

Briefing Note

Our ref 65191/01/MS/HBe
Date 21 October 2025
To Canterbury City Council
From Lichfields
Copy Wates Developments Ltd

Subject Draft Canterbury District Local Plan: Focused Consultation 2025 (Regulation 18)

1.0 Introduction

- 1.1 These representations have been prepared by Lichfields on behalf of Wates Developments Ltd ('Wates'). Wates has an interest at 'Land South of Bekesbourne Lane', a proposed allocation in the latest 'Draft Canterbury District Local Plan: Focused Consultation' Regulation 18 plan (Policy N5).
- 1.2 This site forms part of the wider 'East Canterbury' strategic allocation: made up of allocation policies N4 to N6. Alongside Wates, Gladman Developments Limited ('Gladman') has land interests at the 'Land South of Littlebourne Road' and 'Land North of Bekesbourne Lane at Hoath Farm' (Policies N4 and N6 respectively). Wates and Gladman are working collaboratively to realise their respective interests.
- 1.3 These representations focus on the proposed allocation of 'Land South of Bekesbourne Lane' (N5). Gladman is preparing its own representations commenting on the proposed allocation of Policy N4 and N7; but both sets of representations are broadly aligned and have been prepared following ongoing collaboration and discussions between Wates and Gladman.
- 1.4 Finally, these representations are supported by a 'A275 to Brokesbourne Lane Model' prepared by Motion (Appendix 1).

2.0 Section 1 – Aligning with the New NPPF Requirements

Q1. Local Plan period and housing needs – Do you have any comments on the proposed housing need and plan period for the new Local Plan?

- 2.1 Wates supports the revised plan period, starting in 2024/25 and ending in 2042/43 (totalling 19 years). It will ensure strategic policies look ahead the minimum of 15 years (as per NPPF Para 22) from the point of adoption, anticipated in late 2027.
- 2.2 Wates also supports the Council seeking to address its local housing need in full: currently 1,215 homes per annum calculated using the new standard methodology. Planning for and delivering this quantum of housing as a minimum will ensure Canterbury plays its part in

the wider national drive to significantly boost the supply of housing and deliver on the Government's commitment to build 1.5 million homes in this parliament.

Q3. Economic development and modern economy – Do you have any comments about how the new Local Plan should plan for economic growth in the district, including in respect of modern economy uses?

- 2.3 Wates supports the Council's plans for economic growth to create new job opportunities throughout the borough. The delivery of new employment floorspace (both commercial and retail) at 'Land South of Bekesbourne Lane' (Policy N5) and more widely as part of 'East Canterbury' will support this objective.

3.0 Section 2 – Why the Proposals are Needed

Q5. Deletion of the draft strategic development allocation at Land north of the University of Kent (Policy C12) – Do you have any comments on the proposed deletion of Land north of the University of Kent (Policy C12)?

- 3.1 Wates supports the deletion of the former C12 allocation at 'Land North of the University of Kent'.
- 3.2 For context, the 2023 Reg.18 plan had proposed the allocation of 'East Canterbury' (then allocation C13) as part of a spatial strategy formed around the delivery of the 'Eastern Movement Corridor' ('EMC'). This was a new road that would have bypassed the city centre. The 2024 Reg.18 plan then saw the EMC concept fall away and with it the de-allocation of 'East Canterbury' as it was purported to be reliant on the EMC (in reality, East Canterbury is not reliant on such a bypass, but nevertheless was an option at the time that could have helped to deliver the EMC). As part of the plan's revised spatial strategy 'Land north of the University of Kent' (allocation C12) was proposed to deliver a new settlement and in our view, it effectively replaced 'East Canterbury'.
- 3.3 As detailed in Wates' 2024 Reg.18 reps (dated 31 May 2024), we considered the move towards a spatial strategy focusing on a new settlement at the university alongside a revised transport strategy was flawed. While there are benefits associated with new settlements, there were inherent delivery challenges with the site proposed, which meant that we did not consider it was the right strategy for delivering growth specifically for Canterbury at this point. For example, a primary school needed to be demolished to deliver its principal access. It was also poorly connected to Canterbury city centre and while improvements could be made, the topography and location of the site meant it did not lend itself to achieving a meaningful shift towards the use of public transport and active travel. It would therefore likely have been car dependent and there were also wider heritage and landscape impacts to consider.
- 3.4 Given the above, Wates support the Council's conclusion that site C12 – following further review – is now unsuitable¹ and should be deleted from the emerging plan.

¹ Para 5.46, bullet 5 (Focused Regulation 18 Topic Paper [August 2025]).

Q12. Land south of Bekesbourne Lane – Do you have any comments on this policy?

