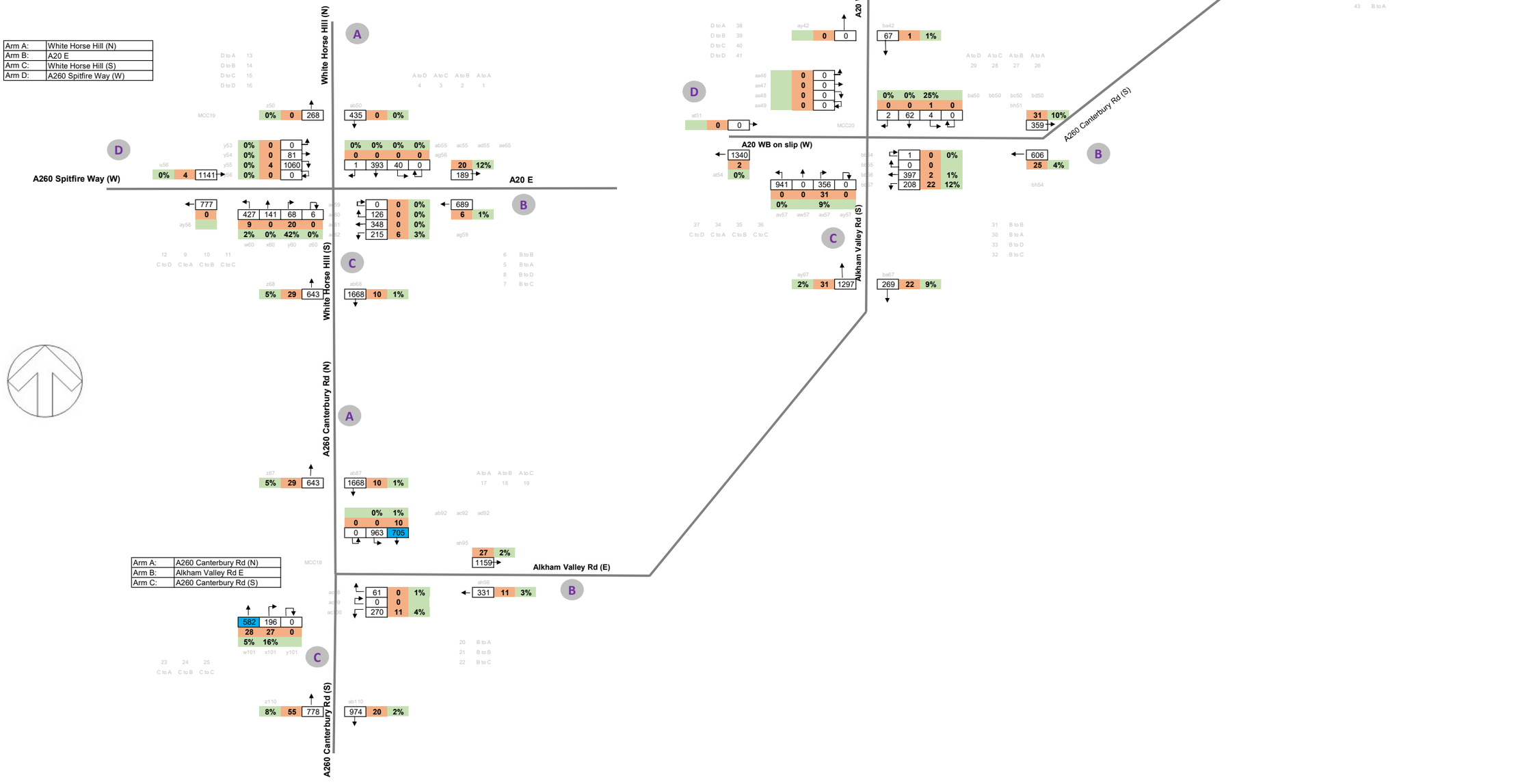
Key
123 Total Vehicles

	Flow Balancing
	Flow Increase
	% Flow Difference

Arm A:	White Horse Hill (N)
Arm B:	A20 E
Arm C:	White Horse Hill (S)
Arm D:	A260 Spitfire Way (W)

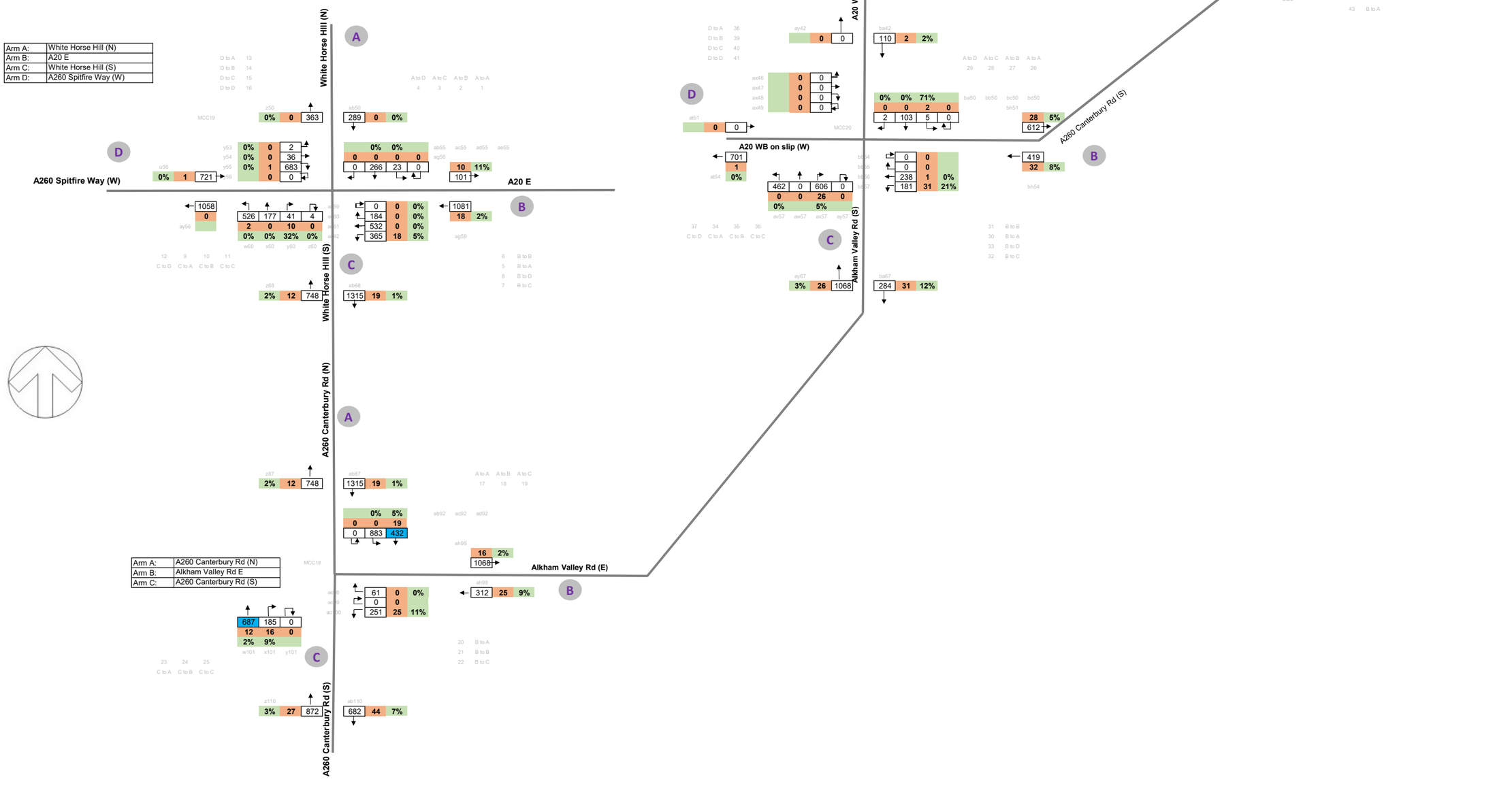
Arm A:	A20 WB offslip (N)
Arm B:	Alkham Valley Rd (E)
Arm C:	Alkham Valley Rd (S)
Arm D:	A20 WB onslip (W)

