



APRIL 2017

# Transport Assessment

Dover Road, Walmer, Kent

Iceni Projects Limited on behalf of  
Gladman Developments Ltd

April 2017

ICENI PROJECTS LIMITED  
ON BEHALF OF GLADMAN  
DEVELOPMENTS LTD

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**Transport Assessment**  
DOVER ROAD, WALMER, KENT

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# 1. INTRODUCTION

- 1.1 Icen Projects Ltd has been appointed by Gladman Developments Ltd. (the 'Applicant') to prepare a Transport Assessment (TA) to support an outline planning application for the proposed development of land to the east of Dover Road, Walmer, for up to 85 residential dwellings (henceforth referred to as the Site). It is proposed to access the Site via a new priority 'T' junction onto Dover Road, with a new designated right turn lane. New footway connections and upgraded crossing facilities along Dover Road are also proposed to promote safe pedestrian access between the Site, Walmer village centre and the local area.
- 1.2 The Local Planning Authority is Dover District Council (DDC) and the Local Highway Authority is Kent County Council (KCC).
- 1.3 The site is located on the southern edge of Walmer as shown at **Plate 1** and a site boundary plan is provided at **Appendix A1** for reference.



**Plate 1:** Site Location

- 1.4 This TA has been prepared using the guidance and methodology set out in 'Planning Policy Guidance 'Travel Plans, Transport Assessments and Statements in 'Decision-Taking' (March 2014).

1.5 Pre-application discussions have been held with KCC highway officers to agree the scope of work (study area) required for this assessment and this has informed the structure and content.

1.6 Correspondence received from KCC with regard to the agreed scope of works is provided at **Appendix A2** for reference.

**Chapter 2: Existing Situation** - provides an outline review of the local area, existing transport conditions prevailing at the development Site and in the immediate surrounding area, including a review of the most recently available Personal Injury Collision (PIC) data;

**Chapter 3: Transportation Policy** - provides a review of national, regional and local development and transport planning policy relevant to the location, scale and type of the proposal;

**Chapter 4: Development Proposals** - sets out the development proposals including existing and proposed land uses, access arrangements and servicing requirements;

**Chapter 5: Trip Generation** - presents the results of the vehicle trip generation assessment relative to the proposal and how these have been assigned to the local highway network;

**Chapter 6: Assignment of Development Traffic, Background Traffic Growth and Committed Developments** - presents the results of the vehicle trip generation assessment relative to the proposal and the method of how these will be assigned to the local highway network;

**Chapter 7: Summary and Conclusions** - Provides a summary and conclusion by highlighting the key points raised within this TA Report.

1.7 All technical appendices are included at the end of the TA for information.

## 2. THE EXISTING HIGHWAY NETWORK

### Introduction

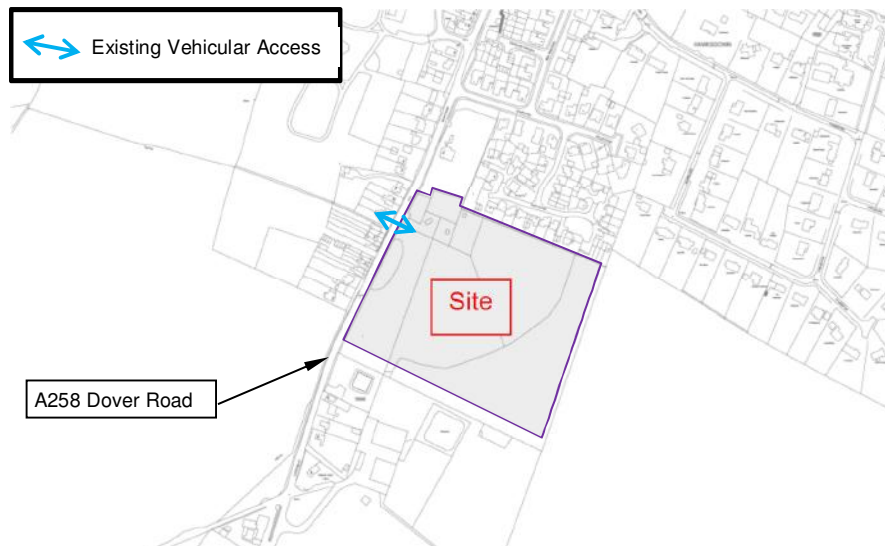
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- 2.1 This chapter considers the existing transport conditions, including public transport, walking, cycling, highways and traffic. It provides a summary of the existing links. A review of road safety statistics for the local highway and at key junctions in the vicinity of the Site has also been undertaken.

### Site Description

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- 2.2 The site is currently undeveloped and used for agricultural purposes. As stated before, the Site abuts the existing southern edge of Walmer. The Site takes access from Dover Road. The existing vehicular access is located in the north-west corner of the site. It is a common farm type access with no formal kerbing or surfacing and appears to be used for maintenance and farming vehicle access. **Plate 2** below illustrates the Site and existing access.



**Plate 2:** The Site

- 2.3 The Site is bounded as follows:
- Open fields to the east;
  - The rear gardens for residential properties served from Thistledown to the north and Dover Road to the south
  - Dover Road to the west.

## Existing Site Access

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- 2.4 Existing vehicular access is located in the north-west corner of the site. It is a common farm type access with no formal kerbing or surfacing and appears to be used for maintenance and farming vehicle access. It currently does not accord to visibility standards due to vegetation to the north and an existing wall to the south. The access is shown in **Plate 3** below.



**Plate 3:** Existing Access

## Local Highway Network

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### A258 Dover Road

- 2.5 In the vicinity of the Site, the A258 Dover Road is a circa 6m wide two-way single carriageway road providing a link between Walmer and Dover. Dover Road runs in a north/south alignment and is subject to a 30mph speed limit which changes to 50mph approximately 250m south of the site boundary. There is a 1m-1.5m footway (3m wide for a short section) located on the western side of the carriageway and street lighting is also provided. Moving north away from the site, footways increase in width and are provided on both sides of the carriageway providing a safe link to central Walmer and Deal. A traffic island is also located slightly north of the existing access and given this has no pedestrian crossing facilities; it is likely to be a speed attenuation feature.





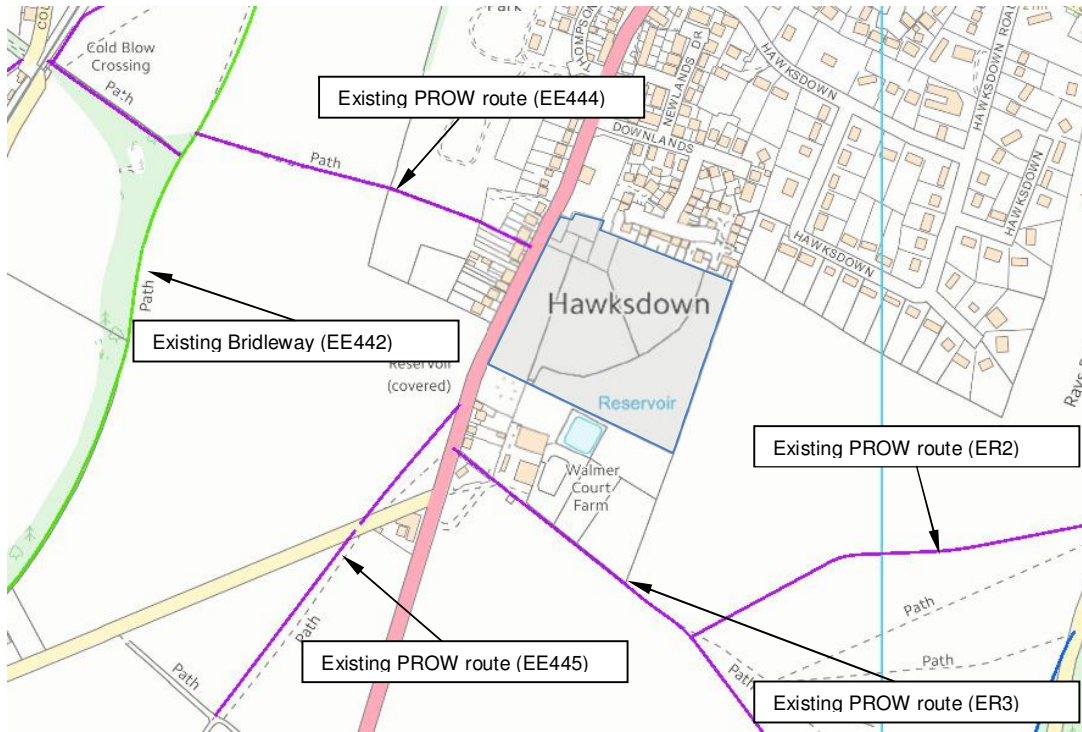
**Plate 4:** Dover Road (Looking North)



**Plate 5:** Dover Road (Looking South)

### **Public Rights of Way**

- 2.6 Having reviewed KCC's online Public Rights of Way (PRoW) map (shown in Plate 6 overleaf), it is confirmed that there a number of PRoW surrounding the site. PRoW EE444 (Shown in **Plate 6**) connects with Bridleway EE442 which in turn connects to Mayers Road and Station Road. No ProW run through the site or adjacent to the boundaries.



**Plate 6:** Public Rights Way of Way Map (Extract from [www.webapps.kent.gov.uk](http://www.webapps.kent.gov.uk))

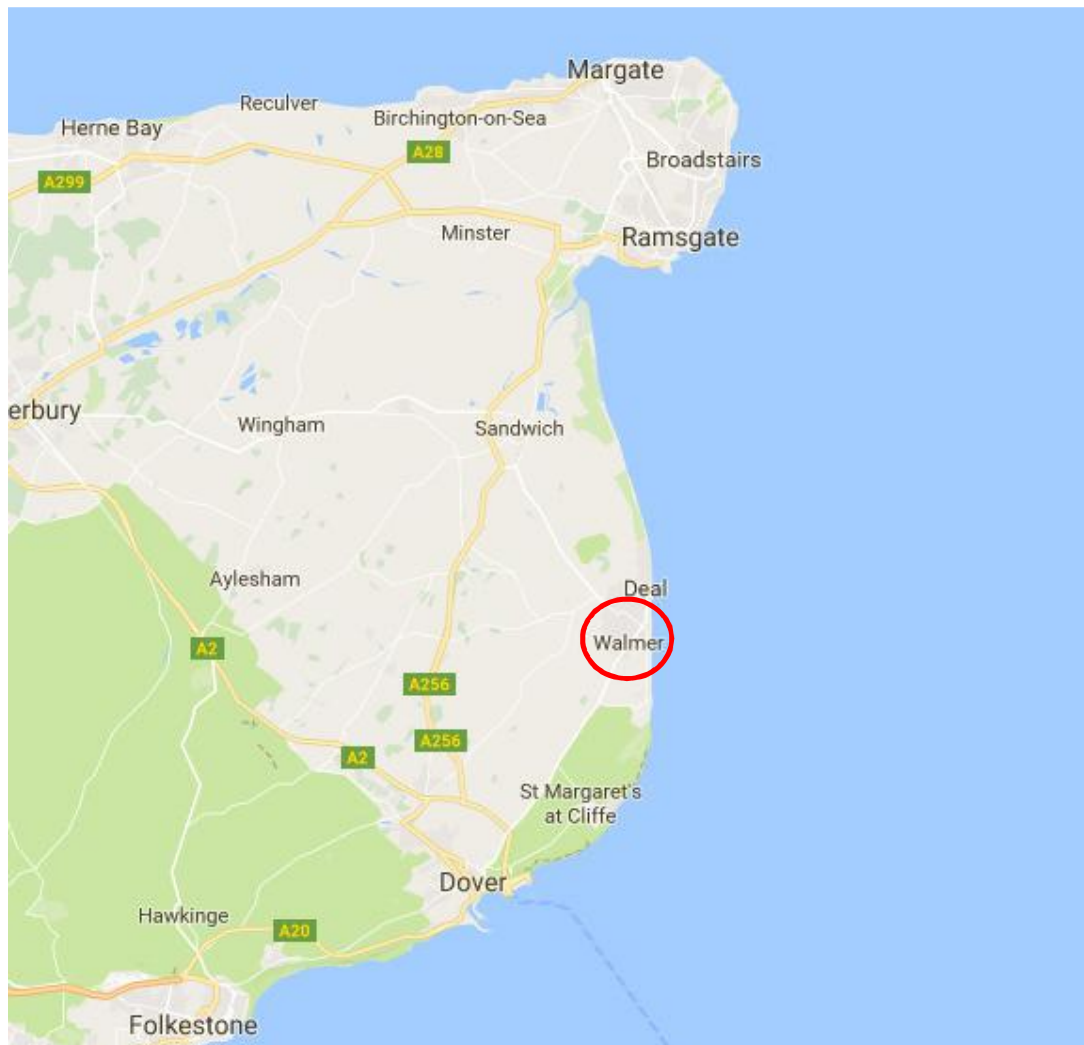


**Plate 7:** Entrance to PROW EE444

## Wider Strategic Network

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- 2.7 The main vehicular route out of Walmer is A258 Dover Road. Eventually the A258 connects with the A2 southwest of Walmer, which leads to numerous destinations including Aylesham and Canterbury. To the north the A258 Dover Road routes into Walmer, Deal, Ramsgate and Margate as shown at **Plate 8** below.



**Plate 8:** Wider Strategic road network

## Scope of Assessment

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- 2.8 Scoping has been undertaken as part of this application. This identified two roundabout junctions to south of the site to be assessed, shown below at Plate 9.



**Plate 9:** Scope of Assessment requested in by KCC)

- 2.9 The junctions indicated at Plate 9 are as follows:
- Duke of York roundabout junction; and
  - Whitfield roundabout junction.
- 2.10 Email correspondence regarding the scope of assessment works can be found at **Appendix A2**.

## Existing Traffic Conditions

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### Traffic Flows

- 2.11 Traffic Surveys and Queue length surveys have been commissioned as requested by KCC. The observed traffic flows will be analysed as part of a detailed traffic and modelling assessment to be submitted as a separate report.

## Personal Injury Collision Analysis

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- 2.12 Personal Injury Collision (PIC) data for the most recent three-year period has been obtained from KCC. Full printouts of the collision data are available to view in Appendix A3 and should be referenced when reading the following collision analysis.
- 2.13 Within the study area, there were a total of 10 collisions, all collisions were slight in severity. The annual breakdown of numbers and type of classification is shown in **Table 2.1** overleaf.

**Table 2.1: PIC Severity Summary**

Year	Severity			Total
	Slight	Serious	Fatal	
2013	2	0	0	<b>2</b>
2014	3	0	0	<b>3</b>
2015	4	0	0	<b>4</b>
2016	1	0	0	<b>1</b>
Total	10	0	0	<b>10</b>

### Dover Road

- 2.14 Of the 10 collisions which occurred over the three-year study period, all occurred on Dover Road resulting in 16 casualties.
- 2.15 Six of the PICS recorded involved vehicles slowing down which were shunted from behind, causation factors included weather and driver error. In addition to this, one vehicle was damaged due to a falling tree during poor weather. One PIC involved a cyclist, which was preparing to turn right, into Ripple Road from Dover Road, and was struck by a vehicle travelling along the A258 Dover Road in the direction of Dover. Other PICS included a vehicle swerving across the white central line and colliding with the rear off side wheel of another vehicle, breaking the axle and causing it to spin out of control. Another vehicle travelling Dover to Deal along A258 Dover Road crossed the central white line to pass parked vehicles and collided with an oncoming vehicle.

### Summary of Accident Data

- 2.16 The above analysis has shown there to have been 10 personal injury collisions over the six-year period between 01/07/2013 and 30/06/2016 resulting in 16 casualties. All 16 casualties were slight in severity. There were no serious/fatal PICS within the area of interest over the latest 3 year period.
- 2.17 There is nothing to suggest that this proposal will exacerbate the levels of accidents on Dover Road

- 2.18 Given the above analysis, the provision of a 'right turn' facility will provide the opportunity to encourage lower vehicle speeds and reduce the likelihood of vehicles pulling across the central line to pass parked cars along Dover Road.

### **Local Amenities and Facilities**

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- 2.19 Walmer has a wide range of local amenities catering to the day-to-day needs of existing local residents. These include a range of educational institutions, healthcare, employment opportunities, recreational facilities, and retail establishments.
- 2.20 A plan of all local amenities can be seen within drawing number 16-T129\_01 **Appendix A4**.

### **Access to Healthcare**

- 2.21 Walmer and Deal has a number of health care facilities in close proximity, all less than a 3.5km radius from the site.
- 2.22 Victoria Hospital in Deal is an NHS Hospital located circa 3.2km north of the site. The hospital has six outpatient rooms, inpatient beds for intermediate care, palliative care and continuing care. There is also a minor injury unit. Other services include outpatient consultations with visiting consultants in all major specialties such as child health, dental services, therapy and rehabilitations services other out-of-hour services. St Richard's Road Surgery, and Balmoral Surgery can both be found at approximately 2.4km walk distance from the site. Both surgeries provide access to a number of General Practice doctors.
- 2.23 Walmer also hosts dental facilities and opticians, all located in and around the village. The closest dental clinic can be found at Pennypot Dental Surgery, approximately a 1.1km walk distance from the site. The closest opticians can be found within Deal with Specsavers being located 3.7km from the site.

### **Access to Employment**

- 2.24 Deal Business Park is located circa 4.8km from the site; offering roles within independent businesses, including but not limited to, offices, warehouses, call centres and product manufacturers.
- 2.25 Employment opportunities are also available at 'A M I Court Care Home' (1.1km walking distance) and a number of self-contained building yards, with MKM Building suppliers found to the north (4.1km walking distance) and Victoria Hospital (3.2km walking distance) to the north.
- 2.26 In addition to the industrial estate and the small number employers, Deal town centre and its high street have opportunities for employment, with numerous shops providing all types of retail and

services including; convenience stores, post offices, coffee shops, pubs, opticians, banks, estate agents, restaurants and independent retailers.

### **Access to Education**

- 2.27 The nearest primary school in relation to the site is The Downs Church of England primary school which is located circa 1.9km distance from the site (Circa 23 minute walk), close to Walmer station. The closest secondary school is Goodwin Academy, found circa 1.6km north of the site, located on Mill Road.
- 2.28 There are also a number of other educational institutions located around Walmer and Deal, ranging from nurseries, pre-schools and primary schools. Additional primary and pre-school schools can be found east of the site, with Kingswood and Ringwoud Primary School being 1.7km south east of the site (Circa 21 minute walk) and St Mary's Catholic Primary School being further north east from here, at 1.5km from the site (Circa 19 minute walk).

### **Access to Retail**

- 2.29 In relation to retail the closest convenience shop is located on Dover Road, found in the centre of Walmer, north east of the site.
- 2.30 Walmer boasts a range of independent shops, professional services, and pubs. There is also a Londis convenience store, a hairdresser, fish and chip shop and a pub located along Dover Road. As well as Walmer there larger high street banks, food shops, franchise shops financial services and estate agents within Deal.

### **Leisure, Recreation and Community Facilities**

- 2.31 There are many PRow suitable for walking and leisure activities around the site. Deal Victoria and Barnes Close Cricket Club is located north of Church Street, a circa 13 minute walk north west of the site. The castle gardens at Deal Castle are circa 15 minute walk away from the site, to the north east of the site.
- 2.32 Deal also benefits from having a library, cinema, restaurants, recreational clubs and Tides Leisure Centre.
- 2.33 With the Deal town centre being within close proximity to the site, the level of local amenities and services within a 35 minute walk distance of the site is considered to be good.

## Walking and Cycling

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- 2.34 The Institute of Highways and Transportation (IHT) provide guidance on desirable walk distances in their publication '*Providing for Journeys on Foot*' which recommends suggested acceptable walking distances of between 500m (6 minutes, "Desirable") and 2km (25 minutes, "Preferred Maximum") for commuting and journeys to school.
- 2.35 For non-commuter journeys the guidance suggests that a walk distance of up to 1,200 metres can be considered, with the acceptable and desirable distances being 800 and 400 metres respectively.
- 2.36 **Table 2.3**, below, summarises the approximate walk journey times that can be 'Considered', are 'Acceptable', and those that are 'Desirable'.

**Table 2.3: Suggested Acceptable Walking Distance & Approximate Walk Times**

IHT Standards	Distance (m)		Approx. Walk Time (mins) <sup>1</sup>	
	Commuting, Walking to School and Recreation	Other Non-Commuter Journeys	Commuting, Walking to School and Recreation	Other Non-Commuter Journeys
<b>'Desirable'</b>	500	400	6.25	5
<b>'Acceptable'</b>	1000	800	12.5	10
<b>'Considered'</b>	2000	1200	25	15

Note: <sup>1</sup> Calculated assuming an average walk speed of 5kph  
 Source: IHT '*Guidelines for Providing Journeys on Foot*' (2000)

- 2.37 The '*Manual for Streets*' (MfS) identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10 minute) walk distance, however not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.
- 2.38 Approximate walking/cycling distances from the site to key services and facilities are as shown below:

### Schools

- **Goodwin Academy** -1.6km, 20 minute Walk / 4 minute Cycle
- **The Downs C of E Primary School** - 1.9km, 23 minute Walk / 5 minute Cycle
- **St Mary's Catholic Primary School** - 1.7km, 21minute Walk / 6minute Cycle
- **Kingsdown and Ringwold C of E Primary School** – 1.7km, 21 minute Walk / 7 minute Cycle
- **Brewood Secondary School** – 2.5km, 31 minute Walk / 12 minute Cycle



### Retail

- **Thompson Bell Pub** – 0.3km, 4minute Walk / 1 minute Cycle
- **Castle Fish and Chips** – 0.4km, 5 minute Walk / 1 minute Cycle
- **Londis Convenience shop** – 0.6km, 8 minute Walk / 1 minute Cycle
- **Deal Town Centre** -3.5km, 44 minute Walk / 12 minute Cycle
- **Sainsbury's Superstore** – 3.7km, 45 minute Walk / 12 minute Cycle

### Health

- **Walmer Pharmacy** – 0.5km, 6minute Walk / 1 minute Cycle
- **Pennypot Dental Surgery** - 1.1km, 14 minute Walk / 2 minute Cycle
- **St Richard's Surgery** – 2.4km, 30 minute Walk / 6 minute Cycle
- **Balmoral Surgery** – 2.4km, 30 minute Walk / 6 minute Cycle
- **Victoria Hospital** - 3.2km, 40 minute Walk / 11 minute Cycle

### Employment

- **A M I Court Care Home** - 1.1km, 13 minute Walk / 2 minute Cycle
- **Victoria Hospital** – 3.2km, 40 minute Walk / 11 minute Cycle
- **Deal Town Centre** – 3.5km/ 44 minute walk/ 12 minute Cycle
- **MKM Building suppliers** – 4.1km, 51 minute Walk / 13 minute Cycle

### Other Facilities

- **Deal Victoria & Barnes Close Cricket Club** – 1.2km, 15 minute Walk / 3 minute Cycle
- **Marke Wood**– 1.2km, 15 minute Walk / 3 minute Cycle
- **Tides Leisure & Indoor Tennis Centre**- 3.2km, 40 minute Walk / 8 minute Cycle
- **Deal Town Football Club**- 3.2km, 40 minute Walk / 8 minute Cycle

2.39 Given the level of local services and amenities, the site is well located in terms of walking and cycling accessibility. While a small number of services and amenities fall outside of the IHT 25m-minute walk time, many can be accessed by walking an additional 5 minutes, or alternatively by cycling. It is recognised that many people will cycle to services/amenities outside of the 25 minute walk distance.

2.40 Walking and cycling are of significant importance at local trip level, offering the greatest potential to replace short car trips where they are less than 2km for walking and 5km for cycling.

2.41 With regards to cycling, National Route 1 of the National Cycle Network is also within proximity of Walmer. Connecting Dover to London, via Canterbury and Gravesend, and a link to Deal. The link to National Route 1 can be accessed via Granville Road off of the A258.

2.42 To ensure that cycling is catered for within the town centre, a number of cycle parking stands are located around major areas. These stands can be found outside numerous shops on the High Street and public buildings.

2.43 The DfT's Local Transport Note 2/08 Cycle Infrastructure Design states that:

*'The road is the most basic (and important) cycling facility available, and the preferred way of providing for cyclists is to create conditions on the carriageway where cyclists are content to use it, particularly in urban areas.'*

2.44 As previously stated it is widely recognised that cycling offers the greatest potential to replace short car trips, particularly those under 5km, but can also be part of longer journeys via public transportation.

## **Public Transport**

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### **Bus Services**

2.45 Bus services offer a realistic option for the journey to work, being best suited for medium distance journeys. Buses are also often used as part of a journey, such as bus routes which connect with rail stations and other transport hubs.

2.46 The most frequently served bus stop in relation to the site is located on Dover Road, circa 80m east of the site, in circa 1 minute walk.

2.47 This bus stop on Dover Road (Downlands) caters for bus routes travelling northbound only and is provided with a sign only, servicing routes 12, 13, 15, 15X, 80A, 80X, 93.

2.48 The bus stop on Dover Road travelling in the opposite direction southbound, is only provided with a flag post, servicing routes 12, 13, 15, 15X, 80A, 80X, 93. The stop is found 170m north of the site frontage, and is a circa 2-minute walk.

2.49 A summary of local regular bus services are provided overleaf which includes information on destinations served and frequency. Full copies of the bus timetables are available at <http://www.traveline.info/>

### **12 route: Monday – Friday and Saturday Service only.**

There is no Sunday, or public holiday service.

Service managed by 'Stagecoach in East Kent.

The route runs from **Canterbury – Deal.**

This route starts at Canterbury Bus Station, before travelling to Deal.

The route provides 10 buses a day, with 4 in the morning and 6 in the evening

**13 route: Monday – Friday and Saturday Service only.**

There is no Saturday, Sunday, or public holiday service.

Service managed by '*Stagecoach in East Kent*'

Route runs from ***Court Road after Station Road – Canterbury.***

This route travels around Walmer, before ending at Canterbury.

