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KCC Highways Response Technical Note

Client: The McManus Family
Project: Land North of Camer Road, Meopham
Date: August 2026



Executive Summary

This Technical Response has been prepared to address the comments received from Kent County Council (KCC) Highways in respect of the submitted Transport Assessment and supporting transport strategy. Since the original submission, the applicant has undertaken a comprehensive review of the proposals and introduced a significant package of amendments and additional mitigation to respond positively to the matters raised.

The revised proposals place a much greater emphasis on sustainable travel by providing a new dedicated pedestrian connection to Sole Street Railway Station, enhanced walking and cycling infrastructure, improved bus accessibility, safe guarding and contribution towards school bus travel, and further improvements to the surrounding highway network. The access strategy has also been refined, including the introduction of a compact roundabout, carriageway widening on Camer Road, updated vehicle tracking, additional junction modelling and further road safety assessments.

In addition, the applicant has undertaken further technical work in response to KCC's consultation, including updated collision analysis, additional junction capacity modelling, sensitivity testing, clarification of survey data, and further justification of the development's trip generation, distribution and Travel Plan proposals. The applicant has also committed to further contributions towards strategic active travel infrastructure, including the proposed A227 cycle corridor, together with continued engagement with Network Rail, bus operators and Kent County Council to refine the detailed design through the Reserved Matters and Section 278 processes.

Collectively, the amendments represent a substantial enhancement to the original submission and directly address the principal concerns raised by KCC Highways. The applicant considers that the revised proposals now provide safe and suitable access for all users, significantly improve opportunities for walking, cycling and public transport, and demonstrate that the transport impacts of the development can be satisfactorily mitigated. It is therefore considered that the proposals accord with the objectives of the National Planning Policy Framework, Planning Practice Guidance and relevant local transport policies.

In summary, the following measures are proposed as set out in this response;

- Additional dedicated Pedestrian Link to Sole Street Station.
- Contribution to Route 15 – Gravesend to Meopham cycle route, identified in the Kent Walking and Cycling Infrastructure Plan (KWCIP).
- Contribution to safeguard school transport.
- Reduction of roundabout access into the site from Camer Road.
- Signalisation of A227 Wrotham Road / Green Lane junction.
- Proposed two-lane approach on Sole Street at the Jeskyns Road and The Street Junction priority junction.
- Dedicated bus starting and terminating on site.
- Signalisation of the Green Lane and Wrotham Road signals.
- Upgrading of bus stop outside of Sole Street station.
- S106 contribution to Maintain PROW NS192 of £3,500.
- Provision of a Car Club.

1. Introduction

1.1 Overview

This Technical Note (TN) has been prepared by TTC on behalf of The McManus Family ('the applicant') to support an already registered outline planning application (ref: GB/20260207) for a new residential-led mixed-use development at Land North of Camer Road, Meopham ('the site'). Gravesham Borough Council (GBC) are the local planning authority with Kent County Council (KCC) as the local highway authority.

Figure 1.1 below sets out the location of the site in a strategic context.

Figure 1.1 Strategic Site Location



1.2 Proposed Development

The description of development is as follows, (planning app ref: GB/20260207);

"Outline planning application for up to 725 dwellings (Use Class C3), a new two-form entry primary school (Use Class F1), the provision of Public Open Space including sport and recreation facilities, alongside associated access, landscaping, parking, and infrastructure; with all matters reserved except for access."

1.3 Report Purpose

A Transport Assessment (TA) was submitted in support of a planning application (Ref. GB/20260207). Following submission, Kent County Council (KCC) Highways and Transportation issued its consultation response dated 25th March 2026. A full copy of the response is provided at **Appendix A.**

In its response, KCC Highways issued a holding objection pending the resolution of the matters identified within its correspondence. This Technical Note (TN) has been prepared to address those comments and builds upon the previously submitted Transport Assessment by providing further assessment and clarification of the transport implications of the proposed development on the local transport network.

The applicant team has proactively engaged with KCC Highways throughout this process to ensure the matters raised are appropriately addressed, with the aim of enabling the holding objection to be withdrawn. For ease of reference, the points raised by KCC in their correspondence are addressed in the same order.

2. Response to Kent County Council

2.1 Existing Access

Walking and Cycling Access

KCC Highways requested that the development provides safe, direct and attractive walking and cycling connections both within the site and to surrounding destinations. Particular emphasis was placed on improving off-site pedestrian and cycle infrastructure identified through the Walking and Cycling Audit, including footway provision, crossing facilities, lighting, accessibility and links to local facilities and public transport. KCC also sought clarification on how the proposals align with the Gravesham Local Cycling and Walking Infrastructure Plan (LCWIP), including the prioritisation of strategic routes and improvements to connections towards Sole Street Station.

These matters have been comprehensively addressed through the revised proposals and supporting assessments. The scheme now incorporates enhanced pedestrian and cycle connectivity, including a direct and dedicated pedestrian link to Sole Street Station, improvements to the local highway network and sustainable travel infrastructure.

The approach to the LCWIP, Walking and Cycling Audit recommendations and off-site connectivity is discussed throughout this report, with the relevant mitigation measures and drawings referenced in the appropriate sections and appendices. Collectively, these demonstrate that the development provides safe and appropriate opportunities for sustainable travel in accordance with KCC Highways' requirements.

Public Transport Access

In order to provide further information on the current viability of bus travel, Table 2.1 sets out the first and last bus times for each service as requested by KCC.

Table 2.1 Bus Service Summary

Bus Stop	Service	Route	Weekday First / Last Bus Services	Weekend First / Last Bus Services
Camer Road Bus Stops				
Northbound	311*	Lower Higham to Cobham	08:11 only	-
Southbound		Cobham to Lower Higham	15:35 only	-
Northbound	416	Meopham to Gravesend	07:22 / 16:40	08:10 / 15:25 (Saturday only)
Southbound		Gravesend to Meopham	10:51 / 16:16	10:51 / 15:11 (Saturday only)
Northbound	695*	Istead Rise to Rochester Grammar School	07:21 only	-
Southbound		Rochester Grammar School to Istead Rise	16:06 only	-
Wrotham Road Bus Stops				
Northbound	34*	Wilmington to Meopham	16:52 only	-
Southbound		Meopham to Wilmington	07:01 only	-

Bus Stop	Service	Route	Weekday First / Last Bus Services	Weekend First / Last Bus Services
Northbound	223*	Tonbridge to Gravesend	17:05 only	-
Southbound		Gravesend to Tonbridge	06:57 only	-
Northbound	306	Vigo Village to Gravesend	08:28 / 15:49	-
Southbound		Gravesend to Vigo Village	07:54 / 15:18	-
Northbound	308	Sevenoaks to Gravesend	10:09 / 18:36	08:33 / 18:36 (Saturday only)
Southbound		Gravesend to Sevenoaks	07:06 / 18:07	09:35 / 18:08 (Saturday only)
Northbound	418R*	Wrotham to New Ash Green	15:29 only	-
Southbound		New Ash Green to Wrotham	07:42 only	-
Northbound	418W*	Wrotham to New Ash Green	15:29 only	-
Southbound		New Ash Green to Wrotham	07:42 only	-
Northbound	695*	Istead Rise to Rochester	07:18 only	-
Southbound		Rochester to Istead Rise	16:16 only	-
Northbound	M1*	Meopham to Denton	15:20 only	-
Southbound		Denton to Meopham	08:01 only	-
Northbound	VIGO1*	Vigo to Gravesend	07:34 only	-
Southbound		Gravesend to Vigo	16:13 only	-

* School services

It can be seen from Table 2.1 that the existing bus services serve the AM and PM peak periods.

School Bus Provision

The comment regarding school bus provision operating at full capacity is noted, as part of the development proposals, the applicant has agreed to provide a fair and reasonable contribution to cater for the additional anticipated demand to safeguard provision of school transport.

Access to Train Stations

The comments regarding pedestrian access to Sole Street and Meopham railway station are noted. In response, the applicant has committed to provide a direct pedestrian connection from the development to Sole Street station, significantly improving accessibility for future residents and encouraging travel by sustainable modes specifically train travel.

A dedicated pedestrian access has been designed to connect the site directly with Sole Street station and the applicant is currently in consultation with Network Rail to agree the principle and design of the proposed link, ensuring that it meets the necessary operational and safety requirements. The proposed pedestrian connection is illustrated on the drawing contained within **Appendix B.**

The provision of this new pedestrian link will ensure that a large majority of the proposed development lies within an 800-metre walking distance of Sole Street railway station, a plan provided within **Appendix B**, displays the proposed site masterplan and the 800m walking distance from both Meopham and Sole Street station which encapsulates the majority of the site.

The proposed pedestrian link represents a significant improvement in the accessibility of the site and is consistent with the objectives of the National Planning Policy Framework (NPPF), which seeks to promote sustainable patterns of development by locating homes where opportunities to travel by public transport are maximised and where genuine choices of transport mode are available.

Subject to agreement with Network Rail, the proposed pedestrian connection will provide a safe, convenient and direct walking route between the development and the station, strengthening the site's sustainability credentials, reducing reliance on the private car, and making rail travel an attractive and realistic option for future residents. The masterplan of the proposed development has been altered to include the proposed link to Sole Street Station and the updated version is also provided in Appendix B.

Vehicle Access

Noted KCCs comments that there is no existing vehicle access into site and therefore no response required.

Local Amenities

The Applicant acknowledges KCC Highways' comments regarding pedestrian and cycle connectivity to local facilities.

As demonstrated within the Transport Assessment, the site benefits from access to a range of existing services and facilities within walking and cycling distance, including convenience retail, education, healthcare and leisure facilities. Whilst it is recognised that there are opportunities to enhance sections of the existing pedestrian and cycle network, the proposed development incorporates a comprehensive package of off-site highway works aimed at improving connectivity and encouraging sustainable travel.

The proposed improvements to the pedestrian and cycle network, together with the provision of a dedicated bus service, will significantly enhance accessibility to local services, facilities and public transport. The proposed dedicated pedestrian link to Sole Street Railway Station will not only improve access to the station itself but will also provide convenient connections to the existing bus stops on Camer Road and local facilities within Sole Street, including the public house and convenience store.

The proposed dedicated bus service, together with school transport provision, will provide a direct public transport connections between the development and Gravesend, whilst also offering a sustainable travel option for pupils travelling to Meopham Secondary School.

In addition, the proposed contribution towards National Cycle Route 15 will improve cycling connectivity between the development, Meopham Secondary School and Meopham Leisure Centre, encouraging greater levels of active travel.

The network of new pedestrian routes within the development, including the proposed connections from the site to GBC/2025/107994, will create a continuous, safe and attractive walking route to the parade of shops on Wrotham Road. These shops provide a range of day-to-day services and facilities, further improving the accessibility of the development by sustainable modes.

The Applicant also welcomes KCC's support for the provision of the proposed primary school. Safe, direct and attractive pedestrian routes between the residential areas and the school will be incorporated within the reserved matters proposals, ensuring that walking becomes the natural choice for school journeys. Recognising that the school may not be delivered during the early phases of the development, the proposed off-site pedestrian and cycling improvements will also provide enhanced connectivity to existing schools and local facilities from the outset of the development.

It should also be noted that the development will also provide a number of local amenities as part of the development site and therefore will create a sustainable development internally but also when residents are required to travel off site.

It is therefore considered that the proposals will promote sustainable travel, improve the existing active travel network and accord with the objectives of the National Planning Policy Framework and Kent Design Guide.

Collision Data

It is noted that of the five serious collisions which have occurred, four involved vulnerable road users (three cyclists and one motorcyclist). In order to protect vulnerable road users and support cycling from the site, the applicant has confirmed that they would be happy to provide a financial contribution towards the implementation of the proposed Route 15 – Gravesend to Meopham cycle route, identified in the Kent Walking and Cycling Infrastructure Plan (KWCIP), a copy of the route is provided in Appendix C.

Route 15 runs close to the proposed development along Norwood Lane and would provide a safe route from the development to Meopham Secondary School, it is proposed that a contribution to Route 15 would be secured via a planning condition and be fair and reasonable to the scale of the development.

Traffic Counts

KCC have requested clarification on the ATC data presented in Appendix D on the TA, on further inspection the vehicle flows for Monday are significantly higher than those of the remaining week days, a query to the Traffic Survey company was undertaken, however due to the time elapsed since the ATC, no explanation could be provided.

On inspection of the raw data this would look to be an error with the recording of the Monday data, the ATC results were used to validate the KTM and therefore as a result were not directly used for any other purpose, therefore it does not affect the rest of the assessment or any of the outcome in the TA.

2.2 Development Proposals

The comments are noted regarding the six principles and specifically *"Principle 1: Residents can walk, wheel or cycle safely to local facilities"* and "*Principle 3: Residents can viably travel to key destinations by bus and rail"* KCC questioned whether this is achievable to facilities outside of the site due to lack of footways, cycle ways, crossing points and unlit streets. A number of improvements specifically to walking, cycling and public transport have been provided as part of this response and therefore as a result it is suggested that the proposed development now aligns with the six principles.

2.3 Access Proposals

Vehicle Access

KCC have commented that in principle the proposed access strategy is acceptable. The width of shared footways and cycleway within the site has been provided and confirmed as 3m.

Site Access Roundabout

The applicant has carefully considered KCC Highways' comments regarding the proposed site access. Following a review of the junction design, the roundabout has been amended to a compact roundabout with an Inscribed Circle Diameter (ICD) of 28 metres, incorporating a mountable overrun to accommodate the swept paths of larger vehicles where necessary.

The revised design has been developed in accordance with the principles of DMRB CD 116 and has been specifically designed to accommodate buses entering and exiting the development, reflecting the site's amended and proposed public transport strategy. The compact geometry also provides a more appropriate form of junction for the forecast traffic flows while reducing the overall highway footprint.

The proximity of the existing access to the east of the roundabout has been reviewed as part of the revised design and, due to the reduced ICD of the roundabout, the proximity of the access is not deemed to be an issue. Revised formalised radii's have been provided and realigned to the carriageway. The revised junction layout and associated vehicle tracking drawings are included within Appendix D.

Camer Road Width

The applicant has carefully considered KCC Highways' comments regarding pedestrian, cycle and public transport provision on the proposed access. Internal footway connections are provided throughout the development site and, as set out elsewhere within this response, a new direct dedicated pedestrian link is proposed from the site to Sole Street Station. This significantly improves connectivity to the rail network and ensures that the majority of the proposed development is within an 800-metre walking distance of the station as displayed in the figure in Appendix B.

In terms of the highway improvements, Camer Road has been widened to approximately 6.7 metres on the western approach to the proposed roundabout, providing sufficient width for two-way bus movements into and out of the site. To the east of the roundabout, Camer Road will be widened to a minimum of 5.5 metres as far as the Royal Hounds Dog Park, providing a betterment and improving the operation of the existing highway and providing a consistent carriageway width.

The applicant does not consider it necessary or proportionate to provide off-site footway or cycleway improvements along the full length of Camer Road or widen any further. Camer Road is already a bus route and the proposed package of works, including the carriageway widening, compact roundabout, enhanced bus accessibility, internal pedestrian network and new direct pedestrian link to Sole Street Station, provides a comprehensive and appropriate package of sustainable transport improvements that mitigates the impacts of the development and encourages travel by non-car modes and provides a clear betterment.

Speed Limit Change

The applicant welcomes KCC Highways' support for the proposed extension of the 30mph speed limit along Camer Road. Whilst the recorded 85th percentile speeds exceeded the proposed speed limit, it is considered that the introduction of the proposed compact roundabout will provide a significant element of natural traffic calming, requiring drivers to reduce speed on approach to and through the junction and along Camer Road.

The roundabout will introduce a change in the character of the road environment, reduce vehicle approach speeds, and reinforce driver expectation of a lower speed environment associated with the proposed 30mph limit. Consequently, it is considered that the roundabout itself will provide the necessary speed attenuation, and no additional traffic calming measures are required. The proposed speed limit and junction arrangement will operate together to create a self-enforcing lower-speed environment in accordance with the objectives of the Kent Design Guide.

Walking and Cycling Access

The Applicant welcomes KCC Highways' support for the principle of the proposed active travel corridor.

As this is an Outline planning application, the submitted Parameter Plans are intended to establish the key development principles, with the detailed design of streets, frontages, pedestrian and cycle routes, landscaping and lighting to be progressed through subsequent Reserved Matters applications. This process will ensure that routes are attractive, well-overlooked and designed in accordance with the principles of *Manual for Streets* and *Secured by Design*, incorporating appropriate passive surveillance and lighting where required.

The proposed restriction of general traffic along the southern section of Norwood Lane has been developed to prioritise walking and cycling, improve user safety and discourage through traffic, whilst maintaining essential access where required. Furthermore, Norwood Lane has been identified as forming part of the

proposed Route 15 cycle corridor and the restriction of general traffic will complement and enhance the delivery of these strategic active travel improvements.

The Applicant acknowledges the importance of integrating the site with neighbouring developments and has tried to engage with adjoining landowners and KCC to maximise opportunities for connectivity where reasonably practicable. However, the proposed development has been designed to operate independently and does not rely upon infrastructure associated with adjacent applications to make the scheme acceptable.

Whilst it is acknowledged that there is currently no pedestrian footway along the section of Camer Road between Norwood Lane and Camer Park Road, there is no reasonable opportunity to provide one within the existing adopted highway.

Notwithstanding this, the proposed internal pedestrian network has been designed to connect directly with Norwood Lane and, where possible, facilitate future integration with adjacent land. Should the neighbouring development (Ref. GBC/2025/107994), which was at appeal at the time of writing, be approved and implemented, it would deliver a new pedestrian link between the proposed development, Green Lane and the wider pedestrian network. Which has been referenced in the sites TA as being agreed with KCC to safeguard walking and cycling links. The proposed layout has therefore been designed to integrate seamlessly with this potential future connection, whilst remaining fully acceptable and operational as a standalone development.

The Applicant agrees that convenient and direct access to the proposed school, local facilities, public transport and surrounding communities will be fundamental to encouraging sustainable travel and therefore significant improvements to the surrounding pedestrian and cycle network are already proposed as part of the development, the detailed design of these works, will continue to be refined through the detailed design process in consultation with KCC Highways.

Access to the proposed development is a key component of the site design, particularly given the inclusion of a primary school and sports facilities. Pedestrian and cycle access points have been strategically located around the site to maximise permeability and encourage sustainable travel. The development will be readily accessible on foot and by cycle from both Meopham and Sole Street railway stations, as well as from the surrounding residential areas such as Meopham and Hook Green where future pupils are likely to reside.

In addition, the proposed sports facilities will be conveniently accessible via the existing pedestrian network, which will be enhanced as part of the development to provide a continuous, safe and attractive walking and cycling route. These improvements will create a comprehensive and well-connected active travel network, linking the development with the surrounding community and key local destinations.

Overall, the proposed development represents a significant enhancement to the existing active travel network and will provide improved opportunities for walking, cycling and public transport use over the existing situation, consistent with the objectives of the National Planning Policy Framework and the Local Transport Plan.

It should be noted that correspondence from Active Travel England was received on 20th March 2026 and, as part of the proposals put forward within this Technical Response, we look forward to KCC reconsulting with ATE.

Public Transport Access

The Applicant welcomes KCC Highways' support for the principle of the proposed bus route through the site, and the provision of a new bus stop adjacent to the proposed primary school.

Since submission of the application, the Applicant has been working proactively with KCC and local bus operators to develop a comprehensive public transport strategy for the site. As part of the proposed Section 106 package, the development will provide a new dedicated bus service between the development site and Gravesend along with safe guarding for school transport.

Discussions with the bus operator have identified the requirement for a new dedicated bus service (Route 307), providing a service directly from the development to Gravesend. The proposed service would follow the existing 308 corridor along the A227, providing residents with a direct hourly service whilst also allowing convenient access to the existing 308 service via Meopham Village. Collectively, these services would provide a regular and attractive public transport offer connecting the site with key destinations.

The bus operator has confirmed that suitable infrastructure to support the new bus route should be provided within the development. The development proposals plan to include a dedicated turning facility, driver layover area and associated driver welfare facilities. The proposed operator has also requested that the terminus is designed as a high-quality public transport hub, incorporating features such as covered waiting facilities, lighting and real-time passenger information to encourage bus patronage. The Applicant has confirmed that they are happy with a suitably worded planning condition to explore the opportunities to provide these facilities within the proposed development.

Furthermore, discussions with the operator will continue as the scheme progresses to refine the routing and timetable, ensuring that the service appropriately connects residents with key destinations, including schools, healthcare facilities, Meopham station and Gravesend Town Centre, whilst also providing sufficient capacity for school travel.

It is therefore considered that the proposed development not only safeguards the infrastructure necessary to support high-quality public transport but also provides the funding required to secure a dedicated bus service from the outset. Consequently, the development accords with the objectives of KCC's Public Transport Strategy and the requirements of the National Planning Policy Framework in promoting sustainable transport choices.

Swept Path Analysis

The applicant welcomes KCC Highways' acceptance of the submitted vehicle tracking for the proposed access arrangements. In response to the comments regarding the turning head, additional vehicle tracking has been undertaken using the appropriate design vehicle to demonstrate that larger vehicles serving the existing properties on Norwood Lane can safely enter, turn and exit the turning head. The tracking demonstrates that the proposed arrangement operates satisfactorily and is provided on the drawing contained within Appendix D.

Visibility Splays

The applicant welcomes KCC Highways' acceptance of the proposed 43-metre visibility splays. As set out elsewhere within this response, the proposed compact roundabout will provide a significant element of natural traffic calming, reduce vehicle approach speeds and reinforce the proposed 30mph speed environment. It is therefore considered that the roundabout will act as the primary speed restraint measure, creating a self-enforcing lower-speed environment without the need for additional traffic calming features. Accordingly, the proposed visibility splays remain appropriate and compliant with the anticipated vehicle speeds along Camer Road.

Stage 1 Road Safety Audit

Since the submission of the planning application, a Stage One Road Safety Audit has been uploaded to the planning portal along with a designer's response. For completeness, this is included at Appendix E.

2.4 Trip Generation

As acknowledged within KCC's consultation response, the trip generation methodology was agreed with the Highway Authority on 29th October 2025.

KCC has subsequently queried whether all trips associated with the proposed 500sqm of Class E floorspace would be internalised, given the range of existing facilities available within Meopham. As this is an outline planning application, the precise nature of the Class E use has not yet been determined. However, it is envisaged that the Class E will provide small-scale facilities intended primarily to meet the day-to-day needs of future residents, such as a local convenience store and other neighbourhood services.

A review of the existing facilities within Meopham demonstrates that a range of comparable services are already available including:

- Morrisons Daily, Wrotham Road;
- Tesco Express, Wrotham Road;
- Costcutter, Wrotham Road;
- Meopham Leisure Centre, Wrotham Road.

The availability of these existing facilities demonstrates that the proposed Class E floorspace is unlikely to operate as a destination attracting significant numbers of new external trips. Instead, it will primarily provide an opportunity for future residents to meet their day-to-day needs locally, reducing the need to travel elsewhere. In addition, the proposals put forward such as providing a contribution to the A227 cycle corridor and footpaths to tie in with site GBC.2025/107994 to create a continuous walking link will enhance accessibility to these services as well.

Furthermore, convenience retail trips are widely recognised as being predominantly pass-by or diverted trips, whereby existing journeys on the highway network are redirected to the nearest available facility rather than creating wholly new vehicle movements. As such, the proposed local centre is expected to intercept existing trips and reduce the overall distance travelled by future residents.

Accordingly, it is not anticipated that the proposed Class E floorspace will generate a material level of external vehicular trips beyond those already accounted for within the agreed trip generation assessment. Any limited external trips that do occur are also likely to be undertaken by sustainable modes, including walking and cycling, reflecting the local nature of the services provided and the comprehensive active travel infrastructure proposed as part of the development.

2.5 Trip Distribution and Junction Modelling

As requested by KCC additional local junction modelling using the appropriate modelling software has been undertaken. Namely:

- A227 Wrotham Road / Green Lane Priority Junction
- Sole Street / Jeskyns Road Priority Junction
- Sensitivity test on Site Access for Scenario 3

A227 Wrotham Road / Green Lane

Using the traffic flows provided by the KTM, a traffic model has been developed at the A227 Wrotham Road / Green Lane priority junction using the industry standard software Junctions 11, to replicate the existing and future conditions of the priority junction.

It should be noted that for consistency the same geometries have been used for the capacity test of the junction as application GBC/2025/107994, to which KCC did not provide any objection. For testing of 'Scenario 3', it demonstrated that the minor arm (Green Lane) operated significantly over capacity, due to the amount of traffic from the development in the future year scenario. Table 2.2 demonstrates the results from the modelling capacity assessment.

Table 2.2 A227 Wrotham Road/Green Lane – Scenario 3

Junction Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Scenario 3						
Green Lane – A227 South	53.7	625.50	1.39	0.9	15.09	0.48
Green Lane – A227 North	35.2	636.42	1.37	1.0	41.75	0.51
A227 South – A227 North (Right Turn)	0.9	12.35	0.47	1.8	14.90	0.60

It can be seen that the junction operates over capacity significantly in the AM peak hour, the RFC values are significantly over the 0.90 RFC threshold and there is severe queuing and delay. In the PM peak hour period, the junction operates significantly better.

In order to mitigate the impact of the development, a proposed outline scheme for signal control at the junction has been put forward as part of a mitigation package. An outline design has been provided which demonstrates signals can be accommodated at the junction, the outline design is provided in Appendix F. In order to demonstrate the impact on the operational capacity of the junction a LinSig model has been developed for Scenario 3, the results are displayed in Table 2.3, with the full modelling reports provided in Appendix G.

Table 2.3 A227 Wrotham Road/Green Lane – Scenario 3 Signalisation

Junction Arm	AM Peak			PM Peak		
	Mean Max Q	Total Delay	Deg Sat (%)	Mean Max Q	Total Delay	Deg Sat (%)
Scenario 3						
Wrotham Road (N) ahead left	9.2	2.7	54.1%	4.5	0.9	34.2%
Green Lane Left Right	12.3	4.9	75.1%	4.7	2.3	56.6%
Wrotham Road (S) ahead right	15.0	5.2	77.1%	10.4	2.3	59.0%

It can be seen that the junction operates with large amounts of practical capacity as a result of the introduction of signals at the junction for the worst case scenario, which would suitably mitigate the impacts of the development for the future year scenario.

Sole Street / Jeskyns Road

Traffic flows were obtained from the KTM at the junction, however on inspection of the flows provided by the KTM there omissions of online flows from Jeskyns Road to the Street and vice versa. All other turning movements were provided by the KTM.

In order to derive online flows at the junction, a classified turning count survey was undertaken on 28 July 2026 during the weekday AM (07:30–08:30) and PM (17:00–18:00) peak hours. The survey recorded all vehicle movements between the three junction arms, allowing the existing traffic distribution through the junction to be established.

The observed turning movements were subsequently converted into turning proportions by expressing each movement as a percentage of the total traffic departing each approach arm. Whilst the turning count provides a robust indication of route choice, it is recognised that July is not a neutral month.

Therefore, an Automatic Traffic Count (ATC) data from June 2023 was purchased from KCC traffic data team. This was used to provide a neutral period and therefore the observed ATC flows were adopted as the basis for forecasting future traffic demand and applied to turning counts proportions from the 2026 data to provide robust online flows for modelling purposes.

Forecast traffic flows were derived using TEMPro (NTEM) growth factors generated for the Gravesham local authority area, applying growth across all road types. Growth factors were calculated for both the model base year (2026) and future assessment year (2042) and applied to the observed ATC flows to derive forecast two-way traffic volumes on The Street. The workings are provided in Appendix G.

At the request of KCC, a traffic model has been developed at the Sole Street / Jeskyns Road priority junction, using the industry standard software Junctions 11, to replicate the existing and future conditions of the priority junction.

It should be noted that for consistency the same geometries have been used for the capacity test of the junction as application GBC/2025/107994, to which KCC did not provide any objection. Table 2.4 demonstrates the results from the modelling capacity assessment. Full Modelling Outputs are provided in Appendix G.

Table 2.4 Sole Street / Jeskyns Road – Scenario 2

Junction Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Scenario 2						
Sole Street – Right/Left	21.4	136.17	1.03	17.6	127.31	1.01
Jeskyns Road – Right/Straight Ahead	1.9	15.64	0.66	3.8	22.72	0.79

It can be seen that with the addition of the development traffic for the future year, the junction operates over the theoretical capacity threshold, with queuing and delays specifically on the Sole Street arm of the junction.

In order to mitigate the impact from the development, a sensitivity test has been undertaken to determine that if a left and right turning lane on the approach to Sole Street was provided, with the ability to stack two PCUs on the left turn would this improve the capacity. The results of the mitigation model are provided in Table 2.5 and detailed modelling outputs provided in Appendix G.

Table 2.5 Sole Street / Jeskyns Road – Scenario 2 – Mitigation

Junction Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Scenario 2 – Mitigation						
Sole Street – Left	3.7	41.99	0.81	2.7	38.29	0.75
Sole Street – Right	3.5	63.21	0.81	4.3	72.44	0.83
Jeskyns Road – Right/Straight Ahead	1.9	15.64	0.66	3.8	22.72	0.79

It can be seen from **Table 2.5** that the junction operates within the theoretical capacity as a result of the proposed two lane approach on Sole Street.

Sensitivity Test on Site Access for Scenario 3

The request from KCC to undertake capacity assessment testing on the site access junction with Camer Road is noted and this has been undertaken for the revised site access design and for Scenario 3. The results are displayed in **Table 2.6** and the full results in **Appendix G**.

Table 2.6 Site Access/Camer Road – Scenario 3

Junction Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
1.Camer Road (S)	0.5	4.50	0.31	0.9	5.99	0.46
2.Site Access	1.0	6.35	0.49	0.2	4.24	0.18
3.Camer Road (N)	1.0	6.32	0.50	0.6	4.56	0.39

It can be seen from the results of the junction capacity assessment that the site access operates with large amount of capacity for Scenario 3.

2.6 Policy

KCC concludes that the proposal currently fails to demonstrate compliance with the following policies:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance
- Department for Transport Circular 01/2022
- Gravesham Design Code

However, considering the improved public transport and walking and cycling proposals outlined within this report it is suggested that the revised development proposals are now supportive of the quoted local and national policies.

2.7 Public Rights of Way (PROW)

A response has been received from KCCs PROW team dated 16th March 2026, a copy of which is contained in Appendix H.

The Applicant welcomes the positive and constructive comments received from the Kent County Council Public Rights of Way Team and notes their support for the principle of retaining Public Footpath NS192 within the proposed development.

As illustrated on the proposed masterplan, Public Footpath NS192 will be retained on its existing alignment and incorporated within a substantial area of public open space, ensuring that its recreational value and function are preserved whilst providing an attractive and accessible green corridor through the development. The route will remain open and available for public use throughout the lifetime of the development and will be clearly integrated into the wider movement network through appropriate signage and wayfinding.

As this is an Outline planning application, the detailed design of the Public Right of Way, including surfacing, widths, landscaping, drainage, lighting (where appropriate) and associated infrastructure, will be developed through the Reserved Matters process in consultation with Kent County Council's Public Rights of Way Team. The Applicant is committed to providing an all-weather surface suitable, within the red line boundary of the site for year-round use and will continue to engage with the Highway Authority to agree the detailed specification prior to implementation.

The Applicant notes the comments regarding the relationship between Public Footpath NS192 and the proposed Active Travel corridor. The detailed design of these routes, including their status, alignment, crossing arrangements and priority, will be determined through the detailed design stage in consultation with Kent County Council. The Applicant acknowledges the importance of ensuring that the final arrangement provides a safe, legible and intuitive environment for all users whilst appropriately respecting the legal status of the Public Right of Way.

The Applicant acknowledges that any works affecting the Public Right of Way will require the appropriate approvals from Kent County Council as Highway Authority and confirms that any temporary closures, diversions or works undertaken during construction will be progressed in accordance with the relevant statutory procedures. Public Footpath NS192 will be protected throughout the construction period, and construction activities will be managed to avoid obstruction or unnecessary disruption to users.

The Applicant raises no objection in principle to the submission of a Public Rights of Way Management Scheme through an appropriately worded planning condition, as recommended by the Public Rights of Way Team. This will enable the detailed design, construction, protection and long-term management of Public Footpath NS192 to be agreed with the Highway Authority as the proposals progress.

Finally, the Applicant notes the request for a financial contribution towards the future maintenance of Public Footpath NS192 t0 the sum of £3,500. Given the increased use that will result from the proposed development and the improvements to the route proposed as part of the scheme, the Applicant is willing to committee to this through a S106 agreement.

2.8 Framework Travel Plan

The vision of the site focusses on providing a development that prioritises active and sustainable travel when developing the transport and movement strategy. As such, the 10% reduction in car driver trips is considered achievable given the proximity to Meopham and Sole Street Stations, which provide rail connections to employment opportunities in London, as well as walking and cycling routes to local facilities.

Improved walking and cycling links, together with a dedicated pedestrian connection to Sole Street Station, as set out in this response, will significantly enhance access to frequent rail services. In addition, the proposed dedicated bus service through the site will provide a substantial enhancement to the existing public transport network, improving accessibility to a range of local and strategic destinations. These measures, which are to be secured through Section 106 and Section 278 Agreements, will deliver significant improvements to the existing walking, cycling and public transport infrastructure serving the site and its surrounding communities.

Accordingly, the proposed development accords with the objectives of Paragraph 155 of the National Planning Policy Framework (NPPF), providing a sustainable location where residents are afforded genuine opportunities to travel by sustainable modes. These improvements will be further reinforced through the implementation of a robust Framework Travel Plan, designed to encourage and support a long-term shift towards active and sustainable travel.

Whilst a 10% reduction in car trips represents an ambitious target, it is considered both realistic and achievable when viewed alongside the comprehensive package of walking, cycling and public transport enhancements proposed. Collectively, these measures provide an appropriate balance between ambition and deliverability, supporting the creation of a genuinely sustainable development and a meaningful reduction in reliance on the private car.

As set out in the Travel Plan, the targets will be reviewed and refined following the baseline travel surveys, the targets for a 10% reduction in car trips will not be reduced. Instead, the review will focus on the proportional uplift in walking, cycling and public transport trips based on a more detailed understanding of the travel characteristics of the site.

In regard to a Car Club, contact has been made with Enterprise who have confirmed that the provision of a car club within the proposed development would be viable. The applicant will look to agree a suitably worded planning condition.

A School Travel Plan will be required prior to first occupation and will be secured via a planning condition.

2.9 Framework Parking Management Plan

A Full Parking Management Plan, based on the information submitted as part of this planning application, will be secured via a planning condition and addressed at a Reserved Matters stage.

2.10 Lighting

The comments on lighting are noted and as the application is for outline planning consent, any lighting assessment as part of the proposed improvements or internal layout would be provided as part of the S278 process at a Reserved Maters stage.

Appendix A
KCC Highways and Transportation Correspondence

Gravesham Borough Council
Civic Centre
Windmill Street
Gravesend
Kent
DA12 1AU

Highways and Transportation
Kroner House
Eurogate Business Park
Ashford
TN24 8XU
Tel: 03000 418181
Date: 25 March 2026
Our Ref: AC

Application -	**GB/20260207**
Location -	**Land North of Camer Road, Meopham, Gravesend Kent**
Proposal -	**Outline planning application for up to 725 dwellings (Use Class C3), a new two-form entry primary school (Use Class F1), a Local Centre (up to 500sqm of Class E floorspace), the provision of Public Open Space including sport and recreation facilities alongside associated access, landscaping, parking, and infrastructure; with all matters reserved except for access.**

Thank you for your consultation in relation to the above planning application. Kent County Council highways (KCC) has the following comments to make with respect to highway matters:

Summary
KCC has concerns regarding the sustainability and highway impacts of the proposed development. In particular, there are shortcomings in the walking, cycling and public transport infrastructure surrounding the site, which currently does not provide safe or attractive alternatives to private car use. Further concerns relate to the absence of local junction modelling, the limited bus service provision, and the scheme's current inconsistency with policy.

The Site
The existing site is located to the north of Camer Road and east of Norwood Lane, in the village of Meopham and is currently formed of mainly open fields.

Existing Access
Walking and Cycling Access
As set out at pre-app stage, routes used by pedestrians and cyclists should be direct, well connected, well lit, attractive and overlooked. There is concern that whilst this may be achievable on the site itself, the routes to / from local facilities do not provide sufficient infrastructure to support the development.

A Walking and Cycling Audit (WCA) has been undertaken with the results presented in the Transport Assessment (TA) Appendix C. A number of issues are highlighted including narrow or complete lack of footways along key routes (e.g. Green Lane), vegetation overhang, lack of lighting, lack of dropped kerbs, uneven surfacing, lack of cycle parking at local destinations, stepped access only at some destinations. The TA states "*Where issues are identified in this [WCA] assessment, these should be reviewed by the local authority and appropriate funding streams or mechanisms for implementation identified if appropriate as part of authority wide*

improvements." This is not acceptable; the developer must implement improvements where required, prior to first occupation, in order to ensure new residential / site users have appropriate walking, cycling and public transport connections between the site and local destinations.

Section 3.10 of the TA relates to the Gravesham Borough Council (GBC) Local Cycling and Walking Infrastructure Plan (2022) and Figure 3.1 shows the two routes proposed in the vicinity of the site. The TA states "*As part of this TA, consideration is given to how future occupiers of the site could utilise the route and whether the proposed development can support its provision*." However, no further detail is provided. Both routes are currently sub-standard and it is requested that GBC and the applicant decide which route should be prioritised so improvements can be directed towards it. KCC's Active Travel team's preference is for Route 15, across the site rather than along Sole Street as this avoids the pinch point over the railway bridge. As well as rolling rails on the railway bridge for NS192, rolling ramps at Sole Street and Meopham stations are recommended.

Please note the Kent County Council Walking and Cycling Implementation Plan identifies Norwood Lane as a key route (CR15).

Public Transport Access

The existing bus provision in the area is poor, so whilst bus stops may be physically present, the bus connectivity is not appropriate to serve the development. The TA does not set out the first and last bus times for each service and it is therefore unclear as to whether the AM and PM periods are served.

Paragraph 2.11 of the TA states "…*However bus service frequency across both weekdays and weekends may affect the viability of daily bus travel except for school trips*." The KCC Public Transport Note (sent to the applicant in January 2026) confirmed that school bus provision in this area is understood to be operating at full capacity and therefore consideration will need to be given as to how new development safeguards the provision of additional capacity needed to cater for additional demand.

Meopham Train Station is located within 750 metres of the northern boundary of the site and Sole Street is located on the northern boundary of the site, which is very advantageous. However, the pedestrian and cycle routes to both stations are substandard in places (or non-existent with regard to cycle routes) and both stations lacks step free access to platform two. Use of the stations is therefore likely to be less attractive than if appropriate routes were available, particularly for those with mobility impairments, walking aids or prams.

Vehicle Access

There are currently no vehicle access points into the site.

Local Amenities

There are a small number of local amenities within walking and cycling distance of the site, including a post office, convenience stores, GP, nursery, schools and a leisure centre. However, the walking and cycling links to these facilities are poor or absent in places, meaning that car trips are likely to be the dominant mode to a number of them. The links must be improved and any gaps in the network need to be filled.

The provision of a school on site is welcomed as this will reduce off-site trips. Attractive and high-quality walking (and where required) cycling routes between the residential units and the school will be expected at reserved matters application stage. It is noted that the school is unlikely to be delivered from the outset and therefore walking and cycling links must be present to / from existing schools.

Crash Data

A crash data assessment has been undertaken in section 2.1 and concluded that "*Therefore, whilst any collision is unfortunate, there is not deemed to be any inherent safety issues with the local highway network so there is no need for further investigation*." However, of the five serious collisions that occurred, four involved vulnerable road users (three cyclists and one motorcyclists). This suggests that the existing network may not provide a safe network for these users and additional trips from the proposed development may exacerbate this, without improvements to the walking and cycling network being implemented. This reinforces the need to provide improvements.

Traffic Counts

The traffic data on the first two pages of Appendix D shows a significant Monday peak, which is questionable and is not reflected in the ATC data. Clarification is required as to whether this is an error and whether this error affects the rest of the assessment.

Development Proposals

The development proposes to provide up to 725 residential dwellings (use class C3) with 50% private and 50% affordable, a two-form entry primary school (use class F1), 500sqm of commercial use (use class E), 750sqm club house (use class F2(b) and two sports pitches (use class F2(c).

The Vision for the site is made up of six principles, including "*Principle 1: Residents can walk, wheel of cycle safely to local facilities,*" and "*Principle 3: Residents can viably travel to key destinations by bus and rail*." Whilst this may be possible for the new school, it is questioned whether this is achievable to facilities outside of the site due to such things as the lack of footways, cycle ways, crossing points and unlit streets.

Access Proposals

Vehicle Access

The main vehicle access to the site is proposed to be via a new roundabout onto Camer Road. An emergency access will be provided onto Norwood Lane. The principle of this strategy is acceptable.