Arm A:	A260 Canterbury Rd (N)
Arm B:	Alkham Valley Rd E
Arm C:	A260 Canterbury Rd (S)



Key
123 Total Vehicles

	Flow Balancing
	Flow Increase
	% Flow Difference



TITLE	Cluster 6 2040 Do Something PM Peak (17:00 - 18:00)
FIGURE No:	FIGURE No 12

Appendix T

EXCEL MODELS - REFINED DO SOMETHING FLOWS

Public

Key
123 Total Vehicles

	Flow Balancing
	Flow Increase
	% Flow Difference

Arm A:	Preston Hill (N)
Arm B:	A257 Gobery Hill (E)
Arm C:	A257 High Street (SW)

Preston Hill (N)
A257 Gobery Hill (E)
A257 High Street (SW)

Arm A:	A257 High Street (N)
Arm B:	Harrison Road (E)
Arm C:	B2046 High Street (S)
Arm D:	A257 Canterbury Road (W)

A257 High Street (N)
A257 Canterbury Road (W)
Harrison Road (E)
B2046 High Street (S)

Arm A:	School Lane
Arm B:	A257(E)

Arm A:	A257 Canterbury Road (N)
Arm B:	S court Drive (S)

7% Flows for Aylsesham Developments Enter/ Exit using Station Road that is not modelled. In the AM peak this is equivalent to 9 travelling eastbound and 20 travelling westbound

Master Site 1

Flows from Master Site 1 enter/ exit the network here, accounting for 71 vehicles travelling northbound and 164 travelling southbound

B2046 Adisham Road (N)
Dorman Avenue N (E)
B2046 Adisham Road (S)

Arm A:	B2046 Adisham Road (N)
Arm B:	Dorman Avenue N (E)
Arm C:	B2046 Adisham Road (S)

B2046 Adisham Road (N)
Spinney Lane (NE)
Pond Lane (SE)
B2046 Adisham Road (SW)

Arm A:	B2046 Adisham Road (N)
Arm B:	Spinney Lane (NE)
Arm C:	Pond Lane (SE)
Arm D:	B2046 Adisham Road (SW)

There are 31 trips that use Holt Street eastbound and 13 trips that use Holt Street westbound in the AM peak from Master Site 2

Master Site 18

Trips from Master Site 18 are likely to use Dover Road to join B2046 Adisham Rd and are not counted beyond this point. This accounts for 3 eastbound and 8 westbound movements

Master Site 19

Those trips wishing to arrive/ depart to Master Site 19 will use Holt Street and Load/ Enter the network here. This accounts for 58 eastbound and 10 westbound movements



A2 Dover Road (W)
A260 (S)
A260 (NE)
A260 Old Dover Road
A260 (S)

Arm A:	B2046 Adisham Road (N)
Arm B:	A260 (S)
Arm C:	A2 Dover Road (W)

Arm A:	A260 Old Dover Road (N)
Arm B:	A260 (NE)
Arm C:	A260 (S)

wsp

TITLE
Cluster 1
2040 Do Something
AM Peak (08:00 - 09:00)

FIGURE No
FIGURE No 1

Key
123 Total Vehicles

	Flow Balancing
	Flow Increase
	% Flow Difference

Arm A:	Preston Hill (N)
Arm B:	A257 Gobery Hill (E)
Arm C:	A257 High Street (SW)

Arm A:	A257 High Street (N)
Arm B:	Harrison Road (E)
Arm C:	B2046 High Street (S)
Arm D:	A257 Canterbury Road (W)

Arm A:	School Lane
Arm B:	A257(E)

Arm A:	A257 Canterbury Road (
Arm B:	S court Drive (S)

7% Flows for Aylesham Developments Enter/ Exit using Station Road that is not modelled. In the AM peak this is equivalent to 11 travelling eastbound and 9 travelling westbound

Master Site 1

Flows from Master Site 1 enter/ exit the network here, accounting for 96 vehicles travelling northbound and 82 travelling southbound

Arm A:	B2046 Adisham Road (N)
Arm B:	Dorman Avenue N (E)
Arm C:	B2046 Adisham Road (S)

Arm A:	B2046 Adisham Road (N
Arm B:	Spinney Lane (NE)
Arm C:	Pond Lane (SE)
Arm D:	B2046 Adisham Road (S

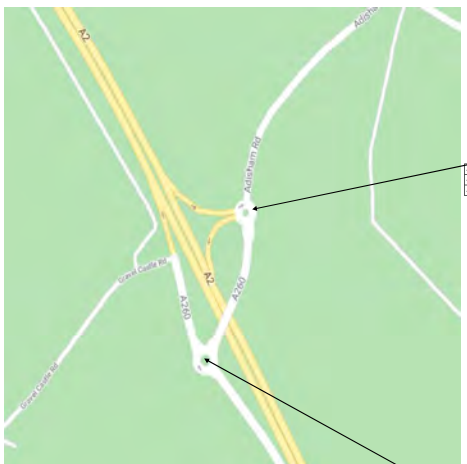
There are 16 trips that use Holt Street eastbound and 18 trips that use Holt Street westbound in the PM peak from Master Site 2

Master Site 18

Trips from Master Site 18 are likely to use Dover Road to join B2046 Adisham Rd and are not counted beyond this point. This accounts for 8 eastbound and 4 westbound movements