This route starts from various places throughout the day, the majority of the hourly bus services start from Deal South Street. However, the 07:32 bus departs from Whitfield, Forge Lane and the 17:50 from Court Road. The route provides 17 buses a day, with 9 in the morning and 8 in the evening

**15 route: Monday – Sunday Service.**

Service managed by '*Stagecoach in East Kent*'

Route runs from ***Canterbury – Sandown except on a Sunday where buses from Canterbury terminate at Deal instead of Sandown.***

This route stops at locations including Dover, Guston and Deal.

The weekday route provides approx. 6 buses a day, while the Saturday route provides approx. 3 buses a day.

**15X route: Monday – Friday and Saturday Service.**

There is no Sunday, or public holiday service.

Service managed by '*Stagecoach in East Kent*'

Route runs from ***Canterbury – Sandown except on a Saturday where buses from Canterbury terminate at Deal instead of Sandown.***

This route stops at locations including Dover, Guston and Deal.

The weekday route provides approx. 6 buses a day, while the Saturday route provides approx. 3 buses a day.

**80A route: Monday – Friday Service.**

There is no Sunday, or public holiday service.

Service managed by “Stagecoach in East Kent”

Route runs from **Tower Hamlets-Walmer and Middle Deal- Tower Hamlets**

This route stops at locations including Walmer, Ringwould, Guston and Dover. The weekday route provides approx. 2 buses each day. The morning bus travels from Middle Deal to Tower Hamlets whereas the afternoon bus starts at Tower Hamlets to Walmer.

**80X route: Monday – Friday Service.**

There is no Sunday, or public holiday service.

Service managed by “Stagecoach in East Kent”

Route runs from **Tower Hamlets-Deal and Walmer- Tower Hamlets**

This route stops at locations including Walmer, Ringwould, Guston and Dover. The weekday route provides approx. 2 buses each day. The morning bus travels from Walmer to Tower Hamlets whereas the afternoon bus starts at Tower Hamlets to Deal.

**93 route: Monday – Saturday Service.**

There is no, Sunday, or public holiday service.

Service managed by ‘Stagecoach in East Kent’

Route runs from **Christchurch Academy Grounds- Deal-Dover.**

This route stops at locations including Walmer, Ringwould, Guston and Dover. The weekday route provides approx. 6 buses each day. The Saturday bus travels from Deal to Dover and provides approx. 6 buses each day.

**Rail Services**

- 2.50 The closest publicly accessible rail station to the site is found at Walmer, approximately a 1.2km from the site. Connections from this station include Ramsgate (circa 25-30 minute train journey), London St Pancras (circa 80 minute train journey), and London Charing Cross (circa 129 minute train journey). These destinations are served by trains running at a frequency of 4-5 trains per hour during the busier periods of the day, and are serviced by the South Eastern Railways.
- 2.51 The station benefits from waiting rooms, toilets, shops and a 43 capacity car park with circa 12 bicycle parking spaces, making commuter trips to Cambridge and London a viable option.

## 2011 Census Data

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### Method of Travel to Work

- 2.52 To understand existing travel patterns method of travel to work census data has been obtained from the neighbourhood statistics website (See **Appendix A5**). The site is located within Dover 009A.
- 2.53 To obtain a modal split representative of this site, data from Dover 009A has been interrogated, results are shown at **Table 2.4** below

**Table 2.4: Census Travel to Work Data**

	Dover 009A	
	Number	%age
Train	37	5%
Bus/Coach	23	3%
Taxi	2	0%
Motorcycle/Moped	7	1%
Driving a Car or Van	615	76%
Passenger in Car	45	6%
Bicycle	14	2%
On Foot	63	8%

- 2.54 The table above shows that nearly a quarter of local residents use sustainable transport modes to travel to their place of work.

## Summary

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- 2.55 In summary, with a large range of local amenities within reasonable walking and cycling distances, the site is in a sustainable location with close proximity to Walmer and Deal's town centres and all surrounding facilities.
- 2.56 With the town centre being less than a 35-minute walk away, or a 12-minute cycle ride, every day residential needs are well within reach. There are a number of cycle parking areas located near to frequently used amenities.
- 2.57 There are multiple bus routes accessible from Dover Road leading to Deal and Dover.
- 2.58 A frequent rail service to London and Ramsgate ensures that, combined with cycle, bus or car, train is a viable alternative mode of travel for accessing larger towns, cities and transport hubs.
- 2.59 The site is therefore well located to take advantage of existing local services, amenities and access to sustainable transport modes.

### 3. PLANNING POLICY

#### Introduction

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- 3.1 This chapter of the TA examines the context of the Site and how this relates to relevant planning policies and guidelines. It provides an overall spatial and planning context for the development proposal.

#### Relevant Planning Documents

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- 3.2 The following national and local planning documents have been reviewed:
- The National Planning Policy Framework (NPPF) 2012;
  - National Planning Practice Guidance (NPPG) March 2014;
  - Kent's *Local Transport Plan* (TTP) 2011-16;
  - Dover District Council Local Development Framework (LDF) Core Strategy 2010

#### National Planning Policy Framework

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- 3.3 The National Planning Policy Framework, which was adopted in March 2012, sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities. As a result of this policy being adopted, all Planning Policy Guidance and Planning Policy Statements have been superseded, including PPG13 (Transport), which was formerly used as a basis for national transport policy. As such, any detailed policy guidance previously provided within PPG13 will no longer act as the default policy where no policy has been set by the local authority. All detailed transport policies should now be found within Unitary Development Plan and Local Development Framework documents adopted by each local authority.
- 3.4 The NPPF defines the delivery of sustainable development through three roles:
- Planning for prosperity (an economic role);
  - Planning for people (a social role); and
  - Planning for places (an environmental role).

3.5 While no longer policy, there are two key aspects within PPG13 which are still of relevance when determining a site's level of sustainable travel access. Paragraph 74 states with regard to walking that:

“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car.”

3.6 Paragraph 77 goes on to state that:

“Cycling also has potential to substitute for short car trips, particularly those under five kilometres and to form part of a longer journey by public transport”

3.7 It is considered that the walking and cycling distances referred to in PPG13 remain valid and should not be overlooked when determining the walking and cycling accessibility of development sites.

3.8 With regard to transport policy, the NPPF states in Paragraph 32 that:

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

Note: Icen Projects' underlining



3.9 Paragraphs 34 to 36 go on to say that:

“Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.”

3.10 As described in **Section 2**, Walmer and Deal town centres have a range of local services and facilities including schools, employment and leisure facilities. It has good public transport accessibility providing opportunities for all users of the site to use modes other than the car. The site locale also benefits from footways and PRowS routing to the town centre and the local area.

3.11 With regard to sustainable development, the NPPF states in Paragraph 14 that:

“At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking.

For **plan-making** this means that:

- local planning authorities should positively seek opportunities to meet the development needs of their area;
- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - specific policies in this Framework indicate development should be restricted.

For **decision-taking** this means:

- approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - specific policies in this Framework indicate development should be restricted.”

3.12 The NPPF also supports the development of a mix of uses within all areas in order to encourage travel by non-car modes and to reduce the length of journeys being undertaken for employment, shopping, leisure, education and other activities. In addition to this, large residential developments should be located within walking distance of primary school and local shops in particular to further reduce reliance on the private car.

3.13 The site is located in an area with good public transport accessibility providing opportunities for all users of the site to use modes other than the car. The site is also well connected to the pedestrian network and within close proximity to public transport services and surrounding residential areas and the village centre.

3.14 The site is also located close to a mix of uses, with retail, leisure and commercial uses located close to the site all within a reasonable walking distance, thus providing the opportunity for linked trips.

## National Planning Practice Guidance (NPPG) – March 2014

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- 3.15 Information contained as part of the National Planning Policy Guidance (NPPG), provides advice for travel plans, transport assessments and statements in decision-taking.

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.”

- 3.16 This report follows the advice within the guidance and accords with providing the information which should be included as part of a Transport Assessment.

### The Local Transport Plan (Kent)

---

- 3.17 Kent County Council is currently developing Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031. The consultation opened on 8 August 2016 and closed on 30 October 2016, however the outcomes of this have yet to be published.

- 3.18 The current Local Transport Plan 3 (LTP3) was prepared by Kent County Council (KCC) and runs from 2011 to 2016. The Plan includes details on how KCC will prioritise planned measures based around the themes set out by the previous Government’s National Transport Goals. The Plan lists the themes as follows;

- “1. Growth without Gridlock*
- 2. A Safer and Healthier County*
- 3. Supporting Independence*
- 4. Tackling a Changing Climate*
- 5. Enjoying Life in Kent”*

- 3.19 The Plan notes that KCC have not set formal targets within LTP3 but have chosen the following performance indicators which reflect the five themes listed above;

- “1. Journey time reliability in Kent’s urban centres (Canterbury, Gravesend and Maidstone)*
- 2. Principal roads where maintenance should be considered*
- 3. People killed or seriously injured in road traffic accidents*
- 4. Local bus journeys originating in the authority area*
- 5. Per capita reduction in CO2 emissions*
- 6. Children travelling to school - mode of transport usually used*
- 7. Net satisfaction with the condition of roads, pavements and streetlights”*

- 3.20 We accord with local policy as the proposed improvements to the road will lead to a safer highway network.

---

### **Dover District Council Local Development Framework (LDF) Core Strategy 2010**

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- 3.21 The Dover District Council Local Development Framework (LDF) Core Strategy 2010 details the aims and strategies for the district and in relation to transport it aims to “Improve ease of travel to, from and within the District for both people and freight; concentrate development where it can best align with facilities and reduce the need for travel, especially at the Regional Hub of Dover; encourage walking, cycling and public transport through the provision of new facilities.”
- 3.22 With regard to transport policy included in the Core Strategy, Policy DM11 and DM12 are pertinent with this application, the policies are highlighted below:

---

#### **Policy DM11 Location of Development and Managing Travel Demand**

Planning applications for development that would increase travel demand should be supported by a systematic assessment to quantify the amount and type of travel likely to be generated and include measures that satisfy demand to maximise walking, cycling and the use of public transport. Development that would generate travel will not be permitted outside the urban boundaries and rural settlement confines unless justified by development plan policies. Development that would generate high levels of travel will only be permitted within the urban areas in locations that are, or can be made to be, well served by a range of means of transport.

---

#### **Policy DM 12 Road Hierarchy and Development**

The access arrangements of development proposals will be assessed with regard to the Highway Network set out in the Local Transport Plan for Kent. Planning applications that would involve the construction of a new access or the increased use of an existing access onto a trunk or primary road will not be permitted if there would be a significant increase in the risk of crashes or traffic delays unless the proposals can incorporate measures that provide sufficient mitigation.

- 3.23 This report follows the advice within the guidance and accords with providing the information which should be included as part of a Transport Assessment.

## Summary

---

- 3.24 National and local policies highlight the need to reduce the number of trips by car, particularly single occupancy vehicle trips. The policies encourage developments to provide the opportunity to travel by public transport or on foot for local trips. Residents living and working in areas with good opportunities for making journeys for sustainable modes will have less need to own and travel by private car.
- 3.25 In summary, it has been demonstrated that the Site has opportunities to take advantage of existing walking, cycling and public transport opportunities. In addition to this, the Site is located in proximity of a number of local amenities, schools and employment opportunities.
- 3.26 Car and cycle parking will be provided in accordance with the appropriate standards at the time of any reserved matters application.

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## 4. PROPOSED DEVELOPMENT

### Overview

---

- 4.1 This section of the TA introduces and outlines the development proposals for the Site. It includes a description of the proposed land use and access arrangements by all modes.

### Development Details

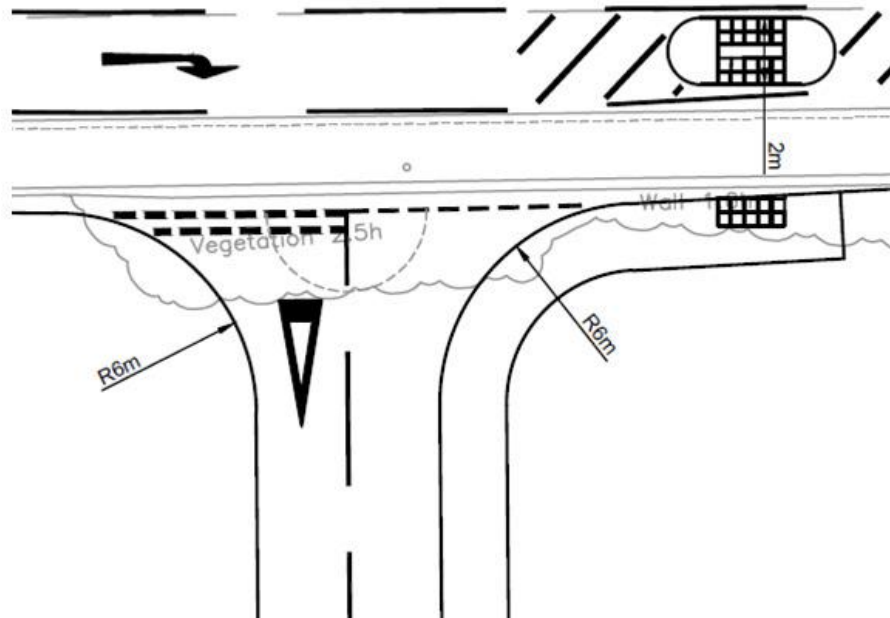
---

- 4.2 The proposed development will include the construction of 85 residential dwellings. A masterplan detailing the proposed outline site layout is provided within the pack of information and drawings accompanying the application.
- 4.3 Since this report is in support of an outline application, with all aspects except access for future determination by means of a reserved matters submission, full details of the internal layout, including car and cycle parking provision, are not put forward for consideration at present. Such details will be in accordance with KCC advice at the time of the reserved matters application and will accord with relevant adopted car and cycle parking standards.

### Access Arrangements

---

- 4.4 It is proposed to serve the site from new simple priority 'T' junction located on Dover Road with a new designated right hand turn into the site. The access will be located approximately 80m south of the existing farm track access onto the site.
- 4.5 The new access road will be 5.5m wide with 6m kerb radii at the bell-mouth which accords with Kent Design Guide guidance and have a 2m wide footway/cycleway leading onto Dover Road on its northern side. The proposed access arrangements and visibility splays have been discussed and agreed with officers and are illustrated at drawing no. 16-T129\_03A included at **Appendix A7**, an extract of which is shown in **Plate 10** overleaf.



**Plate 10:** Proposed Site Access (extract from 16-T129\_03B)

- 4.6 The “Desirable Minimum” Stopping Sight Distances (SSDs), 215m for 60mph and 90m for 30mph, in *DMRB* are based on a driver perception/reaction time of 2 seconds and a deceleration rate of 0.25g. The “Absolute Minimum” (now known as One Step Below Desirable Minimum) SSD values use the same reaction time of 2 seconds and a deceleration rate of 0.375g. The *MfS1* and *Manual for Streets 2: Wider Application of the Principles (MfS2, CIHT, 2010)* both advocate the use of a lower driver reaction time of 1.5 seconds in areas where vehicle speeds are up to around 40mph.
- 4.7 Adopting the above parameters results in the following SSDs for the 85<sup>th</sup> percentile wet weather speeds. Wet weather speeds are derived in accordance with *DMRB TA22/81* which suggests a deduction of 2.5mph (4kph) for single carriageway roads.
- 4.8 Following discussions with KCC a speed survey was conducted to establish the speeds travelling along Dover Road, from this data the 85<sup>th</sup> percentile wet weather speed was calculated at 40.6 mph travelling south and 35.5 mph travelling north. It was agreed that visibility splays of 81.1m (looking left/southbound) and 66 m (looking right northbound) would be acceptable at the proposed site access.

*Southbound, 40.6mph 85<sup>th</sup> percentile wet weather speed*

- *MfS1 SSD = 81.1m*

*Northbound, 35.5mph 85<sup>th</sup> percentile wet weather speed*



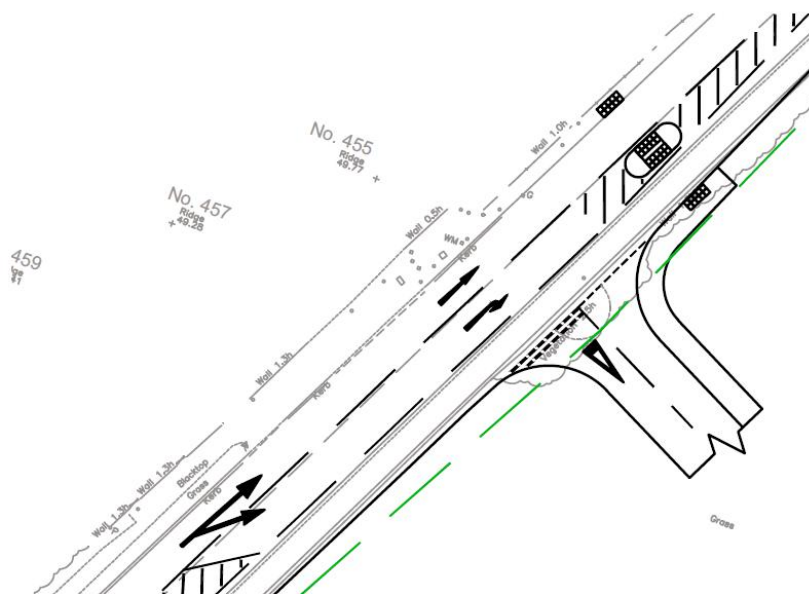
- M/S1 SSD = 66m

- 4.9 Both visibility splays looking left and right at the proposed accesses are contained within the site boundary and adopted highway land, a full copy of the highway boundary plans received from KCC are available at **Appendix A8**.
- 4.10 A drawing showing the appropriate visibility splays being achievable is shown in **Appendix A7** of this report, with 90 metres being achieved in both directions.
- 4.11 Footways are to be provided on the northern side of the access road leading into the development as well as along the site frontage within adopted land or land in control of the client.

### **Off-Site Improvements**

---

- 4.12 It was also agreed, during the scoping with KCC that provision should be made for pedestrians to access the existing footway on the west side of Dover Road. This is also illustrated back at **Plate 10**. The access proposals include creating a pedestrian refuge island as part of any right turn lane access junction and provision of a dropped kerbs and tactile paving. This arrangement has be designed by Icen Projects is shown in **Appendix 7**, with extract shown below in at **Plate 11**.



**Plate 11:** Proposed access and pedestrian crossing (extract from 16-T129-03B)

### **Internal Site Layout**

---

- 4.13 As this application is for outline permission only, the internal site layout has yet to be designed in any detail. Considerations to the currently adopted Kent Design Guide (KDG) and Manual for Streets (MfS) will be combined to ensure the proposed development accords with relevant standards.
- 4.14 The access road will be 5.5m wide with a 2m wide footway on the northern side. The footway on the south side of the access road will connect with the proposed pedestrian crossing at the existing 'gateway' feature.

### **Refuse Collections and Servicing**

---

- 4.15 Adequate storage for refuse and recycling will be provided in accessible locations and sufficient space will be provided in each collection location/area for refuse vehicles to manoeuvre so that they can enter and exit site in forward gear.

### **Emergency Vehicles**

---

- 4.16 The internal site layout will be designed in accordance with the Kent Design Guide (KDG) and MfS which states that *"there should be vehicle access for a pump appliance within 45m of every dwelling entrance for single family houses, flats and maisonettes."* The layout of the site will be designed to ensure that emergency vehicles such as Fire Appliances and Ambulances can access the development with relative ease.

## 5. TRIP GENERATION

### Introduction

---

- 5.1 This section of the TA provides an overview of the projected traffic generation associated with the proposed development, which has been calculated using agreed trip rates derived from with KCC during pre-application discussions.

### Trip Rates and Generation

---

- 5.2 During pre-application discussions it was highlighted that a nearby site was recently approved at “Land adjacent to Station Road, Walmer, Kent” for 223 residential units. In this situation, it is considered that given the close proximity of this recently approved development, the vehicle trips contained within the accompanying TA are representative and would be an accurate way of determining vehicle trip rates for this proposal, rather than those contained in the TRICs database. The Trip rates were confirmed by KCC and the confirmation can be seen in **Appendix A2**.
- 5.3 The vehicle trip rates have then been applied to the proposed 85 dwellings to predict the number of vehicle trips arriving and departing the site in both weekday peak hour periods. The trip rates and associated development trips are shown below at **Table 5.1**.

**Table 5.1 Vehicle Trip Rates and Vehicle Trips**

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Vehicle Trip Rate per dwelling	0.16	0.42	0.58	0.39	0.23	0.62
<b>Trip Generation (85 dwellings)</b>	<b>14</b>	<b>36</b>	<b>50</b>	<b>33</b>	<b>20</b>	<b>53</b>

- 5.4 It is projected that the proposed development would generate 50 two-way vehicle trips in the AM Peak hour and 53 two-way vehicle trips in the PM Peak hour.
- 5.5 To derive then 'non' vehicle trips for the proposed development, the 2011 Census Method of Travel to work data has been used. This showed that 76% of local residents travel to work using a private car or taxi. Therefore, **Table 5.1** represents 76% of the 'whole' development trips. The remainder of

the trips therefore account for 24% of non-private car trips. These trips have been distributed to other travel modes as shown at **Table 5.2** below.

**Table 5.2 Multimodal Trips**

Travel Mode	Weekday AM peak hour			Weekday PM peak hour		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Train (5%)	1	2	3	2	1	3
Bus (3%)	0	1	1	1	1	2
Car Passenger (6%)	2	4	6	4	2	6
Walk (8%)	1	3	4	3	2	5
Cycle (2%)	0	1	1	1	1	2

## 6. ASSIGNMENT OF DEVELOPMENT TRAFFIC AND BACKGROUND TRAFFIC GROWTH

### Development Traffic Distribution and Assignment

---

6.1 The following outlines the methodology used to assess the impact of the predicted traffic associated with the proposed development on the local highway network.

6.2 At the time of writing, a highways impact assessment has been commissioned. The results of this assessment will be submitted a short time after the planning application has been submitted in form of an addendum report.

### Distribution

---

6.3 As identified in **Section 5**, the proposed development is predicted to generate 47 vehicle trips to and from the site in the weekday AM weekday peak hour and 53 vehicle trips in the PM peak hour.

6.4 It is proposed to use 'Origin and Destination' (OD) data from the 2011 census to distribute the proposed development traffic to the wider highway network. In order to predict the route drivers will take between the site and place of work, we consider the "Googlemaps" website, which uses local traffic news data and 'crowd-sourced', anonymised traffic data from people using Google maps apps on smartphones. Google combines the driver's speed with the speed of other phones on the road, across thousands of phones moving around an area at any given time, Google can then get a realistic picture of live traffic conditions. By selecting peak hour time periods, the most efficient routes are predicted based on the average traffic conditions for that day/time.

6.5 The predicted development traffic is then distributed along the vehicle routes identified by "Googlemaps" broadly in accordance with 2011 Census Travel to Work data for the local residential population who drive to/from work. On occasions where there are more than one vehicular route to a specific Census output area, a review is undertaken to determine the most likely routes to employment areas, i.e. if half of a Census output area is made up of open fields and the other half is an industrial estate, routes to the employment area will be considered the most likely for distributed development trips.

6.6 We have assumed vehicles arriving to the proposed development in the PM weekday peak will arrive in the reverse distribution.

6.7 A distribution exercise was conducted to establish the likely routes new residents will travel when travelling to work. The results of this exercise can be found in **Appendix A9**.

## **Traffic Growth Assumptions**

---

- 6.8 Growth factors will be calculated from the Trip Ends Model Program (TEMPRO) to project the 2016 surveyed traffic flows to the future assessment year of 2022, 5 years post submission for both weekday peak hour periods. TEMPRO growth rates are affected by criteria other than the growth dates, such as road type and whether it's located in a rural or urban location. Furthermore, local 'committed' developments, including any aspirational developments will be considered as part of any growth assumptions and analysis
- 6.9 Details regarding background network growth and committed development flows are provided in the forthcoming Highways Assessment report.

## **7. SUMMARY AND CONCLUSIONS**

- 7.1 This Transport Assessment supports an outline planning application for 85 residential dwellings, on land east of Dover Road.
- 7.2 The site is located within walking distance of local services such as, schools, employment opportunities and community, health and leisure facilities. It is also within a reasonable walk distance of bus stops which are served by a variety frequency routes providing links to neighbouring settlements and Walmer rail station.
- 7.3 It is proposed to serve the whole development from a single point of access onto Dover Road via the creation of a new simple 'T' priority junction, with a designated right hand turn lane for the site. The design and principle of the access junction have been agreed with KCC through discussions.
- 7.4 It is also proposed to provide a new pedestrian crossing on Dover Road at the location of the new right hand turn lane. This proposal has been agreed in principle with KCC.
- 7.5 Accident data for the study area was also obtained which showed there are neither concentrations nor patterns to the accidents recorded over a three-year period along the site frontage and throughout the study area.
- 7.6 Vehicle trip rates have been derived using trip rates from a nearby permitted development of 223 units on Station Road, north of the application site. It was discussed with KCC that this permitted development would provide a more accurate vehicle trip rate than averaging trip rates using the TRICs database.
- 7.7 The proposed development is predicted to generate 50 vehicle trips to and from the site in the weekday AM weekday peak hour and 53 vehicle trips in the PM peak hour.
- 7.8 The methodology for distribution and assessment modelling has been discussed in depth with KCC and will be provided in a separate report.
- 7.9 In view of the above, we consider that the site is well located for residential use and is supported by nearly a quarter of existing local residents using alternative modes of transport apart from private car.