- 3.5 Following on from Q5 (and response to Q45 below), Wates support the re-allocation of ‘East Canterbury’ (Policies N4 to N6) and specifically ‘Land South of Bekesbourne Lane’ (Policy N5) to deliver future growth around the principal settlement of Canterbury.
- 3.6 Implementing this revised spatial strategy will result in the most sustainable outcomes across both the Borough and the city of Canterbury itself. It will place development closer to the city centre in an area where higher proportions of existing residents use active travel and public transport. It would also more directly support Canterbury’s economic growth and provide infrastructure to support existing and future residents.
- 3.7 While East Canterbury is proposed to be re-allocated, we note that the EMC is not. Wates has always been of the view that both its site (Policy N5) and it’s the wider East Canterbury allocations combined are not reliant on the EMC, we are pleased the Council has now reached the same conclusion. This follows work between Wates, Gladman, and the Council to demonstrate that with a new access strategy alongside wider highways and active travel improvements, East Canterbury as a whole is a suitable site.
- 3.8 Notwithstanding our support for the allocation of both Wates’ site (Policy N5) and East Canterbury more widely (Policies N4 to N6), Wates has a number of points that the Council will need to reflect on as part of its future work to build an evidence base and prepare its Reg.19 draft local plan set for consultation in 2026.

1. SLAA assessment of ‘Land South of Bekesbourne Lane’ (SLAA2025):

- 3.9 Wates disagrees with the conclusions of the SLAA assessment for ‘Land South of Bekesbourne Lane’: that the site by itself is unsuitable (SLAA2025). Wates considers that the site is suitable on its own terms and could come forward by itself with a suitable access with its landscape impacts suitable managed through sensitive design.

2. Number of homes and older persons element

- 3.10 Wates supports the increased quantum of homes allocated at ‘Land South of Bekesbourne Lane’ within Policy N5: now ‘approximately 860 homes’ up from 645 homes when it was originally proposed as allocation C13 in the 2023 Reg.18 plan. This increased number of homes could be achievable on the site, but would require careful consideration of the densities and masterplanning approach for delivering both housing and other elements of the policy allocation (as below).
- 3.11 Policy N5 also expects a provision of older persons housing (N5-1a) and for said housing to be located in the community hub (N5-2d). While the policy itself does not define this quantum, the table of draft housing allocations sets out an expectation of 86 older persons homes²: i.e. 10% of the total quantum in accordance with draft Policy DS2 that sets this as a ‘minimum’ threshold (Housing Mix – 5b). Furthermore, draft Policy DS2-5b states that the type of older persons housing to be delivered should be based on local needs. This is noting

² Page 15, Focused consultation (Regulation 18) September 2025

that specialist housing for older people covers a range of accommodation types including age restricted housing, retirement living, extra care housing, or residential care homes (falling into use class C2) (PPG ID: 63-10).

3.12 Considering the above:

- While Policy DS2 is not being considered as part of this consultation, its requirement for a ‘minimum’ of 10% should be more flexible to account for market requirements. For example, from Wates’ experience care home providers often seek units of no more than 65 units in a single facility (C2 use class); while operators of other types of older persons accommodation have specific design, locational, and scale requirements; and
- Policy N5 states that older persons accommodation should be located within the community hub. While this might be appropriate for a C2 use class care home, it might not be appropriate for age restricted homes.

3. Housing delivery trajectory

3.13 Appendix G of the ‘Focused Regulation 18 Topic Paper (August 2025)’ sets out a draft housing trajectory for the proposed site allocations (including sites N4, N5 and N6). The trajectory shows combined delivery rates across East Canterbury that consistently hit 270 dpa with a peak of 287 dpa in 2035/36.

3.14 Wates note that the projected rates are higher than the typical delivery rates observed on sites of a similar scale. Lichfields’ Start to Finish (3rd ed) research shows that schemes of this size (2,000+ homes) have an average upper quartile delivery rate of 188 dpa³. Wates does consider that its site – and the wider East Canterbury allocation – can deliver at above average delivery rates. For example, East Canterbury (as a whole) is a greenfield site, it will deliver a significant proportion of affordable housing, and it will be built out by multiple developers. Canterbury is also a relatively strong housing market in comparison to national market averages. Wates will therefore work with the Council to refine and agree the delivery rate and trajectory for the site.

4. Densities and masterplanning

3.15 Policy N5-2c requires net densities of around 35dph outside of the community hub, with higher densities (albeit unspecified) within the hub. Wates has undertaken some initial masterplanning taking account of the concept masterplan (as detailed in policy, taking account of the areas of open space etc set out) and the land needed to provide a primary school, community hub, employment floorspace, mobility hub, and other onsite infrastructure (including the bridge and roads).

3.16 The outcome of this work shows that to achieve close to 35 dph outside the community hub, nearly half the dwellings would need to be built out at densities over double this. this demonstrates the need for careful consideration of the densities and masterplanning approach for the site. Wates will therefore continue to work collaboratively with the Council to refine design requirements and would be open to a series of masterplanning sessions to

³ Figure 4, https://lichfields.uk/media/w3wjmwso/start-to-finish-3_how-quickly-do-large-scale-housing-sites-deliver.pdf

develop the concept masterplan; reflecting on the densities sought within Policy N5. This in turn would ensure the development's wider impacts are considered (including landscape) as well as taking account of market demand for housing in this area.