Master Site 19

Those trips wishing to arrive/ depart to Master Site 19 will use Holt Street and Load/ Enter the network here. This accounts for 4 eastbound movement and 60 westbound

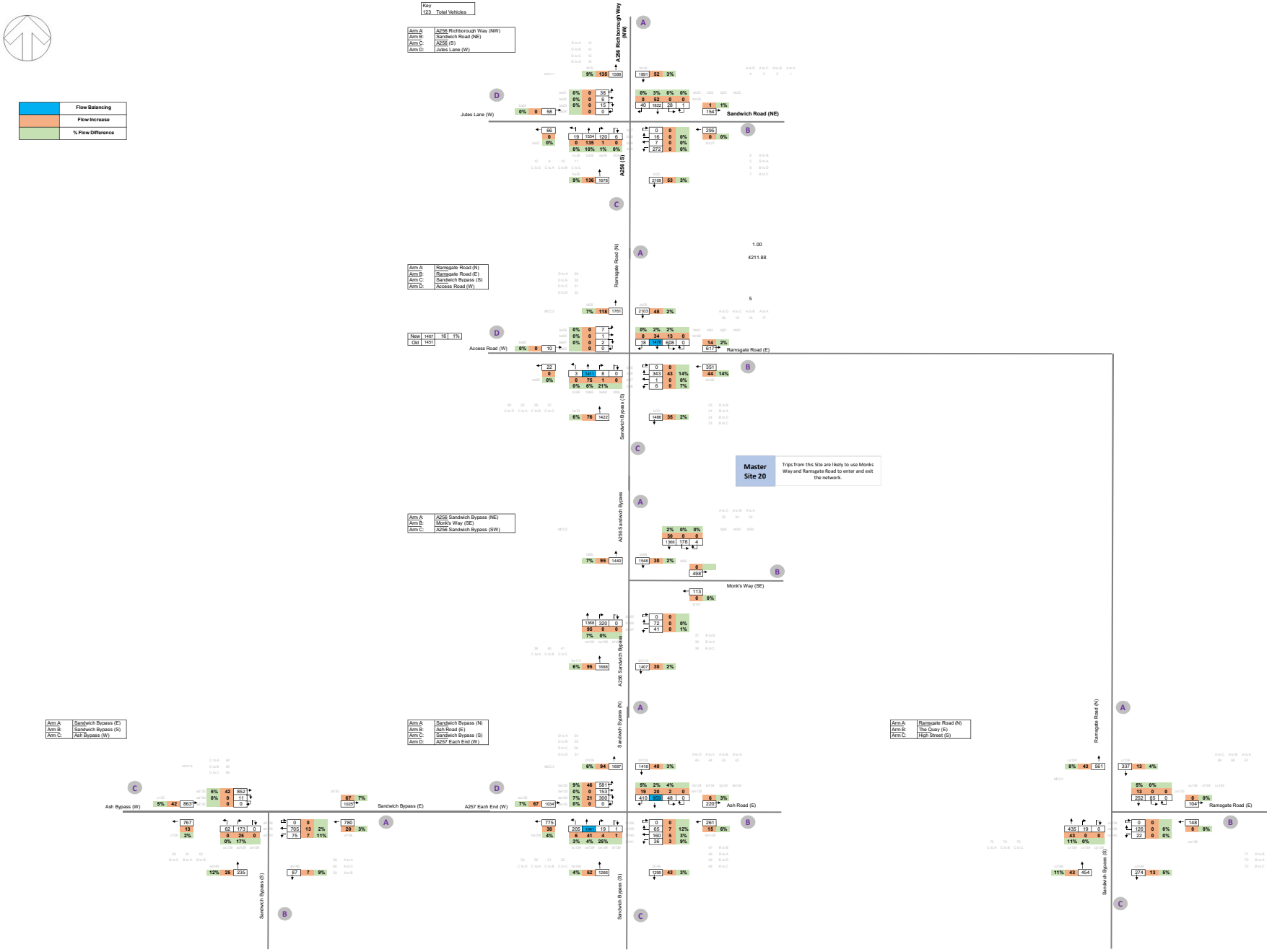


Arm A:	B2046 Adisham Road (N
Arm B:	A260 (S)
Arm C:	A2 Dover Road (W)

Arm A:	A260 Old Dover Road (N
Arm B:	A260 (NE)
Arm C:	A260 (S)

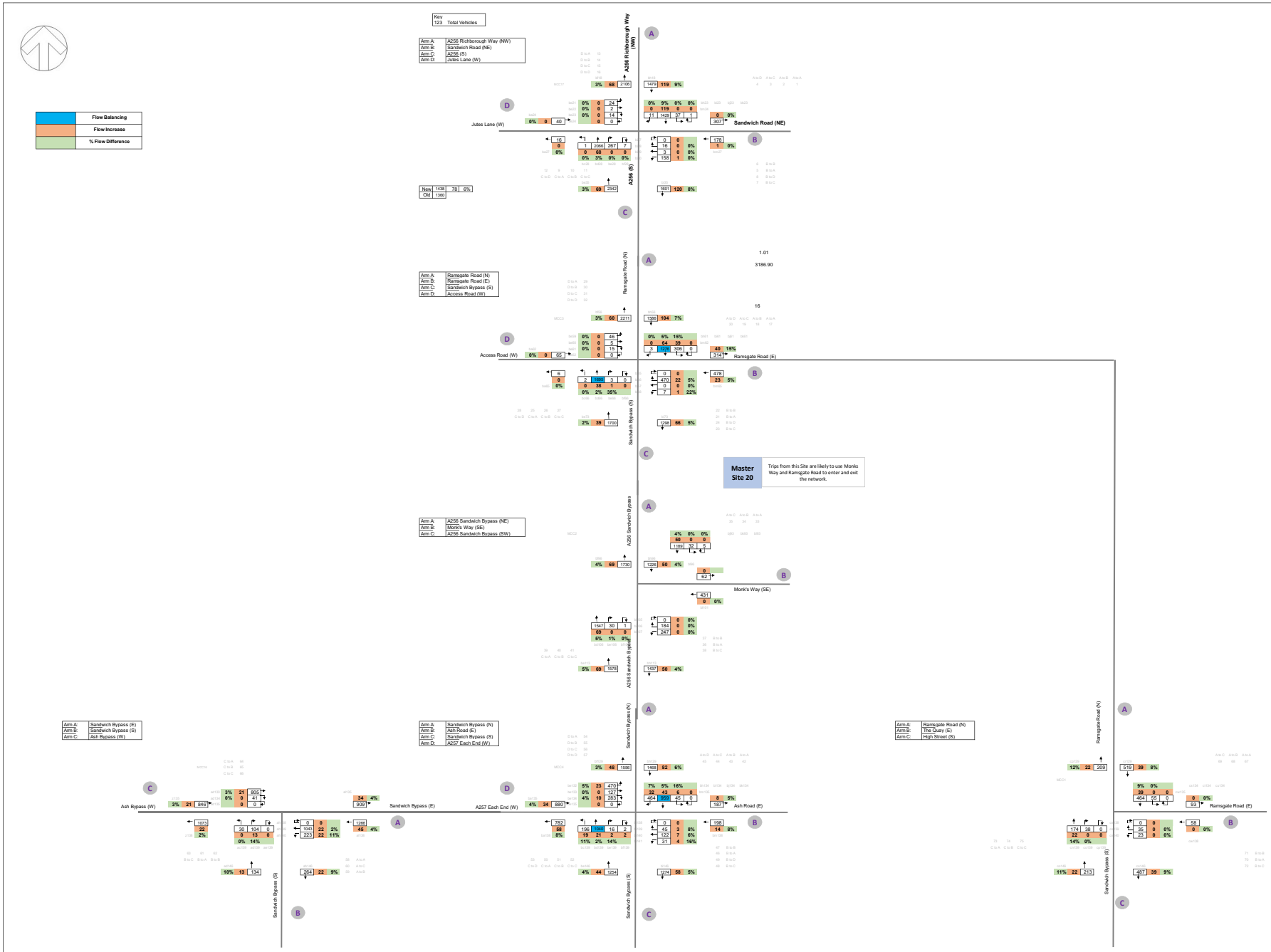
Cluster 1
2040 Do Something
PM Peak (17:00 - 18:00)