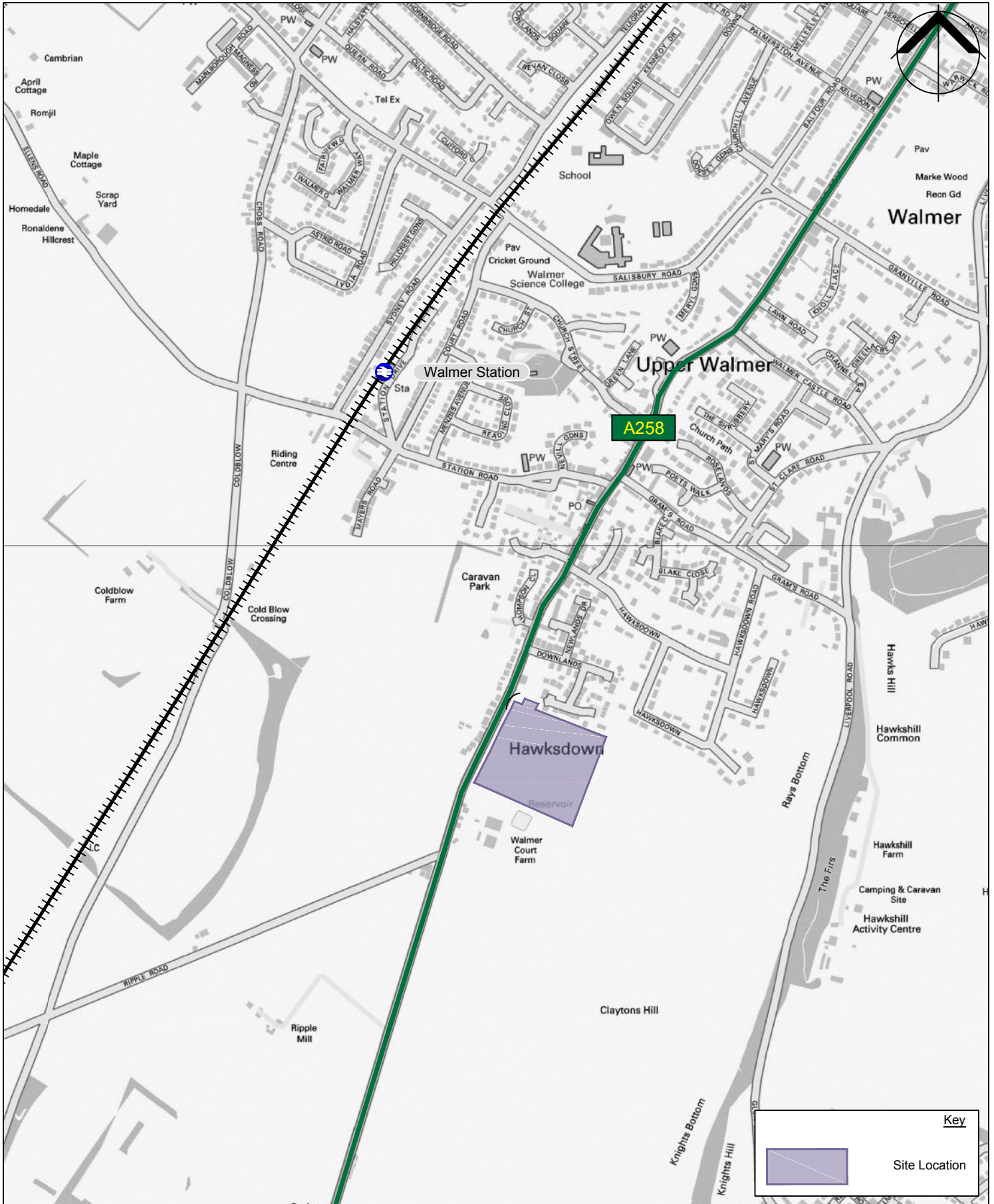
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## **A1. SITE LOCATION PLAN**

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Iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.  
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Client	Gladman Developments	Project No.	16-T129	Drawing No.	02
Project	Dover Road, Walmer, Kent	Scale @ A4	1:10,000	Date	17/03/2017
Title	Site Location Plan	Drawn By	NM	Checked By	EF
				Approved By	FP
			17/03/2017		17/03/2017

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 mail@iceniprojects.com



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## **A2. SCOPING EMAIL CORRESPONDENCE**

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## Ed Faldo

---

**From:** Richard.Smith@kent.gov.uk  
**Sent:** 23 February 2017 08:28  
**To:** Ed Faldo  
**Cc:** Fred Peters  
**Subject:** RE: Dover Road Distribution and Flows  
**Attachments:** PAP.2016.169.pdf

Ed,

Please find attached comments on the pre-app submission which I hope are self-explanatory, but please contact me if you have any queries.

Regards,

Richard

Richard Smith  
Senior Development Planner  
Kent County Council  
Highways and Transportation  
Ashford Highway Depot  
4 Javelin Way  
Ashford TN24 8AD  
Tel: 03000 413812

---

**From:** Ed Faldo [mailto:EFaldo@iceniprojects.com]  
**Sent:** 20 February 2017 09:11  
**To:** Smith, Richard - GT HTW  
**Cc:** Fred Peters  
**Subject:** FW: Dover Road Distribution and Flows

Richard,

As promised we have compiled an initial idea of where traffic generated by the site will travel and which potential junctions will require modelling. Attached to this email is a map showing the most common routes vehicles from the site will use, this is based on Travel to work data from the 2011 census. A quick overview of the primary routes we have identified are as follows:

1	A258 towards Dover
2	A2 via A258
3	A256 via Sandwich Road
4	Upper Walmer Trips
5	The Strand via A258
6	Ripple Road
7	Left out of site but remain in Dover 009

We have also attached data and notes showing which routes vehicles will travel based on travel to work data from the Dover 009 Mid Super Outer Layer and also which routes residents who live in Dover 009 and work in Dover 009 will use.

**Trip Generation**

Following on from Fred’s email to you on the 8<sup>th</sup> February you agreed we could use the trip rates from the application on Station Road which were the following:

**Table 6.1** presents the summary peak hour vehicular trip rates.

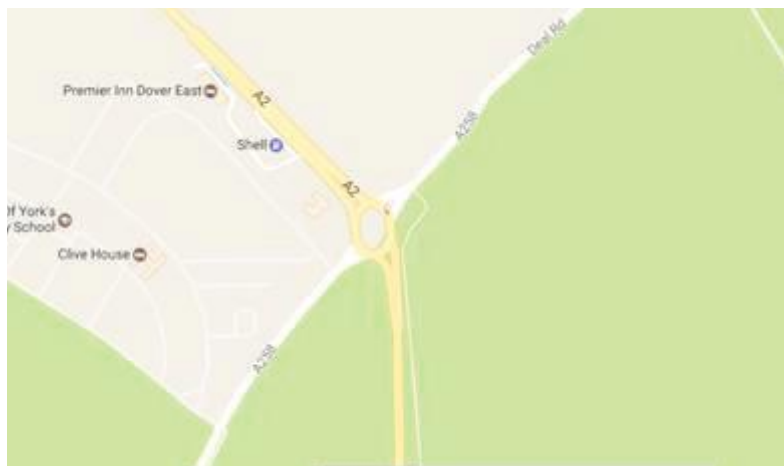
**Table 6.1 – Residential Vehicle Trip Rates (per dwelling)**

	Arrival	Departure	Two-way
<b>AM Peak Hour</b>	0.16	0.42	0.58
<b>PM Peak Hour</b>	0.39	0.23	0.62

Taking this trip rate into account the proposal for up to 85 dwellings would generate 50 AM two way peak hour trips and 53 PM peak hour vehicle trips.

	Routing	Total %	AM Peak	PM Peak
1	A258 towards Dover	45.17%	23	24
2	A2 via A258	18.32%	9	10
3	A256 via Sandwich Road	12.88%	6	7
4	Upper Walmer Trips	3.50%	2	2
5	The Strand via A258	12.10%	6	6
6	Ripple Road	4.46%	2	2
7	Left out of site but remain in Dover 009	3.57%	2	2
	<i>Totals Check</i>	<i>100.00%</i>	50	53

Based on the above we can estimate the levels of traffic using these routes. In terms of the maximum impact at any given junction we expect at peak periods the Duke of York’s Roundabout, which will be used by **Route 1** (A258 towards Dover) and **Route 2** (A2 via A258), will be subject to an additional 32 AM peak hour trips and 34 PM peak hour trips (c. one every two minutes). I have attach a screen sot below of this roundabout which is to the south-west of the site.



Given the limited impact do you require surveys and modelling?

I hope this will help with your scoping response which we are looking forward to receiving. As discussed, we are happy to just receive a view on any surveys in the first instance so we can get these started, with additional information to follow.

Thanks

Ed



**Ed Faldo**  
Engineer, Transport

**telephone:** 020 3640 1018  
**mobile:** 07947 365 030  
**email:** [EFaldo@iceniprojects.com](mailto:EFaldo@iceniprojects.com)



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## Ed Faldo

---

**From:** Richard.Smith@kent.gov.uk  
**Sent:** 08 February 2017 15:04  
**To:** Fred Peters; Ed Faldo  
**Cc:** Rob Amey; Mitchell Gregory  
**Subject:** RE: Pre-app Dover Road, Deal

Hi Fred,

Yes those figures are fine. I can't promise that I will be able to look at the data on my first Monday back but I will endeavour to get a written response to you as soon as I can in that week.

Regards,

Richard

Richard Smith  
Senior Development Planner  
Kent County Council  
Highways and Transportation  
Ashford Highway Depot  
4 Javelin Way  
Ashford TN24 8AD  
Tel: 03000 413812

---

**From:** Fred Peters [mailto:fpeters@iceniprojects.com]  
**Sent:** 08 February 2017 14:55  
**To:** Smith, Richard - GT HTW; Ed Faldo  
**Cc:** Jones, Amy - GT HTW; Rob Amey; Mitchell Gregory  
**Subject:** RE: Pre-app Dover Road, Deal

Richard

Thank you for your phone call. For clarification these are the figures we have taken from the report. These ok?

**Table 6.1** presents the summary peak hour vehicular trip rates.

**Table 6.1 – Residential Vehicle Trip Rates (per dwelling)**

	Arrival	Departure	Two-way
<b>AM Peak Hour</b>	0.16	0.42	0.58
<b>PM Peak Hour</b>	0.39	0.23	0.62

I note your point on schools and we will consider this.

Information will be in your inbox for your return on Monday. As I said I would appreciate if you could just to comment on the surveys, or not, and we can work up the other elements later in the week if that suits you.

Thank you Richard

Fred

**Fred Peters MCIHT**  
Director, Transportation

telephone: 020 3435 4221  
mobile: 078 0090 2379  
email: [fpeters@iceniprojects.com](mailto:fpeters@iceniprojects.com)



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---

**From:** [Richard.Smith@kent.gov.uk](mailto:Richard.Smith@kent.gov.uk) [<mailto:Richard.Smith@kent.gov.uk>]

**Sent:** 06 February 2017 07:59

**To:** Ed Faldo <[EFaldo@iceniprojects.com](mailto:EFaldo@iceniprojects.com)>

**Cc:** Fred Peters <[fpeters@iceniprojects.com](mailto:fpeters@iceniprojects.com)>; [Amy.Jones@kent.gov.uk](mailto:Amy.Jones@kent.gov.uk)

**Subject:** RE: Pre-app Dover Road, Deal

Ed,

You appear to have the fees incorrectly shown on the forms. The fees are £2000 for the 85 dwellings and £2500 for the 220 dwellings. Can you please confirm your agreement to these so we can proceed.

Regards,

Richard

Richard Smith  
Senior Development Planner  
Kent County Council  
Highways and Transportation  
Ashford Highway Depot  
4 Javelin Way  
Ashford TN24 8AD  
Tel: 03000 413812

---

**From:** Ed Faldo [<mailto:EFaldo@iceniprojects.com>]

**Sent:** 03 February 2017 15:23

**To:** Smith, Richard - GT HTW

**Cc:** Fred Peters

**Subject:** Pre-app Dover Road, Deal

Dear Richard,

I can confirm that our client would like to progress the pre-application advice process. To that end, I attach a completed pre-application form for your information and to begin the payment process. Please address the invoices to

Fred Peters  
Iceni Projects  
Flitcroft House  
114–116 Charing Cross Road  
London  
WC2H 0JR

I have also attached the original scoping email sent to Sally Bengé. The Scoping document provides a brief of the existing site and surrounding area, as well as the proposals and methods proposed for the assessment work.

If you require any further information in order to progress the pre-app fee payment, please let me know as soon as possible as we are keen to get this paid and organise a meeting on site.

I trust the above and attached are clear, however, please do not hesitate to contact me should you wish to discuss in more detail.

Best Regards

Ed

**Ed Faldo**  
Engineer, Transport

**telephone:** 020 3640 1021  
**mobile:** 07947 365 030  
**email:** [EFaldo@iceniprojects.com](mailto:EFaldo@iceniprojects.com)



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**From:** Fred Peters  
**Sent:** 02 February 2017 09:44  
**To:** [Richard.Smith@kent.gov.uk](mailto:Richard.Smith@kent.gov.uk)  
**Cc:** Ed Faldo <[EFaldo@iceniprojects.com](mailto:EFaldo@iceniprojects.com)>  
**Subject:** Re: Pre-app - Dover Road, Walmer and Cross Road, Deal

Dear Richard

They are separate as such I will sort the forms and make payment.

What is your availability for next week like? Would be beneficial to meet on site given potential highway changes? I appreciate they are separate in regards to your response but I see no reason why we cannot meet on both given they are next to each other.

Thank you kindly Richard hopefully speak to you soon.

Fred

**Fred Peters MCIHT**

Director, Transportation

telephone: [020 3435 4221](tel:02034354221)

mobile: [078 0090 2379](tel:07800902379)

---

On 1 Feb 2017, at 10:29, "[Richard.Smith@kent.gov.uk](mailto:Richard.Smith@kent.gov.uk)" <[Richard.Smith@kent.gov.uk](mailto:Richard.Smith@kent.gov.uk)> wrote:

Dear Fred,

If they are going to form one planning application (or pre-application) then the fee would be £2500 for c.390 dwellings. Otherwise there will be separate fees for the separate sites.

Regards,

Richard

Richard Smith  
Senior Development Planner  
Kent County Council  
Highways and Transportation  
Ashford Highway Depot  
4 Javelin Way  
Ashford TN24 8AD  
Tel: 03000 413812

---

**From:** Fred Peters [<mailto:fpeters@iceniprojects.com>]  
**Sent:** 31 January 2017 18:28  
**To:** Smith, Richard - GT HTW  
**Cc:** Ed Faldo  
**Subject:** RE: Pre-app - Dover Road, Walmer and Cross Road, Deal

Dear Richard

Thank you for your email below which you have sent to my colleague Ed.

The reason for my contacting you is that the applicant for these sites is the same and given they are extremely close to each other I was enquiring if there could be efficiencies in regards to the cost given we could combine and meetings and/or site visits?

The figures Ed provided were general in terms of numbers but the latest figures are as follows:

Cross Road = c.220 £2500

Dover Road = c.170 £1200  
Total = £3700

I would appreciate your thoughts on this.

Thank you Richard and hopefully speak to you soon.

Fred

**Fred Peters MCIHT**

Director, Transportation

**telephone:** 020 3435 4221

**mobile:** 078 0090 2379

**email:** [fpeters@iceniprojects.com](mailto:fpeters@iceniprojects.com)



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To view our new Year Book (2015 - 2016) please [click here](#).

---

**From:** [Richard.Smith@kent.gov.uk](mailto:Richard.Smith@kent.gov.uk) [<mailto:Richard.Smith@kent.gov.uk>]

**Sent:** 30 January 2017 16:43

**To:** Ed Faldo <[EFaldo@iceniprojects.com](mailto:EFaldo@iceniprojects.com)>

**Subject:** Pre-app - Dover Road, Walmer and Cross Road, Deal

Dear Edward,

I refer to your emails to Sally Benge regarding pre-application advice on the above sites. If you wish to proceed with such advice you will need to complete the necessary application form (one for each site). The form, associated guidance notes and scale of charges can be found at <http://www.kent.gov.uk/waste-planning-and-land/planning-applications/planning-advice/highway-pre-application-advice>

Regards,

Richard Smith  
Senior Development Planner  
Kent County Council  
Highways and Transportation  
Ashford Highway Depot  
4 Javelin Way  
Ashford TN24 8AD

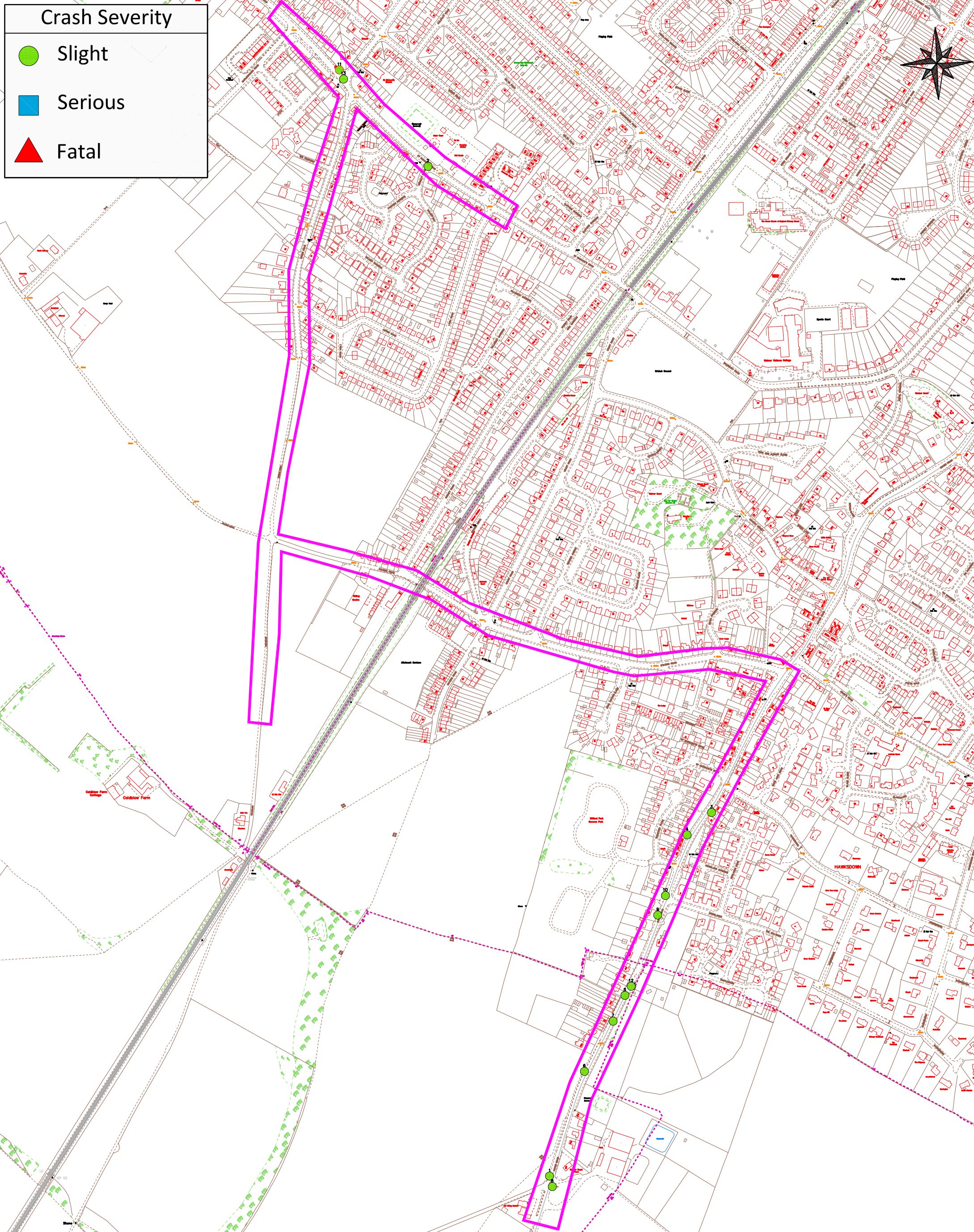
### **A3. PERSONAL INJURY COLLISION DATA**

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**Crash Severity**

- Slight
- Serious
- ▲ Fatal



Location: Cross Road and Dover Road, Deal  
 3 years personal injury crash data up to 30/06/2016  
 KCC Ref number: EXT/114/17

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Date: 10-March-2017

Time: 09:04:01

Title: **Cross Road and Dover Road, Deal**

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

Date: 10-March-2017

Accident Date BETWEEN '01-Jul-2013' AND '30-Jun-2016'

There were 13 reported crashes resulting in injury

## D-PRINT CRASH REPORT

10-Mar-2017

09:04:01

Cross Road and Dover Road, Deal  
Accident Date BETWEEN '01-Jul-2013' AND '30-Jun-2016'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	<b>Road No A258 Grid 636518E Section 046 Ref 149399N</b>	SLIGHT	01/07/2013	2	16:45	L	Dry	Fine			
A258 Dover Road, 1 Metre from Ripple Road, Walmer, Deal, Kent									Dover		
D2 was Driving Along the A258 Dover Road Towards Walmer Following the Line of Traffic. D2 Slowed down as They Approached the 30Mph Zone and the Vehicle Behind (V1) Hit the Back of Their Vehicle. V2 Sustained Minor Damage. Details Were Exchanged. D2/C1 Has Recieved a Whiplash Injury. Straight After They Had a Headache. Also Received Bruising and a Broken Tooth. V3 then Hit V1.							Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE			Casualties 1 Vehicles 3	
2	<b>Road No E3316 Grid 636344E Section 001 Ref 150846N</b>	SLIGHT	31/08/2013	7	10:10	L	Dry	Fine		R.TURN	M/C
St Richards Road Jw Kennett Drive, Deal, Kent									Dover		
Veh 1 was Driving Along and Indicated to Turn right into Kennett Drive. as Veh 1 Did So the Driver Heard Squeal of Tyres, Before Veh 2 Collided into the N/S as it was turning Right.							Veh1, car, NW -> SW Veh2, m/cycle <= 50cc, SE -> NW			Casualties 1 Vehicles 2	
3	<b>Road No A258 Grid 636750E Section 048 Ref 149920N</b>	SLIGHT	22/11/2013	6	20:30	DRK STL	Wet/Damp	Rain			
A258 Dover Road, Walmer, Kent (Mapped to Police Ref 636750,149920)									Dover		
Veh 2 was Stationary in Queing Traffic, when Veh 1 Collided with the Rear. Veh 1 Had Minimal Damage to Index Plate, Driver and Passenger of Veh 2 Received Injuries to Neck and Shoulder. Veh 1 Driver Did Not Take Veh 2 Driver Details. Veh 2 Driver Has Advised Insurers Who Have Confirmed Veh Has Viable Insurance.							Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 2 Vehicles 2	

**Key** Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

## D-PRINT CRASH REPORT

10-Mar-2017

09:04:01

Cross Road and Dover Road, Deal  
Accident Date BETWEEN '01-Jul-2013' AND '30-Jun-2016'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	<b>Road No A258</b> <b>Grid 636715E</b> <b>Section 048</b> <b>Ref 149888N</b>	SLIGHT	24/03/2014	2	08:30	L	Dry	Fine			
	A258 J/W 250M South of Station Road, Dover, Kent									Dover	
V1 Travelling from Dover Towards Deal Along A258. Approx 250M Prior to Station Road, a Witness Observed V1 Swerve across the White Central Line and Collide with the Rear off Side Whee V2I, Breaking the Axle and Causing it to Spin out of Control.							Veh1, car, SW -> NE Veh2, car, NE -> SW			Casualties 1 Vehicles 2	
5	<b>Road No A258</b> <b>Grid 636626E</b> <b>Section 047</b> <b>Ref 149658N</b>	SLIGHT	27/06/2014	6	13:55	L	Dry	Fine			
	A258, Dover Road, Outside 431, Deal, Kent									Dover	
V1 was Travelling Dover to Deal Along A258 Dover Road. V1 Has Come over Central White Line to Pass Parked Vehicles to the Nearside. V1 Did Not Have Enough Room to Pass Parked Vehicles and on Coming V2. V1 Collided with V2. V2 Had right of Way. V2 Pulled Far over to Nearside to Avoid Collision, However Still Insufficient Room to Pass.							Veh1, car, SW -> NE Veh2, car, NE -> SW			Casualties 1 Vehicles 2	
6	<b>Road No A258</b> <b>Grid 636568E</b> <b>Section 047</b> <b>Ref 149549N</b>	SLIGHT	28/06/2014	7	13:37	L	Dry	Fine			
	A258, Dover Road, Deal, Kent (Mapped to 636560/149540)									Dover	
this Collision Has Occurred Just over the Brow of a Slight Hill on the Main Dover Road into Walmer. Vehs 2, 3 and 4 Have Slowed to a Near Standstill in a Queue of Traffic. Veh 1 Has Not Seen this and Has Collided with the Rear of Veh 2 which Has then Hit Veh 3 Causing Veh 3 to Go into Veh 4 in a Domino Effect.							Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE Veh4, car, SW -> NE			Casualties 2 Vehicles 4	

**Key**    Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

## D-PRINT CRASH REPORT

10-Mar-2017

09:04:01

Cross Road and Dover Road, Deal  
Accident Date BETWEEN '01-Jul-2013' AND '30-Jun-2016'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	<b>Road No A258 Grid 636609E Section 047 Ref 149621N</b>	SLIGHT	15/01/2015	5	17:00	DRK STL	Wet/Damp	Fine Wind			PSV
A258, Dover Road, Outside Number 443, Deal, Kent									Dover		
V2 was Mid Manouvere Passing a Parked Mg on its Nearside when V1 Has Come Straight at it Tried to Brake, Colliding with a Bank and Rolling onto its Side Before Colliding with V2.							Veh1, car, NE -> SW Veh2, bus or coach, SW -> NE			Casualties 3 Vehicles 2	
8	<b>Road No A258 Grid 636522E Section 046 Ref 149384N</b>	SLIGHT	18/03/2015	4	19:43	DRK STL	Dry	Fine		O/TAKE R.TURN	P/C
A258 Dover Road Jw Ripple Road, Deal, Kent									Dover		
V2 was Stationary, Preparing to Turn right into Ripple Road from Dover Road. V1 was Travelling Along the A258 Dover Road in the Direction of Dover. as V1 Reached the Brow of the Hill it Collided with the Rear of V2, Knocking the Rider onto the Carriegeway.							Veh1, car, NE -> S Veh2, pedal cycle, NE -> W			Casualties 1 Vehicles 2	
9	<b>Road No A258 Grid 636673E Section 048 Ref 149773N</b>	SLIGHT	13/05/2015	4	16:40	L	Dry	Fine			PSV
A258 Dover Road (Outside 413), Deal, Kent									Dover		
All Vehicles Involved Were in Slow Stop/Stationary Traffic Coming into Deal. V1 Has Not Seen Brake Lights Due to Bright Sunshine and Collided at Slow Speed with V2. V2 then Collided with V3 and then V4. All Vehicles either Sustained Slight or no Damage.							Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE Veh4, car, SW -> NE			Casualties 2 Vehicles 4	