The internal road network is to comprise of a 6.75 metre primary route, a 5.5 metre primary street and a 5.5 metre secondary street. The figures relate only to carriageway width and it is questioned why the widths required for footways and cycle routes are not also being secured at this time, as shown in the Design and Access Statement (DAS).

Please can the applicant confirm why a roundabout has been proposed in lieu of a priority junction, which would be more in keeping with the surroundings and are usually safer for pedestrians and cyclists? The roundabout has a large diameter of 45m, however, paragraph 13.12.1 of the Design Manual for Roads and Bridges (DMRB) CD116 states "*On a single-carriageway road, where predicted flows are low and increased lane width is not operationally necessary, a compact roundabout with single lane entries should be used*." Please confirm why a compact roundabout (possibly with HGV over run areas) has not been proposed / provide justification for the large diameter, and that the entry path radius is in line with DMRB.

There is an existing vehicle access to the east of the roundabout circulatory, on its eastern arm, and KCC are concerned this is too close to the roundabout entry and exit. Further information should be submitted to confirm the proximity of the access complies with DMRB, and this should include vehicle tracking to demonstrate that vehicles can safely access and egress this link with the roundabout in place.

No footways or cycle routes are shown on the roundabout site access plan and these are required. Please confirm why the footway within the site stops prior to the roundabout instead

of continuing around it. It would be beneficial for a footway and cycleway to continue along Camer Road east to Sole Street Station and west to the A227. At section 4.4, the TA states "*Camer Road to be widened to a continuous 5.5m east of the proposed site access roundabout to Royal Hounds Dog Park*." Public transport guidance states bus routes should have a carriageway width of 6.5m (minimum 6.2m) (which again lends the design to focus on improved facilities along Camer Road), although it is recognised that Camer Road is an existing bus route.

The 30mph speed limit along Sole Street is proposed to be extended along Camer Road, to the existing 30mph section on Green Lane, removing the derestricted section. This is supported. However, as the Automatic Traffic Counter (ATC) showed the 85th percentile speeds were above 30mph (41mph eastbound and 37mph westbound), speed attenuation measures must be provided at appropriate intervals set out in the Kent Design Guide, so the 30mph is naturally enforcing.

Walking and Cycling Access

The southern end of Norwood Lane is proposed to be restricted to general vehicle traffic, creating an active travel corridor. Whilst the principle of an active travel corridor is supported, there is no justification as to why existing vehicles are to be restricted, and KCC is concerned that the lack of lighting and passive surveillance (from existing vehicles) would result in an isolated link that would not be attractive to pedestrians and cyclists, particularly when it is dark. This should be addressed.

Whilst it is recognised that the application is Outline and therefore only the land use plots are shown on the parameter plans, it is questioned whether the applicant would commit to having frontage development along Norwood Lane that would create passive surveillance, or whether consideration has been given to maintaining the existing vehicular link along Norwood Lane, incorporating horizontal speed attenuation measures, and providing a high quality walking and cycling link alongside it? It is unclear how many new residents would be likely to use this section of Norwood Lane in favour of walking through the site on high quality routes, emerging onto Norwood Lane further north. There is also concern that the 'no entry' sign alone will not deter people from using this access for general use and further consideration of this is required.

The applicant will be aware of the live application for the adjacent site, west of Norwood Lane (GBC/2025/107994) and it is requested that the applicants discuss the proposals for Norwood Lane, to deliver a joint high-quality scheme (one that is of course not reliant on the other coming forward). As a minimum, there should be a key active travel link between the sites, particularly given the draw of non-residential use and the school that would result in trips between the two. It is also noted that the adjacent application proposes an emergency access onto Norwood Lane in the vicinity of the proposed turning head, and this must not be prevented under this application. There is likely to be a new link created by the adjacent site, between Norwood Lane and the existing footway on Green Lane, but the applicant cannot rely on that being delivered unless a Grampian condition was applied, which could lead to a ransom situation.

The new school and sports facilities are likely to draw existing residents from both Sole Street in the northeast and Meopham to the southwest, with the latter also likely to be a draw itself due to the presence of the facilities at Camer Parade. However, the route between these places is either substandard or non-existent. For example, from Sole Street, pedestrians and cyclists would need to travel along Camer Road, which only has a very narrow footway and no cycle facilities. From Meopham, pedestrians and cyclists are likely to travel along Green Lane and Camer Road, which has a narrow footway and no footway at all between Camer Park Road and Norwood Lane (the active travel link at Norwood Lane directing pedestrians

straight into the junction). The applicant should confirm what safe and suitable routes are available for these trips.

It is unclear at this Outline stage whether the routes within the site are to be adopted or not. If not, this could prevent future key links being created between Meopham and Sole Street, as applicants would not be able to assume use of the new routes and due to space, would also not be able to widen Camer Road to provide a sufficient footway and cycle route. It is strongly recommended that pedestrian and cycle facilities are provided along Camer Road, between Sole Street and Green Lane.

The placement of the crossing east of the dog park is questioned. Should vehicles exceed the 30mph speed limit, visibility to the crossing from the south may not be sufficient due to the bend in the road. The crossing is likely to be more beneficial slightly further south, on the bend, where visibility can be increased (and creating a direct link to the dog park), with an additional crossing adjacent to the pub, reducing the time pedestrians need to spend on Camer Road, should a new footway not be provided.

The existing link to Sole Street Station and the adjacent bus stop is currently poor, and will not be significantly improved by the applicant, despite the Environmental Statement Transport Chapter (ESTC) paragraph 5.96 stating that the development will result in an additional annual average daily flow of 2,009 vehicles. Residents will need to cross Camer Road only to cross back again a short way along the road. People waiting at the bus stop do not have a raised kerb to wait on and it is recommended that the area in front of the bus stop and the southern radius of the bell mouth into the station (should this be highway land), is kerbed for additional protection from vehicles, and an uncontrolled crossing is provided across the bell mouth.

It is strongly recommended that the applicant provides a link directly into Sole Street Station car park from the northern boundary of the site, as this could provide a direct, convenient and high-quality route to a train station. If this is not possible, justification should be provided. A link should also be explored to Meopham Station from The Sidings.

The pedestrian and cycle link onto the northern end of Norwood Lane is welcomed as this adds permeability to the site and allows pedestrians and cyclists the opportunity to connect to a new high-quality footway and cycleway as soon as possible from the existing network.

The provision of a mobility hub is welcomed.

A masterplan proposal has been provided in the DAS. Whilst this on-site layout does not form part of this Outline application, it is recommended that pedestrian links are created between the east-west active travel route through the site, and the Norwood Place and Camer Gate sections of the development.

<u>Public Transport Access</u>

The proposals allow for bus access through the site and a new bus stop outside of the primary school. This is welcomed and the intention is aligned with fulfilling a sustainable vision for the site. However, the existing bus services are not considered appropriate to serve the development and no information has been provided to demonstrate that the existing services will be sufficiently enhanced to meet the needs of a large development, or that the service providers would be willing to divert existing services into the site. Section 4.4 of the TA considers the diversion of the 416 and states "*It is recommended that a Planning Condition to secure a detailed Public Transport Strategy is the best mechanism to complete this*." However, given the poor public transport provision available currently, and lack of a clear strategy to improve this, the public transport strategy must be agreed at this application stage to ensure the site will have safe and suitable public transport access.

The applicant is aware that the KCC Public Transport team have put forward a strategy for this area of Gravesham that requires developer contributions to enhance the 308 bus service, providing a reasonably high frequency service along the main north-south route through Meopham, to serve key destinations, seven days a week. The pedestrian and cycle access to the north of the site is located approximately 400m from the nearest bus stop serving the 308 (although the implementation of an uncontrolled crossing is required across the A227 to reach the northbound stop). This means that all of the new residents will be located in excess of this distance. Further stops are provided adjacent to Green Lane, approximately 600m (southbound) and 750m (northbound) from the site's active travel route at the Norwood Lane / Camer Road junction. These distances are generally considered too far for people to have to walk to a bus stop and are a concern. Whilst the 311, 416 and 695 services run along Camer Road, their frequency is very poor and not suitable to serve a development of this scale (and it is also noted from the indicative phasing in the DAS that the bus road would not be provided until Phase two). It is therefore likely that the 308 would be the most attractive service to the new residents, even at an increased distance.

The development must ensure the site has access to a frequent bus service, seven days a week, connecting the site with places people want to go to. It is therefore requested that the applicant provides detailed information demonstrating either (a) an agreed enhancement and diversion of the existing services along Camer Road (including addressing the capacity issues of school services), (b) a new service, or (c) provide a per-dwelling contribution to the KCC Public Transport Strategy to enhance the 308 and school services. The latter is in line with other non-allocated and allocated developments likely to come forward in the area and is likely to be the most realistic and feasible option to enhance connectivity for the development.

Swept Paths

Vehicle swept paths for a bus, refuse vehicle and fire tender are shown on plans 211206-10 Rev A (sheets 1-6) for the main site access roundabout and the Norwood Lane / Camer Road junction. These are acceptable. The turning head should be tracked for a larger vehicle that may serve the existing houses along Norwood Lane, which would no longer be able to continue north / south.

Visibility Splays

43m visibility splays are shown on plan 211206-11 Rev A (sheets 1-4) for the site access roundabout, the emergency and bus access at Norwood Lane and the two crossing points on Camer Road. The splays are generally acceptable, assuming additional speed restraint measures are provided on Camer Road to naturally enforce a 30mph limit.

Road Safety Audit

A Stage One Road Safety Audit has not been submitted with the application and is required.

Trip Generation

The trip generation methodology and results were discussed with KCC at pre-app and were accepted on 29.10.25.

However, it is questioned whether all of the trips associated with the Class E use are likely to be internal to the site, as whilst KCC agrees that there is likely to be high internal mode share, the facilities in Meopham are very limited and if this is different to what is already on offer, it is likely to generate some external trips.

Trip Distribution and Junction Modelling

As requested by KCC, the applicant has undertaken highway capacity modelling using the Kent Transport Model (KTM), to present a strategic view of capacity issues on the surrounding network. The following three scenarios have been assessed:

- Scenario 1: 2042 without Development (without Galley Hill Road);
- Scenario 2: 2042 with Development (without Galley Hill Road); and
- Scenario 3: 2042 with Development (without Galley Hill Road) plus Local Plan cumulative developments.

The trips were distributed in line with the KTM. This is acceptable.

The modelling outputs in Appendix J and the ESTC show a significant vehicle flow on the local highway network around the site, which is to be expected. Local junction modelling should be undertaken for the A227 Wrotham Road / Green Lane and Sole Street / Jeskyns Road junctions, to demonstrate that these will operate satisfactorily, or that nil detriment is achievable.

The site access junction has been modelled for capacity using appropriate modelling software and the results show it is predicted to operate within capacity. However, this is based on scenario 2. A sensitivity assessment should be undertaken for scenario 3.

It is understood that National Highways has requested further information for the A2 junctions, which are on the strategic road network. KCC will await this information before providing further comments.

Policy

With regard to the National Planning Policy Framework (NPPF), section three of the TA quotes a number of paragraphs including 115 which states "*Safe and suitable access to the site can be achieved for all users;*" and "*Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach*," and paragraph 117 which states "*New developments should a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas*." In addition to that set out in the TA, paragraph 110 states "*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*." Paragraph 116 states "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios*." This cannot yet be determined. Paragraph 155 states green belt sites would not be regarded as inappropriate where (amongst other things), "*The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework*." Failure to provide genuine sustainable travel options appropriate even to a rural context means the proposal would be inconsistent with NPPF requirements.

The TA also references the NPPF consultation 2025, which states "*Mixed-use developments which would be within reasonable walking distance (800m) of a railway station would be supported,*" and "*Ensure development is located where it can support sustainable patterns of movement where a genuine choice of transport modes is available*." The consultation is not adopted policy and therefore bears no weight on this application. However, it is noted that only the northern most part of the site boundary is within 800m of the station, and it is questioned whether there is a "Genuine choice of transport modes," for site users.

With regard to the Planning Practice Guidance, the TA states "*Measures to improve accessibility of the location where these are necessary to make the development acceptable in planning terms;*" but despite the WCA demonstrating the need for improvements outside of the site, none have been proposed.

With regard to the Department for Transport Circular 01/2022, the TA quotes the following sections: "*Steers new development towards locations and designs that reduce dependency on private cars and favour walking, cycling and public transport*;" and "*Reducing car dependency: new developments should aim to be located where sustainable transport is, or can be made, feasible.*" It is questioned whether this is achievable.

No reference is made to the Gravesham Design Code. However, section 3.11 of the Code is titled "*Future for the rural areas*?" and states, "*Promote a sustainable network of unique villages co-locating key community facilities and commercial activities and better connected by pedestrian and cycling routes and by excellent, cost-effective public transport*," and "*Improved pedestrian and cycling permeability throughout each village*." The proposals do not currently align with the Design Code.

The Policy Summary section at 3.11 of the TA states "*The planning policy set out above collectively seeks to ensure that development is located where residents, staff and visitors are provided with genuine modal choice by situating development in locations that reduce the need to travel, reduce average journey lengths and benefit from local infrastructure to enable use of modes of transport other than the single occupancy private car*." It is questioned whether the development proposals are compliant with the collective aim given the improvements required on the surrounding walking and cycling network.

Further work is required by the applicant to demonstrate that the proposals align with national and local policies.

Public Rights of Way (PROW)
The PROW proposals should be discussed with the KCC PROW team.

Framework Travel Plan
A Framework Travel Plan has been provided and the aims and objectives are supported. However, it is questioned whether the 10% reduction in car-based trips (outside of the trips to the on-site school) is achievable, given the quality of or lack of walking and cycling links outside of the site to key destinations, and the poor-quality bus service.

Section 7.7 refers to car sharing and states "*If a car club is considered to be viable, residents will be provided with one year's free membership as well as £50 driving credit to encourage uptake*." This is welcomed. However, the applicant should liaise with car club companies and provide confirmation as to whether this is viable. If so, the applicant would be expected to fund the car itself. The document also refers to trying to negotiate discounts for one year's free public transport ticket. If existing services are diverted into the site, this contribution should be provided by the applicant to encourage take up.

The document states the targets will be reviewed and refined following the baseline travel survey results. However, the targets for a reduction in car trips must not be reduced.

The text under Figures 3.3 and 3.4 regarding walking and cycling isochrones is misleading given the poor quality and / or lack of pedestrian and cycling routes in this area.

A school specific Travel Plan will be required prior to first occupation.

Framework Parking Management Plan
A Framework Parking Management Plan has been submitted but contains limited information at this stage. A Full Parking Management Plan will need to be conditioned to any permission granted.

Lighting
Section 4.4 of the TA states active travel routes will be well lit, yet no lighting plans are provided and these are required to demonstrate they can be delivered (particularly on Norwood Lane). Please note whilst KCC would be open to taking on maintenance of lighting, it would need to meet minimum specifications. KCC do not maintain the majority of the lighting within Meopham, and it is suggested that discussions are undertaken with the Parish Council. Any street lighting that may be provided within the site needs to be co-ordinated with tree planting to ensure there is no detrimental effect on the lighting levels.

Conclusion
KCC would like to place a holding objection on the application until the above issues have been resolved.

It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens and near the highway that do not look like roads or pavements but are actually part of the public highway.

Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

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

Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below:

https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance.

This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. Further details on this are available on our website below:

https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits of the highway

boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority.

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Further guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

Yours faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.

Appendix B
Pedestrian Access to Sole Street Station

Ramp designed in accordance with the *Inclusive Mobility* guidance, which states that a 1:20 gradient should be provided.

Parking bay denoted in **red** will need to be relocated to accommodate connection to/from the development. Bays denoted in **black** are to be retained.

Existing lighting column to be retained. Bin to be relocated

Estimated location of car parking bays

Flat landings to be provided at corners of the ramp access to aid wheelchair users.

Flat landings to be provided at corners of the ramp access to aid wheelchair users.

Footpath to be provided within the internals of the site, exact alignment to be determined during detailed design.

Level difference between proposed site and National Rail land has been estimated to be 3.0m.

Parking bay denoted in **blue** has been relocated from the lost parking bay for the pedestrian connection. Bays denoted in **black** are to be retained.

Hatched yellow area to remain clear of obsturctions to maintain access to the telecommunications area within the station car park.

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Date of 1st Issue	Description	Drawn by	Checked by
22/07/26	First Issue	OH	GB

Key:

- Site Boundary
- Base Mapping
- Topographical Survey
- Proposed Design
- Dimensions

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on OS mapping and topographical survey.
3. The formation of the ramp access, which includes the asssumed level difference between the site and the railway station has largely been based on OS mapping.

   Should this strategy be progressed, it will be important to obtain addtional topographical survey data of the adjacent car park so that a robust assessment can be provided.

A3 SCALE
1:250

Drawing Title
Land North of Camer Road, Meopham
Pedestrian Access Design
Sole Street Station Ramp Access

Client
The McManus Family

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

Drawing Number
211206-101

Revision
-



- Site Area: **44.3 ha**
- Developable Area **18.1 ha** (**725 homes @40 dph**)
- Public Open Space
- Primary School **2.2 ha**
- Improvements to Norwood Ln / Active Travel Zone
- Active Travel
- Active Travel Access Point
- Primary Street
- Secondary Street
- Bus Route & Stops
- Recreational Route
- Existing PRoW
- Improvements to Railway Crossing
- Focal Points
- Indicative School Building
- Attenuation Features
- Neighbouring Potential Development Site
- Proposed Pump Station
- Indicative Tree Planting
- Indicative Play Areas and Outdoor Gym
- Primary Vehicular Access
- Emergency / Bus Access
- Dog Park
- Allotments
- Civic Space
- Sports and Play Hub
- Local Centre
- Sole Street Railway Station

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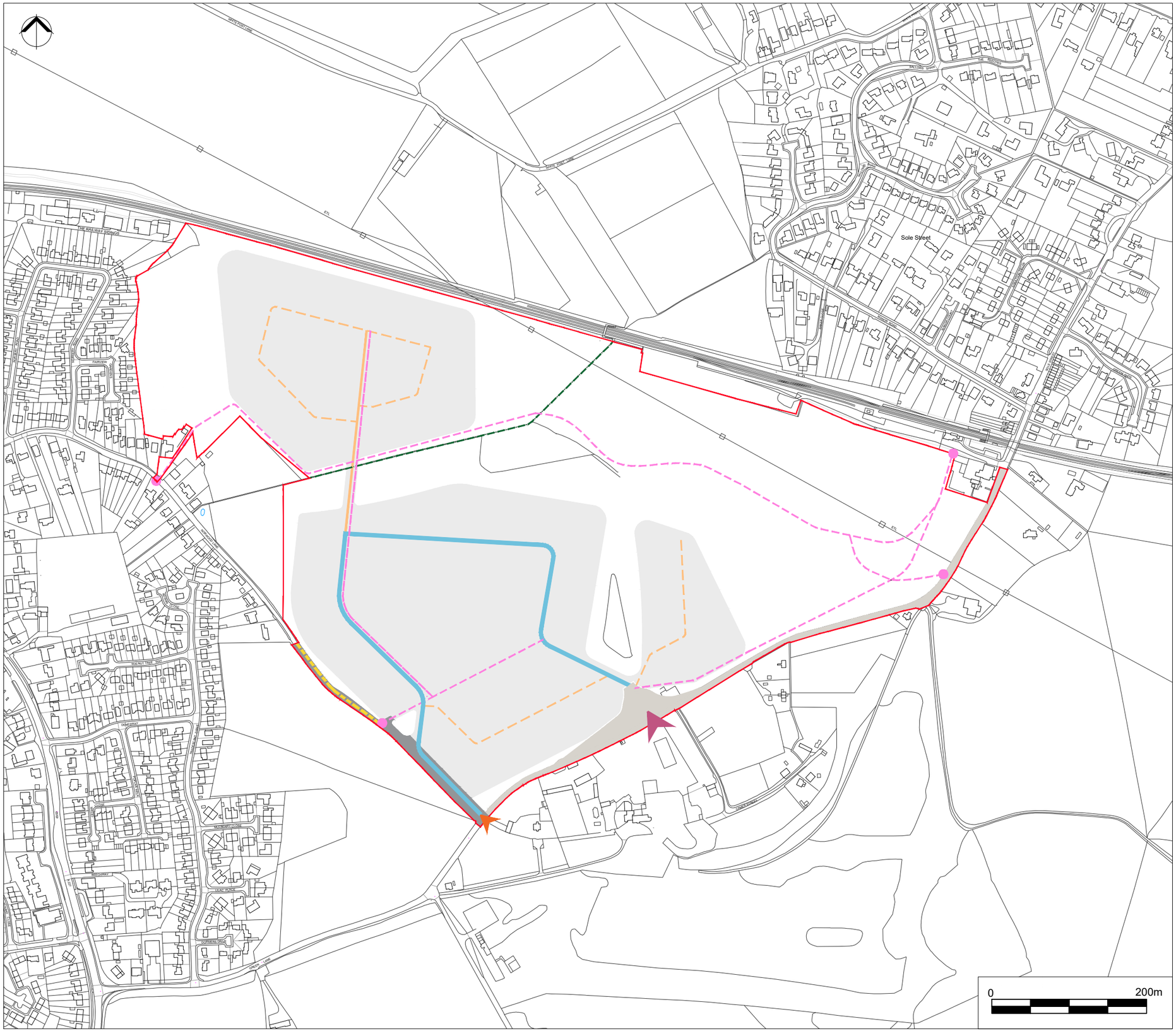
CLIENT: McManus Family

PROJECT: Land between Meopham and Sole Street

TITLE: Concept Masterplan

DRAWN BY	CHECKED BY	
CS	MP	
SCALE @ A3	DATE	
NTS	August 2026	
PROJECT NO.	DRAWING NO.	REV.
I000487	DL05	G

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- Planning Application Boundary - 44.32 ha
- Development Area
- Zone for improvements to Norwood Lane including a bus only / emergency access and an active travel route
- Zone for improvements to Camer Road, including new access, visibility splay and a new pedestrian crossing point
- Primary Access Point
- Bus Only & Emergency Access Point
- Primary Loop Street to include bus route and active travel corridor - carriageway width up to 6.75m.
- Primary Street - carriageway width 5.5m
- Indicative Secondary Street - carriageway width 5.5m
- Indicative Active Travel routes, in line with LTN 1/20
- Active Travel access points
- Retained Existing Public Right of Way
- Closure of Norwood Lane for general traffic and implementation of new active travel route

Notes:

1. Streets to include SuDS and tree planting.
2. Ensure active travel crossings are compliant to LTN1/20.
3. Limits of deviation +/- 5 metres either side on all movement routes shown on the plan.

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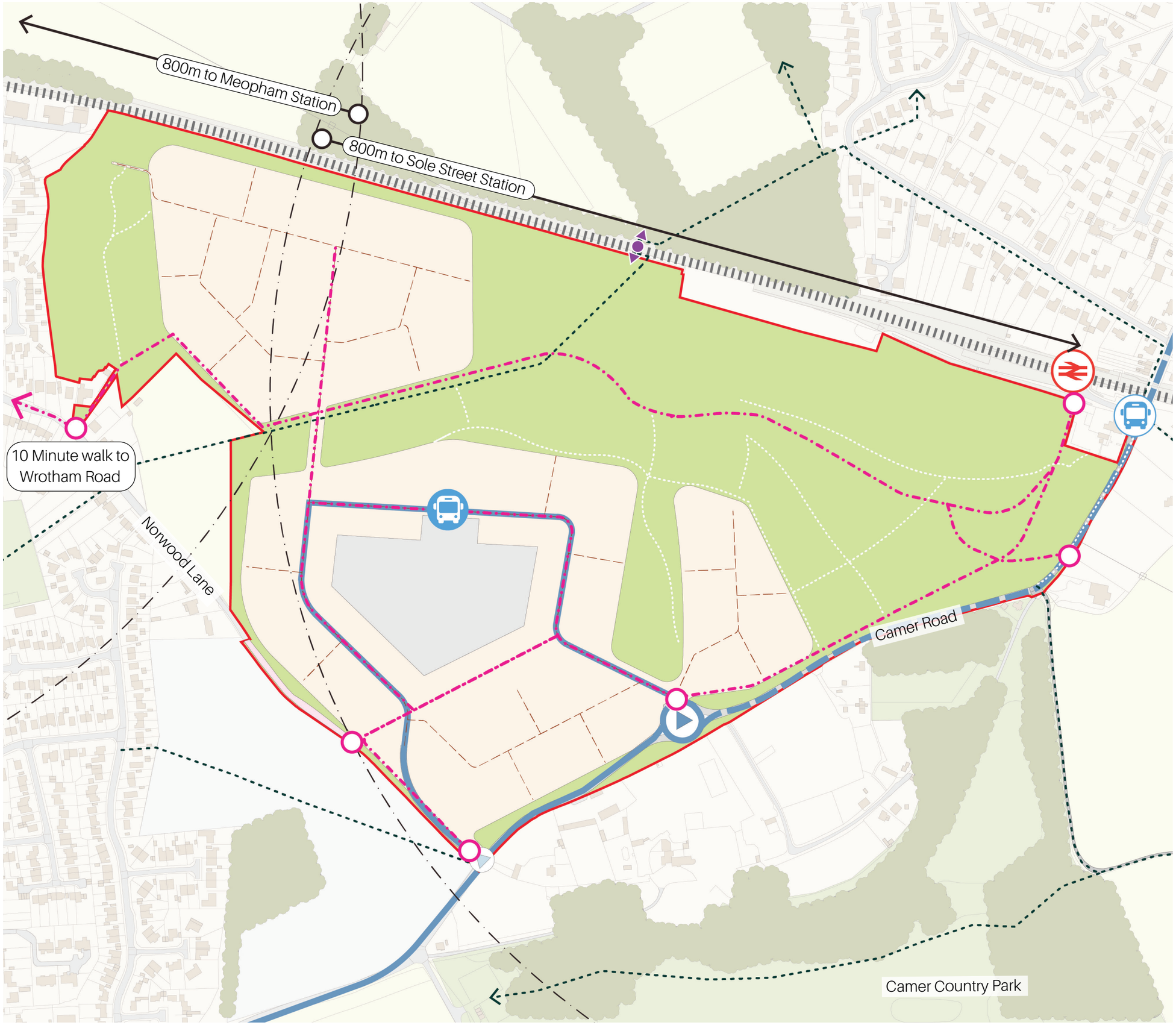
CLIENT
McManus Family

PROJECT
Land between Meopham and Sole Street

TITLE
Movement and Access Parameter Plan

DRAWN BY	CHECKED BY	
MA	MP	
SCALE @ A3	DATE	
1:5000	04.08.2026	
PROJECT NO.	DRAWING NO.	REV.
I000487	DL02	C

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- Site Area: **44.3 ha**
- Developable Area
- Public Open Space
- Improvements to Norwood Ln / Active Travel Zone
- Active Travel
- Active Travel Access Point
- Public Rights of Way
- Footpath
- Improvements to Railway Crossing
- Primary Vehicular Access
- Emergency / Bus Access
- Proposed Access Junction
- People-friendly Streets
- Existing Bus Route & Stop
- Proposed Bus Route 307 Route & Stops
- Sole Street Railway Station

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CLIENT: McManus Family

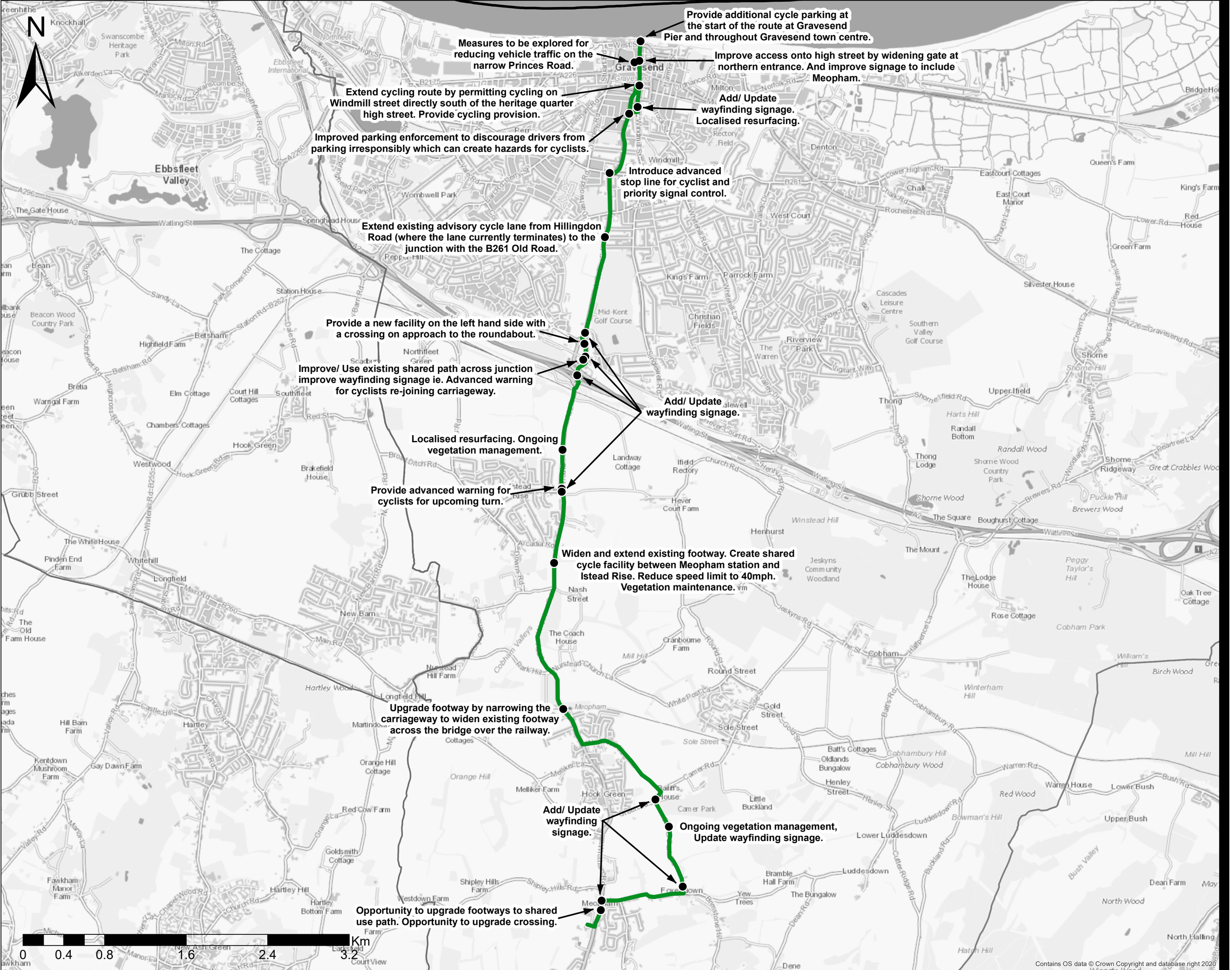
PROJECT: Land between Meopham and Sole Street

TITLE: Active Travel Plan

DRAWN BY	CHECKED BY	
MA	MP	
SCALE @ A3	DATE	
NTS	August 2026	
PROJECT NO.	DRAWING NO.	REV.
I000487	-	-

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Appendix C
Map of Route 15 Cycle Route



AECOM

PROJECT

Kent Cycling and Walking Infrastructure Plan

CLIENT

Kent County Council

CONSULTANT

AECOM Limited
Marlborough Court
10 Bricket Road
St Albans, AL1 3JX, UK
T +44-1727-53-5000
www.aecom.com

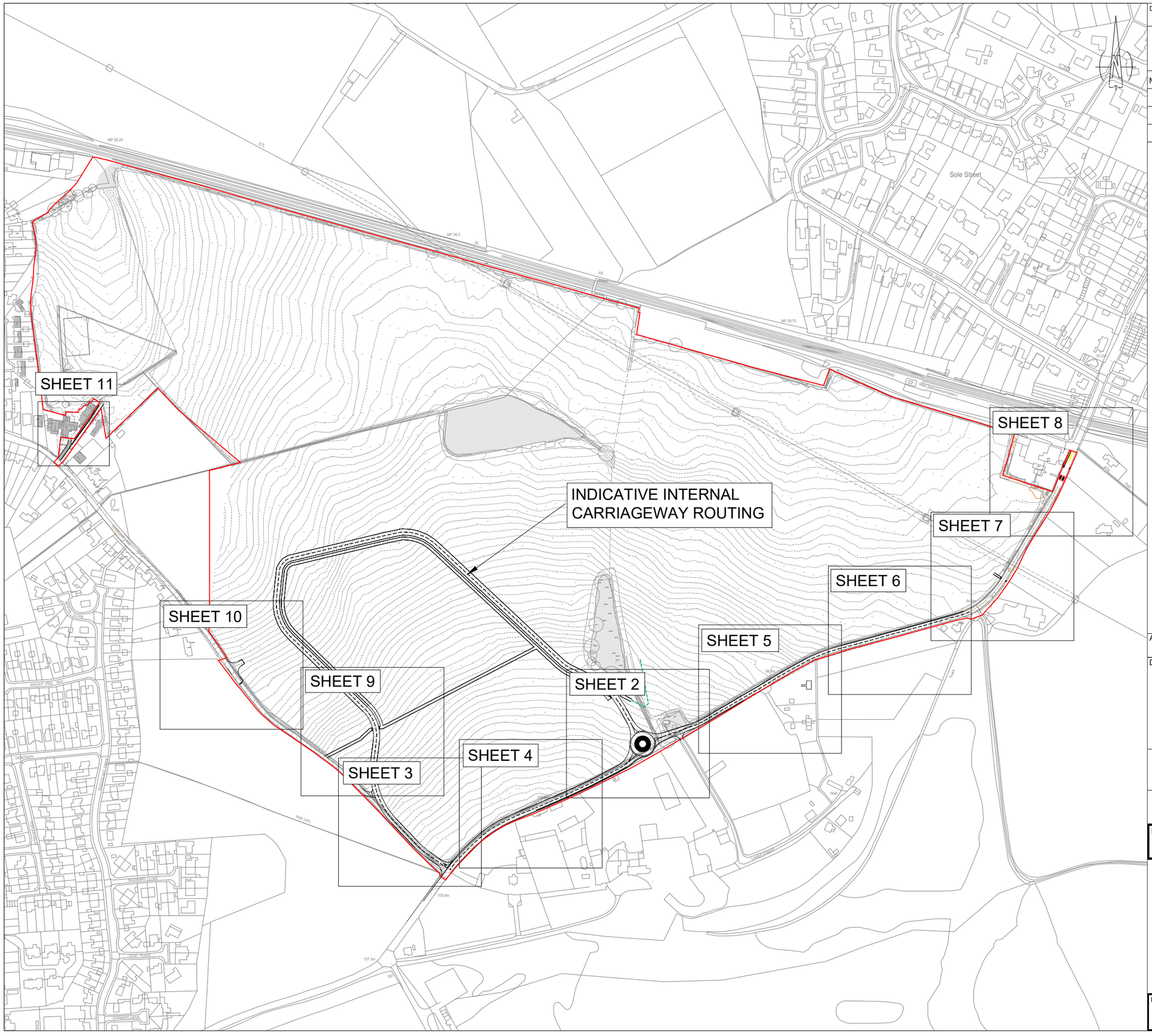
LEGEND

- Study Area
- District Boundaries
- Route 15 - Gravesend to Meopham

NOTES

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Appendix D
Revised Access Designs



Date of 1st Issue	Description	Drawn by	Checked by
13/10/25	Rev C	LF	RS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated red line boundary	SBu	09/02/26	RS
B	Updated client	SBu	19/02/26	RS
C	Design updates	LF	23/07/26	GB

Key:

- Site Boundary
- Topographical Survey / OS Mapping
- Proposed Design
- Tactile Paving
- Onwards Pedestrian Route
- HGV Overrun Area

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey / OS mapping.

A3 SCALE
1:4,000

Drawing Title
Land North of Camer Road, Meopham
Design Package
Overview
Sheet 1 of 11

Client
The McManus Family

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

ttc Transportation Consultancy
VALUE · EXCEED · TRUST · EXCELLENCE · CLARITY

Drawing Number
211206-09

Revision
C

ONWARDS
PEDESTRIAN ROUTE

REALIGNMENT OF CAMER ROAD
TO SUPPORT THE PROPOSED
ROUNDABOUT SITE ACCESS

Date of 1st Issue	Description	Drawn by	Checked by
13/10/25	Rev C	LF	RS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated red line boundary	SBu	09/02/26	RS
B	Updated client	SBu	19/02/26	RS
C	Design updates	LF	23/07/26	GB

Key:

- Site Boundary
- Topographical Survey / OS Mapping
- Proposed Design
- Tactile Paving
- Onwards Pedestrian Route
- Key Dimensions
- HGV Overrun Area

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey / OS mapping.

A3 SCALE 1:500

0 m — 30 m

Scale 1:500 @ A3

Drawing Title

Land North of Camer Road, Meopham
Design Package
Site Access - Camer Road
Sheet 2 of 11

Client

The McManus Family

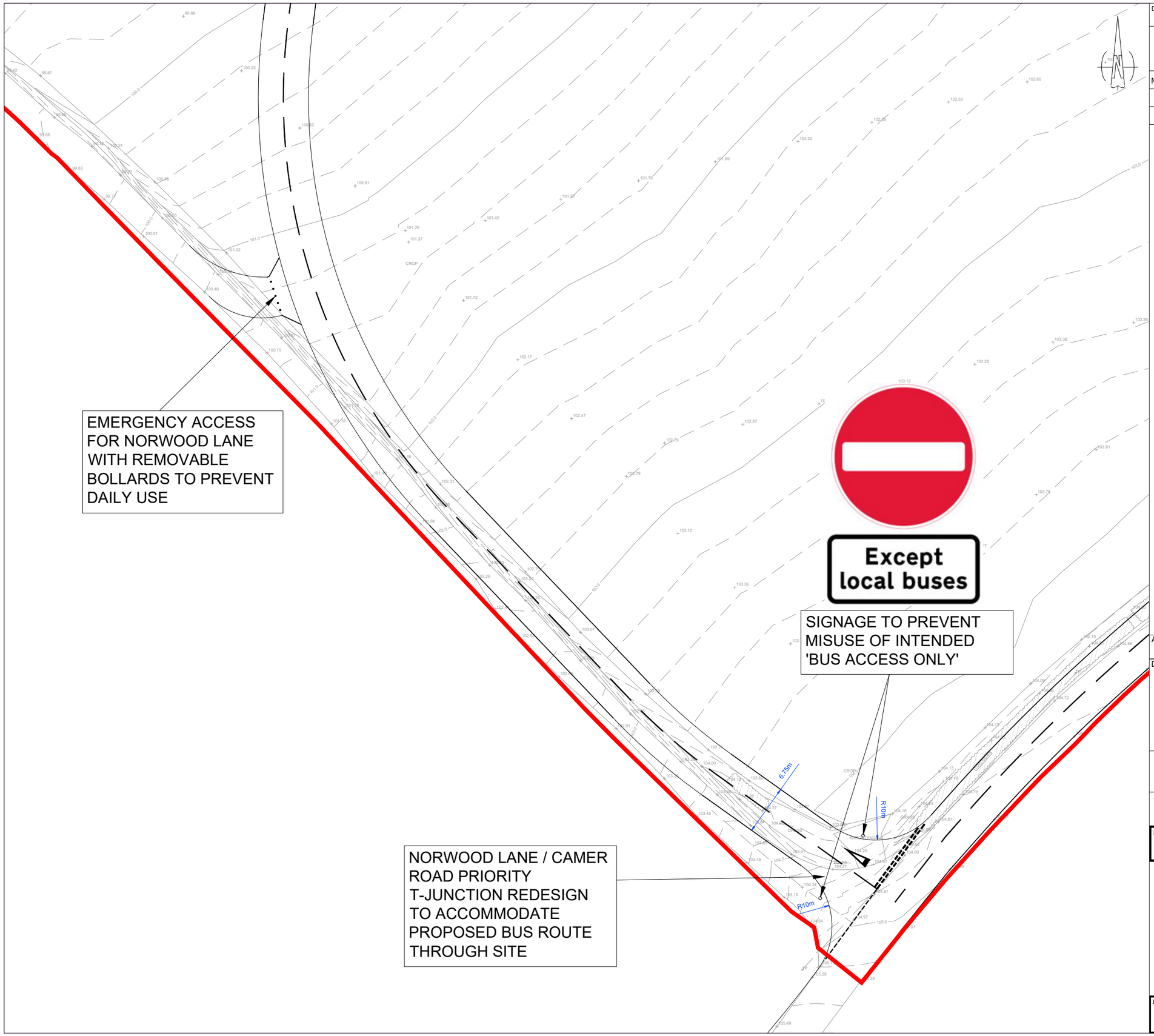
Drawing Status

Planning

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Drawing Number	Revision
211206-09	C



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13/10/25	Rev B	LF	RS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated red line boundary	SBu	09/02/26	RS
B	Updated client	SBu	19/02/26	RS

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Tactile Paving
- Onwards Pedestrian Route
- Key Dimensions
- Removable Bollard

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.