FIGURE No 2



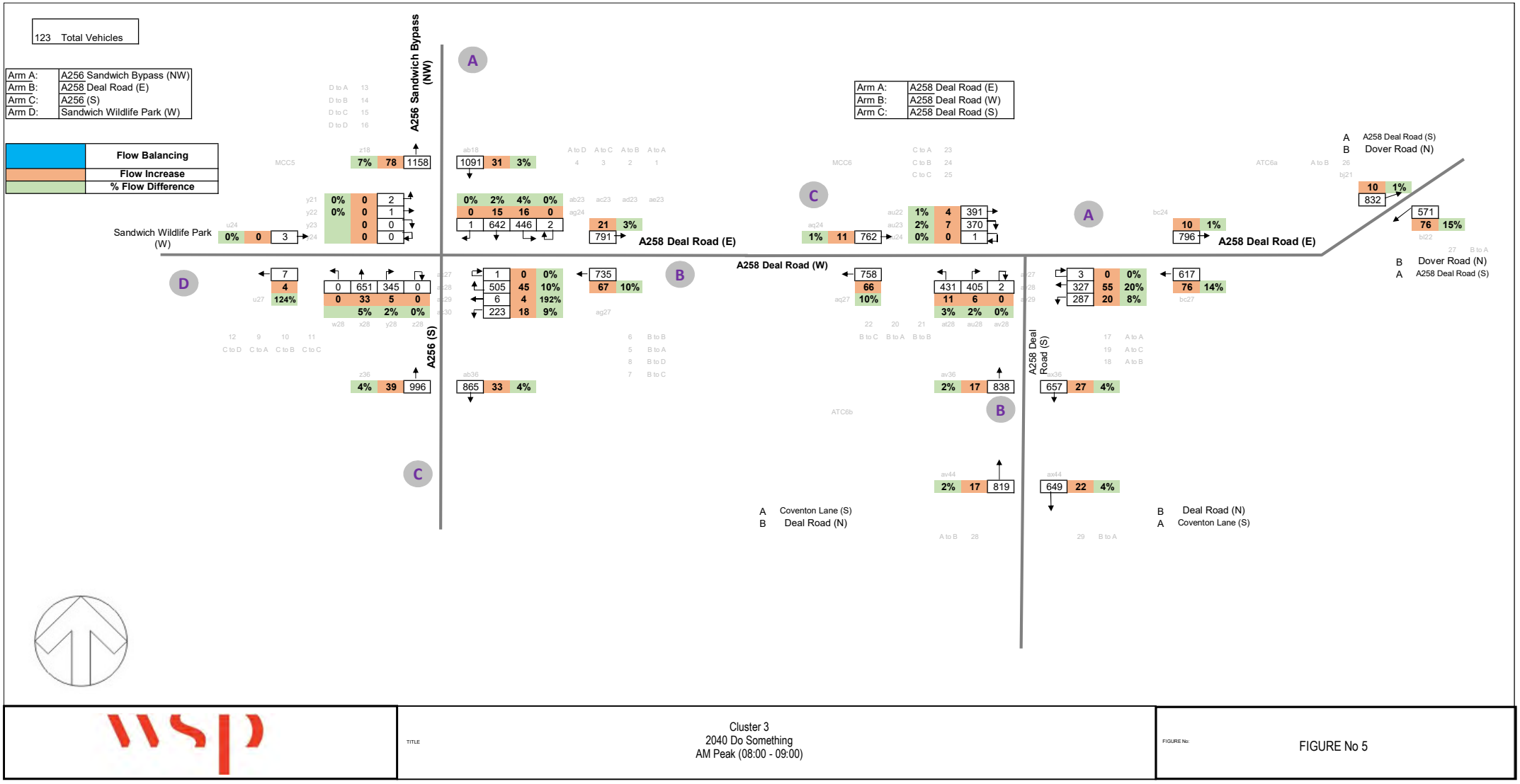
Cluster 2
2040 Do Something
AM Peak (08:00 -9:00)