**Key** Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

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

## D-PRINT CRASH REPORT

10-Mar-2017

09:04:01

Cross Road and Dover Road, Deal  
Accident Date BETWEEN '01-Jul-2013' AND '30-Jun-2016'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	<b>Road No A258</b> <b>Grid 636684E</b> <b>Section 048</b> <b>Ref 149801N</b>	SLIGHT	19/08/2015	4	10:00	L	Dry	Fine		R.TURN	
A258, Dover Road Jw Downlands, Walmer, Deal.									Dover		
Unknown V1 Has Pulled out of Downlands Causing V2 to Brake Sharply to Avoid a Collision, Resulting in V3 Colliding with the Rear of V2. V1 Has then Driven off Without Stopping.							Veh1, car, E -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE			Casualties	2
										Vehicles	3
11	<b>Road No E3314</b> <b>Grid 636217E</b> <b>Section 001</b> <b>Ref 150984N</b>	SLIGHT	04/01/2016	2	15:00	L	Wet/Damp	Rain	SW	S.VEH	GV
St Richard's Road Jw Mill Hill, Deal, Kent									Dover		PED
C1 Put One Foot in Road to Cross and was Hit by V1 Who was About to Turn at Junction. V1 Stopped. D1 Asked C1 If They Were Ok. C1 Said Yes. V1 Drove Off.							Veh1, goods < 3.5t, NW -> SE			Casualties	1
										Vehicles	1
12	<b>Road No A258</b> <b>Grid 636635E</b> <b>Section 048</b> <b>Ref 149671N</b>	SLIGHT	28/03/2016	2	05:40	DRK USL	Dry	Fine Wind		S.VEH	
A258, DOVER ROAD, 150M SOUTH OF JW DOWNLANDS									Dover		
V1 hit a tree which had fallen due to inclement weather							Veh1, car, NE -> SW			Casualties	1
										Vehicles	1
13	<b>Road No U</b> <b>Grid 636223E</b> <b>Section</b> <b>Ref 150971N</b>	SLIGHT	26/04/2016	3	15:50	L	Wet/Damp	Fine			
MILL HILL JW ST RICHARDS ROAD									Dover		
V1 TURNING RIGHT INTO ST RICHARDS ROAD. V1 COLLIDED WITH V2 TRAVELLING ALONG ST RICHARDS ROAD.							Veh1, car, SE -> NW Veh2, car, NE -> NW			Casualties	3
										Vehicles	2

**Key**    Involved

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

Street Lighting

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

FACTORS

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

Special Conditions

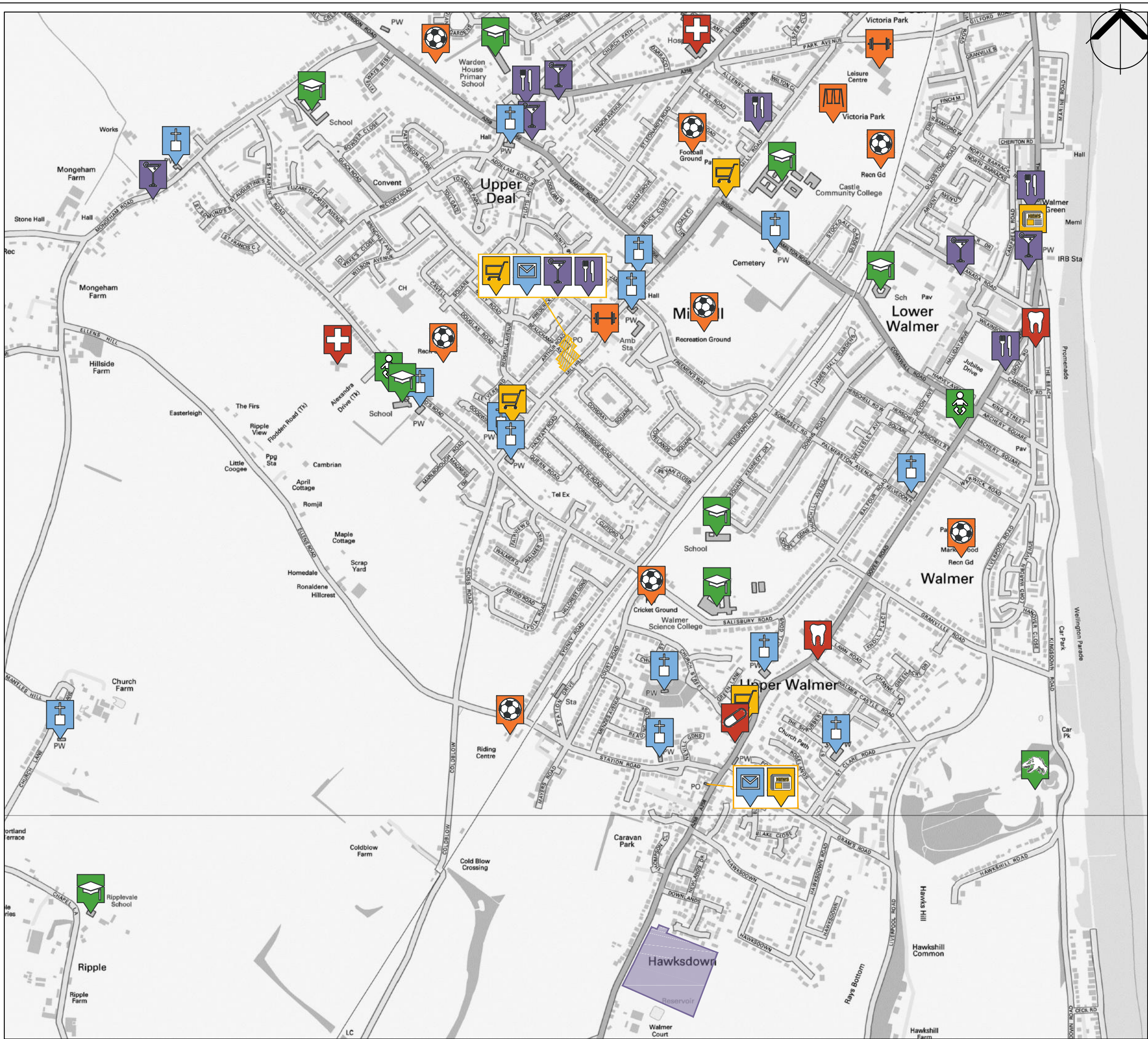
ATS OUT    Traffic Lights Not Working  
ATS DEF    Traffic Lights Defective  
SIGNS      Road Signs Defective or Obscured  
RD WRKS    Road Works  
Surface     Road Surface Defective

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## **A4. LOCAL AMENITIES PLAN**

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Notes;  
1. Contains Ordnance Survey data © Crown copyright and database right 2016.

- Key:
- Pharmacy -
  - Doctors/Hospital -
  - Dentist -
  - Shopping Area -
  - Supermarket -
  - Newsagents -
  - Restaurant/Cafe/Takeaway -
  - Pub/Bar -
  - Recreational Area -
  - Leisure Centre -
  - Park -
  - Entertainment -
  - Bank -
  - Post Office -
  - Place of Worship -
  - Education -
  - Library -
  - Museum and Cultural -
  - Nursery -
  - Site Location -

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114-116 Charing Cross Road  
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mail@iceniprojects.com



Client \_\_\_\_\_

Gladman Developments

Project \_\_\_\_\_

Cross Road, Walmer, Kent

Title \_\_\_\_\_

Local Amenities Plan

Drawn By NM	Checked By EF	Approved By FP
	17/03/2017	17/03/2017

Scale @ A3 NTS	Date 17/03/2017
-------------------	--------------------

Project No. 16-T129	Drawing No. 04	Rev. -
------------------------	-------------------	-----------

iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.

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## **A5. CENSUS DATA**

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Method of Travel to Work (QS701EW)

			Dover 009A	Dover	South East	England	
			Super Output	Non-Metropo	Region	Country	
All Usual Resi	Count	Persons	Mar-11	1505	80786	6274341	38881374
Work Mainly	Count	Persons	Mar-11	76	2685	279656	1349568
Underground	Count	Persons	Mar-11	0	89	15338	1027625
Train	Count	Persons	Mar-11	37	1833	311895	1343684
Bus, Minibus	Count	Persons	Mar-11	23	1830	189926	1886539
Taxi	Count	Persons	Mar-11	2	245	16750	131465
Motorcycle, S	Count	Persons	Mar-11	7	439	36467	206550
Driving a Car	Count	Persons	Mar-11	615	32435	2590701	14345882
Passenger in	Count	Persons	Mar-11	45	3100	200386	1264553
Bicycle	Count	Persons	Mar-11	14	1086	127614	742675
On Foot	Count	Persons	Mar-11	63	6227	463662	2701453
Other Method	Count	Persons	Mar-11	9	427	28328	162727
Not in Employ	Count	Persons	Mar-11	614	30390	2013618	13718653

Method of Tr: LastUpdated 30-Jan-13

Method of Tr: Source Office for National Statistics

Method of Tr: National Statistics

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## **A6. SPEED SURVEY RESULTS**

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21329 DEAL										
FEBRUARY 2017										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 21329002	Site 2, Dover Road, Deal (LC 60) TR 36626 49675	Channel: Northbound	Thu 23-Feb-17	Wed 01-Mar-17	30	54895	8431	7842	38.0	32.1
		Channel: Southbound	Thu 23-Feb-17	Wed 01-Mar-17		54091	8282	7727	43.1	37.5

21329 DEAL Site No: 21329002 Location Site 2, Dover Road, Deal (LC 60)  
 Thu 23-Feb-17 to Wed 01-Mar-17 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 23-Feb-17											
00:00	32	1	3.1	29	90.6	2	6.3	0	0.0	0	0.0
01:00	26	1	3.9	24	92.3	1	3.9	0	0.0	0	0.0
02:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
03:00	7	0	0.0	5	71.4	1	14.3	0	0.0	1	14.3
04:00	23	0	0.0	18	78.3	3	13.0	2	8.7	0	0.0
05:00	39	0	0.0	32	82.1	5	12.8	1	2.6	1	2.6
06:00	115	0	0.0	106	92.2	6	5.2	0	0.0	3	2.6
07:00	331	2	0.6	297	89.7	20	6.0	10	3.0	2	0.6
08:00	490	1	0.2	430	87.8	42	8.6	15	3.1	2	0.4
09:00	473	0	0.0	392	82.9	59	12.5	21	4.4	1	0.2
10:00	413	0	0.0	364	88.1	37	9.0	8	1.9	4	1.0
11:00	472	1	0.2	396	83.9	64	13.6	7	1.5	4	0.9
12:00	484	0	0.0	426	88.0	44	9.1	12	2.5	2	0.4
13:00	494	0	0.0	446	90.3	39	7.9	7	1.4	2	0.4
14:00	584	3	0.5	538	92.1	28	4.8	14	2.4	1	0.2
15:00	666	1	0.2	615	92.3	41	6.2	8	1.2	1	0.2
16:00	731	1	0.1	679	92.9	41	5.6	9	1.2	1	0.1
17:00	1024	0	0.0	948	92.6	54	5.3	21	2.1	1	0.1
18:00	659	2	0.3	616	93.5	31	4.7	9	1.4	1	0.2
19:00	387	1	0.3	367	94.8	13	3.4	6	1.6	0	0.0
20:00	269	0	0.0	258	95.9	8	3.0	2	0.7	1	0.4
21:00	219	1	0.5	207	94.5	6	2.7	5	2.3	0	0.0
22:00	174	2	1.2	159	91.4	9	5.2	3	1.7	1	0.6
23:00	94	1	1.1	86	91.5	5	5.3	1	1.1	1	1.1
12H,7-19	6821	11	0.2	6147	90.1	500	7.3	141	2.1	22	0.3
16H,6-22	7811	13	0.2	7085	90.7	533	6.8	154	2.0	26	0.3
18H,6-24	8079	16	0.2	7330	90.7	547	6.8	158	2.0	28	0.4
24H,0-24	8214	18	0.2	7445	90.6	560	6.8	161	2.0	30	0.4

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Fri 24-Feb-17</b>											
00:00	68	0	0.0	66	97.1	2	2.9	0	0.0	0	0.0
01:00	37	0	0.0	35	94.6	2	5.4	0	0.0	0	0.0
02:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
03:00	10	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
04:00	25	0	0.0	22	88.0	3	12.0	0	0.0	0	0.0
05:00	58	1	1.7	50	86.2	4	6.9	1	1.7	2	3.5
06:00	115	0	0.0	102	88.7	8	7.0	3	2.6	2	1.7
07:00	321	0	0.0	286	89.1	26	8.1	5	1.6	4	1.3
08:00	513	2	0.4	452	88.1	50	9.8	6	1.2	3	0.6
09:00	437	1	0.2	375	85.8	47	10.8	13	3.0	1	0.2
10:00	519	0	0.0	459	88.4	43	8.3	14	2.7	3	0.6
11:00	583	1	0.2	519	89.0	51	8.8	10	1.7	2	0.3
12:00	560	1	0.2	509	90.9	40	7.1	9	1.6	1	0.2
13:00	580	3	0.5	531	91.6	33	5.7	10	1.7	3	0.5
14:00	655	5	0.8	591	90.2	46	7.0	11	1.7	2	0.3
15:00	719	6	0.8	646	89.9	46	6.4	20	2.8	1	0.1
16:00	925	8	0.9	838	90.6	48	5.2	29	3.1	2	0.2
17:00	898	3	0.3	822	91.5	48	5.4	23	2.6	2	0.2
18:00	721	2	0.3	681	94.5	26	3.6	11	1.5	1	0.1
19:00	443	2	0.5	417	94.1	18	4.1	5	1.1	1	0.2
20:00	260	2	0.8	244	93.9	10	3.9	4	1.5	0	0.0
21:00	211	2	1.0	203	96.2	4	1.9	2	1.0	0	0.0
22:00	181	0	0.0	174	96.1	4	2.2	3	1.7	0	0.0
23:00	102	2	2.0	93	91.2	6	5.9	1	1.0	0	0.0
<b>12H,7-19</b>	<b>7431</b>	<b>32</b>	<b>0.4</b>	<b>6709</b>	<b>90.3</b>	<b>504</b>	<b>6.8</b>	<b>161</b>	<b>2.2</b>	<b>25</b>	<b>0.3</b>
<b>16H,6-22</b>	<b>8460</b>	<b>38</b>	<b>0.5</b>	<b>7675</b>	<b>90.7</b>	<b>544</b>	<b>6.4</b>	<b>175</b>	<b>2.1</b>	<b>28</b>	<b>0.3</b>
<b>18H,6-24</b>	<b>8743</b>	<b>40</b>	<b>0.5</b>	<b>7942</b>	<b>90.8</b>	<b>554</b>	<b>6.3</b>	<b>179</b>	<b>2.1</b>	<b>28</b>	<b>0.3</b>
<b>24H,0-24</b>	<b>8957</b>	<b>41</b>	<b>0.5</b>	<b>8138</b>	<b>90.9</b>	<b>568</b>	<b>6.3</b>	<b>180</b>	<b>2.0</b>	<b>30</b>	<b>0.3</b>

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Sat 25-Feb-17</b>											
00:00	63	1	1.6	59	93.7	2	3.2	1	1.6	0	0.0
01:00	40	0	0.0	38	95.0	2	5.0	0	0.0	0	0.0
02:00	14	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
03:00	18	0	0.0	15	83.3	1	5.6	2	11.1	0	0.0
04:00	21	0	0.0	19	90.5	0	0.0	1	4.8	1	4.8
05:00	31	0	0.0	25	80.7	4	12.9	2	6.5	0	0.0
06:00	78	0	0.0	67	85.9	6	7.7	3	3.9	2	2.6
07:00	189	1	0.5	165	87.3	14	7.4	8	4.2	1	0.5
08:00	315	2	0.6	286	90.8	16	5.1	9	2.9	2	0.6
09:00	409	1	0.2	367	89.7	28	6.9	13	3.2	0	0.0
10:00	545	3	0.6	499	91.6	30	5.5	11	2.0	2	0.4
11:00	572	3	0.5	533	93.2	21	3.7	14	2.5	1	0.2
12:00	567	2	0.4	514	90.7	25	4.4	25	4.4	1	0.2
13:00	664	1	0.2	623	93.8	24	3.6	16	2.4	0	0.0
14:00	532	4	0.8	490	92.1	21	4.0	15	2.8	2	0.4
15:00	507	2	0.4	478	94.3	16	3.2	9	1.8	2	0.4
16:00	525	0	0.0	498	94.9	15	2.9	11	2.1	1	0.2
17:00	516	0	0.0	481	93.2	14	2.7	18	3.5	3	0.6
18:00	455	1	0.2	435	95.6	14	3.1	5	1.1	0	0.0
19:00	310	2	0.7	292	94.2	10	3.2	6	1.9	0	0.0
20:00	233	0	0.0	223	95.7	5	2.2	5	2.2	0	0.0
21:00	166	1	0.6	155	93.4	5	3.0	5	3.0	0	0.0
22:00	170	1	0.6	164	96.5	3	1.8	1	0.6	1	0.6
23:00	128	0	0.0	124	96.9	2	1.6	1	0.8	1	0.8
<b>12H,7-19</b>	<b>5796</b>	<b>20</b>	<b>0.4</b>	<b>5369</b>	<b>92.6</b>	<b>238</b>	<b>4.1</b>	<b>154</b>	<b>2.7</b>	<b>15</b>	<b>0.3</b>
<b>16H,6-22</b>	<b>6583</b>	<b>23</b>	<b>0.4</b>	<b>6106</b>	<b>92.8</b>	<b>264</b>	<b>4.0</b>	<b>173</b>	<b>2.6</b>	<b>17</b>	<b>0.3</b>
<b>18H,6-24</b>	<b>6881</b>	<b>24</b>	<b>0.4</b>	<b>6394</b>	<b>92.9</b>	<b>269</b>	<b>3.9</b>	<b>175</b>	<b>2.5</b>	<b>19</b>	<b>0.3</b>
<b>24H,0-24</b>	<b>7068</b>	<b>25</b>	<b>0.4</b>	<b>6562</b>	<b>92.8</b>	<b>280</b>	<b>4.0</b>	<b>181</b>	<b>2.6</b>	<b>20</b>	<b>0.3</b>

21329 DEAL Site No: 21329002 Location Site 2, Dover Road, Deal (LC 60)  
 Thu 23-Feb-17 to Wed 01-Mar-17 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Sun 26-Feb-17</b>											
00:00	91	1	1.1	86	94.5	4	4.4	0	0.0	0	0.0
01:00	55	0	0.0	49	89.1	5	9.1	1	1.8	0	0.0
02:00	25	0	0.0	22	88.0	2	8.0	1	4.0	0	0.0
03:00	20	0	0.0	19	95.0	0	0.0	1	5.0	0	0.0
04:00	15	0	0.0	11	73.3	3	20.0	1	6.7	0	0.0
05:00	25	0	0.0	20	80.0	3	12.0	0	0.0	2	8.0
06:00	54	0	0.0	52	96.3	2	3.7	0	0.0	0	0.0
07:00	105	0	0.0	98	93.3	5	4.8	2	1.9	0	0.0
08:00	132	0	0.0	115	87.1	10	7.6	6	4.6	1	0.8
09:00	250	2	0.8	231	92.4	8	3.2	9	3.6	0	0.0
10:00	380	2	0.5	354	93.2	19	5.0	5	1.3	0	0.0
11:00	472	2	0.4	436	92.4	18	3.8	16	3.4	0	0.0
12:00	569	1	0.2	532	93.5	19	3.3	17	3.0	0	0.0
13:00	561	3	0.5	537	95.7	16	2.9	5	0.9	0	0.0
14:00	534	1	0.2	503	94.2	21	3.9	9	1.7	0	0.0
15:00	503	6	1.2	476	94.6	12	2.4	9	1.8	0	0.0
16:00	501	5	1.0	460	91.8	31	6.2	5	1.0	0	0.0
17:00	396	2	0.5	376	95.0	8	2.0	9	2.3	1	0.3
18:00	329	1	0.3	320	97.3	7	2.1	1	0.3	0	0.0
19:00	244	3	1.2	229	93.9	9	3.7	3	1.2	0	0.0
20:00	164	0	0.0	156	95.1	4	2.4	4	2.4	0	0.0
21:00	126	1	0.8	119	94.4	4	3.2	2	1.6	0	0.0
22:00	76	1	1.3	72	94.7	2	2.6	0	0.0	1	1.3
23:00	47	1	2.1	45	95.7	0	0.0	1	2.1	0	0.0
12H,7-19	4732	25	0.5	4438	93.8	174	3.7	93	2.0	2	0.0
16H,6-22	5320	29	0.6	4994	93.9	193	3.6	102	1.9	2	0.0
18H,6-24	5443	31	0.6	5111	93.9	195	3.6	103	1.9	3	0.1
24H,0-24	5674	32	0.6	5318	93.7	212	3.7	107	1.9	5	0.1

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Mon 27-Feb-17</b>											
00:00	35	0	0.0	32	91.4	2	5.7	1	2.9	0	0.0
01:00	16	0	0.0	13	81.3	2	12.5	1	6.3	0	0.0
02:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
03:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
04:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
05:00	43	0	0.0	36	83.7	3	7.0	2	4.7	2	4.7
06:00	114	1	0.9	102	89.5	5	4.4	4	3.5	2	1.8
07:00	357	2	0.6	321	89.9	25	7.0	7	2.0	2	0.6
08:00	453	0	0.0	409	90.3	30	6.6	13	2.9	1	0.2
09:00	457	1	0.2	400	87.5	44	9.6	10	2.2	2	0.4
10:00	480	3	0.6	418	87.1	36	7.5	21	4.4	2	0.4
11:00	487	1	0.2	433	88.9	37	7.6	14	2.9	2	0.4
12:00	454	3	0.7	405	89.2	29	6.4	14	3.1	3	0.7
13:00	502	0	0.0	452	90.0	35	7.0	12	2.4	3	0.6
14:00	559	4	0.7	503	90.0	43	7.7	7	1.3	2	0.4
15:00	658	2	0.3	599	91.0	37	5.6	19	2.9	1	0.2
16:00	704	4	0.6	627	89.1	53	7.5	19	2.7	1	0.1
17:00	985	3	0.3	931	94.5	33	3.4	17	1.7	1	0.1
18:00	712	2	0.3	677	95.1	18	2.5	14	2.0	1	0.1
19:00	359	2	0.6	327	91.1	23	6.4	7	2.0	0	0.0
20:00	225	1	0.4	215	95.6	6	2.7	3	1.3	0	0.0
21:00	147	1	0.7	137	93.2	6	4.1	3	2.0	0	0.0
22:00	128	1	0.8	121	94.5	4	3.1	2	1.6	0	0.0
23:00	52	1	1.9	47	90.4	3	5.8	1	1.9	0	0.0
<b>12H,7-19</b>	<b>6808</b>	<b>25</b>	<b>0.4</b>	<b>6175</b>	<b>90.7</b>	<b>420</b>	<b>6.2</b>	<b>167</b>	<b>2.5</b>	<b>21</b>	<b>0.3</b>
<b>16H,6-22</b>	<b>7653</b>	<b>30</b>	<b>0.4</b>	<b>6956</b>	<b>90.9</b>	<b>460</b>	<b>6.0</b>	<b>184</b>	<b>2.4</b>	<b>23</b>	<b>0.3</b>
<b>18H,6-24</b>	<b>7833</b>	<b>32</b>	<b>0.4</b>	<b>7124</b>	<b>91.0</b>	<b>467</b>	<b>6.0</b>	<b>187</b>	<b>2.4</b>	<b>23</b>	<b>0.3</b>
<b>24H,0-24</b>	<b>7963</b>	<b>32</b>	<b>0.4</b>	<b>7237</b>	<b>90.9</b>	<b>478</b>	<b>6.0</b>	<b>191</b>	<b>2.4</b>	<b>25</b>	<b>0.3</b>