A3 SCALE 1:500

0 m — 30 m

Scale 1:500 @ A3

Drawing Title

Land North of Camer Road, Meopham
Design Package
Site Access - Norwood Lane
Sheet 3 of 11

Client

The McManus Family

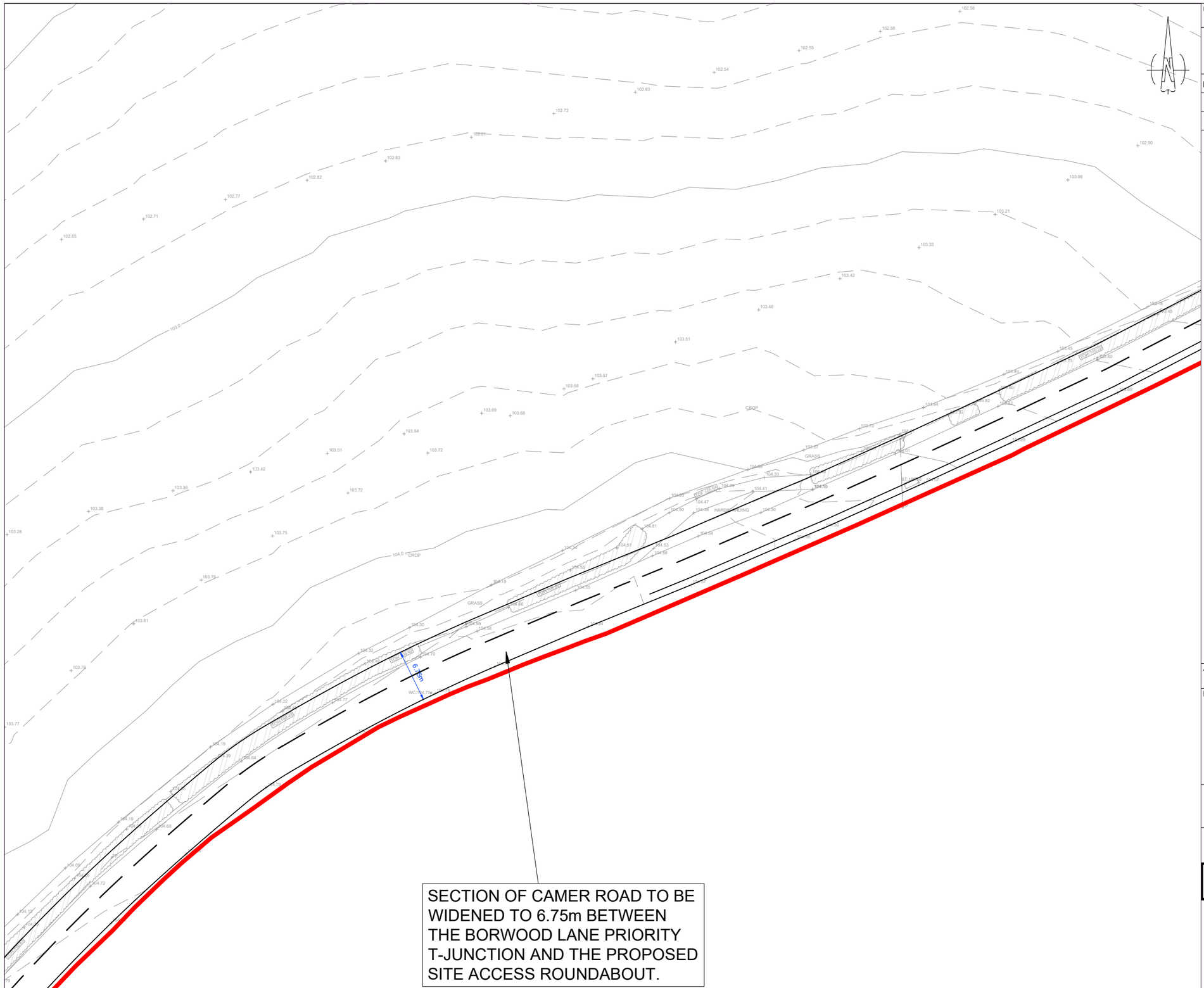
Drawing Status

Planning

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CV32 4QN
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Drawing Number	Revision
211206-09	B



Date of 1st Issue	Description	Drawn by	Checked by
13/10/25	Rev B	LF	RS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated red line boundary	SBu	09/02/26	RS
B	Updated client	SBu	19/02/26	RS

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Key Dimensions (7.50m)

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.

A3 SCALE 1:500

0 m — 30 m

Scale 1:500 @ A3

Drawing Title

Land North of Camer Road, Meopham
Design Package
Carriageway Widening
Sheet 4 of 11

Client

The McManus Family

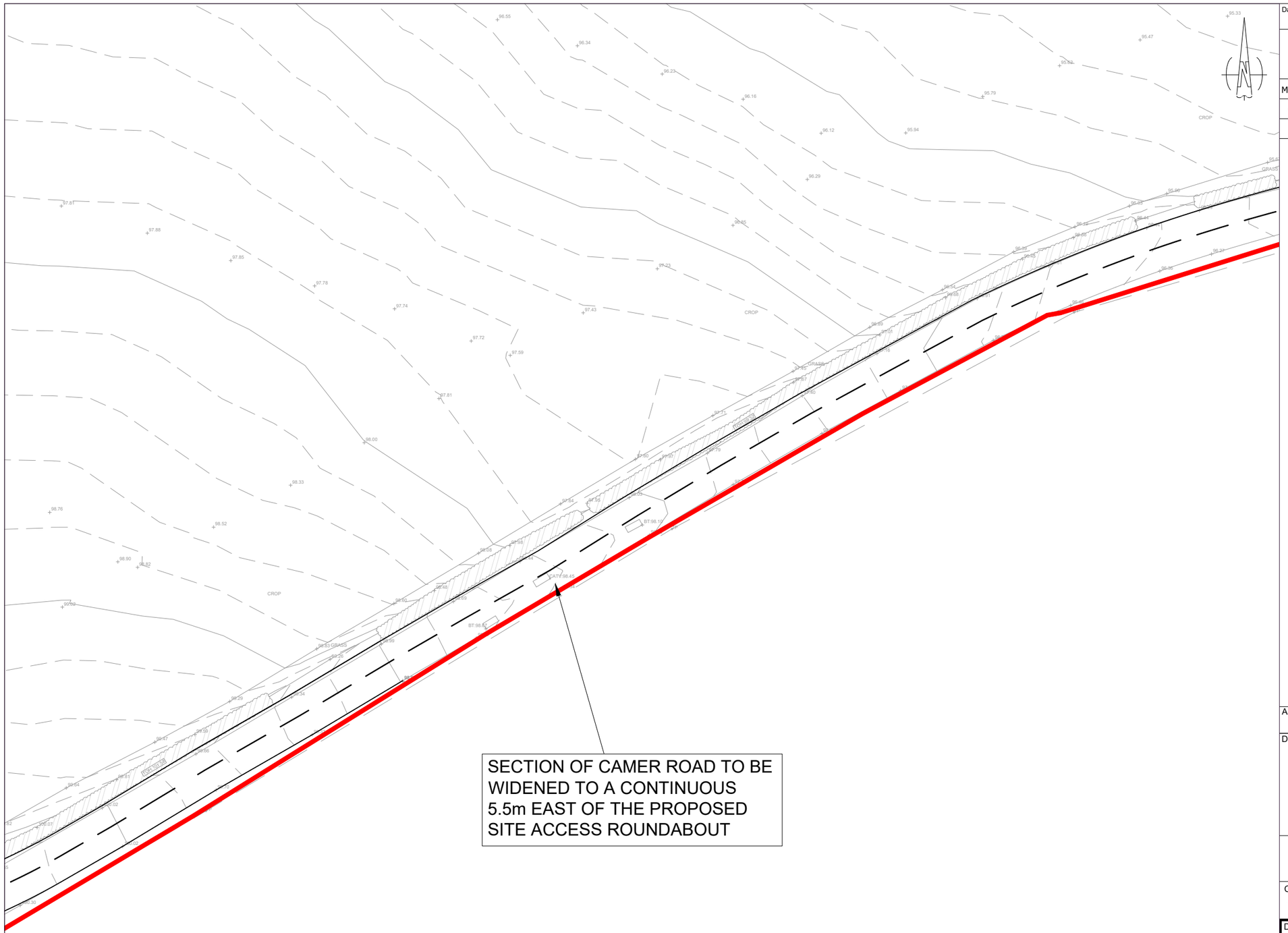
Drawing Status

Planning

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Drawing Number	Revision
211206-09	B



Date of 1st Issue	Description	Drawn by	Checked by
13/10.25	Rev B	LF	RS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated red line boundary	SBu	09/02/26	RS
B	Updated client	SBu	19/02/26	RS

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Key Dimensions (7.50m)

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.

A3 SCALE 1:500

0 m — 30 m

Scale 1:500 @ A3

Drawing Title

Land North of Camer Road, Meopham
Design Package
Carriageway Widening
Sheet 5 of 11

Client

The McManus Family

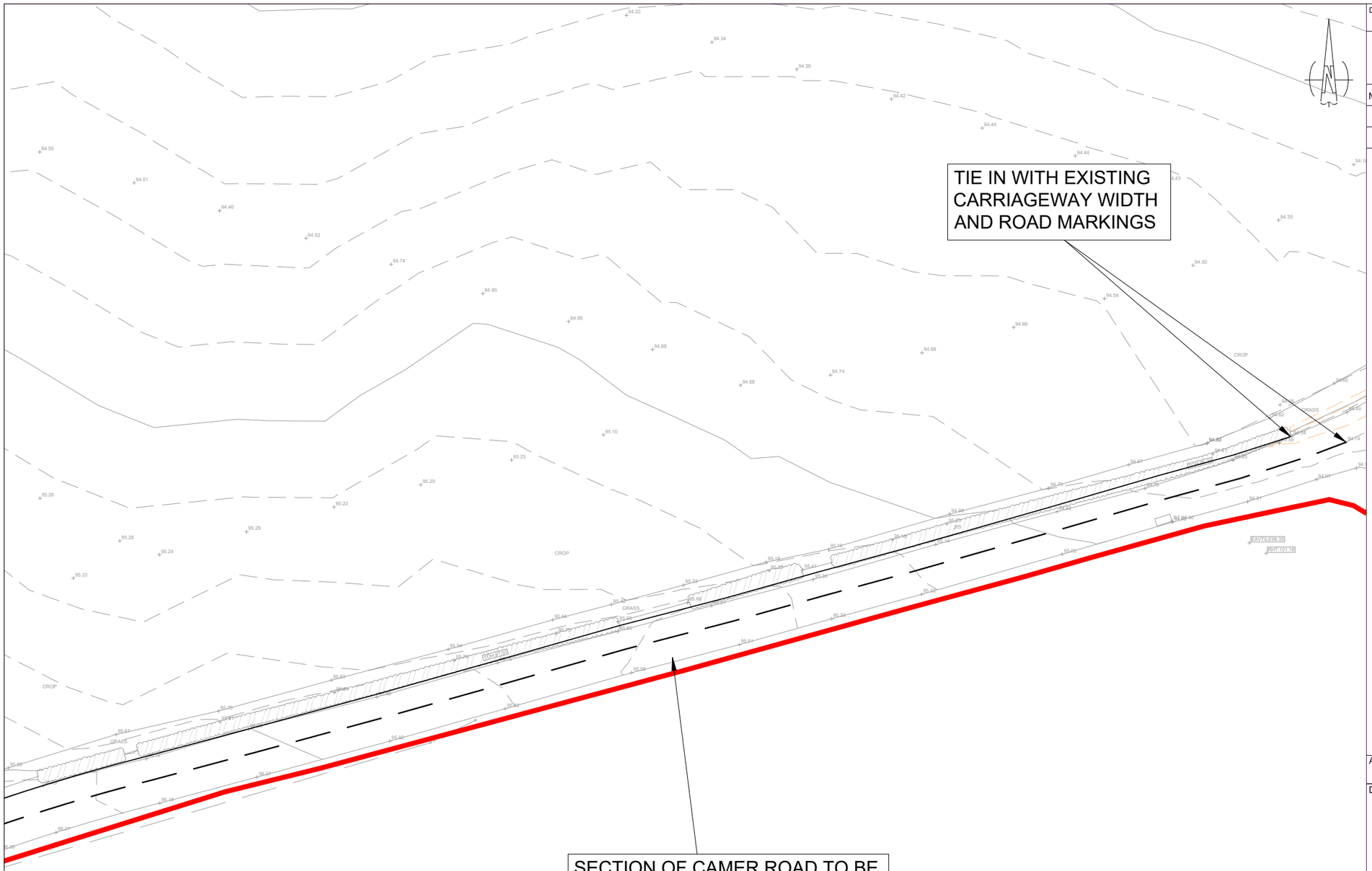
Drawing Status

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Drawing Number	Revision
211206-09	B



Date of 1st Issue	Description	Drawn by	Checked by
13/10/25	Rev B	LF	RS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated red line boundary	SBu	09/02/26	RS
B	Updated client	SBu	19/02/26	RS

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Key Dimensions

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.

A3 SCALE 1:500

0 m — 30 m

Scale 1:500 @ A3

Drawing Title

Land North of Camer Road, Meopham
Design Package
Carriageway Widening
Sheet 6 of 11

Client

The McManus Family

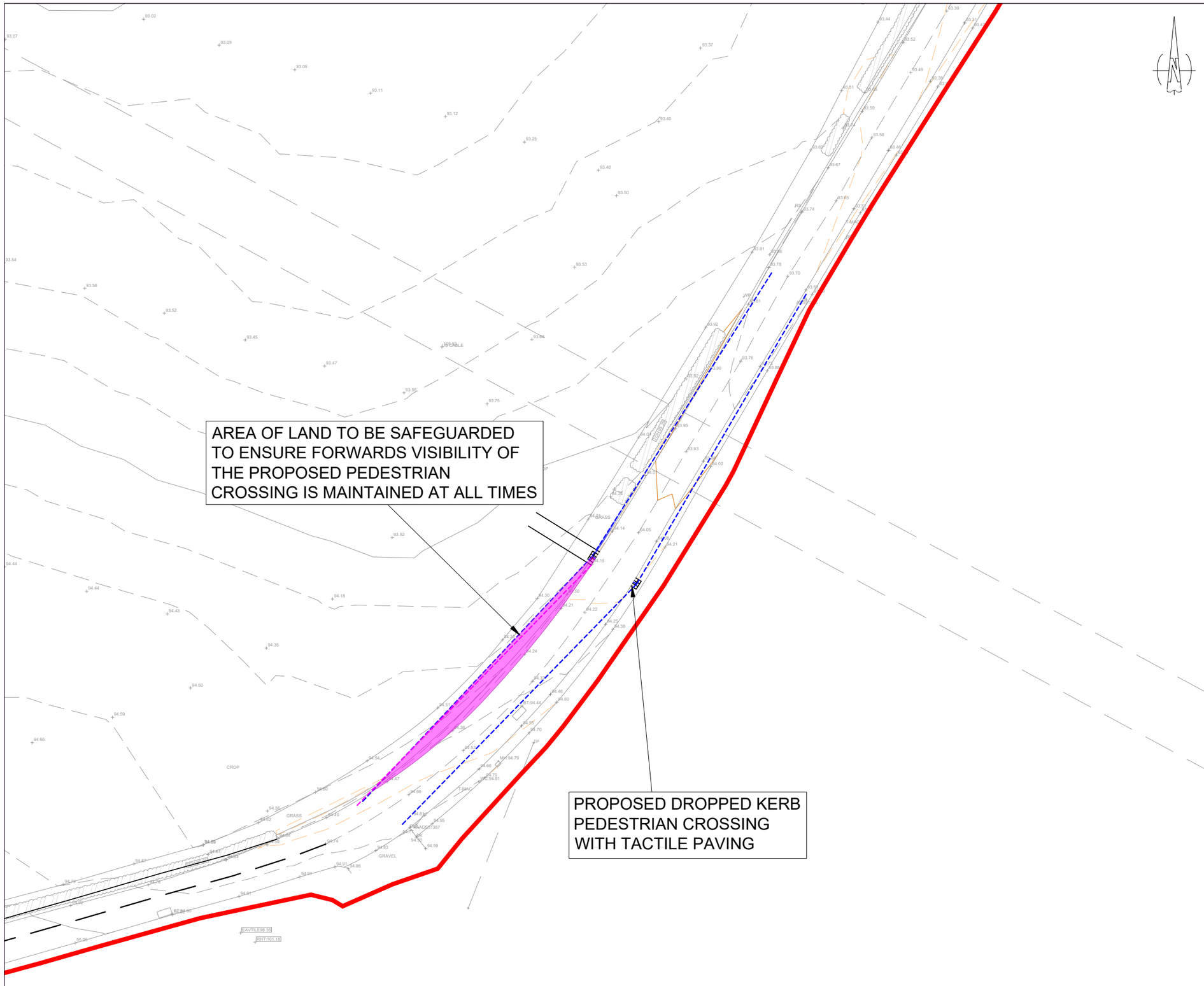
Drawing Status

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Drawing Number	Revision
211206-09	B



Date of 1st Issue	Description	Drawn by	Checked by
13/10/25	Rev B	LF	RS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated red line boundary	SBu	09/02/26	RS
B	Updated client	SBu	19/02/26	RS

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Visibility Splays
- Land to be Safeguarded for Visibility
- Tactile Paving

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.
3. Forwards visibility splays are based on parameters for a 30mph design speed, as set out in Manual for Streets Table 7.1 (43m stopping sight distance).

A3 SCALE
1:500

0 m — 30 m
Scale 1:500 @ A3

Drawing Title
Land North of Camer Road, Meopham
Design Package
Carriageway Widening
Sheet 7 of 11

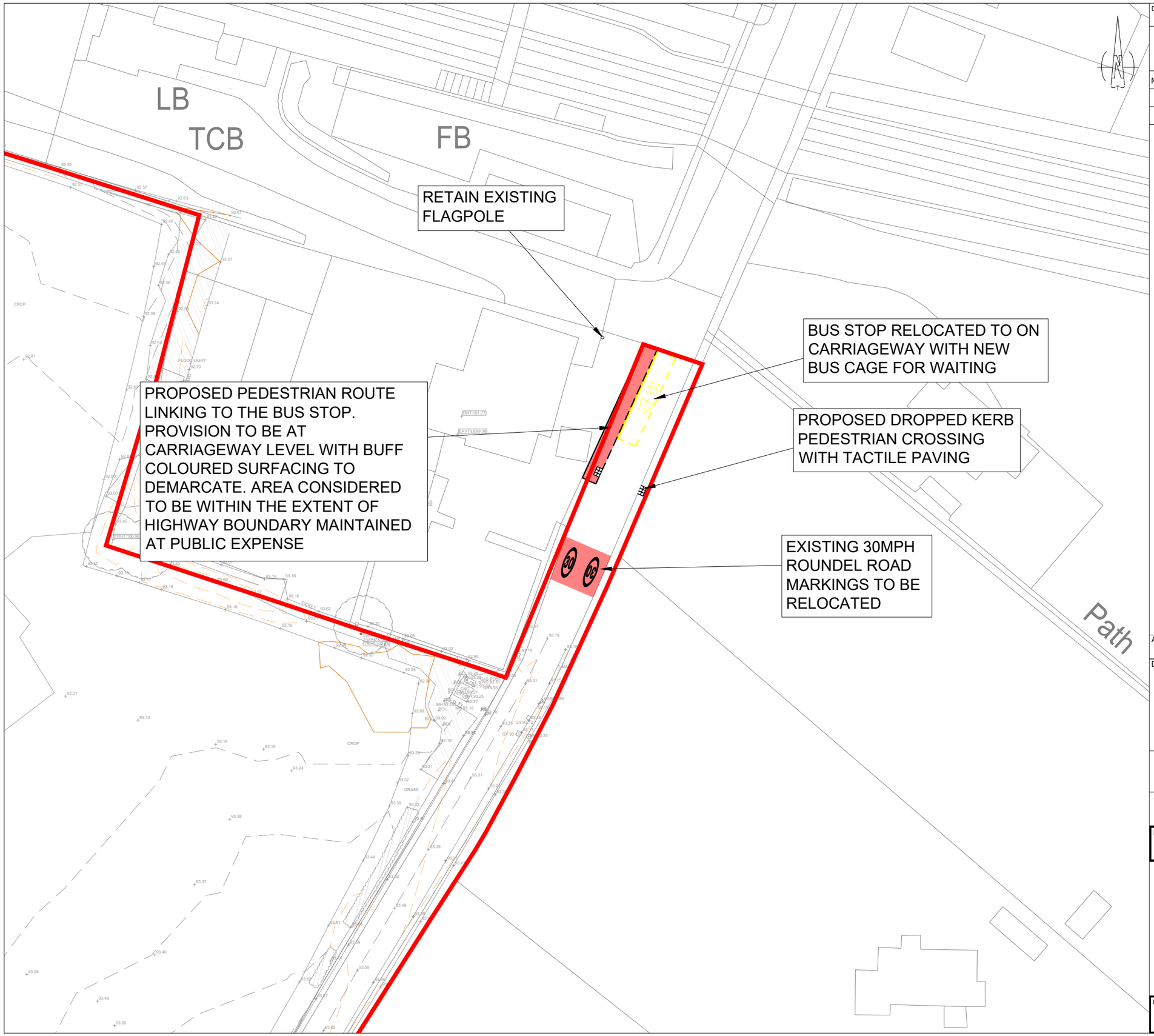
Client
The McManus Family

Drawing Status
Planning

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Drawing Number	Revision
211206-09	B



Date of 1st Issue	Description	Drawn by	Checked by
13/10/25	Rev B	LF	RS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated red line boundary	SBu	09/02/26	RS
B	Updated client	SBu	19/02/26	RS

Key:

- Site Boundary
- Topographical Survey / OS Mapping
- Proposed Design
- Proposed Pedestrian Provision
- Tactile Paving

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey and OS mapping.
3. Forwards visibility splays are based on parameters for a 30mph design speed, as set out in Manual for Streets Table 7.1 (43m stopping sight distance).

A3 SCALE 1:500

0 m — 30 m

Scale 1:500 @ A3

Drawing Title

Land North of Camer Road, Meopham
Design Package
Carriageway Widening
Sheet 8 of 11

Client

The McManus Family

Drawing Status

Planning

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Drawing Number	Revision
211206-09	B

NON-MOTORISED USER
LINK ONTO NORWOOD LANE

PROPOSED
NON-MOTORISE USER
ROUTE THROUGH SITE
WITH DROPPED KERB
CROSSING OVER
INTERNAL ACCESS ROAD

Date of 1st Issue	Description	Drawn by	Checked by
13/10/25	Rev B	LF	RS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated red line boundary	SBu	09/02/26	RS
B	Updated client	SBu	19/02/26	RS

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Proposed Pedestrian Provision

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.

A3 SCALE
1:500

0 m — 30 m
Scale 1:500 @ A3

Drawing Title
Land North of Camer Road, Meopham
Design Package
Carriageway Widening
Sheet 9 of 11

Client
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Drawing Status
Planning

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Drawing Number
211206-09

Revision
B



Date of 1st Issue	Description	Drawn by	Checked by
13/10/25	Rev C	LF	RS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated red line boundary	SBu	09/02/26	RS
B	Updated client	SBu	19/02/26	RS
C	Design updates	LF	24/07/26	GB

Key:

- Site Boundary
- Topographical Survey / OS Mapping
- Proposed Design

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey and OS mapping.

A3 SCALE
1:500

0 m — 30 m
Scale 1:500 @ A3

Drawing Title
Land North of Camer Road, Meopham
Design Package
Carriageway Widening
Sheet 10 of 11

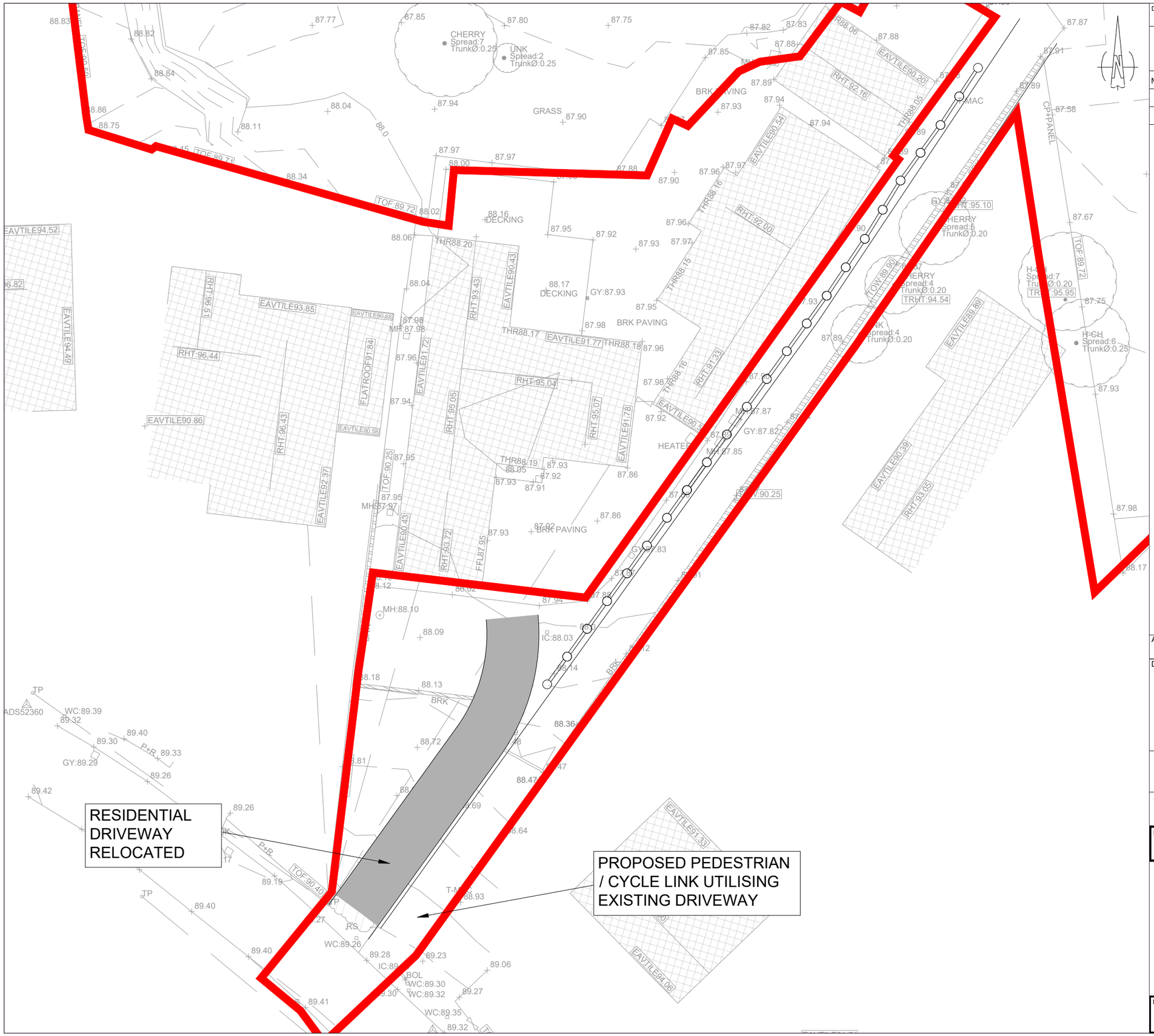
Client
The McManus Family

Drawing Status
Planning

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Drawing Number	Revision
211206-09	C



Date of 1st Issue	Description	Drawn by	Checked by
13/10/25	Rev B	LF	RS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated red line boundary	SBu	09/02/26	RS
B	Updated client	SBu	19/02/26	RS

Key:

- Site Boundary
- Topographical Survey
- Proposed Design

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.

A3 SCALE 1:250

0 m — 15 m

Scale 1:250 @ A3

Drawing Title

Land North of Camer Road, Meopham
Design Package
Carriageway Widening
Sheet 11 of 11

Client

The McManus Family

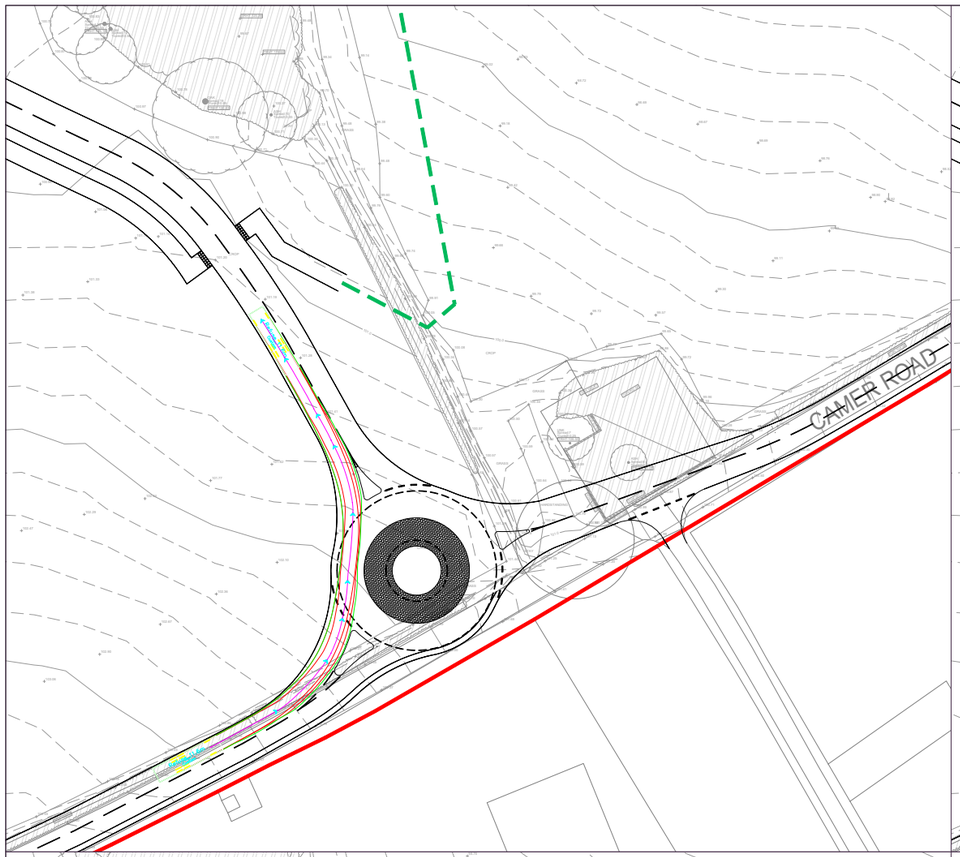
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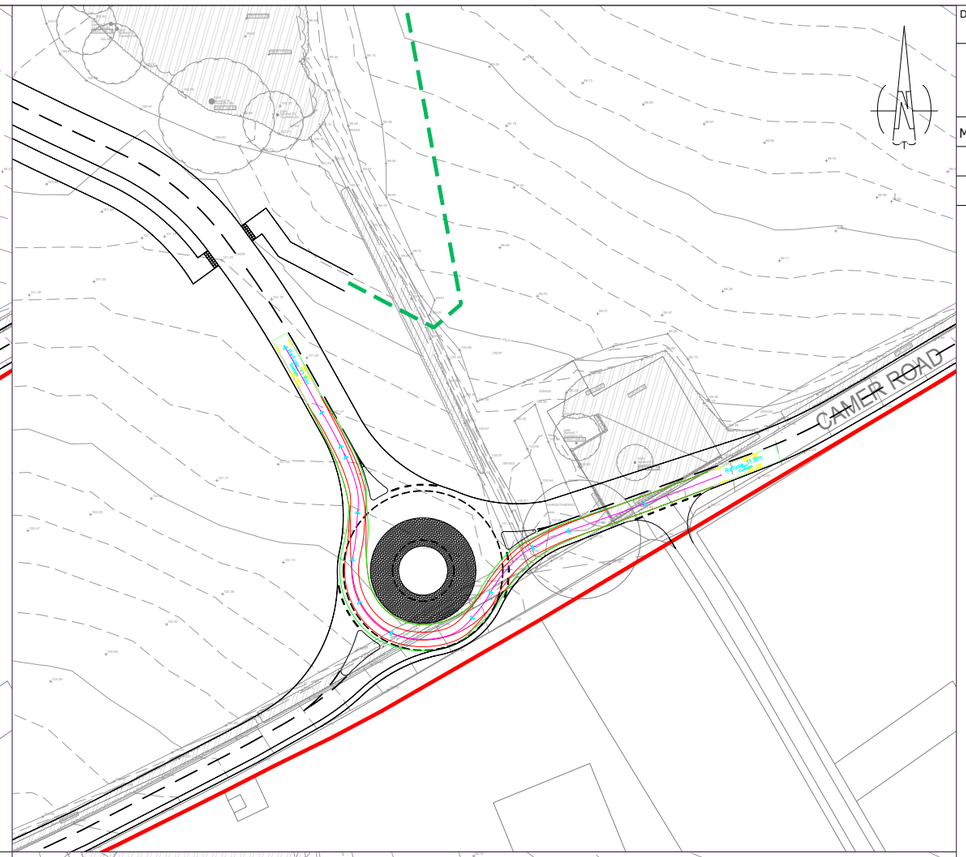
Planning

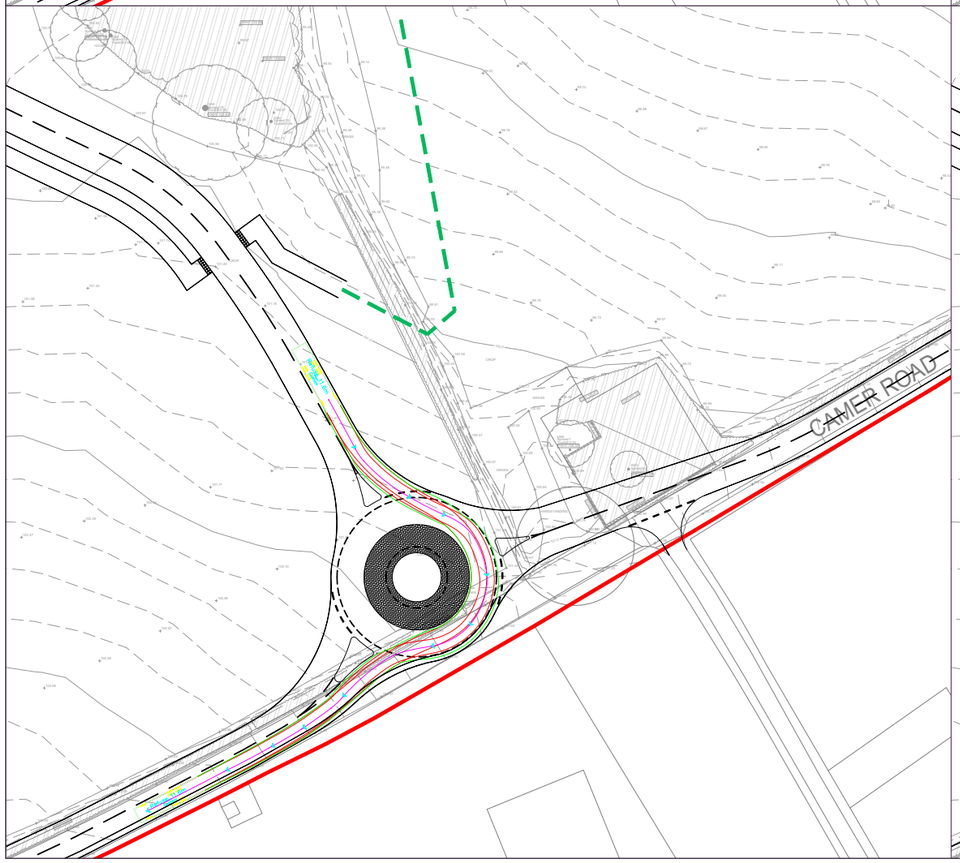
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Leamington Spa
CV32 4QN
E: info@ttc-tp.com

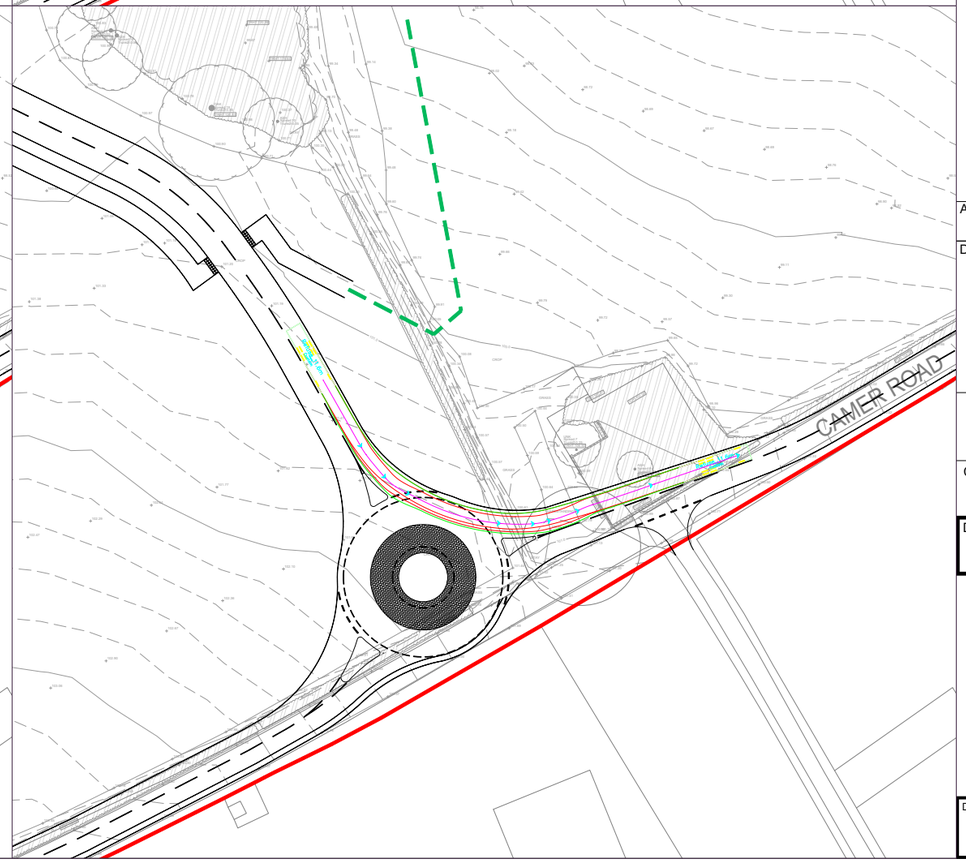
ttc Transportation Consultancy
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Drawing Number	Revision
211206-09	B









Date of 1st Issue	Description	Drawn by	Checked by
09/02/26	Rev B	SBu	RS

REVISIONS

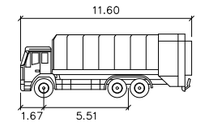
Mark	Revision	Drawn	Date	Chkd
A	Updated client	SBu	19/02/26	RS
B	Junction design update and revised RCV vehicle tracking	LF	24/07/26	GB

Key:

- Site Boundary
- Topographical Survey / OS Mapping
- Proposed Design
- Vehicle Body
- Vehicle Wheels

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey and OS mapping.