FIGURE No 3

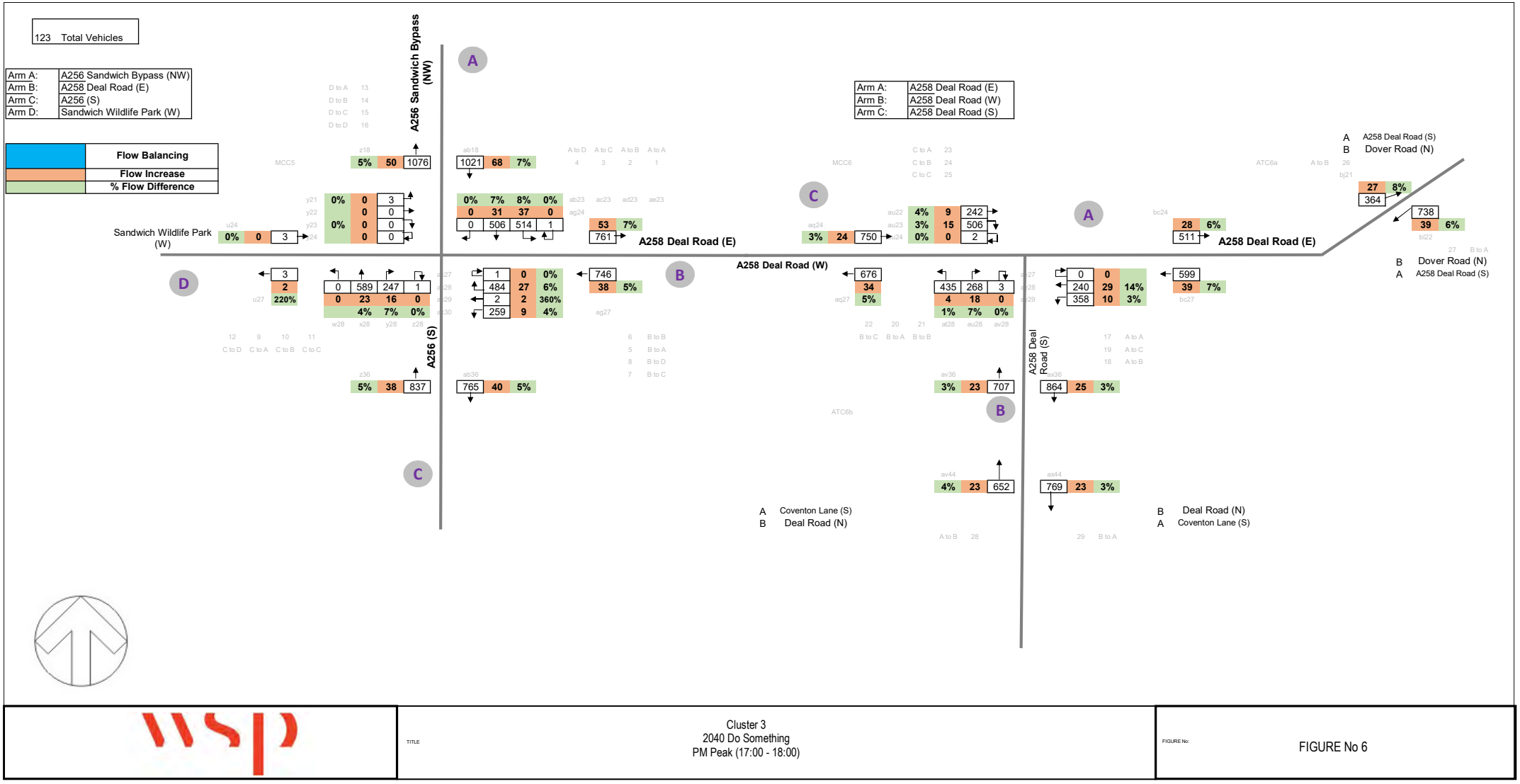


Cluster 2
2040 Do Something
PM Peak (17:00 - 18:00)