5. Status of the concept masterplan in Policy N5

- 3.17 Building on the above, the status of the site's concept masterplan is not clear in either the draft plan or Policy N5. It is therefore unclear whether it is indicative, or it establishes fixed parameters that development would be required to adhere to. Wates' view is that the plan more generally should refer to the concept plans as being indicative representations of the site-specific policy requirements and allow for a justified design-led approach.

6. Primary school provision

- 3.18 Policy N5-1bii requires the Wates site to deliver a 2FE primary school. This provision is in addition to a requirement for a 3FE primary school on Gladman's site (Policy N4). Therefore, across the East Canterbury allocations (N4 – N6) there would be a total primary school provision of up to 5FE for circa 2,209 homes (excluding the older persons housing required as on sites N4 and N5).
- 3.19 Using Kent County Council's latest pupil yields⁴, the whole of East Canterbury would generate a need for approximately 3FE in a scenario where the site delivers 100% homes (i.e. with no flats). Given the scheme would need to include a significant level of flatted development as part of its mix (noting the density and overall housing quantum sought) there is at least an overprovision of 2FE. This is in the context that the 'Commissioning Plan for Education Provision in Kent' (2025-2029) forecasts a surplus in primary school places in 'Canterbury City'. Therefore, the site in and of itself does not generate sufficient need to support the primary school provision proposed.
- 3.20 Notwithstanding, Wates understand that the required 5FE primary school provision at East Canterbury is not only to meet the needs of its three principal allocations (N4 – N6), but also to meet need arising from other planned developments in the area. To date no evidence has been published setting out what additional need East Canterbury would be meeting. In this vein, Policy N5-5f also requires Wates to provide the site at nil cost despite it potentially not being needed to support its own development. Wates will therefore review both the evidence supporting this (that will presumably be published at Reg.19 stage, but should be shared with Wates ahead of this) and the proposed policy approach to secure proportionate contributions towards delivering a primary school on its site.

7. Road Bridge to Site 1

- 3.21 Policy N5-4c requires the delivery of a local distributor road that connects from site N4, through site N5, towards a bridge that will cross the railway line to Site 1 (Policy CF1). The policy requires this bridge connection prior to the occupation of the 500th dwelling and 1,000th dwelling within Wates' site (N5-5c) and Gladman's site (N4-5c) respectively.

⁴ https://www.kent.gov.uk/_data/assets/pdf_file/0015/204720/Technical-Appendix-6_Education_Primary-and-Secondary.pdf

- 3.22 While Wates acknowledge that the bridge would provide an important southern connection, there is no evidence as yet published that justifies the proposed triggers for it across East Canterbury.
- 3.23 In this context, Both Wates and Gladman's have previously inputted into the Kent Traffic Model in 2024. This led to work to understand the impact of both developments on the wider road network and threshold at which a bridge connection is needed. The output of this suggested that the triggers could be greater than currently suggested.
- 3.24 Notwithstanding, updated assessment work through the Kent Traffic Model will need to be undertaken. The model itself needs to be validated with new traffic data to support the emerging plan. For example, the model needs to account for:
- 1 Changes in background traffic flow/growth (the former traffic model relied on traffic data prior to Covid);
 - 2 More robust trip generation figures assuming a more positive shift to non-car modes; and
 - 3 The inclusion of a Park and Ride facility which will capture a material percentage of traffic currently using the S257 corridor.
- 3.25 Once the revised modelling work has been tested, a clearer idea as to an appropriate triggers for the bridge can be determined.
- 3.26 Moreover, whatever the numerical trigger for the bridge, said trigger needs account for progress on Site 1 and its connection to the A2. Without this, there is a risk that the bridge is delivered into an undeveloped site.
- 3.27 Moreover, Policy N5 nor the plan in general is clear as to who's responsibility it is to deliver the bridge and how it will be funded. In Wates' view, the land required to deliver the bridge and its strategic function falls into multiple ownerships and benefits multiple allocations. Therefore, it should be delivered by the County Council. Relevant policies also need a mechanism to appropriately capture funds for the bridge across multiple allocations.
- 3.28 Wates will review relevant evidence supporting the bridge (in terms of its feasibility, delivery and triggers) once they are published at the Reg. 19 stage and work with the Council ahead of this to ensure the policy reflects the evidence regarding feasibility and viability.

8. Connection between allocations N4 and N5

- 3.29 Policies N5 and N4 require the local distributor road connecting Wates' and Gladman's land to be fully operational prior to the occupation of the 300th dwelling within their respective sites (i.e. 600 homes across East Canterbury). However, modelling undertaken by Motion (Appendix 1) has indicated that Wates site in and of itself does not need to this connection until the 500th occupation. A modelling assessment undertaken by Motion (see Appendix 1) concludes that the bridge is only needed at 500 occupations across East Canterbury. This is based on the junction modelling introducing 350 additional vehicles before the model reached capacity, which relates to approximately 500 dwellings. Alongside the widening of

Bekesbourne Lane to ensure it is suitable for two-way vehicle movement, the existing road network is capable of accommodating 500 dwellings prior to the Bekesbourne Lane/A257 junction reaching capacity.

3.30

3.31 Indeed, development within the Gladman's site could come forward via a new access onto the A257 independently from the Wates site and still allow 500 dwellings to be brought forward before any connection is made.