Refuse 11.6m

	meters
Width	: 2.53
Track	: 2.53
Lock to Lock Time	: 6.0
Steering Angle	: 40.4

A3 SCALE
1:1000

0 m — 50 m
Scale 1:1000 @ A3

Drawing Title
Land North of Camer Road, Meopham
Swept Path Analysis
Site Access Roundabout - 11.6m RCV
Sheet 1 of 6

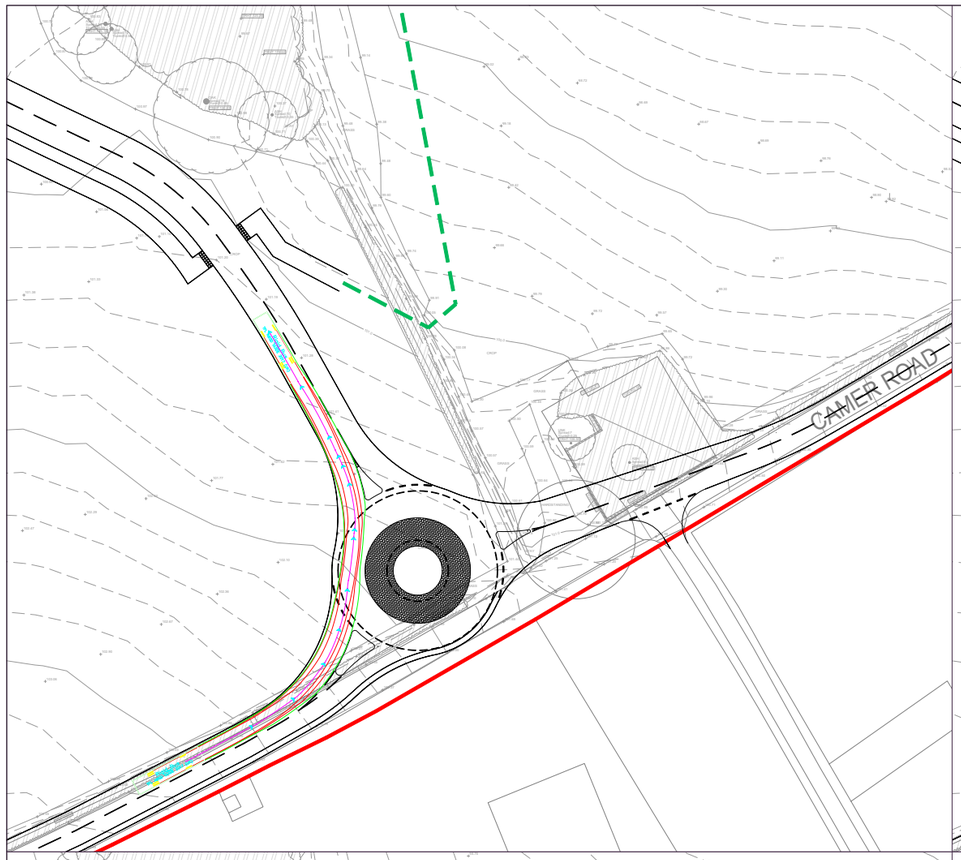
Client
The McManus Family

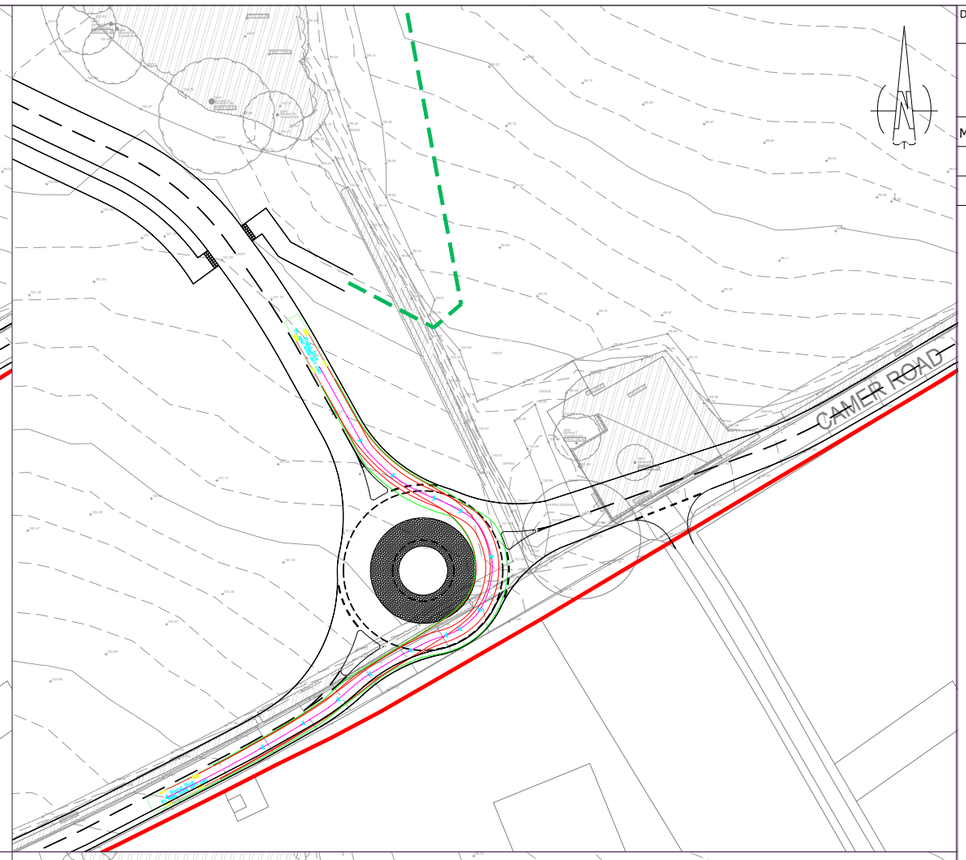
Drawing Status
Planning

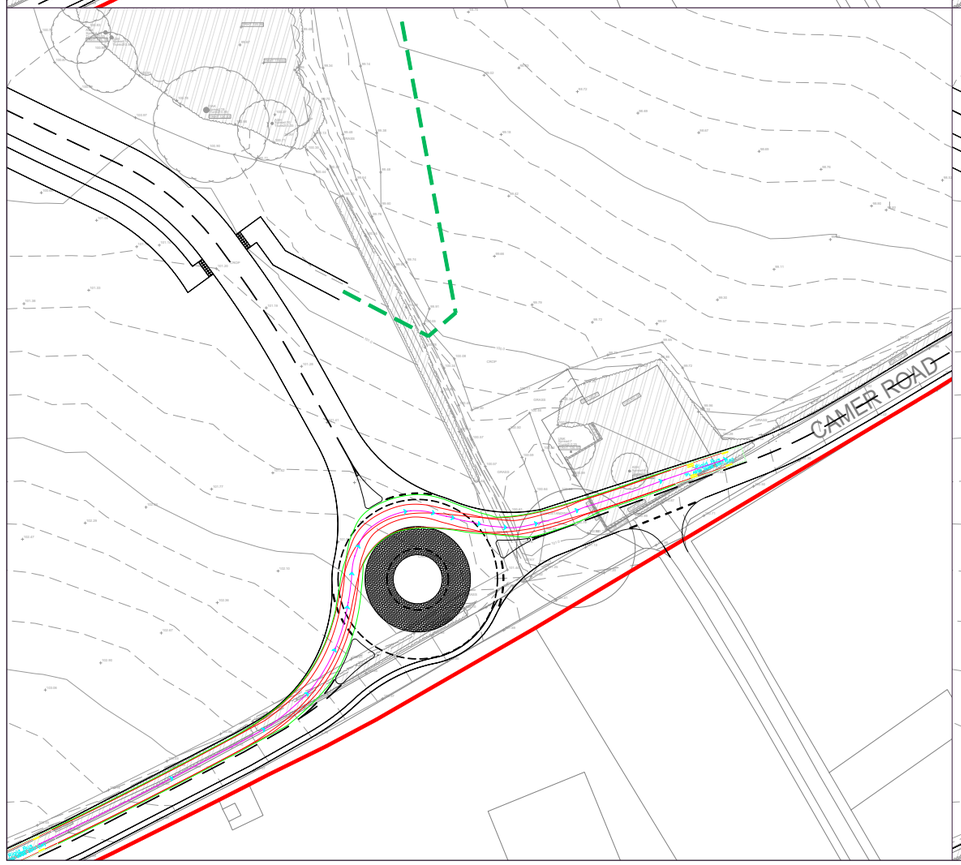
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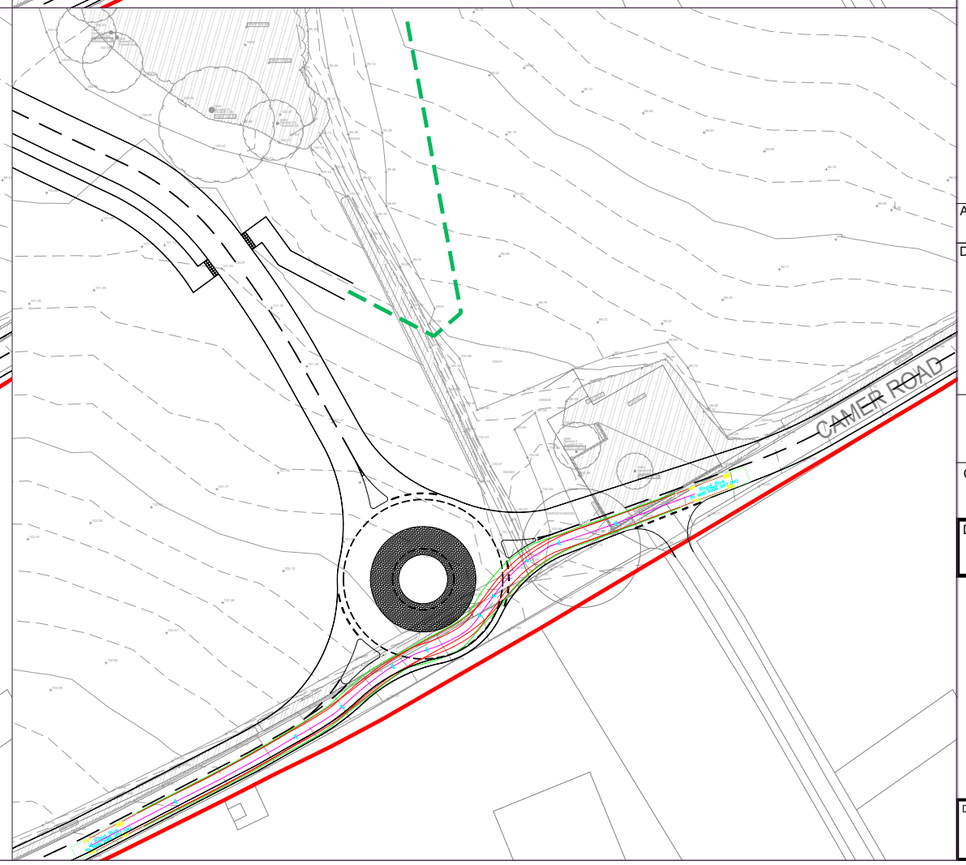
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Drawing Number	Revision
211206-10	B









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09/02/26	Rev B	SBu	RS

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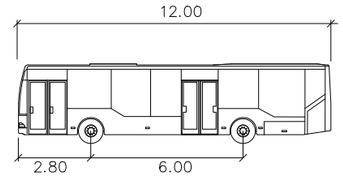
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A	Updated client	SBu	19/02/26	RS
B	Junction design update and revised bus vehicle tracking	LF	24/07/26	GB

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Vehicle Body
- Vehicle Wheels

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.



Rigid Bus

	meters
Width	: 2.55
Track	: 2.35
Lock to Lock Time	: 6.0
Steering Angle	: 50.6

A3 SCALE 1:1000

0 m — 50 m

Scale 1:1000 @ A3

Drawing Title

Land North of Camer Road, Meopham
Swept Path Analysis
Site Access Roundabout - Bus
Sheet 2 of 6

Client

The McManus Family

Drawing Status

Planning

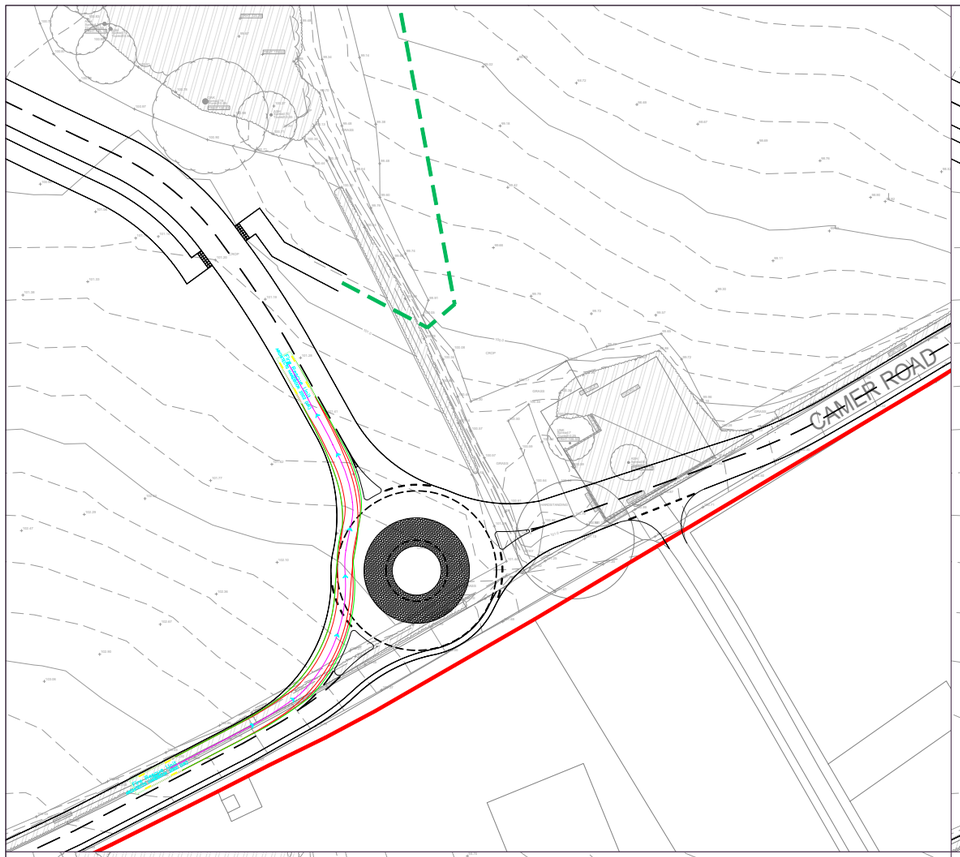
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CV32 4QN
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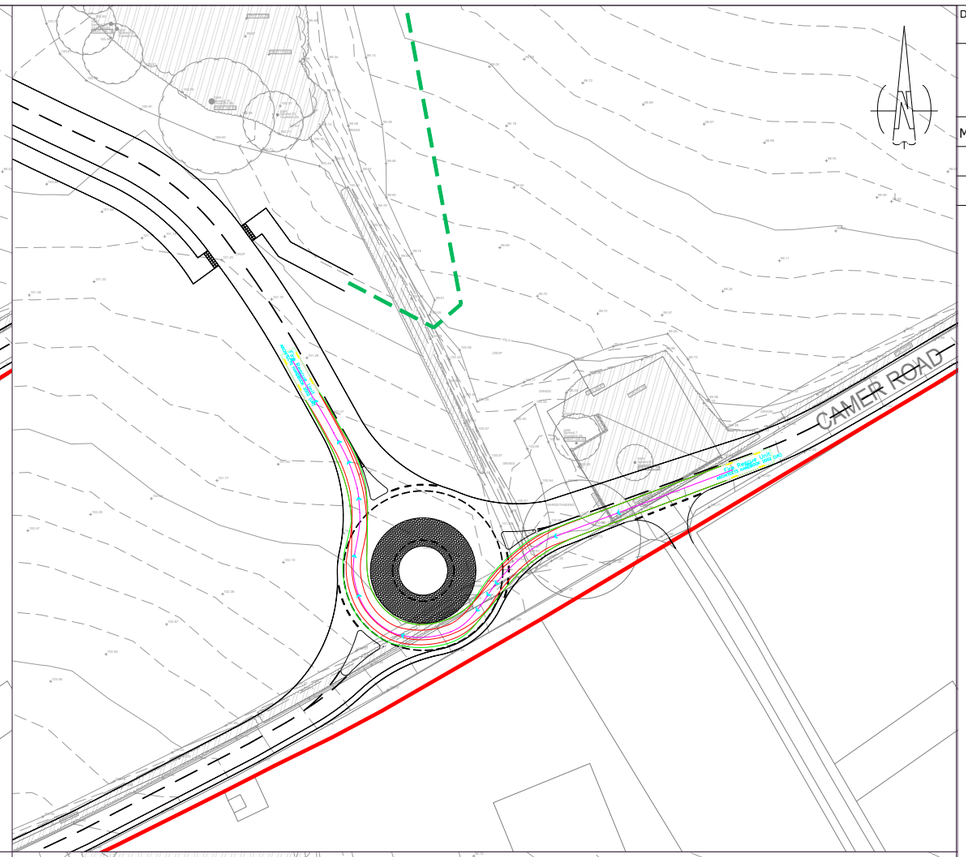
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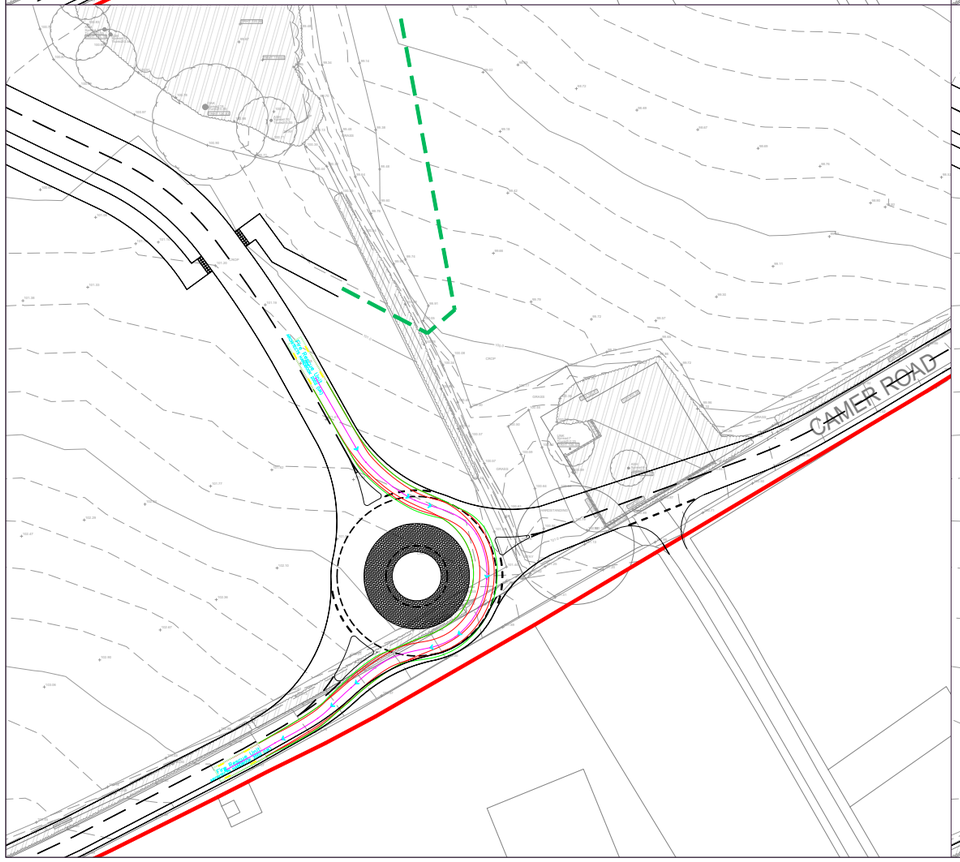
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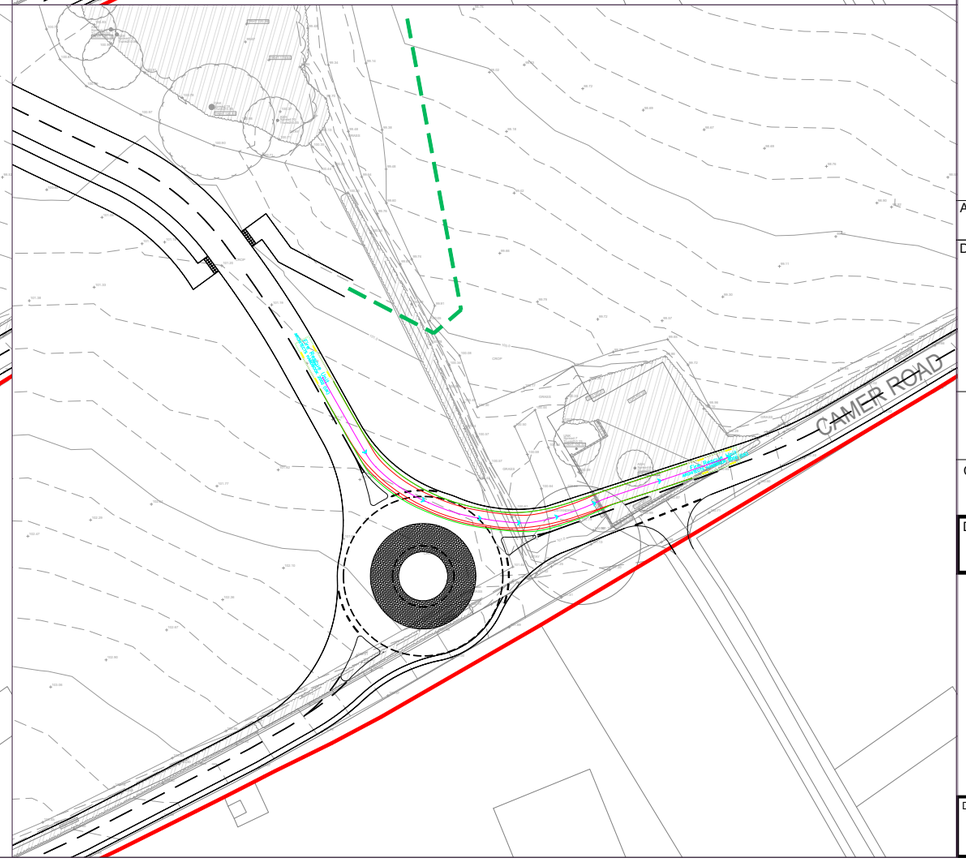
Drawing Number: 211206-10

Revision: B









Date of 1st Issue	Description	Drawn by	Checked by
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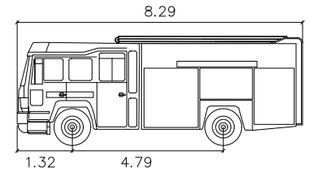
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A	Updated client	SBu	19/02/26	RS
B	Junction design update and revised fire tender vehicle tracking	LF	24/07/26	GB

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Vehicle Body
- Vehicle Wheels

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.



Fire Rescue Unit
meters

Width	: 2.50	Lock to Lock Time	: 6.0
Track	: 2.50	Steering Angle	: 34.3

0 m — 50 m

A3 SCALE 1:1000

Scale 1:1000 @ A3

Drawing Title

Land North of Camer Road, Meopham
Swept Path Analysis
Site Access Roundabout - Fire Tender
Sheet 3 of 6

Client

The McManus Family

Drawing Status

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Drawing Number	Revision
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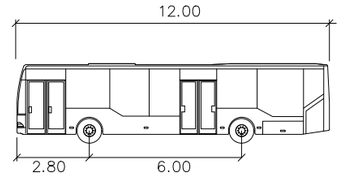
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A	Updated client	SBu	19/02/26	RS

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Vehicle Body
- Vehicle Wheels

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.



Rigid Bus

	meters
Width	: 2.55
Track	: 2.35
Lock to Lock Time	: 6.0
Steering Angle	: 50.6

A3 SCALE 1:250

0 m — 15 m

Scale 1:250 @ A3

Drawing Title

Land North of Camer Road, Meopham
Swept Path Analysis
Norwood Lane Junction - Bus
Sheet 4 of 6

Client

The McManus Family

Drawing Status

Planning

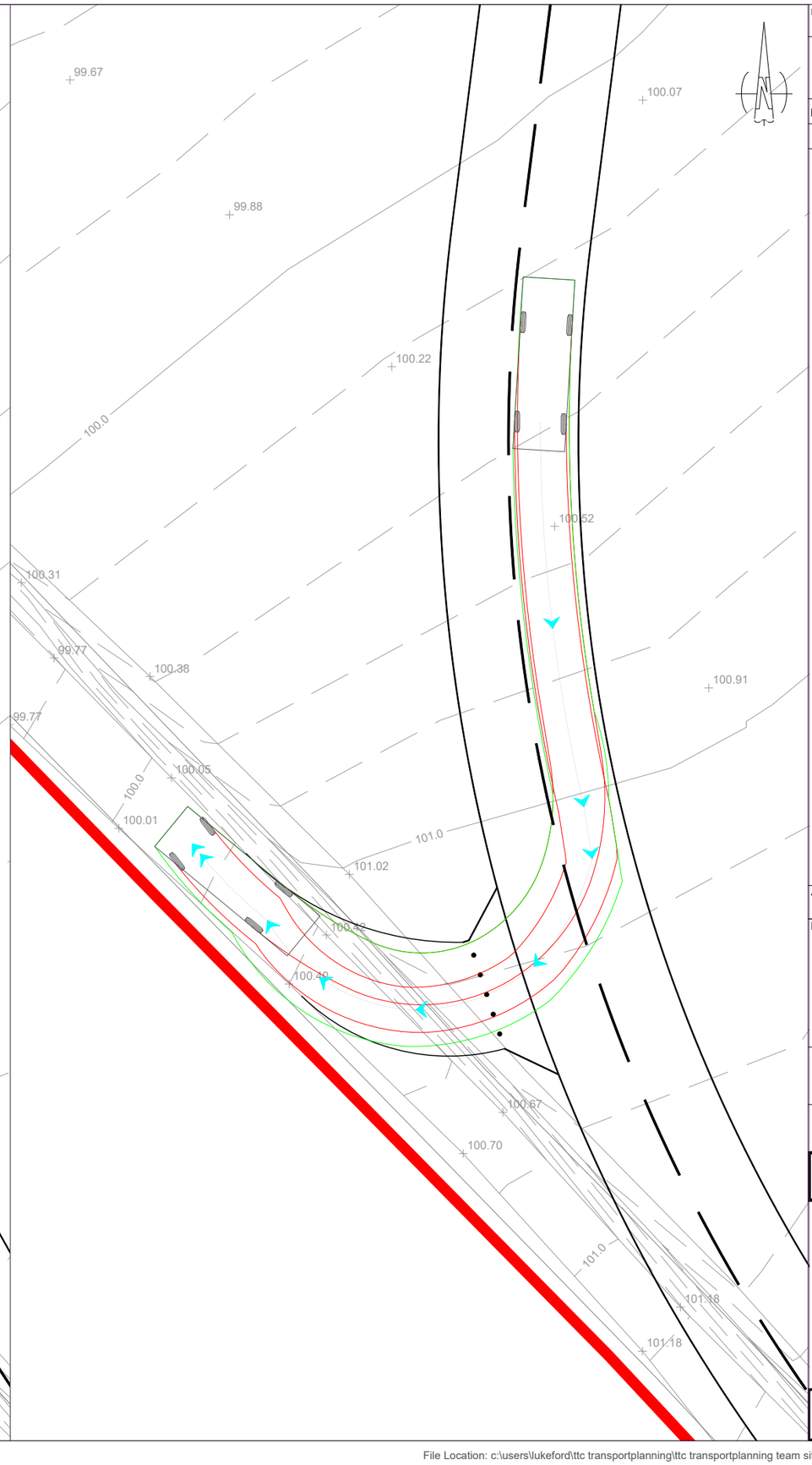
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Drawing Number: 211206-10

Revision: A





Date of 1st Issue	Description	Drawn by	Checked by
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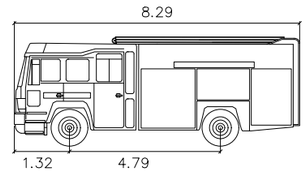
Mark	Revision	Drawn	Date	Chkd
A	Updated client	SBu	19/02/26	RS

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Vehicle Body
- Vehicle Wheels

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.



Fire Rescue Unit
meters

Width	: 2.50	Lock to Lock Time	: 6.0
Track	: 2.50	Steering Angle	: 34.3

0 m — 15 m

Scale 1:250 @ A3

A3 SCALE
1:250

Drawing Title
Land North of Camer Road, Meopham
Swept Path Analysis
Emergency Access - Fire Tender
Sheet 5 of 6

Client
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Drawing Number
211206-10

Revision
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Date of 1st Issue	Description	Drawn by	Checked by
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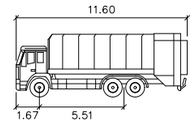
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A	Updated client	SBu	19/02/26	RS
B	Junction design update and revised RCV vehicle tracking	LF	24/07/26	GB

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Vehicle Body
- Vehicle Wheels

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.



Refuse 11.6m

	meters
Width	: 2.53
Track	: 2.53
Lock to Lock Time	: 6.0
Steering Angle	: 40.4

0 m — 15 m

Scale 1:250 @ A3

A3 SCALE 1:250

Drawing Title

Land North of Camer Road, Meopham
Swept Path Analysis
Emergency Access - RCV 11.6m
Sheet 6 of 6

Client

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Revision: B

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09/02/26	B	SBu	RS

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Mark	Revision	Drawn	Date	Chkd
A	Updated client	SBu	19/02/26	RS
B	Junction design update and visibility splays revised	LF	24/07/26	GB

Key:

- Site Boundary
- Topographical Survey / OS Mapping
- Proposed Design
- Visibility Splays (43m)

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey and OS mapping.
3. Forwards visibility splays are based on parameters for a 30mph design speed, as set out in Manual for Streets Table 7.1 (43m stopping sight distance).
4. Visibility splay envelope to be kept clear and unobstructed from a height of 0.6m above back of footway level.

0 m — 15 m

Scale 1:250 @ A3

A3 SCALE
1:500

Drawing Title
Land North of Camer Road, Meopham
Visibility Splays
Site Access Roundabout
Sheet 1 of 4

Client
The McManus Family

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Drawing Number
211206-11

Revision
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REVISIONS

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A	Updated client	SBu	19/02/26	RS

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Visibility Splays
- Land to be Safeguarded for Visibility

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.
3. Forwards visibility splays are based on parameters for a 30mph design speed, as set out in Manual for Streets Table 7.1 (43m stopping sight distance).

0 m — 15 m

Scale 1:250 @ A3

A3 SCALE
1:250

Drawing Title
Land North of Camer Road, Meopham
Visibility Splays
Norwood Lane Junction
Sheet 2 of 4

Client
The McManus Family

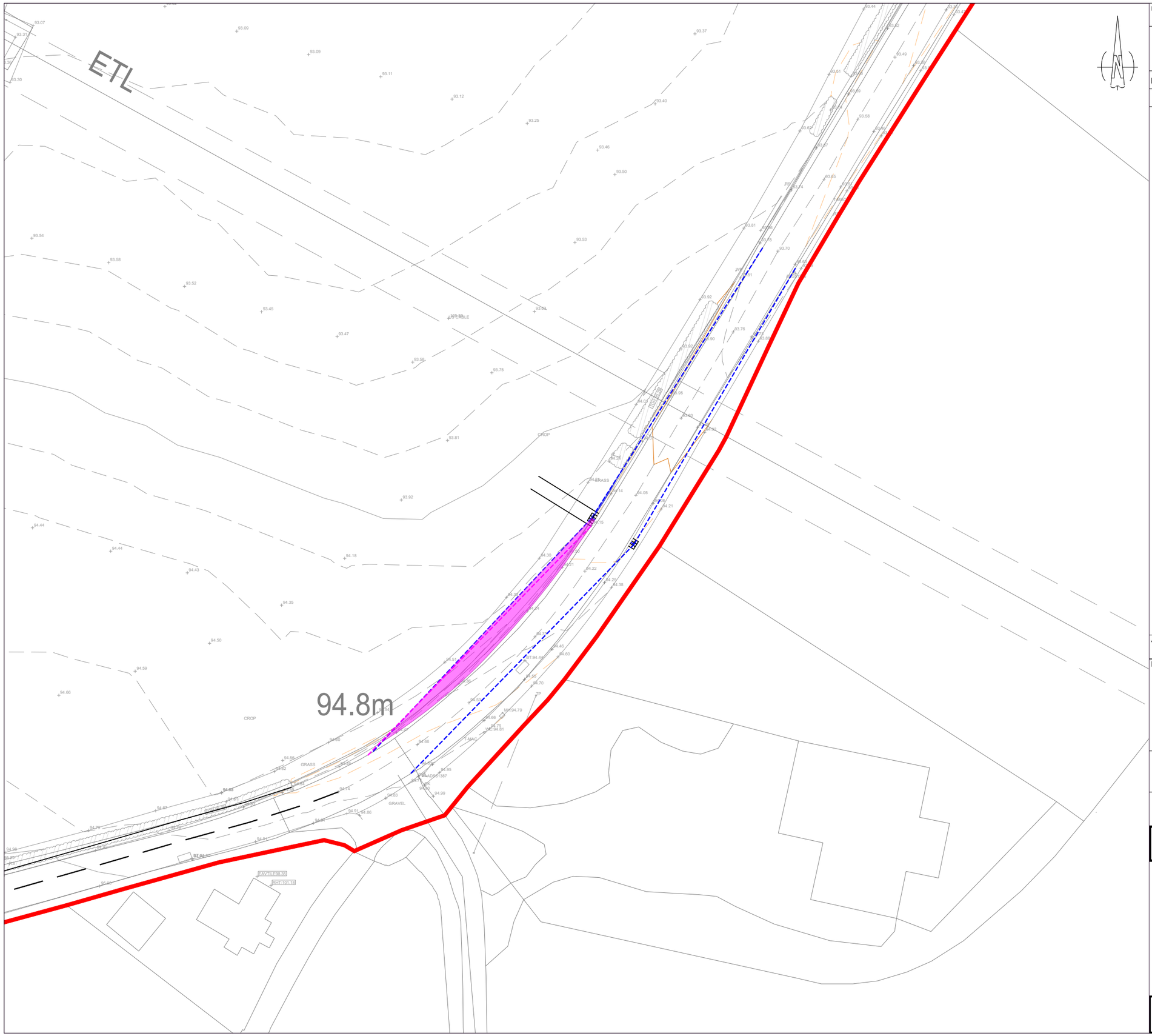
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Drawing Number
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Revision
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Date of 1st Issue	Description	Drawn by	Checked by
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Mark	Revision	Drawn	Date	Chkd
A	Updated client	SBu	19/02/26	RS

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Visibility Splays
- Pedestrian Visibility Splays
- Land to be Safeguarded for Visibility
- Land to be Safeguarded for Pedestrian Visibility

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.
3. Forwards visibility splays are based on parameters for a 30mph design speed, as set out in Manual for Streets Table 7.1 (43m stopping sight distance).

A3 SCALE 1:500

0 m — 30 m

Scale 1:500 @ A3

Drawing Title

Land North of Camer Road, Meopham
Visibility Splays
Camer Road Pedestrian Crossing 1
Sheet 3 of 4

Client

The McManus Family

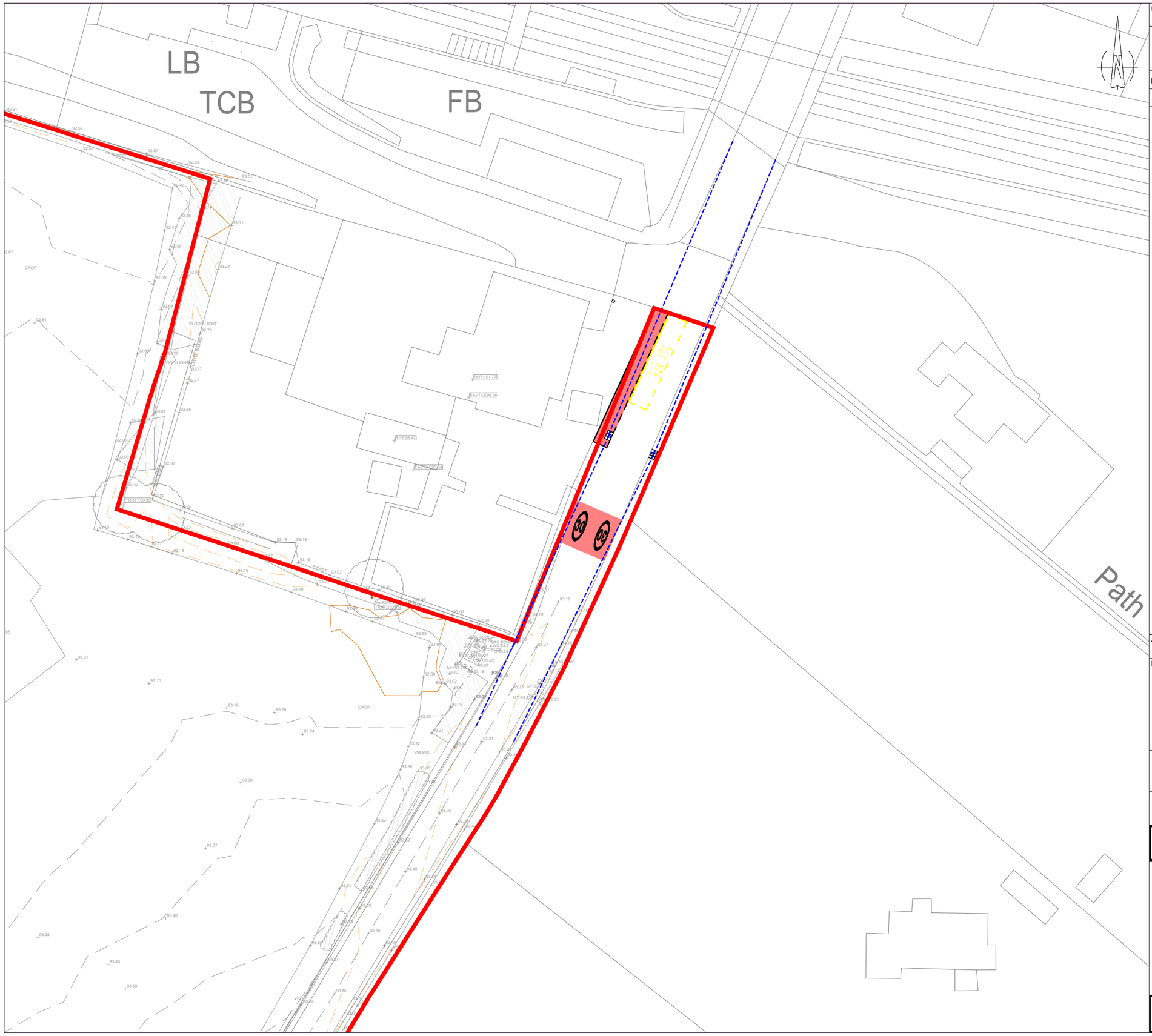
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211206-11	A



Date of 1st Issue	Description	Drawn by	Checked by
09/02/26	First Issue	SBu	RS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated client	SBu	19/02/26	RS

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Pedestrian Visibility Splays
- Land to be Safeguarded for Pedestrian Visibility

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.
3. Forwards visibility splays are based on parameters for a 30mph design speed, as set out in Manual for Streets Table 7.1 (43m stopping sight distance).

A3 SCALE
1:500

Drawing Title
Land North of Camer Road, Meopham
Visibility Splays
Camer Road Pedestrian Crossing 2
Sheet 4 of 4

Client
The McManus Family

Drawing Status
Planning

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Drawing Number	Revision
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Appendix E
Stage 1 Road Safety Audit



Transportation Consultancy

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Stage 1 Road Safety Audit

Client: The McManus Family
Project: Land North of Camer Road, Meopham
Date: February 2026

Document Control Form

Client:	The McManus Family
Project Title:	Land North of Camer Road, Meopham
Document type:	Stage 1 Road Safety Audit
Document Date:	Feburay 2026
Project No/Ref:	311027-01
Document Status:	First Issue

Doc Ref: 311027-01 – Land North of Camer Road, Meopham RSA1

Document Approval

Prepared by	Olivia Thomas
Audit Team Leader	Vimal Patel
Audit Team Member	Olivia Thomas

Document Issue

Issue Date and History	First Issue: February 2026	
	Final	
Distribution	External	KCC and The McManus Family
	Internal	File

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Appendix A Problem Locations
Appendix B Designers Response

1. Introduction

1.1 Introduction

This report results from a Stage 1 Road Safety Audit carried out on the access arrangements associated with a proposed residential development comprising 730 dwellings, a two-form entry primary school, and associated sports and recreation facilities on land located to the north of Camer Road, Meopham, Kent.

1.2 Project Background

Site Context

The proposed development site is situated to the east of Hook Green/Meopham and to the south-west of Sole Street. It is bounded by the Medway railway line to the north, Camer Road to the south-east, and Norwood Lane to the south-west. The north-west boundary is defined by the rear gardens of properties along Nursery Road within the village of Hook Green.

Camer Road forms the south-eastern boundary of the site. It is a two-way single carriageway subject to the national speed limit, reducing to 30mph on the approach to Sole Street Station. The carriageway is approximately 6 metres wide, with footway provision commencing at the Royal Hounds Dog Park and continuing northwards towards Sole Street Station.

Norwood Lane defines the south-western boundary of the site. It is also a two-way single carriageway, operating at the national speed limit to the south and reducing to 30mph in the vicinity of existing residential dwellings. The carriageway width varies from approximately 4 metres south of the site to 5 metres adjacent to the residential properties.

Proposed Highway Works

The proposed highway works subject to this Stage 1 Road Safety Audit includes the following:

- New site access via a 3-arm roundabout
- Widening of Camer Road, along the site frontage
- Widening of the junction between Norwood Land and Camer Road
- Closing of Norwood Lane for vehicles from just past the southernmost property until Camer Road with the exception of a bus / emergency route only from Camer Road
- New turning head along Norwood Lane to accommodate emergency vehicles to turn around
- New pedestrian/cycle access through Barnsfield property on Camer Road
- Extension of the 30mph speed limit on Camer Road from Sole Street Station west to Green Lane
- Redevelopment of the Bus stop adjacent to the Railway Inn adjacent to Sole Street Station
- Implementation of a crossing point on Camer Road to serve the bus stop and station.