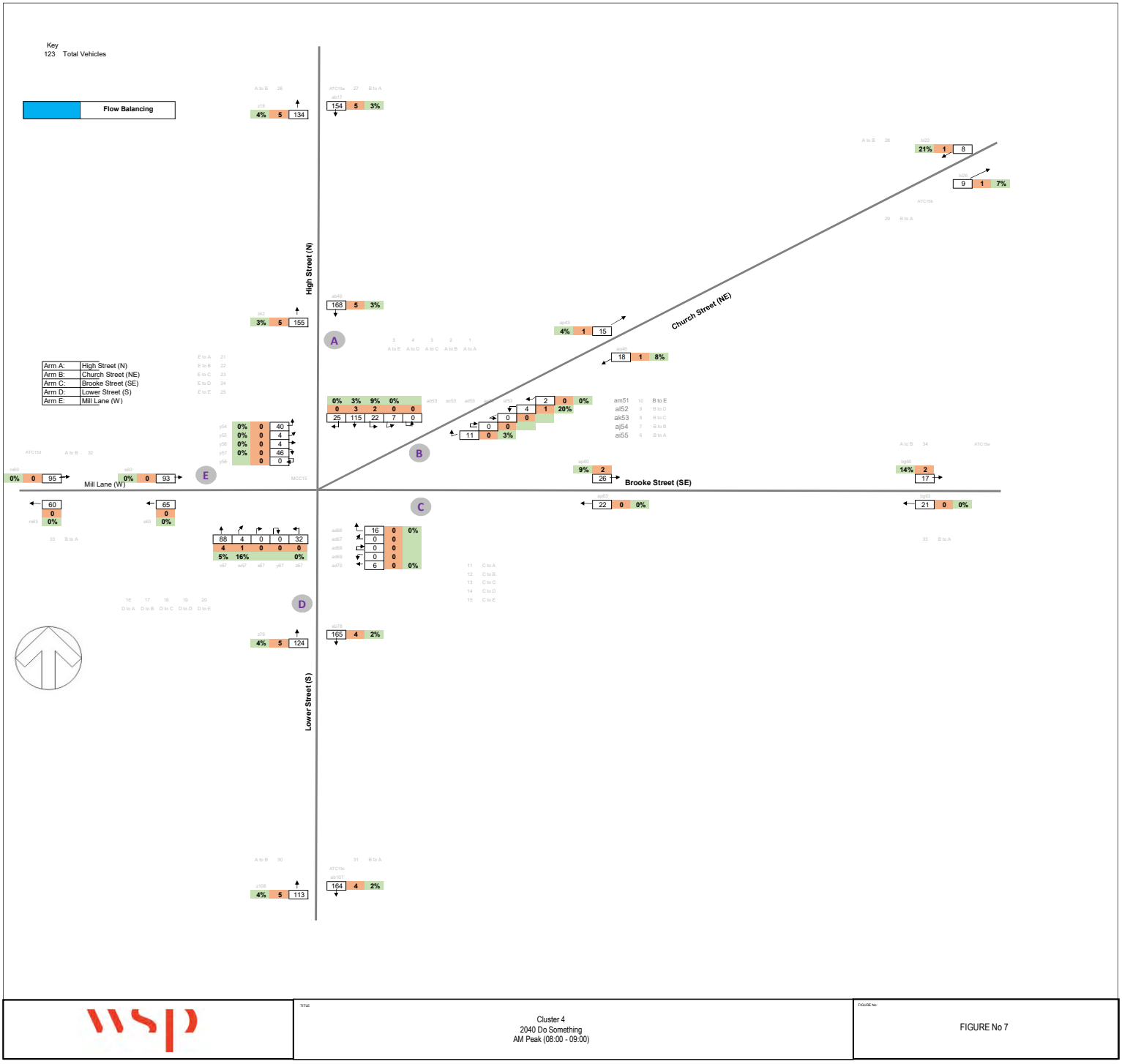
FIGURE No 4



TITLE	Cluster 3 2040 Do Something AM Peak (08:00 - 09:00)
FIGURE No:	FIGURE No 5

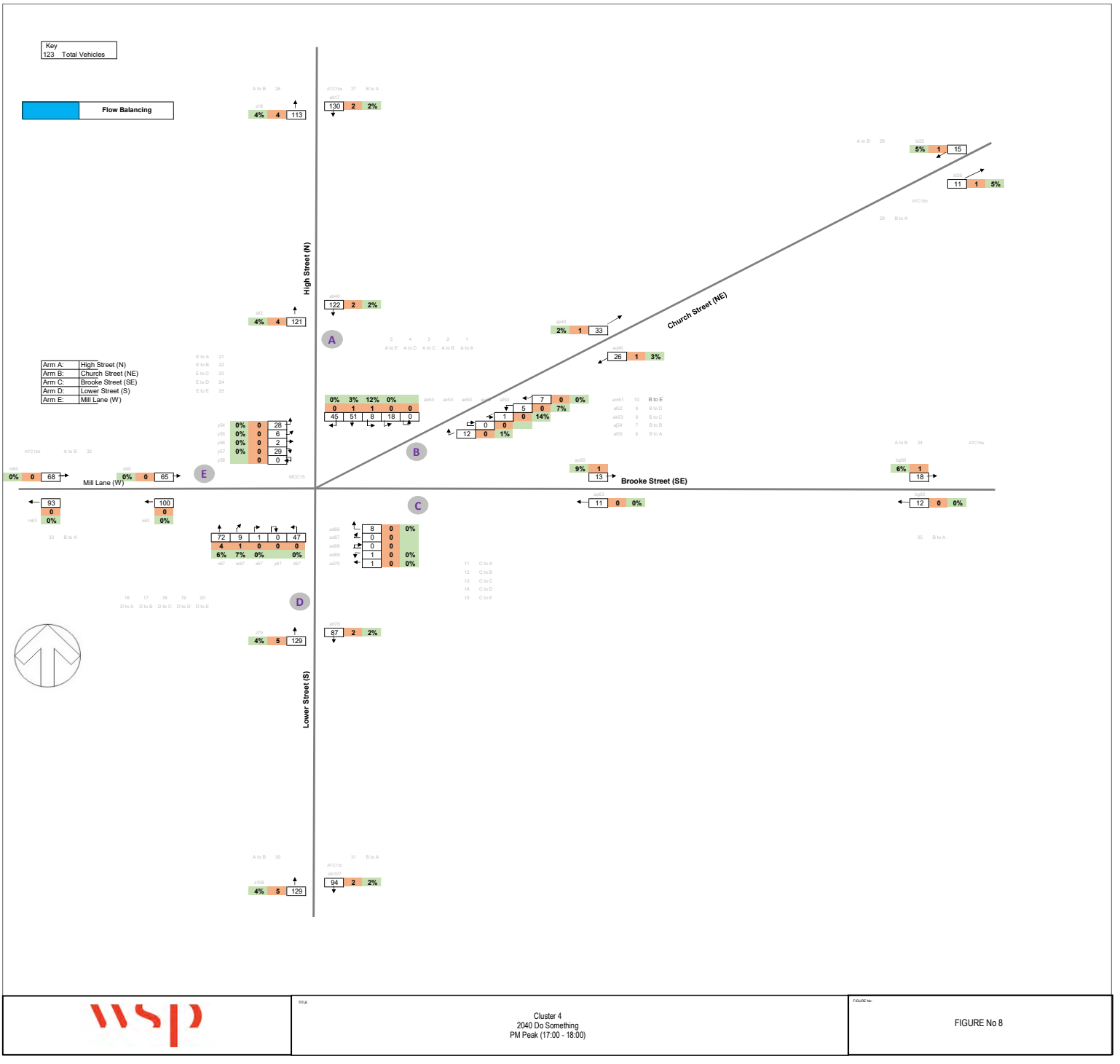


TITLE	Cluster 3 2040 Do Something PM Peak (17:00 - 18:00)
FIGURE No:	FIGURE No 6

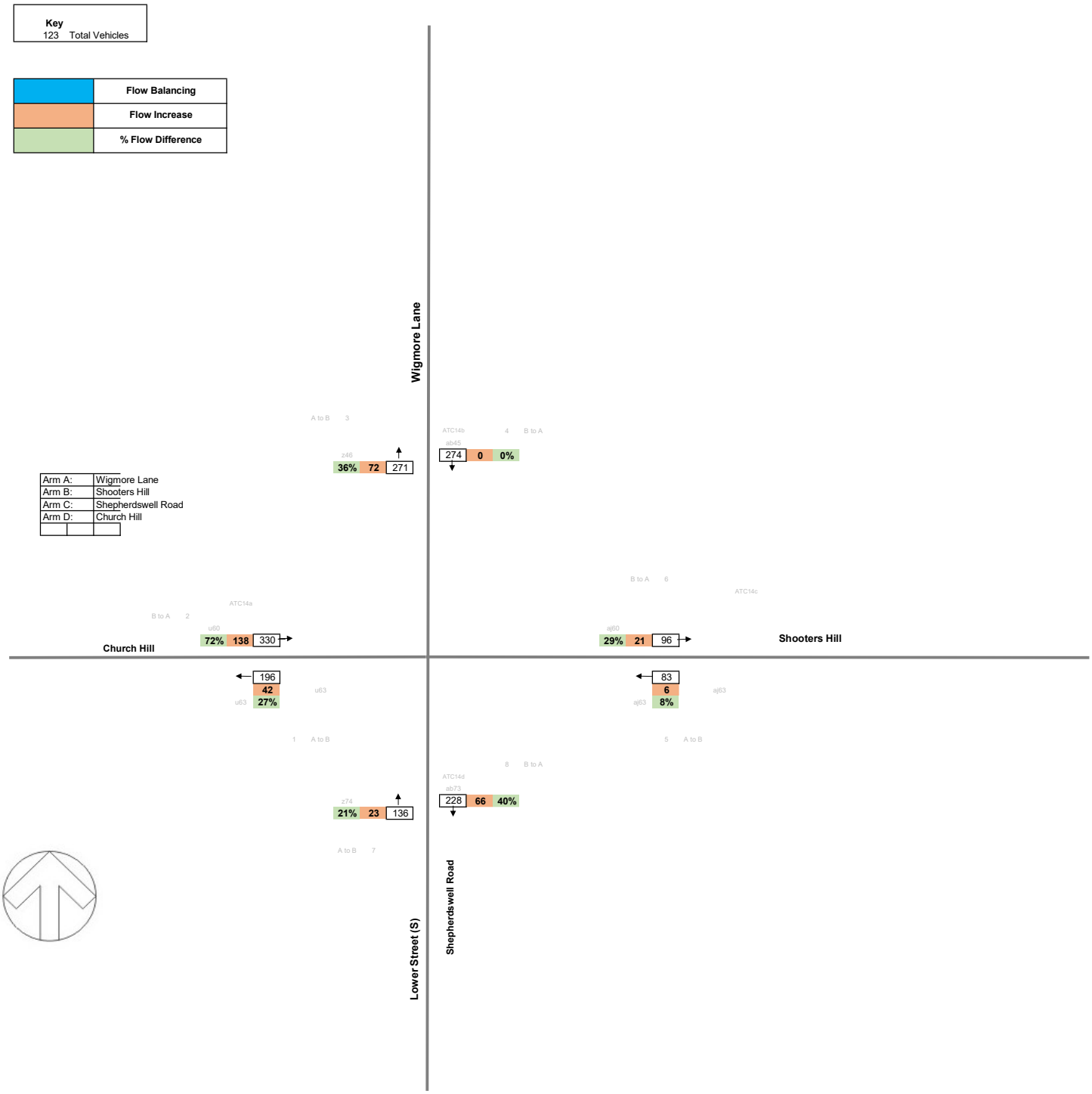


WSP	Cluster 4 2040 Do Something AM Peak (08:00 - 09:00)