3.32

3.33 Wates will review relevant evidence supporting these triggers once they are published at the Reg. 19 stage and work with the Council ahead of this.

9. Other triggers and policy requirements:

3.34 Policy N5 also proposes several other triggers and policy triggers for which there is currently no supporting evidence to justify:

- *Waste water treatment works:*

Policy N5 should be worded more flexibly with regards to both (a) the need to deliver a wastewater treatment facility and (b) when that facility should be delivered. At present, the trigger to deliver it is unclear and the need for it may fall away owing to wider Government actions.

- *Local Centre, business space, and primary school:*

At present there is no evidence that justifies the proposed triggers associated with these elements. The triggers for these should reflect on the viability implications both in terms of the site overall, but also the future viability of the uses at the point at which they are intended to be delivered (i.e. whether there would be a critical mass of people to support these uses at the trigger points). Particularly for commercial uses where there is a requirement for the market to deliver (rather than community infrastructure uses delivered by the public sector), it should be for the market to determine when these are suitable to be delivered, rather than for policy to be overtly prescriptive on how such uses are phased into delivery.

3.35 Wates will review relevant evidence supporting these triggers once they are published at the Reg. 19 stage and work with the Council ahead of this.

4.0 Section 3 – Draft Local Plan Policies for Consultation

Q45. Sustainability Appraisal of the draft Local Plan – Do you have any comments on the Sustainability Appraisal of the Draft Canterbury District Local Plan – Focused Consultation (Regulation 18)?

4.1 Wates supports the SA in its conclusion that the 'Spatial Growth Option – Canterbury Focus' should be the preferred spatial strategy (Para 5.5.9). Wates agree that this option directs development towards the most sustainable location within the Borough: namely

within and around Canterbury: areas that are best connected to local amenities, schools, and community facilities. It will also encourage the greater use of public transport, active travel, and reduce the need for long car journeys. Finally, it will support Canterbury's economic growth.

Q46. Sustainability Appraisal of the Strategic Land Availability Assessment – Do you have any comments on the Sustainability Appraisal of the Strategic Land Availability Assessment?

- 4.2 The SA concluded that development of allocation N5 will 'likely have significant negative effects' on various Sustainability Appraisal Objectives, including Biodiversity, Geology, Landscape, Water, Flood risk, Heritage and Land use.
- 4.3 Wates note that the methodology used for SA site assessments did not consider the mitigation measures (Appendix G, Para 3.1.1). It is appreciated this is a standard approach. However, Wates disagrees that the development of its site, on its own merits, would give rise to the significant negative effects suggested. Moreover, a development will be able to mitigate against some of these effects and deliver wider benefits. For example, the site will need to achieve a biodiversity net gain so its delivery would clearly not have a significant negative effect on this objective (as is currently concluded).

Appendix 1 A275 to Brokesbourne Lane Model

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: A275 to Brokesbourne Lane Model.j9
 Path: C:\Users\LucasBurgess\Documents\whcant\2025-04-03 Indicative Modelling
 Report generation date: 03/04/2025 21:10:51

- «2035 and 350 Movements, PM
 - »Junction Network
 - »Arms
 - »Traffic Demand
 - »Origin-Destination Data
 - »Vehicle Mix
 - »Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2025										
1 - Western Junction - Stream B-ACD	D1	0.2	8.40	0.16	A	D2	0.1	6.98	0.06	A
1 - Western Junction - Stream A-BCD		0.0	4.37	0.03	A		0.0	5.05	0.02	A
1 - Western Junction - Stream D-ABC		0.0	0.00	0.00	A		0.1	10.47	0.08	B
1 - Western Junction - Stream C-ABD		0.2	5.00	0.10	A		0.1	4.19	0.07	A
2 - Eastern Junction - Stream B-AC		0.3	13.74	0.23	B		0.2	12.57	0.20	B
2 - Eastern Junction - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3 - Bekesbourne Lane Connection Junction - Stream B-AC		0.1	6.18	0.06	A		0.1	6.28	0.07	A
3 - Bekesbourne Lane Connection Junction - Stream C-AB		0.2	6.60	0.14	A		0.1	6.75	0.12	A
2035										
1 - Western Junction - Stream B-ACD	D3	0.2	8.96	0.18	A	D4	0.1	7.15	0.07	A
1 - Western Junction - Stream A-BCD		0.0	4.27	0.03	A		0.0	5.00	0.02	A
1 - Western Junction - Stream D-ABC		0.0	0.00	0.00	A		0.1	11.33	0.10	B
1 - Western Junction - Stream C-ABD		0.3	4.98	0.12	A		0.2	4.11	0.08	A
2 - Eastern Junction - Stream B-AC		0.4	15.46	0.27	C		0.3	13.86	0.23	B
2 - Eastern Junction - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3 - Bekesbourne Lane Connection Junction - Stream B-AC		0.1	6.24	0.06	A		0.1	6.32	0.08	A
3 - Bekesbourne Lane Connection Junction - Stream C-AB		0.2	6.68	0.16	A		0.2	6.81	0.14	A
2035 and 100 Movements										
1 - Western Junction - Stream B-ACD	D5	0.5	10.46	0.31	B	D6	0.1	7.35	0.11	A
1 - Western Junction - Stream A-BCD		0.0	4.29	0.03	A		0.0	5.11	0.02	A
1 - Western Junction - Stream D-ABC		0.0	0.00	0.00	A		0.1	12.00	0.11	B
1 - Western Junction - Stream C-ABD		0.4	5.27	0.17	A		0.7	4.76	0.27	A
2 - Eastern Junction - Stream B-AC		0.5	16.50	0.32	C		0.3	14.22	0.25	B
2 - Eastern Junction - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3 - Bekesbourne Lane Connection Junction - Stream B-AC		0.1	6.35	0.07	A		0.1	6.68	0.11	A
3 - Bekesbourne Lane Connection Junction - Stream C-AB		0.3	6.55	0.19	A		0.2	6.95	0.15	A
2035 and 300 Movements										