Proposed Scheme

The Stage 1 RSA has been based on the following information supplied by the Design Organisation for the proposed highway works:

- 211206-09 Rev A – Sheet 1 of 11 – Design Package - Overview
- 211206-09 Rev A – Sheet 2 of 11 – Design Package - Site Access – Camer Road
- 211206-09 Rev A – Sheet 3 of 11 – Design Package - Site Access – Norwood Lane
- 211206-09 Rev A – Sheet 4 of 11 – Design Package - Carriageway Widening
- 211206-09 Rev A – Sheet 5 of 11 – Design Package - Carriageway Widening
- 211206-09 Rev A – Sheet 6 of 11 – Design Package - Carriageway Widening
- 211206-09 Rev A – Sheet 7 of 11 – C Design Package - Carriageway Widening
- 211206-09 Rev A – Sheet 8 of 11 – Design Package - Carriageway Widening
- 211206-09 Rev A – Sheet 9 of 11 – Design Package - Carriageway Widening
- 211206-09 Rev A – Sheet 10 of 11 – Design Package - Carriageway Widening
- 211206-09 Rev A – Sheet 11 of 11 – Design Package - Carriageway Widening
- 211206-10 – Sheet 1 of 6 – Swept Path Analysis - Site Access Roundabout – 11.3m RCV
- 211206-10 – Sheet 2 of 6 – Swept Path Analysis - Site Access Roundabout – Bus
- 211206-10 – Sheet 3 of 6 – Swept Path Analysis - Site Access Roundabout – Fire Tender
- 211206-10 – Sheet 4 of 6 – Swept Path Analysis - Norwood Land Junction – Bus
- 211206-10 – Sheet 5 of 6 – Swept Path Analysis - Emergency Access – Fire Tender
- 211206-10 – Sheet 6 of 6 – Swept Path Analysis - Emergency Access – Fire Tender
- 211206-11- Sheet 1 of 4 – Visibility Splays - Site Access Roundabout
- 211206-11- Sheet 2 of 4 – Visibility Splays – Norwood Land Junction
- 211206-11- Sheet 3 of 4 – Visibility Splays – Camer Road Pedestrian Crossing 1
- 211206-11- Sheet 4 of 4 – Visibility Splays – Caner Road Pedestrian Crossing 2
- 211206-04 Transport Assessment

Site Visit

The Audit has been undertaken following examination of the submitted documents, including a site visit carried out on 6th February 2026 between the hours of 10am and 12pm. The weather during the site inspection was raining and the road surface was wet following days of persistent rain. Observations during the site inspection noted moderate vehicle flows and no cycle flows with minimal pedestrian flows due to the existing footway ceasing to the south of the Royal Hounds Dog Park. The site visit noted that the majority of Camer Road was narrow and was difficult to drive along due the roads alignment impacting visibility and the National Speed Limit encouraging higher speeds.

Although the scope of works does not extend to Camer Park Road (approximately 100m south-west of Norwood Lane), the junction of Camer Park Road with Camer Road is constrained by substandard visibility, owing to the horizontal alignment of Camer Road. During inspection of the wider road network by car, it was noted that emerging from this junction was difficult, and the additional vehicular traffic associated with the proposed development is likely to exacerbate this issue. A similar concern was observed at the access to the Railway Inn public house to the north, where visibility limitations also hinder safe manoeuvring.

Furthermore, both Camer Road and Norwood Lane were noted to suffer from localised flooding. This issue was particularly evident near the Railway Inn public house to the north, where bus stop improvements are proposed. The flooding in this location appears to be exacerbated by the presence of a bridge, which contributes to poor drainage and standing water.

1.3 Terms of Reference

The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119 Revision 2, part of the Design Manual for Roads and Bridges (DMRB). The Audit Team, Design Team and Overseeing Organisation associated with this scheme are as follows:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp
Road Safety Audit Team Member	Olivia Thomas BSc (Hons), Eng Tech, MCIHT
Overseeing Organisation	Kent County Council
Design Organisation	The Transportation Consultancy

The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has not been made aware of any Departures from Standard. All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in Appendix A where the reference numbers relate to the problems identified in this report.

The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As-Built design pack to be provided and retained by the Local Highway Authority on completion.

The Designer is advised to prepare a Road Safety Audit Decision Log, a template for which is included in Appendix B. This enables the Designers and Overseeing Organisations response to the Audit to be documented along with an agreed RSA Action.

1.4 Supporting Data

Traffic Flows

Traffic Flow information obtained from the Transport Assessment prepared by 'ttc' accompanying the planning application provides details of traffic surveys.

The Automatic Traffic Count (ATC) surveys conducted on Camer Road between the 18th and 24th October 2024 and Norwood Lane between 23rd and 29th April 2025. The surveys indicated that five-day average of two-way vehicle flows along Camer Road was 7,099 and along Norwood Lane was 601.

Regarding vehicle speeds, the average 85th percentile speed on Norwood Lane was 33.6mph and 34.6mph eastbound and westbound direction respectively. On Camer Road, the 85th percentile speeds were 41.2mph and 37.4mph n the eastbound and westbound direction respectively.

It is anticipated that the site will generate 4,569 daily two-way vehicles trips out onto the local road network.

Collision Data

Personal Injury Collision (PIC) information has been extracted from the supplied Transport Assessment.

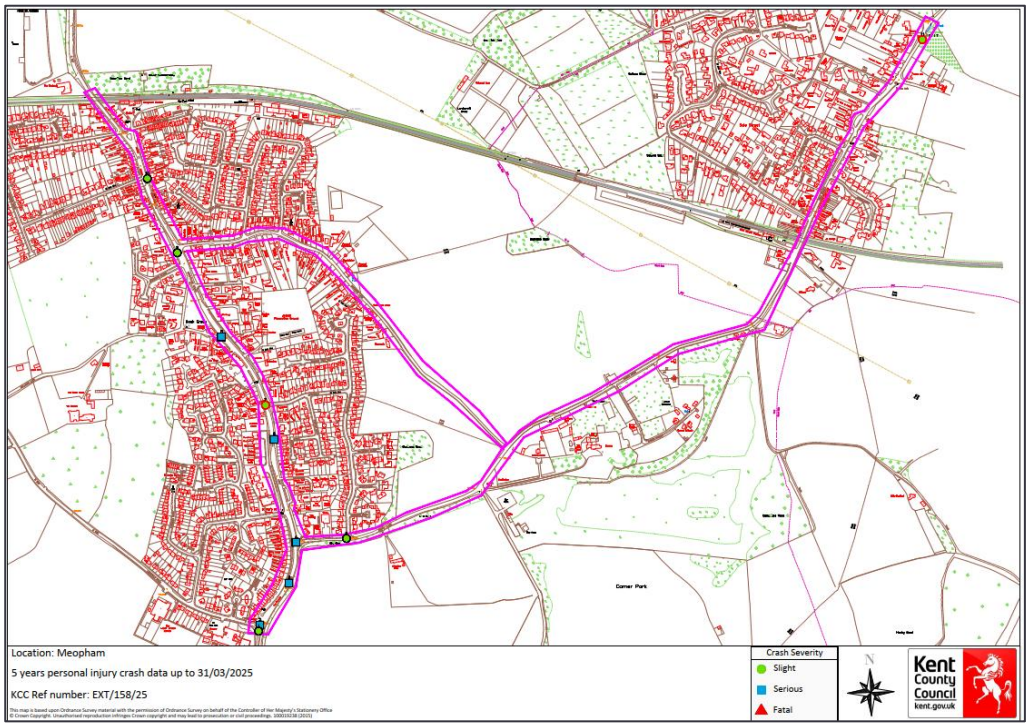
The purpose of assessing recorded PIC's is to determine whether there is a history of accidents in proximity to the site and to investigate whether there are any patterns or contributing factors, clusters of accidents could indicate that improvements are required to enable development on the site to come forward. The review of the collision data has identified that no collisions had been recorded in vicinity of the proposed highway works. Over the most recent five-year period, a total of six slight collisions have occurred and five serious collisions; no fatal collisions have occurred in the vicinity of the site. Four of these collisions occurred in 2020, including three serious collisions.

A summary of collisions is summarised in **Table 1.1** and their respective locations are illustrated in **Figure 1.1.**

Table 1.1 Collision Summary

Year	Slight Collision	Serious Collision	Fatal Collision	Total
2020	1	3	0	4
2021	1	0	0	1
2022	0	0	0	0
2023	2	0	0	2
2024	2	0	0	2
2025	0	2	0	2
Total	6	5	0	11

Figure 1.1 PIC Locations



2. Issues Identified During Stage 1 Safety Audit

2.1 Problem

Summary: Potential collisions due to standing water or service covers

Location: Throughout

Observations during the site visit noted localised ponding along Camer Road although it is acknowledged that a significant period of prolonged rainfall has occurred. No detailed information has been provided regarding surface water drainage or associated services, and it is therefore not possible to determine whether the proposed development will give rise to safety implications. However, inadequate drainage provision could lead to the accumulation of surface water on the carriageway which may increase the risk of loss-of-control collisions.

Recommendation: Ensure that surface water drainage is provided at the detailed design stage, if necessary, provide additional drainage to mitigate the risk of localised flooding.

2.2 Problem

Summary: Potential vehicle collisions due to inadequate road space during construction stage

Location: Throughout

No details have been provided on how construction traffic will access the site and/or managed, especially prior to the widening works along Camer Road. Insufficient carriageway space may increase the risk of collision between opposing construction vehicles simultaneously travelling along Camer Road. The road safety is further compromised by the absence of a construction traffic management plan which may result in a greater conflict between construction road users.

Recommendation: Ensure that construction management plan is provided, in any event vehicle swept path assessments should be undertaken ensuring the construction vehicles can access the site safely, if necessary, provide additional widening along Camer Road.

2.3 Problem

Summary: Potential collisions due to inappropriate speeds

Location: Camer Road

Camer Road is currently subject to the national speed limit, with proposals to reduce the limit to 30mph between Sole Street and Green Lane as part of the highway works. Existing 85th percentile speed data indicates that vehicles already travel at significantly lower speeds than the posted national limit, most likely due to the narrow nature of Camer Road that acts as a natural deterrent to higher speeds.

However, the proposed widening works may encourage higher vehicle speeds despite the proposal to reduced posted limit. Beyond the speed sign and road markings at Sole Street, there appears to be no other indication of reduction in speed limit nor measures to implement the 30mph speed limit. There is the risk that vehicles may travel faster as a result of the road widening and the lack of repeater signs or speed calming measures. This may result in a head on collision with another vehicle or loss of control of vehicle due to inappropriate speeds.

Recommendation: Ensure that additional measures to control traffic speeds on Camer Road are provided.

2.4 Problem

Summary: Potential risk of side swipe collisions due to lack of deflection and loss of control collisions.

Location: Western approach to the roundabout access on Camer Road

The proposed layout of the development access roundabout access results in a straight alignment from Camer Road west to Camer Road east. There is concern that insufficient deflection may result in vehicles not slowing down on the approaches to the roundabout to negotiate the roundabout. Subsequently, this could result in loss of control collisions or collisions associated with failing to give way to other road users on the roundabout.

Recommendation: Ensure that the proposed development roundabout provides suitable deflection to mitigate the risk of failing to give way or loss of control collisions occurring on/at the roundabout.

2.5 Problem

Summary: Potential risk of collision between active travel users and vehicles.

Location: Active travel routes

It is unclear from the information contained within the active travel route design drawings where footways and cycleways are intended to be segregated or shared with other users. For example, although the emergency access along Norwood Lane is restricted by bollards, it may not be apparent to pedestrians or cyclists that emergency vehicles are permitted to use this route. This lack of clarity could increase the risk of pedestrians or cyclists being struck by an emergency vehicle. In addition, several shared foot/cycleways are not denoted by corduroy tactile paving or appropriate signage, which may heighten the risk of collisions between pedestrians and cyclists using the facility

Recommendation: Ensure that appropriate tactile paving and signs are provided to inform users of layout and operation of the facility along the proposed active travel routes.

2.6 Problem

Summary: Potential collisions associated with increased traffic flows.

Location: Camer Road / Camer Park Road

It is acknowledged that the current layout of the Camer Road / Camer Park Road junction is constrained in terms of visibility, but at present it operates with relatively low traffic volumes. However, the proposed scale of development will significantly increase traffic movements along Camer Road. This raises concern that the higher traffic volumes on the major arm of the junction will exacerbate existing safety issues. In particular, vehicles exiting from Camer Park Road with limited visibility may be forced into the path of oncoming traffic generated by the development, thereby increasing the likelihood of collisions.

Recommendation: Ensure that appropriate traffic analysis is undertaken at this junction and provide improvements to visibility at this junction.

2.7 Problem

Summary: Potential collisions associated with increased traffic flows

Location: Camer Road / The Railway Inn access junction

It is acknowledged that the current layout of the Camer Road / Railway Inn access is constrained in terms of visibility, but at present it operates with relatively low traffic volumes. The proposed scale of development will increase traffic movements along Camer Road, raising concern that the higher traffic volumes on the major arm of the junction will exacerbate existing safety issues. In particular, vehicles exiting from the Railway Inn car park with limited visibility may be forced into the path of oncoming traffic associated with the site, thereby increasing the likelihood of collisions.

Although a convex mirror is provided at this access, it is considered insufficient. During the site visit, vehicles traveling at speed down the bridge to the north of the access were observed to cause significant delays when attempting to exit the car park, further highlighting the safety risks at this location.

Recommendation: Ensure that appropriate traffic analysis is undertaken at this junction and provide improvements to visibility at this junction.

2.8 Problem

Summary: Potential safety issues associated with active travel users and rail line to the north

Location: Internal layout and rail line

The railway line to the north of the site creates a significant level of severance between the development and potential amenities located beyond it. Without adequate restraint systems, there is a risk that pedestrians or cyclists may attempt to cross the rail line if it provides a quicker or more convenient desire line. Given the scale of the proposed development, it is essential that active travel routes within the site are comprehensive and well-connected to local amenities. This will help to discourage residents from attempting to cross the railway line at informal or unsafe points, thereby reducing the risk of serious incidents.

Recommendation: Ensure that the pedestrian/cycle routes provide safe connectivity to local amenities, where necessary suitable restraint systems should be provided between the site and the ralline.

2.9 Problem

Summary: Potential risk of active travel users being struck by residential traffic.

Location: Pedestrian access (Drawing 211206-09 Rev A Sheet 11)

The proposed pedestrian/cycle link is proposed via an existing driveway which will be relocated to the west; the drawings show no barrier or form of delineation between the driveway and the proposed active travel connection. Consequently, there is a greater risk that pedestrian or cyclists could be struck when using the path and a vehicle is emerging from the driveway simultaneously. There are also no corduroy tactiles to denote the start and end of the shared pedestrian and cycle route.

Recommendation: Provide sufficient delineation between the driveway and the foot/cycleway ensuring that appropriate corduroy paving and signs are provided to denote the shared use facility.

3. Audit Team Statement

We certify that this audit has been carried out in accordance with GG-119 Revision 2of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel

BEng (Hons), GMICE, FIHE, NH Cert Comp

Signed: 

Date: 19th February 2026

Audit Team Member

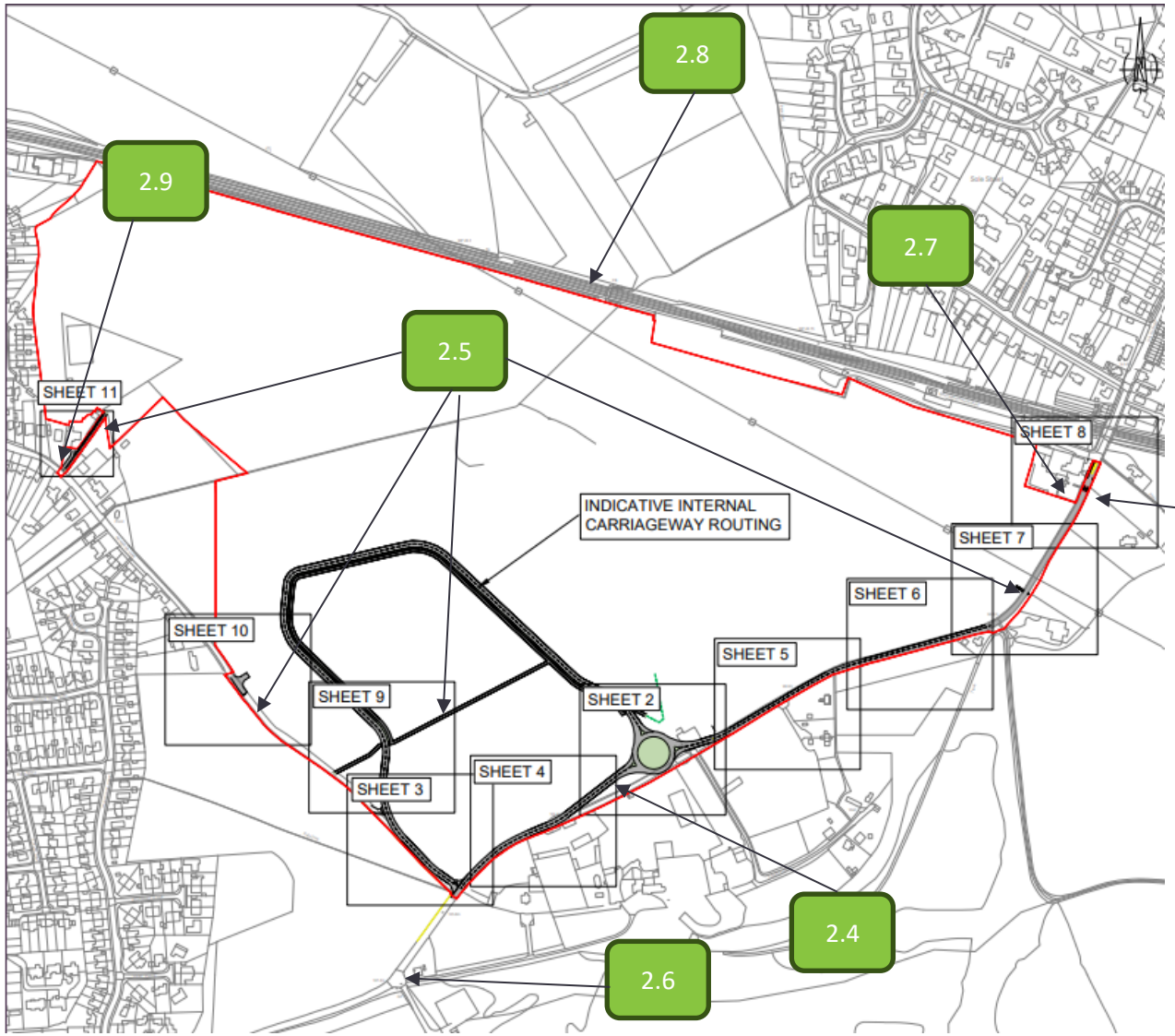
Olivia Thomas

BSc (Hons), EngTech, MCIHT

Signed: 

Date: 19th February 2026

Appendix A Problem Locations



General Problems: 2.1 & 2.2

Appendix B Designers Response

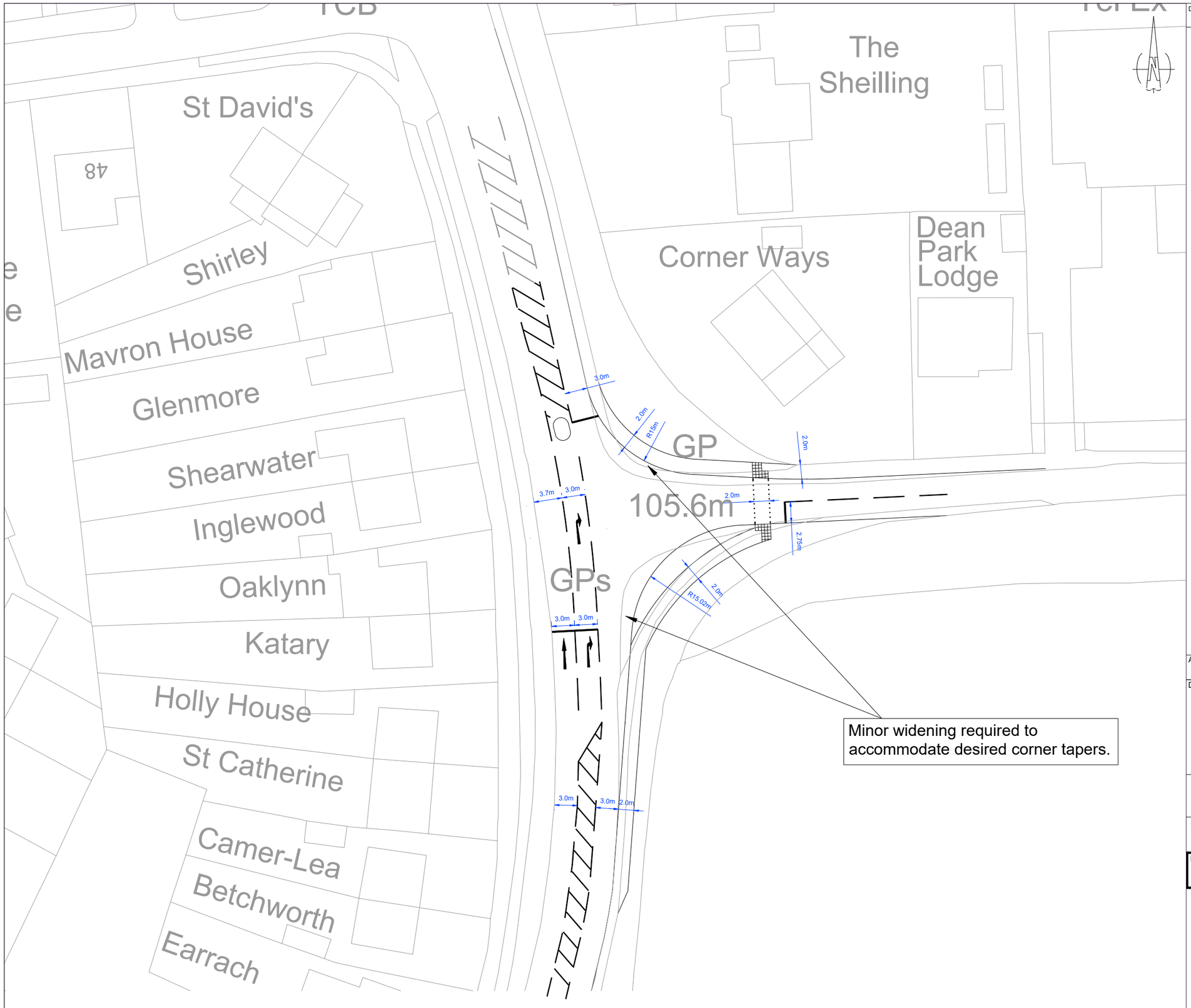
Issue N°	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	Potential collisions due to standing water or service covers	Ensure that surface water drainage is provided at the detailed design stage, if necessary, provide additional drainage to mitigate the risk of localised flooding	The proposed drainage strategy will be confirmed and provided during the detailed design phase to ensure that the new highway infrastructure is adequately designed in accordance with relevant design guidance		
2.2	Potential vehicle collisions due to inadequate road space during construction stage	Ensure that construction management plan is provided, in any event vehicle swept path assessments should be undertaken ensuring the construction vehicles can access the site safely, if necessary, provide additional widening along Camer Road	A detailed Construction Traffic Management Plan is anticipated to form a Condition of a successful application and would be developed, in collaboration with the appointed contractor, to ensure the safe access and movement of construction vehicles to and from the site during the construction phases		

2.3	Potential collisions due to inappropriate speeds	Ensure that additional measures to control traffic speeds on Camer Road are provided	It is considered that the existing alignment of Camer Road will retain lower traffic speeds even with the proposed road widening especially when coupled with the introduction of a significant speed restraint feature in the form of the site access roundabout. During the detailed design stage additional speed restraint features will be explored as considered necessary and appropriate by Kent County Council as highway authority and the design team. This will be informed by on-site observations, relevant design guidance and a Stage 2 Road Safety Audit		
2.4	Potential risk of side swipe collisions due to lack of deflection and loss of control collisions	Ensure that the proposed development roundabout provides suitable deflection to mitigate the risk of failing to give way or loss of control collisions occurring on/at the roundabout	The design of the site access roundabout will be confirmed and provided during the detailed design phase to ensure that the new highway infrastructure is adequately designed in accordance with relevant safety and design guidance. This will be supported by a Stage 2 Road Safety Audit		

2.5	Potential risk of collision between active travel users and vehicles	Ensure that appropriate tactile paving and signs are provided to inform users of layout and operation of the facility along the proposed active travel routes	Specific information regarding the usage and form of the active travel routes will be confirmed during the Reserved Matters and detailed design stages of the development. This will ensure appropriate surfacing and signage is provided in accordance with relevant design guidance. This will further be supported by a Stage 2 Road Safety Audit.		
2.6	Potential collisions associated with increased traffic flows	Ensure that appropriate traffic analysis is undertaken at this junction and provide improvements to visibility at this junction	There is no history of traffic related collisions at the junction of Camer Road and Camer Park Road and the transport modelling completed as part of the Transport Assessment did not identify any capacity constraints at this junction. The junction is signed in both directions for traffic on the mainline and the speed limit is proposed to be reduced, decreasing potential stopping distances.		
2.7	Potential collisions associated with increased traffic flows	Ensure that appropriate traffic analysis is undertaken at this junction and provide improvements to visibility at this junction	There is no history of traffic related collisions at the junction of Camer Road and The Railway Inn. The junction is preceded by a humpback bridge to the north which is signed in both directions and is likely to reduce vehicle speeds in this specific location, decreasing potential stopping distances.		

2.8	Potential safety issues associated with active travel users and rail line to the north	Ensure that the pedestrian/cycle routes provide safe connectivity to local amenities, where necessary suitable restraint systems should be provided between the site and the ralline	A comprehensive network of active travel routes are proposed through the outline masterplan to ensure viable options are provided in all directions for site users. Furthermoe, an existing rail overbridge is provided to the north of the site facilitating the safe passage of pedestrians across the rail line		
2.9	Potential risk of active travel users being struck by residential traffic	Provide sufficient delineation between the driveway and the foot/cycleway ensuring that appropriate corduroy paving and signs are provided to denote the shared use facility	During the detailed design stage the specific segregation provisions between the existing driveway and proposed active travel corridor will be provided to ensure the risk of conflict in this location is minimised		

Appendix F
Signal Design: A227 Wrotham Road/Green Lane



Date of 1st Issue	Description	Drawn by	Checked by
24/07/26	First Issue	LF	GB

Key:

- OS Mapping
- Proposed Design
- Tactile Paving
- Key Dimensions

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on OS mapping.

A3 SCALE 1:500

0 m — 30 m

Scale 1:500 @ A3

Drawing Title

Land North of Camer Road, Meopham
A227 / Green Lane Traffic Signals
General Arrangement
Sheet 1 of 3

Client

The McManus Family

Drawing Status

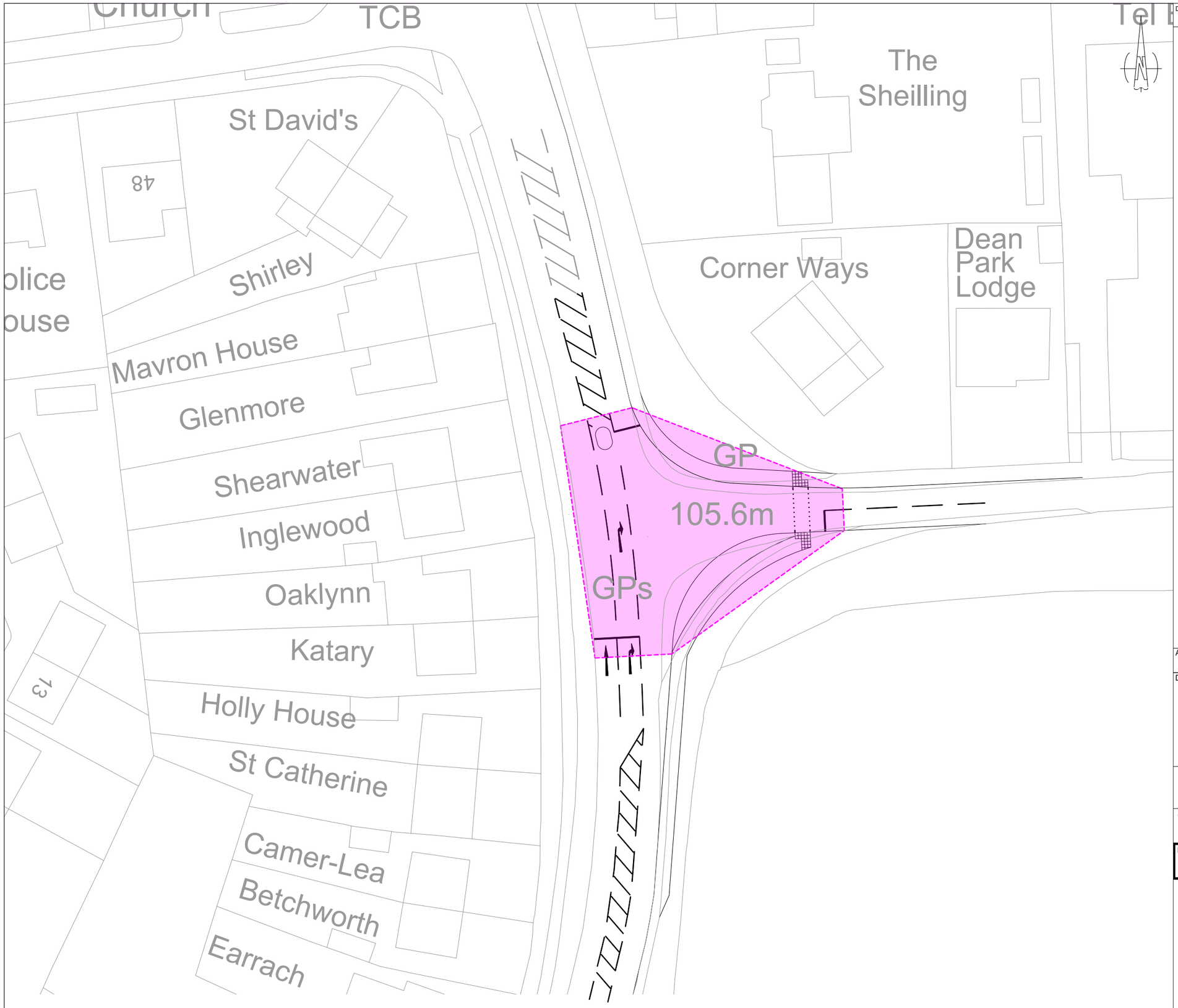
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

ttc Transportation Consultancy
VALUE·EXCEED·TRUST·EXCELLENCE·CLARITY

Drawing Number: 211206-12

Revision: -



Date of 1st Issue	Description	Drawn by	Checked by
24/07/26	First Issue	LF	GB

Key:

- OS Mapping
- Proposed Design
- Tactile Paving
- Junction Intervisibility Zone

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on OS mapping.

A3 SCALE
1:500

0 m — 30 m
Scale 1:500 @ A3

Drawing Title
Land North of Camer Road, Meopham
A227 / Green Lane Traffic Signals
Junction Visibility
Sheet 2 of 3

Client
The McManus Family

Drawing Status
Planning

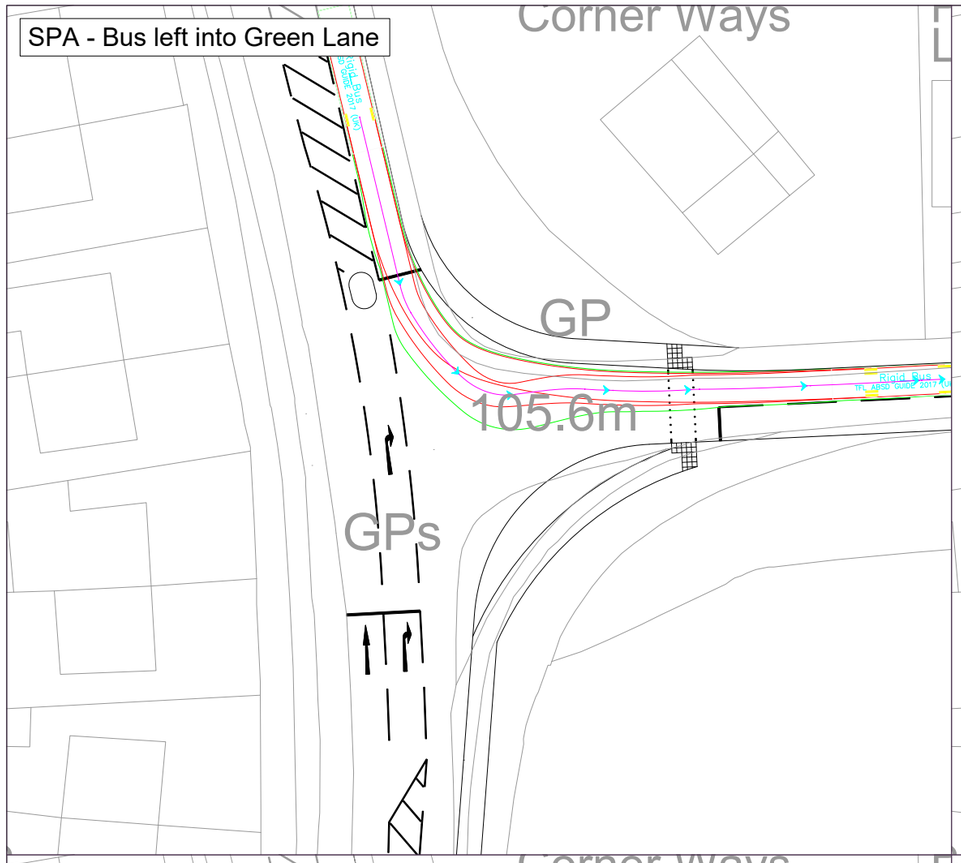
27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

ttc Transportation Consultancy
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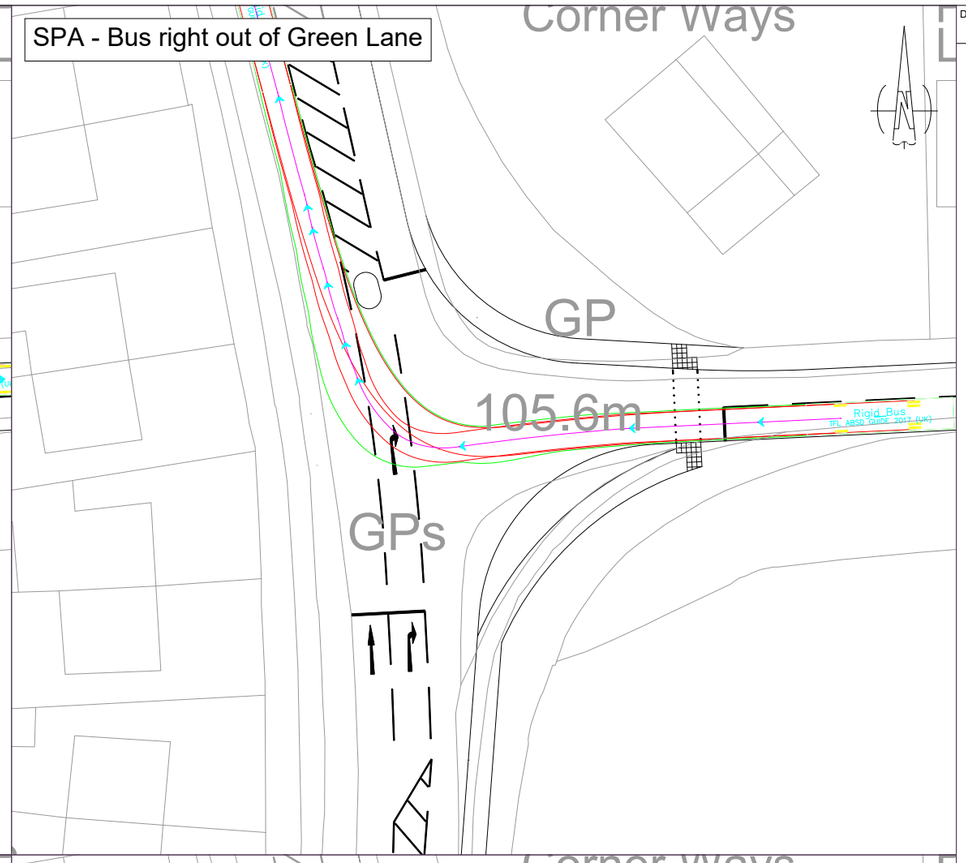
Drawing Number
211206-12

Revision
-

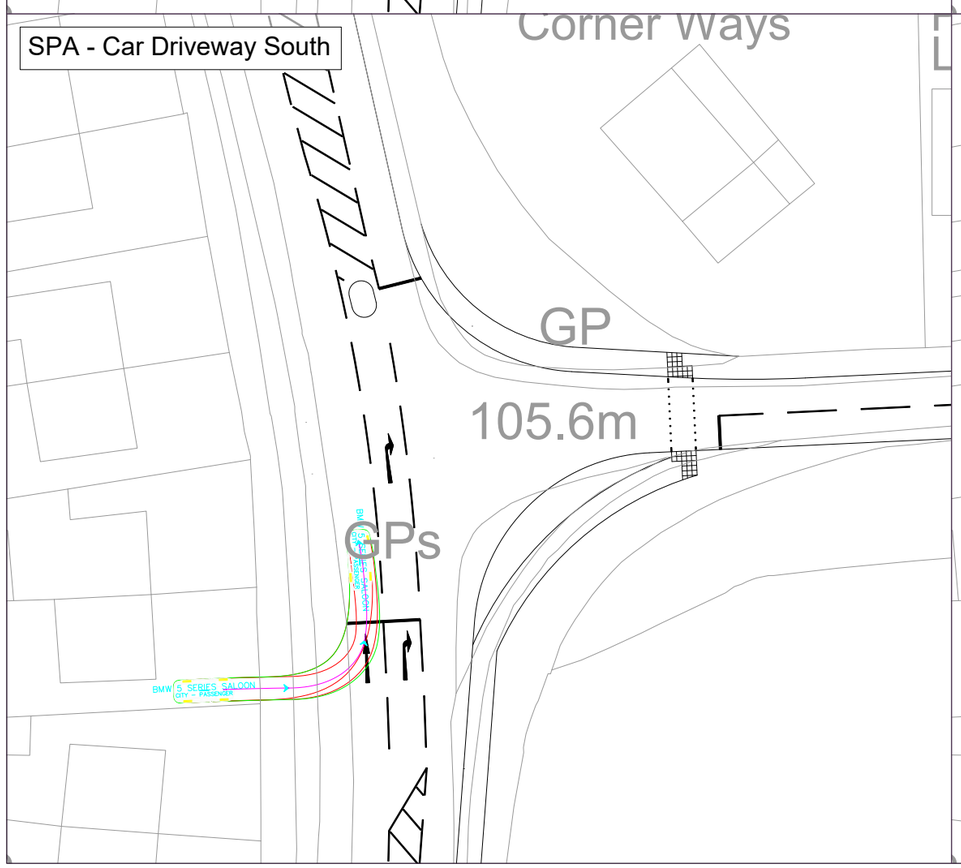
SPA - Bus left into Green Lane



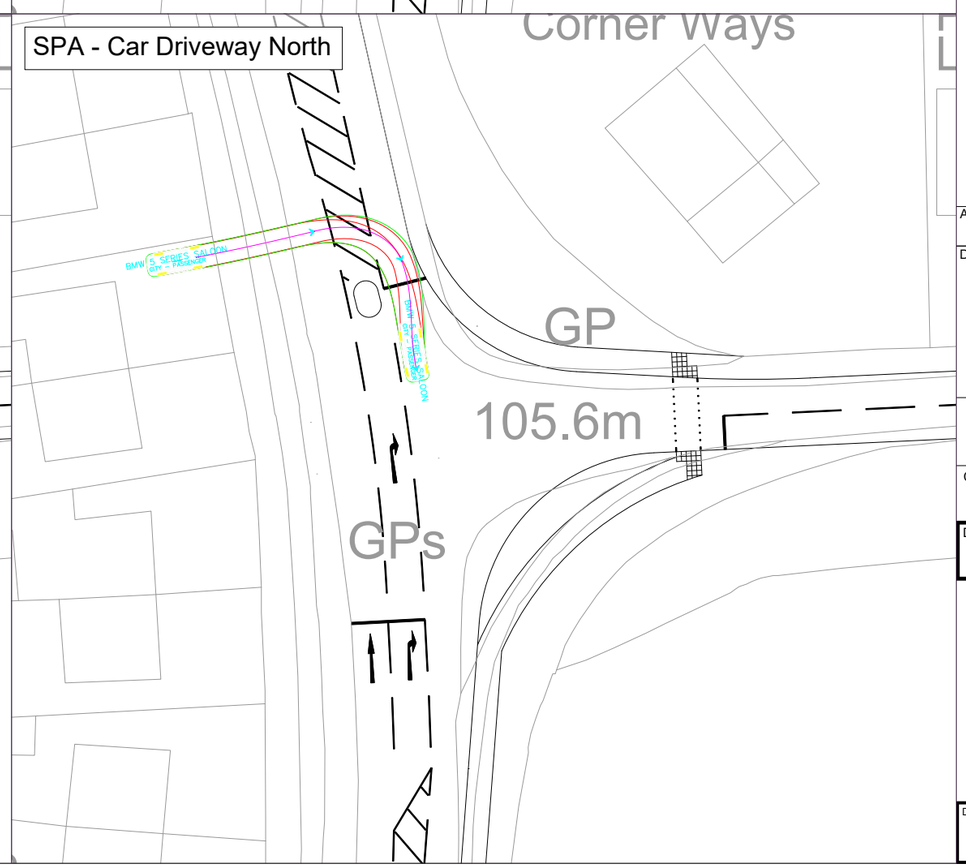
SPA - Bus right out of Green Lane



SPA - Car Driveway South



SPA - Car Driveway North



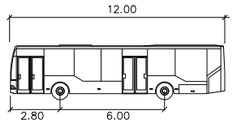
Date of 1st Issue	Description	Drawn by	Checked by
24/07/26	First Issue	LF	GB

Key:

- OS Mapping
- Proposed Design
- Tactile Paving
- Vehicle Body Overhang
- Vehicle Wheel Track

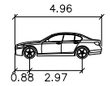
Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on OS mapping.