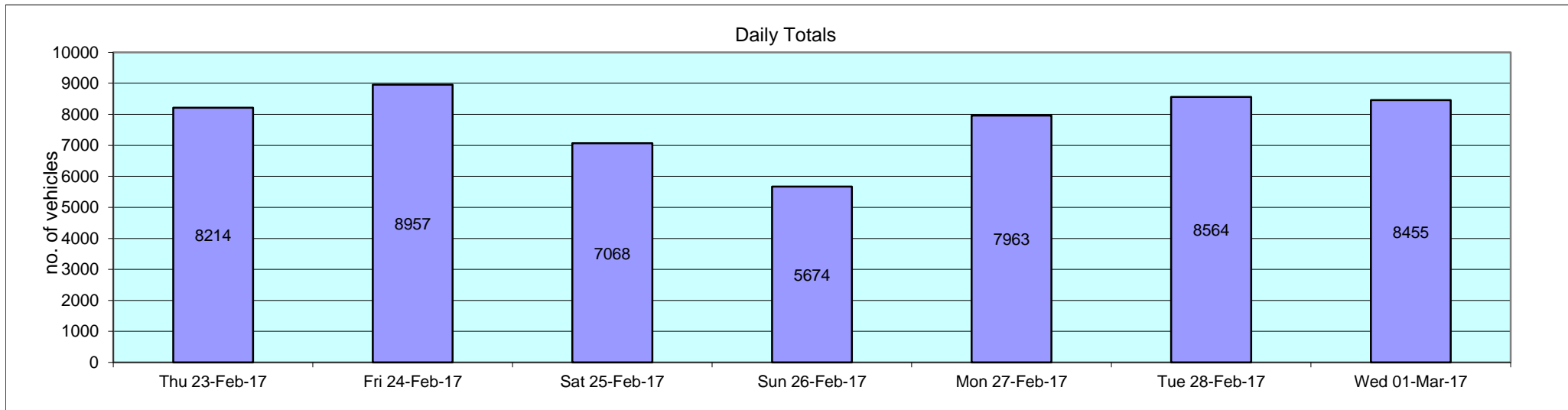


21329 DEAL Site No: 21329002 Location Site 2, Dover Road, Deal (LC 60)  
 Thu 23-Feb-17 to Wed 01-Mar-17 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Tue 28-Feb-17</b>											
00:00	40	0	0.0	34	85.0	5	12.5	1	2.5	0	0.0
01:00	29	0	0.0	27	93.1	1	3.5	1	3.5	0	0.0
02:00	14	0	0.0	9	64.3	4	28.6	1	7.1	0	0.0
03:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
04:00	30	0	0.0	25	83.3	5	16.7	0	0.0	0	0.0
05:00	39	0	0.0	31	79.5	7	18.0	1	2.6	0	0.0
06:00	130	0	0.0	115	88.5	11	8.5	3	2.3	1	0.8
07:00	347	1	0.3	320	92.2	20	5.8	5	1.4	1	0.3
08:00	528	3	0.6	485	91.9	31	5.9	7	1.3	2	0.4
09:00	455	0	0.0	410	90.1	31	6.8	12	2.6	2	0.4
10:00	496	2	0.4	431	86.9	39	7.9	22	4.4	2	0.4
11:00	495	2	0.4	426	86.1	49	9.9	16	3.2	2	0.4
12:00	511	5	1.0	447	87.5	46	9.0	10	2.0	3	0.6
13:00	509	0	0.0	452	88.8	41	8.1	13	2.6	3	0.6
14:00	590	2	0.3	530	89.8	47	8.0	9	1.5	2	0.3
15:00	686	5	0.7	611	89.1	47	6.9	22	3.2	1	0.2
16:00	883	0	0.0	825	93.4	38	4.3	19	2.2	1	0.1
17:00	1002	4	0.4	932	93.0	44	4.4	19	1.9	3	0.3
18:00	759	3	0.4	718	94.6	24	3.2	14	1.8	0	0.0
19:00	394	2	0.5	368	93.4	21	5.3	3	0.8	0	0.0
20:00	236	2	0.9	221	93.6	9	3.8	4	1.7	0	0.0
21:00	174	3	1.7	162	93.1	6	3.5	3	1.7	0	0.0
22:00	129	1	0.8	122	94.6	2	1.6	4	3.1	0	0.0
23:00	78	2	2.6	71	91.0	3	3.9	2	2.6	0	0.0
12H,7-19	7261	27	0.4	6587	90.7	457	6.3	168	2.3	22	0.3
16H,6-22	8195	34	0.4	7453	91.0	504	6.2	181	2.2	23	0.3
18H,6-24	8402	37	0.4	7646	91.0	509	6.1	187	2.2	23	0.3
24H,0-24	8564	37	0.4	7782	90.9	531	6.2	191	2.2	23	0.3

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Wed 01-Mar-17</b>											
00:00	32	0	0.0	30	93.8	2	6.3	0	0.0	0	0.0
01:00	21	0	0.0	17	81.0	2	9.5	2	9.5	0	0.0
02:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
03:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
04:00	21	0	0.0	18	85.7	3	14.3	0	0.0	0	0.0
05:00	52	0	0.0	44	84.6	4	7.7	2	3.9	2	3.9
06:00	120	0	0.0	107	89.2	7	5.8	3	2.5	3	2.5
07:00	349	0	0.0	308	88.3	33	9.5	7	2.0	1	0.3
08:00	497	2	0.4	438	88.1	37	7.4	18	3.6	2	0.4
09:00	479	2	0.4	411	85.8	48	10.0	17	3.6	1	0.2
10:00	478	4	0.8	427	89.3	37	7.7	9	1.9	1	0.2
11:00	514	0	0.0	459	89.3	41	8.0	13	2.5	1	0.2
12:00	516	4	0.8	449	87.0	48	9.3	13	2.5	2	0.4
13:00	520	6	1.2	452	86.9	41	7.9	17	3.3	4	0.8
14:00	618	2	0.3	564	91.3	38	6.2	14	2.3	0	0.0
15:00	707	6	0.9	629	89.0	55	7.8	16	2.3	1	0.1
16:00	779	2	0.3	703	90.2	51	6.6	20	2.6	3	0.4
17:00	984	3	0.3	917	93.2	45	4.6	19	1.9	0	0.0
18:00	699	2	0.3	650	93.0	31	4.4	15	2.2	1	0.1
19:00	412	1	0.2	378	91.8	25	6.1	7	1.7	1	0.2
20:00	246	0	0.0	233	94.7	11	4.5	2	0.8	0	0.0
21:00	174	1	0.6	168	96.6	4	2.3	1	0.6	0	0.0
22:00	157	3	1.9	147	93.6	7	4.5	0	0.0	0	0.0
23:00	63	0	0.0	62	98.4	1	1.6	0	0.0	0	0.0
<b>12H,7-19</b>	<b>7140</b>	<b>33</b>	<b>0.5</b>	<b>6407</b>	<b>89.7</b>	<b>505</b>	<b>7.1</b>	<b>178</b>	<b>2.5</b>	<b>17</b>	<b>0.2</b>
<b>16H,6-22</b>	<b>8092</b>	<b>35</b>	<b>0.4</b>	<b>7293</b>	<b>90.1</b>	<b>552</b>	<b>6.8</b>	<b>191</b>	<b>2.4</b>	<b>21</b>	<b>0.3</b>
<b>18H,6-24</b>	<b>8312</b>	<b>38</b>	<b>0.5</b>	<b>7502</b>	<b>90.3</b>	<b>560</b>	<b>6.7</b>	<b>191</b>	<b>2.3</b>	<b>21</b>	<b>0.3</b>
<b>24H,0-24</b>	<b>8455</b>	<b>38</b>	<b>0.5</b>	<b>7626</b>	<b>90.2</b>	<b>573</b>	<b>6.8</b>	<b>195</b>	<b>2.3</b>	<b>23</b>	<b>0.3</b>

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Daily Totals</b>											
Thu 23-Feb-17	8214	18	0.2	7445	90.6	560	6.8	161	2.0	30	0.4
Fri 24-Feb-17	8957	41	0.5	8138	90.9	568	6.3	180	2.0	30	0.3
Sat 25-Feb-17	7068	25	0.4	6562	92.8	280	4.0	181	2.6	20	0.3
Sun 26-Feb-17	5674	32	0.6	5318	93.7	212	3.7	107	1.9	5	0.1
Mon 27-Feb-17	7963	32	0.4	7237	90.9	478	6.0	191	2.4	25	0.3
Tue 28-Feb-17	8564	37	0.4	7782	90.9	531	6.2	191	2.2	23	0.3
Wed 01-Mar-17	8455	38	0.5	7626	90.2	573	6.8	195	2.3	23	0.3
<b>Total Vehicles</b>											
[--]	54895	223	0.4	50108	91.4	3202	5.7	1206	2.2	156	0.3



Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
<b>Thu 23-Feb-17</b>																
00:00	32	40.5	36.2	6	0	0	0	0	5	13	9	3	1	1	0	0
01:00	26	52.5	43.1	10.3	0	0	0	0	4	4	3	3	7	2	2	1
02:00	8	-	37.9	5.8	0	0	0	0	1	2	2	3	0	0	0	0
03:00	7	-	45.6	10	0	0	0	0	0	2	0	2	0	2	1	0
04:00	23	56.1	47	9	0	0	0	0	0	3	3	4	7	2	2	2
05:00	39	46.8	39.9	7.3	0	0	0	0	4	7	13	8	4	2	1	0
06:00	115	44.8	36.2	8.1	1	0	2	1	32	20	27	19	11	1	1	0
07:00	331	38.7	28.4	10.6	36	28	17	22	61	85	58	19	5	0	0	0
08:00	490	38.9	33.8	5.3	0	0	1	13	122	219	107	23	2	0	0	3
09:00	473	38	32.4	5.3	0	2	1	23	177	164	85	17	3	1	0	0
10:00	413	36.9	31.9	6.2	4	4	11	16	130	176	55	12	3	0	2	0
11:00	472	37.7	32.3	5.6	1	0	4	28	173	176	56	30	3	0	0	1
12:00	484	37.9	32.2	5.9	2	4	4	43	133	195	80	18	3	2	0	0
13:00	494	37.8	31.2	7	0	28	12	32	146	176	71	26	3	0	0	0
14:00	584	35.5	30.8	5.4	1	10	12	46	224	224	55	10	2	0	0	0
15:00	666	36.4	32.4	4.5	0	0	2	19	234	303	89	13	6	0	0	0
16:00	731	36.5	31.7	5.2	0	3	13	49	251	295	103	14	2	0	1	0
17:00	1024	33.5	24.3	8.4	56	140	206	129	253	172	60	8	0	0	0	0
18:00	659	35.8	31.6	5	0	2	0	38	282	249	73	12	0	0	0	3
19:00	387	38.9	33.4	5.4	0	2	3	1	123	158	71	22	6	0	1	0
20:00	269	39.8	34.6	5.4	0	0	0	1	64	117	60	19	4	4	0	0
21:00	219	39.8	35	4.6	0	0	0	0	36	103	61	17	1	1	0	0
22:00	174	40.2	35.5	4.8	0	0	0	3	18	80	55	14	4	0	0	0
23:00	94	45.6	37.9	7.6	0	0	0	0	18	27	18	18	8	4	0	1
12H,7-19	6821	36.6	30.7	7	100	221	283	458	2186	2434	892	202	32	3	3	7
16H,6-22	7811	37.3	31.1	6.9	101	223	288	461	2441	2832	1111	279	54	9	5	7
18H,6-24	8079	37.6	31.3	7	101	223	288	464	2477	2939	1184	311	66	13	5	8
24H,0-24	8214	37.8	31.5	7.1	101	223	288	464	2491	2970	1214	334	85	22	11	11

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
<b>Fri 24-Feb-17</b>																
00:00	68	47.3	39.6	8.3	0	0	0	0	5	23	17	11	5	3	2	2
01:00	37	50.1	41.9	8.3	0	0	0	0	1	10	8	7	6	3	1	1
02:00	16	49.1	41.6	8	0	0	0	0	2	3	1	4	5	1	0	0
03:00	10	60	49.5	13.3	0	0	0	0	1	2	0	1	0	0	5	1
04:00	25	49.8	40.9	10.4	0	0	0	1	2	5	8	3	2	1	1	2
05:00	58	45	39	7.1	0	0	0	0	6	15	15	16	4	0	1	1
06:00	115	43.2	36.9	7.3	0	0	0	2	20	34	35	14	4	3	2	1
07:00	321	40.3	34.6	5.7	0	0	0	5	87	111	81	26	8	3	0	0
08:00	513	37.8	32.8	4.8	2	0	0	15	160	223	99	12	1	1	0	0
09:00	437	38.4	33.1	5.6	1	7	4	5	118	195	84	19	4	0	0	0
10:00	519	36.1	31.5	5.3	1	1	20	15	202	200	66	12	2	0	0	0
11:00	583	35.3	31.3	5.3	2	1	4	24	268	230	41	7	1	0	0	5
12:00	560	35.6	31	5.1	1	2	13	36	240	201	57	5	4	1	0	0
13:00	580	35.8	29.7	7.7	5	34	47	58	133	223	61	13	4	0	0	2
14:00	655	35.3	30.8	5	1	4	11	52	277	248	50	9	2	1	0	0
15:00	719	35.7	30.9	5.4	3	8	8	52	317	238	71	19	3	0	0	0
16:00	925	34.6	26.8	8.8	88	75	38	80	314	264	59	4	0	3	0	0
17:00	898	35.1	29.6	5.6	1	8	41	143	354	264	75	11	0	0	0	1
18:00	721	35.4	30	6.1	3	15	42	78	247	259	64	12	0	1	0	0
19:00	443	38.2	33.2	5.3	2	3	4	6	110	219	73	22	4	0	0	0
20:00	260	42.9	35.7	6.5	0	0	0	5	56	93	53	36	12	4	1	0
21:00	211	41.5	35.6	5.6	0	0	1	2	42	68	63	31	4	0	0	0
22:00	181	41.7	36	6.3	0	0	0	6	23	75	47	16	10	3	1	0
23:00	102	41.9	36.7	7.4	0	0	0	0	20	34	31	7	3	4	2	1
12H,7-19	7431	35.8	30.5	6.4	108	155	228	563	2717	2656	808	149	29	10	0	8
16H,6-22	8460	36.5	31.1	6.5	110	158	233	578	2945	3070	1032	252	53	17	3	9
18H,6-24	8743	36.8	31.2	6.6	110	158	233	584	2988	3179	1110	275	66	24	6	10
24H,0-24	8957	37.2	31.4	6.8	110	158	233	585	3005	3237	1159	317	88	32	16	17

21329 DEAL Site No: 21329002 Location Site 2, Dover Road, Deal (LC 60)  
 Thu 23-Feb-17 to Wed 01-Mar-17 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
<b>Sat 25-Feb-17</b>																
00:00	63	46.1	39.4	8.5	0	0	0	0	10	14	15	14	4	2	3	1
01:00	40	50.2	42.1	8.6	0	0	0	0	1	9	12	7	5	3	1	2
02:00	14	45	40.3	7.9	0	0	0	0	0	5	4	3	0	1	1	0
03:00	18	49	42.9	7.4	0	0	0	0	1	2	3	7	3	1	1	0
04:00	21	48.3	41.6	7.8	0	0	0	0	0	5	7	4	3	1	0	1
05:00	31	45	38.8	8.5	0	0	0	0	4	10	7	6	0	3	0	1
06:00	78	46.4	37.9	7.9	0	0	1	2	9	26	14	13	9	3	1	0
07:00	189	43.1	36.1	6.5	0	0	0	1	37	74	35	31	6	3	2	0
08:00	315	39.9	34.6	5.1	0	0	0	3	66	143	70	27	6	0	0	0
09:00	409	38.8	33.8	4.7	0	0	0	1	113	184	89	17	4	1	0	0
10:00	545	37	31.9	5.2	1	0	6	36	206	200	69	26	1	0	0	0
11:00	572	37.2	32.6	4.7	0	0	0	11	218	238	78	23	3	1	0	0
12:00	567	36.2	32	4.9	0	2	4	29	198	246	71	13	2	2	0	0
13:00	664	35.3	30.5	5.4	1	10	24	45	276	241	56	11	0	0	0	0
14:00	532	38.2	33.1	5.4	0	2	0	14	167	230	87	27	2	0	0	3
15:00	507	37.1	32.8	4.8	0	0	0	9	182	225	65	16	9	1	0	0
16:00	525	37.4	32.2	5.4	2	8	1	9	198	207	73	26	1	0	0	0
17:00	516	38	32.7	5.5	0	0	9	24	156	214	87	23	1	0	0	2
18:00	455	38.6	32.8	6	0	1	4	34	136	168	83	21	6	0	0	2
19:00	310	39.6	34.4	5.3	0	0	1	0	79	132	70	18	9	1	0	0
20:00	233	40.9	36	5.9	0	0	0	5	34	84	75	25	7	2	0	1
21:00	166	41.9	36.2	6	0	0	1	2	21	65	48	20	6	2	1	0
22:00	170	43.8	36.9	6.7	0	0	0	1	30	53	42	32	8	2	1	1
23:00	128	44.4	36.9	7.2	0	0	0	3	19	47	29	15	11	2	1	1
12H,7-19	5796	37.8	32.6	5.4	4	23	48	216	1953	2370	863	261	41	8	2	7
16H,6-22	6583	38.4	33	5.5	4	23	51	225	2096	2677	1070	337	72	16	4	8
18H,6-24	6881	38.7	33.1	5.7	4	23	51	229	2145	2777	1141	384	91	20	6	10
24H,0-24	7068	39	33.3	5.9	4	23	51	229	2161	2822	1189	425	106	31	12	15

21329 DEAL Site No: 21329002 Location Site 2, Dover Road, Deal (LC 60)  
 Thu 23-Feb-17 to Wed 01-Mar-17 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
<b>Sun 26-Feb-17</b>																
00:00	91	48	41	7.3	0	0	0	0	3	23	22	24	12	4	1	2
01:00	55	46.7	39.6	7.1	0	0	0	0	5	13	15	12	9	0	0	1
02:00	25	-	46.7	11.3	0	0	0	0	1	3	6	4	2	3	1	5
03:00	20	48.5	45.3	7.2	0	0	0	0	0	1	4	8	4	1	1	1
04:00	15	47.3	40.8	7.6	0	0	0	0	0	4	6	2	1	1	1	0
05:00	25	54.4	46.3	8	0	0	0	0	0	2	5	6	5	4	2	1
06:00	54	44.2	38.8	5.1	0	0	0	0	3	13	18	18	2	0	0	0
07:00	105	45.3	38.9	7	0	0	0	1	9	24	40	17	9	2	2	1
08:00	132	42.6	36.6	6.1	0	0	0	0	23	42	40	21	3	2	1	0
09:00	250	41.2	34	7.8	3	9	0	6	47	106	40	28	6	4	1	0
10:00	380	39	33	5.8	0	1	6	16	120	136	73	22	5	1	0	0
11:00	472	37.8	32.2	6.1	5	4	9	17	151	188	75	19	2	2	0	0
12:00	569	38.4	33.2	5	0	1	3	12	166	256	96	29	6	0	0	0
13:00	561	37.5	33	4.8	0	2	9	7	143	289	86	22	3	0	0	0
14:00	534	38.5	33.3	5	0	0	3	11	163	218	118	15	4	2	0	0
15:00	503	39.6	34	5.4	1	0	0	17	123	197	125	33	6	1	0	0
16:00	501	37.6	32.6	5.6	0	3	3	30	148	220	68	19	8	2	0	0
17:00	396	39	33.6	5	0	1	1	9	104	170	86	22	3	0	0	0
18:00	329	38.4	33.3	5.2	0	0	1	8	103	141	54	16	4	2	0	0
19:00	244	40.1	34.3	5.8	0	0	0	2	71	101	40	22	4	4	0	0
20:00	164	43.7	37.3	6.8	0	0	0	0	23	57	45	26	7	3	1	2
21:00	126	45.2	38.3	7	0	0	0	2	11	40	36	21	10	3	3	0
22:00	76	44.3	37.2	6.9	0	0	0	1	16	15	23	14	5	2	0	0
23:00	47	46.6	39.7	8.3	0	0	0	0	3	16	12	8	4	1	1	2
12H,7-19	4732	39	33.4	5.6	9	21	35	134	1300	1987	901	263	59	18	4	1
16H,6-22	5320	39.4	33.7	5.8	9	21	35	138	1408	2198	1040	350	82	28	8	3
18H,6-24	5443	39.6	33.8	5.9	9	21	35	139	1427	2229	1075	372	91	31	9	5
24H,0-24	5674	40	34.2	6.2	9	21	35	139	1436	2275	1133	428	124	44	15	15

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
<b>Mon 27-Feb-17</b>																
00:00	35	46.6	40.6	8.7	0	0	0	1	3	7	6	12	2	2	1	1
01:00	16	46.3	41	7.2	0	0	0	0	2	2	2	7	2	1	0	0
02:00	15	47.3	42.5	8.6	0	0	0	0	1	2	3	6	1	1	0	1
03:00	7	-	41.4	9.6	0	0	0	0	0	3	1	1	1	0	1	0
04:00	14	48.3	44.6	5.8	0	0	0	0	0	1	1	8	3	0	1	0
05:00	43	47.3	40.8	6.6	0	0	0	0	0	11	14	10	4	3	1	0
06:00	114	43.6	37.2	5.7	0	0	0	1	16	31	32	31	3	0	0	0
07:00	357	39.7	34.5	5	0	0	0	0	93	136	100	23	4	1	0	0
08:00	453	39	33.2	6.1	0	1	2	26	142	165	80	27	5	1	4	0
09:00	457	38.1	32.7	5.1	0	0	6	11	158	182	75	23	1	1	0	0
10:00	480	37.3	32.6	5.4	3	1	1	9	167	208	74	13	1	0	0	3
11:00	487	36.8	32.8	5.1	0	0	2	9	160	233	61	16	3	0	0	3
12:00	454	37.5	32.7	5.4	1	1	0	11	167	186	63	22	0	0	0	3
13:00	502	36.5	31.6	4.7	0	1	1	16	250	152	68	13	1	0	0	0
14:00	559	37.3	31.7	6.1	1	13	12	29	191	208	78	24	2	1	0	0
15:00	658	35.9	31.3	5.7	6	6	12	46	228	267	73	16	4	0	0	0
16:00	704	36.4	31.7	5.2	3	6	9	43	225	304	100	14	0	0	0	0
17:00	985	33.8	29.1	4.3	0	0	30	149	501	276	27	2	0	0	0	0
18:00	712	35.5	29.4	6.9	2	37	59	55	248	227	69	13	1	0	1	0
19:00	359	39.2	34.1	4.9	0	1	0	3	90	149	97	14	5	0	0	0
20:00	225	40.5	35.4	5.2	0	0	0	3	36	92	66	22	6	0	0	0
21:00	147	41.7	36.3	5.6	0	0	0	1	20	57	44	17	7	1	0	0
22:00	128	43.6	38	7	0	0	0	0	13	41	43	22	2	2	3	2
23:00	52	42.7	36.2	8.4	1	0	0	2	7	17	15	5	3	1	0	1
12H,7-19	6808	36.5	31.6	5.7	16	66	134	404	2530	2544	868	206	22	4	5	9
16H,6-22	7653	37.4	32	5.7	16	67	134	412	2692	2873	1107	290	43	5	5	9
18H,6-24	7833	37.6	32.1	5.8	17	67	134	414	2712	2931	1165	317	48	8	8	12
24H,0-24	7963	37.9	32.2	6	17	67	134	415	2718	2957	1192	361	61	15	12	14



Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
<b>Tue 28-Feb-17</b>																
00:00	40	45.3	38.8	6.7	0	0	0	0	6	7	12	10	4	1	0	0
01:00	29	47.4	41.4	7.5	0	0	0	0	2	5	6	10	4	0	2	0
02:00	14	49.5	41.7	7.4	0	0	0	0	0	4	3	3	2	2	0	0
03:00	10	46	41	7.6	0	0	0	0	0	2	5	1	1	0	1	0
04:00	30	51	44	7	0	0	0	0	1	2	4	16	2	4	0	1
05:00	39	48.3	42.9	6.4	0	0	0	0	0	6	7	16	8	1	0	1
06:00	130	43.5	37.3	6	0	0	0	0	12	49	43	12	12	1	1	0
07:00	347	39.5	33.6	5.7	0	2	2	9	101	130	73	26	2	2	0	0
08:00	528	39	33.7	5.2	0	0	0	12	145	221	118	27	2	0	2	1
09:00	455	35.6	31.6	4.7	0	0	7	23	169	205	39	10	2	0	0	0
10:00	496	36.3	31.3	5.7	1	4	17	20	208	168	55	19	4	0	0	0
11:00	495	38.3	33	5.4	2	2	4	16	137	219	88	24	2	1	0	0
12:00	511	38	33.2	5	0	1	4	15	131	246	92	16	5	1	0	0
13:00	509	37.4	32.7	4.8	0	1	4	21	144	240	79	20	0	0	0	0
14:00	590	35.9	31.6	4.9	0	0	2	37	259	206	62	23	0	1	0	0
15:00	686	35.7	31.4	5.4	2	4	4	41	289	256	73	9	5	0	0	3
16:00	883	32.2	21.4	9.4	114	235	122	72	179	121	28	9	2	1	0	0
17:00	1002	34	26.2	7.5	15	101	172	113	290	270	40	1	0	0	0	0
18:00	759	34.8	28.6	6.8	18	25	61	72	295	229	52	7	0	0	0	0
19:00	394	40.4	34.6	6.1	2	0	1	8	92	151	91	35	10	4	0	0
20:00	236	40	34.9	5.2	0	0	0	0	47	113	50	19	5	2	0	0
21:00	174	39.7	34.2	6.2	0	0	3	5	39	72	38	9	6	1	1	0
22:00	129	40.9	35.8	6.2	0	2	0	1	20	42	45	16	0	3	0	0
23:00	78	50.3	41.3	9.2	0	0	1	1	7	17	12	14	16	5	4	1
12H,7-19	7261	35.9	29.8	7.4	152	375	399	451	2347	2511	799	191	24	6	2	4
16H,6-22	8195	36.7	30.4	7.5	154	375	403	464	2537	2896	1021	266	57	14	4	4
18H,6-24	8402	37	30.6	7.6	154	377	404	466	2564	2955	1078	296	73	22	8	5
24H,0-24	8564	37.5	30.8	7.7	154	377	404	466	2573	2981	1115	352	94	30	11	7