1 - Western Junction - Stream B-ACD	D7	1.3	16.73	0.58	C	D8	0.2	8.00	0.19	A
1 - Western Junction - Stream A-BCD		0.0	4.34	0.03	A		0.0	5.32	0.02	A
1 - Western Junction - Stream D-ABC		0.0	0.00	0.00	A		0.1	13.77	0.12	B
1 - Western Junction - Stream C-ABD		0.7	6.13	0.29	A		3.0	9.90	0.64	A
2 - Eastern Junction - Stream B-AC		0.7	18.95	0.41	C		0.4	14.89	0.28	B
2 - Eastern Junction - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3 - Bekesbourne Lane Connection Junction - Stream B-AC		0.1	6.59	0.09	A		0.2	7.58	0.16	A
3 - Bekesbourne Lane Connection Junction - Stream C-AB		0.5	6.48	0.27	A		0.3	7.22	0.18	A
2035 and 350 Movements										
1 - Western Junction - Stream B-ACD	D9	1.8	19.87	0.65	C	D10	0.3	8.20	0.21	A
1 - Western Junction - Stream A-BCD		0.0	4.35	0.03	A		0.0	5.38	0.02	A
1 - Western Junction - Stream D-ABC		0.0	0.00	0.00	A		0.1	14.36	0.12	B
1 - Western Junction - Stream C-ABD		0.8	6.38	0.32	A		4.5	13.63	0.74	B
2 - Eastern Junction - Stream B-AC		0.7	19.77	0.43	C		0.4	15.06	0.28	C
2 - Eastern Junction - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3 - Bekesbourne Lane Connection Junction - Stream B-AC		0.1	6.65	0.09	A		0.2	7.84	0.18	A
3 - Bekesbourne Lane Connection Junction - Stream C-AB		0.6	6.53	0.30	A		0.3	7.30	0.19	A
2035 and 450 Movements										
1 - Western Junction - Stream B-ACD	D11	3.3	31.04	0.78	D	D12	0.3	8.66	0.25	A
1 - Western Junction - Stream A-BCD		0.0	4.37	0.03	A		0.0	5.59	0.03	A
1 - Western Junction - Stream D-ABC		0.0	0.00	0.00	A		0.2	16.06	0.14	C
1 - Western Junction - Stream C-ABD		1.0	6.94	0.37	A		14.9	46.51	0.94	E
2 - Eastern Junction - Stream B-AC		0.9	21.51	0.48	C		0.4	15.42	0.30	C
2 - Eastern Junction - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3 - Bekesbourne Lane Connection Junction - Stream B-AC		0.1	6.79	0.10	A		0.3	8.43	0.21	A
3 - Bekesbourne Lane Connection Junction - Stream C-AB		0.8	6.68	0.35	A		0.3	7.46	0.21	A
2035 and 500 Movements										
1 - Western Junction - Stream B-ACD	D13	4.7	42.28	0.84	E	D14	0.4	8.94	0.27	A
1 - Western Junction - Stream A-BCD		0.0	4.38	0.03	A		0.0	5.77	0.03	A
1 - Western Junction - Stream D-ABC		0.0	0.00	0.00	A		0.2	17.55	0.15	C
1 - Western Junction - Stream C-ABD		1.1	7.30	0.40	A		28.5	91.27	1.00	F
2 - Eastern Junction - Stream B-AC		1.0	22.41	0.50	C		0.4	15.69	0.31	C
2 - Eastern Junction - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3 - Bekesbourne Lane Connection Junction - Stream B-AC		0.1	6.86	0.11	A		0.3	8.73	0.23	A
3 - Bekesbourne Lane Connection Junction - Stream C-AB		0.9	6.79	0.37	A		0.4	7.56	0.22	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.