Rigid Bus

	meters
Width	: 2.55
Track	: 2.35
Lock to Lock Time	: 6.0
Steering Angle	: 50.6



BMW 5 SERIES SALOON

	meters
Width	: 1.87
Track	: 1.87
Lock to Lock Time	: 6.0
Steering Angle	: 36.9

A3 SCALE 1:500

0 m — 30 m

Scale 1:500 @ A3

Drawing Title

Land North of Camer Road, Meopham
A227 / Green Lane Traffic Signals
Vehicle Tracking
Sheet 3 of 3

Client

The McManus Family

Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

ttc Transportation Consultancy
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Drawing Number	Revision
211206-12	-

Transportation Consultancy

Appendix G
Modelling Reports

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Import of Site Access - Compact Roundabout.j11
Path: C:\Users\Sarah\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\211206 - Meopham\Data\Junction Modelling
Report generation date: 29/07/2026 10:06:05

»2042 | Future Base + Development | AM
»2042 | Future Base + Development | PM
»2042 | Future Base + Development + LP Cumulative Development | AM
»2042 | Future Base + Development + LP Cumulative Development | PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2042 - Future Base + Development							
1 - Camer Road (S)	0.4	4.08	0.26	A	1.2	6.40	0.54	A
2 - Site Access	0.7	5.39	0.42	A	0.2	4.19	0.18	A
3 - Camer Road (N)	2.3	10.26	0.70	B	0.3	3.49	0.22	A
	2042 - Future Base + Development + LP Cumulative Development							
1 - Camer Road (S)	0.5	4.50	0.31	A	0.9	5.99	0.46	A
2 - Site Access	1.0	6.35	0.49	A	0.2	4.24	0.18	A
3 - Camer Road (N)	1.0	6.32	0.50	A	0.6	4.56	0.39	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	15/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\Luke
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2042	Future Base + Development	AM	ONE HOUR	07:45	09:15	15
D2	2042	Future Base + Development	PM	ONE HOUR	16:45	18:15	15
D3	2042	Future Base + Development + LP Cumulative Development	AM	ONE HOUR	07:45	09:15	15
D4	2042	Future Base + Development + LP Cumulative Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2042 | Future Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site Access Roundabout	Standard Roundabout		1, 2, 3	7.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.57	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Camer Road (S)		
2	Site Access		
3	Camer Road (N)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Camer Road (S)	3.38	4.50	18.1	25.0	28.0	40.0		
2 - Site Access	3.38	4.50	11.2	25.0	28.0	28.6		
3 - Camer Road (N)	3.38	4.50	18.2	25.0	28.0	23.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Camer Road (S)	0.565	1274
2 - Site Access	0.582	1299
3 - Camer Road (N)	0.598	1350

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2042	Future Base + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Camer Road (S)		✓	288	100.000
2 - Site Access		✓	447	100.000
3 - Camer Road (N)		✓	739	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Camer Road (S)	2 - Site Access	3 - Camer Road (N)
From	1 - Camer Road (S)	0	71	217
	2 - Site Access	282	0	165
	3 - Camer Road (N)	619	120	0

Vehicle Mix

Heavy Vehicle %

		To		
		1 - Camer Road (S)	2 - Site Access	3 - Camer Road (N)
From	1 - Camer Road (S)	0	0	0
	2 - Site Access	0	0	0
	3 - Camer Road (N)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Camer Road (S)	0.26	4.08	0.4	A
2 - Site Access	0.42	5.39	0.7	A
3 - Camer Road (N)	0.70	10.26	2.3	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	217	90	1224	0.177	216	0.2	3.568	A
2 - Site Access	337	163	1204	0.279	335	0.4	4.133	A
3 - Camer Road (N)	556	211	1223	0.455	553	0.8	5.347	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	259	108	1214	0.213	259	0.3	3.769	A
2 - Site Access	402	195	1186	0.339	401	0.5	4.587	A
3 - Camer Road (N)	664	253	1198	0.554	663	1.2	6.702	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	317	131	1200	0.264	317	0.4	4.073	A
2 - Site Access	492	239	1160	0.424	491	0.7	5.376	A
3 - Camer Road (N)	814	310	1164	0.699	810	2.2	10.033	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	317	132	1200	0.264	317	0.4	4.077	A
2 - Site Access	492	239	1160	0.424	492	0.7	5.389	A
3 - Camer Road (N)	814	310	1164	0.699	813	2.3	10.260	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	259	109	1213	0.213	259	0.3	3.774	A
2 - Site Access	402	195	1185	0.339	403	0.5	4.604	A
3 - Camer Road (N)	664	254	1198	0.555	668	1.3	6.854	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	217	91	1223	0.177	217	0.2	3.580	A
2 - Site Access	337	164	1204	0.280	337	0.4	4.156	A
3 - Camer Road (N)	556	213	1222	0.455	558	0.8	5.431	A

2042 | Future Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site Access Roundabout	Standard Roundabout		1, 2, 3	5.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2042	Future Base + Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Camer Road (S)		✓	597	100.000
2 - Site Access		✓	170	100.000
3 - Camer Road (N)		✓	258	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Camer Road (S)	2 - Site Access	3 - Camer Road (N)
From	1 - Camer Road (S)	0	203	394
	2 - Site Access	51	0	119
	3 - Camer Road (N)	170	88	0

Vehicle Mix

Heavy Vehicle %

		To		
		1 - Camer Road (S)	2 - Site Access	3 - Camer Road (N)
From	1 - Camer Road (S)	0	0	0
	2 - Site Access	0	0	0
	3 - Camer Road (N)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Camer Road (S)	0.54	6.40	1.2	A
2 - Site Access	0.18	4.19	0.2	A
3 - Camer Road (N)	0.22	3.49	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	449	66	1237	0.363	447	0.6	4.544	A
2 - Site Access	128	295	1127	0.114	127	0.1	3.598	A
3 - Camer Road (N)	194	38	1327	0.146	194	0.2	3.175	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	537	79	1230	0.436	536	0.8	5.180	A
2 - Site Access	153	354	1093	0.140	153	0.2	3.827	A
3 - Camer Road (N)	232	46	1322	0.175	232	0.2	3.301	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	657	97	1220	0.539	656	1.2	6.364	A
2 - Site Access	187	433	1047	0.179	187	0.2	4.184	A
3 - Camer Road (N)	284	56	1316	0.216	284	0.3	3.487	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	657	97	1220	0.539	657	1.2	6.400	A
2 - Site Access	187	434	1047	0.179	187	0.2	4.188	A
3 - Camer Road (N)	284	56	1316	0.216	284	0.3	3.487	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	537	79	1230	0.436	538	0.8	5.216	A
2 - Site Access	153	355	1092	0.140	153	0.2	3.835	A
3 - Camer Road (N)	232	46	1322	0.175	232	0.2	3.302	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	449	66	1237	0.363	450	0.6	4.580	A
2 - Site Access	128	297	1126	0.114	128	0.1	3.609	A
3 - Camer Road (N)	194	38	1327	0.146	194	0.2	3.181	A

2042 | Future Base + Development + LP Cumulative Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site Access Roundabout	Standard Roundabout		1, 2, 3	5.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2042	Future Base + Development + LP Cumulative Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Camer Road (S)		✓	338	100.000
2 - Site Access		✓	504	100.000
3 - Camer Road (N)		✓	521	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Camer Road (S)	2 - Site Access	3 - Camer Road (N)
From	1 - Camer Road (S)	0	61	277
	2 - Site Access	301	0	203
	3 - Camer Road (N)	377	144	0

Vehicle Mix

Heavy Vehicle %

		To		
		1 - Camer Road (S)	2 - Site Access	3 - Camer Road (N)
From	1 - Camer Road (S)	0	0	2
	2 - Site Access	0	0	0
	3 - Camer Road (N)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Camer Road (S)	0.31	4.50	0.5	A
2 - Site Access	0.49	6.35	1.0	A
3 - Camer Road (N)	0.50	6.32	1.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	254	108	1214	0.210	253	0.3	3.808	A
2 - Site Access	379	208	1178	0.322	378	0.5	4.487	A
3 - Camer Road (N)	392	225	1215	0.323	390	0.5	4.420	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	304	129	1201	0.253	304	0.3	4.074	A
2 - Site Access	453	249	1154	0.393	452	0.6	5.125	A
3 - Camer Road (N)	468	270	1188	0.394	468	0.7	5.063	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	372	158	1185	0.314	372	0.5	4.494	A
2 - Site Access	555	305	1122	0.495	554	1.0	6.322	A
3 - Camer Road (N)	574	331	1152	0.498	572	1.0	6.284	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	372	159	1185	0.314	372	0.5	4.501	A
2 - Site Access	555	305	1122	0.495	555	1.0	6.352	A
3 - Camer Road (N)	574	331	1151	0.498	574	1.0	6.319	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	304	130	1201	0.253	304	0.3	4.083	A
2 - Site Access	453	249	1154	0.393	454	0.7	5.157	A
3 - Camer Road (N)	468	271	1187	0.394	470	0.7	5.099	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	254	109	1213	0.210	255	0.3	3.818	A
2 - Site Access	379	209	1178	0.322	380	0.5	4.520	A
3 - Camer Road (N)	392	227	1214	0.323	393	0.5	4.453	A

2042 | Future Base + Development + LP Cumulative Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site Access Roundabout	Standard Roundabout		1, 2, 3	5.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.12	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2042	Future Base + Development + LP Cumulative Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Camer Road (S)		✓	471	100.000
2 - Site Access		✓	175	100.000
3 - Camer Road (N)		✓	453	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Camer Road (S)	2 - Site Access	3 - Camer Road (N)
From	1 - Camer Road (S)	0	70	401
	2 - Site Access	86	0	89
	3 - Camer Road (N)	236	217	0

Vehicle Mix

Heavy Vehicle %

		To		
		1 - Camer Road (S)	2 - Site Access	3 - Camer Road (N)
From	1 - Camer Road (S)	0	0	4
	2 - Site Access	0	0	0
	3 - Camer Road (N)	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Camer Road (S)	0.46	5.99	0.9	A
2 - Site Access	0.18	4.24	0.2	A
3 - Camer Road (N)	0.39	4.56	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	355	163	1183	0.300	353	0.4	4.477	A
2 - Site Access	132	300	1124	0.117	131	0.1	3.623	A
3 - Camer Road (N)	341	64	1311	0.260	340	0.4	3.720	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	423	195	1164	0.364	423	0.6	5.014	A
2 - Site Access	157	360	1090	0.144	157	0.2	3.861	A
3 - Camer Road (N)	407	77	1303	0.312	407	0.5	4.034	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	519	239	1140	0.455	518	0.9	5.972	A
2 - Site Access	193	441	1043	0.185	192	0.2	4.233	A
3 - Camer Road (N)	499	95	1293	0.386	498	0.6	4.548	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	519	239	1140	0.455	519	0.9	5.993	A
2 - Site Access	193	441	1042	0.185	193	0.2	4.237	A
3 - Camer Road (N)	499	95	1293	0.386	499	0.6	4.555	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	423	195	1164	0.364	424	0.6	5.040	A
2 - Site Access	157	361	1089	0.145	158	0.2	3.866	A
3 - Camer Road (N)	407	77	1303	0.312	408	0.5	4.044	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Camer Road (S)	355	164	1182	0.300	355	0.4	4.505	A
2 - Site Access	132	302	1123	0.117	132	0.1	3.634	A
3 - Camer Road (N)	341	65	1311	0.260	341	0.4	3.736	A

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: 211206 - Wrotham Road & Green Lane.j11
Path: C:\Users\CallumAdam\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\211206 - Meopham\Data\Junction Modelling
Report generation date: 08/07/2026 11:03:11

»2026 | Base | AM
»2026 | Base | PM
»2026 | Scenario 2 | AM
»2026 | Scenario 2 | PM
»2026 | Scenario 3 | AM
»2026 | Scenario 3 | PM

Summary of junction performance

	AM									PM								
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Netwo Resid Capac
	2026 - Base																	
Stream B-C	D1	0.8	3.1	11.94	0.44	B	3.13	A	27 % [Stream B-A]	D2	0.3	1.1	8.44	0.26	A	3.38	A	31 [Strea B-A
Stream B-A		0.1	0.5	17.65	0.11	C					0.1	0.5	17.45	0.08	C			
Stream C-AB		0.5	1.8	9.64	0.30	A					1.1	3.6	12.38	0.49	B			
	2026 - Scenario 2																	
Stream B-C	D3	34.5	63.0	399.97	1.24	F	122.29	F	-22 % [Stream B-A]	D4	0.3	1.0	8.38	0.26	A	3.96	A	21 [Strea B-A
Stream B-A		28.1	52.9	405.87	1.24	F					0.3	1.2	19.81	0.20	C			
Stream C-AB		0.6	2.6	10.43	0.35	B					1.3	4.8	13.28	0.52	B			
	2026 - Scenario 3																	
Stream B-C	D5	53.7	89.3	625.50	1.39	F	180.91	F	-26 % [Stream B-A]	D6	0.9	4.2	15.09	0.48	C	6.43	A	-3 % [Strea B-A
Stream B-A		35.2	63.5	636.42	1.37	F					1.0	4.9	41.75	0.51	E			
Stream C-AB		0.9	3.8	12.35	0.47	B					1.8	7.0	14.90	0.60	B			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

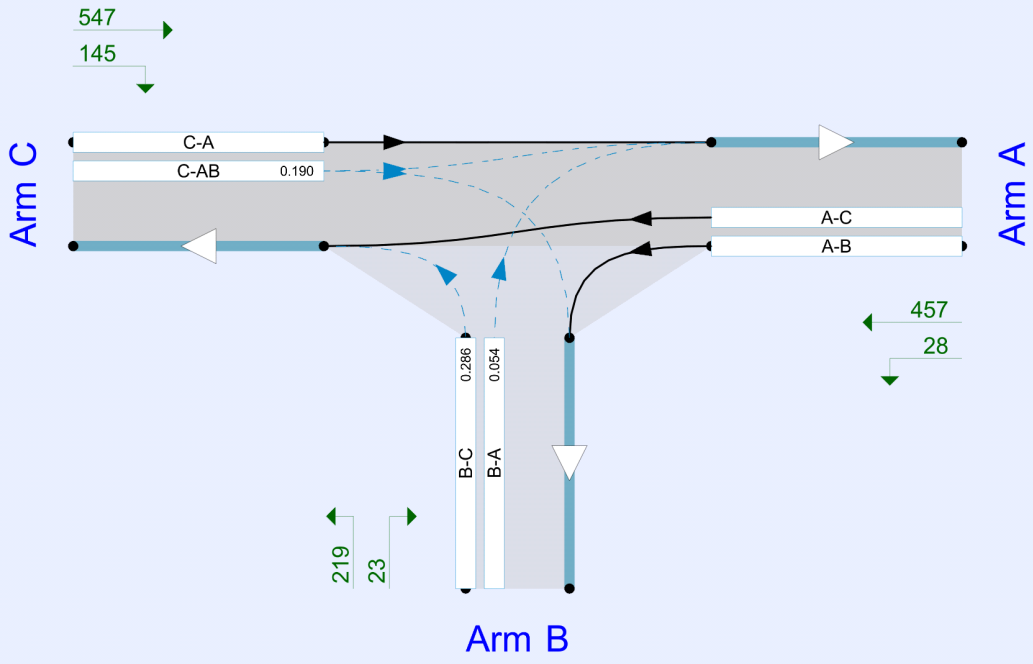
File summary

File Description

Title	
Location	
Site number	
Date	14/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\CallumAdam
Description	

Units

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



Flows show original traffic demand (Veh/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15
D2	2026	Base	PM	ONE HOUR	17:00	18:30	15
D3	2026	Scenario 2	AM	ONE HOUR	07:45	09:15	15
D4	2026	Scenario 2	PM	ONE HOUR	17:00	18:30	15
D5	2026	Scenario 3	AM	ONE HOUR	07:45	09:15	15
D6	2026	Scenario 3	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
D1	Meopham - Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		3.13	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	27	Stream B-A	3.13	A

Arms

Arms

Arm	Name	Description	Arm type
A	Wrotham Road (A227) - North		Major
B	Green Lane		Minor
C	Wrotham Road (A227) - South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.90		✓	2.36	193.0	✓	4.00

Major Arm Geometry Notes

Arm	Notes
C	Geometries for Arm C were measured opposite Arm B. Geometries for Arm A are measured opposite Arm D

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	9.70	4.80	4.00	3.40	2.60	✓	1.00	152	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	541	0.099	0.250	0.157	0.358
B-C	730	0.112	0.284	-	-
C-B	698	0.271	0.271	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	484	100.000
B		✓	243	100.000
C		✓	691	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	28	457
	B	23	0	219
	C	547	145	0

Vehicle Mix

07:45 - 08:00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	4	3
	B	2	0	7
	C	2	4	0

08:00 - 08:15

Heavy Vehicle %

		To		
		A	B	C
From	A	0	4	4
	B	2	0	6
	C	3	4	0

Heavy Vehicle %

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	5	5	0

Heavy Vehicle %

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	1	0	0

Heavy Vehicle %

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle %

09:00 - 09:15

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.44	11.94	0.8	3.1	B
B-A	0.11	17.65	0.1	0.5	C
C-AB	0.30	9.64	0.5	1.8	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	0.00	618	0.286	175	0.4	8.660	A
B-A	18	0.00	336	0.054	18	0.1	11.528	B
C-AB	114	0.00	596	0.190	113	0.2	7.723	A
C-A	420	0.00			420			
A-B	22	0.00			22			
A-C	354	0.00			354			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	209	0.00	594	0.352	208	0.6	9.952	A
B-A	21	0.00	291	0.074	21	0.1	13.634	B
C-AB	136	0.00	577	0.236	136	0.3	8.481	A
C-A	506	0.00			506			
A-B	26	0.00			26			
A-C	427	0.00			427			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	248	0.00	564	0.440	247	0.8	11.941	B
B-A	26	0.00	231	0.111	26	0.1	17.653	C
C-AB	169	0.00	558	0.304	169	0.5	9.643	A
C-A	630	0.00			630			
A-B	30	0.00			30			
A-C	508	0.00			508			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	241	0.00	557	0.433	241	0.8	11.699	B
B-A	26	0.00	233	0.111	26	0.1	17.375	C
C-AB	161	0.00	550	0.293	161	0.4	9.582	A
C-A	606	0.00			606			
A-B	30	0.00			30			
A-C	533	0.00			533			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	197	0.00	599	0.329	198	0.5	9.014	A
B-A	21	0.00	302	0.070	21	0.1	12.849	B
C-AB	130	0.00	581	0.225	131	0.3	8.015	A
C-A	491	0.00			491			
A-B	25	0.00			25			
A-C	411	0.00			411			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	0.00	621	0.266	165	0.4	7.912	A
B-A	18	0.00	343	0.051	18	0.1	11.060	B
C-AB	109	0.00	599	0.182	109	0.2	7.357	A
C-A	411	0.00			411			
A-B	21	0.00			21			
A-C	344	0.00			344			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.42	0.00	0.00	0.42	0.42			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.57	0.57	1.06	1.48	1.54			N/A	N/A
B-A	0.08	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.81	0.03	0.27	0.81	0.81			N/A	N/A
B-A	0.12	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.45	0.03	0.27	0.48	0.51			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.79	0.03	0.28	0.98	3.13			N/A	N/A
B-A	0.12	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.43	0.03	0.31	1.33	1.82			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.50	0.05	0.46	1.28	1.39			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.37	0.03	0.30	0.87	1.19			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
D1	Meopham - Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		3.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	31	Stream B-A	3.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026	Base	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	455	100.000
B		✓	153	100.000
C		✓	765	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	37	418
	B	16	0	136
	C	516	249	0

Vehicle Mix

17:00 - 17:15

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	3
	B	4	0	2
	C	2	8	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A	B	C
From	A	0	3	2
	B	4	0	2
	C	2	8	0

17:30 - 17:45

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	3	0	0

17:45 - 18:00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	3	0	0

18:00 - 18:15

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

18:15 - 18:30

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.26	8.44	0.3	1.1	A
B-A	0.08	17.45	0.1	0.5	C
C-AB	0.49	12.38	1.1	3.6	B
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	0.00	627	0.167	104	0.2	7.009	A
B-A	13	0.00	323	0.040	13	0.0	12.074	B
C-AB	204	0.00	609	0.336	202	0.5	9.507	A
C-A	394	0.00			394			
A-B	28	0.00			28			
A-C	324	0.00			324			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	125	0.00	607	0.206	125	0.3	7.609	A
B-A	15	0.00	279	0.055	15	0.1	14.182	B
C-AB	249	0.00	602	0.413	248	0.8	10.940	B
C-A	466	0.00			466			
A-B	35	0.00			35			
A-C	383	0.00			383			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	0.00	581	0.258	150	0.3	8.443	A
B-A	18	0.00	228	0.080	18	0.1	17.455	C
C-AB	295	0.00	603	0.489	294	1.1	12.378	B
C-A	564	0.00			564			
A-B	41	0.00			41			
A-C	460	0.00			460			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	0.00	579	0.259	150	0.3	8.383	A
B-A	18	0.00	227	0.080	18	0.1	17.261	C
C-AB	290	0.00	594	0.488	290	1.0	11.904	B
C-A	569	0.00			569			
A-B	41	0.00			41			
A-C	465	0.00			465			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	0.00	610	0.201	123	0.3	7.396	A
B-A	15	0.00	289	0.051	15	0.1	13.165	B
C-AB	227	0.00	597	0.381	229	0.6	9.837	A
C-A	460	0.00			460			
A-B	34	0.00			34			
A-C	376	0.00			376			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	0.00	630	0.163	103	0.2	6.830	A
B-A	12	0.00	331	0.038	12	0.0	11.312	B
C-AB	188	0.00	608	0.310	189	0.5	8.604	A
C-A	388	0.00			388			
A-B	28	0.00			28			
A-C	315	0.00			315			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.20	0.00	0.00	0.20	0.20			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.54	0.54	1.08	1.51	1.56			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.26	0.00	0.00	0.26	0.26			N/A	N/A
B-A	0.06	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.77	0.55	1.05	1.50	1.56			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.35	0.03	0.26	0.46	0.48			N/A	N/A
B-A	0.09	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	1.06	0.03	0.27	1.06	1.35			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.35	0.03	0.31	1.14	1.14			N/A	N/A
B-A	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	1.03	0.03	0.28	1.03	3.56			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.25	0.00	0.00	0.25	0.25			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.64	0.07	0.70	1.36	1.44			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.20	0.00	0.00	0.20	0.20			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.46	0.04	0.39	1.23	1.37			N/A	N/A

2026 | Scenario 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
D1	Meopham - Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		122.29	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-22	Stream B-A	122.29	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026	Scenario 2	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	518	100.000
B		✓	500	100.000
C		✓	633	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	64	454
	B	228	0	271
	C	466	166	0

Vehicle Mix

Heavy Vehicle %

From \ To	A	B	C
A	0	2	3
B	0	0	4
C	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	1.24	399.97	34.5	63.0	F
B-A	1.24	405.87	28.1	52.9	F
C-AB	0.35	10.43	0.6	2.6	B
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	212	0.00	493	0.431	209	0.8	13.061	B
B-A	172	0.00	348	0.494	168	0.9	19.654	C
C-AB	129	0.00	590	0.219	128	0.3	8.013	A
C-A	361	0.00			361			
A-B	49	0.00			49			
A-C	352	0.00			352			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	0.00	375	0.676	249	2.0	28.544	D
B-A	205	0.00	277	0.741	199	2.4	43.436	E
C-AB	155	0.00	570	0.271	154	0.4	8.906	A
C-A	431	0.00			431			
A-B	59	0.00			59			
A-C	421	0.00			421			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	311	0.00	251	1.237	242	19.1	185.949	F
B-A	251	0.00	206	1.221	198	15.8	199.382	F
C-AB	192	0.00	547	0.350	191	0.6	10.388	B
C-A	526	0.00			526			
A-B	72	0.00			72			
A-C	515	0.00			515			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	311	0.00	250	1.240	249	34.5	398.409	F
B-A	251	0.00	204	1.235	202	28.1	405.870	F
C-AB	192	0.00	547	0.350	192	0.6	10.427	B
C-A	526	0.00			526			
A-B	72	0.00			72			
A-C	515	0.00			515			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	0.00	287	0.884	278	28.3	399.967	F
B-A	205	0.00	233	0.882	225	23.3	405.381	F
C-AB	155	0.00	570	0.271	155	0.4	8.953	A
C-A	431	0.00			431			
A-B	59	0.00			59			
A-C	421	0.00			421			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	212	0.00	321	0.661	310	3.9	202.574	F
B-A	172	0.00	261	0.658	251	3.5	209.919	F
C-AB	129	0.00	590	0.219	130	0.3	8.066	A
C-A	361	0.00			361			
A-B	49	0.00			49			
A-C	352	0.00			352			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.77	0.05	0.46	1.60	2.30			N/A	N/A
B-A	0.94	0.06	0.65	1.84	2.63			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.98	0.05	0.46	5.31	8.89			N/A	N/A
B-A	2.42	0.06	1.02	6.28	9.37			N/A	N/A
C-AB	0.38	0.00	0.00	0.38	0.38			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	19.09	5.49	16.84	32.06	37.55			N/A	N/A
B-A	15.77	4.02	13.67	27.16	32.10			N/A	N/A
C-AB	0.55	0.03	0.26	0.55	0.55			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	34.51	12.90	31.67	54.87	62.98			N/A	N/A
B-A	28.14	9.63	25.52	45.77	52.95			N/A	N/A
C-AB	0.56	0.03	0.31	1.42	2.62			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	28.32	10.00	25.76	45.59	52.58			N/A	N/A
B-A	23.28	6.73	20.62	39.43	46.24			N/A	N/A
C-AB	0.39	0.00	0.00	0.39	0.39			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.90	0.05	0.49	11.01	18.97			N/A	N/A
B-A	3.52	0.04	0.44	9.85	17.63			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

2026 | Scenario 2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
D1	Meopham - Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		3.96	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	Stream B-A	3.96	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026	Scenario 2	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	454	100.000
B		✓	177	100.000
C		✓	758	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	71	383
	B	42	0	135
	C	513	245	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	3
	B	2	0	1
	C	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.26	8.38	0.3	1.0	A
B-A	0.20	19.81	0.3	1.2	C
C-AB	0.52	13.28	1.3	4.8	B
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	0.00	649	0.158	102	0.2	6.634	A
B-A	32	0.00	339	0.095	32	0.1	11.936	B
C-AB	201	0.00	609	0.331	199	0.5	9.437	A
C-A	392	0.00			392			
A-B	54	0.00			54			
A-C	297	0.00			297			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	0.00	624	0.196	122	0.2	7.241	A
B-A	39	0.00	295	0.131	38	0.2	14.321	B
C-AB	245	0.00	601	0.407	244	0.7	10.850	B
C-A	464	0.00			464			
A-B	65	0.00			65			
A-C	355	0.00			355			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	0.00	585	0.257	150	0.3	8.354	A
B-A	47	0.00	233	0.203	47	0.3	19.665	C
C-AB	318	0.00	611	0.521	316	1.2	13.113	B
C-A	550	0.00			550			
A-B	79	0.00			79			
A-C	435	0.00			435			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	0.00	584	0.257	150	0.3	8.381	A
B-A	47	0.00	233	0.203	47	0.3	19.812	C
C-AB	318	0.00	610	0.522	318	1.3	13.277	B
C-A	550	0.00			550			
A-B	79	0.00			79			
A-C	435	0.00			435			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	0.00	623	0.197	123	0.2	7.271	A
B-A	39	0.00	294	0.131	39	0.2	14.439	B
C-AB	245	0.00	600	0.408	247	0.8	11.024	B
C-A	464	0.00			464			
A-B	65	0.00			65			
A-C	355	0.00			355			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	0.00	649	0.158	103	0.2	6.664	A
B-A	32	0.00	338	0.096	32	0.1	12.024	B
C-AB	201	0.00	609	0.331	202	0.5	9.579	A
C-A	392	0.00			392			
A-B	54	0.00			54			
A-C	297	0.00			297			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.53	0.00	0.00	0.53	0.53			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.24	0.00	0.00	0.24	0.24			N/A	N/A
B-A	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.75	0.27	1.02	1.50	1.56			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.34	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.25	0.03	0.27	0.48	0.51			N/A	N/A
C-AB	1.24	0.03	0.29	1.24	1.82			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.35	0.03	0.32	1.02	1.02			N/A	N/A
B-A	0.26	0.03	0.30	0.85	1.21			N/A	N/A
C-AB	1.26	0.03	0.31	1.26	4.83			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.25	0.00	0.00	0.25	0.25			N/A	N/A
B-A	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.78	0.09	0.85	1.52	1.60			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.55	0.05	0.47	1.39	1.52			N/A	N/A

2026 | Scenario 3 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
D1	Meopham - Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		180.91	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-26	Stream B-A	180.91	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026	Scenario 3	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	547	100.000
B		✓	518	100.000
C		✓	750	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	62	484
	B	207	0	311
	C	524	226	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	3
	B	0	0	3
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	1.39	625.50	53.7	89.3	F
B-A	1.37	636.42	35.2	63.5	F
C-AB	0.47	12.35	0.9	3.8	B
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	241	0.00	492	0.490	237	1.0	14.376	B
B-A	156	0.00	308	0.507	152	1.0	22.619	C
C-AB	173	0.00	586	0.295	171	0.4	8.728	A
C-A	401	0.00			401			
A-B	48	0.00			48			
A-C	376	0.00			376			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	288	0.00	355	0.811	278	3.5	43.446	E
B-A	186	0.00	224	0.830	177	3.4	65.542	F
C-AB	208	0.00	569	0.366	208	0.6	10.037	B
C-A	477	0.00			477			
A-B	57	0.00			57			
A-C	448	0.00			448			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	352	0.00	254	1.388	250	29.2	263.638	F
B-A	228	0.00	168	1.362	164	19.6	291.359	F
C-AB	266	0.00	560	0.474	264	0.9	12.243	B
C-A	574	0.00			574			
A-B	70	0.00			70			
A-C	549	0.00			549			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	352	0.00	255	1.382	255	53.7	573.638	F
B-A	228	0.00	167	1.370	166	35.2	590.400	F
C-AB	266	0.00	560	0.474	266	0.9	12.354	B
C-A	574	0.00			574			
A-B	70	0.00			70			
A-C	549	0.00			549			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	288	0.00	299	0.962	294	52.3	625.503	F
B-A	186	0.00	195	0.957	190	34.3	636.420	F
C-AB	208	0.00	570	0.366	210	0.6	10.149	B
C-A	477	0.00			477			
A-B	57	0.00			57			
A-C	448	0.00			448			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	241	0.00	335	0.719	329	30.4	457.368	F
B-A	156	0.00	218	0.715	212	20.3	469.828	F
C-AB	173	0.00	586	0.295	173	0.4	8.827	A
C-A	401	0.00			401			
A-B	48	0.00			48			
A-C	376	0.00			376			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.96	0.03	0.31	1.30	4.63			N/A	N/A
B-A	0.98	0.03	0.32	1.96	4.87			N/A	N/A
C-AB	0.42	0.00	0.00	0.42	0.42			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.50	0.05	0.48	9.86	16.90			N/A	N/A
B-A	3.40	0.06	0.96	9.40	14.69			N/A	N/A
C-AB	0.58	0.56	1.01	1.41	1.46			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	29.22	11.17	26.84	46.00	52.70			N/A	N/A
B-A	19.59	5.97	17.41	32.55	37.97			N/A	N/A
C-AB	0.93	0.03	0.27	0.93	0.93			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	53.71	27.61	51.24	76.93	85.49			N/A	N/A
B-A	35.17	15.45	32.90	53.10	60.01			N/A	N/A
C-AB	0.95	0.03	0.29	1.13	3.84			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	52.27	23.25	49.12	79.05	89.25			N/A	N/A
B-A	34.34	12.47	31.43	55.14	63.50			N/A	N/A
C-AB	0.60	0.07	0.72	1.36	1.44			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	30.39	6.83	26.14	54.94	65.70			N/A	N/A
B-A	20.30	2.60	16.18	40.03	49.40			N/A	N/A
C-AB	0.43	0.04	0.36	1.18	1.35			N/A	N/A

2026 | Scenario 3 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
D1	Meopham - Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		6.43	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	Stream B-A	6.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026	Scenario 3	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	535	100.000
B		✓	277	100.000
C		✓	869	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	81	454
	B	79	0	198
	C	593	275	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	2
	B	1	0	1
	C	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.48	15.09	0.9	4.2	C
B-A	0.51	41.75	1.0	4.9	E
C-AB	0.60	14.90	1.8	7.0	B
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	0.00	607	0.248	149	0.3	7.923	A
B-A	60	0.00	308	0.196	59	0.2	14.565	B
C-AB	222	0.00	597	0.371	219	0.6	9.943	A
C-A	452	0.00			452			
A-B	61	0.00			61			
A-C	349	0.00			349			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	0.00	564	0.318	179	0.5	9.439	A
B-A	72	0.00	254	0.284	72	0.4	19.862	C
C-AB	273	0.00	593	0.460	272	0.9	11.718	B
C-A	531	0.00			531			
A-B	73	0.00			73			
A-C	416	0.00			416			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	220	0.00	467	0.471	218	0.9	14.515	B
B-A	88	0.00	176	0.501	86	0.9	39.402	E
C-AB	373	0.00	628	0.595	370	1.7	14.564	B
C-A	611	0.00			611			
A-B	90	0.00			90			
A-C	510	0.00			510			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	220	0.00	460	0.477	220	0.9	15.089	C
B-A	88	0.00	175	0.505	88	1.0	41.754	E
C-AB	373	0.00	627	0.595	373	1.8	14.900	B
C-A	611	0.00			611			
A-B	90	0.00			90			
A-C	510	0.00			510			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	0.00	559	0.321	181	0.5	9.660	A
B-A	72	0.00	252	0.286	74	0.4	20.680	C
C-AB	273	0.00	592	0.461	276	1.0	12.041	B
C-A	531	0.00			531			
A-B	73	0.00			73			
A-C	416	0.00			416			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	0.00	605	0.249	151	0.3	8.022	A
B-A	60	0.00	307	0.197	61	0.3	14.837	B
C-AB	222	0.00	596	0.372	223	0.6	10.142	B
C-A	452	0.00			452			
A-B	61	0.00			61			
A-C	349	0.00			349			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.33	0.00	0.00	0.33	0.33			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.62	0.58	1.05	1.47	1.52			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.46	0.00	0.00	0.46	0.46			N/A	N/A
B-A	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	0.91	0.20	1.00	1.17	1.17			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.87	0.03	0.27	0.87	0.87			N/A	N/A
B-A	0.93	0.03	0.28	0.93	3.44			N/A	N/A
C-AB	1.70	0.03	0.30	1.70	6.46			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.90	0.03	0.30	1.03	4.22			N/A	N/A
B-A	0.98	0.03	0.33	2.15	4.87			N/A	N/A
C-AB	1.75	0.03	0.30	1.75	7.01			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.48	0.04	0.43	1.27	1.39			N/A	N/A
B-A	0.42	0.04	0.36	1.20	1.36			N/A	N/A
C-AB	0.97	0.08	0.87	1.66	2.04			N/A	N/A

18:15 - 18:30

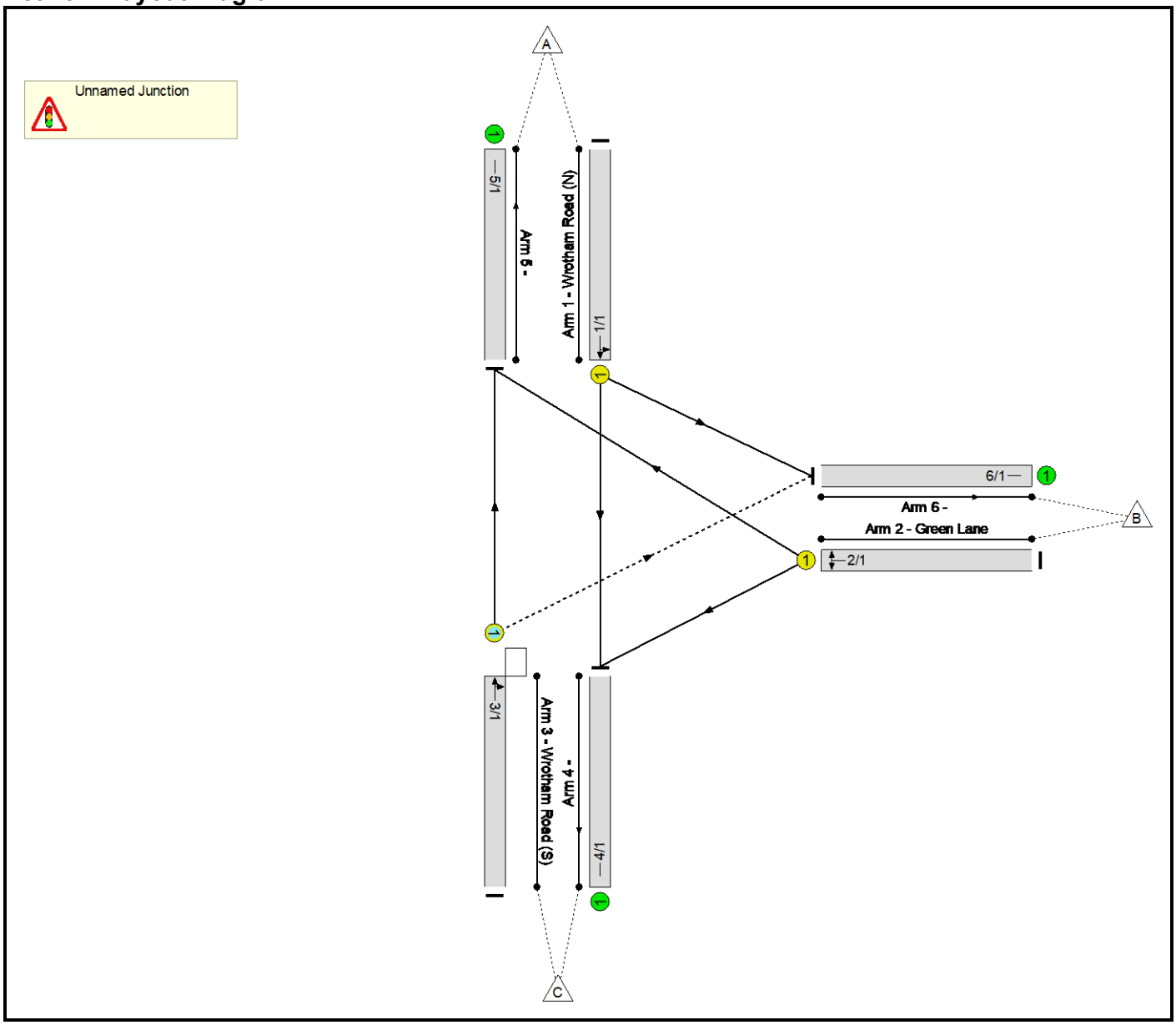
Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.34	0.03	0.29	0.72	1.12			N/A	N/A
B-A	0.25	0.03	0.29	0.79	1.16			N/A	N/A
C-AB	0.64	0.05	0.47	1.54	1.63			N/A	N/A

Detailed Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Wrotham Road_Green Lane.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 2, 0