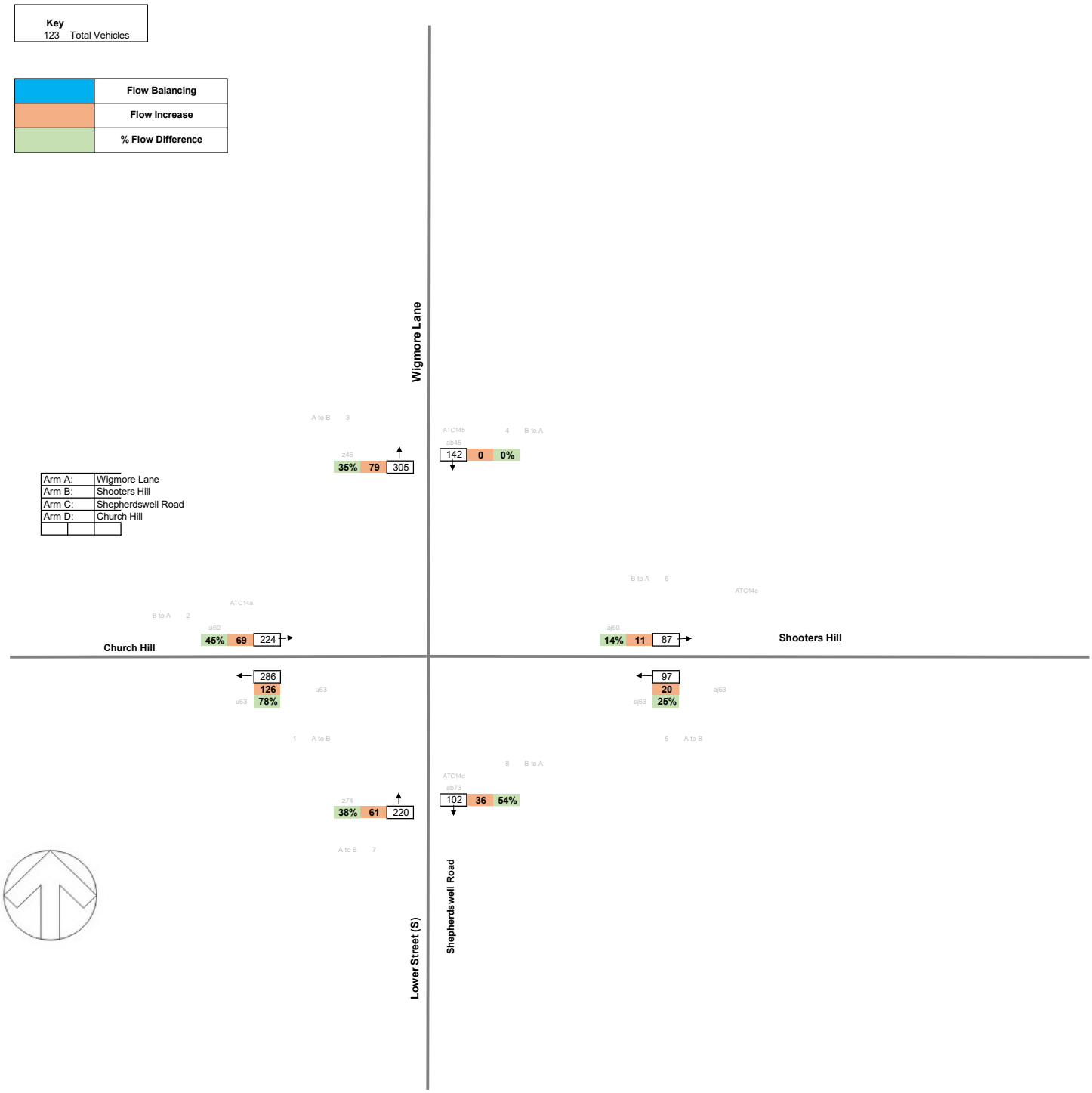
FIGURE No 7



wsp	Cluster 4 2040 Do Something PM Peak (17:00 - 18:00)	FIGURE No 8



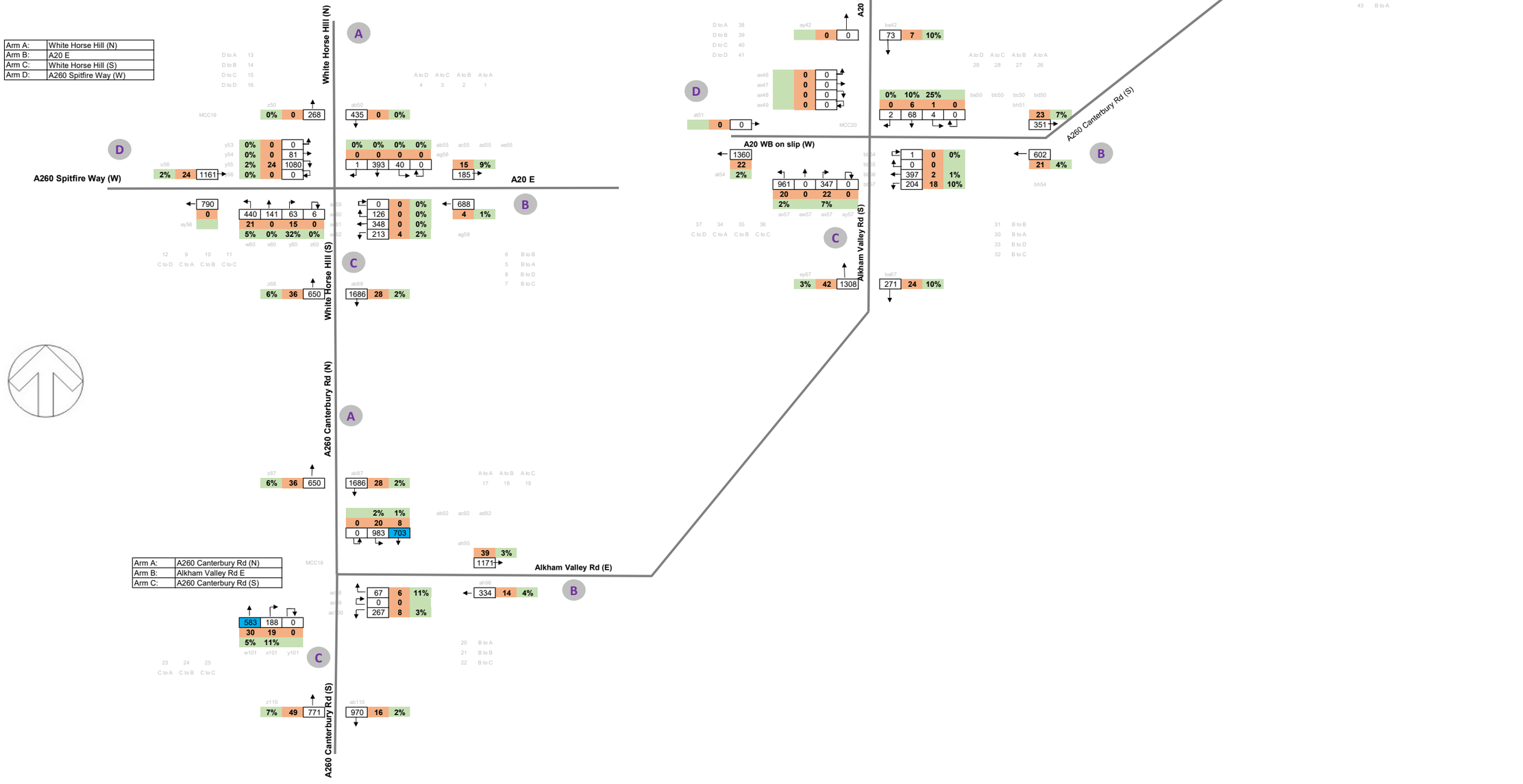
TITLE	Cluster 5 2040 Do Something AM Peak (08:00 - 09:00)
FIGURE No:	FIGURE No 9



TITLE	Cluster 5 2040 Do Something PM Peak (17:00 - 18:00)