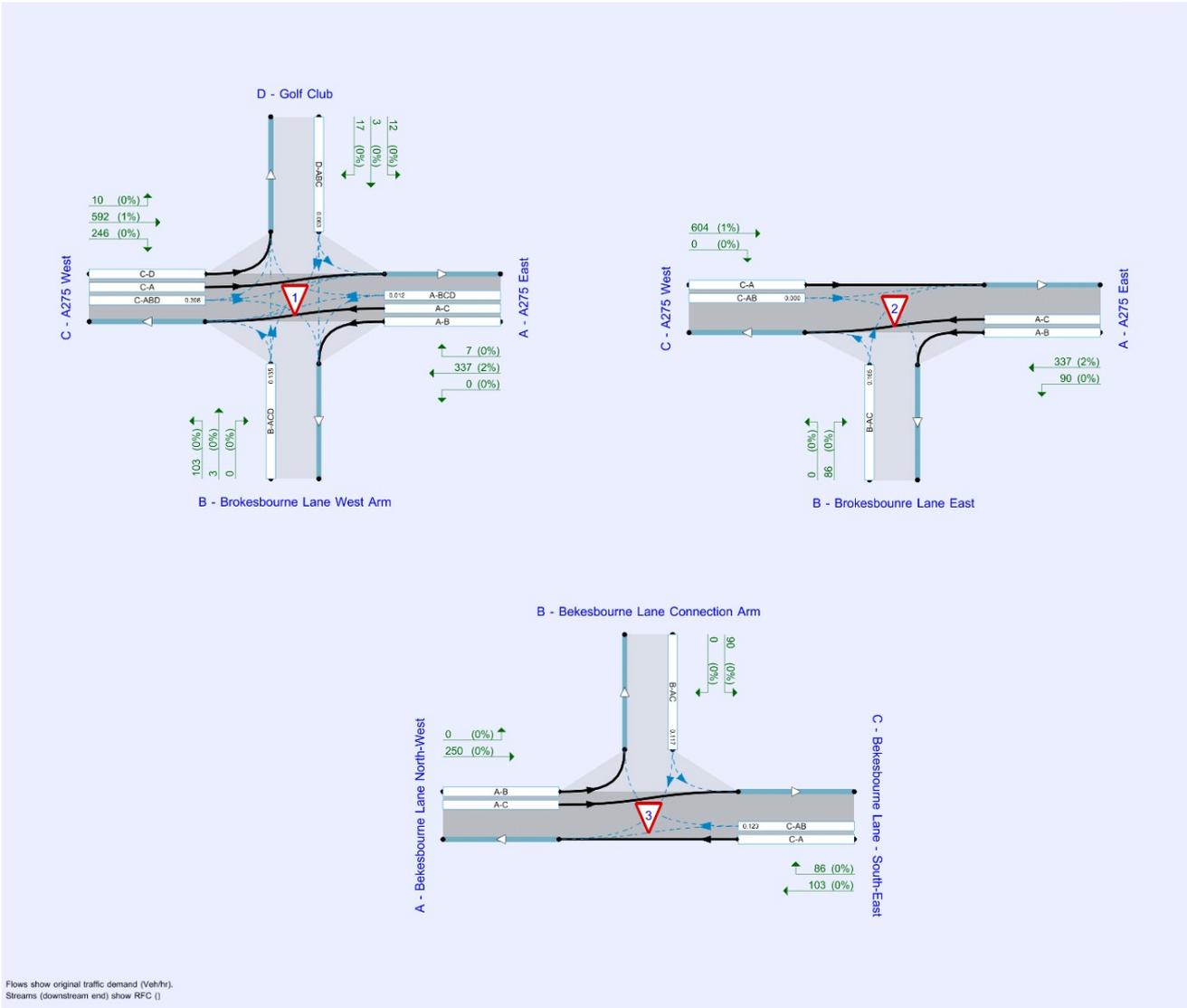
File summary

File Description

Title	Bekesbourne Lane and A275 Junction
Location	
Site number	
Date	03/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\burgess
Description	

Units

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



Analysis Options

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

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 and 350 Movements	PM	ONE HOUR	17:00	18:30	15

2035 and 350 Movements, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	3 - Bokesbourne Lane Connection Junction - C - Bokesbourne Lane - South-East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix	3 - Bokesbourne Lane Connection Junction	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Western Junction	Crossroads	Two-way		7.13	A
2	Eastern Junction	T-Junction	Two-way		1.15	A
3	Bokesbourne Lane Connection Junction	T-Junction	Two-way		2.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - Western Junction	A	A275 East		Major
	B	Bokesbourne Lane West Arm		Minor
	C	A275 West		Major
	D	Golf Club		Minor
2 - Eastern Junction	A	A275 East		Major
	B	Bokesbourne Lane East		Minor
	C	A275 West		Major
3 - Bokesbourne Lane Connection Junction	A	Bokesbourne Lane North-West		Major
	B	Bokesbourne Lane Connection Arm		Minor
	C	Bokesbourne Lane - South-East		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - Western Junction	A - A275 East	7.60			170.0	✓	0.00
	C - A275 West	7.60			200.0	✓	0.00
2 - Eastern Junction	C - A275 West	7.60			110.0	✓	0.00
3 - Bokesbourne Lane Connection Junction	C - Bokesbourne Lane - South-East	4.78			39.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - Western Junction	B - Brokesbourne Lane West Arm	One lane	3.40	30	28
	D - Golf Club	One lane	3.00	15	63
2 - Eastern Junction	B - Brokesbourne Lane East	One lane	3.40	52	14
3 - Bekesbourne Lane Connection Junction	B - Bekesbourne Lane Connection Arm	One lane	2.80	17	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1 - Western Junction	A-D	672	-	-	-	-	-	-	0.242	0.346	0.242	-	-	-
	B-A	521	0.088	0.223	0.223	-	-	-	0.140	0.319	-	0.223	0.223	0.112
	B-C	667	0.095	0.241	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	521	0.088	0.223	0.223	-	-	-	0.140	0.319	0.140	-	-	-
	B-D, offside lane	521	0.088	0.223	0.223	-	-	-	0.140	0.319	0.140	-	-	-
	C-B	690	0.249	0.249	0.355	-	-	-	-	-	-	-	-	-
	D-A	664	-	-	-	-	-	-	0.239	-	0.095	-	-	-
	D-B, nearside lane	513	0.138	0.138	0.314	-	-	-	0.220	0.220	0.087	-	-	-
	D-B, offside lane	513	0.138	0.138	0.314	-	-	-	0.220	0.220	0.087	-	-	-
D-C	513	-	0.138	0.314	0.110	0.220	0.220	0.220	0.220	0.087	-	-	-	