Network Layout Diagram



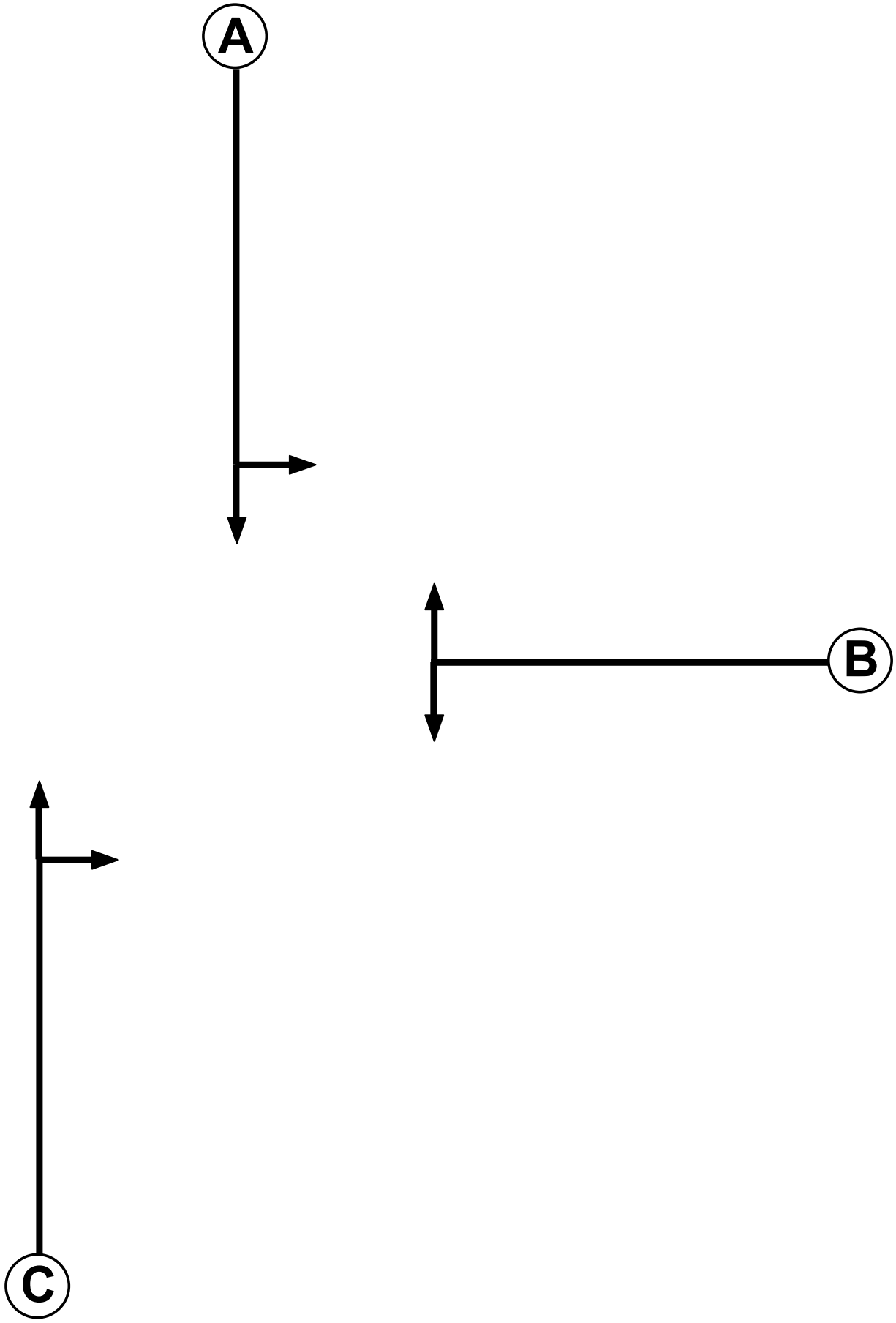
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2026 Scenario 2 AM	2026 Scenario 2 AM	Network Control Plan 1	08:00 - 09:00	90	16.7	12.79
2	2026 Scenario 2 PM	2026 Scenario 2 PM	Network Control Plan 1	17:00 - 18:00	90	52.5	5.47

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	3	2	Unnamed Junction	

Phase Diagram


A
B
C

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7

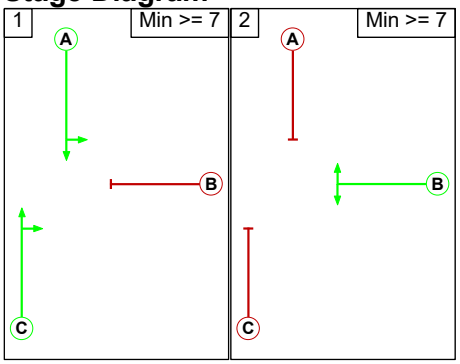
Phase Intergreens Matrix

		Starting Phase		
		A	B	C
Terminating Phase	A		6	-
	B	6		6
	C	-	6	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		6
	2	6	

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Wrotham Road (N))	U	A	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	20.00
2/1 (Green Lane)	U	B	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 4 Left	20.00
											Arm 5 Right	20.00
3/1 (Wrotham Road (S))	O	C	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	20.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/1 (Wrotham Road (S))	6/1 (Right)	1439	0	1/1	1.09	All	2.00	2.00	0.50	2	2.00

Lane Connector Input Data

Junction: Unnamed Junction				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	4/1	Internal	5	35
1/1	6/1	Internal	5	35
2/1	4/1	Internal	5	35
2/1	5/1	Internal	5	35
3/1	5/1	Internal	5	35
3/1	6/1	Internal	5	35

Scenario 1: '2026 Scenario 2 AM' (FG1: '2026 Scenario 2 AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Wrotham Road (N))	2.75	0.00	Y	Arm 4 Ahead	Inf	87.6 %	1873	1873
				Arm 6 Left	20.00	12.4 %		
2/1 (Green Lane)	2.75	0.00	Y	Arm 4 Left	20.00	54.3 %	1758	1758
				Arm 5 Right	20.00	45.7 %		
3/1 (Wrotham Road (S))	2.75	0.00	Y	Arm 5 Ahead	Inf	73.7 %	1853	1853
				Arm 6 Right	20.00	26.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2026 Scenario 2 PM' (FG2: '2026 Scenario 2 PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Wrotham Road (N))	2.75	0.00	Y	Arm 4 Ahead	Inf	84.4 %	1868	1868
				Arm 6 Left	20.00	15.6 %		
2/1 (Green Lane)	2.75	0.00	Y	Arm 4 Left	20.00	76.3 %	1758	1758
				Arm 5 Right	20.00	23.7 %		
3/1 (Wrotham Road (S))	2.75	0.00	Y	Arm 5 Ahead	Inf	67.7 %	1845	1845
				Arm 6 Right	20.00	32.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Scenario 2 AM'	08:00	09:00	01:00	
2: '2026 Scenario 2 PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2026 Scenario 2 AM'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	64	454	518
	B	228	0	271	499
	C	466	166	0	632
	Tot.	694	230	725	1649

FG2: '2026 Scenario 2 PM'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	71	383	454
	B	42	0	135	177
	C	513	245	0	758
	Tot.	555	316	518	1389

Scenario 1: '2026 Scenario 2 AM' (FG1: '2026 Scenario 2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	64	454	518
	B	228	0	271	499
	C	466	166	0	632
	Tot.	694	230	725	1649

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 2: '2026 Scenario 2 PM' (FG2: '2026 Scenario 2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	71	383	454
	B	42	0	135	177
	C	513	245	0	758
	Tot.	555	316	518	1389

Traffic Flows, Difference

Difference :

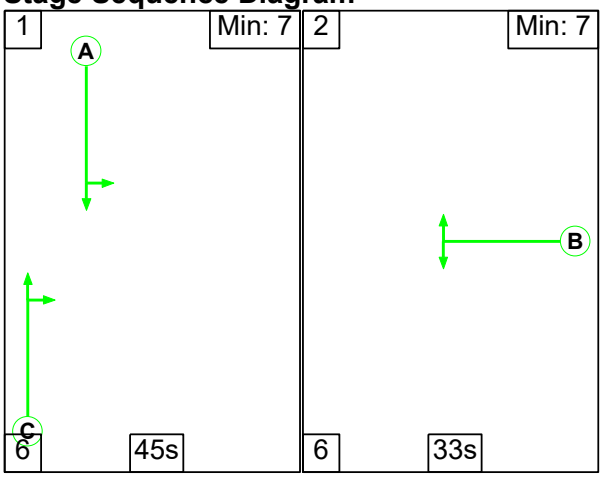
		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 2026 Scenario 2 AM	Scenario 2: 2026 Scenario 2 PM
Junction: Unnamed Junction		
1/1	518	454
2/1	499	177
3/1	632	758
4/1	725	518
5/1	694	555
6/1	230	316

Scenario 1: '2026 Scenario 2 AM' (FG1: '2026 Scenario 2 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



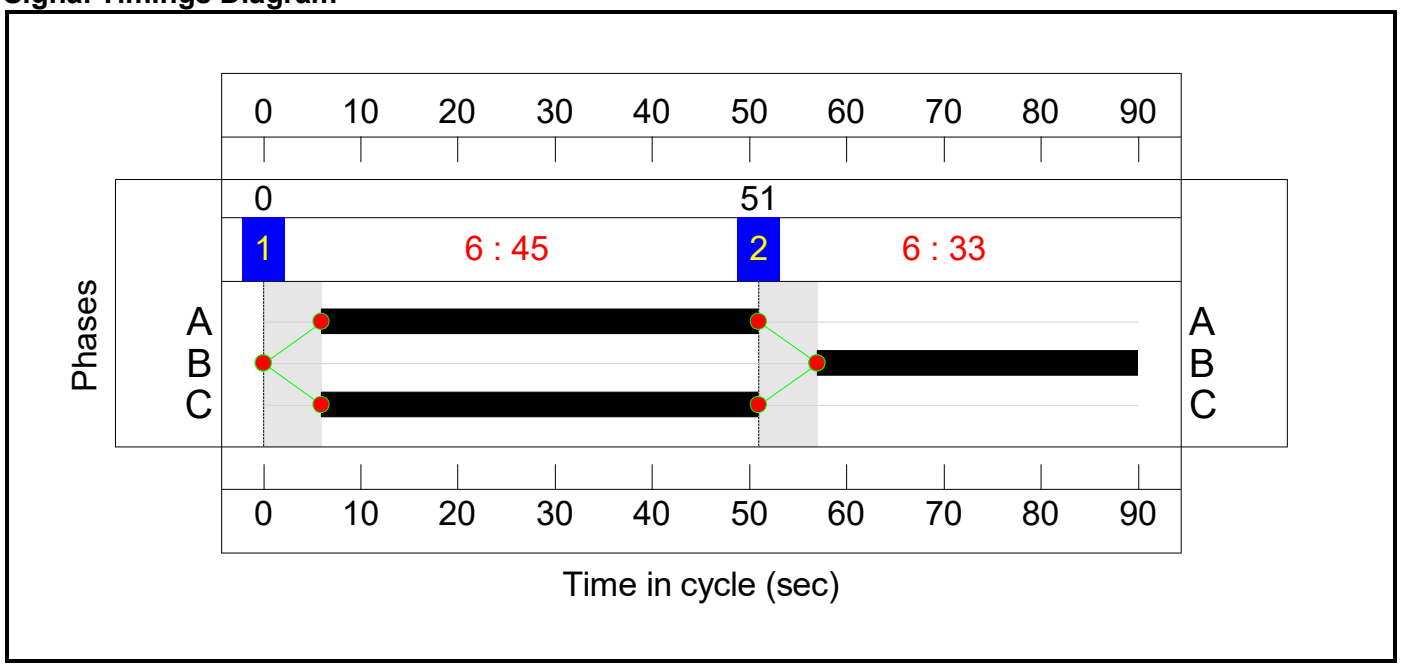
Stage Timings

Stage	1	2
Duration	45	33
Change Point	0	51

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Wrotham Road (N) Ahead Left	Traffic	45	6	51
B	Green Lane Left Right	Traffic	33	57	0
C	Wrotham Road (S) Ahead Right	Traffic	45	6	51

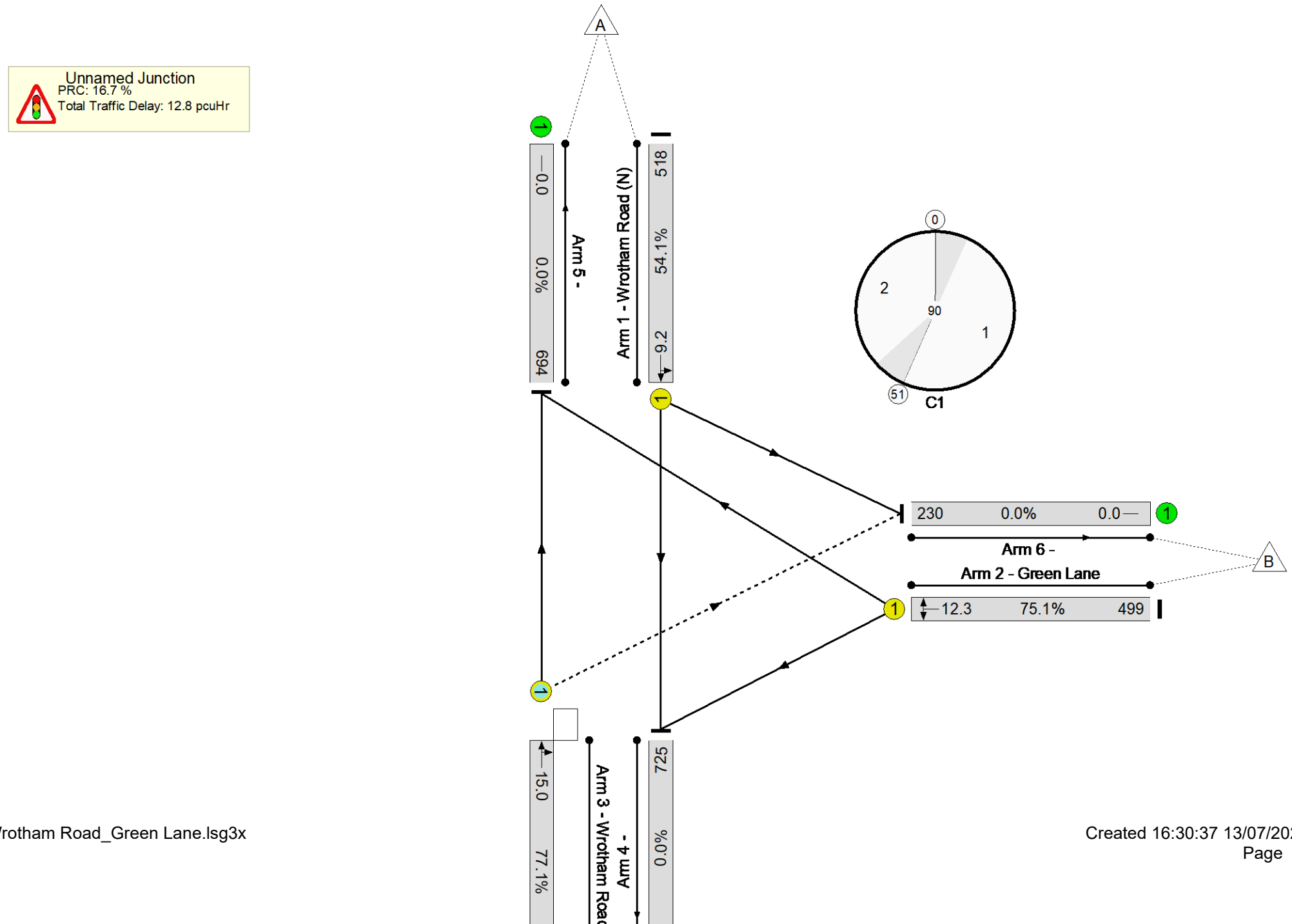
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Wrotham Road (N) Ahead Left	U	A	6	51
2/1	Green Lane Left Right	U	B	57	0
3/1	Wrotham Road (S) Ahead Right	O	C	6	51

Network Layout Diagram


Unnamed Junction
PRC: 16.7 %
Total Traffic Delay: 12.8 pcuHr
A
1
0.0
0.0%
694
Arm 5 -
Arm 1 - Wrotham Road (N)
518
54.1%
9.2
1
0
2
90
1
51
C1
230
0.0%
0.0
1
Arm 6 -
B
Arm 2 - Green Lane
1
12.3
75.1%
499
1
15.0
77.1%
Arm 3 - Wrotham Road
Arm 4 -
725
0.0%

Network Results

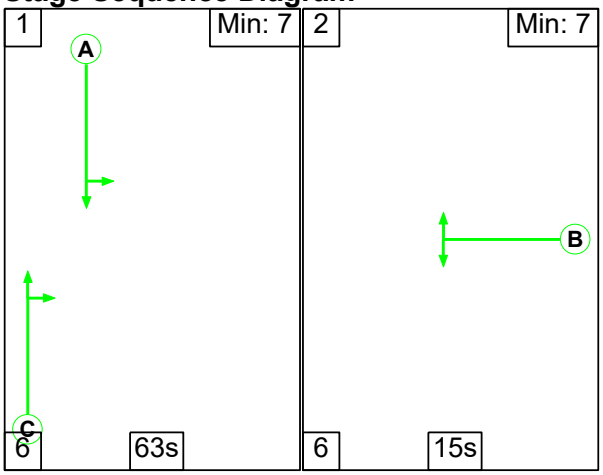
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**77.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**77.1%**
1/1	Wrotham Road (N) Ahead Left	U	N/A	N/A	A		1	45	-	-	518	1873	957	54.1%
2/1	Green Lane Left Right	U	N/A	N/A	B		1	33	-	-	499	1758	664	75.1%
3/1	Wrotham Road (S) Ahead Right	O	N/A	N/A	C		1	45	-	-	632	1853	819	77.1%
4/1		U	N/A	N/A	-		-	-	-	-	725	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	694	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	230	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**166**	**0**	**0**	**8.7**	**3.7**	**0.3**	**12.8**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**166**	**0**	**0**	**8.7**	**3.7**	**0.3**	**12.8**	**-**	**-**	**-**	**-**	
1/1	518	518	-	-	-	2.1	0.6	-	2.7	19.0	8.6	0.6	9.2	
2/1	499	499	-	-	-	3.4	1.5	-	4.9	35.0	10.8	1.5	12.3	
3/1	632	632	166	0	0	3.2	1.7	0.3	5.2	29.6	13.3	1.7	15.0	
4/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 16.7 Total Delay for Signalled Lanes (pcuHr): 12.79 Cycle Time (s): 90
PRC Over All Lanes (%): 16.7 Total Delay Over All Lanes(pcuHr): 12.79

Scenario 2: '2026 Scenario 2 PM' (FG2: '2026 Scenario 2 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



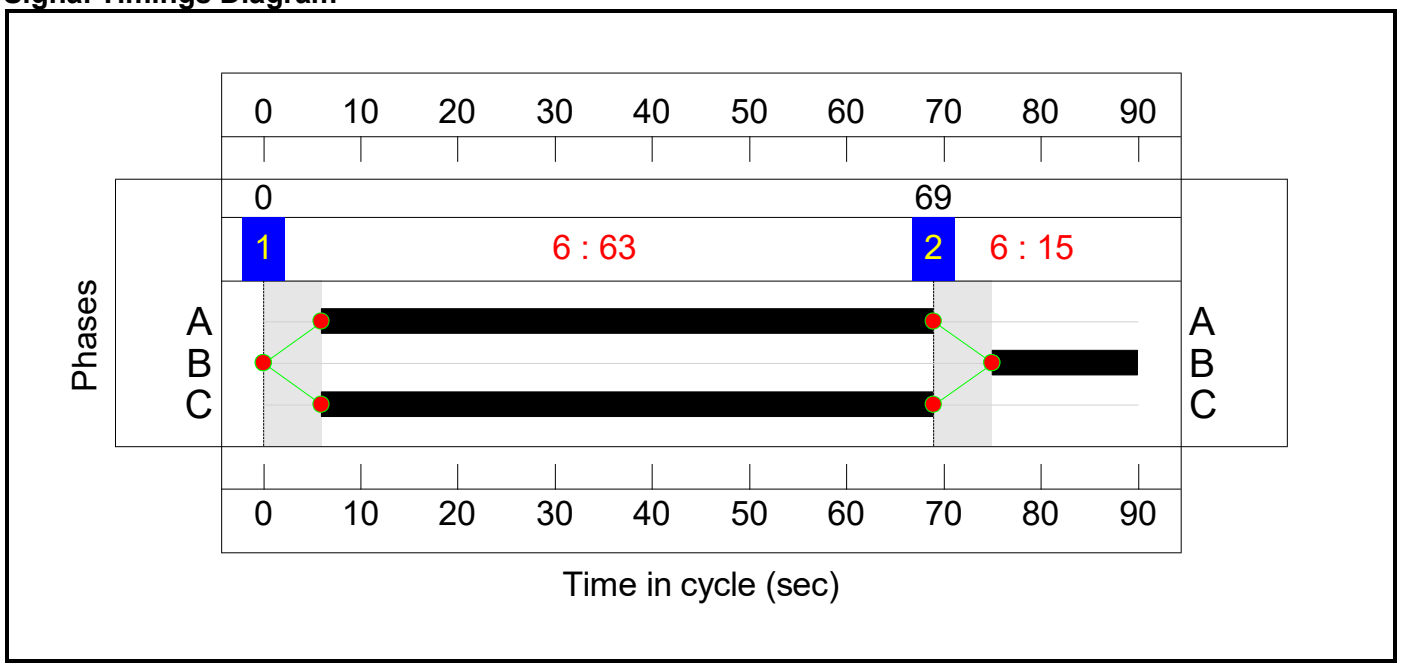
Stage Timings

Stage	1	2
Duration	63	15
Change Point	0	69

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Wrotham Road (N) Ahead Left	Traffic	63	6	69
B	Green Lane Left Right	Traffic	15	75	0
C	Wrotham Road (S) Ahead Right	Traffic	63	6	69

Signal Timings Diagram

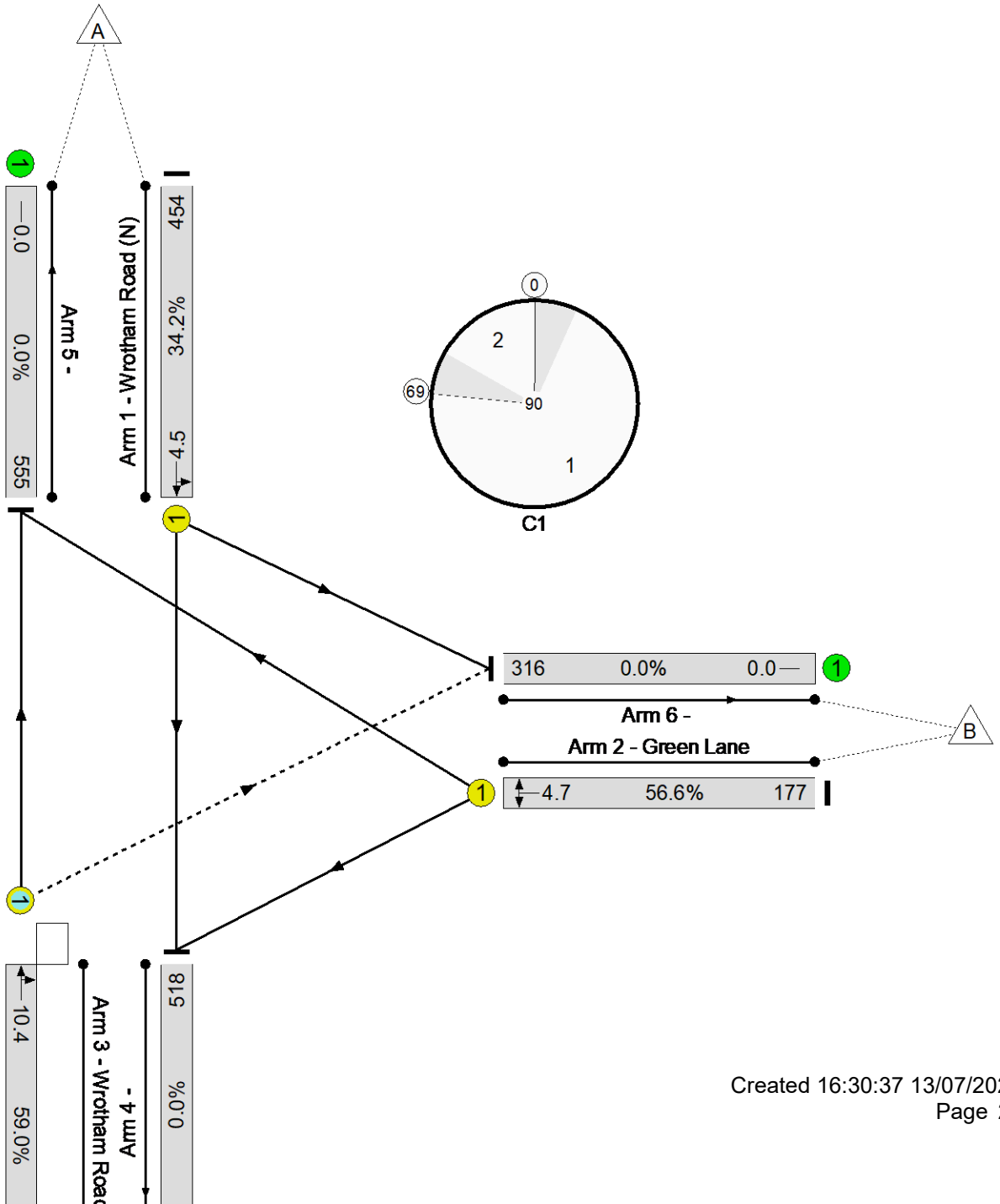


Lane Green Times

Junction: Unnamed Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Wrotham Road (N) Ahead Left	U	A	6	69
2/1	Green Lane Left Right	U	B	75	0
3/1	Wrotham Road (S) Ahead Right	O	C	6	69

Network Layout Diagram

Unnamed Junction
PRC: 52.5 %
Total Traffic Delay: 5.5 pcuHr



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**59.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**59.0%**
1/1	Wrotham Road (N) Ahead Left	U	N/A	N/A	A		1	63	-	-	454	1868	1328	34.2%
2/1	Green Lane Left Right	U	N/A	N/A	B		1	15	-	-	177	1758	313	56.6%
3/1	Wrotham Road (S) Ahead Right	O	N/A	N/A	C		1	63	-	-	758	1845	1285	59.0%
4/1		U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	555	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	316	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**245**	**0**	**0**	**3.7**	**1.6**	**0.2**	**5.5**	**-**	**-**	**-**	**-**	
Unnamed Junction	**-**	**-**	**245**	**0**	**0**	**3.7**	**1.6**	**0.2**	**5.5**	**-**	**-**	**-**	**-**	
1/1	454	454	-	-	-	0.6	0.3	-	0.9	7.0	4.3	0.3	4.5	
2/1	177	177	-	-	-	1.7	0.6	-	2.3	47.0	4.0	0.6	4.7	
3/1	758	758	245	0	0	1.4	0.7	0.2	2.3	10.8	9.7	0.7	10.4	
4/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 52.5 Total Delay for Signalled Lanes (pcuHr): 5.47 Cycle Time (s): 90
PRC Over All Lanes (%): 52.5 Total Delay Over All Lanes(pcuHr): 5.47

Jeskyns Road / The Street / Sole Street Base Flows

PEAK HOUR FLOWS - TURNING COUNT CONDUCTED 28.7.2026

AM (7:30-08:30)

	TheStreet	SoleSt	JeskynsRd	Total
TheStreet	0	151	46	**197**
SoleSt	102	0	129	**231**
JeskynsRd	47	146	0	**193**
TOTAL	**149**	**297**	**175**	

PM (17:00-18:00)

	TheStreet	SoleSt	JeskynsRd	Total
TheStreet	0	116	33	**149**
SoleSt	182	0	131	**313**
JeskynsRd	43	73	0	**116**
TOTAL	**225**	**189**	**164**	

Turning Proportions

AM (7:30-08:30)

	TheStreet	SoleSt	JeskynsRd	Total
TheStreet		77%	23%	**1**
SoleSt	44%		56%	**1**
JeskynsRd	24%	76%		**1**
TOTAL				

PM (17:00-18:00)

	TheStreet	SoleSt	JeskynsRd	Total
TheStreet		78%	22%	**1**
SoleSt	58%		42%	**1**
JeskynsRd	37%	63%		**1**
TOTAL				

TEMPro Growth Factors

2023>2026	
AM Peak	1.0196
PM Peak	1.0182

2026>2042	
AM Peak	1.125
PM Peak	1.1241

ATC The Street, Cobham 2023 - 5 Day Ave

	Westbound	Eastbound	Two Way
AM Peak	259	102	**361**
PM Peak	111	226	**337**

ATC The Street, Cobham 2026 - TEMPro Factor Applied

	Westbound	Eastbound	Two Way
AM Peak	264	104	**368**
PM Peak	113	230	**343**

ATC The Street, Cobham 2042- TEMPro Factor Applied

	Westbound	Eastbound	Two Way
AM Peak	297	117	**414**
PM Peak	127	259	**386**

Turning Proportions 2026

AM (7:30-08:30)

	TheStreet	SoleSt	JeskynsRd	Total
TheStreet		202	62	**264**
SoleSt				**0**
JeskynsRd	25	79		**104**
TOTAL				

PM (17:00-18:00)

	TheStreet	SoleSt	JeskynsRd	Total
TheStreet		88	25	**113**
SoleSt				**0**
JeskynsRd	85	145		**230**
TOTAL				

Turning Proportions 2042

AM (7:30-08:30)

	TheStreet	SoleSt	JeskynsRd	Total
TheStreet		228	66	**294**
SoleSt				**0**
JeskynsRd	28	89		**117**
TOTAL				

PM (17:00-18:00)

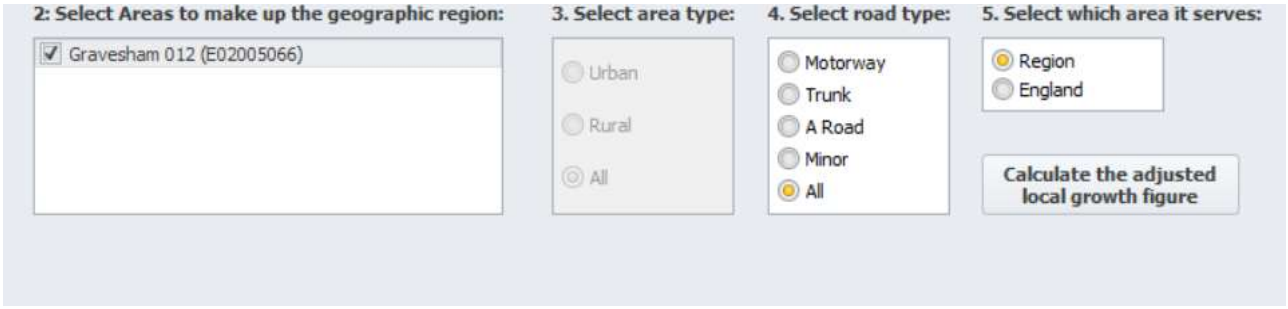
	TheStreet	SoleSt	JeskynsRd	Total
TheStreet		99	26	**125**
SoleSt				**0**
JeskynsRd	96	163		**259**
TOTAL				

Scenario: Core **Base Year: 2023** **Future Year: 2026**

Time Period: Weekday AM peak period (0700 - 0959)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060


2: Select Areas to make up the geographic region:
Gravesham 012 (E02005066)
3. Select area type:
Urban
Rural
All
4. Select road type:
Motorway
Trunk
A Road
Minor
All
5. Select which area it serves:
Region
England
Calculate the adjusted local growth figure

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: 211206 - The Street, Sole Street & Jeskyns Road.j11
Path: C:\Users\CallumAdam\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\211206 - Meopham\Data\Junction Modelling
Report generation date: 30/07/2026 10:37:29

»2042 | Reference Case | AM
»2042 | Reference Case | PM
»2042 | Scenario 2 | AM
»2042 | Scenario 2 | PM
»2042 | Scenario 3 | AM
»2042 | Scenario 3 | PM

Summary of junction performance

	AM									PM								
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Netw Resid Capa
	2042 - Reference Case																	
Stream B-AC	D1	2.3	11.2	22.14	0.70	C	14.27	B	12 % [Stream B-AC]	D2	7.0	36.7	58.12	0.90	F	31.74	D	-8 [Stre B-A
Stream C-AB		1.3	3.3	12.23	0.55	B					1.6	4.1	11.90	0.59	B			
	2042 - Scenario 2																	
Stream B-AC	D3	21.4	61.4	136.17	1.03	F	71.21	F	-16 % [Stream B-AC]	D4	17.6	55.9	127.31	1.01	F	64.46	F	-16 [Stre B-A
Stream C-AB		1.9	7.5	15.64	0.66	C					3.8	19.5	22.72	0.79	C			
	2042 - Scenario 3																	
Stream B-AC	D5	69.6	112.9	438.00	1.23	F	222.43	F	-27 % [Stream B-AC]	D6	50.1	88.0	328.13	1.19	F	156.28	F	-24 [Stre B-A
Stream C-AB		2.5	11.7	18.74	0.71	C					7.2	39.2	40.13	0.89	E			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

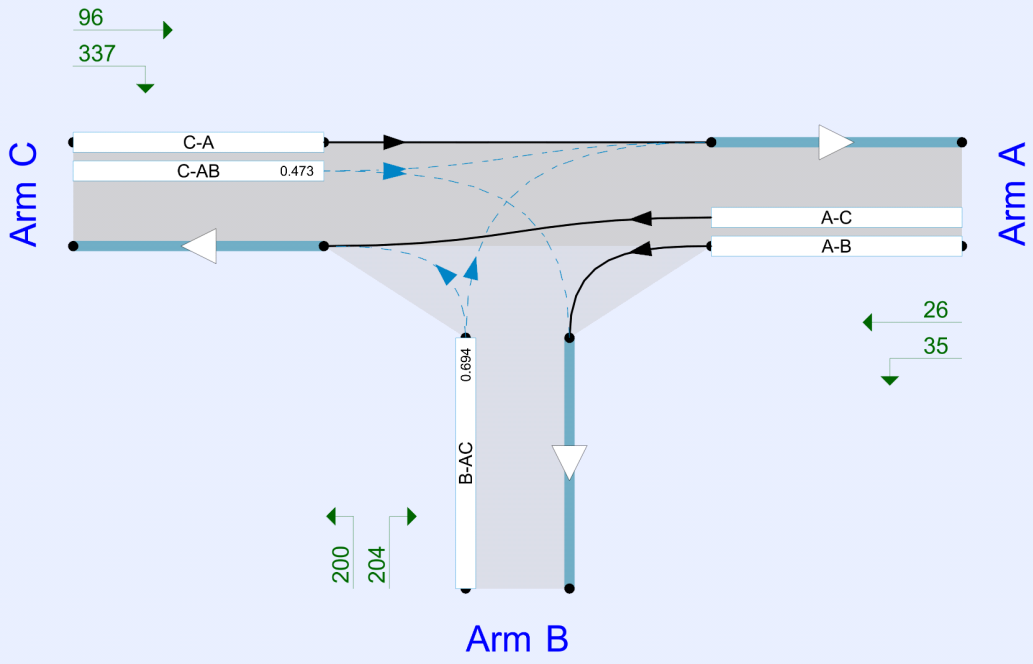
File summary

File Description

Title	
Location	
Site number	
Date	15/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\CallumAdam
Description	

Units

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



Flows show original traffic demand (Veh/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2042	Reference Case	AM	ONE HOUR	07:45	09:15	15
D2	2042	Reference Case	PM	ONE HOUR	17:00	18:30	15
D3	2042	Scenario 2	AM	ONE HOUR	07:45	09:15	15
D4	2042	Scenario 2	PM	ONE HOUR	17:00	18:30	15
D5	2042	Scenario 3	AM	ONE HOUR	07:45	09:15	15
D6	2042	Scenario 3	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2042 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Sole Street / The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		14.27	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	12	Stream B-AC	14.27	B

Arms

Arms

Arm	Name	Description	Arm type
A	The Street		Major
B	Sole Street		Minor
C	Jeskyns Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.93			222.3	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.72	15	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	589	0.108	0.272	0.171	0.389
B-C	762	0.117	0.296	-	-
C-B	703	0.273	0.273	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2042	Reference Case	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	128	100.000
B		✓	345	100.000
C		✓	342	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	62	66
	B	143	0	203
	C	28	314	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	5	0
	B	3	0	2
	C	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.70	22.14	2.3	11.2	C
C-AB	0.55	12.23	1.3	3.3	B
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	266	0.00	598	0.445	263	0.8	10.899	B
C-AB	254	0.00	689	0.369	251	0.6	8.506	A
C-A	13	0.00			13			
A-B	49	0.00			49			
A-C	50	0.00			50			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	318	0.00	580	0.548	316	1.2	13.876	B
C-AB	305	0.00	686	0.445	304	0.8	9.770	A
C-A	14	0.00			14			
A-B	59	0.00			59			
A-C	59	0.00			59			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	390	0.00	555	0.701	385	2.2	21.169	C
C-AB	377	0.00	683	0.552	375	1.3	12.091	B
C-A	14	0.00			14			
A-B	72	0.00			72			
A-C	73	0.00			73			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	390	0.00	555	0.702	389	2.3	22.136	C
C-AB	377	0.00	683	0.553	377	1.3	12.230	B
C-A	14	0.00			14			
A-B	72	0.00			72			
A-C	73	0.00			73			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	318	0.00	580	0.549	322	1.3	14.536	B
C-AB	305	0.00	686	0.445	307	0.9	9.899	A
C-A	14	0.00			14			
A-B	59	0.00			59			
A-C	59	0.00			59			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	266	0.00	597	0.446	268	0.8	11.257	B
C-AB	254	0.00	689	0.369	255	0.6	8.637	A
C-A	13	0.00			13			
A-B	49	0.00			49			
A-C	50	0.00			50			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.80	0.56	1.02	1.43	1.49			N/A	N/A
C-AB	0.61	0.57	1.04	1.45	1.51			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.20	0.11	1.08	1.95	2.59			N/A	N/A
C-AB	0.83	0.22	0.98	1.46	1.52			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.24	0.03	0.32	3.33	11.21			N/A	N/A
C-AB	1.28	0.03	0.28	1.28	1.69			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.32	0.03	0.30	2.32	8.81			N/A	N/A
C-AB	1.29	0.03	0.29	1.29	3.34			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.29	0.05	0.56	3.01	4.57			N/A	N/A
C-AB	0.87	0.09	0.88	1.07	1.62			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.84	0.04	0.40	1.96	3.30			N/A	N/A
C-AB	0.63	0.05	0.53	1.43	1.54			N/A	N/A

2042 | Reference Case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Sole Street / The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		31.74	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-8	Stream B-AC	31.74	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2042	Reference Case	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	61	100.000
B		✓	404	100.000
C		✓	433	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	35	26
	B	204	0	200
	C	96	337	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	0
	B	8	0	3
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.90	58.12	7.0	36.7	F
C-AB	0.59	11.90	1.6	4.1	B
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	321	0.00	572	0.561	316	1.3	14.534	B
C-AB	287	0.00	735	0.391	285	0.7	8.101	A
C-A	44	0.00			44			
A-B	27	0.00			27			
A-C	20	0.00			20			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	383	0.00	553	0.694	380	2.2	21.492	C
C-AB	350	0.00	741	0.473	349	1.0	9.339	A
C-A	45	0.00			45			
A-B	32	0.00			32			
A-C	23	0.00			23			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	470	0.00	525	0.895	454	6.1	45.969	E
C-AB	442	0.00	750	0.589	439	1.5	11.738	B
C-A	43	0.00			43			
A-B	39	0.00			39			
A-C	29	0.00			29			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	470	0.00	524	0.896	466	7.0	58.121	F
C-AB	442	0.00	750	0.589	442	1.6	11.898	B
C-A	43	0.00			43			
A-B	39	0.00			39			
A-C	29	0.00			29			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	383	0.00	552	0.695	401	2.6	27.655	D
C-AB	351	0.00	742	0.473	353	1.0	9.492	A
C-A	45	0.00			45			
A-B	32	0.00			32			
A-C	23	0.00			23			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	321	0.00	571	0.562	326	1.4	15.762	C
C-AB	288	0.00	735	0.392	289	0.7	8.241	A
C-A	44	0.00			44			
A-B	27	0.00			27			
A-C	20	0.00			20			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.30	0.59	1.12	1.30	1.65			N/A	N/A
C-AB	0.69	0.56	1.02	1.43	1.48			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.23	0.09	1.39	5.05	6.99			N/A	N/A
C-AB	0.96	0.20	1.00	1.05	1.56			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	6.07	0.07	1.48	17.19	26.86			N/A	N/A
C-AB	1.53	0.03	0.28	1.53	3.61			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	7.04	0.05	0.49	19.82	36.65			N/A	N/A
C-AB	1.56	0.03	0.28	1.56	4.13			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.59	0.04	0.43	7.06	12.95			N/A	N/A
C-AB	1.01	0.10	0.96	1.60	1.93			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.40	0.03	0.34	2.75	7.23			N/A	N/A
C-AB	0.71	0.06	0.60	1.51	1.57			N/A	N/A