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
<b>Wed 01-Mar-17</b>																
00:00	32	50.5	39.1	9.5	0	0	0	0	6	8	9	2	2	3	1	1
01:00	21	44.9	40.2	8.4	0	0	0	0	1	5	9	3	1	0	1	1
02:00	10	46	41.5	5.5	0	0	0	0	0	2	2	4	2	0	0	0
03:00	7	-	47.8	12.8	0	0	0	0	1	0	1	1	2	0	0	2
04:00	21	49.8	44.7	5.6	0	0	0	0	0	2	2	8	7	2	0	0
05:00	52	44.5	38.8	6.7	0	0	0	0	5	12	19	11	3	0	2	0
06:00	120	46.2	39.5	7.4	0	0	0	1	12	29	28	31	14	2	1	2
07:00	349	39.7	33.9	5.8	0	1	0	7	104	132	70	31	1	1	0	2
08:00	497	37.7	33.2	4.6	0	0	2	9	133	256	64	32	1	0	0	0
09:00	479	35.7	31.4	5.3	0	6	18	14	165	217	48	9	1	1	0	0
10:00	478	35.6	31.3	5.3	1	3	14	26	168	209	46	8	2	1	0	0
11:00	514	37.5	32.9	5.4	0	1	1	12	178	224	68	24	2	0	1	3
12:00	516	33.2	26.2	7.2	9	34	76	110	165	99	18	2	1	0	2	0
13:00	520	35.6	29.8	6.3	2	12	30	70	172	169	57	5	2	1	0	0
14:00	618	35.8	31.6	5.3	1	7	21	21	201	283	72	10	1	1	0	0
15:00	707	35.7	30.6	5.9	2	19	30	23	302	239	73	18	1	0	0	0
16:00	779	35.4	30.5	6.1	3	14	24	70	303	279	74	5	1	1	2	3
17:00	984	34.8	29.2	6.1	2	36	59	92	424	297	61	11	0	0	0	2
18:00	699	35.3	31.2	5.1	0	3	3	52	304	267	54	10	2	1	1	2
19:00	412	36.6	32.3	4.8	0	1	0	27	124	191	54	15	0	0	0	0
20:00	246	39.7	34.1	5.6	0	0	0	6	64	105	46	18	5	1	1	0
21:00	174	40.6	34.9	6.1	2	0	1	0	38	58	53	18	4	0	0	0
22:00	157	40.5	35.1	5.5	0	0	0	4	34	48	52	16	3	0	0	0
23:00	63	44.6	38.6	6.6	0	0	0	0	3	24	16	14	3	1	2	0
12H,7-19	7140	35.7	30.8	6.1	20	136	278	506	2619	2671	705	165	15	7	6	12
16H,6-22	8092	36	31.2	6.2	22	137	279	540	2857	3054	886	247	38	10	8	14
18H,6-24	8312	36.3	31.3	6.2	22	137	279	544	2894	3126	954	277	44	11	10	14
24H,0-24	8455	36.7	31.5	6.3	22	137	279	544	2907	3155	996	306	61	16	14	18

21329 DEAL Site No: 21329002 Location Site 2, Dover Road, Deal (LC 60)  
 Thu 23-Feb-17 to Wed 01-Mar-17 Channel: Northbound

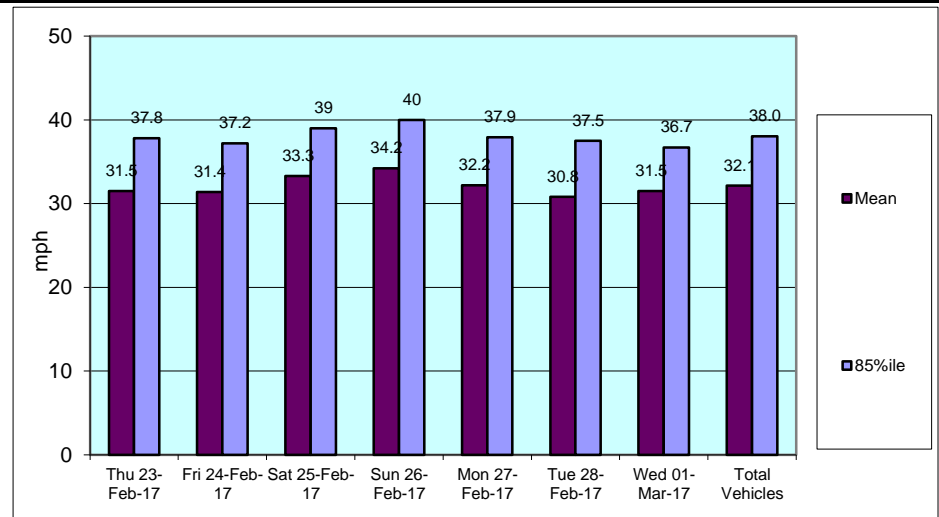
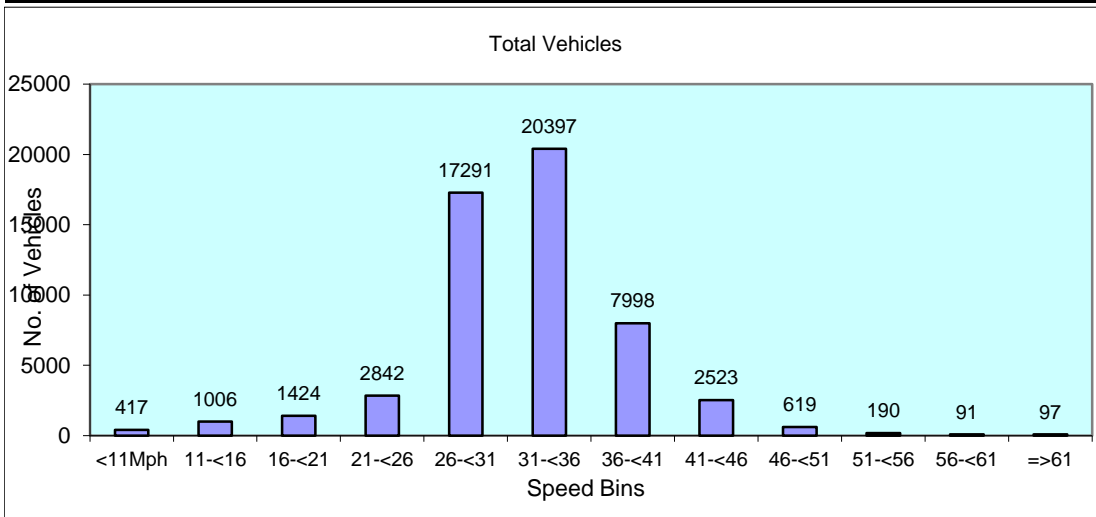
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
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**Daily Totals**

Thu 23-Feb-17	8214	37.8	31.5	7.1	101	223	288	464	2491	2970	1214	334	85	22	11	11
Fri 24-Feb-17	8957	37.2	31.4	6.8	110	158	233	585	3005	3237	1159	317	88	32	16	17
Sat 25-Feb-17	7068	39	33.3	5.9	4	23	51	229	2161	2822	1189	425	106	31	12	15
Sun 26-Feb-17	5674	40	34.2	6.2	9	21	35	139	1436	2275	1133	428	124	44	15	15
Mon 27-Feb-17	7963	37.9	32.2	6	17	67	134	415	2718	2957	1192	361	61	15	12	14
Tue 28-Feb-17	8564	37.5	30.8	7.7	154	377	404	466	2573	2981	1115	352	94	30	11	7
Wed 01-Mar-17	8455	36.7	31.5	6.3	22	137	279	544	2907	3155	996	306	61	16	14	18

**Total Vehicles**

[--]	54895	38.0	32.1	6.6	417	1006	1424	2842	17291	20397	7998	2523	619	190	91	97
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21329	DEAL		Site No: 21329002		Location		Site 2, Dover Road, Deal (LC 60)		
	Channel: Northbound								
TIME PERIOD	Thu 23/02/17	Fri 24/02/17	Sat 25/02/17	Sun 26/02/17	Mon 27/02/17	Tue 28/02/17	Wed 01/03/17	5-Day Av	7-Day Av
<b>Week Begin: 23-Feb-17</b>									
00:00	32	68	63	91	35	40	32	41	52
01:00	26	37	40	55	16	29	21	26	32
02:00	8	16	14	25	15	14	10	13	15
03:00	7	10	18	20	7	10	7	8	11
04:00	23	25	21	15	14	30	21	23	21
05:00	39	58	31	25	43	39	52	46	41
06:00	115	115	78	54	114	130	120	119	104
07:00	331	321	189	105	357	347	349	341	286
08:00	490	513	315	132	453	528	497	496	418
09:00	473	437	409	250	457	455	479	460	423
10:00	413	519	545	380	480	496	478	477	473
11:00	472	583	572	472	487	495	514	510	514
12:00	484	560	567	569	454	511	516	505	523
13:00	494	580	664	561	502	509	520	521	547
14:00	584	655	532	534	559	590	618	601	582
15:00	666	719	507	503	658	686	707	687	635
16:00	731	925	525	501	704	883	779	804	721
17:00	1024	898	516	396	985	1002	984	979	829
18:00	659	721	455	329	712	759	699	710	619
19:00	387	443	310	244	359	394	412	399	364
20:00	269	260	233	164	225	236	246	247	233
21:00	219	211	166	126	147	174	174	185	174
22:00	174	181	170	76	128	129	157	154	145
23:00	94	102	128	47	52	78	63	78	81
<b>12H,7-19</b>	<b>6821</b>	<b>7431</b>	<b>5796</b>	<b>4732</b>	<b>6808</b>	<b>7261</b>	<b>7140</b>	<b>7092</b>	<b>6570</b>
<b>16H,6-22</b>	<b>7811</b>	<b>8460</b>	<b>6583</b>	<b>5320</b>	<b>7653</b>	<b>8195</b>	<b>8092</b>	<b>8042</b>	<b>7445</b>
<b>18H,6-24</b>	<b>8079</b>	<b>8743</b>	<b>6881</b>	<b>5443</b>	<b>7833</b>	<b>8402</b>	<b>8312</b>	<b>8274</b>	<b>7670</b>
<b>24H,0-24</b>	<b>8214</b>	<b>8957</b>	<b>7068</b>	<b>5674</b>	<b>7963</b>	<b>8564</b>	<b>8455</b>	<b>8431</b>	<b>7842</b>
<b>Am</b>	<b>08:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>08:00</b>	<b>11:00</b>	-	-
<b>Peak</b>	<b>490</b>	<b>583</b>	<b>572</b>	<b>472</b>	<b>487</b>	<b>528</b>	<b>514</b>	<b>520</b>	<b>521</b>
<b>Pm</b>	<b>17:00</b>	<b>16:00</b>	<b>13:00</b>	<b>12:00</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	-	-
<b>Peak</b>	<b>1024</b>	<b>925</b>	<b>664</b>	<b>569</b>	<b>985</b>	<b>1002</b>	<b>984</b>	<b>984</b>	<b>879</b>

21329

DEAL

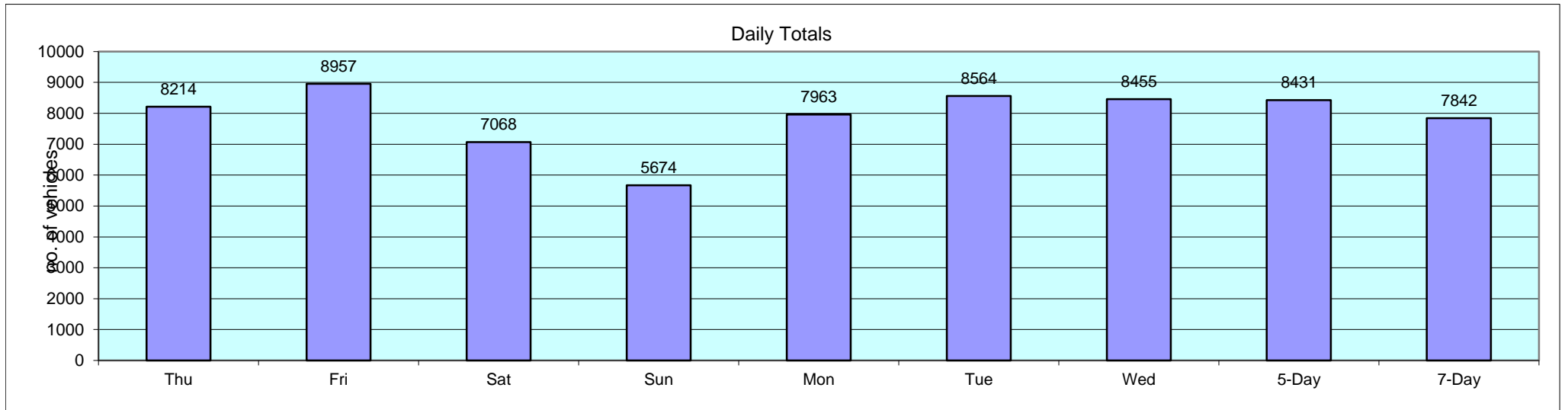
Site No: 21329002

Location

Site 2, Dover Road, Deal (LC 60)

Channel: Northbound

TIME PERIOD	Thu 23/02/17	Fri 24/02/17	Sat 25/02/17	Sun 26/02/17	Mon 27/02/17	Tue 28/02/17	Wed 01/03/17	5-Day Av	7-Day Av
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21329 DEAL Site No: 21329002 Location Site 2, Dover Road, Deal (LC 60)  
 Thu 23-Feb-17 to Wed 01-Mar-17 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 23-Feb-17											
00:00	13	1	7.7	8	61.5	4	30.8	0	0.0	0	0.0
01:00	16	0	0.0	11	68.8	4	25.0	1	6.3	0	0.0
02:00	10	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
03:00	15	0	0.0	13	86.7	1	6.7	1	6.7	0	0.0
04:00	52	0	0.0	48	92.3	4	7.7	0	0.0	0	0.0
05:00	170	2	1.2	145	85.3	21	12.4	2	1.2	0	0.0
06:00	427	3	0.7	375	87.8	40	9.4	7	1.6	2	0.5
07:00	884	1	0.1	801	90.6	73	8.3	6	0.7	3	0.3
08:00	858	2	0.2	785	91.5	63	7.3	4	0.5	4	0.5
09:00	550	2	0.4	496	90.2	40	7.3	9	1.6	3	0.6
10:00	464	2	0.4	411	88.6	48	10.3	3	0.7	0	0.0
11:00	506	1	0.2	448	88.5	49	9.7	6	1.2	2	0.4
12:00	487	0	0.0	428	87.9	48	9.9	7	1.4	4	0.8
13:00	515	1	0.2	454	88.2	49	9.5	7	1.4	4	0.8
14:00	489	1	0.2	428	87.5	52	10.6	4	0.8	4	0.8
15:00	530	1	0.2	470	88.7	52	9.8	4	0.8	3	0.6
16:00	491	2	0.4	438	89.2	45	9.2	4	0.8	2	0.4
17:00	400	0	0.0	371	92.8	24	6.0	3	0.8	2	0.5
18:00	358	2	0.6	343	95.8	9	2.5	1	0.3	3	0.8
19:00	220	1	0.5	209	95.0	7	3.2	2	0.9	1	0.5
20:00	161	0	0.0	152	94.4	9	5.6	0	0.0	0	0.0
21:00	158	2	1.3	145	91.8	9	5.7	1	0.6	1	0.6
22:00	96	1	1.0	90	93.8	5	5.2	0	0.0	0	0.0
23:00	47	0	0.0	43	91.5	3	6.4	1	2.1	0	0.0
12H,7-19	6532	15	0.2	5873	89.9	552	8.5	58	0.9	34	0.5
16H,6-22	7498	21	0.3	6754	90.1	617	8.2	68	0.9	38	0.5
18H,6-24	7641	22	0.3	6887	90.1	625	8.2	69	0.9	38	0.5
24H,0-24	7917	25	0.3	7120	89.9	661	8.4	73	0.9	38	0.5

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Fri 24-Feb-17</b>											
00:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
01:00	15	0	0.0	14	93.3	0	0.0	1	6.7	0	0.0
02:00	14	0	0.0	11	78.6	1	7.1	1	7.1	1	7.1
03:00	14	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
04:00	70	0	0.0	58	82.9	10	14.3	2	2.9	0	0.0
05:00	185	5	2.7	165	89.2	13	7.0	2	1.1	0	0.0
06:00	461	4	0.9	422	91.5	30	6.5	5	1.1	0	0.0
07:00	889	2	0.2	826	92.9	53	6.0	6	0.7	2	0.2
08:00	852	4	0.5	790	92.7	44	5.2	11	1.3	3	0.4
09:00	586	5	0.9	531	90.6	41	7.0	4	0.7	5	0.9
10:00	584	1	0.2	524	89.7	50	8.6	8	1.4	1	0.2
11:00	551	2	0.4	510	92.6	29	5.3	6	1.1	4	0.7
12:00	608	2	0.3	556	91.5	43	7.1	6	1.0	1	0.2
13:00	559	3	0.5	490	87.7	52	9.3	13	2.3	1	0.2
14:00	585	3	0.5	524	89.6	51	8.7	4	0.7	3	0.5
15:00	569	4	0.7	520	91.4	41	7.2	2	0.4	2	0.4
16:00	486	2	0.4	447	92.0	32	6.6	5	1.0	0	0.0
17:00	487	3	0.6	444	91.2	35	7.2	4	0.8	1	0.2
18:00	438	0	0.0	414	94.5	19	4.3	4	0.9	1	0.2
19:00	283	1	0.4	269	95.1	8	2.8	2	0.7	3	1.1
20:00	193	1	0.5	187	96.9	4	2.1	1	0.5	0	0.0
21:00	138	1	0.7	128	92.8	8	5.8	1	0.7	0	0.0
22:00	114	0	0.0	113	99.1	1	0.9	0	0.0	0	0.0
23:00	93	0	0.0	85	91.4	6	6.5	2	2.2	0	0.0
<b>12H,7-19</b>	<b>7194</b>	<b>31</b>	<b>0.4</b>	<b>6576</b>	<b>91.4</b>	<b>490</b>	<b>6.8</b>	<b>73</b>	<b>1.0</b>	<b>24</b>	<b>0.3</b>
<b>16H,6-22</b>	<b>8269</b>	<b>38</b>	<b>0.5</b>	<b>7582</b>	<b>91.7</b>	<b>540</b>	<b>6.5</b>	<b>82</b>	<b>1.0</b>	<b>27</b>	<b>0.3</b>
<b>18H,6-24</b>	<b>8476</b>	<b>38</b>	<b>0.5</b>	<b>7780</b>	<b>91.8</b>	<b>547</b>	<b>6.5</b>	<b>84</b>	<b>1.0</b>	<b>27</b>	<b>0.3</b>
<b>24H,0-24</b>	<b>8791</b>	<b>43</b>	<b>0.5</b>	<b>8057</b>	<b>91.7</b>	<b>573</b>	<b>6.5</b>	<b>90</b>	<b>1.0</b>	<b>28</b>	<b>0.3</b>

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Sat 25-Feb-17</b>											
00:00	33	0	0.0	30	90.9	2	6.1	1	3.0	0	0.0
01:00	30	1	3.3	26	86.7	2	6.7	1	3.3	0	0.0
02:00	16	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
03:00	17	0	0.0	14	82.4	2	11.8	1	5.9	0	0.0
04:00	35	0	0.0	29	82.9	4	11.4	2	5.7	0	0.0
05:00	90	1	1.1	81	90.0	5	5.6	3	3.3	0	0.0
06:00	190	2	1.1	171	90.0	12	6.3	4	2.1	1	0.5
07:00	270	1	0.4	245	90.7	17	6.3	4	1.5	3	1.1
08:00	383	2	0.5	352	91.9	21	5.5	7	1.8	1	0.3
09:00	480	1	0.2	449	93.5	25	5.2	3	0.6	2	0.4
10:00	586	3	0.5	543	92.7	34	5.8	6	1.0	0	0.0
11:00	610	2	0.3	575	94.3	27	4.4	4	0.7	2	0.3
12:00	656	2	0.3	615	93.8	33	5.0	5	0.8	1	0.2
13:00	583	2	0.3	553	94.9	25	4.3	3	0.5	0	0.0
14:00	565	2	0.4	527	93.3	29	5.1	5	0.9	2	0.4
15:00	461	0	0.0	432	93.7	25	5.4	2	0.4	2	0.4
16:00	465	1	0.2	442	95.1	20	4.3	2	0.4	0	0.0
17:00	404	2	0.5	381	94.3	17	4.2	2	0.5	2	0.5
18:00	322	1	0.3	303	94.1	12	3.7	2	0.6	4	1.2
19:00	220	1	0.5	198	90.0	17	7.7	3	1.4	1	0.5
20:00	165	0	0.0	157	95.2	8	4.9	0	0.0	0	0.0
21:00	136	0	0.0	127	93.4	8	5.9	1	0.7	0	0.0
22:00	138	1	0.7	134	97.1	3	2.2	0	0.0	0	0.0
23:00	100	0	0.0	92	92.0	7	7.0	1	1.0	0	0.0
<b>12H,7-19</b>	<b>5785</b>	<b>19</b>	<b>0.3</b>	<b>5417</b>	<b>93.6</b>	<b>285</b>	<b>4.9</b>	<b>45</b>	<b>0.8</b>	<b>19</b>	<b>0.3</b>
<b>16H,6-22</b>	<b>6496</b>	<b>22</b>	<b>0.3</b>	<b>6070</b>	<b>93.4</b>	<b>330</b>	<b>5.1</b>	<b>53</b>	<b>0.8</b>	<b>21</b>	<b>0.3</b>
<b>18H,6-24</b>	<b>6734</b>	<b>23</b>	<b>0.3</b>	<b>6296</b>	<b>93.5</b>	<b>340</b>	<b>5.1</b>	<b>54</b>	<b>0.8</b>	<b>21</b>	<b>0.3</b>
<b>24H,0-24</b>	<b>6955</b>	<b>25</b>	<b>0.4</b>	<b>6490</b>	<b>93.3</b>	<b>357</b>	<b>5.1</b>	<b>62</b>	<b>0.9</b>	<b>21</b>	<b>0.3</b>



21329 DEAL Site No: 21329002 Location Site 2, Dover Road, Deal (LC 60)  
 Thu 23-Feb-17 to Wed 01-Mar-17 Channel: Southbound

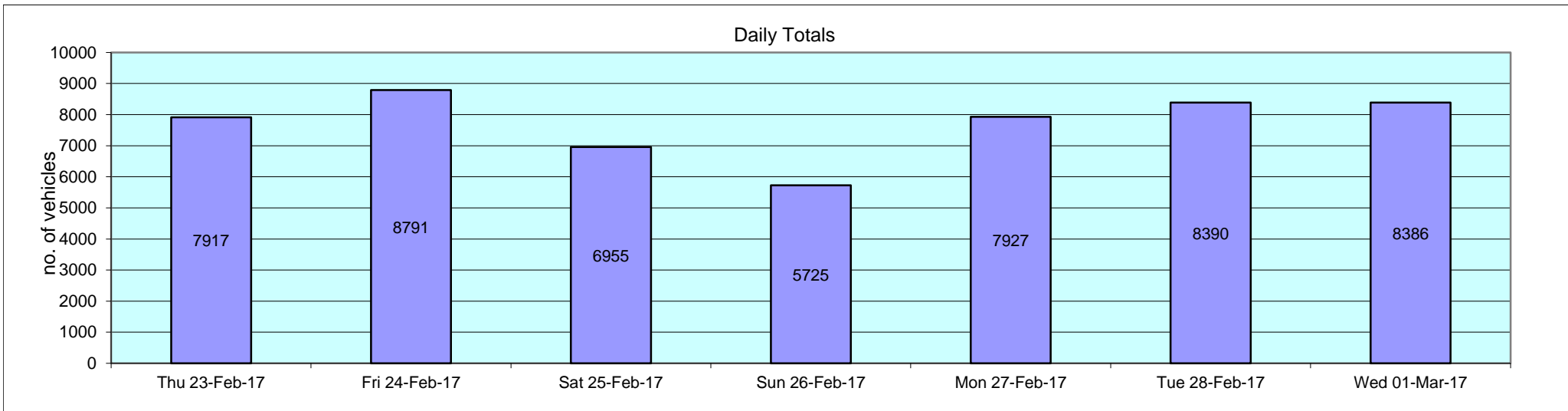
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Sun 26-Feb-17</b>											
00:00	57	0	0.0	52	91.2	5	8.8	0	0.0	0	0.0
01:00	24	0	0.0	20	83.3	3	12.5	1	4.2	0	0.0
02:00	16	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
03:00	23	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
04:00	23	0	0.0	19	82.6	3	13.0	0	0.0	1	4.4
05:00	79	2	2.5	69	87.3	7	8.9	0	0.0	1	1.3
06:00	120	0	0.0	114	95.0	5	4.2	0	0.0	1	0.8
07:00	145	2	1.4	135	93.1	6	4.1	1	0.7	1	0.7
08:00	235	0	0.0	223	94.9	9	3.8	2	0.9	1	0.4
09:00	444	4	0.9	418	94.1	20	4.5	2	0.5	0	0.0
10:00	499	6	1.2	470	94.2	20	4.0	3	0.6	0	0.0
11:00	563	1	0.2	530	94.1	31	5.5	1	0.2	0	0.0
12:00	627	2	0.3	585	93.3	35	5.6	4	0.6	1	0.2
13:00	549	3	0.6	519	94.5	26	4.7	1	0.2	0	0.0
14:00	453	3	0.7	434	95.8	13	2.9	3	0.7	0	0.0
15:00	394	3	0.8	375	95.2	15	3.8	1	0.3	0	0.0
16:00	373	1	0.3	359	96.3	12	3.2	1	0.3	0	0.0
17:00	329	1	0.3	312	94.8	15	4.6	0	0.0	1	0.3
18:00	265	3	1.1	256	96.6	4	1.5	2	0.8	0	0.0
19:00	191	3	1.6	179	93.7	9	4.7	0	0.0	0	0.0
20:00	136	1	0.7	130	95.6	4	2.9	1	0.7	0	0.0
21:00	100	3	3.0	94	94.0	2	2.0	1	1.0	0	0.0
22:00	47	0	0.0	44	93.6	3	6.4	0	0.0	0	0.0
23:00	33	0	0.0	33	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	4876	29	0.6	4616	94.7	206	4.2	21	0.4	4	0.1
16H,6-22	5423	36	0.7	5133	94.7	226	4.2	23	0.4	5	0.1
18H,6-24	5503	36	0.7	5210	94.7	229	4.2	23	0.4	5	0.1
24H,0-24	5725	38	0.7	5406	94.4	250	4.4	24	0.4	7	0.1