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - Eastern Junction	B-A	521	0.088	0.223	0.140	0.319
	B-C	658	0.094	0.237	-	-
	C-B	638	0.230	0.230	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3 - Bekesbourne Lane Connection Junction	B-A	487	0.093	0.236	0.149	0.337
	B-C	629	0.101	0.257	-	-
	C-B	597	0.243	0.243	-	-

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

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

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

Traffic Demand

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Western Junction	A - A275 East		✓	344	100.000
	B - Brokesbourne Lane West Arm		✓	106	100.000
	C - A275 West		✓	848	100.000
	D - Golf Club		✓	32	100.000
2 - Eastern Junction	A - A275 East		✓	427	100.000
	B - Brokesbourne Lane East		✓	86	100.000
	C - A275 West		✓	604	100.000
3 - Bekesbourne Lane Connection Junction	A - Bekesbourne Lane North-West		✓	250	100.000
	B - Bekesbourne Lane Connection Arm		✓	90	100.000
	C - Bekesbourne Lane - South-East		✓	189	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - Western Junction

		To			
		A - A275 East	B - Brokesbourne Lane West Arm	C - A275 West	D - Golf Club
From	A - A275 East	0	0	337	7
	B - Brokesbourne Lane West Arm	0	0	103	3
	C - A275 West	592	246	0	10
	D - Golf Club	12	3	17	0

Demand (Veh/hr)

2 - Eastern Junction

		To		
		A - A275 East	B - Brokesbourne Lane East	C - A275 West
From	A - A275 East	0	90	337
	B - Brokesbourne Lane East	86	0	0
	C - A275 West	604	0	0

Demand (Veh/hr)

3 - Bekesbourne Lane Connection Junction

		To		
		A - Bekesbourne Lane North-West	B - Bekesbourne Lane Connection Arm	C - Bekesbourne Lane - South-East
From	A - Bekesbourne Lane North-West	0	0	250
	B - Bekesbourne Lane Connection Arm	0	0	90
	C - Bekesbourne Lane - South-East	103	86	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Western Junction

		To			
		A - A275 East	B - Brokesbourne Lane West Arm	C - A275 West	D - Golf Club
From	A - A275 East	0	0	2	0
	B - Brokesbourne Lane West Arm	0	0	0	0
	C - A275 West	1	0	0	0
	D - Golf Club	0	0	0	0

Heavy Vehicle Percentages

2 - Eastern Junction

		To		
		A - A275 East	B - Brokesbounre Lane East	C - A275 West
From	A - A275 East	0	0	2
	B - Brokesbounre Lane East	0	0	0
	C - A275 West	1	0	0

Heavy Vehicle Percentages

3 - Bekesbourne Lane Connection Junction

		To		
		A - Bekesbourne Lane North-West	B - Bekesbourne Lane Connection Arm	C - Bekesbourne Lane - South-East
From	A - Bekesbourne Lane North-West	0	0	0
	B - Bekesbourne Lane Connection Arm	0	0	0
	C - Bekesbourne Lane - South-East	0	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Western Junction	B-ACD	0.21	8.20	0.3	A
	A-BCD	0.02	5.38	0.0	A
	A-B				
	A-C				
	D-ABC	0.12	14.36	0.1	B
	C-ABD	0.74	13.63	4.5	B
	C-D				
	C-A				
2 - Eastern Junction	B-AC	0.28	15.06	0.4	C
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
3 - Bekesbourne Lane Connection Junction	B-AC	0.18	7.84	0.2	A
	C-AB	0.19	7.30	0.3	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