FIGURE No:	FIGURE No 10

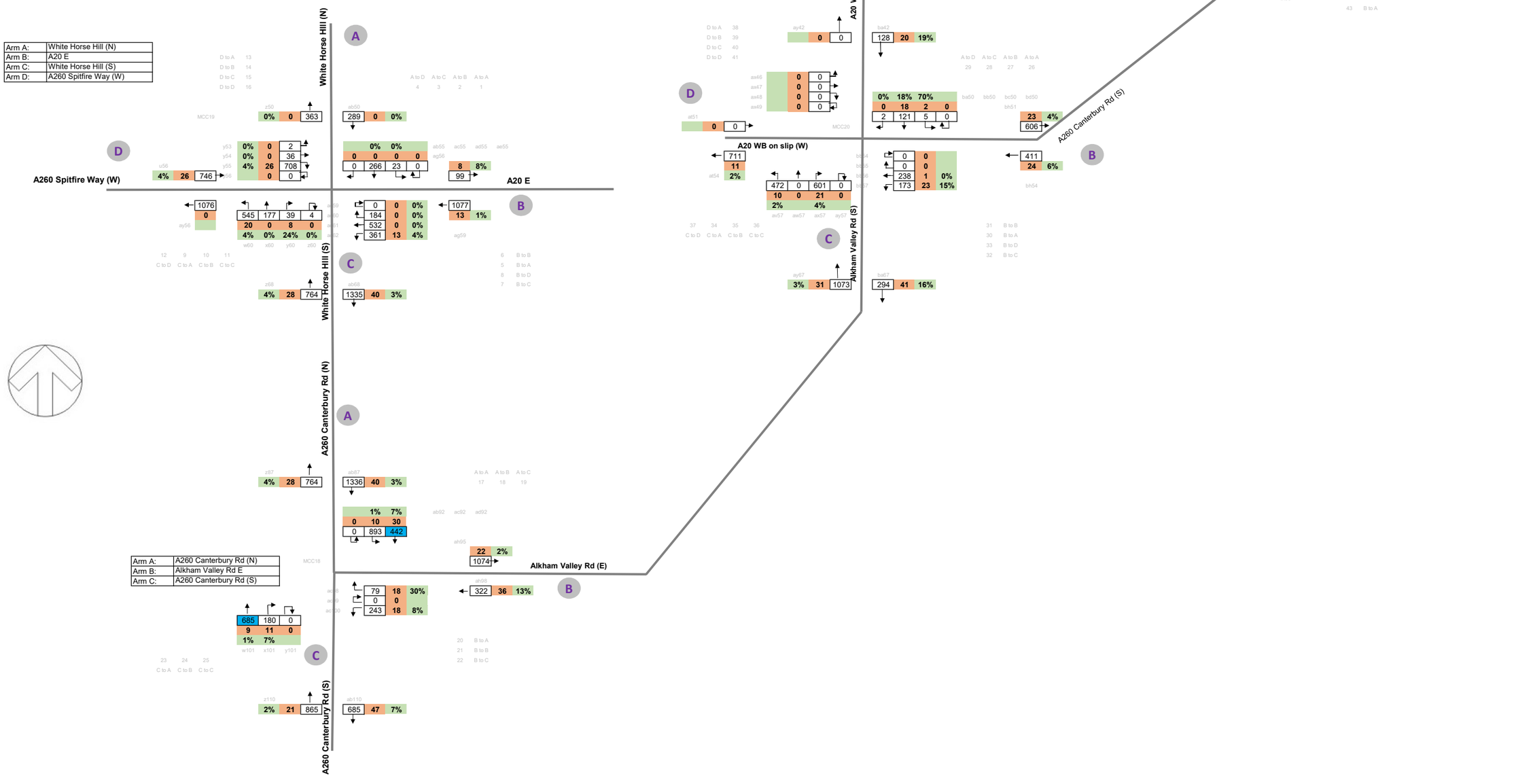
Key
123 Total Vehicles

	Flow Balancing
	Flow Increase
	% Flow Difference



Key
123 Total Vehicles

	Flow Balancing
	Flow Increase
	% Flow Difference





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