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Mon 27-Feb-17</b>											
00:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
01:00	11	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
02:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
03:00	25	0	0.0	21	84.0	4	16.0	0	0.0	0	0.0
04:00	92	0	0.0	81	88.0	10	10.9	1	1.1	0	0.0
05:00	193	2	1.0	176	91.2	13	6.7	2	1.0	0	0.0
06:00	437	6	1.4	388	88.8	40	9.2	3	0.7	0	0.0
07:00	972	5	0.5	888	91.4	71	7.3	5	0.5	3	0.3
08:00	788	4	0.5	726	92.1	48	6.1	5	0.6	5	0.6
09:00	533	1	0.2	483	90.6	43	8.1	3	0.6	3	0.6
10:00	547	2	0.4	488	89.2	44	8.0	10	1.8	3	0.6
11:00	491	2	0.4	423	86.2	52	10.6	8	1.6	6	1.2
12:00	543	1	0.2	482	88.8	52	9.6	6	1.1	2	0.4
13:00	477	1	0.2	431	90.4	36	7.6	7	1.5	2	0.4
14:00	474	2	0.4	421	88.8	41	8.7	7	1.5	3	0.6
15:00	509	2	0.4	458	90.0	43	8.5	5	1.0	1	0.2
16:00	470	1	0.2	427	90.9	32	6.8	9	1.9	1	0.2
17:00	454	1	0.2	432	95.2	18	4.0	3	0.7	0	0.0
18:00	274	1	0.4	252	92.0	15	5.5	3	1.1	3	1.1
19:00	222	0	0.0	211	95.1	5	2.3	4	1.8	2	0.9
20:00	136	2	1.5	130	95.6	4	2.9	0	0.0	0	0.0
21:00	142	1	0.7	134	94.4	5	3.5	2	1.4	0	0.0
22:00	82	1	1.2	78	95.1	3	3.7	0	0.0	0	0.0
23:00	39	0	0.0	33	84.6	5	12.8	1	2.6	0	0.0
<b>12H,7-19</b>	<b>6532</b>	<b>23</b>	<b>0.4</b>	<b>5911</b>	<b>90.5</b>	<b>495</b>	<b>7.6</b>	<b>71</b>	<b>1.1</b>	<b>32</b>	<b>0.5</b>
<b>16H,6-22</b>	<b>7469</b>	<b>32</b>	<b>0.4</b>	<b>6774</b>	<b>90.7</b>	<b>549</b>	<b>7.4</b>	<b>80</b>	<b>1.1</b>	<b>34</b>	<b>0.5</b>
<b>18H,6-24</b>	<b>7590</b>	<b>33</b>	<b>0.4</b>	<b>6885</b>	<b>90.7</b>	<b>557</b>	<b>7.3</b>	<b>81</b>	<b>1.1</b>	<b>34</b>	<b>0.5</b>
<b>24H,0-24</b>	<b>7927</b>	<b>35</b>	<b>0.4</b>	<b>7186</b>	<b>90.7</b>	<b>587</b>	<b>7.4</b>	<b>85</b>	<b>1.1</b>	<b>34</b>	<b>0.4</b>

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Tue 28-Feb-17</b>											
00:00	17	1	5.9	14	82.4	2	11.8	0	0.0	0	0.0
01:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
02:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
03:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
04:00	69	0	0.0	62	89.9	5	7.3	2	2.9	0	0.0
05:00	172	2	1.2	154	89.5	12	7.0	4	2.3	0	0.0
06:00	451	3	0.7	396	87.8	38	8.4	12	2.7	2	0.4
07:00	976	3	0.3	908	93.0	51	5.2	10	1.0	4	0.4
08:00	914	5	0.6	849	92.9	39	4.3	18	2.0	3	0.3
09:00	580	1	0.2	529	91.2	35	6.0	10	1.7	5	0.9
10:00	508	2	0.4	443	87.2	47	9.3	12	2.4	4	0.8
11:00	534	3	0.6	466	87.3	52	9.7	11	2.1	2	0.4
12:00	566	2	0.4	513	90.6	41	7.2	8	1.4	2	0.4
13:00	502	7	1.4	427	85.1	59	11.8	4	0.8	5	1.0
14:00	528	2	0.4	469	88.8	51	9.7	2	0.4	4	0.8
15:00	585	3	0.5	514	87.9	59	10.1	5	0.9	4	0.7
16:00	490	2	0.4	450	91.8	31	6.3	5	1.0	2	0.4
17:00	430	2	0.5	398	92.6	25	5.8	4	0.9	1	0.2
18:00	328	1	0.3	309	94.2	12	3.7	3	0.9	3	0.9
19:00	229	2	0.9	216	94.3	8	3.5	1	0.4	2	0.9
20:00	163	2	1.2	150	92.0	9	5.5	0	0.0	2	1.2
21:00	158	2	1.3	148	93.7	7	4.4	1	0.6	0	0.0
22:00	113	2	1.8	104	92.0	7	6.2	0	0.0	0	0.0
23:00	39	0	0.0	36	92.3	2	5.1	1	2.6	0	0.0
<b>12H,7-19</b>	<b>6941</b>	<b>33</b>	<b>0.5</b>	<b>6275</b>	<b>90.4</b>	<b>502</b>	<b>7.2</b>	<b>92</b>	<b>1.3</b>	<b>39</b>	<b>0.6</b>
<b>16H,6-22</b>	<b>7942</b>	<b>42</b>	<b>0.5</b>	<b>7185</b>	<b>90.5</b>	<b>564</b>	<b>7.1</b>	<b>106</b>	<b>1.3</b>	<b>45</b>	<b>0.6</b>
<b>18H,6-24</b>	<b>8094</b>	<b>44</b>	<b>0.5</b>	<b>7325</b>	<b>90.5</b>	<b>573</b>	<b>7.1</b>	<b>107</b>	<b>1.3</b>	<b>45</b>	<b>0.6</b>
<b>24H,0-24</b>	<b>8390</b>	<b>47</b>	<b>0.6</b>	<b>7589</b>	<b>90.5</b>	<b>596</b>	<b>7.1</b>	<b>113</b>	<b>1.4</b>	<b>45</b>	<b>0.5</b>

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Wed 01-Mar-17</b>											
00:00	15	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
01:00	8	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
02:00	10	1	10.0	8	80.0	1	10.0	0	0.0	0	0.0
03:00	17	0	0.0	14	82.4	3	17.7	0	0.0	0	0.0
04:00	59	0	0.0	54	91.5	5	8.5	0	0.0	0	0.0
05:00	208	2	1.0	185	88.9	18	8.7	2	1.0	1	0.5
06:00	440	4	0.9	393	89.3	34	7.7	5	1.1	4	0.9
07:00	980	1	0.1	916	93.5	56	5.7	5	0.5	2	0.2
08:00	898	5	0.6	838	93.3	41	4.6	13	1.5	1	0.1
09:00	585	2	0.3	536	91.6	32	5.5	9	1.5	6	1.0
10:00	550	2	0.4	493	89.6	49	8.9	3	0.6	3	0.6
11:00	555	4	0.7	488	87.9	49	8.8	12	2.2	2	0.4
12:00	524	1	0.2	467	89.1	50	9.5	5	1.0	1	0.2
13:00	522	2	0.4	466	89.3	48	9.2	5	1.0	1	0.2
14:00	472	4	0.9	413	87.5	48	10.2	5	1.1	2	0.4
15:00	530	0	0.0	474	89.4	51	9.6	3	0.6	2	0.4
16:00	505	1	0.2	456	90.3	42	8.3	3	0.6	3	0.6
17:00	443	3	0.7	411	92.8	24	5.4	4	0.9	1	0.2
18:00	372	2	0.5	347	93.3	18	4.8	2	0.5	3	0.8
19:00	221	2	0.9	202	91.4	10	4.5	4	1.8	3	1.4
20:00	181	1	0.6	172	95.0	8	4.4	0	0.0	0	0.0
21:00	177	2	1.1	169	95.5	6	3.4	0	0.0	0	0.0
22:00	82	0	0.0	77	93.9	4	4.9	0	0.0	1	1.2
23:00	32	0	0.0	31	96.9	0	0.0	1	3.1	0	0.0
12H,7-19	6936	27	0.4	6305	90.9	508	7.3	69	1.0	27	0.4
16H,6-22	7955	36	0.5	7241	91.0	566	7.1	78	1.0	34	0.4
18H,6-24	8069	36	0.5	7349	91.1	570	7.1	79	1.0	35	0.4
24H,0-24	8386	39	0.5	7629	91.0	599	7.1	83	1.0	36	0.4

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Daily Totals</b>											
Thu 23-Feb-17	7917	25	0.3	7120	89.9	661	8.4	73	0.9	38	0.5
Fri 24-Feb-17	8791	43	0.5	8057	91.7	573	6.5	90	1.0	28	0.3
Sat 25-Feb-17	6955	25	0.4	6490	93.3	357	5.1	62	0.9	21	0.3
Sun 26-Feb-17	5725	38	0.7	5406	94.4	250	4.4	24	0.4	7	0.1
Mon 27-Feb-17	7927	35	0.4	7186	90.7	587	7.4	85	1.1	34	0.4
Tue 28-Feb-17	8390	47	0.6	7589	90.5	596	7.1	113	1.4	45	0.5
Wed 01-Mar-17	8386	39	0.5	7629	91.0	599	7.1	83	1.0	36	0.4
<b>Total Vehicles</b>											
[--]	54091	252	0.5	49477	91.6	3623	6.6	530	1.0	209	0.4



21329 DEAL Site No: 21329002 Location Site 2, Dover Road, Deal (LC 60)  
 Thu 23-Feb-17 to Wed 01-Mar-17 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 23-Feb-17																
00:00	13	53.8	43.5	10.1	0	0	0	0	1	2	3	2	3	0	1	1
01:00	16	48.6	40.4	7.4	0	0	0	0	1	4	5	1	4	1	0	0
02:00	10	46	42	5.9	0	0	0	0	0	1	4	3	1	1	0	0
03:00	15	50.1	43.2	6.8	0	0	0	0	0	2	5	2	4	2	0	0
04:00	52	52.9	45	7.2	0	0	0	0	0	4	14	11	12	7	4	0
05:00	170	48.3	42.1	6.5	0	0	0	0	8	21	37	63	32	6	2	1
06:00	427	44.7	39.3	5.5	0	0	1	0	14	100	160	117	26	8	1	0
07:00	884	40.1	34.5	5.9	2	8	18	31	109	356	279	75	6	0	0	0
08:00	858	40.4	34.4	7	17	12	14	23	93	330	275	86	7	1	0	0
09:00	550	40.7	36.1	5.2	0	2	1	3	54	226	191	63	4	6	0	0
10:00	464	42.3	37.2	5.2	1	0	1	3	24	159	188	68	19	1	0	0
11:00	506	42.6	37.3	5.6	0	0	1	3	40	163	196	82	12	5	2	2
12:00	487	42.8	37.4	5.6	1	3	1	5	29	139	205	83	19	2	0	0
13:00	515	42.6	37.7	4.8	1	0	0	3	25	139	237	99	10	1	0	0
14:00	489	42.4	36.9	5.4	1	0	0	5	38	177	173	77	15	3	0	0
15:00	530	43.1	37.8	5.3	0	0	0	4	42	133	229	99	18	4	0	1
16:00	491	42.8	37.6	5.3	2	0	0	2	22	156	205	82	17	5	0	0
17:00	400	42.1	37.2	5	0	0	0	0	28	142	157	55	17	1	0	0
18:00	358	43.2	38	5.4	1	0	1	0	20	95	156	69	13	1	1	1
19:00	220	44.3	38.8	5.3	0	0	0	0	8	58	86	53	13	1	0	1
20:00	161	44.3	39.5	4.9	0	0	0	0	3	30	75	43	7	2	1	0
21:00	158	45.8	39.9	6.8	0	0	0	0	5	35	71	24	13	4	3	3
22:00	96	46	40.9	6.5	0	0	1	0	1	23	17	39	11	2	2	0
23:00	47	50.1	43.5	7.1	0	0	0	0	2	5	7	18	9	4	2	0
12H,7-19	6532	41.8	36.5	5.8	26	25	37	82	524	2215	2491	938	157	30	3	4
16H,6-22	7498	42.4	36.9	5.8	26	25	38	82	554	2438	2883	1175	216	45	8	8
18H,6-24	7641	42.6	37	5.9	26	25	39	82	557	2466	2907	1232	236	51	12	8
24H,0-24	7917	43	37.2	6	26	25	39	82	567	2500	2975	1314	292	68	19	10

21329 DEAL Site No: 21329002 Location Site 2, Dover Road, Deal (LC 60)  
 Thu 23-Feb-17 to Wed 01-Mar-17 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
<b>Fri 24-Feb-17</b>																
00:00	17	45.8	42.9	6.2	0	0	0	0	1	1	2	10	1	2	0	0
01:00	15	48.8	41.5	8.5	0	0	0	1	0	2	5	2	4	0	1	0
02:00	14	49.4	44.2	6.6	0	0	0	0	0	1	4	3	5	0	1	0
03:00	14	50.3	44.2	8.6	0	0	0	0	1	1	3	3	4	0	2	0
04:00	70	56	46.5	8.2	0	0	0	0	1	2	17	19	10	10	8	3
05:00	185	49	42.6	6.1	0	0	0	0	1	25	48	62	35	11	3	0
06:00	461	45.2	39.4	5.6	0	0	0	0	11	132	143	124	39	12	0	0
07:00	889	41.6	37.2	4.6	0	0	0	0	49	299	393	125	20	3	0	0
08:00	852	41	36.9	4.7	1	0	0	1	51	309	361	112	12	5	0	0
09:00	586	41	37.3	4.6	0	1	1	0	22	191	285	72	11	1	2	0
10:00	584	41.4	36.8	4.8	0	0	0	0	54	204	231	80	15	0	0	0
11:00	551	41.4	37.2	5	0	1	0	0	25	204	231	78	5	2	3	2
12:00	608	40.6	36.1	5.5	1	1	11	1	38	257	225	54	17	1	2	0
13:00	559	40.9	35.5	5.9	0	1	7	24	70	188	189	69	8	3	0	0
14:00	585	40.8	36.3	5.6	1	4	4	3	46	221	226	55	22	3	0	0
15:00	569	42.4	37.4	4.9	1	0	0	0	30	198	227	94	16	3	0	0
16:00	486	41.7	36.8	5.2	1	0	0	1	36	189	177	62	16	3	1	0
17:00	487	43.1	37	5.8	0	1	1	13	29	175	162	78	24	4	0	0
18:00	438	42.2	35.8	7.1	0	6	13	15	32	157	136	53	20	6	0	0
19:00	283	43.6	37.5	5.8	0	0	1	4	15	105	85	58	11	3	0	1
20:00	193	45.4	39.4	5.8	0	0	0	0	3	60	56	51	20	2	0	1
21:00	138	47.5	41	6.1	0	0	0	0	1	29	44	36	22	4	2	0
22:00	114	47.6	40.5	6.4	0	0	0	0	3	24	43	20	20	2	1	1
23:00	93	46.3	39.9	7	0	0	0	0	3	27	29	19	9	3	2	1
12H,7-19	7194	41.4	36.7	5.3	5	15	37	58	482	2592	2843	932	186	34	8	2
16H,6-22	8269	42.3	37	5.4	5	15	38	62	512	2918	3171	1201	278	55	10	4
18H,6-24	8476	42.4	37.1	5.5	5	15	38	62	518	2969	3243	1240	307	60	13	6
24H,0-24	8791	42.9	37.4	5.7	5	15	38	63	522	3001	3322	1339	366	83	28	9

21329 DEAL Site No: 21329002 Location Site 2, Dover Road, Deal (LC 60)  
 Thu 23-Feb-17 to Wed 01-Mar-17 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
<b>Sat 25-Feb-17</b>																
00:00	33	47.4	40.9	7.4	0	0	0	0	0	10	9	8	2	2	2	0
01:00	30	50.4	45.2	6.1	0	0	0	0	1	0	5	11	9	3	1	0
02:00	16	49.9	42.6	7.2	0	0	0	0	1	1	6	2	4	2	0	0
03:00	17	49.3	41.7	9.1	0	0	0	0	1	5	2	4	3	1	0	1
04:00	35	50.6	44.5	8	0	0	0	0	2	2	7	9	10	2	2	1
05:00	90	50.2	43.3	7.2	0	0	0	0	2	12	20	26	19	7	3	1
06:00	190	45.1	39.5	5.8	0	0	0	0	3	49	77	39	14	6	2	0
07:00	270	44.8	39	5.6	0	0	0	0	15	66	93	72	20	4	0	0
08:00	383	44.3	38.3	5.9	1	0	1	1	29	93	148	80	24	5	1	0
09:00	480	42.2	37.6	4.9	1	0	0	0	13	169	210	63	20	4	0	0
10:00	586	40.9	37.2	4.6	0	0	1	1	24	208	267	70	12	1	1	1
11:00	610	42.8	37.5	4.9	0	0	0	2	37	197	243	109	21	1	0	0
12:00	656	41.5	36.9	5.1	0	2	1	2	56	203	283	92	14	3	0	0
13:00	583	40.8	36.4	5.5	0	2	3	8	50	210	230	59	14	6	1	0
14:00	565	42.2	37.4	5	1	0	0	0	36	180	242	88	13	5	0	0
15:00	461	43.3	38.1	5.2	0	0	0	0	22	133	199	81	16	10	0	0
16:00	465	42.5	37.5	5.1	0	2	0	2	22	151	196	74	14	4	0	0
17:00	404	43.1	38	5	0	0	0	0	12	136	167	66	18	3	2	0
18:00	322	41.9	37.1	5.2	1	1	0	1	17	112	132	52	4	1	1	0
19:00	220	44.6	39	5.9	0	1	0	0	10	55	78	59	10	6	1	0
20:00	165	46.2	40.4	6.3	0	0	0	0	7	29	61	42	19	4	2	1
21:00	136	45.6	39.3	7.1	1	0	0	0	9	32	43	33	11	4	3	0
22:00	138	45.5	39.7	6.7	0	0	2	0	7	24	54	33	11	6	0	1
23:00	100	46.2	40.3	6.2	0	0	0	0	0	27	33	24	12	2	1	1
12H,7-19	5785	42.6	37.5	5.2	4	7	6	17	333	1858	2410	906	190	47	6	1
16H,6-22	6496	43	37.7	5.3	5	8	6	17	362	2023	2669	1079	244	67	14	2
18H,6-24	6734	43.1	37.8	5.4	5	8	8	17	369	2074	2756	1136	267	75	15	4
24H,0-24	6955	43.5	37.9	5.6	5	8	8	17	376	2104	2805	1196	314	92	23	7



21329 DEAL Site No: 21329002 Location Site 2, Dover Road, Deal (LC 60)  
 Thu 23-Feb-17 to Wed 01-Mar-17 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
<b>Sun 26-Feb-17</b>																
00:00	57	48.5	42	5.8	0	0	0	0	1	5	22	14	12	3	0	0
01:00	24	50.8	43.5	7.5	0	0	0	0	0	5	4	6	5	3	1	0
02:00	16	48.6	43.8	4.9	0	0	0	0	0	0	5	6	4	1	0	0
03:00	23	52.8	47.6	7.3	0	0	0	0	0	1	3	4	10	3	0	2
04:00	23	49.1	43.9	7	0	0	0	0	1	2	2	11	5	0	2	0
05:00	79	50.4	43.1	7.2	0	0	0	0	1	11	19	26	11	8	1	2
06:00	120	48.4	41.6	6.5	0	0	1	0	1	18	39	34	18	7	2	0
07:00	145	47.6	40.8	7.5	1	0	0	0	9	24	40	43	18	6	2	2
08:00	235	45.3	39.1	6	0	0	0	0	16	56	82	53	23	3	2	0
09:00	444	44.2	38.5	5.7	0	1	1	2	19	119	173	96	24	8	0	1
10:00	499	43.4	38.3	4.9	0	0	0	1	15	143	218	98	21	1	1	1
11:00	563	42.6	37	5.4	0	1	0	3	60	176	207	96	15	5	0	0
12:00	627	43.3	38.1	4.8	0	1	0	2	22	174	274	131	21	2	0	0
13:00	549	44	38.7	5.3	1	2	0	0	13	135	242	121	29	6	0	0
14:00	453	43.2	37.8	5.5	2	0	0	1	31	120	197	77	22	3	0	0
15:00	394	44.5	38.9	5.3	0	0	0	1	12	100	160	88	29	3	1	0
16:00	373	43.7	38.2	5.8	0	0	1	1	14	121	147	61	18	7	1	2
17:00	329	43.7	38	5.4	0	0	0	0	19	108	113	72	12	3	2	0
18:00	265	45.7	39.6	6.6	1	0	0	2	9	60	96	60	26	6	5	0
19:00	191	45.1	38.6	6.4	1	0	0	2	14	47	61	45	19	2	0	0
20:00	136	45.4	40.2	6.2	0	0	0	0	3	31	46	40	11	2	1	2
21:00	100	45.6	40.5	6.6	0	0	0	0	4	21	28	34	8	2	2	1
22:00	47	48.9	43.4	5.5	0	0	0	0	0	3	13	16	13	1	1	0
23:00	33	50.4	43.2	6.8	0	0	0	0	0	4	10	9	5	4	1	0
12H,7-19	4876	44	38.3	5.6	5	5	2	13	239	1336	1949	996	258	53	14	6
16H,6-22	5423	44.2	38.5	5.7	6	5	3	15	261	1453	2123	1149	314	66	19	9
18H,6-24	5503	44.3	38.6	5.7	6	5	3	15	261	1460	2146	1174	332	71	21	9
24H,0-24	5725	44.6	38.8	5.8	6	5	3	15	264	1484	2201	1241	379	89	25	13

21329 DEAL Site No: 21329002 Location Site 2, Dover Road, Deal (LC 60)  
 Thu 23-Feb-17 to Wed 01-Mar-17 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
<b>Mon 27-Feb-17</b>																
00:00	8	-	43.5	7.6	0	0	0	0	0	1	2	3	1	0	1	0
01:00	11	50.3	40.8	9.7	0	0	0	0	1	1	7	0	0	1	0	1
02:00	8	-	43.5	4.8	0	0	0	0	0	0	3	2	3	0	0	0
03:00	25	49.8	43.5	6.3	0	0	0	0	0	1	10	6	5	2	1	0
04:00	92	49.6	43.6	6.1	0	0	0	0	2	8	17	34	23	7	1	0
05:00	193	48.1	41.9	6.2	0	0	0	0	6	27	47	71	30	10	2	0
06:00	437	44.9	39.5	5.3	0	0	1	0	10	95	171	122	30	7	1	0
07:00	972	40.2	35.9	4.4	0	0	0	3	93	412	379	75	9	1	0	0
08:00	788	40.9	36.3	5.1	1	1	0	5	76	300	293	91	19	2	0	0
09:00	533	40.8	36.7	4.8	0	0	1	5	43	174	238	63	8	0	1	0
10:00	547	40.9	36.2	5	1	0	2	6	44	217	198	72	7	0	0	0
11:00	491	42.4	36.6	5.4	0	0	2	2	54	178	158	80	16	0	1	0
12:00	543	40.8	36.3	4.7	0	0	2	1	34	242	191	63	8	1	1	0
13:00	477	40.7	36.2	5	0	0	2	2	53	179	178	52	9	2	0	0
14:00	474	42.1	37	5	0	0	0	2	36	165	182	77	8	4	0	0
15:00	509	43.3	38.2	5.2	1	1	1	0	23	121	238	101	18	5	0	0
16:00	470	41.7	37	4.9	0	0	0	0	34	170	186	66	12	1	1	0
17:00	454	43.1	37.9	5.3	0	1	0	0	36	111	206	74	23	2	1	0
18:00	274	42.8	37.8	5.6	1	1	0	0	14	76	126	41	11	3	1	0
19:00	222	44.4	38.5	5.7	0	0	0	2	12	60	84	44	16	4	0	0
20:00	136	45.1	39.2	6.1	0	0	0	2	2	35	55	26	11	4	0	1
21:00	142	46.1	39.4	6.6	0	0	0	0	6	40	50	24	16	3	2	1
22:00	82	46.8	40.7	6.3	0	0	0	0	1	14	37	16	8	5	0	1
23:00	39	49.1	41.8	9.4	1	0	0	0	3	4	7	12	9	1	1	1
12H,7-19	6532	41.3	36.7	5	4	4	10	26	540	2345	2573	855	148	21	6	0
16H,6-22	7469	42	37	5.2	4	4	11	30	570	2575	2933	1071	221	39	9	2
18H,6-24	7590	42.2	37.1	5.2	5	4	11	30	574	2593	2977	1099	238	45	10	4
24H,0-24	7927	42.7	37.3	5.4	5	4	11	30	583	2631	3063	1215	300	65	15	5