17:00 - 17:15

Junction	Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Western Junction	B-ACD	80	592	0.135	79	0.2	7.013	A
	A-BCD	8	680	0.012	8	0.0	5.363	A
	A-B	0			0			
	A-C	251			251			
	D-ABC	24	381	0.063	24	0.1	10.077	B
	C-ABD	366	918	0.398	362	1.0	6.456	A
	C-D	5			5			
	C-A	268			268			
2 - Eastern Junction	B-AC	65	393	0.165	64	0.2	10.916	B
	C-AB	0	560	0.000	0	0.0	0.000	A
	C-A	455			455			
	A-B	68			68			
	A-C	254			254			
3 - Bekesbourne Lane Connection Junction	B-AC	68	580	0.117	67	0.1	7.007	A
	C-AB	74	605	0.123	74	0.2	6.774	A
	C-A	68			68			
	A-B	0			0			
	A-C	188			188			

17:15 - 17:30

Junction	Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Western Junction	B-ACD	95	577	0.165	95	0.2	7.465	A
	A-BCD	11	686	0.016	11	0.0	5.333	A
	A-B	0			0			
	A-C	298			298			
	D-ABC	29	343	0.084	29	0.1	11.465	B
	C-ABD	506	968	0.522	503	1.7	7.774	A
	C-D	4			4			
	C-A	252			252			
2 - Eastern Junction	B-AC	77	368	0.210	77	0.3	12.357	B
	C-AB	0	545	0.000	0	0.0	0.000	A
	C-A	543			543			
	A-B	81			81			
	A-C	303			303			
3 - Bekesbourne Lane Connection Junction	B-AC	81	571	0.142	81	0.2	7.340	A
	C-AB	91	607	0.151	91	0.2	6.985	A
	C-A	79			79			
	A-B	0			0			
	A-C	225			225			

17:30 - 17:45

Junction	Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Western Junction	B-ACD	117	556	0.210	116	0.3	8.182	A
	A-BCD	16	698	0.024	16	0.0	5.275	A
	A-B	0			0			
	A-C	362			362			
	D-ABC	35	288	0.122	35	0.1	14.200	B
	C-ABD	760	1038	0.732	750	4.2	12.599	B
	C-D	3			3			
	C-A	171			171			
2 - Eastern Junction	B-AC	95	334	0.284	94	0.4	15.001	C
	C-AB	0	525	0.000	0	0.0	0.000	A
	C-A	665			665			
	A-B	99			99			
	A-C	371			371			
3 - Bekesbourne Lane Connection Junction	B-AC	99	558	0.178	99	0.2	7.836	A
	C-AB	116	610	0.191	116	0.3	7.295	A
	C-A	92			92			
	A-B	0			0			
	A-C	275			275			

17:45 - 18:00

Junction	Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Western Junction	B-ACD	117	556	0.210	117	0.3	8.197	A
	A-BCD	17	696	0.024	17	0.0	5.298	A
	A-B	0			0			
	A-C	362			362			
	D-ABC	35	286	0.123	35	0.1	14.358	B
	C-ABD	768	1042	0.737	767	4.5	13.630	B
	C-D	3			3			
	C-A	163			163			
2 - Eastern Junction	B-AC	95	334	0.284	95	0.4	15.059	C
	C-AB	0	525	0.000	0	0.0	0.000	A
	C-A	665			665			
	A-B	99			99			
	A-C	371			371			
3 - Bekesbourne Lane Connection Junction	B-AC	99	558	0.178	99	0.2	7.842	A
	C-AB	117	610	0.191	117	0.3	7.303	A
	C-A	92			92			
	A-B	0			0			
	A-C	275			275			

18:00 - 18:15

Junction	Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Western Junction	B-ACD	95	577	0.165	96	0.2	7.481	A
	A-BCD	11	683	0.017	11	0.0	5.370	A
	A-B	0			0			
	A-C	298			298			
	D-ABC	29	339	0.085	29	0.1	11.607	B
	C-ABD	513	974	0.527	524	1.8	8.283	A
	C-D	4			4			
	C-A	245			245			
2 - Eastern Junction	B-AC	77	368	0.210	78	0.3	12.420	B
	C-AB	0	545	0.000	0	0.0	0.000	A
	C-A	543			543			
	A-B	81			81			
	A-C	303			303			
3 - Bekesbourne Lane Connection Junction	B-AC	81	571	0.142	81	0.2	7.352	A
	C-AB	91	607	0.151	92	0.2	6.999	A
	C-A	78			78			
	A-B	0			0			
	A-C	225			225			

18:15 - 18:30

Junction	Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Western Junction	B-ACD	80	592	0.135	80	0.2	7.036	A
	A-BCD	8	678	0.012	8	0.0	5.385	A
	A-B	0			0			
	A-C	251			251			
	D-ABC	24	379	0.064	24	0.1	10.148	B
	C-ABD	369	921	0.401	373	1.1	6.641	A
	C-D	4			4			
	C-A	265			265			
2 - Eastern Junction	B-AC	65	393	0.165	65	0.2	10.987	B
	C-AB	0	560	0.000	0	0.0	0.000	A
	C-A	455			455			
	A-B	68			68			
	A-C	254			254			
3 - Bekesbourne Lane Connection Junction	B-AC	68	580	0.117	68	0.1	7.024	A
	C-AB	74	605	0.123	75	0.2	6.795	A
	C-A	68			68			
	A-B	0			0			
	A-C	188			188			