2042 | Scenario 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Sole Street / The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		71.21	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-16	Stream B-AC	71.21	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2042	Scenario 2	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	135	100.000
B		✓	501	100.000
C		✓	408	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	69	66
	B	194	0	307
	C	28	380	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	3	0
	B	2	0	1
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	1.03	136.17	21.4	61.4	F
C-AB	0.66	15.64	1.9	7.5	C
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	382	0.00	594	0.644	376	1.7	16.258	C
C-AB	301	0.00	688	0.438	298	0.8	9.338	A
C-A	12	0.00			12			
A-B	53	0.00			53			
A-C	50	0.00			50			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	457	0.00	573	0.797	450	3.5	28.073	D
C-AB	362	0.00	685	0.528	360	1.1	11.258	B
C-A	12	0.00			12			
A-B	63	0.00			63			
A-C	59	0.00			59			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	559	0.00	544	1.029	516	14.2	80.270	F
C-AB	447	0.00	681	0.656	444	1.9	15.282	C
C-A	10	0.00			10			
A-B	78	0.00			78			
A-C	73	0.00			73			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	559	0.00	543	1.030	531	21.4	136.174	F
C-AB	447	0.00	681	0.656	447	1.9	15.643	C
C-A	10	0.00			10			
A-B	78	0.00			78			
A-C	73	0.00			73			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	457	0.00	572	0.799	522	5.1	84.391	F
C-AB	362	0.00	685	0.528	365	1.2	11.563	B
C-A	12	0.00			12			
A-B	63	0.00			63			
A-C	59	0.00			59			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	382	0.00	592	0.646	395	1.9	19.510	C
C-AB	301	0.00	688	0.438	303	0.8	9.561	A
C-A	12	0.00			12			
A-B	53	0.00			53			
A-C	50	0.00			50			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.75	0.58	1.15	2.48	2.88			N/A	N/A
C-AB	0.79	0.56	1.02	1.43	1.48			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.48	0.10	1.41	8.50	11.89			N/A	N/A
C-AB	1.13	0.13	1.06	1.79	2.09			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	14.23	1.10	10.04	30.82	39.49			N/A	N/A
C-AB	1.90	0.03	0.29	1.90	7.53			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	21.37	1.37	14.86	47.56	61.42			N/A	N/A
C-AB	1.94	0.03	0.28	1.94	5.21			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.06	0.05	0.50	14.45	24.90			N/A	N/A
C-AB	1.19	0.06	0.84	2.48	3.44			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.94	0.03	0.31	2.59	9.45			N/A	N/A
C-AB	0.82	0.05	0.46	1.76	2.63			N/A	N/A

2042 | Scenario 2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Sole Street / The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		64.46	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-16	Stream B-AC	64.46	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2042	Scenario 2	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	75	100.000
B		✓	433	100.000
C		✓	548	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	49	26
	B	194	0	239
	C	96	452	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	0
	B	9	0	2
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	1.01	127.31	17.6	55.9	F
C-AB	0.79	22.72	3.8	19.5	C
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	343	0.00	560	0.612	337	1.6	16.481	C
C-AB	382	0.00	732	0.521	377	1.1	10.127	B
C-A	35	0.00			35			
A-B	37	0.00			37			
A-C	20	0.00			20			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	409	0.00	534	0.766	403	3.1	27.669	D
C-AB	466	0.00	738	0.631	463	1.8	13.127	B
C-A	31	0.00			31			
A-B	44	0.00			44			
A-C	23	0.00			23			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	501	0.00	497	1.008	465	12.1	77.711	F
C-AB	587	0.00	746	0.787	580	3.6	21.114	C
C-A	22	0.00			22			
A-B	54	0.00			54			
A-C	29	0.00			29			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	501	0.00	495	1.013	479	17.6	127.308	F
C-AB	588	0.00	747	0.787	587	3.8	22.723	C
C-A	21	0.00			21			
A-B	54	0.00			54			
A-C	29	0.00			29			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	409	0.00	531	0.771	463	4.2	69.274	F
C-AB	467	0.00	739	0.632	474	1.9	14.124	B
C-A	30	0.00			30			
A-B	44	0.00			44			
A-C	23	0.00			23			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	343	0.00	558	0.614	353	1.8	19.202	C
C-AB	382	0.00	733	0.522	385	1.2	10.563	B
C-A	34	0.00			34			
A-B	37	0.00			37			
A-C	20	0.00			20			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.58	0.60	1.48	2.00	2.32			N/A	N/A
C-AB	1.14	0.55	1.01	1.41	1.46			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.07	0.10	1.15	7.38	10.36			N/A	N/A
C-AB	1.77	0.09	1.24	3.75	5.03			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	12.05	0.58	7.76	27.42	35.95			N/A	N/A
C-AB	3.61	0.04	0.36	8.44	19.46			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	17.58	0.53	10.68	41.93	55.94			N/A	N/A
C-AB	3.79	0.03	0.31	3.98	17.46			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.21	0.05	0.47	11.84	21.22			N/A	N/A
C-AB	1.92	0.05	0.51	5.07	8.00			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.75	0.03	0.32	2.25	8.44			N/A	N/A
C-AB	1.20	0.04	0.38	3.02	5.54			N/A	N/A

2042 | Scenario 3 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Sole Street / The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		222.43	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-27	Stream B-AC	222.43	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2042	Scenario 3	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	154	100.000
B		✓	577	100.000
C		✓	436	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	88	66
	B	240	0	337
	C	28	408	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	3	0
	B	1	0	1
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	1.23	438.00	69.6	112.9	F
C-AB	0.71	18.74	2.5	11.7	C
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	438	0.00	578	0.758	427	2.9	22.623	C
C-AB	323	0.00	684	0.473	319	0.9	9.984	A
C-A	11	0.00			11			
A-B	68	0.00			68			
A-C	50	0.00			50			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	524	0.00	555	0.943	502	8.2	54.103	F
C-AB	388	0.00	680	0.571	387	1.3	12.437	B
C-A	11	0.00			11			
A-B	82	0.00			82			
A-C	59	0.00			59			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	641	0.00	522	1.229	517	39.2	183.419	F
C-AB	480	0.00	675	0.711	476	2.4	18.049	C
C-A	9	0.00			9			
A-B	100	0.00			100			
A-C	73	0.00			73			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	641	0.00	521	1.232	520	69.6	384.147	F
C-AB	480	0.00	675	0.711	480	2.5	18.735	C
C-A	8	0.00			8			
A-B	100	0.00			100			
A-C	73	0.00			73			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	524	0.00	553	0.946	545	64.2	438.003	F
C-AB	389	0.00	680	0.571	393	1.4	12.949	B
C-A	10	0.00			10			
A-B	82	0.00			82			
A-C	59	0.00			59			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	438	0.00	577	0.760	568	31.9	308.378	F
C-AB	323	0.00	684	0.473	325	0.9	10.291	B
C-A	11	0.00			11			
A-B	68	0.00			68			
A-C	50	0.00			50			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.85	0.07	1.28	7.33	10.72			N/A	N/A
C-AB	0.91	0.56	1.02	1.43	1.48			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	8.17	0.24	4.47	19.65	26.58			N/A	N/A
C-AB	1.34	0.11	1.13	2.42	3.05			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	39.23	15.76	36.37	61.20	69.81			N/A	N/A
C-AB	2.40	0.03	0.31	3.22	11.74			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	69.61	35.19	66.44	100.74	112.22			N/A	N/A
C-AB	2.48	0.03	0.29	2.48	8.28			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	64.18	26.96	60.04	99.32	112.87			N/A	N/A
C-AB	1.43	0.06	0.68	3.42	5.04			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	31.87	7.06	27.38	57.94	69.38			N/A	N/A
C-AB	0.95	0.04	0.41	2.28	3.73			N/A	N/A

2042 | Scenario 3 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Sole Street / The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		156.28	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-24	Stream B-AC	156.28	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2042	Scenario 3	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	80	100.000
B		✓	474	100.000
C		✓	605	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	54	26
	B	236	0	238
	C	96	509	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	0
	B	5	0	2
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	1.19	328.13	50.1	88.0	F
C-AB	0.89	40.13	7.2	39.2	E
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	370	0.00	534	0.692	361	2.2	20.602	C
C-AB	429	0.00	731	0.588	424	1.5	11.634	B
C-A	30	0.00			30			
A-B	41	0.00			41			
A-C	20	0.00			20			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	441	0.00	503	0.877	429	5.3	43.701	E
C-AB	524	0.00	737	0.711	520	2.5	16.521	C
C-A	24	0.00			24			
A-B	49	0.00			49			
A-C	23	0.00			23			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	540	0.00	459	1.178	450	27.9	154.294	F
C-AB	661	0.00	745	0.887	645	6.4	32.908	D
C-A	11	0.00			11			
A-B	60	0.00			60			
A-C	29	0.00			29			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	540	0.00	453	1.192	452	50.1	320.564	F
C-AB	663	0.00	747	0.889	660	7.2	40.129	E
C-A	8	0.00			8			
A-B	60	0.00			60			
A-C	29	0.00			29			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	441	0.00	496	0.890	486	38.9	328.126	F
C-AB	527	0.00	739	0.713	544	2.8	20.209	C
C-A	22	0.00			22			
A-B	49	0.00			49			
A-C	23	0.00			23			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	370	0.00	531	0.696	511	3.4	154.589	F
C-AB	431	0.00	732	0.588	436	1.6	12.494	B
C-A	29	0.00			29			
A-B	41	0.00			41			
A-C	20	0.00			20			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.16	0.18	1.18	4.07	5.24			N/A	N/A
C-AB	1.47	0.59	1.37	1.78	1.90			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.35	0.17	2.74	12.72	17.29			N/A	N/A
C-AB	2.49	0.09	1.40	5.91	8.29			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	27.90	8.99	25.09	46.09	53.58			N/A	N/A
C-AB	6.40	0.06	1.09	18.49	30.34			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	50.06	20.88	46.70	77.37	87.95			N/A	N/A
C-AB	7.22	0.04	0.41	19.11	39.24			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	38.90	14.83	35.84	61.70	70.77			N/A	N/A
C-AB	2.85	0.04	0.45	7.90	13.76			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.42	0.03	0.35	7.06	18.40			N/A	N/A
C-AB	1.58	0.03	0.34	3.56	8.14			N/A	N/A

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: 211206 - The Street, Sole Street & Jeskyns Road- Mitigation.j11
Path: C:\Users\BenHill\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\211206 - Meopham\Data\Junction Modelling
Report generation date: 30/07/2026 11:07:55

»2042 | Reference Case | AM
»2042 | Reference Case | PM
»2042 | Scenario 2 | AM
»2042 | Scenario 2 | PM
»2042 | Scenario 3 | AM
»2042 | Scenario 3 | PM

Summary of junction performance

	AM									PM								
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2042 - Reference Case																	
Stream B-C	D1	0.7	3.2	11.88	0.42	B	11.46	B	20 % [Stream B-A]	D2	1.1	5.3	18.45	0.53	C	19.03	C	-4 % [Stream B-A]
Stream B-A		0.9	4.0	20.45	0.47	C					2.7	13.8	41.68	0.73	E			
Stream C-AB		1.3	3.3	12.23	0.55	B					1.6	4.1	11.90	0.59	B			
	2042 - Scenario 2																	
Stream B-C	D3	3.7	20.2	41.99	0.81	E	30.04	D	-8 % [Stream B-A]	D4	2.7	14.4	38.29	0.75	E	33.72	D	-11 % [Stream B-A]
Stream B-A		3.5	18.8	63.21	0.81	F					4.3	22.5	72.44	0.83	F			
Stream C-AB		1.9	7.5	15.64	0.66	C					3.8	19.5	22.72	0.79	C			
	2042 - Scenario 3																	
Stream B-C	D5	23.0	54.1	214.79	1.10	F	115.84	F	-19 % [Stream B-A]	D6	16.7	42.8	225.99	1.08	F	113.59	F	-22 % [Stream B-A]
Stream B-A		17.1	42.9	230.76	1.08	F					17.1	43.8	224.74	1.08	F			
Stream C-AB		2.5	11.7	18.74	0.71	C					7.2	39.2	40.13	0.89	E			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

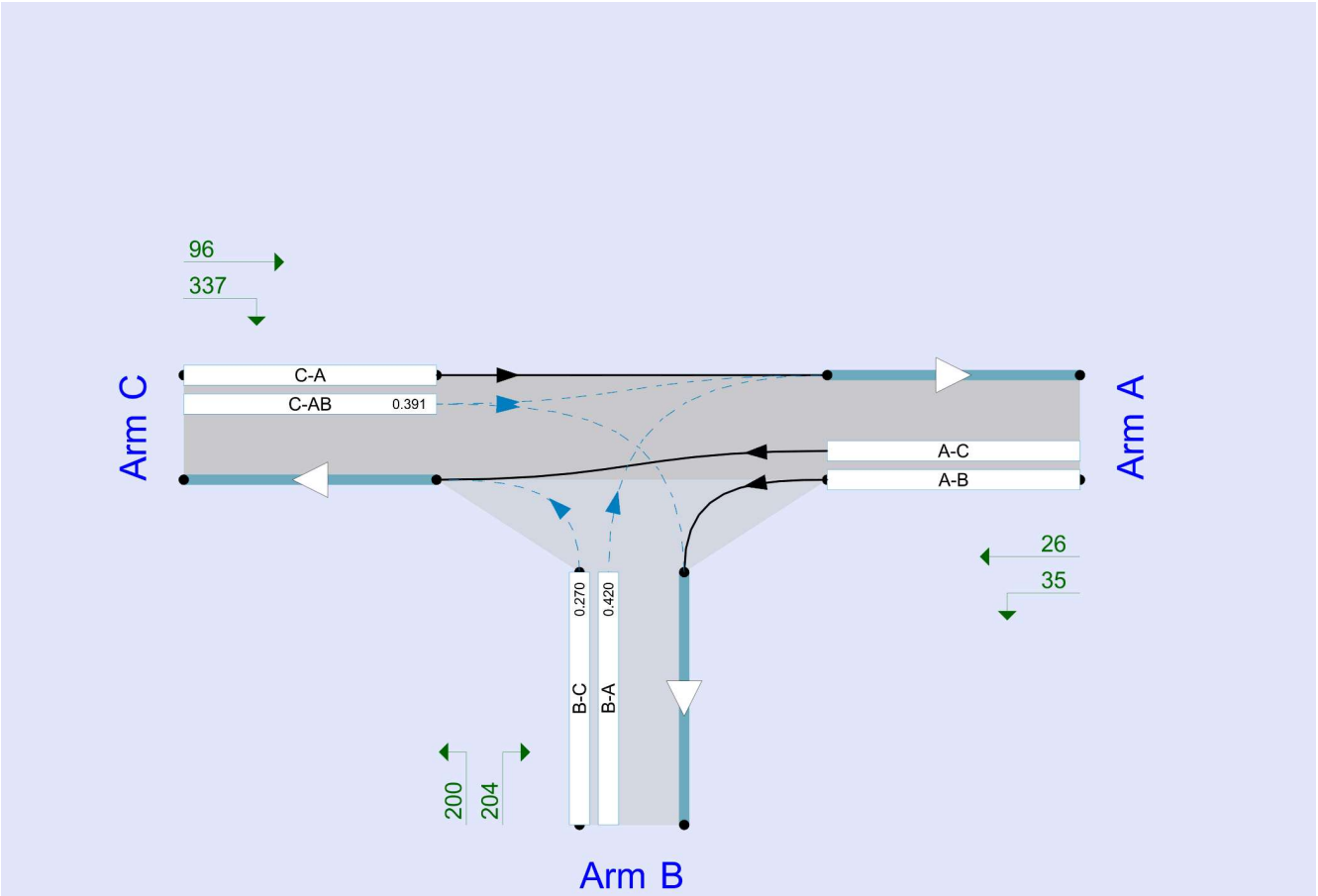
File summary

File Description

Title	
Location	
Site number	
Date	15/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\CallumAdam
Description	

Units

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



Flows show original traffic demand (Veh/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2042	Reference Case	AM	ONE HOUR	07:45	09:15	15
D2	2042	Reference Case	PM	ONE HOUR	17:00	18:30	15
D3	2042	Scenario 2	AM	ONE HOUR	07:45	09:15	15
D4	2042	Scenario 2	PM	ONE HOUR	17:00	18:30	15
D5	2042	Scenario 3	AM	ONE HOUR	07:45	09:15	15
D6	2042	Scenario 3	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2042 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Sole Street / The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		11.46	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	20	Stream B-A	11.46	B

Arms

Arms

Arm	Name	Description	Arm type
A	The Street		Major
B	Sole Street		Minor
C	Jeskyns Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.93			222.3	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	9.50	6.00	4.50	2.25	2.25		2.00	15	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	500	0.091	0.231	0.145	0.330
B-C	658	0.101	0.256	-	-
C-B	703	0.273	0.273	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2042	Reference Case	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	128	100.000
B		✓	345	100.000
C		✓	342	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	62	66
	B	143	0	203
	C	28	314	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	5	0
	B	3	0	2
	C	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.42	11.88	0.7	3.2	B
B-A	0.47	20.45	0.9	4.0	C
C-AB	0.55	12.23	1.3	3.3	B
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	156	0.00	593	0.262	154	0.4	8.339	A
B-A	111	0.00	398	0.278	109	0.4	12.759	B
C-AB	254	0.00	689	0.369	251	0.6	8.506	A
C-A	13	0.00			13			
A-B	49	0.00			49			
A-C	50	0.00			50			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	186	0.00	573	0.324	185	0.5	9.446	A
B-A	132	0.00	376	0.352	132	0.5	15.120	C
C-AB	305	0.00	686	0.445	304	0.8	9.770	A
C-A	14	0.00			14			
A-B	59	0.00			59			
A-C	59	0.00			59			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	227	0.00	538	0.423	226	0.7	11.752	B
B-A	162	0.00	344	0.472	161	0.9	20.104	C
C-AB	377	0.00	683	0.552	375	1.3	12.091	B
C-A	14	0.00			14			
A-B	72	0.00			72			
A-C	73	0.00			73			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	227	0.00	536	0.424	227	0.7	11.883	B
B-A	162	0.00	343	0.472	162	0.9	20.450	C
C-AB	377	0.00	683	0.553	377	1.3	12.230	B
C-A	14	0.00			14			
A-B	72	0.00			72			
A-C	73	0.00			73			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	186	0.00	572	0.325	187	0.5	9.558	A
B-A	132	0.00	376	0.353	134	0.6	15.415	C
C-AB	305	0.00	686	0.445	307	0.9	9.899	A
C-A	14	0.00			14			
A-B	59	0.00			59			
A-C	59	0.00			59			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	156	0.00	592	0.263	156	0.4	8.443	A
B-A	111	0.00	397	0.279	112	0.4	12.997	B
C-AB	254	0.00	689	0.369	255	0.6	8.637	A
C-A	13	0.00			13			
A-B	49	0.00			49			
A-C	50	0.00			50			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.36	0.00	0.00	0.36	0.36			N/A	N/A
B-A	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	0.61	0.57	1.04	1.45	1.51			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.48	0.00	0.00	0.48	0.48			N/A	N/A
B-A	0.55	0.55	1.03	1.44	1.49			N/A	N/A
C-AB	0.83	0.22	0.98	1.46	1.52			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.73	0.03	0.26	0.73	0.73			N/A	N/A
B-A	0.88	0.03	0.28	0.88	1.51			N/A	N/A
C-AB	1.28	0.03	0.28	1.28	1.69			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.74	0.03	0.29	1.19	3.19			N/A	N/A
B-A	0.90	0.03	0.30	1.42	4.03			N/A	N/A
C-AB	1.29	0.03	0.29	1.29	3.34			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.50	0.04	0.45	1.29	1.41			N/A	N/A
B-A	0.57	0.05	0.54	1.36	1.46			N/A	N/A
C-AB	0.87	0.09	0.88	1.07	1.62			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.37	0.03	0.28	0.51	1.00			N/A	N/A
B-A	0.41	0.04	0.35	1.17	1.36			N/A	N/A
C-AB	0.63	0.05	0.53	1.43	1.54			N/A	N/A

2042 | Reference Case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Sole Street / The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		19.03	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-4	Stream B-A	19.03	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2042	Reference Case	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	61	100.000
B		✓	404	100.000
C		✓	433	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	35	26
	B	204	0	200
	C	96	337	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	0
	B	8	0	3
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.53	18.45	1.1	5.3	C
B-A	0.73	41.68	2.7	13.8	E
C-AB	0.59	11.90	1.6	4.1	B
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	155	0.00	574	0.270	154	0.4	8.783	A
B-A	166	0.00	396	0.420	163	0.8	16.521	C
C-AB	287	0.00	735	0.391	285	0.7	8.101	A
C-A	44	0.00			44			
A-B	27	0.00			27			
A-C	20	0.00			20			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	0.00	533	0.347	184	0.5	10.620	B
B-A	198	0.00	372	0.533	197	1.2	21.968	C
C-AB	350	0.00	741	0.473	349	1.0	9.339	A
C-A	45	0.00			45			
A-B	32	0.00			32			
A-C	23	0.00			23			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	227	0.00	438	0.517	225	1.1	17.170	C
B-A	243	0.00	335	0.725	238	2.5	37.980	E
C-AB	442	0.00	750	0.589	439	1.5	11.738	B
C-A	43	0.00			43			
A-B	39	0.00			39			
A-C	29	0.00			29			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	227	0.00	427	0.531	226	1.1	18.449	C
B-A	243	0.00	334	0.728	242	2.7	41.683	E
C-AB	442	0.00	750	0.589	442	1.6	11.896	B
C-A	43	0.00			43			
A-B	39	0.00			39			
A-C	29	0.00			29			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	0.00	523	0.354	187	0.6	11.133	B
B-A	198	0.00	371	0.535	204	1.3	23.935	C
C-AB	351	0.00	742	0.473	353	1.0	9.494	A
C-A	45	0.00			45			
A-B	32	0.00			32			
A-C	23	0.00			23			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	155	0.00	569	0.272	156	0.4	8.992	A
B-A	166	0.00	395	0.421	168	0.8	17.300	C
C-AB	288	0.00	735	0.392	289	0.7	8.241	A
C-A	44	0.00			44			
A-B	27	0.00			27			
A-C	20	0.00			20			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.38	0.00	0.00	0.38	0.38			N/A	N/A
B-A	0.76	0.59	1.08	1.51	1.57			N/A	N/A
C-AB	0.69	0.56	1.02	1.43	1.48			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.54	0.54	1.03	1.44	1.49			N/A	N/A
B-A	1.18	0.15	1.12	1.82	2.10			N/A	N/A
C-AB	0.96	0.20	1.00	1.05	1.56			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.06	0.03	0.28	1.06	1.42			N/A	N/A
B-A	2.49	0.04	0.39	6.20	13.07			N/A	N/A
C-AB	1.53	0.03	0.28	1.53	3.61			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.13	0.03	0.30	1.30	5.26			N/A	N/A
B-A	2.66	0.03	0.34	4.64	13.85			N/A	N/A
C-AB	1.56	0.03	0.28	1.56	4.13			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.58	0.05	0.55	1.36	1.46			N/A	N/A
B-A	1.30	0.05	0.47	3.22	5.22			N/A	N/A
C-AB	1.01	0.10	0.96	1.60	1.93			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.39	0.03	0.35	1.15	1.35			N/A	N/A
B-A	0.81	0.04	0.37	1.90	3.54			N/A	N/A
C-AB	0.71	0.06	0.60	1.51	1.57			N/A	N/A

2042 | Scenario 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Sole Street / The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		30.04	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-8	Stream B-A	30.04	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2042	Scenario 2	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	135	100.000
B		✓	501	100.000
C		✓	408	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	69	66
	B	194	0	307
	C	28	380	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	3	0
	B	2	0	1
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.81	41.99	3.7	20.2	E
B-A	0.81	63.21	3.5	18.8	F
C-AB	0.66	15.64	1.9	7.5	C
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	233	0.00	569	0.410	231	0.7	10.655	B
B-A	149	0.00	373	0.400	146	0.7	16.021	C
C-AB	301	0.00	688	0.438	298	0.8	9.338	A
C-A	12	0.00			12			
A-B	53	0.00			53			
A-C	50	0.00			50			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	279	0.00	530	0.526	277	1.1	14.294	B
B-A	178	0.00	339	0.524	176	1.1	22.285	C
C-AB	362	0.00	685	0.528	360	1.1	11.258	B
C-A	12	0.00			12			
A-B	63	0.00			63			
A-C	59	0.00			59			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	341	0.00	438	0.779	333	3.1	32.573	D
B-A	218	0.00	277	0.786	210	3.0	50.019	F
C-AB	447	0.00	681	0.656	444	1.9	15.282	C
C-A	10	0.00			10			
A-B	78	0.00			78			
A-C	73	0.00			73			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	341	0.00	421	0.810	339	3.7	41.993	E
B-A	218	0.00	270	0.807	216	3.5	63.209	F
C-AB	447	0.00	681	0.656	447	1.9	15.643	C
C-A	10	0.00			10			
A-B	78	0.00			78			
A-C	73	0.00			73			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	279	0.00	516	0.540	289	1.2	16.639	C
B-A	178	0.00	334	0.533	187	1.2	26.379	D
C-AB	362	0.00	685	0.528	365	1.2	11.565	B
C-A	12	0.00			12			
A-B	63	0.00			63			
A-C	59	0.00			59			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	233	0.00	565	0.413	235	0.7	11.095	B
B-A	149	0.00	371	0.402	151	0.7	16.846	C
C-AB	301	0.00	688	0.438	303	0.8	9.562	A
C-A	12	0.00			12			
A-B	53	0.00			53			
A-C	50	0.00			50			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.69	0.56	1.01	1.41	1.46			N/A	N/A
B-A	0.66	0.56	1.02	1.43	1.48			N/A	N/A
C-AB	0.79	0.56	1.02	1.43	1.48			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.09	0.07	0.90	1.95	2.70			N/A	N/A
B-A	1.07	0.10	0.98	1.78	2.20			N/A	N/A
C-AB	1.13	0.13	1.06	1.79	2.09			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.07	0.04	0.38	7.97	16.21			N/A	N/A
B-A	2.99	0.05	0.45	8.31	14.51			N/A	N/A
C-AB	1.90	0.03	0.29	1.90	7.53			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.73	0.04	0.36	8.49	20.17			N/A	N/A
B-A	3.54	0.04	0.39	9.28	18.81			N/A	N/A
C-AB	1.94	0.03	0.28	1.94	5.21			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.23	0.04	0.43	3.06	4.99			N/A	N/A
B-A	1.23	0.04	0.41	3.10	5.33			N/A	N/A
C-AB	1.19	0.06	0.84	2.48	3.44			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.72	0.03	0.33	1.62	3.35			N/A	N/A
B-A	0.70	0.03	0.32	1.47	3.35			N/A	N/A
C-AB	0.82	0.05	0.46	1.76	2.63			N/A	N/A

2042 | Scenario 2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Sole Street / The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		33.72	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-11	Stream B-A	33.72	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2042	Scenario 2	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	75	100.000
B		✓	433	100.000
C		✓	548	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	49	26
	B	194	0	239
	C	96	452	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	0
	B	9	0	2
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.75	38.29	2.7	14.4	E
B-A	0.83	72.44	4.3	22.5	F
C-AB	0.79	22.72	3.8	19.5	C
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	183	0.00	560	0.327	181	0.5	9.648	A
B-A	160	0.00	371	0.430	156	0.8	18.046	C
C-AB	382	0.00	732	0.521	377	1.1	10.127	B
C-A	35	0.00			35			
A-B	37	0.00			37			
A-C	20	0.00			20			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	219	0.00	512	0.427	218	0.7	12.421	B
B-A	191	0.00	338	0.563	188	1.3	25.805	D
C-AB	466	0.00	738	0.631	463	1.8	13.127	B
C-A	31	0.00			31			
A-B	44	0.00			44			
A-C	23	0.00			23			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	268	0.00	387	0.693	263	2.1	28.462	D
B-A	233	0.00	286	0.817	224	3.6	56.922	F
C-AB	587	0.00	746	0.787	580	3.6	21.114	C
C-A	22	0.00			22			
A-B	54	0.00			54			
A-C	29	0.00			29			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	268	0.00	358	0.748	266	2.7	38.288	E
B-A	233	0.00	280	0.833	231	4.3	72.444	F
C-AB	588	0.00	747	0.787	587	3.8	22.723	C
C-A	21	0.00			21			
A-B	54	0.00			54			
A-C	29	0.00			29			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	219	0.00	491	0.445	226	0.8	14.220	B
B-A	191	0.00	334	0.571	202	1.5	31.782	D
C-AB	467	0.00	739	0.632	474	1.9	14.126	B
C-A	30	0.00			30			
A-B	44	0.00			44			
A-C	23	0.00			23			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	183	0.00	554	0.331	185	0.5	9.975	A
B-A	160	0.00	369	0.433	162	0.9	19.260	C
C-AB	382	0.00	733	0.522	385	1.2	10.563	B
C-A	34	0.00			34			
A-B	37	0.00			37			
A-C	20	0.00			20			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.49	0.00	0.00	0.49	0.49			N/A	N/A
B-A	0.79	0.60	1.09	1.53	1.58			N/A	N/A
C-AB	1.14	0.55	1.01	1.41	1.46			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.74	0.07	0.78	1.15	1.15			N/A	N/A
B-A	1.32	0.11	1.15	2.21	3.00			N/A	N/A
C-AB	1.77	0.09	1.24	3.75	5.03			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.09	0.03	0.33	3.92	10.96			N/A	N/A
B-A	3.64	0.06	0.66	10.21	16.67			N/A	N/A
C-AB	3.61	0.04	0.36	8.44	19.46			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.69	0.04	0.35	6.04	14.38			N/A	N/A
B-A	4.33	0.05	0.45	11.84	22.46			N/A	N/A
C-AB	3.79	0.03	0.31	3.98	17.46			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.84	0.05	0.48	1.77	2.60			N/A	N/A
B-A	1.55	0.04	0.43	4.06	7.11			N/A	N/A
C-AB	1.92	0.05	0.51	5.07	8.00			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.51	0.03	0.35	1.50	1.86			N/A	N/A
B-A	0.86	0.03	0.34	1.72	4.18			N/A	N/A
C-AB	1.20	0.04	0.38	3.02	5.54			N/A	N/A

2042 | Scenario 3 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Sole Street / The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		115.84	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-19	Stream B-A	115.84	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2042	Scenario 3	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	154	100.000
B		✓	577	100.000
C		✓	436	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	88	66
	B	240	0	337
	C	28	408	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	3	0
	B	1	0	1
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	1.10	214.79	23.0	54.1	F
B-A	1.08	230.76	17.1	42.9	F
C-AB	0.71	18.74	2.5	11.7	C
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	256	0.00	537	0.477	253	0.9	12.643	B
B-A	182	0.00	363	0.503	178	1.0	19.371	C
C-AB	323	0.00	684	0.473	319	0.9	9.984	A
C-A	11	0.00			11			
A-B	68	0.00			68			
A-C	50	0.00			50			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	306	0.00	469	0.652	302	1.8	21.397	C
B-A	218	0.00	318	0.685	214	2.0	33.692	D
C-AB	388	0.00	680	0.571	387	1.3	12.437	B
C-A	11	0.00			11			
A-B	82	0.00			82			
A-C	59	0.00			59			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	375	0.00	348	1.077	328	13.4	107.500	F
B-A	267	0.00	250	1.066	233	10.4	125.126	F
C-AB	480	0.00	675	0.711	476	2.4	18.049	C
C-A	9	0.00			9			
A-B	100	0.00			100			
A-C	73	0.00			73			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	375	0.00	341	1.097	336	23.0	214.792	F
B-A	267	0.00	246	1.085	240	17.1	230.757	F
C-AB	480	0.00	675	0.711	480	2.5	18.735	C
C-A	8	0.00			8			
A-B	100	0.00			100			
A-C	73	0.00			73			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	306	0.00	370	0.826	355	10.8	177.384	F
B-A	218	0.00	266	0.818	254	8.1	191.574	F
C-AB	389	0.00	680	0.571	393	1.4	12.951	B
C-A	10	0.00			10			
A-B	82	0.00			82			
A-C	59	0.00			59			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	256	0.00	500	0.512	295	1.1	20.969	C
B-A	182	0.00	347	0.526	210	1.2	31.308	D
C-AB	323	0.00	684	0.473	325	0.9	10.289	B
C-A	11	0.00			11			
A-B	68	0.00			68			
A-C	50	0.00			50			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.90	0.16	0.96	1.40	1.40			N/A	N/A
B-A	0.98	0.29	1.02	1.50	1.50			N/A	N/A
C-AB	0.91	0.56	1.02	1.43	1.48			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.78	0.05	0.57	4.61	7.08			N/A	N/A
B-A	1.98	0.07	1.11	4.71	6.71			N/A	N/A
C-AB	1.34	0.11	1.13	2.42	3.05			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	13.38	1.40	10.39	26.51	32.88			N/A	N/A
B-A	10.40	1.22	7.74	21.11	26.50			N/A	N/A
C-AB	2.40	0.03	0.31	3.22	11.74			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	23.02	3.60	18.84	44.26	54.11			N/A	N/A
B-A	17.08	1.74	13.23	34.46	42.93			N/A	N/A
C-AB	2.48	0.03	0.29	2.48	8.28			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	10.77	1.44	8.60	20.31	24.85			N/A	N/A
B-A	8.05	0.55	5.36	17.51	22.65			N/A	N/A
C-AB	1.43	0.06	0.68	3.42	5.04			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.10	0.03	0.28	1.10	3.72			N/A	N/A
B-A	1.18	0.03	0.29	1.28	4.82			N/A	N/A
C-AB	0.95	0.04	0.41	2.28	3.73			N/A	N/A

2042 | Scenario 3 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Sole Street / The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		113.59	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-22	Stream B-A	113.59	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2042	Scenario 3	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	80	100.000
B		✓	474	100.000
C		✓	605	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	54	26
	B	236	0	238
	C	96	509	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	0
	B	5	0	2
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	1.08	225.99	16.7	42.8	F
B-A	1.08	224.74	17.1	43.8	F
C-AB	0.89	40.13	7.2	39.2	E
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	183	0.00	540	0.339	181	0.5	10.170	B
B-A	187	0.00	348	0.537	182	1.2	22.221	C
C-AB	429	0.00	731	0.588	424	1.5	11.634	B
C-A	30	0.00			30			
A-B	41	0.00			41			
A-C	20	0.00			20			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	218	0.00	445	0.490	216	0.9	15.922	C
B-A	223	0.00	312	0.716	218	2.3	38.698	E
C-AB	524	0.00	737	0.711	520	2.5	16.521	C
C-A	24	0.00			24			
A-B	49	0.00			49			
A-C	23	0.00			23			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	267	0.00	248	1.078	229	10.6	119.425	F
B-A	273	0.00	258	1.057	240	10.5	125.581	F
C-AB	661	0.00	745	0.887	645	6.4	32.908	D
C-A	11	0.00			11			
A-B	60	0.00			60			
A-C	29	0.00			29			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	267	0.00	249	1.074	243	16.7	225.993	F
B-A	273	0.00	253	1.078	247	17.1	224.742	F
C-AB	663	0.00	747	0.889	660	7.2	40.129	E
C-A	8	0.00			8			
A-B	60	0.00			60			
A-C	29	0.00			29			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	218	0.00	276	0.790	261	6.0	168.419	F
B-A	223	0.00	282	0.790	267	6.2	170.444	F
C-AB	527	0.00	739	0.713	544	2.8	20.207	C
C-A	22	0.00			22			
A-B	49	0.00			49			
A-C	23	0.00			23			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	183	0.00	506	0.361	204	0.6	13.052	B
B-A	187	0.00	341	0.547	206	1.3	31.364	D
C-AB	431	0.00	732	0.588	436	1.6	12.497	B
C-A	29	0.00			29			
A-B	41	0.00			41			
A-C	20	0.00			20			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.51	0.05	0.48	1.31	1.42			N/A	N/A
B-A	1.15	0.53	1.13	1.48	1.81			N/A	N/A
C-AB	1.47	0.59	1.37	1.78	1.90			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.95	0.04	0.39	2.31	3.92			N/A	N/A
B-A	2.32	0.09	1.40	5.31	7.38			N/A	N/A
C-AB	2.49	0.09	1.40	5.91	8.29			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	10.56	1.28	7.90	21.31	26.69			N/A	N/A
B-A	10.51	1.13	7.71	21.56	27.15			N/A	N/A
C-AB	6.40	0.06	1.09	18.49	30.34			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	16.74	1.51	12.77	34.21	42.81			N/A	N/A
B-A	17.07	1.50	12.99	34.95	43.80			N/A	N/A
C-AB	7.22	0.04	0.41	19.11	39.24			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	6.00	0.80	4.38	11.64	14.49			N/A	N/A
B-A	6.17	0.13	2.52	15.86	22.44			N/A	N/A
C-AB	2.85	0.04	0.45	7.90	13.76			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.59	0.03	0.27	0.59	1.41			N/A	N/A
B-A	1.35	0.03	0.31	1.35	5.88			N/A	N/A
C-AB	1.58	0.03	0.34	3.56	8.14			N/A	N/A

Appendix H
KCC PRoW Correspondence

Mrs Katherine Parkin
Planning Services
Gravesham Borough Council

Growth, Environment & Transport

Public Rights of Way & Access Service
West Kent PROW Team
Worrall House
Kingshill Avenue
Kings Hill
ME19 4AE

Phone: 03000 418168
Ask for: Julian Ling
Email: Julian.ling@kent.gov.uk
Date: 16.03.2026

Dear Katherine

REFERENCE: 20260207
PROPOSED DEVELOPMENT: Outline planning application for up to 725 dwellings (Use Class C3), a new two-form entry primary school (Use Class F1), a Local Centre (up to 500sqm of Class E floorspace), the provision of Public Open Space including sport and recreation facilities alongside associated access, landscaping, parking, and infrastructure; with all matters reserved except for access.
LOCATION: Land North Of, Camer Road, Meopham, Gravesend Kent

Thank you for your letter dated 4th March regarding the above planning application and the opportunity to comment on this development proposal. It is acknowledged that as an outline application only the matters of access are being considered at this stage and all other matters including layout are reserved for future consideration.

The development site accommodates Public Right of Way (PROW) NS192, located through the north west section of the site.

I am pleased to read within the planning statement and on indicative plans that the PROW would be retained and incorporated in amongst public open space. Therefore Public Right of Way NS192 should be retained and maintained and must be appropriately incorporated into the development and clearly identified and signposted.

The footpath surface must be reinstated or upgraded to a specification suitable for pedestrian use that is an all-weather surface, ensuring it is safe, durable, and properly drained. Please advise the applicant to contact this office to discuss the proposed surface specification and any change in width of the Public Right of Way prior to any works being carried out.

As set out in the indicative plans, it appears that the Active Travel route that coincides with the alignment of Public Footpath NS192 will be a separate, parallel path. If this is the case, then the question of what the status of the AT route will be and how that interacts with the public

footpath will need to be addressed. If the AT route is to be an adopted cycle path, then it will be a dominant right over the public footpath and infrastructure at the intersection of the AT route and the public footpath should reflect this. If it is to be a permissive path under the control of a management company, then the footpath will be the dominant right and the intersection should be designed in a way that reflects this and prioritises use of, and protects users of, the public footpath. It is likely that, if the routes are to be kept separate, we will require works to be carried out to improve the surface of the public footpath to provide an all-weather route.

If the AT route and the public footpath are to be combined, then we would require that the AT route is formally converted to a cycle path and not left as a permissive cycle route over the public footpath, as this leads to future management and liability problems.

At the eastern side of the site, I note that the proposed AT route curves slightly north within the site, before joining Camer Road. Public Bridleway NS242 runs south of Camer Road from East Lodge and carries rights for cyclists. Ideally, the AT route would have a spur that links directly to this bridleway to enable direct access to it from the site, to facilitate recreational walking and cycling.

The granting of planning permission confers no other permission or consent on the applicant. It is therefore important to advise the applicant that no works can be undertaken on a Public Right of Way without the express consent of the Highways Authority. In cases of doubt the applicant should be advised to contact this office before commencing any works that may affect the Public Right of Way. Should any temporary closures be required to ensure public safety then this office will deal on the basis that:

- The applicant pays for the administration costs.
- The duration of the closure is kept to a minimum.
- Alternative routes will be provided for the duration of the closure.
- A minimum of eight weeks' notice is required to process any temporary closures.

This means that the Public Right of Way must not be stopped up, diverted, obstructed (this includes any building materials or waste generated during any of the construction phases) or the surface disturbed. There must be no encroachment on the current width, at any time now or in future and no furniture or fixtures may be erected on or across Public Rights of Way without consent.

To ensure PROW NS192 is safeguarded, it is recommended that following conditions are applied to any approval of planning permission;

- Prior to the commencement of development, a Public Rights of Way Management Scheme shall be submitted to and approved by the Local Planning Authority and Highway Authority. The scheme shall include provision for:

  i. the design of access and public rights of way routes and their surfacing, widths, gradients, landscaping and structures

  ii. any proposals for diversion and closure of public rights of way and alternative route provision

  Reason: In the interests of the amenity and safety of the public

- No excavation or tipping of surface material or temporary storage of soils, waste, materials, plant or equipment or any other such materials shall take place on the Public Rights of Way NS192 or within a minimum distance of 5 metres.

Reason: To prevent obstruction of the Public Rights of Way and protect users of the Public Rights of Way.

Lastly, in the event that planning permission is granted, given the likely significant increase in the use of the PROW NS192, to ensure the surface is thereafter suitably maintained to enable the safe and attractive use of the path, it is requested that a monetary contribution of **£3500.00** is secured through a Section 106 Legal Agreement for future resurfacing and maintenance.

I trust this is of assistance to you.

Yours sincerely

[redacted]

Julian Ling MRTPI
Area Officer [Dartford & Gravesham]
Growth, Environment & Transport