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
<b>Tue 28-Feb-17</b>																
00:00	17	45	40.3	7.4	0	0	0	0	0	6	4	5	0	1	1	0
01:00	4	-	38.5	1.6	0	0	0	0	0	0	4	0	0	0	0	0
02:00	13	44.2	40.8	3.6	0	0	0	0	0	0	8	4	1	0	0	0
03:00	21	47.4	42.5	4.6	0	0	0	0	0	1	7	8	5	0	0	0
04:00	69	50.1	44.1	6.4	0	0	0	0	2	2	17	24	16	6	1	1
05:00	172	48.3	42.4	5.7	0	0	0	0	3	11	59	57	34	6	1	1
06:00	451	45.2	39.4	5.9	0	0	1	1	23	94	165	117	39	8	3	0
07:00	976	41	37	4.5	0	0	0	2	60	331	439	125	16	3	0	0
08:00	914	40.3	35	6.1	1	11	18	25	105	342	316	81	12	1	2	0
09:00	580	41	36.5	5.3	1	0	0	14	30	233	214	67	16	5	0	0
10:00	508	42.2	36.6	5.2	0	0	0	11	40	187	173	84	13	0	0	0
11:00	534	40.6	36.7	4.7	1	1	0	5	26	189	251	51	9	1	0	0
12:00	566	41.5	36.6	5.2	0	2	0	8	33	226	204	77	14	1	0	1
13:00	502	43.4	38.3	5.1	1	1	2	0	11	129	238	93	24	3	0	0
14:00	528	42.6	37.2	5.3	1	0	1	3	38	176	200	92	14	3	0	0
15:00	585	42.7	37.7	5.4	2	0	0	2	21	194	244	97	20	1	0	4
16:00	490	40.3	35.6	5	2	0	0	2	60	209	168	41	5	3	0	0
17:00	430	41.4	36.2	6.2	2	1	8	7	35	148	160	54	10	5	0	0
18:00	328	42.3	37.1	5.7	0	0	1	7	18	116	124	48	7	5	1	1
19:00	229	43.9	38.3	5.5	0	0	0	2	11	60	96	44	12	3	1	0
20:00	163	45.1	39.5	5.2	0	0	0	0	3	40	60	43	16	1	0	0
21:00	158	45.5	39.9	6.5	0	0	0	0	4	42	52	40	9	8	2	1
22:00	113	45.9	39.7	5.8	0	0	0	1	1	31	36	27	15	2	0	0
23:00	39	45.2	40.3	6.4	0	0	0	1	1	6	13	14	1	3	0	0
12H,7-19	6941	41.4	36.6	5.4	11	16	30	86	477	2480	2731	910	160	31	3	6
16H,6-22	7942	42.1	37	5.5	11	16	31	89	518	2716	3104	1154	236	51	9	7
18H,6-24	8094	42.3	37	5.5	11	16	31	91	520	2753	3153	1195	252	56	9	7
24H,0-24	8390	42.7	37.2	5.6	11	16	31	91	525	2773	3252	1293	308	69	12	9

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
<b>Wed 01-Mar-17</b>																
00:00	15	49.1	43.2	8.2	0	0	0	0	1	1	4	5	2	0	2	0
01:00	8	-	44.1	6.9	0	0	0	0	0	1	1	4	0	2	0	0
02:00	10	51	43.5	7.2	0	0	0	0	0	2	1	4	1	2	0	0
03:00	17	48.5	42.6	5.6	0	0	0	0	0	2	5	4	6	0	0	0
04:00	59	53.2	45.5	7	0	0	0	0	0	2	14	20	11	6	5	1
05:00	208	48.2	41.9	6.3	0	0	0	0	5	28	61	71	26	12	5	0
06:00	440	44.6	38.9	5.7	0	0	1	0	19	117	157	110	27	6	2	1
07:00	980	40.9	37	4.4	0	0	0	2	43	364	436	121	8	6	0	0
08:00	898	40.8	36.7	4.8	2	0	0	1	77	304	394	102	14	4	0	0
09:00	585	42.1	37	5.5	0	0	4	7	33	217	218	79	21	5	0	1
10:00	550	40.6	36.3	4.8	1	0	1	6	48	187	241	61	5	0	0	0
11:00	555	40.8	35.7	5.9	3	2	5	9	55	229	175	59	15	3	0	0
12:00	524	36.6	29.5	6.5	1	1	8	164	176	88	60	17	8	1	0	0
13:00	522	39.7	32.7	6.4	0	0	3	75	153	109	138	37	7	0	0	0
14:00	472	41.8	36.8	5.5	1	2	2	2	31	173	179	64	16	1	1	0
15:00	530	40.7	36.4	5.1	0	2	1	4	43	196	217	54	10	1	2	0
16:00	505	42	37.4	4.8	1	0	0	2	21	162	227	82	8	1	1	0
17:00	443	41.8	36.5	5.7	1	0	1	10	42	153	160	60	11	5	0	0
18:00	372	42.2	37.3	5	1	0	0	0	19	133	148	61	8	0	2	0
19:00	221	42.8	37.7	5.4	0	0	0	0	9	81	84	37	7	1	0	2
20:00	181	45.1	39.4	6.1	0	0	0	1	9	46	52	55	12	5	1	0
21:00	177	46.2	39.9	6.4	0	0	0	2	7	38	61	41	20	6	2	0
22:00	82	45.5	39.6	5.7	0	0	0	0	2	21	29	19	9	2	0	0
23:00	32	50.6	40.8	8.3	0	0	0	0	3	8	6	7	3	4	1	0
12H,7-19	6936	40.8	35.9	5.7	11	7	25	282	741	2315	2593	797	131	27	6	1
16H,6-22	7955	41.5	36.2	5.8	11	7	26	285	785	2597	2947	1040	197	45	11	4
18H,6-24	8069	41.6	36.3	5.9	11	7	26	285	790	2626	2982	1066	209	51	12	4
24H,0-24	8386	42.2	36.5	6	11	7	26	285	796	2662	3068	1174	255	73	24	5

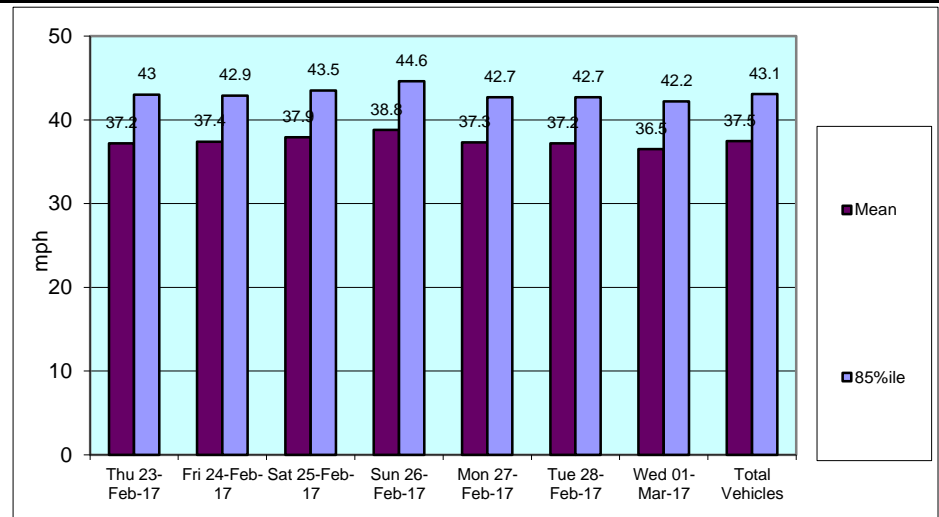
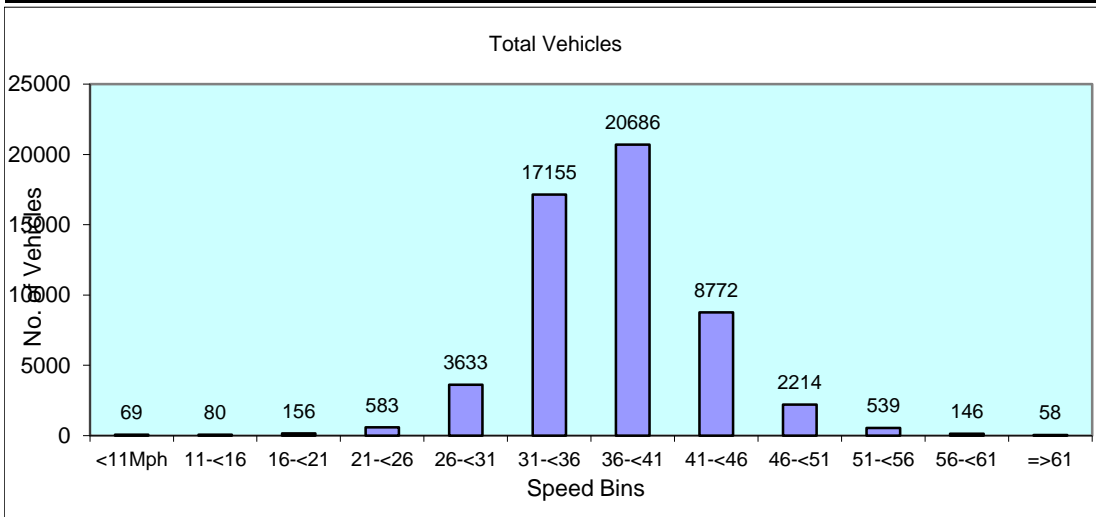
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
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**Daily Totals**

Thu 23-Feb-17	7917	43	37.2	6	26	25	39	82	567	2500	2975	1314	292	68	19	10
Fri 24-Feb-17	8791	42.9	37.4	5.7	5	15	38	63	522	3001	3322	1339	366	83	28	9
Sat 25-Feb-17	6955	43.5	37.9	5.6	5	8	8	17	376	2104	2805	1196	314	92	23	7
Sun 26-Feb-17	5725	44.6	38.8	5.8	6	5	3	15	264	1484	2201	1241	379	89	25	13
Mon 27-Feb-17	7927	42.7	37.3	5.4	5	4	11	30	583	2631	3063	1215	300	65	15	5
Tue 28-Feb-17	8390	42.7	37.2	5.6	11	16	31	91	525	2773	3252	1293	308	69	12	9
Wed 01-Mar-17	8386	42.2	36.5	6	11	7	26	285	796	2662	3068	1174	255	73	24	5

**Total Vehicles**

[--]	54091	43.1	37.5	5.7	69	80	156	583	3633	17155	20686	8772	2214	539	146	58
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21329

DEAL

Site No: 21329002

Location

Site 2, Dover Road, Deal (LC 60)

Channel: Southbound

	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	7-Day
TIME PERIOD	23/02/17	24/02/17	25/02/17	26/02/17	27/02/17	28/02/17	01/03/17	Av	Av
<b>Week Begin: 23-Feb-17</b>									
00:00	13	17	33	57	8	17	15	14	23
01:00	16	15	30	24	11	4	8	11	15
02:00	10	14	16	16	8	13	10	11	12
03:00	15	14	17	23	25	21	17	18	19
04:00	52	70	35	23	92	69	59	68	57
05:00	170	185	90	79	193	172	208	186	157
06:00	427	461	190	120	437	451	440	443	361
07:00	884	889	270	145	972	976	980	940	731
08:00	858	852	383	235	788	914	898	862	704
09:00	550	586	480	444	533	580	585	567	537
10:00	464	584	586	499	547	508	550	531	534
11:00	506	551	610	563	491	534	555	527	544
12:00	487	608	656	627	543	566	524	546	573
13:00	515	559	583	549	477	502	522	515	530
14:00	489	585	565	453	474	528	472	510	509
15:00	530	569	461	394	509	585	530	545	511
16:00	491	486	465	373	470	490	505	488	469
17:00	400	487	404	329	454	430	443	443	421
18:00	358	438	322	265	274	328	372	354	337
19:00	220	283	220	191	222	229	221	235	227
20:00	161	193	165	136	136	163	181	167	162
21:00	158	138	136	100	142	158	177	155	144
22:00	96	114	138	47	82	113	82	97	96
23:00	47	93	100	33	39	39	32	50	55
12H,7-19	6532	7194	5785	4876	6532	6941	6936	6827	6399
16H,6-22	7498	8269	6496	5423	7469	7942	7955	7827	7293
18H,6-24	7641	8476	6734	5503	7590	8094	8069	7974	7444
24H,0-24	7917	8791	6955	5725	7927	8390	8386	8282	7727
Am	07:00	07:00	11:00	11:00	07:00	07:00	07:00	-	-
Peak	884	889	610	563	972	976	980	940	839
Pm	15:00	12:00	12:00	12:00	12:00	15:00	15:00	-	-
Peak	530	608	656	627	543	585	530	559	583

21329

DEAL

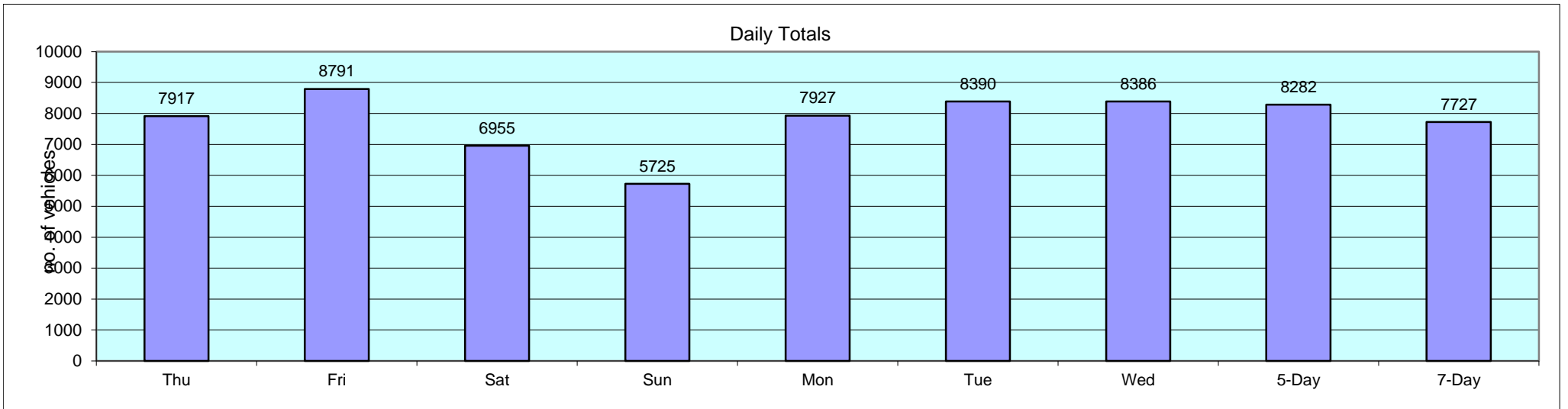
Site No: 21329002

Location

Site 2, Dover Road, Deal (LC 60)

Channel: Southbound

TIME PERIOD	Thu 23/02/17	Fri 24/02/17	Sat 25/02/17	Sun 26/02/17	Mon 27/02/17	Tue 28/02/17	Wed 01/03/17	5-Day Av	7-Day Av
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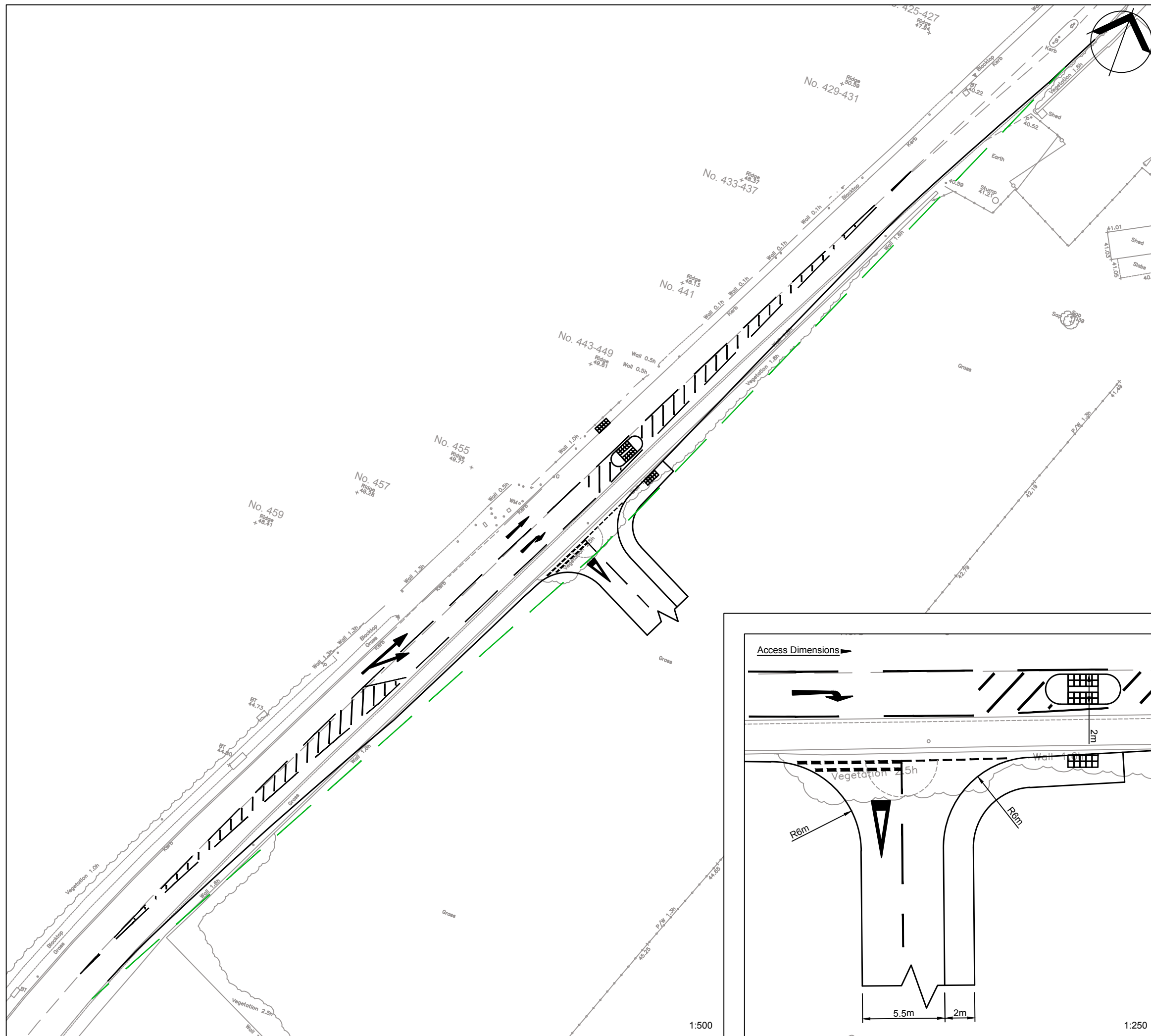


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## **A7. SITE ACCESS ARRANGEMENTS**

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Notes;  
 1. This drawing is based upon drawing number 2016-124/Topo\_01\_2D supplied by Gladman and Icen Projects Ltd. shall not be liable for any inaccuracies or deficiencies.

Key;  
 2.4m x 90m Visibility Splay

Rev	Date	Amendments	Drawn	Chk	App
B	30.03.17	Dimensions Addedd	MG	RA	FP
A	09.03.17	Added Pedestrian Refuge Island	NM	MG	FP

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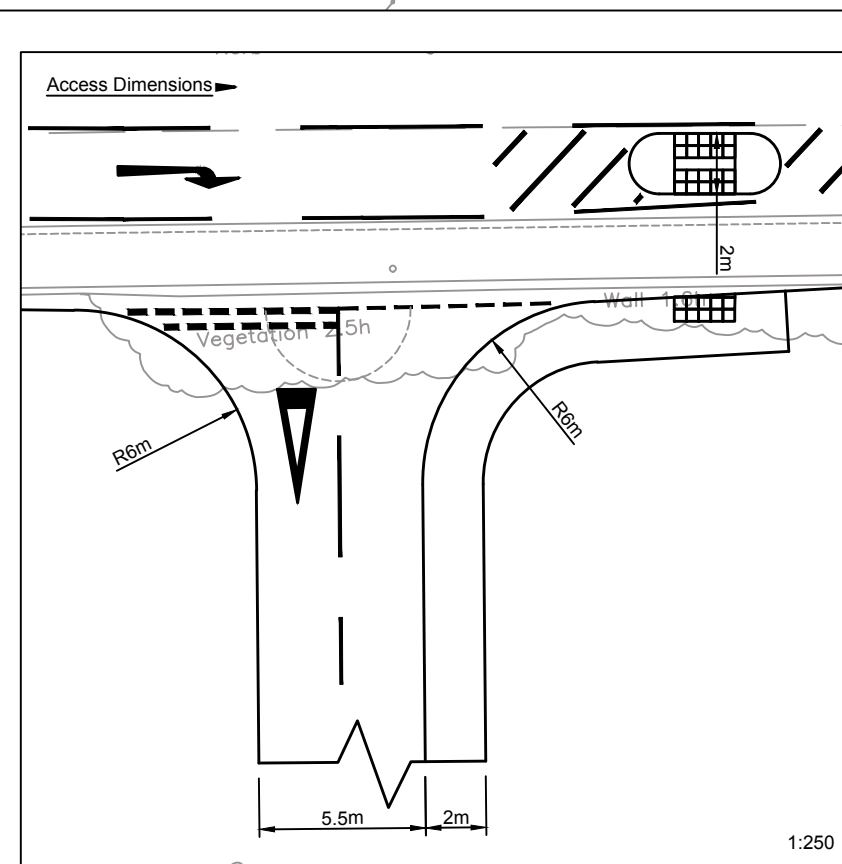
Client: Gladman Developments  
 Project: Dover Road, Walmer, Kent  
 Title: Access Arrangement

Drawn By TG	Checked By MG 02/02/2017	Approved By FP 02/02/2017
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Scale @ A3 As Shown	Date 02/02/2017
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Project No. 16-T129	Drawing No. 03	Rev. B
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Iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.



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## **A8. HIGHWAY BOUNDARY**

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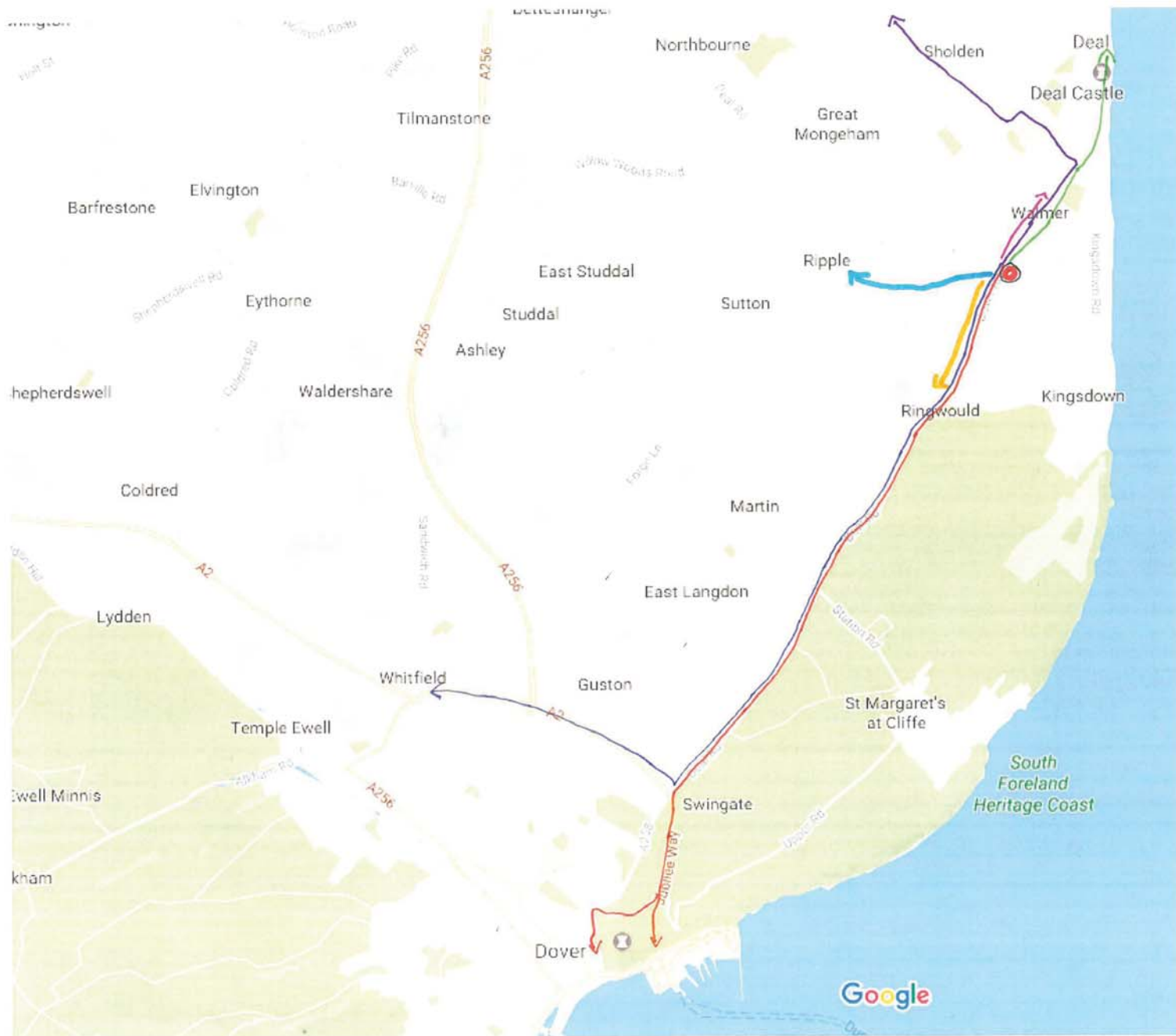


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## **A9. DISTRIBUTION CALCULATIONS**

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1. — Dover TC → A258 towards Dover
2. — Whitfield → A2 via A258
3. — Sandwich → A256 via Sandwich Rd.
4. — Walmer → Local Trips
5. — Deal → The Strand via A258
6. — Ripple → Ripple Road Local Trips
7. — Lest out of site but remain in Dover CO9

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	Routing	Trips	Total %	AM Peak	PM Peak
1	A258 towards Dover		45.17%	23	24
2	A2 via A258		18.32%	9	10
3	A256 via Sandwich Road		12.88%	6	7
4	Upper Walmer Trips		3.50%	2	2
5	The Strand via A258		12.10%	6	6
6	Ripple Road		4.46%	2	2
7	ite but remain in Dover 009		3.57%	2	2
				0	0
	Totals Check		1	50	53

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